

FARMINGTON CITY, UTAH

ORDINANCE NO. 2025- 5

AN ORDINANCE AMENDING SECTION 11-32-070, PARKING DEVELOPMENT, STANDARDS AND MAINTENANCE, OF CHAPTER 11-32, OFF STREET PARKING, LOADING AND ACCESS, OF TITLE 11, ZONING REGULATIONS TO ESTABLISH DESIGN STANDARDS FOR PARKING STRUCTURES.

WHEREAS, Farmington City has not previously established standards specific to parking structures; and

WHEREAS, it is anticipated that future development will more frequently include structured parking to support higher intensity of development; and

WHEREAS, the City desires to see parking structures which functionally and aesthetically compliment the city's built environment; and

WHEREAS, the Farmington City Council has caused all required public notices to be given, and has held all appropriate public hearing regarding such zone text amendment;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH:

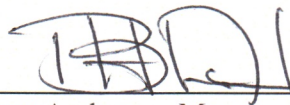
Section 1. Amendment. Section 11-32-070 of the Farmington City Zoning Ordinance is amended as set forth in Exhibit "A" attached hereto and by the reference made a part hereof.

Section 2. Severability. If any provision of this ordinance is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This ordinance shall take effect immediately upon publication or posting or 30 days after passage by the City Council, whichever comes first.

PASSED AND ADOPTED by the City Council of Farmington City, State of Utah, on this 7th day of January, 2025.

FARMINGTON CITY


Brett Anderson, Mayor



ATTEST:

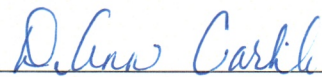

DeAnn Carlile, City Recorder

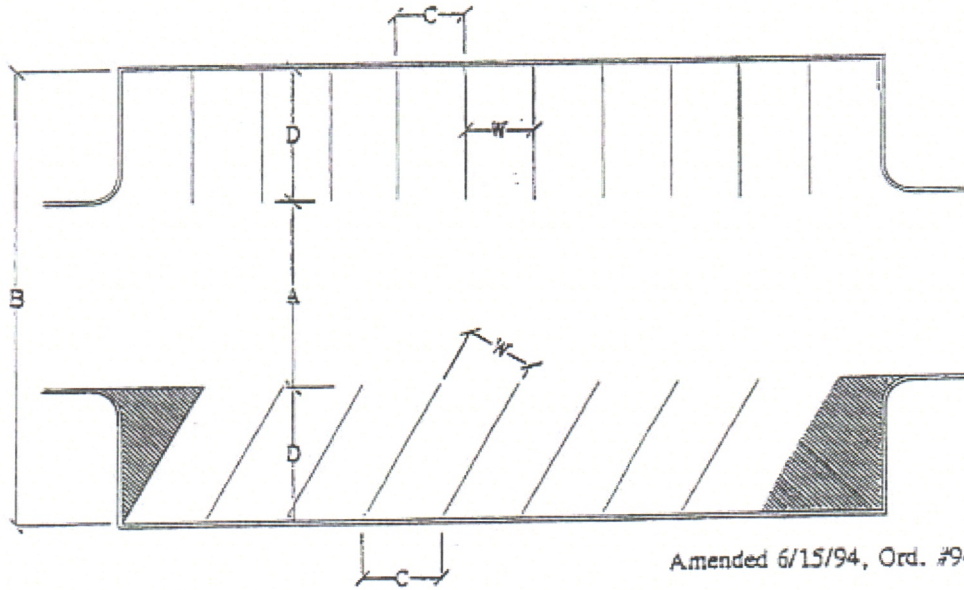
Exhibit "A"

11-32-070: PARKING DEVELOPMENT, STANDARDS AND MAINTENANCE:

- A. Location: Sites shall be designed to transition easily from surface to structured parking to accommodate future infill development.
- B. Size: Each off-street parking space shall be not less than nine feet by eighteen feet (9'x18') except as otherwise provided.
- C. Accessible Parking: All public parking areas shall provide spaces complying with standards for quantity and design established in the federal Americans with disabilities act.
- D. Surfacing: All public parking areas, private residential parking areas for five (5) or more vehicles, and private industrial parking areas with three (3) or more parking spaces (including driveways and loading spaces) shall be paved with asphalt or concrete, shall have appropriate bumper guards so that cars do not project across sidewalks or property lines, and shall be marked so as to provide the orderly arrangement and movement of vehicles.
- E. Grading: All parking areas shall be graded for proper drainage as approved by the city engineer.
- F. Curb And Gutter: All parking areas as described in subsection C of this section shall be finished around the perimeter with concrete curb and gutter.
- G. No Backing Onto Public Streets: All parking areas described in subsection C of this section shall be designed so that vehicles would not be required to back out into a public street.
- H. Screening And Landscaping: All public and private parking areas, except single-family and two-family dwellings, shall be effectively screened by solid fencing or landscaping. The screening and landscaping plan shall be approved by the planning commission in a site plan review.
- I. Lighting: Lighting used to illuminate any off-street parking area shall be designed to direct light away from adjoining property in residential districts.
- J. Design Of Parking Area: Dimensions of all parking lots shall be in compliance with the minimum standards illustrated by the following table and diagram:

MINIMUM DIMENSIONS IN PARKING LOT DESIGN

	W Stall Width	C Curb Length	D Stall Depth	A Aisle Width	B Bay Width
90° parking	9 feet	9 feet	18 feet	24 feet	60 feet
60° parking	9 feet	10.4 feet	16 feet	23 feet	55 feet
45° parking	9 feet	12.7 feet	13 feet	22 feet	48 feet



Amended 6/15/94, Ord. #94-26

K. Parking Structure Design Standards.

1. Required Structured Parking.

a) Office and retail uses with more than 250 proposed parking stalls which are over parked at a rate of one and a half times or greater than the number of required stalls (not calculating for potential reductions) shall utilize structured or underground parking for a minimum of 50 percent of the proposed parking to prevent excessive areas of surface parking.

2. Location of Structured Parking. Structured parking shall be located such that they are screened or have minimal visibility from streets other than freeways.

3. Parking Structure Design.

a) Parking structures shall be designed with similar components and materials as the principal onsite building. Exterior materials shall consist of concrete, masonry, rock, glass, or other materials approved by the Planning Commission.

b) It is highly encouraged to utilize horizontal beam construction that avoids placing support columns or walls adjacent to parking stalls and aisles.

c) Parking Stall Size Reductions:

(1) Low Parking Turnover Uses.

Uses with a low turnover parking rate including office, residential, schools, and other uses as approved by the Planning Commission. These uses may be allowed to have as many as 10% of the required stalls provided with reduced parking stall dimensions as defined in this section. Parking stall dimensions may be reduced to eight and a half feet in width and in the case a stall has two feet of overhang space, a stall may be reduced to 16 feet in length. Stalls adjacent to a support column or wall shall be a minimum of 11 feet in width.

(2) High Parking Turnover Uses.

Uses with a high turnover parking rate including retail, restaurants, movie theaters, and medical and dental offices. These uses shall maintain standard dimensions of nine feet by 18 feet unless otherwise approved by the City Engineer.

d) In cases where a site is sloped, parking structures shall take advantage of the topography by retaining the slope with the structure. Where possible the structure shall not be visible from the public street.

e) Exterior facades of a parking structure shall provide a variation of materials, wall projections, or change in architecture every 100 feet.

f) Parking structures shall be designed to allow natural light and public visibility to improve safety.

g) Parking structure stairways shall be covered. It is encouraged to enclose the stairway with architectural elements that relate to the principal building.

h) Screening.

(1) Transformers, ventilation shafts, elevator equipment, and other equipment shall be screened from public view by landscaping, screen walls, or other features incorporated into the design of the structure.

i) Landscaping.

(1) Parking structures shall be landscaped around the base with trees and shrubs. Landscaping shall be provided either on the top level of the structure with the use of planter beds or potted plants, or with the use of green walls or trellised plants.