

Document Control Changes: Created 13 August 2020

OFF-STREET PARKING

1. What this ordinance does.

This ordinance establishes minimum standards and requirements for off-street parking stalls and landscaping and buffering of parking lots.

2. Purpose.

The purpose of this ordinance is to reduce congestion and traffic hazards on public rights-of-way by requiring adequate, functional, and effective use of off-street parking areas. This ordinance also requires landscaping and buffering within these parking areas to reduce adverse impacts of headlight glare and lighting within the parking area; improve circulation within parking areas by channeling vehicles and pedestrians; provide climatic relief from broad expanses of pavement; and improve the appearance of the site and surrounding neighborhood.

3. Off-street parking required.

Off-street parking shall be provided according to standards noted in this ordinance for all newly constructed buildings and additional parking that shall be provided for any structure or use that is expanded.

4. General provisions for nonresidential off-street parking facilities.

A. Materials for Parking Areas. Parking areas shall consist of concrete, asphalt, or other impervious materials as approved in the APWA (American Public Works Association) Standards and Specifications, 2017 revision.

B. Maintenance of Parking Areas. Pavement, striping, landscaping, and lighting are required to be maintained in all parking areas. During times of snowfall, parking areas shall be cleared of snow as soon as is practical and possible.

C. Parking Area Access. Parking areas serving more than one structure may use a common access. Common access locations shall be based upon acceptable standard design geometry, road alignment, and traffic volumes of the surrounding public streets. All nonresidential and mixed-use structures must be designed so that vehicles are not required to back up onto the public street.

D. Lighting in Parking Areas. Parking areas shall have adequate lighting to ensure the safe circulation of automobiles and pedestrians. Such lighting shall be directed in such a

way as to not be a nuisance to adjacent properties or uses. Parking lot luminaries shall be in conformance with town ordinance – Outdoor Lighting Standard .

E. Location of Parking Areas. Required off-street parking areas for nonresidential uses shall be placed within 600 feet of the main entrance to the building.

F. Storm Water Runoff. All parking areas shall have storm water contained on-site and drainage calculations shall be provided for reviewed by the Town engineer.

G. Headlight Screen. Headlight screening is required around the perimeter of all parking areas adjacent to residential uses, or as deemed necessary by the planning director. A headlight screen shall consist of a berm, fence, wall, or landscaping consisting of at least three and one-half feet in height and capable of blocking headlight glare. Headlight screening may also be provided by buildings.

H. Parking Lot Slopes. Parking lots shall not have slopes on which vehicles park greater than five percent.

5. Submittal and approval of parking areas.

Plans depicting the parking areas for newly constructed buildings and expanded structures or uses shall be submitted in conjunction with a site plan for all nonresidential and multifamily residential development. All other parking plans shall show the following: the required number of stalls and aisles scaled to the correct dimensions, the correct number of handicapped accessible parking spaces, storm water drainage capabilities, lighting, landscaping, irrigation, and pedestrian walkways. Single-family dwellings may submit a plan with an application for a building permit that shows driveways and other areas to be dedicated to parking.

6. Dimensions for parking stalls.

The dimensions of parking stalls and aisles contained within the parking areas shall be dependent upon the orientation of stalls. Table 12.1, Dimensions for Parking Stalls and Aisles, details these standards. Any deviation from these standards must be recommended by the Town engineer and approved by the Planning Commission.

7. Handicapped accessible parking.

A. Stalls Count Toward Minimum Number Required. Handicapped parking stalls shall be provided in off-street parking areas and shall count towards fulfilling the minimum requirements for automobile parking.

B. Location. Handicapped parking stalls shall be located as nearly as practical to a primary building entrance with access ramps available for equipment used in assisting handicapped persons.

C. Signage. A permanently affixed reflective sign and/or surface identification depicting the standard symbol for handicapped parking shall identify each handicapped parking stall.

D. Number of Stalls. The number of handicapped parking stalls shall conform to the minimum requirements of the Americans with Disabilities Act (ADA) listed in Table 12.2, ADA Parking Requirements.

E. Dimensions of Stalls. The dimensions of handicapped parking stalls shall be 10 feet wide by 20 feet deep, with a five-foot access aisle (two handicapped parking spaces may share an access aisle between them), or such standard as may be required by the ADA.

