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Staff Report Memorandum June 19, 2025

To: City Council via Planning Commission

From: Community Development Department

Subject: Amendments to Title 21 of the Land Development Code related to Residential Parking Standards CA06062025-0006979

Public Hearing Notice: This item has been noticed on public websites, sent to affected entities and posted in three public locations at least 10 days prior to the Public Hearing.

Request

On behalf of Sandy City, the Community Development Department is proposing to amend Title 21, *Land Development Code*, Chapter 20, *Residential Development Standards*, Chapter 24, *Parking, Access and Circulation Requirements*. The proposed amendments will bring the code up to date with the Utah Code by revising the parking standards for single- and two-family residential dwellings, removing garage requirements for owner-occupied affordable housing, and by adjusting the requirements for the minimum dwelling size to no more than 1,000 square feet. The specific amendments to the Land Development Code are included as Exhibit "A" (red-lined version) and Exhibit "B" (clean version).

Background

During the 2025 Utah Legislative Session, [Senate Bill 181](#) was passed, which enacted language relating to residential parking standards for attached or detached single-family dwellings. Under [UCA 10-9a-534](#), *Regulation of building design elements prohibited - Regulation of parking spaces prohibited - Exceptions*, the state law specifies the required dimensions for covered and uncovered parking spaces, that tandem parking shall be counted toward two parking spaces, and that a garage is not required for a single-family attached or detached dwelling that qualifies as owner-occupied affordable housing. Under that same code section, current state law restricts cities from requiring certain building design elements on one- and two-family dwellings, which includes prohibiting cities from requiring the dwelling to be more than 1,000 square feet in size (not including a garage). To address these state law provisions, the proposed amendments will bring the City's land use code into compliance with the current Utah Code.

Public Notice

The city issued notice of the public hearing for the proposed code amendments on public websites, mailed notice to affected entities and posted in three public locations at least 10 days prior to the Planning Commission public hearing in accordance with the Land Development Code Sec. 21-36-1 and the Utah State Code § 10-9a-205.

Analysis

To implement current state law provisions, the Sandy Land Development Code, Title 21, [Chapter 20, Residential Development Standards](#) and [Chapter 24, Parking, Access and Circulation Requirements](#) are proposed to be amended as follows:

1. Residential parking standards are consolidated under Title 21, Chapter 24, *Parking, Access and Circulation Requirements* to provide better organization within the code and to avoid potential confusion between Sandy Code and Utah Code.
2. Clarification to code language is provided (when appropriate) to ensure consistency with [UCA 10-9a-306](#), which requires cities to use “plain language” in land use regulations.
3. Residential parking standards for attached or detached single- and two-family dwellings are updated to include the following standards:
 - a. Uncovered parking spaces shall be a minimum of nine feet wide by 20 feet long.
 - b. Enclosed or covered parking space shall be a minimum of 10 feet wide by 20 feet long.
 - c. Tandem parking spaces may be counted toward two required parking spaces.
 - d. A garage is not required for a single-family attached or detached dwelling that is “owner-occupied” “affordable housing,” as defined by [UCA 10-9a-534](#). To administer this special provision, a deed restriction is required to be recorded against the property.
4. Lastly, the minimum size for one- and two-family dwellings that are listed under Title 21, Chapter 20, *Residential Development Standards* are amended to be no more than 1,000 square feet (not including a garage) to align with the Utah Code.

For the specific language of the proposed amendments, see Exhibit “A” (red-lined version) and Exhibit “B” (clean version), which are attached to this report.

Non-Conforming Uses

This code amendment would not create any non-conforming situations.

Land Development Code Purpose Compliance

The Sandy City Land Development Code in 21-1-3 lists the criteria explaining the intent and purpose of the Ordinance. The purpose is:

21-1-3 Purpose

This Code is adopted to implement Sandy City’s General Plan and to promote public health, safety, convenience, aesthetics, welfare; efficient use of land; sustainable land use and building practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration. Specifically, this Code is established to promote the following purposes:

1. ***General***
 - a. *To facilitate the orderly growth and development of Sandy City.*
 - b. *To facilitate adequate provision for transportation, water, sewage, schools, parks, and other public requirements.*
 - c. *To stabilize property values.*
 - d. *To enhance the economic well-being of Sandy City and its inhabitants.*
2. ***Implementation of General Plan***

To coordinate and ensure the implementation of the City’s General Plan through effective execution of development review requirements, adequate facility and services review and other goals, policies, or programs contained in the General Plan.
3. ***Comprehensive, Consistent and Equitable Regulations***

To establish a system of fair, comprehensive, consistent and equitable regulations, standards and procedures for review and approval of all proposed land development within the City.
4. ***Efficiently and Effectively Managed Procedures***
 - a. *To promote fair procedures that are efficient and effective in terms of time and expense.*
 - b. *To be effective and responsive in terms of the allocation of authority and delegation of powers and duties among ministerial, appointed, and elected officials.*
 - c. *To foster a positive customer service attitude and to respect the rights of all applicants and affected citizens.*

The proposed code amendment is consistent with the purpose of the Land Development Code because the proposal promotes the public health, safety and welfare; ensures consistency and equitable standards; establishes fair procedures that

are efficient and effective in terms of time and expense; facilitates the orderly growth and development of Sandy City; and is consistent with the Sandy City General Plan.

General Plan Compliance

The Sandy City General Plan encourages appropriate development standards for all uses and zoning categories within the city. The proposed code amendment furthers that goal and objective by establishing appropriate land development standards for all uses and zoning categories within Sandy City.

Recommendation

Staff recommends that the Planning Commission forward a positive recommendation to the City Council to amend Title 21, of the Sandy Municipal Code, relating to residential parking standards and minimum dwelling size, as shown in Exhibit “A”, based on the following findings:

Findings:

1. The City Council may amend land use ordinances consistent with the purposes of the Sandy Land Development Code, the Sandy City General Plan, and the Utah Code, Municipal Land Use, Development, and Management Act per Title 21 Chapter 5 of the Sandy Municipal Code.
2. The proposal is reviewed by the Planning Commission and City Council in accordance with the requirements of Title 21 Chapter 5 of the Sandy Municipal Code.
3. The proposal complies with the purpose of the Land Development Code under Section 21-1-03 by promoting the public health, safety, and welfare; ensuring consistent and equitable standards; establishing fair procedures that are efficient and effective in terms of time and expense; and by facilitating the orderly growth and development of Sandy City.
4. The proposal complies with the Goals and Policies of the General Plan by establishing appropriate development standards for all uses and zoning categories within Sandy City.
5. The proposal refines and organizes the Land Development Code to simplify code language and formatting to improve readability and ease of use, consistent with UCA 10-9a-306, which requires cities to use “plain language” in land use regulations.

Planner:



Melissa Anderson
Zoning Administrator

Exhibits:

- A. Proposed code amendments (red-lined version)
- B. Proposed code amendments (clean version)

File Name: \\FSUSERS\CH-USERS\USERS\PLN\STAFFRPT\2025\CA06062025-0006979 - SB181 - PARKING AND HOUSING AFFORD\STAFF REPORT\STAFF REPORT - RESIDENTIAL PARKING CODE AMEND.FINAL.DOCX

CHAPTER 21-20. RESIDENTIAL DEVELOPMENT STANDARDS

Sec. 21-20-1. Residential Districts—Purpose R-1 and R-2.

- (a) R-1 Districts are established to provide residential environments within Sandy City that strive to emphasize a minimum of vehicular traffic and create quiet neighborhoods favorable for single-family detached homes. These districts are further established with a focus towards the preservation of natural vegetation and land features. The variety of medium to low housing densities provide for a wide variety of housing opportunities from large estate homes to smaller, entry level homes. Agriculture (which does not include the keeping of farm animals) is allowed in each R-1 Subdistrict. Special regulations are provided for the allowance of farm animals on an individual district basis after petition of the property owners and approval by the City Council within subdistricts equal to or larger than R-1-15.
- (b) R-2 districts are established to provide a residential environment within Sandy City that is characterized by slightly higher densities than single-family districts, single-family housing interspersed with two-family housing, a variety of housing sizes, a minimum of vehicular traffic, and quiet residential neighborhoods favorable for family life.

