

Parking is like Jeans

“One Size Fits All” Misfits All

Ted Knowlton + Julie Bjornstad
Wasatch Front Regional Council
APA Utah Spring Conference
May 10, 2024





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You!
Many

An aerial photograph of a large commercial parking lot. The lot is filled with many cars and is surrounded by several large, modern buildings. There are roads and some green spaces interspersed within the parking area. The overall scene depicts a busy commercial or industrial site.

Parking is a big deal.

Parking is a big deal.

Cities

- \pm 30% of city center land
- \pm 60% of suburban commercial



Users

- Parking provides convenience for most customers
- Most businesses rely on parking

Parking is a big deal.

Tenants

- Each parking space increases rent by about 12%
- Parking increases tenant rates by about 17%

Neighbors



Another parking flare-up in latest test of 9th and 9th's willingness to urbanize

[Taylor Anderson](#) on May 1, 2019



Parking is shaped by codes

15-3-6 Parking Ratio Requirements For Specific Land Use Categories
 A. **RESIDENTIAL USES.** 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.

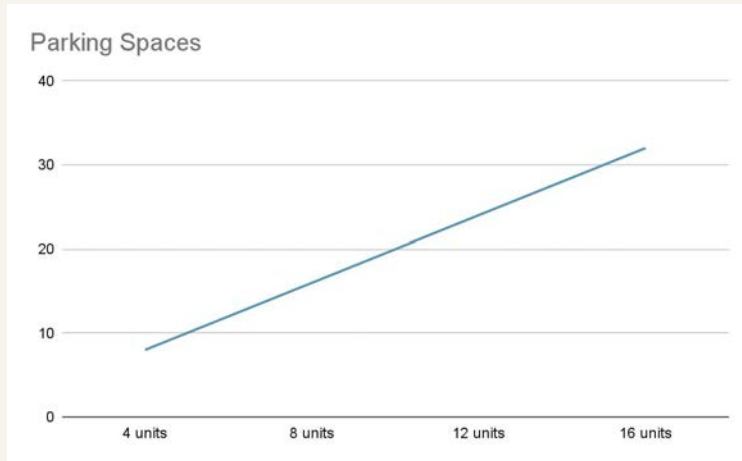
RESIDENTIAL PARKING RATIO REQUIREMENTS		PARKING RATIO (NUMBER SPACES)
USE		1 per bedroom
Accessory Apartment		1 per bedroom
Lockout Unit in Single Family and Duplex Dwellings		2 per Dwelling Unit
Single Family Dwelling		2 per Dwelling Unit (4 total)
Duplex Dwelling		2 per Dwelling Unit (6 total)
Triplex Dwelling		1 per Dwelling Unit
Multi-Unit Dwelling	Apartment/Condominium not greater than 1,000 sf floor Area	1.5 per Dwelling Unit
	Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	2 per Dwelling Unit
	Apartment/Condominium 2,000 sf floor Area or greater	1 per 200 sf floor Area devoted to accommodations
Dormitory		1 per 2 beds, and 1 per manager's unit
Boarding House, Hostel		1 per bedroom in addition to requirements for primary residence
Secondary Living Quarters		1 per Unit
Guest House		Parking for the first six (6) bedrooms is based on the parking requirement for the dwelling. 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, Engineering, and Building Department
Nightly Rental		

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.

