

CHAPTER 9: PEDESTRIAN EMPHASIS OVERLAY (PEO)

DORMITORY HOUSING WITHIN A DEFINED AREA ADJACENT TO THE BYU-I CAMPUS

SECTION I. Amendments to Chapter 5 - Parking Regulations

Section 5.10.

Parking requirements for dormitory housing units that are located within the Pedestrian Emphasis Overlay (PEO) (see attached boundaries or appendix of development code) may be reduced pursuant to a Conditional Use Permit (CUP) and subject to the following requirements and provisions:

- a. The parking ratio per student within “Area 1” as identified on the attached exhibit map shall be reflective of a market demand as determined by the applicant or land owner, but may in some cases be reduced to zero parking spaces. However, other parking (vehicle and bicycle) is required for guests and management as specified below in Sections 9, 10, and 11.
- b. The parking ratio within the area identified as “Area 2” on the exhibit map shall be a minimum of 0.5 spaces per student. Other parking (vehicle and bicycle) is required for guests and management as specified below in Sections 9, 10, and 11.
- c. Parking areas (parking spaces and maneuvering areas) shall not be located within the required front yard.
- d. Existing parking areas that are located within the required front yard shall be eliminated and restored to landscaping that includes the use of trees and shrubs.
- e. In order to be eligible for the reduced parking ratios as permitted herein, the resulting structure must have ten (10) dwelling units or more. However, structures with fewer than ten (10) dwelling units may apply for a conditional use permit in order to qualify for reduced parking. This ordinance is not intended nor shall apply to any structure originally constructed as a single-family or duplex residential structure. Furthermore, all underlying zoning standards shall apply (e.g. dwelling density, permitted land uses, etc.).
- f. Landscaped areas shall, through the use of trees and shrubs, deter the use of the required front yard as parking during the winter months when vehicles are not allowed to be parked overnight on City streets.
- g. Landscaped front yards and other required buffer yards shall be delineated from parking areas by high-back curbing that will further discourage parking in the front yard.
- h. Each property that utilizes this parking reduction shall clearly specify on all rental contracts or agreements whether or not a vehicle parking space is provided for that individual tenant.
- i. Bicycle parking, shall be provided on a ratio of One (1) space per every ten (10) resident beds, as follows:
 - i. Spaces may be in an open-air environment, but shall be placed on a hard surface such as concrete, asphalt, pavers, or other.
 - ii. A hard surface, such as concrete, asphalt, pavers, or other, shall connect bicycle storage area to either the internal parking lot, or a public right-of-way. Surface shall be a minimum of 5-feet in width or 6-feet in width if vehicle overhang will occur.

- iii. Spaces shall have lighting that is motion activated. Lighting shall in no way shine on to adjacent rights-of-way or adjacent property, but shall be directed downward on to bicycle storage only. The City's lighting ordinance shall govern any other aspects not anticipated by this section.
- iv. Parking areas shall not be located within the required front yard setback.
- v. Signs shall be placed conspicuously that state that moped parking is allowed in areas of bicycle parking. Signs shall clarify that mopeds include either pedals, or have engines under 50cc.
- j. One vehicle parking space shall be provided for on-site management and must be the City's full-size parking space standard.
- k. One vehicle parking space per 10 residents shall be provided for guest parking. Guest parking shall be marked with signage that is clearly visible during all seasons of the year. These spaces shall not be included in the parking contract required to be entered into (see section #8 above). Guest parking spaces shall be the City's full-size parking space standard.
- l. All sidewalks located along property shall be eight-foot minimum, installed and maintained per City standards,
- m. By utilizing this parking reduction provision, the property owner, and future property owners agree to participate in a joint sidewalk maintenance agreement with other property located in the PEZ overlay that may be established in the future. Sidewalk maintenance shall include repairs as needed, and snow removal and deicing, as needed.
- n. Sidewalks shall be maintained for safe passage during all seasons of the year. In the case of snow removal and de-icing, this safe passage must be insured by 6:00 A.M. every morning and continue until 10:30 P.M.
- o. Property owners are encouraged to work with adjacent property owners to allow pedestrian access easements over property if a more direct route for pedestrians to BYU-I campus can be achieved.
- p. Lighting fixtures on the property shall not exceed 15-feet in height. This would include wall mounted lights as well as parking lot lights and walkway lights. Any lighting that exists at the time a property wishes to implement this PEO parking standard shall be brought in to compliance with this standard and any other lighting standards per the City's lighting ordinance.
- q. Every dwelling unit shall have a minimum of 150 square feet of gross floor area for every person living in dwelling unit.
- r. No applications for expansion of the PEO boundaries shall be accepted for five (5) years from the passage of this ordinance in the hopes that infill will be maximized within the boundaries. The current boundaries coincide with a quarter mile (1/4) radius, a distance with the strong likelihood of pedestrian activity. When the boundaries are revisited, if it is determined that this ordinance has been effective but needs more time to maximize infill then the boundary should not be expanded.
- s. Qualifying developments cannot reduce their existing parking space ratio except to proportionally allow for additional on-site buildings, or for the restoration of required yard.
- t. Qualifying developments shall be subject to future proportional share of pedestrian and vehicle enhancements implemented to facilitate movement to and from campus or businesses. This ordinance shall take effect and be in force from and after its passage and publication as required by law.

PEZ Pedestrian Emphasis Zone (May 2009)