(LDC 2008, § 15A-20-01; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

Sec. 21-20-2. Residential Building Setbacks, and Building Heights, Required Off-Street Parking ~~for~~ R-1 and R-2 Zoning Districts.

- (a) The minimum allowed residential building setbacks (in feet), and the maximum allowed building heights (in feet) ~~and the minimum allowed number of off-street parking stalls~~ for the R-1 and R-2 Zoning Districts are as follows:

Residential Building Setbacks, and Building Heights ~~and Covered Off-Street Parking~~ for Standard R-1 and R-2 Zoning Districts

Requirement	R-1-40	R-1-30	R-1-20	R-1-15	R-1-12	R-1-10	R-1-9	R-1-8	R-1-8 INF	R-1-7.5(HS)	R-1-6	R-2-10	R-2-8
Front to living area	30	30	30	30	30	30	30	30	25	See specific section for Residential District R-1-7.5(HS) for details	25	30	30
Front to attached garage	25	25	25	25	25	25	25	25	25		20	25	25
Front (average lot slope of 10%)	20	20	20	20	20	20	20	20	20		20	20	20
Front corner lot—Side A	30	30	30	30	30	30	30	30	25		30	30	30
Front corner lot—Side B	20	20	20	20	20	20	20	20	20		20	20	20
Front—lot on cul-de-sac	20	20	20	20	20	20	20	20	20		20	20	20
Front—lot on elbow	20	20	20	20	20	20	20	20	20		20	20	20
Side (minimum)	15	12	10	10	8	8	8	8	6		6	8	8
Side (both combined—minimum)	30	27	24	22	20	20	18	16	16		12	16	16
Side—minimum for zero lot line development	N/A	27	24	22	20	20	18	16	16		12	16	16

EXHIBIT "A"

Rear—regular lot	30	30	30	30	30	20	20	20	20		20	20	20
Rear—irregular lot (average)	30	30	30	30	30	20	20	20	20		15	20	15
Rear—minimum setback for an irregular lot	15	15	10	10	10	10	10	10	10		10	10	10
Rear—corner lot	30	30	30	25	25	20	20	15	15		15	20	15
Maximum building height (measured to the peak of the roof)*	35	35	35	35	35	35	35	35	35		35	35	35
Required off-street parking stalls (not including covered stalls)	2	2	2	2	2	2	2	2	2		2	2/4	2/4

* Note: Exceptions for additional building height due to unusual architectural roof designs may be granted by the Planning Commission, at the request of the Community Development Director.

(b) Any home within an R-1-6 or larger Zoning District that was built without an attached two-car garage may apply for a building permit to build a two-car garage with a side yard setback of no less than five feet, provided that there are no issues with any utilities or easements. The other side yard setback shall meet the minimum for that zone and the garage must meet the minimum size as regulated in this title.

(LDC 2008, § 15A-20-02; Ord. No. 10-26, 7-30-2010; Ord. No. 12-14, 5-15-2012; Ord. No. 12-23, 6-18-2012; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-20-4. Table; Minimum/Maximum Dwelling Size for R-1 and R-2 Zoning Districts.

Table for R-1 and R-2 Minimum/Maximum Dwelling Size

Zone	One-Story Split Level and Split Entry (square feet)		Two-Story Total Both Levels (square feet)	
R-1-40	1,000 1,500	6,500	1,000 1,875	7,500
R-1-30	1,000 1,500	6,500	1,000 1,875	7,500
R-1-20	1,000 1,400	6,500	1,000 1,750	7,500
R-1-15	1,000 1,400	5,500	1,000 1,750	6,500
R-1-12	1,000 1,350	4,500	1,000 1,685	6,000
R-1-10	1,000 1,300	5,000	1,000 1,625	6,000
R-1-9	1,000 1,200	4,500	1,000 1,500	5,500
R-1-8	1,000	4,000	1,000 1,250	5,500
R-1-8(INF)	1,000 1,100	4,000	1,000 1,600	5,000
R-1-7.5(HS)	1,000	3,200	1,000 1,250	4,000
R-1-6	800	2,800	1,000 1,350	3,500
R-2-10	800	2,100	1,000 1,350	4,000
R-2-8	800	2,000	1,000 1,350	3,500

(1) *Allowable Square Footage.* Determination of allowable square footage measures livable space only, which does not include subterranean basements, garages or similar spaces. The square footage

established above for the R-2-10 and R-2-8 Zoning Districts refers to each dwelling unit in a multifamily dwelling.

- (2) *Approval for a Home Larger than Maximum Size.* Individuals who desire to construct a new home larger than the maximum home size limits (or desire to increase the size of an existing home) may apply for a special exception from the Planning Commission. To qualify for the special exception, the applicant shall comply with the following requirements:
- a. The proposed square footage of the home (excluding basement) is within ten percent of the average home size within a 1,000-foot radius as measured from the property line or if the proposed home is located within a planned unit development, it is consistent with the approved standards and home sizes for the entire planned unit development.
 - b. The proposed home or addition is consistent with the existing architectural standard for the surrounding neighborhood (e.g., rambler style homes, two-story homes, brick facade, stucco, half-timber, similar pitched roof, etc.).
 - c. The proposed enlargement is not permitted to increase the available space for an accessory apartment.
 - d. The increased square footage is not permitted for nonresidential structures. Institutional care uses shall comply with the minimum and maximum square footage requirements for the underlying zone.

(LDC 2008, § 15A-20-04; Ord. No. 10-26, 7-30-2010; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

Sec. 21-20-5. Off-Street Parking Requirements.

Residential parking requirements are addressed in Title 21 Chapter 24 of this Code.

- ~~(a) All single family homes on R-1-6 or larger lots shall provide at least a two-car garage for the daily storage of personal vehicles. The garage may be front or side loading. Any detached garages shall comply with the requirements for detached accessory structures as described elsewhere in this chapter. Any home within an R-1-6 or larger Zoning District that was built without an attached two-car garage may apply for a building permit to build a two-car garage with a side yard setback of no less than five feet, provided that there are no issues with any utilities or easements. The other side yard setback shall meet the minimum for that zone and the garage must meet the minimum size as regulated in this title.~~
- ~~(b) In addition to the two-car garage, all single family homes shall provide at least two paved off-street parking spaces, plus one space for each domestic (e.g., maid, nanny, gardener, etc.) or support staff person employed on the premises during the highest employment shift.~~

(LDC 2008, § 15A-20-05; Ord. No. 13-02, 1-23-2013; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-20-7. Planned Unit Development District (PUD).

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- (3) *Development Requirements.* To be approved, a planned unit development project must show a high commitment to excellence, ensuring better quality of life for future tenants and be compatible with adjacent residential areas. The following are required for all planned unit development projects:
- a. *Ownership.* The development shall be in single or corporate ownership at the time of application or the subject of an application filed jointly by all owners of the property.
 - b. *Open Space.* Unless otherwise approved by the Planning Commission, common and private open space shall be provided and shall not cover less than 40 percent of the gross site area. The

required open space shall be land areas that are not occupied by buildings, structures, parking areas, street right-of-way, or alleys and shall be accessible by the residents. Said open space shall be devoted to landscaping, preservation of natural features, trails, patios, and recreational areas. Private open space (that provided for each dwelling unit for personal use) shall be located immediately adjacent to, attached to, or within the dwelling unit it is designed to serve and shall be for the exclusive use of the residents of the dwelling unit. Common open space must constitute at least one quarter of the required open space. It may be distributed throughout the planned unit development and need not be in a single large area. Landscaped roof areas or decks attached to individual units may not be calculated as part of required common open space. Open space within a Sensitive Area Overlay Zone may only be included as open space when they have been designed as an integral part of the project, as enumerated in subsection 21-20-7(2) above.