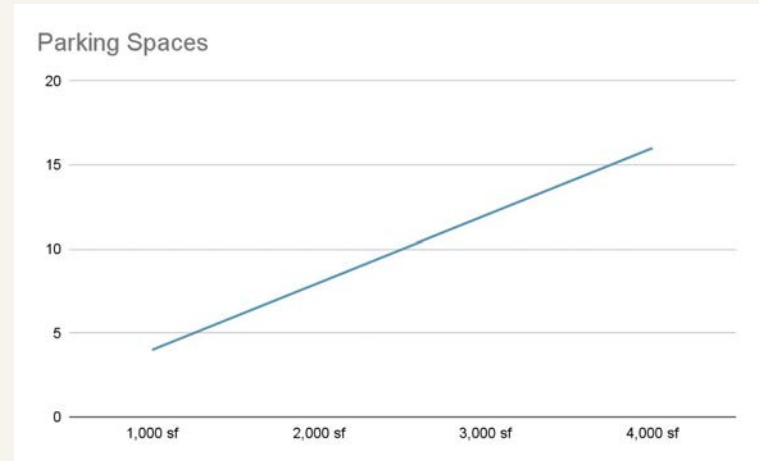
NON-RESIDENTIAL PARKING RATIO REQUIREMENTS		PARKING RATIO REQUIREMENTS (NUMBER SPACES)
USES		

Parking requirements often conveyed as ratios

Multi-unit residential:
2 spaces per dwelling
(2 or 3 bedroom + unit)



Commercial Retail:
1 space per 250 s.f. of floor area

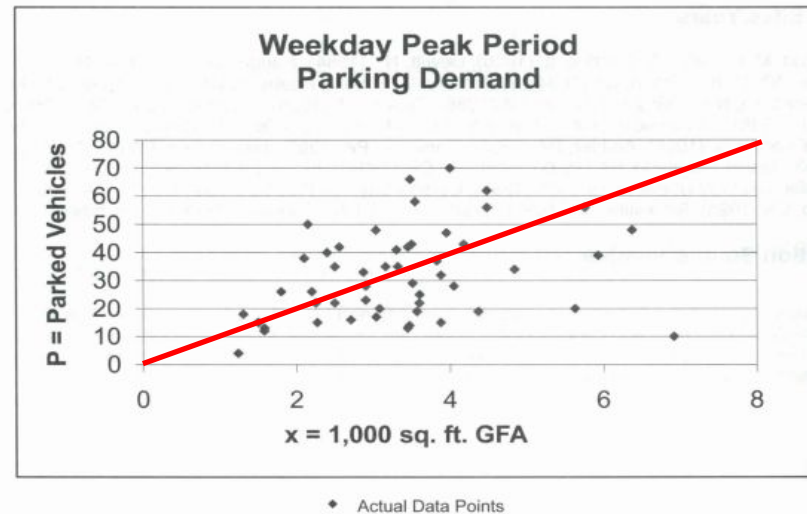


Parking demand is idiosyncratic

Regulatory ratios are
invariably a bad fit



**Fast Food Restaurant with Drive-In Window
(Land Use 836)**
Peak Parking Spaces Occupied vs:
1,000 Gross Square Feet Leasable Area
On a: weekday



Parking demand also varies by context...

Affected by:

- Available transportation choices
- Walkability
- Development intensity
- How parking itself is managed



Parking demand varies by household!

By allowing parking options to vary in your community, you let people choose a place based on what they need



Psst....

Four Questions:

- 1** Are your codes up to date?
- 2** Do you invite the sharing of parking?
- 3** Do your parking requirements vary based on context?
- 4** Do your parking requirements help you create the city you envision?

When was your parking ordinance comprehensively updated?



