SECTION 16.13.39: OFF-STREET PARKING AND LOADING

CODE TEXT AMENDMENT

PARKING CONCERNS

- Residents and City Council members have shared concerns about parking
- 2 main concerns
  - Commercial generated parking in front of residences
  - Concern that the parking required by the code is not sufficient and will create a compounding issue
- Legal nonconforming properties
  - Lola's

Introduction

Main Street is the economic, architectural, and historical heart of the community. The most powerful and lasting image associated with Midway is Main Street. This commercial core should be developed as a distinctive shopping and business area emphasizing it as an attractive meeting place and staging area for festivals, special events, celebrations and a variety of community activities which will produce a vibrant and healthy community centerpiece. This chapter will address issues that effect Main Street and its development.

Main Street Vision

Midway's Main Street is the heart of the City and is a reflection of its residents. As the City grows, this main corridor has great potential to provide a public gathering place for residents and tourists to interact and coexist with one another. Future development in this area should integrate harmoniously along with the existing historic buildings, to create a lively and comfortable district. The area will cater to the pedestrian experience and incorporate access to open space such as plazas, street furniture, pocket parks, and trails. Architecture, characterized by a Swiss/European influence, should be used to create a unique identity that suits both the people and the surroundings of Midway.

GENERAL PLAN

Main Street

Midway City 2017 General Plan

Parking – Parking is quickly becoming a significant issue along the corridor. The City, in concert with businesses can use several strategies to alleviate this problem.

1. Modify parking requirements by possibly decreasing the number of stalls required in conjunction with the creation of public parking lots.
2. Encourage businesses to develop shared parking partnerships that combine parking and reduce overall land consumption
3. Explore creating community parking lots in strategic locations that can be funded through user fees, grants and funds from commercial development that pay for parking stalls in public lots instead of building their own off street parking.

PARKING REQUIREMENT COMPARISON

	Midway	Sun Valley	Telluride	Park City	Hurricane	Sedona
Residential	2	2	1	2	2	2
Mixed Use	1	Varies 1-2.5	1	Varies 1-2	Varies 1.5-2	Varies 1.25-2.5
Restaurant	1 every 250 sq. ft. dining	1 every 250 sq. ft. dining, + employee	None	1 every 100 sq. ft. net, kitchen	1 every 100 sq. ft. gross	1 every 100 sq. ft. gross
Retail	1 every 250 sq. ft. public	1 every 250 sq. ft. + employee	1 every 250 sq. ft. net area	Varies 3-5 every 1,000 sq. ft. net area	1 every 100 sq. ft. gross	1 every 250 sq. ft. gross area
Theater	1 every 2 people	1 every 4 seats	1 every 500 sq. ft.	1 every 5 seats	1 every 6 seats	1 every 3 seats
Medical	4 per doctor, 1 per employee	1 every 250 sq. ft., + employee	1 every 500 sq. ft.	5 every 1,000 sq. ft.	6 spaces per doctor	1 every 200 sq. ft. gross area

POINTS OF DISCUSSION

- Residential parking requirements
- Commercial generated parking in front of residences
- Commercial parking requirements
- Public parking lots
- Parking structures

ITEMS TO CONSIDER

- Economic impact of increased parking in Midway
- Visual impact of increased parking
- The need for parking may change in the future
  - Mass transit
  - Uber
  - Adding trails and sidewalks will make Midway more walkable

RESIDENTIAL PARKING

- Residential structures require 2 spaces
- Mixed-use, when living is above or below commercial, requires 1 space
  - Area is more walkable
  - Smaller units may calculate to less vehicles
  - Combined parking

	Midway	Sun Valley	Telluride	Park City	Hurricane	Sedona
Residential	2	2	1	2	2	2
Mixed Use	1	Varies 1-2.5	1	Varies 1-2	Varies 1.5-2	Varies 1.25-2.5