- c. *Interior Streets.* The design of public and private streets within a planned unit development shall follow City standards for width of right-of-way and construction. Existing City standards of design and construction may be modified as allowed in this Code. The interior street system in an entire planned unit development project shall be dedicated to the City as a utility easement. All private streets shall be conveyed to a private association. The original developer/builder will also be required to establish a City-approved road maintenance fund for all private streets. This provision will be required in the CC&Rs for all projects with a private street system.
- d. *Parking.* The minimum parking requirements outlined in this Code shall be adhered to except as allowed herein.
 - 1. All parking areas, covered or open, shall have a landscaped buffer adjacent to any public right-of-way.
 - 2. ~~There shall be no less than one and one-half covered parking spaces (1.0 carports, 0.5 garages) per unit.~~ The Planning Commission may consider the following criteria in determining whether or not the number of garages/carports should be increased or reduced:
 - (i) The topography of the proposed site.
 - (ii) To enhance and protect local property values of adjacent developments and neighborhoods.
 - (iii) To improve the overall appearance of the development for the density of units (e.g., attached garages and underground garages).
 - (iv) Review the location of all garages and may require that they be attached or underground for the multifamily units. All covered parking shall be placed in locations adjacent and convenient to the buildings that they are intended to serve.
 - (v) To assist the project in reaching affordable rent levels for low- and moderate-income individuals as determined by the U.S. Department of Housing and Urban Development.
 - ~~(vi) Garages shall be used for vehicle parking only.~~
 - ~~(vii) Tandem spaces shall be counted only as one space.~~
- e. *Building Materials.* Building materials, roofing materials, and building design shall be reviewed and approved by the Planning Commission. High-quality exterior materials shall be used, including brick, stone, synthetic stucco, prefinished panel, composite materials, or other materials of similar quality, durability, and low maintenance.
- f. *Landscaping on Public Right-of-Way.* Where a planned unit development is adjacent to a public right-of-way, a permanent open space at least ten feet in width shall be required along the

property lines. This area shall be kept free of buildings and structures (except fences as approved by the Planning Commission) and permanently maintained in street trees and other landscaping, screened or protected by natural features, or as approved by the Planning Commission.

- g. *Exterior Fencing.* Exterior fencing shall be provided as approved by the Planning Commission. Acceptable fencing materials include architecturally-designed brick or block fences, wrought iron fences, post and rail fences, vinyl fences, pre-cast concrete, or structural wood fences with square metal posts with tongue-in-groove redwood siding and redwood for all other wood members. Additional landscape buffers may also be required with the width and landscaping specifications as determined by the Planning Commission.
- h. *Street Lights.* Appropriate street lighting is required. If the streets are to be dedicated to the public, the lights shall comply with the City's Street Light Plan. If the streets are private, the lights may be altered, but must be approved by the Planning Commission. The applicant shall submit a plan which indicates the type and location of street lights in relation to the proposed site landscaping.
- i. *Clustering of Development.* Any clustering of units must be done in a way to create usable open spaces and preserve sensitive land areas (such as wildlife corridors, steep slopes, fault zones, etc.).
- j. *Compatible Land Use and Building Arrangement.* Appropriate site design and layout must reflect the surrounding land uses and existing context of the area. Like uses, similar building placement, and setbacks, as allowed in the zoning of the adjacent surrounding properties (e.g., single-family detached lots adjacent to similar scale attached single-family arrangements) to provide a transition prior to denser clustered housing arrangements. Alternatively, a large continuous open space area (minimum depth of twice the adjacent zone rear setback minimum) shall act as a buffer prior to transitioning to different land use densities.

(LDC 2008, § 15A-20-07; Ord. No. 10-26, 7-30-2010; Ord. No. 15-22, 7-15-2015; Ord. No. 15-22, 7-15-2015; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021; Ord. No. 21-23, 1(Exh. A), 8-17-2021)

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CHAPTER 21-24. PARKING, ACCESS AND CIRCULATION REQUIREMENTS

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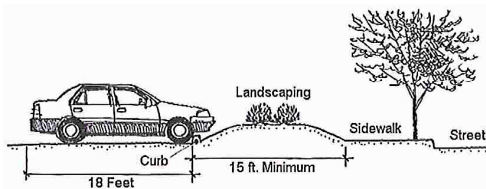
Sec. 21-24-2. General Provisions.

(a) *General.*

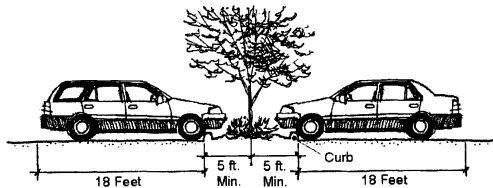
- (1) Minimum off-street parking space with adequate provision for ingress and egress by standard-sized vehicles shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity. Exception: Those homes existing or constructed prior to February 1, 2008, shall be exempt from the requirement to enlarge their attached garage to meet the present standard.
- (2) Parking areas shall be considered as structures since they represent a three-dimensional appearance when occupied. Parking shall be designed as outdoor rooms promoting maintenance and ownership.

(b) *Parking Space Size.*

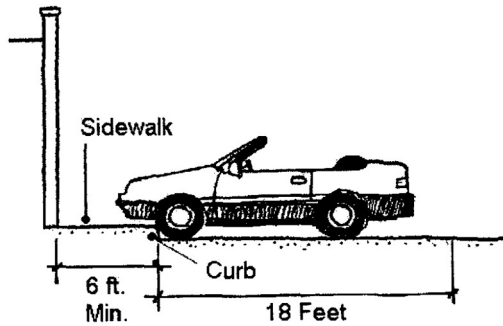
- (1) All parallel parking spaces shall be a minimum of nine feet wide by 22 feet long, as designated on the diagram in this chapter.
- (2) All parking spaces (not including parallel spaces) shall be a minimum of nine feet wide by 20 feet long, ~~as designated on the diagram~~ unless otherwise specified in this chapter.
- (3) Parking spaces (not including parallel spaces) may be reduced to 18 feet in depth based upon the following exceptions:
 - a. Where cars overhang landscape areas that are at least 15 feet wide along street frontages;



- b. Where cars overhang landscape areas that are at least five feet wide along a side or rear property line or adjacent to an interior parking lot landscape area that is at least ten feet wide (for double loaded parking). In order to encourage Low Impact Development (LID) standards, double loaded parking may be built with 18 foot stalls and a four foot landscaped area in between (unless approved otherwise by Sandy City to accommodate LID design requirements);



- c. Where cars overhang a sidewalk on private property where the sidewalk is at least six feet in width; or



- d. 90-degree parking within a parking structure.

~~(4) The minimum garage size for residential development shall be as follows:~~

Type of Garage	Minimum Width	Minimum Depth	Minimum Square Footage
Single	12 ft.	20 ft.	240 sq. ft.
Double	20 ft.	20 ft.	400 sq. ft.
Triple	30 ft.	20 ft.	600 sq. ft.

~~Note: These dimensions are to be administered from the interior of the garage. No encroachments (i.e. stairs, doors, etc.) are allowed within these minimum areas.~~

- (c) *Floor Area Defined.* For the purposes of parking requirements, floor area shall be defined as the gross square footage of the building.

(LDC 2008, § 15A-24-02; Ord. No. 14-06, 4-23-2014; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-24-4. Residential Parking Requirements and Restrictions.