1990s or older



2000s



2010s



2020s/very recently



Not sure

Most parking ordinances

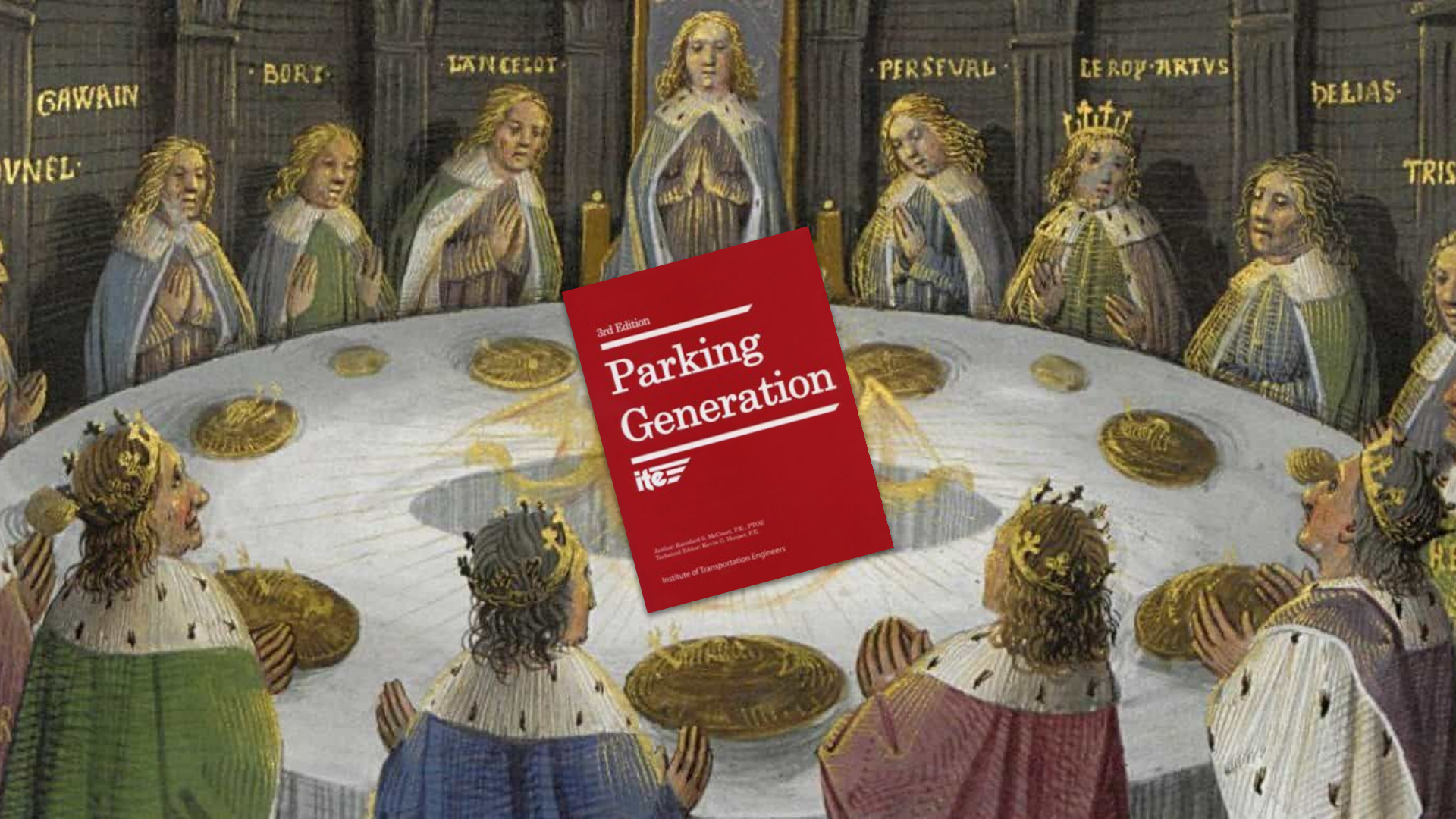
Based on data of peak usage from the 1970s

