

CHAPTER 5: PARKING AND STORAGE FACILITY REGULATION

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1.1 Off-Street Parking and Loading Spaces Required

Except as provided in Section 5-7, off-street and loading spaces conforming to the provisions of this Ordinance 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 (15) percent increase in parking required under this Ordinance. All new parking lot construction, reduction, addition or reconfiguration require a Building Permit.

1.2 Distance for Private Off-Street Parking

Required off-street parking shall be located within two hundred feet (200') of the primary entrance of the building unless the Planning and Zoning Commission allows greater with a Conditional Use Permit. This distance shall be measured from along an accessible route that a pedestrian would use. This section is not applicable in the Central Business District (CBD) and the University District (UD).

1.3 Common Parking Facilities for Joint and Mixed Uses

Joint or mixed use of parking facilities shall be permitted as follows:

- a. **Mixed Uses.** Total requirements for off-street parking shall be the sum of the requirements for various uses within the development or structure.
- b. **Joint Uses.** The joint use of off-street parking facilities is allowed provided:
 - i. The applicant shows there is no substantial conflict in the principal operating hours of the building, structure, or use for which the joint use of parking facilities is proposed.
 - ii. The parking facility for joint use is not further than two hundred feet (200') from the primary entrances of each use.
 - iii. 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.
 - iv. In the University District, the provisions of subsection (1) here of shall not apply, however, the University shall provide information which demonstrates that the parking facilities proposed to be considered for joint use will lessen the demand for other parking facilities in the University District.

1.4 Loading Spaces

In addition to off-street parking required herein, all commercial and manufacturing uses in all the Commercial zones, except Central Business District (CBD) shall provide adequate off-street loading and unloading areas. As a minimum, any building over ten thousand (10,000) square feet used for retail or wholesale trade shall provide one off-street

loading space which shall not measure less than forty by twelve (40x12) square feet and shall have an unobstructed height of fourteen feet six inches (14' x 6"). Such loading space shall be made permanently available for loading and unloading and shall be surfaced with concrete or asphalt. Additional spaces may be required by the City Engineer or the Planning and Zoning Commission. Maneuvering for loading and unloading on the public rights-of-way, excluding alleys, shall be prohibited for all buildings constructed outside the CBD district after the effective date of this Ordinance. Office and other buildings that would not require large deliveries are not required to provide a loading space.

1.5 Parking and Site Plans Required

- a. **Requirements.** 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 (15) percent or more in off-street parking requirements, a parking plan shall be submitted to and approved by the City Engineer. The plan shall show all parking spaces and their dimensions, access aisles, and entrances and exits to the site. For changes of occupancy use, loading spaces and loading space access shall be required as per section 5.1. The parking plan may be combined with the landscape plan required under Section 6-9. Parking and site plans provided shall conform to the following standards:
 - i. Each required off-street parking space shall be at least nine (9) feet in width and at least twenty (20) feet in length (18 feet in parking structures), exclusive of access drive and aisles. Parallel parking spaces shall be a minimum of nine (9) feet wide by twenty-two (22) feet long. Up to twenty-five (25) percent of the spaces may be allocated for compact cars with a minimum stall width of eight (8) feet and length of sixteen (16) feet (15 feet in parking structures). Spaces for compact cars shall be signed or otherwise designated and shall be located in rows separate from parking for larger vehicles.
 1. **“Developer Option”** For dormitory housing, boarding houses and multiple family housing, eighty (80) percent of the parking space are allowed to be sixteen (16) feet long by nine (9) feet wide with twenty (20) percent required to be twenty (20) feet long by nine (9) feet wide.
 - ii. Plans for a parking structure must be approved by the City Engineer, the Fire Marshall and the Community Development Director. If applicant can show that compact and other small cars will be a greater percentage of parking structure use, the Planning and Zoning Commission may allow any size parking space that meets the minimum required size (8 feet wide by 15 feet long).to count as full size as part of a Conditional Use Permit.
 - iii. All driveways or drive aisles designed for two-way circulation shall be at least twenty two (22) feet in width (unless required to be wider by the Fire Code). For residential parking lots serving thirty (30) spaces or less, the minimum is twenty (20) feet. Aisles designed to serve ninety-degree parking shall be at least twenty-four (24) feet in width (22 feet in parking structures). Aisles designed for one-way circulation shall be thirteen (13) feet wide when serving thirty (30) degree parking, fifteen (15) feet wide when serving forty-five (45) degree parking, and eighteen (18) feet wide when serving sixty (60) degree parking.
 - iv. 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.
 - v. All parking areas, aisles and driveways shall be surfaced with asphalt or concrete. Asphalt is not allowed for sidewalks crossing driveways and for the driveway approach between the street and the sidewalk (see Rexburg Engineering Standards). Asphalt or concrete is not required for outdoor vehicle and boat storage lots that have a sixty (60) foot minimum long concrete or asphalt access driveway between the afore mentioned lot and the public right-of-way when a gravel surface is provided.
 - vi. No parking spaces shall be located in the clear sight triangle provided in section 4-6 or immediately adjacent to an exit to a public right-of-way.
 - vii. All lighting for parking areas shall be directed and, when necessary, shielded so as not to produce direct