- (a) Single-family Dwellings (Detached). All single-family detached dwellings shall provide at least a two-car garage for the daily storage of personal vehicles plus meet all guest parking space requirements of Section 21-24-8(b), except as provided in Subsection (d).
- (b) Two-family Dwellings (Duplex) or Single-family Attached Dwellings (Townhomes or Twin Home) shall meet the minimum parking space requirements of Section 21-24-8(b), except as provided in Subsection (d).
- (c) Multiple Unit Dwellings (Apartments or stacked Condominiums) shall meet the minimum parking space requirements of Section 21-24-8(b).
- (d) A garage is not required for a single-family, attached or detached, dwelling that is "owner-occupied affordable housing," as defined by UCA 10-9a-534(1). Notwithstanding this exception, the required number of parking spaces shall meet the minimum parking space requirements of Section 21-24-8(b). A deed restriction provided by Sandy City is required to be signed and notarized by the property owner and recorded with the Salt Lake County Recorder's Office. This provision does not apply to two-family dwellings (duplexes) or multiple unit dwellings (apartments or stacked condominiums).
- (e) All residential parking shall meet the following standards and dimensions:
- (1) Uncovered parking spaces shall be a minimum of nine feet wide by 20 feet long.
 - (2) Enclosed or covered parking spaces shall be a minimum of 10 feet wide by 20 feet long.
 - (3) The minimum garage size for residential development shall be as follows:

EXHIBIT "A"

Type of Garage	Minimum Width	Minimum Depth	Minimum Square Footage
Single	12 10 ft.	20 ft.	240 sq. ft.
Double	20 ft.	20 ft.	400 sq. ft.
Triple	30 ft.	20 ft.	600 sq. ft.

Note: ~~These dimensions are to be administered~~ The minimum width and depth shall be measured from the interior wall face of the garage. No encroachments or obstructions (i.e. stairs, ~~doors~~ doorway clear openings, etc.) are allowed within these minimum areas.

(4) Garages may be front or side loading. Any detached garages shall comply with the requirements for detached accessory structures as described elsewhere in this Title. Garages shall only be used for the parking of vehicles.

(5) Each unobstructed tandem parking space in the dwelling unit's driveway or garage, may only be counted toward two parking spaces to meet the minimum parking space requirement. Tandem parking within a parking lot is not permitted.

(af) Vehicles Must Be Parked Upon a Hard Surface.

- (1) All areas utilized for the parking of vehicles shall be paved with a hard surface (e.g., concrete, asphalt, brick, or other water impenetrable surface). This includes the front yard, side yard, and rear yard of the home. It is prohibited to park upon areas that have been landscaped or are reserved for future landscaping.
- (2) Exceptions:
 - a. A six-inch gravel base complying with City specifications may be used for the storage of recreational vehicles. This area must be kept weed-free.
 - b. Single-family residential properties with animal rights will be allowed to store animal transport trailers. These trailers are not required to be parked on a gravel or hard surface, but must be parked within the rear setback of the home.
 - c. Passenger vehicles used for daily transportation located at a residence that existed prior to hard surface parking requirements (concrete or asphalt) are exempt from this requirement. The resident bears the burden of proof relative to this exception.

(bg) Maximum Hard Surface Area. The maximum area of hard surface for the purpose of parking vehicles on a residential lot shall be restricted to not more than 20 percent of the front yard, excluding the driveway providing access to the primary attached or detached garage, 35 percent of the rear yard, and one of the two side yards associated with the lot. Exception: The maximum area of hard surface allowed for residential lots with circular driveways shall be determined on a case-by-case basis.

(eh) Junk Vehicles That are Parked/Stored Outside. A maximum of one junk vehicle may be parked or stored upon a lot outside a fully-enclosed permanent structure. Any parking of junk vehicles shall comply with the hard surface requirements stated within this section and shall be within the side or rear yard. If on a corner lot and located adjacent to the street, the junk vehicle must be screened from view from the street by a six-foot opaque fence. All junk vehicles shall be covered with a cover manufactured specifically for covering vehicles (no tarps allowed). Earth tone colors are encouraged (beige or brown tones) for vehicle covers.

(ei) Carports. All structures attached to the dwelling for the purpose of protecting or otherwise covering the vehicle shall comply with Building Codes for the structure and with existing zoning regulations for minimum distance between main dwelling structures and side property lines. Detached carports are required to meet the minimum standards for an accessory structure and the adopted Building Codes.

(ej) Parking of Recreational Vehicles.

- (1) **Parking Location Restrictions.** Recreational vehicles parked or stored at a residence must be located within the rear or side yard of the home. Such vehicles may only be parked or stored within the front

yard of a home if it is physically impossible due to natural topography or property boundaries to locate a recreational vehicle within the rear or side yard of a home.

- (2) *Restricted Parking Area.* No recreational vehicle shall park or extend within a restricted parking area. The restricted parking area is defined as follows:
 - a. *Interior Lots (Non-Corner Lots).* The street right-of-way, which includes the back edge of sidewalk (edge closest to the home, a minimum of five feet), or any area in which parking or storing of a recreational vehicle would create a traffic visibility hazard.
 - b. *Corner Lots.* Both frontages shall comply with those standards outlined for interior lots and nothing shall be parked that intrudes into the corner sight visibility triangle as defined by this title.
- (3) *Prohibited Parking Locations.* Recreational vehicles shall not be parked or stored within the street right-of-way.
- (4) *Number of Recreational Vehicles Permitted.* Only one such vehicle may be parked within the front yard, and then only when a side or rear yard location is not available. All recreational vehicles parked or stored on a residential lot must be owned by an occupant who resides at the residence.

(fk) *Parking of Commercial Vehicles.*

- (1) *Parking Location Restrictions.* Commercial vehicles parked or stored at a residence must be located within the rear or side yard of the home. Such vehicles may only park within the front yard of a home if it is physically impossible due to natural topography or property boundaries to locate a commercial vehicle within the rear or side yard of the home.
- (2) *Restricted Parking Area.* No commercial vehicle shall park or extend within the restricted parking area. The restricted parking area is defined as follows:
 - a. *Interior Lots (Non-Corner Lots).*
 - 1. Any area in which parking or storing of the commercial vehicle would create a traffic visibility hazard.
 - 2. Commercial vehicles less than 24 feet in length and less than eight feet in height may not be closer than ten feet from the back edge of the sidewalk (edge closest to the home) or the public right-of-way.
 - 3. Commercial vehicles between eight feet and ten feet in height and less than 30 feet in length shall be parked in the side yard or rear yard.
 - 4. Commercial vehicles over ten feet in height or more than 30 feet in length shall not be parked on a residential lot.
 - 5. Semi-tractors, trailers, or trucks shall not be parked on a residential lot.
 - b. *Corner Lots.* Both frontages shall comply with those standards outlined for parking or storage of commercial vehicles on interior lots and nothing shall intrude into the corner site visibility triangle as defined by this title.
 - c. *Prohibited Parking Locations.* Commercial vehicles shall not be parked or stored within the street right-of-way.
 - d. *Number of Commercial Vehicles Permitted.* Only one such vehicle may be parked on a residential lot. A commercial vehicle parked or stored on a residential lot must be owned or apportioned by an occupant who resides at the residence.
 - e. *Storage of Commercial Vehicles.* The storage of any commercial vehicles for a period exceeding 72 hours is prohibited except for a bona fide temporary absence of the owner.

EXHIBIT "A"

(g) *Enforcement.* The authority to enforce the provisions of this section shall be vested in the Sandy City Police Department and with the Community Development Department.

(LDC 2008, § 15A-24-04; Ord. No. 10-26, 7-30-2010; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-24-8. Parking Space Requirements.

(a) *Specific Requirement for Each Land Use.* Off-street parking shall be provided for land uses as described below. Parking for uses not specifically listed below shall be provided in the same ratio as the use most nearly approximating the characteristics of the unlisted use, as determined by the Planning Commission. Land uses are grouped into categories that have comparable parking requirements.

