Release the Parking

Brake on your community

Ted Knowlton, Wasatch Front Regional Council Barton Brierley, Ogden City Brad McIlrath, Clearfield City









Each parking space increases moderate-priced housing costs by about 12%

THE QUICK HISTORY OF PARKING CODES

In the 70s.....

Engineers assessed parking demand in areas with abundant supply and no transportation alternatives





15-3-6 Parking Ratio Requirements For Specific Land Use Categories

A. <u>RESIDENTIAL USES</u> Off-Street parking shall be provided for each land Use as listed in this section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking ratio requirements are also shown below. Also refer to 15-15 Definitions for clarification of Uses.

RESIDENTIAL PARKING RATIO RE	QUIREMENTS	
USE		PARKING RATIO (NUMBER SPACES)
Accessory Apartment		1 per bedroom
Lockout Unit in Single Family and Duplex Dwellings		I per bedroom
Single Family Dwelling		2 per Dwelling Unit
Duplex Dwelling		2 per Dwelling Unit (4 total)
Triplex Dwelling		2 per Dwelling Unit (6 total)
Multi-Unit Dwelling	Apartment/Condominium not greater than 1,000 sf floor Area	i per Dwelling Unit
	Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
	Apartment/Condominium 2,000 sf floor Area or greater	2 per Dweiling Unit
Dormitory		1 per 200 sf floor Area devoted to accommodations
Boarding House, Hostel		1 per 2 beds: and 1 per manager's unit
Secondary Living Quarters		1 per bedroom in addition to requirements for primary residence
Guest House		i per Unit Parking for the first six (6) bedrooms is based on the parking requirement for the dwelling
Nightly Rental		An additional space is required for every additional two (2) bedrooms utilized by the Nightly Rental Use Parking for Historic Structures may be allowed on the Street adjacent to the Property, if approved by the Planning, Endgineering, and Building Department

B. NON-RESIDENTIAL USES In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply: Also refer to LMC Chapter 15-15, Definitions, for clarification of Uses.

NON-RESIDENTIAL	DADMINN?	DATIO D	DOUDDDATENTC
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FAST FOOD RESTAURANT WITH DRIVE-IN WINDOW (836)

Peak Parking Spaces Occupied vs: 1,000 GROSS SQUARE FEET LEASABLE AREA

On a: WEEKDAY

PARKING GENERATION RATES

Average	Range of	Standard	Number of	Average 1,000 GSF
Rate	Rates	Deviation	Studies	Leasable Area
9.95	3.55-15.92	3.41	18	3

DATA PLOT AND EQUATION



Parking demands vary dramatically

Parking context varies

urban	suburban	rural
single use	mixed use	
commercial street	activity center	downtown
low intensity	high intensity	
near a regional trail	near transit	drive-only locations
small blocks	large blocks (hierarchical streets)	
public "district" parking nearby		no district parking nearby

Communities can create a new context





How people "get there" has changed













Modernize your parking

Use the latest data

Move away from one size fits all

Right size parking for each context to increase community benefits



Guidebook being released next month









Clearfield Parking Study



Brad McIlrath, AICP Senior Planner **Clearfield City**





One-size Misfits All of us.

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Clearfield Parking Study - In a nutshell



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Prepared for: Clearfield City

September 2022



Data Collection & Recommendations

National Literature Review & Recommendations

Parking Policy Guidance

- Design Details & Dimensional Standards
- Shared Parking Requirements
- Affordable, Senior, and Transit-Oriented Housing Requirements
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- Provision of Downtown Public Parking
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Appendix A: Dimensions of Parking



Residential Data Collection – December 2021

Table 4: Residential Parking Data Collection - December 2021

	Total	Total	Occupied Parking Stalls			Garage	Occupied	Occupied
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Average							1.73	0.74

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Code Fast Food	 - 20 spaces for each 1,000 sq. ft. of enclosed eating space or a fraction thereof. 	 - 5 spaces per 1,000 sq. ft. - Alternatively, provide 0.5 spaces per seat. 	 - 5 spaces per 1,000 sq. ft. of enclosed eating space or a fraction thereof. 	
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Literature Review Recommendations

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Zoning Code General Office		- 2 spaces per 1,000 sq. ft.	-2.5 spaces per 1,000 sq. ft.	- 2.5 spaces per 1,000 sq. ft.
	Medical/Dental Office	- 2 spaces per 1,000 sq. ft.	- 3 spaces per 1,000 sq. ft.	- 3.5 spaces per 1,000 sq. ft.
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- How is parking use affected by stacked (tandem) parking as opposed to side-byside?
- 2. What design details should be specified in code?

Recommendations:

- Allow in parking area or garage only with valet assistance.
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Shared Parking Requirements

Q. How should parking requirements be adjusted for developments that allow for shared parking?

Recommendations:

Slight modifications of the table in the Form Based code:

Use		Weekdays			Weekends			
	Midnight-7:00 am	7:00 am- 6:00 pm	6:00 pm- Midnight	Midnight- 7:00 am	7:00 am- 6:00 pm	6:00 pm- Midnight		
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Lodging	100%	65%	100%	100%	65%	100%		
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Theaters & Entertainment	5%	30%	100%	5%	60%	100%		
Civic, Office	5%	100%	5%	5%	5%	5%		
Churches & Place of Worship	0%	30%	50%	.0%	100%	75%		
Crafts Industries	5%	100%	10%	5%	50%	10%		
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Transit Reductions

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OGDEN DOWNTOWN PARKING STANDARDS

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HOW DID WE GET HERE?



*












2019 Parking Study



"...during the peak . . . the parking occupancy for all parking observed in the Downtown was 53%" Figure 6 – Peak Hour Parking Occupancy (Afternoon Day 2)









5.8 acres of Eccles buildings would equal the **50.0 acre** Newgate Mall

Newgate Mall \$1,238,402 per acre





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OGDEN DOWNTOWN PARKING REQUIREMENTS

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Where will everyone park?











































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Developablé Area

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MOBILITY

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Heber City plans 'walkable' Main Street, tourism zone

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Fehr / Peers

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