8. Landscaping in parking areas.

The following requirements shall apply to all landscaping of off-street parking areas:

A. Parking Areas Adjacent to Public Streets. All parking areas for nonresidential or multifamily residential uses which are adjacent to public streets shall have landscaped bermed strips of not less than 10 feet placed between the sidewalk and the parking area. Trees, both deciduous and/or evergreen, shall be placed in the strip with spacing of no less than 30-foot intervals or the width of the two adjacent trees' canopy or foliage when mature. This spacing requirement is used for calculating the number of trees required to be installed along frontages and is not meant to dictate the design of the landscaping. Required street trees may be clustered so long as trees have sufficient space to grow to maturity without encroachment of other vegetation. The layout of the landscaping shall not be in close proximity to public facilities such as overhead power lines, fire hydrants, traffic control signage, etc., that would be obstructed when the vegetation reaches maturity. The following are sizes of planting standards for required landscaping that shall be followed for all new development:

1. Deciduous Trees. All deciduous trees shall have a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line.

2. Curbs. All landscaped areas abutting any paved surface shall be curbed according to the Town's construction specification (APWA Standards).

B. Clear Sight Triangles. Clear lines of sight shall be provided at intersections by delineating triangular areas adjacent to all intersections, within which no parking, building, structure, berming, or landscaping over three feet in height above the street shall be permitted. Single-trunk trees may be planted within such areas, but only where the tree will be pruned to eliminate all branches and foliage below eight feet. Driveways, when feasible, are prohibited within the clear vision triangle of local streets.

1. Local Streets. At intersections of local streets the triangle shall be defined by drawing a line between two points that are 30 feet from the intersection along the lot (property) lines.

2. Alleys and Driveways. At intersections of alleys and driveways (this includes private driveways) the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or 15 feet from the intersection along the lot line and outer edge of the driveway.

3. Alleys or Driveways and Local Streets. At intersections of alleys or driveways (this includes private driveways) and local streets the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or driveways and 30 feet on the street side.

4. Other Streets. Larger clear sight triangles may be required by the Town engineer where local streets enter arterial streets, major collector streets, or parkways.

C. Required Parking Islands.

1. Islands on Doubled Rows of Parking. On doubled rows of parking stalls, there shall be one 40-foot-long by five-foot-wide landscaped island on each end of the parking rows, plus one 40-foot-long by five-foot-wide landscaped island to be placed at minimum of every 12 parking stalls. Each island on doubled parking rows shall include a minimum of two deciduous trees per planter having a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line. Other landscape installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscape islands. Xeriscaping is encouraged in these areas.

2. Islands on Single Rows of Parking. On single rows of parking there shall be one 20-foot-long by five-foot-wide landscaped island a minimum of every 12 stalls. Islands on a single parking row shall have a minimum of one deciduous tree having a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line. Other landscaping installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscaped islands. Xeriscaping is encouraged in these areas.

3. Traffic Circulation. Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area. There shall be a break in parking rows at a minimum of 48 parking stalls for each double row of parking for the purpose of facilitating traffic circulation on the site.

4. Landscaped Boundary Strips. All landscaped boundary strips along street frontages shall be a minimum of 10 feet in width. The minimum landscaped boundary strips along parcels that have the same land use shall be a minimum of six feet. A fence, landscaped screen, or berm is required around the perimeter of the parking area to mitigate escape of light from headlights and other lighting on surrounding property. A headlight screen or berm shall be at least three and one-half feet in height and capable of blocking headlight glare.

5. Completion of Landscaping. All landscaping improvements shall be completed in accordance with the approved site plan, landscaping plan, and irrigation plan and occur prior to the issuance of a certificate of occupancy for the associated structure(s). Exceptions may be permitted and certificates of occupancy issued where weather conditions prohibit the completion of required landscaping improvements. In such cases an extension period of six months is permitted but a bond shall be posted for not less than 110 percent of the value of the landscaping and shall be held until the requirements of this ordinance are met.

6. Snow Stacking CapaTown . Every parking lot design shall plan for a snow stacking area to accommodate the stacking volume of a four-inch snow base over the entire parking lot.

9. Pedestrian walkways and accesses.

Parking lots larger than 87,120 square feet shall provide raised or delineated pedestrian walkways. Walkways shall be a minimum of 10 feet wide and shall be placed through the center of the parking area and extend to the entrance of the building. Landscaped islands along the center walkway shall be placed at a minimum interval of every 30 feet. Landscaped islands are encouraged to be offset from one another to create a feeling of greater coverage. Where the developer desires to have a driveway access at the center of the parking area, a pedestrian access shall be placed on either side of the driveway.