(b) *Table of Parking Requirements by Land Use Category.* The following minimum parking is required:

Parking Requirements by Land Use Category

Land Use Categories	Space Requirements
Residential , single-family detached and attached	
Dwelling, s Single-family Dwelling, Detached	2 spaces per dwelling unit (within an enclosed garage)
- Additional guest parking	2-car off-street parking in the dwelling's driveway, plus one space for each domestic (e.g., maid, nanny, gardener, etc.) or support staff person employed on the premises during the highest employment shift.
Dwelling, duplex	2 spaces per dwelling unit
Dwelling, multiple-unit (tri-plex, four-plex, and five-plex)-Two-family (Duplex) or Single-family Attached Dwelling (Twin Home or Townhomes i.e. tri-plex, four-plex, five-plex, etc.)	2 spaces per dwelling unit*
- Additional guest parking	2-car off-street parking in the dwelling's driveway is required. Alternatively 0.25 spaces per unit after a base of 1 per unit for the first 5 units if provided in an off-street parking lot.
Dwelling, m Multiple-unit Dwellings (apartments or stacked condominiums)	
-one-bedroom unit	1.5 spaces per unit*
-two-bedroom unit	2.0 spaces per unit*
-three or more bedroom unit	2.5 spaces per unit*
- Additional guest parking	0.25 spaces per unit after a base of 1 per unit for the first 5 units in an off-street parking lot
*NOTE: There shall be no less than <u>an average of 1.5 covered parking spaces (1.0 carports. 0.5 garages)</u> per unit for single-family attached and two-family (duplex) or single-family attached dwellings (twin home or townhomes) and multiple unit dwellings (apartments or stacked condominiums). <u>Garages shall only be used for the parking of vehicles and cannot be used as storage facilities.</u>	

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Assisted living center, nursing home, convalescent home and other similar uses as determined by the Planning Commission upon review.	0.5 spaces per bed, plus 10% for support staff/physicians, plus a bus only parking stall to meet the dimensions of a handicap parking stall
Senior or elderly housing	1 space per unit (The completed parking ratio may be reduced to one space per unit for any congregate care facility, provided that adequate space is created and landscaped that can be converted to additional parking stalls to comply with the minimum standards as set forth for Planned Unit Developments. The area that is held in reserve for additional parking shall not be located within a required landscape setback area, and shall not be used in the calculations for any required landscaping or open space coverage percentage.)
Retail Commercial	
Automotive repair (service bays are not included in the required number of required parking spaces)	5 spaces per 1,000 sq. ft.
Commercial retail sales and services**	
Heavy commercial	
Commercial center, community	
Commercial center, convenience	
Commercial center, neighborhood	
Commercial center, regional	
Liquor sales	
Exceptions: ** Reduction may be allowed by the Planning Commission for retail businesses with exceptionally large show room floor space per volume of sales (e.g., furniture store at a ratio of 3 spaces per 1,000 sq. ft.)	
Commercial Services, Offices	
Bar, tavern, club	3.5 spaces per 1,000 sq. ft.
Business or financial services	4.0 spaces per 1,000 sq. ft.
Dance hall, discotheque	3.5 spaces per 1,000 sq. ft.
Day care, group	One space for each instructor (plus drop-off space)
Veterinary office	4 spaces for each practitioner
Medical and health care	5 spaces per 1,000 square feet OR 4 spaces for each practitioner plus 1 space per employee (including practitioner) at highest shift, whichever is greater. For the purpose of the parking ratio. Employees include nursing staff, receptionist, rehabilitation specialists, and dental assistants. Site plan shall be reviewed to verify compliance with this standard upon application

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	of business license. Business License shall be denied if adequate parking is unavailable.
Motel, hotel	1 space per rental unit, 1 space for each 200 sq. ft. of assembly, conference space, banquet, sit-down restaurant facility and office space
Recreation, Indoor	
Bowling center	5 spaces per lane
Movie theater	1 space per 4 seats
Skating rink	3 spaces per 1,000 sq. ft. of skating area
Restaurants	
Restaurant—sit down	1 space per 3 seats (including outdoor seating) plus 0.5 space per number of employees on the largest shift (minimum of 5 employee spaces)
Restaurant—drive-in/drive thru (all fast food outlets with large proportion of take-out and/or drive-in service.)	1 space per 100 sq. ft. of floor area. Required parking spaces do not include spaces required in drive thru lanes).
Public Uses	
Hospital	2 spaces per bed
Rehabilitation center	0.5 space per bed
School, private or quasi-public	As determined by Planning Commission review
School, public	As determined by Planning Commission review
Elementary and middle school	1 space per teacher and staff plus 1 space per 2 classrooms.
Senior high school	1 space per teacher and staff plus 1 space per 5 non-bussed students.
Religious or cultural activity	1 space per 4 seats
Theater or concert hall	1 space per 4 seats
Industry	
Industry, light and medium	1 space per 1,000 sq. ft. of gross floor area
Warehouse, wholesale, storage	1 space per 1,000 sq. ft. of storage space
Special Review	
Athletic, tennis or health centers	Specific off-street parking shall be determined by the Planning Commission.
Auto, truck, R.V. and equipment sales and storage	
Cemetery, columbarium, mausoleum	
Golf course	
Park (active and passive)	
Recreation center	
Recreation, outdoor	

(LDC 2008, § 15A-24-08; Ord. No. 10-26, 7-30-2010; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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CHAPTER 21-20. RESIDENTIAL DEVELOPMENT STANDARDS

Sec. 21-20-1. Residential Districts—Purpose R-1 and R-2.

- (a) R-1 Districts are established to provide residential environments within Sandy City that strive to emphasize a minimum of vehicular traffic and create quiet neighborhoods favorable for single-family detached homes. These districts are further established with a focus towards the preservation of natural vegetation and land features. The variety of medium to low housing densities provide for a wide variety of housing opportunities from large estate homes to smaller, entry level homes. Agriculture (which does not include the keeping of farm animals) is allowed in each R-1 Subdistrict. Special regulations are provided for the allowance of farm animals on an individual district basis after petition of the property owners and approval by the City Council within subdistricts equal to or larger than R-1-15.
- (b) R-2 districts are established to provide a residential environment within Sandy City that is characterized by slightly higher densities than single-family districts, single-family housing interspersed with two-family housing, a variety of housing sizes, a minimum of vehicular traffic, and quiet residential neighborhoods favorable for family life.

(LDC 2008, § 15A-20-01; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

Sec. 21-20-2. Residential Building Setbacks and Building Heights R-1 and R-2 Zoning Districts.

- (a) The minimum allowed residential building setbacks (in feet), and the maximum allowed building heights (in feet) for the R-1 and R-2 Zoning Districts are as follows:

Residential Building Setbacks and Building Heights for Standard R-1 and R-2 Zoning Districts

Requirement	R-1-40	R-1-30	R-1-20	R-1-15	R-1-12	R-1-10	R-1-9	R-1-8	R-1-8 INF	R-1-7.5(HS)	R-1-6	R-2-10	R-2-8
Front to living area	30	30	30	30	30	30	30	30	25	See specific section for Residential District R-1-7.5(HS) for details	25	30	30
Front to attached garage	25	25	25	25	25	25	25	25	25		20	25	25
Front (average lot slope of 10%)	20	20	20	20	20	20	20	20	20		20	20	20
Front corner lot—Side A	30	30	30	30	30	30	30	30	25		30	30	30
Front corner lot—Side B	20	20	20	20	20	20	20	20	20		20	20	20
Front—lot on cul-de-sac	20	20	20	20	20	20	20	20	20		20	20	20
Front—lot on elbow	20	20	20	20	20	20	20	20	20		20	20	20
Side (minimum)	15	12	10	10	8	8	8	8	6		6	8	8
Side (both combined—minimum)	30	27	24	22	20	20	18	16	16		12	16	16
Side—minimum for zero lot line development	N/A	27	24	22	20	20	18	16	16		12	16	16
Rear—regular lot	30	30	30	30	30	20	20	20	20		20	20	20

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Rear—irregular lot (average)	30	30	30	30	30	20	20	20	20		15	20	15
Rear—minimum setback for an irregular lot	15	15	10	10	10	10	10	10	10		10	10	10
Rear—corner lot	30	30	30	25	25	20	20	15	15		15	20	15
Maximum building height (measured to the peak of the roof)*	35	35	35	35	35	35	35	35	35		35	35	35

* Note: Exceptions for additional building height due to unusual architectural roof designs may be granted by the Planning Commission, at the request of the Community Development Director.

