

TITLE 12-000 CHAPTER 600

CHAPTER 12-600. VEHICULAR TRANSPORTATION AND PEDESTRIAN CIRCULATION.**12-601. PARKING SPACE FOR RESIDENTIAL DWELLINGS.**

1. Residential dwellings in any zone will have a minimum hard-surfaced vehicle parking area located upon the residents' lot calculated by the square footage of the dwelling floor area.
 - a. There will be one (1) parking area for the first six hundred (600) square feet, or fraction thereof, plus one (1) additional parking area for each additional eight hundred (800) square feet of gross floor area.
 - b. There shall be no change of use of a residential dwelling without attendant hard surface space to accommodate any possible otherwise increased off-street parking.
 - c. A parking space shall be a minimum of nine (9) feet by twenty (20) feet.
2. Multiple family residential dwellings, e.g. apartments or condominiums, shall have hard surfaced parking areas based upon the same formula unless otherwise directed within this Title 12-000 or modified through due process via the Richmond City Planning and Zoning Commission and the Richmond City Council to enable a sub-surface parking garage and/or a parking terrace arrangement.

12-602. PARKING SPACE FOR BUILDINGS OR USES OTHER THAN DWELLINGS.

1. For a new building, or for any enlargement or increase in seating capacity, floor area or guest rooms of any existing main building, there shall be at least one (1) permanently maintained parking space of not less than one hundred eighty (180) square feet net area (9' x 20') as follows:
 - a. For church, school, college and university auditoriums and theaters, general auditoriums, stadiums and other similar places of assembly, at least one (1) parking space for every five (5) fixed seats provided in said buildings or structures.
 - b. For hospitals, at least one (1) parking space for each two (2) beds, including infants cribs and children's beds.
 - 1) For medical and dental clinics at least fifteen (15) parking spaces, provided that three (3) additional parking spaces shall be provided for each doctor or dentist having offices in such clinic in excess of three (3) doctors or dentists.
 - c. For tourist courts and apartment motels, at least one (1) parking space for each individual sleeping or living unit; for hotels and apartment hotels, at least one (1) parking space for each two (2) sleeping rooms up to and including the first twenty (20) sleeping rooms, and one (1) parking space for each three (3) sleeping rooms over twenty (20) sleeping rooms.
 - d. For boarding houses, lodging houses, dormitories, fraternities or sororities, at least one (1) parking space for every one and one half (1 ½) persons for whose accommodation the building is designed or used.

TITLE 12-000 CHAPTER 600

- e. For restaurants or establishments that serve meals, lunches, or drinks to patrons either in their cars or in the building, for retail stores selling directly to the public, and recreational places of assembly at least one (1) space for each one hundred (100) square feet of floor space in the building, and one (1) space for each two (2) employees working on the highest employment shift, or five (5) parking spaces, whichever requirement is the greater.
- f. For businesses providing services such as beauty shops, banks, and but not limited to, professional offices, the number of parking spaces will be designated by the Planning and Zoning Commission, with the ratification of the Richmond City Council, based upon the anticipated business demands of each respective service-oriented business, but not to be less than two (2) parking spaces.
- g. For mortuaries, at least thirty (30) parking spaces.
- h. For liquor stores, at least five (5) parking spaces.
- i. For all business or industrial uses not listed above, not providing customer services on the premises, one (1) parking space for each two (2) employees working on the highest employment shift.
- j. In no case shall a building be constructed, altered, or increased where, if the foregoing parking provisions are inadequate to provide sufficient spaces for all employees and customers combined, the provision of adequate parking spaces shall supersede any and all foregoing formulas.
- k. Parking space as required above shall be on the same lot with the main building or, in the case of buildings other than dwellings, may be located not farther than five hundred (500) feet therefrom.

12-603. PARKING LOT REGULATIONS. Every parcel of land hereafter used as a parking lot shall be paved with a surfacing material of oil, asphalt, concrete composition or other hard packed surface and shall have appropriate bumper guards where needed as determined by the Building Inspector.

- a. Any lights used to illuminate the lot shall be so arranged as to reflect the light away from adjoining premises in any residential zone and away from the night sky.

12-604. OFF-STREET TRUCK LOADING SPACE. On the same premises with every building, structure or part thereof, erected and occupied or increased in capacity after the effective date of this ordinance, for manufacturing, storage, warehouse, goods display, retail sales or service, or other use similarly involving the receipt or distribution by vehicle of materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading and unloading services in order to avoid undue interference with public use of streets or alleys.

TITLE 12-000 CHAPTER 600

12-605. MOTOR VEHICLE ACCESS.