10. Shared parking and curb cuts.

Up to 50 percent of the required parking may be shared with other required parking areas upon approval by the Planning Commission. The developer must show an agreement granting shared parking or mutual access to the entire parking lot in perpetuity, as well as a professional traffic engineer's data showing that peak parking demand of all uses will not exceed parking spaces.

A. Shared Ingress and Egress. In most cases, shared parking areas shall also share ingress and egress. This requirement may be waived when the Town engineer believes that shared accesses are not feasible. In reviewing the site plans the Town engineer shall evaluate the need for limited access and the appropriate number of curb cuts, shared driveways or other facilities that will result in a safer, more efficient parking and circulation pattern.

11. Required parking by land use.

This section describes criteria to be used in assessing required parking. The following criteria shall be used in conjunction with Table 12.3 Required Parking by Land Use, when determining required parking for any project.

A. Gross Square Footage. When a parking requirement is based upon square footage, the assessed parking shall be based upon gross square footage of the building or use.

B. Number of Employees. When parking requirements are based upon the number of employees, parking calculations shall use the largest number of employees who work at any one shift. Where shift changes may cause substantial overcrowding of parking facilities, additional stalls may be required.

C. Multiple Uses. When a development contains multiple uses, more than one parking requirement may be applied.

D. Fraction When Calculating. Any fraction obtained when calculating the parking requirement shall be required to add one additional parking stall.

E. No Parking Standard in Table 12.3. Where no comparative land use standard for parking is found in Table 12.3, Required Parking by Land Use, the town engineer shall make a recommendation to the Planning Commission. The Planning Commission shall then determine an appropriate parking requirement.

F. Additional Information. Any information provided by the developer relative to trip generation, hours of operation, shared parking, peak demands or other information relative to parking shall be considered when evaluating parking needs.

G. Alternative Parking Requirements. Alternative parking provisions which do not fully comply with requirements may deviate from the standards contained in Table 12.3, Required Parking by Land Use, when the Planning Commission determines that the deviation does not impair the service level required by this ordinance.

12. Tables.

| Table 12.1 Dimensions for Parking Stalls and Aisles | | | | |
|---|-------------|--------------|--------------|---------------|
| Parking Angle | Stall Width | Stall Length | Aisle Width* | Aisle Width** |
| Parallel | 9' | 18' | N/A | 12' |
| 45 | 9' | 18' | 25' | 14' |
| 60 | 9' | 18' | 25' | 18' |
| 90 | 9' | 18' | 24' | 24' |

* Two-way traffic only

** One-way traffic only

| Table 12.2 ADA Parking Requirements | |
|-------------------------------------|--|
| Total Parking Stalls in Lot | Minimum Handicapped Accessible Stalls |
| 1 – 25 | 1 |
| 26 – 50 | 2 |
| 51 – 75 | 3 |
| 76 – 100 | 4 |
| 101 – 150 | 5 |
| 151 – 200 | 6 |
| 201 – 300 | 7 |
| 301 – 400 | 8 |
| 401 – 500 | 9 |
| 501 – 999 | 2% of total stalls |
| Over 1,000 | 20 stalls plus 1 stall for every 100 stalls thereof over 1,000 |

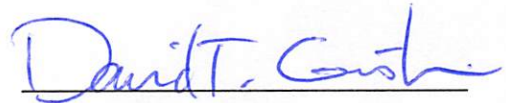
| Table 12.3 Required Parking by Land Use | |
|---|--|
| Land Uses | Parking Standard |
| PUBLIC/CIVIC USES | |
| Churches | 1 stall per 20 sq. ft. in main assembly room |
| Parks and Playgrounds | To be determined by the Planning Commission |
| COMMERCIAL/OTHER USES | |
| Automotive Service Stations | 1 stall per 500 sq. ft. of gross finished floor area plus 2 stalls per service bay |
| Care Facilities for Elderly Persons | 1 stall per 4 beds plus 1 for each employee during regular hours |
| Child Day Care /Preschool* | 1 stall per staff member plus 1 stall per 10 children |
| Convenience Store | 1 stall per 200 sq. ft. of gross floor area |
| Grocery Store and Deli | 1 stall for each 200 sq. ft. of gross floor area for building greater than 10,000 sq. ft. |
| Health/Fitness Club | 1 stall per 150 sq. ft. of gross floor area |
| Hotel, Motel | 1 stall per bed |
| Laundry | 1 stall per 250 sq. ft. of gross floor area |
| Light Manufacturing | 1 stall per person employed on highest employee shift |
| Lumber and Hardware | 1 stall for each 200 sq. ft. of gross floor area for building greater than 10,000 sq. ft. |
| Meeting/Reception | 1 stall per 250 sq. ft. of gross floor area |
| Office and Professional | 1 stall per 300 sq. ft. of gross floor area |
| Printing and Publishing | 1 stall per person employed on highest employee shift |
| Retail Establishment | Minimum = 1 stall for each 300 sq. ft. of gross floor area for buildings; Maximum = 1 stall for each 200 sq. ft. of gross floor area for buildings |
| Restaurants | 1 stall per 250 sq. ft. of gross floor area |
| Restaurants (Fast Food/Drive-Thru) | 1 stall per 125 sq. ft. of gross floor area |
| Research/Development | 1 stall per 300 sq. ft. of gross floor area |
| Self-Storage | To be determined by the Planning Commission |
| Shopping Centers | 1 stall for each 200 sq. ft. of gross floor area for building greater than 10,000 sq. ft. |
| Warehouse and Distribution | 1 stall per 2,000 sq. ft. for first 20,000 sq. ft. of gross floor area plus 1 stall per 4,000 sq. ft. of gross floor area thereafter |