- (b) Any home within an R-1-6 or larger Zoning District that was built without an attached two-car garage may apply for a building permit to build a two-car garage with a side yard setback of no less than five feet, provided that there are no issues with any utilities or easements. The other side yard setback shall meet the minimum for that zone and the garage must meet the minimum size as regulated in this title.

(LDC 2008, § 15A-20-02; Ord. No. 10-26, 7-30-2010; Ord. No. 12-14, 5-15-2012; Ord. No. 12-23, 6-18-2012; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-20-4. Table; Minimum/Maximum Dwelling Size for R-1 and R-2 Zoning Districts.

Table for R-1 and R-2 Minimum/Maximum Dwelling Size

Zone	One-Story Split Level and Split Entry (square feet)		Two-Story Total Both Levels (square feet)	
R-1-40	1,000	6,500	1,000	7,500
R-1-30	1,000	6,500	1,000	7,500
R-1-20	1,000	6,500	1,000	7,500
R-1-15	1,000	5,500	1,000	6,500
R-1-12	1,000	4,500	1,000	6,000
R-1-10	1,000	5,000	1,000	6,000
R-1-9	1,000	4,500	1,000	5,500
R-1-8	1,000	4,000	1,000	5,500
R-1-8(INF)	1,000	4,000	1,000	5,000
R-1-7.5(HS)	1,000	3,200	1,000	4,000
R-1-6	800	2,800	1,000	3,500
R-2-10	800	2,100	1,000	4,000
R-2-8	800	2,000	1,000	3,500

- (1) *Allowable Square Footage.* Determination of allowable square footage measures livable space only, which does not include subterranean basements, garages or similar spaces. The square footage established above for the R-2-10 and R-2-8 Zoning Districts refers to each dwelling unit in a multifamily dwelling.
- (2) *Approval for a Home Larger than Maximum Size.* Individuals who desire to construct a new home larger than the maximum home size limits (or desire to increase the size of an existing home) may apply for a

special exception from the Planning Commission. To qualify for the special exception, the applicant shall comply with the following requirements:

- a. The proposed square footage of the home (excluding basement) is within ten percent of the average home size within a 1,000-foot radius as measured from the property line or if the proposed home is located within a planned unit development, it is consistent with the approved standards and home sizes for the entire planned unit development.
- b. The proposed home or addition is consistent with the existing architectural standard for the surrounding neighborhood (e.g., rambler style homes, two-story homes, brick facade, stucco, half-timber, similar pitched roof, etc.).
- c. The proposed enlargement is not permitted to increase the available space for an accessory apartment.
- d. The increased square footage is not permitted for nonresidential structures. Institutional care uses shall comply with the minimum and maximum square footage requirements for the underlying zone.

(LDC 2008, § 15A-20-04; Ord. No. 10-26, 7-30-2010; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

Sec. 21-20-5. Off-Street Parking Requirements.

Residential parking requirements are addressed in Title 21 Chapter 24 of this Code.

(LDC 2008, § 15A-20-05; Ord. No. 13-02, 1-23-2013; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-20-7. Planned Unit Development District (PUD).

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- (3) *Development Requirements.* To be approved, a planned unit development project must show a high commitment to excellence, ensuring better quality of life for future tenants and be compatible with adjacent residential areas. The following are required for all planned unit development projects:
 - a. *Ownership.* The development shall be in single or corporate ownership at the time of application or the subject of an application filed jointly by all owners of the property.
 - b. *Open Space.* Unless otherwise approved by the Planning Commission, common and private open space shall be provided and shall not cover less than 40 percent of the gross site area. The required open space shall be land areas that are not occupied by buildings, structures, parking areas, street right-of-way, or alleys and shall be accessible by the residents. Said open space shall be devoted to landscaping, preservation of natural features, trails, patios, and recreational areas. Private open space (that provided for each dwelling unit for personal use) shall be located immediately adjacent to, attached to, or within the dwelling unit it is designed to serve and shall be for the exclusive use of the residents of the dwelling unit. Common open space must constitute at least one quarter of the required open space. It may be distributed throughout the planned unit development and need not be in a single large area. Landscaped roof areas or decks attached to individual units may not be calculated as part of required common open space. Open space within a Sensitive Area Overlay Zone may only be included as open space when they have been designed as an integral part of the project, as enumerated in subsection 21-20-7(2) above.
 - c. *Interior Streets.* The design of public and private streets within a planned unit development shall follow City standards for width of right-of-way and construction. Existing City standards of design and construction may be modified as allowed in this Code. The interior street system in an entire planned unit development project shall be dedicated to the City as a utility easement. All private

streets shall be conveyed to a private association. The original developer/builder will also be required to establish a City-approved road maintenance fund for all private streets. This provision will be required in the CC&Rs for all projects with a private street system.

- d. *Parking.* The minimum parking requirements outlined in this Code shall be adhered to except as allowed herein.
 - 1. All parking areas, covered or open, shall have a landscaped buffer adjacent to any public right-of-way.
 - 2. The Planning Commission may consider the following criteria in determining whether or not the number of garages/carports should be increased or reduced:
 - (i) The topography of the proposed site.
 - (ii) To enhance and protect local property values of adjacent developments and neighborhoods.
 - (iii) To improve the overall appearance of the development for the density of units (e.g., attached garages and underground garages).
 - (iv) Review the location of all garages and may require that they be attached or underground for the multifamily units. All covered parking shall be placed in locations adjacent and convenient to the buildings that they are intended to serve.
 - (v) To assist the project in reaching affordable rent levels for low- and moderate-income individuals as determined by the U.S. Department of Housing and Urban Development.
- e. *Building Materials.* Building materials, roofing materials, and building design shall be reviewed and approved by the Planning Commission. High-quality exterior materials shall be used, including brick, stone, synthetic stucco, prefinished panel, composite materials, or other materials of similar quality, durability, and low maintenance.
- f. *Landscaping on Public Right-of-Way.* Where a planned unit development is adjacent to a public right-of-way, a permanent open space at least ten feet in width shall be required along the property lines. This area shall be kept free of buildings and structures (except fences as approved by the Planning Commission) and permanently maintained in street trees and other landscaping, screened or protected by natural features, or as approved by the Planning Commission.
- g. *Exterior Fencing.* Exterior fencing shall be provided as approved by the Planning Commission. Acceptable fencing materials include architecturally-designed brick or block fences, wrought iron fences, post and rail fences, vinyl fences, pre-cast concrete, or structural wood fences with square metal posts with tongue-in-groove redwood siding and redwood for all other wood members. Additional landscape buffers may also be required with the width and landscaping specifications as determined by the Planning Commission.
- h. *Street Lights.* Appropriate street lighting is required. If the streets are to be dedicated to the public, the lights shall comply with the City's Street Light Plan. If the streets are private, the lights may be altered, but must be approved by the Planning Commission. The applicant shall submit a plan which indicates the type and location of street lights in relation to the proposed site landscaping.
- i. *Clustering of Development.* Any clustering of units must be done in a way to create usable open spaces and preserve sensitive land areas (such as wildlife corridors, steep slopes, fault zones, etc.).
- j. *Compatible Land Use and Building Arrangement.* Appropriate site design and layout must reflect the surrounding land uses and existing context of the area. Like uses, similar building placement,

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and setbacks, as allowed in the zoning of the adjacent surrounding properties (e.g., single-family detached lots adjacent to similar scale attached single-family arrangements) to provide a transition prior to denser clustered housing arrangements. Alternatively, a large continuous open space area (minimum depth of twice the adjacent zone rear setback minimum) shall act as a buffer prior to transitioning to different land use densities.

(LDC 2008, § 15A-20-07; Ord. No. 10-26, 7-30-2010; Ord. No. 15-22, 7-15-2015; Ord. No. 15-22, 7-15-2015; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021; Ord. No. 21-23, 1(Exh. A), 8-17-2021)

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CHAPTER 21-24. PARKING, ACCESS AND CIRCULATION REQUIREMENTS

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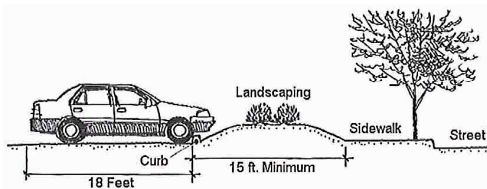
Sec. 21-24-2. General Provisions.

