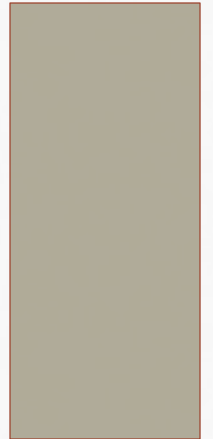


# UNDERGROUND PARKING STRUCTURES

CODE TEXT AMENDMENT



# CURRENT CODE

- Parking Structures are not allowed. A parking structure is defined as a building designed for car parking and where there is more than one floor or level on which parking takes place. It is essentially an indoor, stacked parking lot.

# PROPOSED CODE

A parking structure is defined as a building designed for car parking and where there is more than one floor or level on which parking takes place. It is essentially an indoor, stacked parking lot. Parking Structures are not allowed except if all the following requirements are met:

1. Only one layer of parking is above natural grade.
2. Any lower parking levels (surface parking area to the roof) are completely below natural grade and such lower parking level(s) shall not be visible from adjacent streets, neighboring properties, or within the development
3. Berms shall not be used to create a visual barrier for lower parking levels or to create a new “natural grade”. Visual obstruction or camouflaging cannot change this.
4. Access ramps to below natural grade parking shall not have direct access from Main Street, Center Street, River Road or from roads fronting the Town Square which includes the following:
  - a. 100 North (100 West to 200 West),
  - b. 100 West (Main Street to 100 North), and
  - c. 200 West (Main Street to 200 North).

# PROPOSED CODE

5. Access ramps to below natural grade parking shall not exceed 10% grade unless they are protected from the elements or heated to avoid ice and other hazards.
6. Below natural grade parking lots with more than 150 parking stalls below natural grade shall have two accesses.
7. At grade parking shall comply with other applicable surface level parking requirements.
8. Amenities may be installed above the below natural grade level parking and may include landscaping, sports facilities (roofless), and parking.
9. Any area gained by creating below natural grade parking cannot be used as additional building area for any structures. Any area gained must be used for landscaping, sports facilities (roofless), or parking.
10. At the time of building permit, below grade parking lots must comply with all applicable codes, rules, regulations, and engineering standard specifications and drawings.

# POSSIBLE FINDINGS

- The proposal will allow parking structures
- One level of parking would be visible
- Any additional levels of parking would be below natural grade
- Access ramp locations would be limited
- Building area will not increase if below natural grade parking is allowed
- The proposal is a legislative action

# GENERAL PLAN

The General Plan promotes preserving the charm and feel of Midway and it also promotes addressing parking issues by finding creative solutions to parking issues. The Midway General Plan states the following regarding these issues:

## Economic Goals and Guidelines (page32)

- Goal 1, Guideline 10: Support parking solutions that will support businesses, public uses, and civic needs and allow for shared parking opportunities.
- Goal 3, Guideline 1: Determine the best locations for commercial and retail services as well as the infrastructure and code changes or incentives required.