RESIDENTIAL PARKING

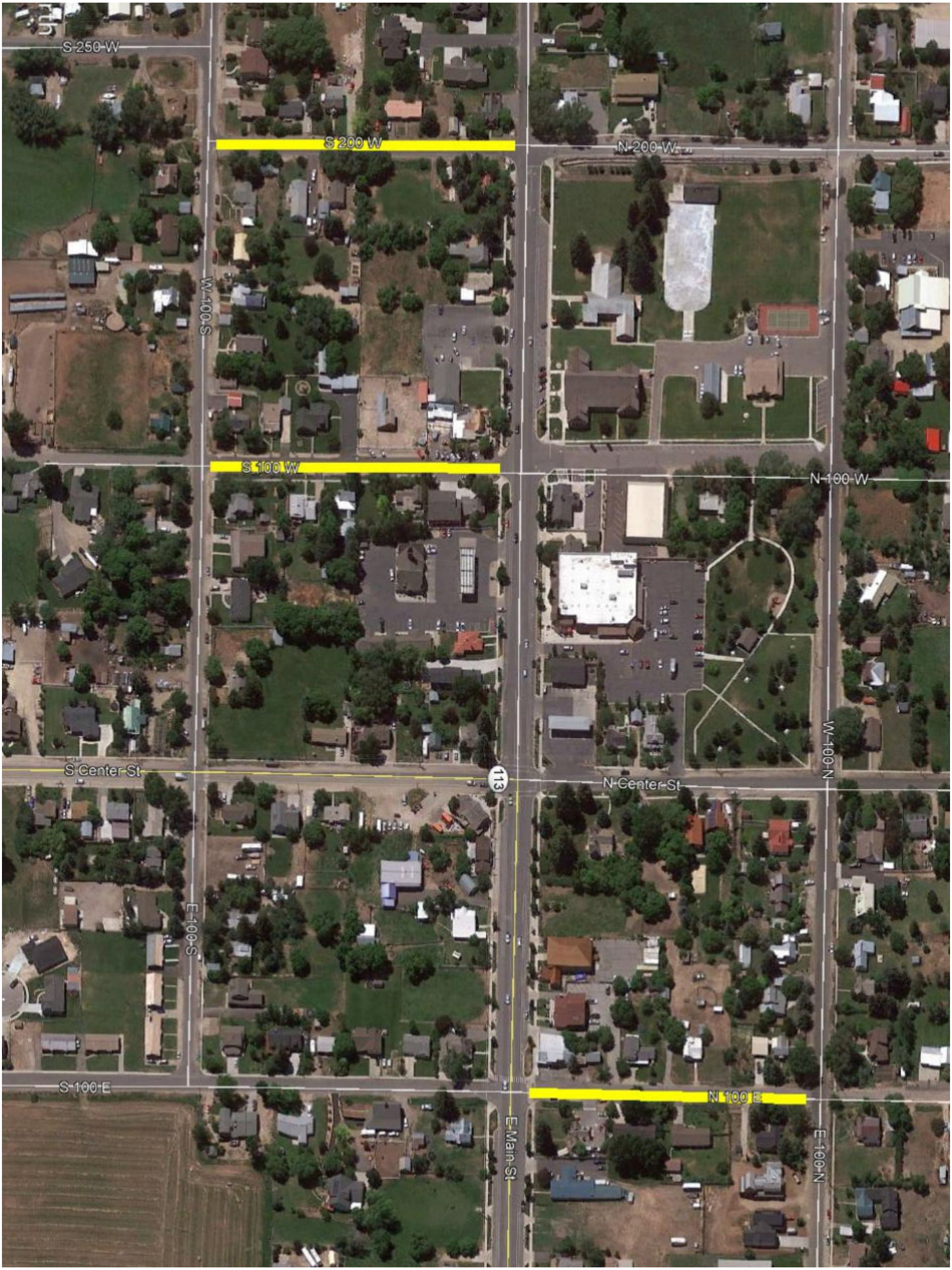
- Potential solution
  - Increase the required parking for dwellings in mixed-use projects
  - Create a required parking stall range based on the number of bedrooms per dwelling
  - Other cities' requirements range from 1 to 2.5 stalls per dwelling

MIXED USE PARKING

- Mixed-use residential dwellings shall provide the following amount of parking spaces:
  - One (1) bedroom or studio: One (1) space
  - Two (2) bedrooms: One and a half (1.5) spaces
  - Three (3) bedrooms or more: 2 (2) spaces

COMMERCIAL PARKING IN RESIDENTIAL AREAS

- The City has received many complaints
  - 100 West
  - 100 East
  - 2 residents on 200 West have expressed concerns about potential parking issues
- Many residences are located in or near commercial businesses
- As the amount of commercial activity grows this matter will also become a greater issue


S 250 W
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113
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N 100 E
E Main St
E 100 N

COMMERCIAL PARKING IN RESIDENTIAL AREAS

- Potential solution
  - Issue resident only parking passes
  - Post signage that allows parking by pass only
  - Post signage that directs commercially generated parking to appropriate areas
  - Enforce the parking restrictions
    - Sheriff deputies and potentially City staff

COMMERCIAL PARKING

- Concern that the parking required by the code is not sufficient and will create a compounding issue
- In some categories, such as restaurant and retail, Midway's requirements are relatively low
- In other categories, such as theaters, Midway's requirements are relatively high

COMMERCIAL PARKING

- Potential solution
  - Increase parking standards for restaurants
  - Possibly increase parking for many other commercial business
  - Increase parking based on the ability of a business to only build a percentage of the required stalls and "lease" the other stalls in public parking lots

- Increased parking requirements will make it more expensive for commercial to locate in Midway but allowing the purchase of some of the stalls may make it less expensive to locate in Midway
  - May allow for more walkability by allowing business to be located nearer to each other

PUBLIC PARKING LOTS

- Concerns about not requiring enough parking
- Many resort towns have public parking
- How to pay for public parking property and infrastructure
- Locating sites that are within walking distance of current and future businesses
- Consider only purchasing property or potentially long term leasing of property
- Landscaping and wayfinding of public lots

PARKING STRUCTURES

- Midway's code allows parking structures
  - 35' height limit applies
- Structures could be eliminated or restricted
  - Commercial zones, resort zones?