(a) *General.*

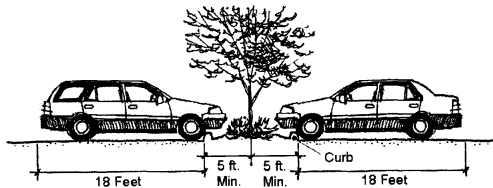
- (1) Minimum off-street parking space with adequate provision for ingress and egress by standard-sized vehicles shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity. Exception: Those homes existing or constructed prior to February 1, 2008, shall be exempt from the requirement to enlarge their attached garage to meet the present standard.
- (2) Parking areas shall be considered as structures since they represent a three-dimensional appearance when occupied. Parking shall be designed as outdoor rooms promoting maintenance and ownership.

(b) *Parking Space Size.*

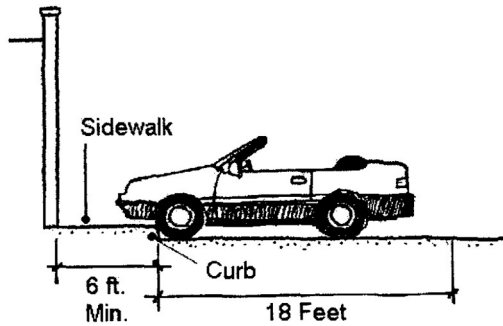
- (1) All parallel parking spaces shall be a minimum of nine feet wide by 22 feet long, as designated on the diagram in this chapter.
- (2) All parking spaces (not including parallel spaces) shall be a minimum of nine feet wide by 20 feet long, unless otherwise specified in this chapter.
- (3) Parking spaces (not including parallel spaces) may be reduced to 18 feet in depth based upon the following exceptions:
 - a. Where cars overhang landscape areas that are at least 15 feet wide along street frontages;



- b. Where cars overhang landscape areas that are at least five feet wide along a side or rear property line or adjacent to an interior parking lot landscape area that is at least ten feet wide (for double loaded parking). In order to encourage Low Impact Development (LID) standards, double loaded parking may be built with 18 foot stalls and a four foot landscaped area in between (unless approved otherwise by Sandy City to accommodate LID design requirements);



- c. Where cars overhang a sidewalk on private property where the sidewalk is at least six feet in width; or



- d. 90-degree parking within a parking structure.
- (c) *Floor Area Defined.* For the purposes of parking requirements, floor area shall be defined as the gross square footage of the building.
- (LDC 2008, § 15A-24-02; Ord. No. 14-06, 4-23-2014; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-24-4. Residential Parking Requirements and Restrictions.

- (a) Single-family Dwellings (Detached). All single-family detached dwellings shall provide at least a two-car garage for the daily storage of personal vehicles plus meet all guest parking space requirements of Section 21-24-8(b), except as provided in Subsection (d).
- (b) Two-family Dwellings (Duplex) or Single-family Attached Dwellings (Townhomes or Twin Home) shall meet the minimum parking space requirements of Section 21-24-8(b), except as provided in Subsection (d).
- (c) Multiple Unit Dwellings (Apartments or stacked Condominiums) shall meet the minimum parking space requirements of Section 21-24-8(b).
- (d) A garage is not required for a single-family, attached or detached, dwelling that is "owner-occupied affordable housing," as defined by UCA 10-9a-534(1). Notwithstanding this exception, the required number of parking spaces shall meet the minimum parking space requirements of Section 21-24-8(b). A deed restriction provided by Sandy City is required to be signed and notarized by the property owner and recorded with the Salt Lake County Recorder's Office. This provision does not apply to two-family dwellings (duplexes) or multiple unit dwellings (apartments or stacked condominiums).
- (e) All residential parking shall meet the following standards and dimensions:
- (1) Uncovered parking spaces shall be a minimum of nine feet wide by 20 feet long.
 - (2) Enclosed or covered parking spaces shall be a minimum of 10 feet wide by 20 feet long.
 - (3) The minimum garage size for residential development shall be as follows:

Type of Garage	Minimum Width	Minimum Depth
Single	10 ft.	20 ft.
Double	20 ft.	20 ft.
Triple	30 ft.	20 ft.

Note: The minimum width and depth shall be measured from the interior wall face of the garage. No encroachments or obstructions (i.e. stairs, doorway clear openings, etc.) are allowed within these minimum areas.

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- (4) Garages may be front or side loading. Any detached garages shall comply with the requirements for detached accessory structures as described elsewhere in this Title. Garages shall only be used for the parking of vehicles.
- (5) Each unobstructed tandem parking space in the dwelling unit's driveway or garage, may only be counted toward two parking spaces to meet the minimum parking space requirement. Tandem parking within a parking lot is not permitted.
- (f) *Vehicles Must Be Parked Upon a Hard Surface.*
 - (1) All areas utilized for the parking of vehicles shall be paved with a hard surface (e.g., concrete, asphalt, brick, or other water impenetrable surface). This includes the front yard, side yard, and rear yard of the home. It is prohibited to park upon areas that have been landscaped or are reserved for future landscaping.
 - (2) Exceptions:
 - a. A six-inch gravel base complying with City specifications may be used for the storage of recreational vehicles. This area must be kept weed-free.
 - b. Single-family residential properties with animal rights will be allowed to store animal transport trailers. These trailers are not required to be parked on a gravel or hard surface, but must be parked within the rear setback of the home.
 - c. Passenger vehicles used for daily transportation located at a residence that existed prior to hard surface parking requirements (concrete or asphalt) are exempt from this requirement. The resident bears the burden of proof relative to this exception.
- (g) *Maximum Hard Surface Area.* The maximum area of hard surface for the purpose of parking vehicles on a residential lot shall be restricted to not more than 20 percent of the front yard, excluding the driveway providing access to the primary attached or detached garage, 35 percent of the rear yard, and one of the two side yards associated with the lot. Exception: The maximum area of hard surface allowed for residential lots with circular driveways shall be determined on a case-by-case basis.
- (h) *Junk Vehicles That are Parked/Stored Outside.* A maximum of one junk vehicle may be parked or stored upon a lot outside a fully-enclosed permanent structure. Any parking of junk vehicles shall comply with the hard surface requirements stated within this section and shall be within the side or rear yard. If on a corner lot and located adjacent to the street, the junk vehicle must be screened from view from the street by a six-foot opaque fence. All junk vehicles shall be covered with a cover manufactured specifically for covering vehicles (no tarps allowed). Earth tone colors are encouraged (beige or brown tones) for vehicle covers.
- (i) *Carports.* All structures attached to the dwelling for the purpose of protecting or otherwise covering the vehicle shall comply with Building Codes for the structure and with existing zoning regulations for minimum distance between main dwelling structures and side property lines. Detached carports are required to meet the minimum standards for an accessory structure and the adopted Building Codes.
- (j) *Parking of Recreational Vehicles.*
 - (1) *Parking Location Restrictions.* Recreational vehicles parked or stored at a residence must be located within the rear or side yard of the home. Such vehicles may only be parked or stored within the front yard of a home if it is physically impossible due to natural topography or property boundaries to locate a recreational vehicle within the rear or side yard of a home.
 - (2) *Restricted Parking Area.* No recreational vehicle shall park or extend within a restricted parking area. The restricted parking area is defined as follows:
 - a. *Interior Lots (Non-Corner Lots).* The street right-of-way, which includes the back edge of sidewalk (edge closest to the home, a minimum of five feet), or any area in which parking or storing of a recreational vehicle would create a traffic visibility hazard.