From one context

Communities set this peak as their required floor citywide

Communities borrowed codes from each other





GAWAIN

BORY

LANCELOT

PERSEVAL

LE ROY ARTVS

DELIAS

TRIS

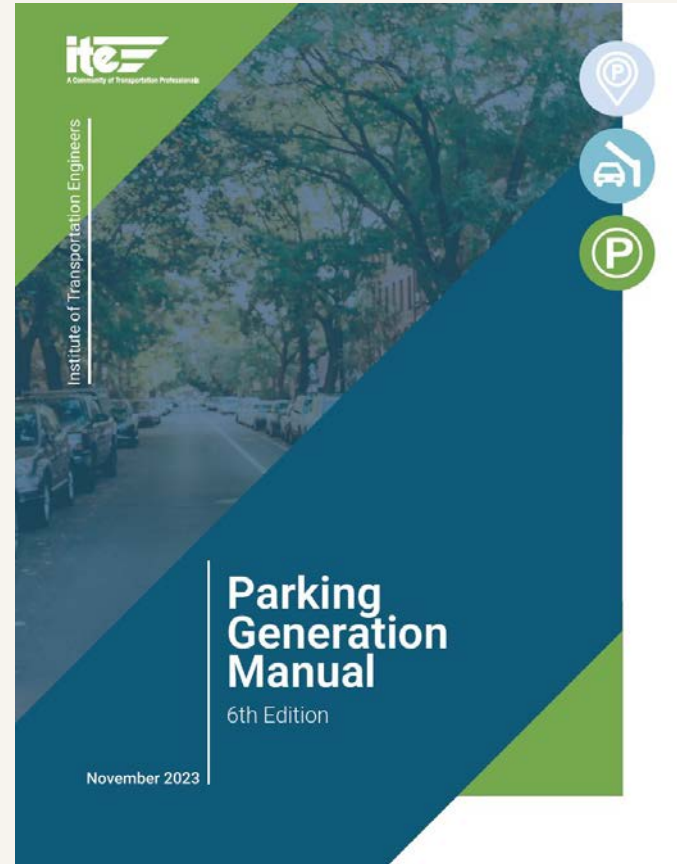
3rd Edition

Parking Generation

ite

Author: Donald G. McQuinn, P.E., PTOE
Technical Editor: Kevin G. Hagan, P.E.
Institute of Transportation Engineers

1 Are your codes up to date? Use new data or gather your own



Ogden Parking

- 2 Sources of parking occupancy data
 - Ogden City staff – Downtown data
 - 2 weekdays
 - Data collection at specific sites
 - 1 weekday
 - 1 weekend
- Site specific data and national standards were used to review ratios in the city code



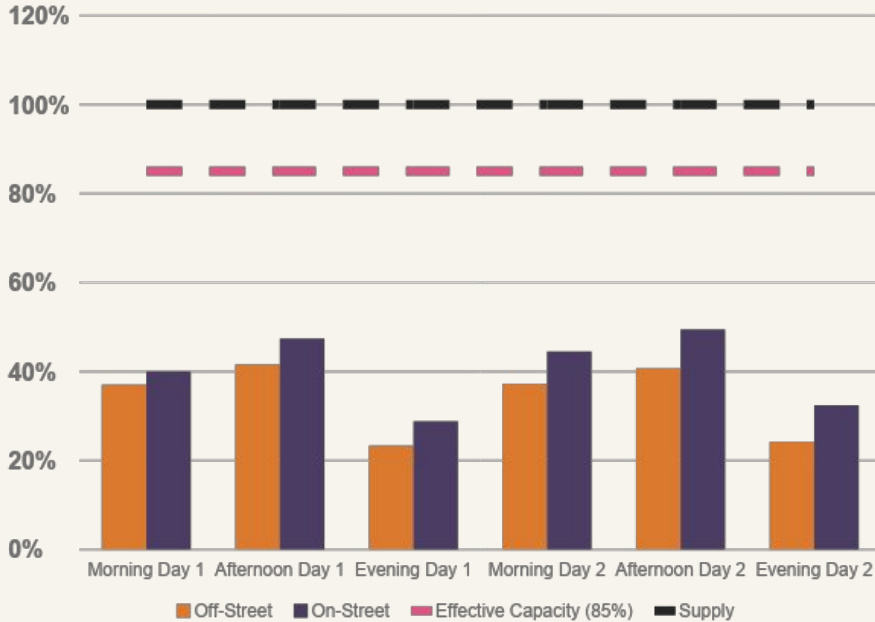
Legend

Buildings	Parking Ownership	Private
Roads	County	Publicly Available Parking
FrontRunner	Federal	State
Restricted Parking		
Permit or Paid Parking		