60' 0 60' 120'

Scale 1" = 60'

SCALE 1"=120' FOR 11"X17" PLANS

LAND USE TABLE	
TOTAL AREA	72.01 ACRES
RESORT CORE	35.37 ACRES
EXISTING BUILDING FOOTPRINT	116,196 SF
BUILDINGS IN PLAN	294,200 SF
25% BUFFER	73,550 SF
TOTAL REQUESTED FOOTPRINT	367,750 SF
RESORT DENSITY REQUESTED	5,107 SF/ACRE (43% OF ALLOWED)
OPEN SPACE & AMENITIES	55.46 ACRES (77% OF PROJECT)

BUILDING	UNITS	KEYS
SMALL COTTAGES	20 UNITS	40 KEYS
LARGE COTTAGES	40 UNITS	80 KEYS
HOTEL 1	80 UNITS	168 KEYS
HOTEL 3	30 UNITS	60 KEYS
HOTEL 4	30 UNITS	60 KEYS
EXISTING	45 UNITS	45 KEYS
	245 UNITS	453 KEYS

EXISTING BUILDINGS	UNITS	KEYS
COTTAGE 1	6 UNITS	6 KEYS
COTTAGE 2	6 UNITS	6 KEYS
COTTAGE 3	6 UNITS	6 KEYS
COTTAGE 4	6 UNITS	6 KEYS
COTTAGE 5	6 UNITS	6 KEYS
VIRGINIA HOUSE	8 UNITS	8 KEYS
MILK HOUSE	3 UNITS	3 KEYS
1ST HOMESTEAD	4 UNITS	4 KEYS
HOTEL 2	0 UNITS	0 KEYS
	45 UNITS	45 KEYS
TOTAL UNITS	245 UNITS	
TOTAL KEYS	453 KEYS	
PARKING SPACES	868 SPACES	

PHASING PLAN

PHASE 1 – GOLF COURSE COTTAGES 1–4

PHASE 2 – HOTEL BUILDING 1
– AMENITY BUILDING & FEATURES

PHASE 3 – COMMERCIAL AREA
– HOTEL BUILDING 2 RENOVATION

OTHER PHASES TO COMPLETE THE MASTER PLAN TO BE DETERMINED

NOTE:
THE TRAIL ALONG HOMESTEAD DRIVE WILL BE CONSTRUCTED WITH THE FIRST PHASE OF THE RESORT CORE IMPROVEMENTS WHICH IS PHASE 2 OF THE OVERALL RESORT MASTER PLAN.

THIS DOCUMENT IS INCOMPLETE AND IS RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY. IT IS NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PAUL D. BERG, P.E.
SERIAL NO. 295595
DATE: 5 MAY 2008

MIDWAY CITY, UT	THE HOMESTEAD INC. ADDRESS: 700 NORTH HOMESTEAD DRIVE PHONE: (435) 654-1102	THE HOMESTEAD RESORT - LAND USE PLAN	BERG ENGINEERING RESOURCE GROUP 380 E. MAIN ST. SUITE B, MIDWAY, UT PHONE: (435) 657-9749	SCALE: 1"=60'	DESIGN BY: DRAWN BY: CNB	DATE: 5 MAY 2008 REV:	DRAWING NO. HOMESTEAD	SHEET NO. 3

COMMERCIAL PARKING

- Increase parking requirements for some uses
  - Restaurants would increase from 1 stall for every 250 sq. ft. of dining area to 1 stall for 150 sq. ft. of dining room floor space
- Add specific parking requirements for each permitted and conditional use

COMMERCIAL PARKING

- Required parking may be built on-site or;
- Allow off-site parking for all required parking except for ADA required parking
  - An annual fee would be required for each required stall
    - Fee would pay for property, infrastructure, and maintenance
  - Would make establishing a business in Midway easier because less land would be required and less infrastructure for a new business
- Public parking areas would be carefully chosen for walkability

PARKING STRUCTURES

- Planning Commission recommendation is parking structures are no allowed
- Parking structures are limited to two levels with a maximum height of 25'. The minimum setback from Main Street is 200' and the setback from all other lots lines is 300'. Parking structures must be screened both in design and in location from surrounding residential uses and from Main Street.