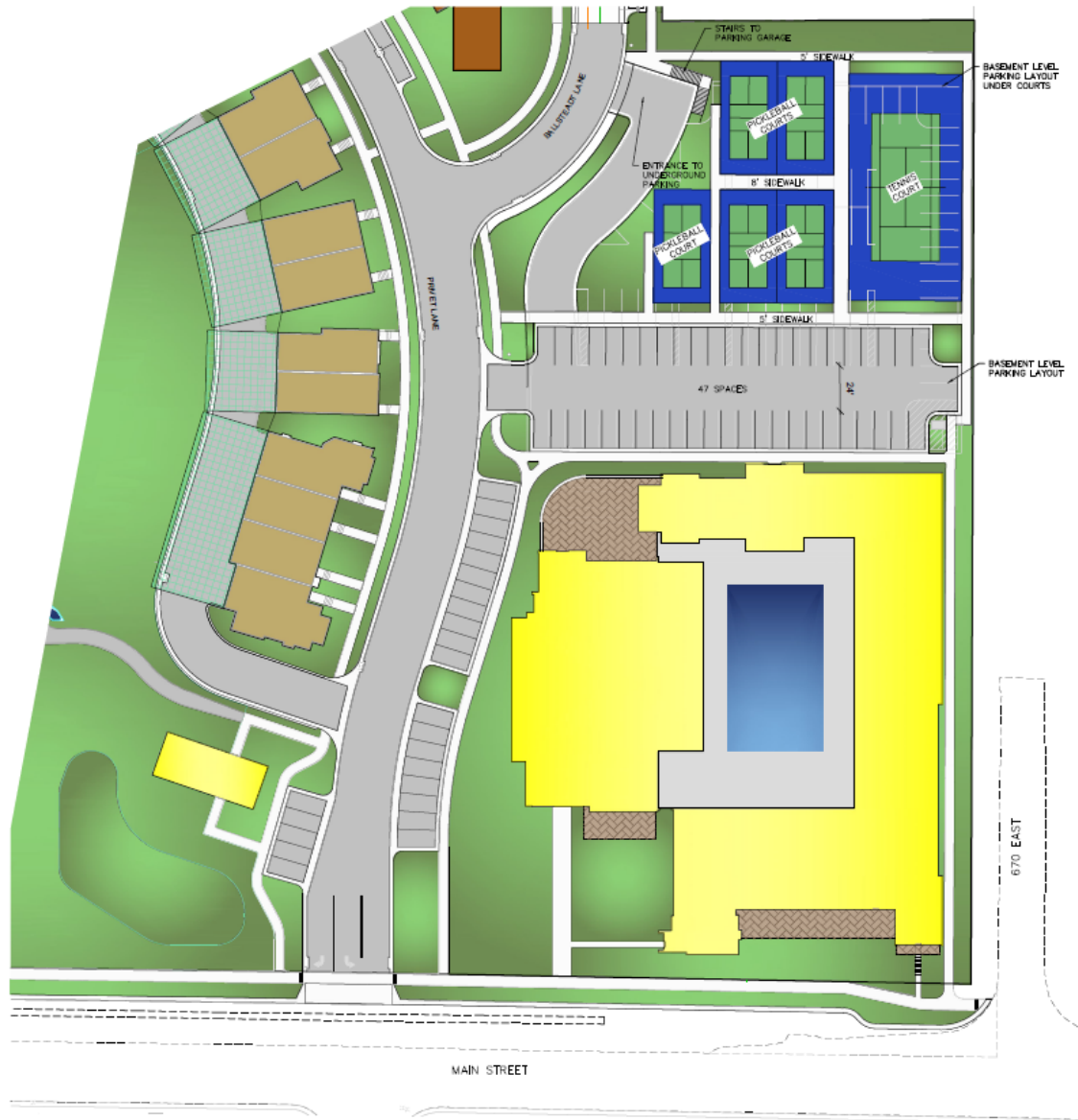
# GENERAL PLAN

- Main Street Parking (page 67): 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.
- Modify parking requirements by possibly decreasing the number of stalls required in conjunction with the creation of public parking lots.
- Encourage businesses to develop shared parking partnerships that combine parking and reduce overall land consumption.

# GENERAL PLAN

- Main Street Introduction (page 64): 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. Midway has a unique small-town and village feel. **It is an important goal of the community to preserve the charm of Midway, especially along Main Street.**





|  |            |
|--|------------|
| <b>PARKING</b>                         |            |
| ORIGINAL APPROVED SURFACE PARKING PLAN | 102 SPACES |
| PROPOSED SURFACE LEVEL PARKING         | 46 SPACES  |
| PROPOSED BASEMENT LEVEL PARKING        | 84 SPACES  |
| TOTAL PROPOSED PARKING                 | 130 SPACES |

THIS DOCUMENT IS INCOMPLETE  
AND IS SUBJECT TO CHANGE  
FOR REVIEW ONLY. IT IS  
NOT INTENDED FOR CONSTRUCTION  
REVIEW OR FOR FURTHER  
USE.  
DATE: 12 APR 2023

SCALE: 1"=30'

CLUSTER  
THE VILLAGE - PHASE 1  
ALTERNATE SITE PLAN  
GROUND LEVEL

**BERCO ENGINEERING**  
380 S. Main St., Suite 204  
Midway, UT 84049  
ph 435.667.7749

|                |                  |            |
|----------------|------------------|------------|
| DESIGN BY: PDB | DATE: 1 APR 2023 | SHEET<br>1 |
| DRAWN BY: DBJ  | REV:             |            |