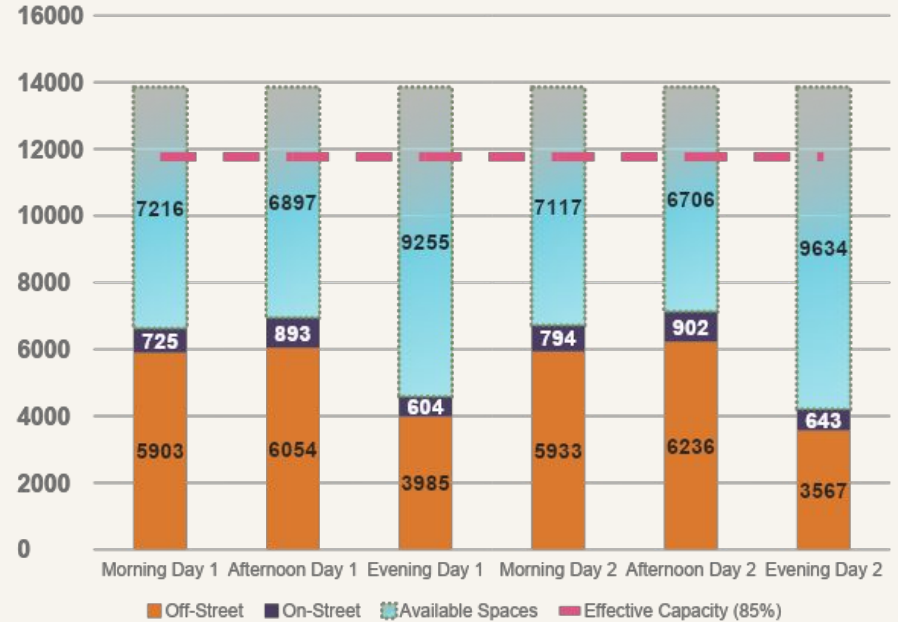
**Some public lots and streets have 1- or 2-hour time limits*

Downtown Ogden Occupancy – On- vs Off-Street

Occupancy by Time of Day



Number of Parked Vehicles



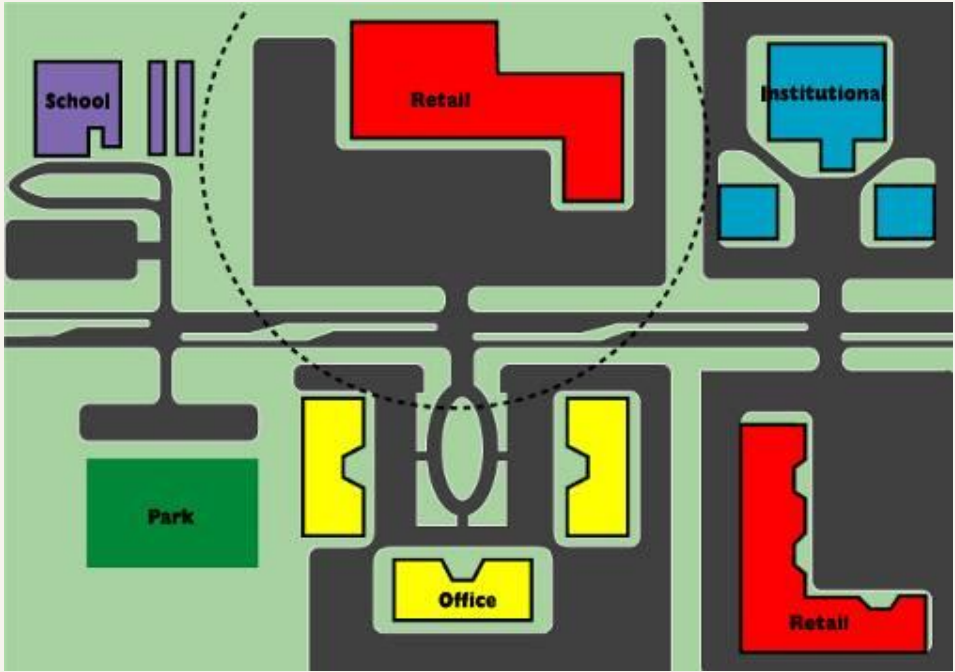
Downtown Ogden Occupancy – Public vs Private