* Not required of day care/preschool operated from a residence with a home business license.

13. Effective Date

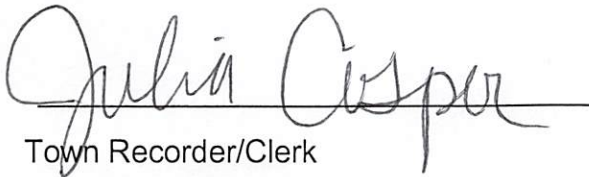
This ordinance shall become effective upon approval and posting.

Passed by the majority vote of the Town Council of the Town of Cedar Fort this 13th day of August 2020.




Mayor

Attest:


Town Recorder/Clerk

Mayor David Gustin

Voted Yea 

Councilmember Ellen Cibula

Voted _____

Councilmember Wyatt Cook

Voted yea WC

Councilmember Laura Ault

Voted _____

Councilmember Rett Messersmith

Voted Yea RM

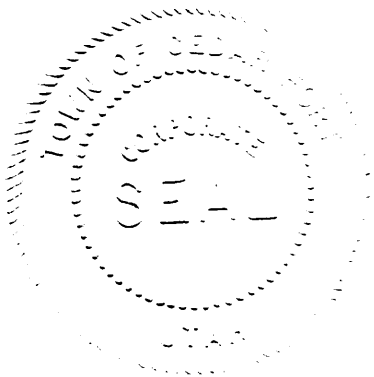
STATE OF UTAH)
) ss.
COUNTY OF UTAH)


I, JULIA COSPER, Town Recorder of Cedar Fort Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Cedar Fort Town, Utah, on the 13 day of August 2020 entitled

"OFF-STREET PARKING" ORDINANCE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Cedar Fort Town Utah this 13 day of August 2020.

(SEAL)




JULIA COSPER
Cedar Fort Town Recorder

STATE OF NEW YORK

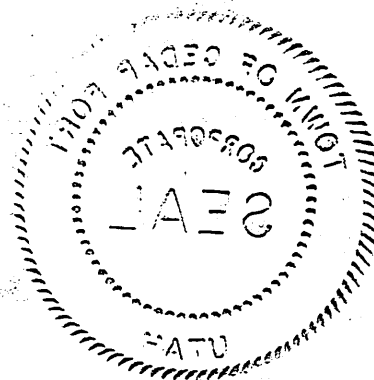
OFFICE OF THE ATTORNEY GENERAL

IN SENATE, January 10, 1911.
REPORT OF THE ATTORNEY GENERAL
ON THE PROCEEDINGS OF THE
COMMISSIONERS OF THE LAND OFFICE

ALBANY: J.B. LIPPINCOTT & CO., 1911.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Office of the Attorney General at Albany, New York, this 10th day of January, 1911.

[Handwritten Signature]
JAN 10 1911



AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Julia Cospers, Town Recorder of Cedar Fort Town, Utah, do hereby certify and declare that I posted in three (3) public places the following summary of the ordinance which was passed by the Cedar Fort Town Council on the 13 day of August 2020 and herein referred to as:


"OFF-STREET PARKING" ORDINANCE

SUMMARY:

The above-named ordinance was enacted to define and describe the requirements, limitations and restrictions on off-street parking within the Town of Cedar Fort. Definitions and categories are presented. Prohibited and restricted uses are detailed.

The three places are as follows:

1. Post Office
2. Town Hall
3. Cedar Valley Store


Julia Cospers

Cedar Fort Town Recorder

Date of Posting 8/25/2020