glare on adjacent properties, and shall comply with the City's lighting ordinance

- viii. No parking area, except those designed for single-family homes, twin homes and duplexes, shall be designed or constructed to create a situation in which vehicles back into the public right-of-way. Townhomes or row houses shall be designed to provide rear loading driveways and garages, rather than utilizing the front yard (unless approved by the Community Development Director). Or, provide a parking lot that meets all applicable standards for the underlying zoning.
- ix. No access point from a parking area to any street shall be within twenty (20) feet of a local street intersection or alley. No access point shall be within forty (40) feet of an intersection with a collector street of sixty (60) feet of an intersection with an arterial street.
- x. All parking areas for more than four (4) vehicles shall dedicate the equivalent of ten (10) percent of the parking area to landscaping and snow storage. The landscaping may be interior or may be peripheral. It shall include groundcover and trees.
- xi. Parking spaces along the outer boundary of a parking lot shall be contained by high-back curbing or a bumper rail so placed to prevent a vehicle from extending over an adjacent property. Wheel stops must be a minimum of four (4) inches in height and width, and six (6) feet in length, and must be firmly attached to the ground. Placement must be a minimum of eighteen (18) inches from property line as applicable.
- xii. Tandem parking is allowed for residential use where the tandem spaces are assigned to the same dwelling unit.

1.6 Location of Parking Areas

Parking spaces and maneuvering areas shall not be permitted in the required front yard; such yards shall be dedicated to landscaping. Driveways in commercial zones (excluding mixed-use zones) may encroach into setback up to ten (10) feet. However, in LDR1 & LDR2 single-family structures shall be allowed one required parking place within the setback area per dwelling, in order to meet the parking requirement. Medium and high density zones (and zones that allow a medium to high density housing component, e.g. Mixed-Use) shall not be permitted to have any parking spaces or maneuvering areas located within a required front yard setback.

1.7 Required Parking for Land Uses

The minimum number of parking spaces to be provided under this ordinance shall be as provided below. Where a specific use is not listed, the Community Development Director, in his or her professional judgment, shall make a determination on a parking standard to be applied based on a similar use, and/or available information from national studies or other communities' parking standards.

1.8 TABLE 3 – Required Number of Spaces

Call Centers and business with higher density cubicles, 0.9 space per employee or 0.6 per employee allowed in Central Business District (CBD), Technology and Office Zone (TOZ). On a case by case basis 0.6 spaces may be allowed in other zones if the Community Development Director determines that the requested location is close in proximity to substantial higher density housing.

Use Parking Spaces

RESIDENTIAL

Single-family dwellings 2 spaces per unit

Multi-family dwellings 2.0 spaces per unit Developments greater than 6 Units may be reduced by 20% in the Infill/Redevelopment Area as identified in Section 4.16.

High Density Residential (HDR1 & HDR2 Zones, or zones with high-density housing provisions. Does not include dormitory, or non-family housing)

1 bedroom 1.5 spaces per unit

2 bedroom 2.0 spaces per unit Developments greater than 6 Units may be reduced by 20% in the Infill/Redevelopment Area as identified in Section 4.16.

3 bedroom 2.0 spaces per unit Developments greater than 6 Units may be reduced by 20% in the Infill/Redevelopment Area as identified in Section 4.16.

Dormitory housing 1 space per occupant. In the Infill-Redevelopment area, the requirement may be reduced to 75% when a parking management plan has been provided and approved by the City Attorney or designee.