2 Do you invite the sharing of parking?

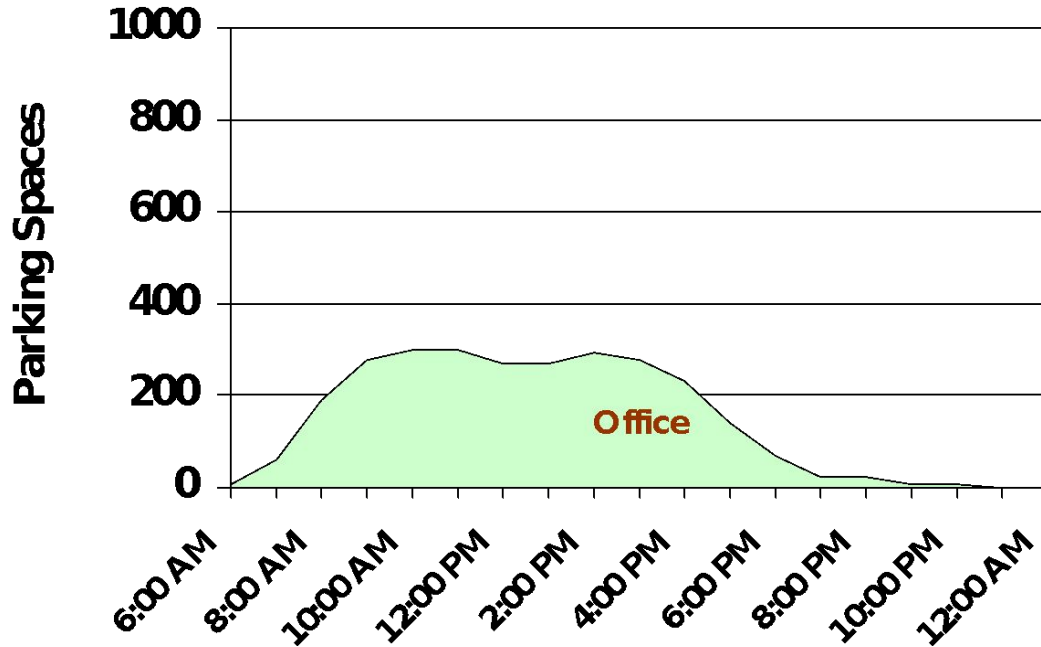


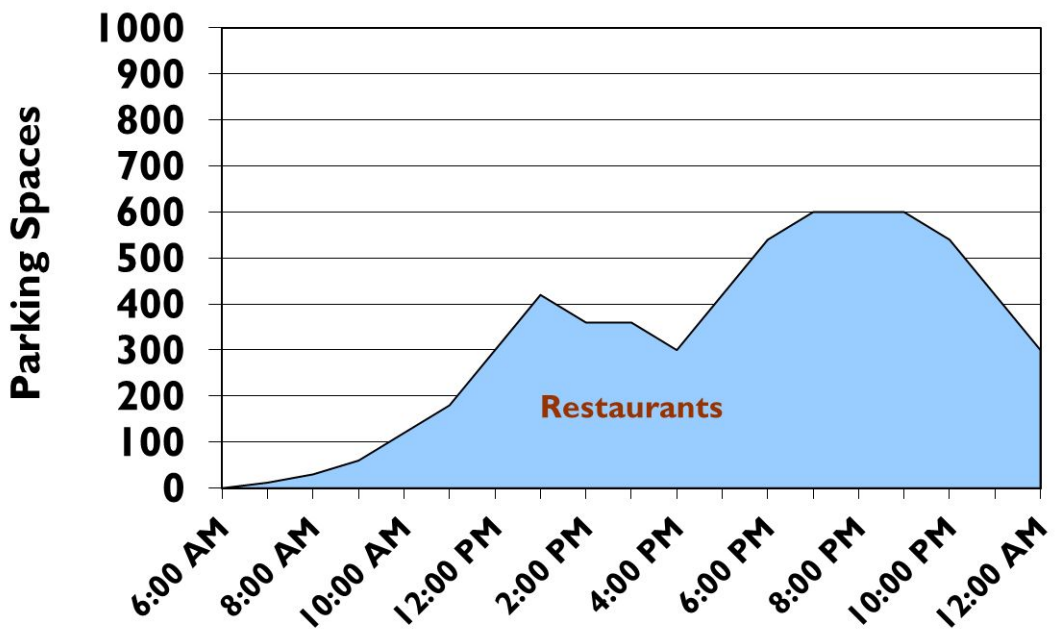