1. All structures, public or private, requiring access on 200 West, also known as U. S. 91 or S.R. 91, from the north City limit to the South City limit, and all structures, public or private, requiring access on Main Street, also known as S.R. 142, from the west side of 200 West to the westernmost City limit, shall seek and receive approval from the Utah Department of Transportation (UDOT), Region One for any access not in existence at the time of this ordinance being passed.
2. Businesses and public parking lots seeking access to City streets not included in 12-605.1 above shall be determined in conjunction with their request to the Planning and Zoning Commission for establishment, and will be constructed in accordance with the current Richmond City *Manual of Design and Construction Standards*.
3. Residential driveways will normally be limited to one access per lot; however, property owners may request additional access through the Planning & Zoning Commission.
 - a. Prior to approval or denial, the Planning & Zoning Commission shall take into consideration the need of the petitioner, the impact upon neighboring property, and any potential hazards such as placing access dangerously close to an intersection plus any other considerations the Commissioners deem appropriate.
 - b. The Commission will formally forward their recommendation to the Richmond City Council per the procedures outlined in Title 12-400.
4. All driveways will be constructed in accordance with the provisions of the *Manual of Design and Construction Standards*.

12-606. PEDESTRIAN CIRCULATION.

1. The purpose of this section is to facilitate pedestrian circulation throughout Richmond City by requiring new development to provide for new sidewalks as part of the development proposal.
2. Pedestrian sidewalks, paths, and walkways shall be provided within the community and shall constitute an integral element of the overall site design.
 - a. They shall provide safe, convenient and attractive connections to, from and among community focal points, residential neighborhoods, town and neighborhood centers, transit stops, schools, parks and recreational areas, municipal buildings, and other public facilities.
 - b. Public sidewalks shall be constructed in compliance with the Richmond City *Manual of Design and Construction Standards*.
 - c. All new construction designed for human habitation, occupation, or enterprise shall include a public sidewalk conforming to the standards set for in the current edition of the Richmond City *Manual of Design and Construction Standards*.
 - d. Sidewalks and pedestrian paths shall be landscaped to provide scale, enclosure, and shade.

TITLE 12-000 CHAPTER 600

e. Intersections of sidewalks and pedestrian paths with streets shall be designed with clearly defined edges.

1) Crosswalks shall be well-lit and defined with contrasting paving materials or striping.

f. All sidewalks and pedestrian paths shall be designed to meet standards set forth by the Americans with Disabilities Act (ADA).

g. Sidewalks and paths shall be a minimum of five (5) feet in width in residential areas, and ten (10) feet within town center and civic areas where practicable.

1) Where less space is available, maximum practicable width shall be used.

3. Sidewalks extant at the time of the passage of this ordinance shall be upgraded to the standards set forth in 12-606.2.a. whenever major repair and/or replacement takes place.

4. Public Trail Right-of-way.

a. Richmond City recognizes the contribution a city trail network can make to the overall health of the community.

1) A sound trail network can improve community interactions, enhance transportation systems, link the community to surrounding public lands, and potentially enhance the local economy.

2) The Richmond City Council may establish a Public Trail Right-of-way Ordinance which shall require all new development to provide for the protection, linkage, and enhancement and/or development of trail systems identified by the Richmond City General Plan.

b. Should a Public Trail Right-of-Way Ordinance be developed, it shall include the following provisions:

1) Richmond City may require all new development to incorporate a public trail right-of-way:

a) Along routes identified by the Richmond City General Plan.

b) To provide for linkages to existing trail systems within the development site, adjacent to the development site, or as identified by the Richmond City General Plan.

c) When determined to be of local or regional importance by Richmond City.

c. Legal trail corridors shall be established by use of public trail right-of-way. A public trail right-of-way is a strip of land held by Richmond City, intended specifically for use in the development of a public trail system.

1) In the case of a public trail right-of-way Richmond City shall own the land directly beneath the trail corridor.

2) The developer shall dedicate the public trail right-of-way to Richmond City.

TITLE 12-000 CHAPTER 600

d. In establishing an alignment for a proposed public trail right-of-way, Richmond City shall work with the developer to identify an alignment and dimensions that shall be most responsive to public needs and the developer.

1) This shall be accomplished by, but is not limited to the following:

a) Public trail right-of-ways may be used to fulfill open space requirements for the development.

b) Trail corridor alignments may have a varying bearing. Corridor alignment shall be approved by the Richmond City Council.

c) Corridor widths may vary as determined by the Richmond City Council.

d) Trail corridors shall provide linkages to points adjacent to the development site as determined by the Richmond City Council.

e) Trail Corridors may be aligned along or within required development setbacks, as approved by Richmond City.

f) Public access into the trail corridor shall not be allowed from adjacent private property; Access to trail corridors shall be from designated public access points only.

e. Maintenance of trail systems within the development shall be accomplished by a written agreement with Richmond City of one of the following:

1) Richmond City maintaining the trail as a public parkway, provided that such commitment is acceptable to the City Council, or

2) Maintenance being the responsibility of a Home Owner's Association established with articles of association and bylaws which are satisfactory to the Planning and Zoning Commission, or

3) Complying with the provisions of the Condominium Ownership Act found in Title 57, Chapter 8, Section 7 and Title 57, Chapter 8, Section 7.5, which provides for the payment of common expenses for the upkeep of the common area and facilities, or

4) The developer may retain the responsibility for maintenance of the trail, and shall commit himself/herself through written agreement with all parties who subsequently acquire ownership of property within the development.