Dormitory housing located in the Pedestrian Emphasis Zone (PEZ) and seeking reduced parking requirements is subject to a Conditional Use Permit CUP

Congregate Residence and Boarding House 1 space per occupant (unless otherwise approved by the Community Development Director)

Multi-family dwellings for the elderly 1 spaces per unit

Nursing homes 0.25 per bed

Motels and hotels (transient lodging) 1.00 per sleeping room plus 1.00 space per employee at the highest shift

RETAIL TRADE

Building materials, hardware and farm equipment 1.00 per 1,000 square feet gross floor area

General merchandise 4.00 per 1,000 square feet gross floor area

Food (non-restaurant) 3.00 per 1,000 square feet gross floor area

Automotive, marine craft, aircraft, 1.00 per 1,000 square feet gross floor area and accessories (Sales, does not include repair garages)

Automotive, marine craft, aircraft, and accessories, 3.00 per 1,000 square feet gross floor area (sales and service)

Furniture, home furnishings, and 1.00 per 1,000 square feet gross floor area equipment

Shopping centers-mixed uses

Fewer than 200,000 square feet 4.00 per 1,000 square feet gross floor area

Over 200,000 square feet 5.00 per 1,000 square feet gross floor area

Eating and drinking:

Sit down restaurant: 10 spaces per 1000 square feet gross floor area

Restaurant (CBD zone): 5 spaces per 1000 square feet gross floor area

Fast food with drive-through: 0.33 spaces per seat (two (2) feet of bench equals one (1) seat)

SERVICES

Finance, insurance, real estate, 3.00 per 1,000 square feet gross floor area services

Beauty and Barber services 6.00 per 1,000 square feet gross floor area

All other 3.00 per 1,000 square feet gross floor area

Business services 3.00 per 1,000 square feet gross floor area

Travel services 3.00 per 1,000 square feet gross floor area

Medical Clinic: Any facility that provides limited diagnostic and outpatient care, but is unable to provide long-term in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies and a wide range of services. 4.00 per 1,000 square feet gross floor area

Hospital services 2.00 per patient bed for expansions to current campuses (existing prior to 2008). Four (4) per patient bed for new hospital campuses.

Doctor offices and all other medical services 3.00 per 1,000 square feet gross floor area and professional services

Contract construction services 2.00 per 1,000 square feet gross floor area

Day Care, preschool 2.00 per teacher on largest shift

Kindergarten, elementary, and junior high schools
2.00 per classroom

High schools and colleges 1.00 per 4 persons (at maximum capacity)

Religious facilities
1.0 per 4 seats or 8 feet of bench in main meeting room

Civic, social, fraternal organizations 1.0 per 4 person's maximum occupancy

Call Centers and business with higher density cubicles, 0.9 space per employee or 0.6 per employee allowed in Central Business District (CBD), Technology and Office Zone (TOZ) and Mixed Use 2 (MU2).

All other services 3.00 per 1,000 square feet gross floor area

MANUFACTURING

All manufacturing 1.00 per 1,000 square feet gross floor area plus 3 per 1000 square feet of office, retail, or other public area.

WAREHOUSING

All warehousing 0.2 spaces per 1,000 square feet plus 3 per 1000 square feet of office, retail, or other public area.

WHOLESALE TRADE

Wholesale trade 2.00 per 1,000 feet gross floor area

PUBLIC ASSEMBLY

Theaters, sports arenas, and auditoriums 1.0 per 4 seats
Indoor recreation facilities, 4.00 per 1,000 square feet
Racquetball, handball, and tennis courts 3.00 per court
Bowling alley 7.00 per alley
Health clubs and spas 5.00 per 1,000 square feet gross floor area

1.9 Regulations for Central Business District

The purpose of this provision 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. Additional off-street parking may not be required (as determined by the Community Development Director) for some new uses in the Central Business District.

Occupancies that require more parking than traditional retail must provide off street spaces. Existing parking and loading facilities shall not be reduced or removed from the CBD by new or existing uses unless a variance is obtained from the Planning and Zoning Commission or substitute off-street parking is provided within two hundred feet (200') of the main entrance of the use.

1.10 Regulations for the University District

The University shall not be required to provide the minimum parking spaces required in subsection 5.8 hereof but shall be regulated in accordance with the University Parking Ratios as set forth below. In determining the ratio for this subsection, all parking spaces located upon the University Campus together with all on street parking where the University Campus occupies both sides of the street shall be included. The term Full Time Equivalent shall be as established in the BYU-Idaho Parking Study published in 2002.

- a. University Student Ratio: .20 Spaces per FTE Student.
- b. University Faculty Ratio: .585 spaces per FTE Faculty.
- c. University Staff Ratio: .585 spaces per FTE Staff.