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- b. *Corner Lots.* Both frontages shall comply with those standards outlined for interior lots and nothing shall be parked that intrudes into the corner sight visibility triangle as defined by this title.
- (3) *Prohibited Parking Locations.* Recreational vehicles shall not be parked or stored within the street right-of-way.
- (4) *Number of Recreational Vehicles Permitted.* Only one such vehicle may be parked within the front yard, and then only when a side or rear yard location is not available. All recreational vehicles parked or stored on a residential lot must be owned by an occupant who resides at the residence.
- (k) *Parking of Commercial Vehicles.*
 - (1) *Parking Location Restrictions.* Commercial vehicles parked or stored at a residence must be located within the rear or side yard of the home. Such vehicles may only park within the front yard of a home if it is physically impossible due to natural topography or property boundaries to locate a commercial vehicle within the rear or side yard of the home.
 - (2) *Restricted Parking Area.* No commercial vehicle shall park or extend within the restricted parking area. The restricted parking area is defined as follows:
 - a. *Interior Lots (Non-Corner Lots).*
 - 1. Any area in which parking or storing of the commercial vehicle would create a traffic visibility hazard.
 - 2. Commercial vehicles less than 24 feet in length and less than eight feet in height may not be closer than ten feet from the back edge of the sidewalk (edge closest to the home) or the public right-of-way.
 - 3. Commercial vehicles between eight feet and ten feet in height and less than 30 feet in length shall be parked in the side yard or rear yard.
 - 4. Commercial vehicles over ten feet in height or more than 30 feet in length shall not be parked on a residential lot.
 - 5. Semi-tractors, trailers, or trucks shall not be parked on a residential lot.
 - b. *Corner Lots.* Both frontages shall comply with those standards outlined for parking or storage of commercial vehicles on interior lots and nothing shall intrude into the corner site visibility triangle as defined by this title.
 - c. *Prohibited Parking Locations.* Commercial vehicles shall not be parked or stored within the street right-of-way.
 - d. *Number of Commercial Vehicles Permitted.* Only one such vehicle may be parked on a residential lot. A commercial vehicle parked or stored on a residential lot must be owned or apportioned by an occupant who resides at the residence.
 - e. *Storage of Commercial Vehicles.* The storage of any commercial vehicles for a period exceeding 72 hours is prohibited except for a bona fide temporary absence of the owner.
- (l) *Enforcement.* The authority to enforce the provisions of this section shall be vested in the Sandy City Police Department and with the Community Development Department.

(LDC 2008, § 15A-24-04; Ord. No. 10-26, 7-30-2010; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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Sec. 21-24-8. Parking Space Requirements.

- (a) *Specific Requirement for Each Land Use.* Off-street parking shall be provided for land uses as described below. Parking for uses not specifically listed below shall be provided in the same ratio as the use most nearly approximating the characteristics of the unlisted use, as determined by the Planning Commission. Land uses are grouped into categories that have comparable parking requirements.
- (b) *Table of Parking Requirements by Land Use Category.* The following minimum parking is required:

Parking Requirements by Land Use Category

Land Use Categories	Space Requirements
Residential	
Single-family Dwelling, Detached	2 spaces per dwelling unit (within an enclosed garage)
- Additional guest parking	2-car off-street parking in the dwelling's driveway, plus one space for each domestic (e.g., maid, nanny, gardener, etc.) or support staff person employed on the premises during the highest employment shift.
Two-family (Duplex) or Single-family Attached Dwelling (Twin Home or Townhomes i.e. tri-plex, four-plex, five-plex, etc.)	2 spaces per dwelling unit*
- Additional guest parking	2-car off-street parking in the dwelling's driveway is required. Alternatively 0.25 spaces per unit after a base of 1 per unit for the first 5 units if provided in an off-street parking lot.
Multiple-unit Dwellings (apartments or stacked condominiums)	
-one-bedroom unit	1.5 spaces per unit*
-two-bedroom unit	2.0 spaces per unit*
-three or more bedroom unit	2.5 spaces per unit*
-Additional guest parking	0.25 spaces per unit after a base of 1 per unit for the first 5 units in an off-street parking lot
*NOTE: There shall be no less than an average of 1.5 covered parking spaces (1.0 carports. 0.5 garages) per unit for two-family (duplex) or single-family attached dwellings (twin home or townhomes) and multiple unit dwellings (apartments or stacked condominiums).	
Assisted living center, nursing home, convalescent home and other similar uses as determined by the Planning Commission upon review.	0.5 spaces per bed, plus 10% for support staff/physicians, plus a bus only parking stall to meet the dimensions of a handicap parking stall
Senior or elderly housing	1 space per unit (The completed parking ratio may be reduced to one space per unit for any congregate care facility, provided that adequate space is created and landscaped that can be converted to additional parking stalls to comply with the minimum standards as set forth for Planned Unit Developments. The area that is held in reserve for additional parking shall not be

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	located within a required landscape setback area, and shall not be used in the calculations for any required landscaping or open space coverage percentage.)
Retail Commercial	
Automotive repair (service bays are not included in the required number of required parking spaces)	5 spaces per 1,000 sq. ft.
Commercial retail sales and services **	
Heavy commercial	
Commercial center, community	
Commercial center, convenience	
Commercial center, neighborhood	
Commercial center, regional	
Liquor sales	
Exceptions: ** Reduction may be allowed by the Planning Commission for retail businesses with exceptionally large show room floor space per volume of sales (e.g., furniture store at a ratio of 3 spaces per 1,000 sq. ft.)	
Commercial Services, Offices	
Bar, tavern, club	3.5 spaces per 1,000 sq. ft.
Business or financial services	4.0 spaces per 1,000 sq. ft.
Dance hall, discotheque	3.5 spaces per 1,000 sq. ft.
Day care, group	One space for each instructor (plus drop-off space)
Veterinary office	4 spaces for each practitioner
Medical and health care	5 spaces per 1,000 square feet OR 4 spaces for each practitioner plus 1 space per employee (including practitioner) at highest shift, whichever is greater. For the purpose of the parking ratio. Employees include nursing staff, receptionist, rehabilitation specialists, and dental assistants. Site plan shall be reviewed to verify compliance with this standard upon application of business license. Business License shall be denied if adequate parking is unavailable.
Motel, hotel	1 space per rental unit, 1 space for each 200 sq. ft. of assembly, conference space, banquet, sit-down restaurant facility and office space
Recreation, Indoor	
Bowling center	5 spaces per lane
Movie theater	1 space per 4 seats
Skating rink	3 spaces per 1,000 sq. ft. of skating area
Restaurants	

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Restaurant—sit down	1 space per 3 seats (including outdoor seating) plus 0.5 space per number of employees on the largest shift (minimum of 5 employee spaces)
Restaurant—drive-in/drive thru (all fast food outlets with large proportion of take-out and/or drive-in service.)	1 space per 100 sq. ft. of floor area. Required parking spaces do not include spaces required in drive thru lanes).
Public Uses	
Hospital	2 spaces per bed
Rehabilitation center	0.5 space per bed
School, private or quasi-public	As determined by Planning Commission review
School, public	As determined by Planning Commission review
Elementary and middle school	1 space per teacher and staff plus 1 space per 2 classrooms.
Senior high school	1 space per teacher and staff plus 1 space per 5 non-bussed students.
Religious or cultural activity	1 space per 4 seats
Theater or concert hall	1 space per 4 seats
Industry	
Industry, light and medium	1 space per 1,000 sq. ft. of gross floor area
Warehouse, wholesale, storage	1 space per 1,000 sq. ft. of storage space
Special Review	
Athletic, tennis or health centers	Specific off-street parking shall be determined by the Planning Commission.
Auto, truck, R.V. and equipment sales and storage	
Cemetery, columbarium, mausoleum	
Golf course	
Park (active and passive)	
Recreation center	
Recreation, outdoor	

(LDC 2008, § 15A-24-08; Ord. No. 10-26, 7-30-2010; Ord. No. 19-23, § 1(Exh. A), 10-8-2019; Ord. No. 21-08, § 1(Exh. A), 3-23-2021)

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