Conventional approach to parking



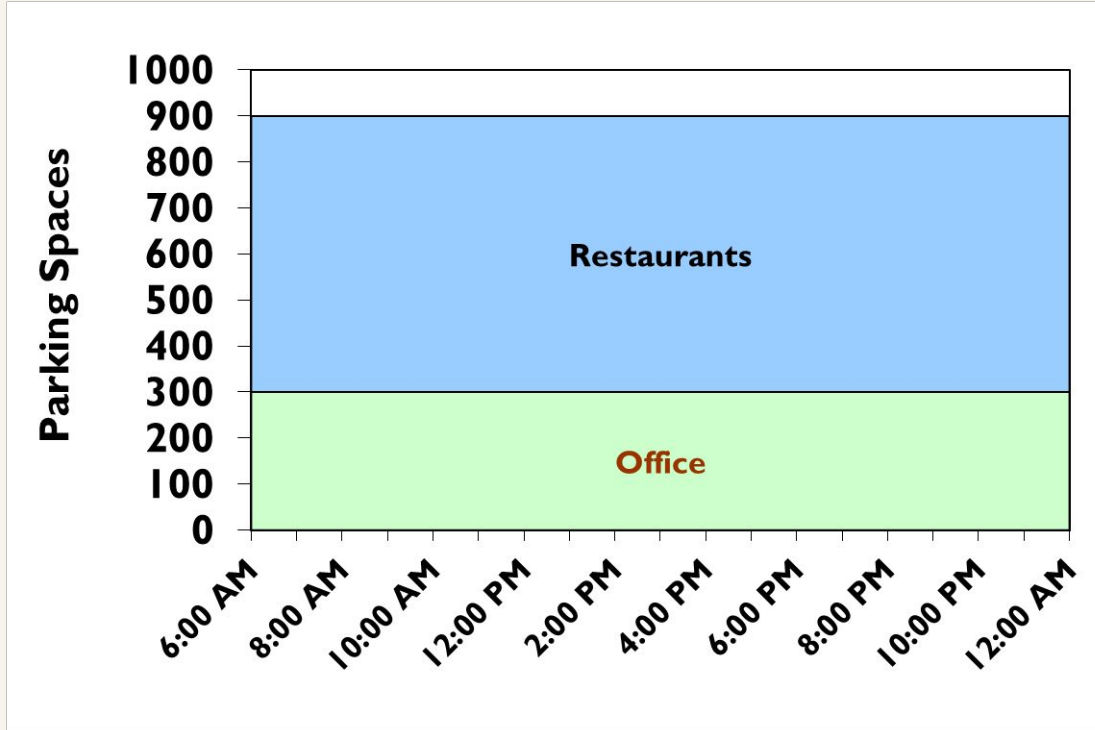


Each land use has parking demand peak at different times of day

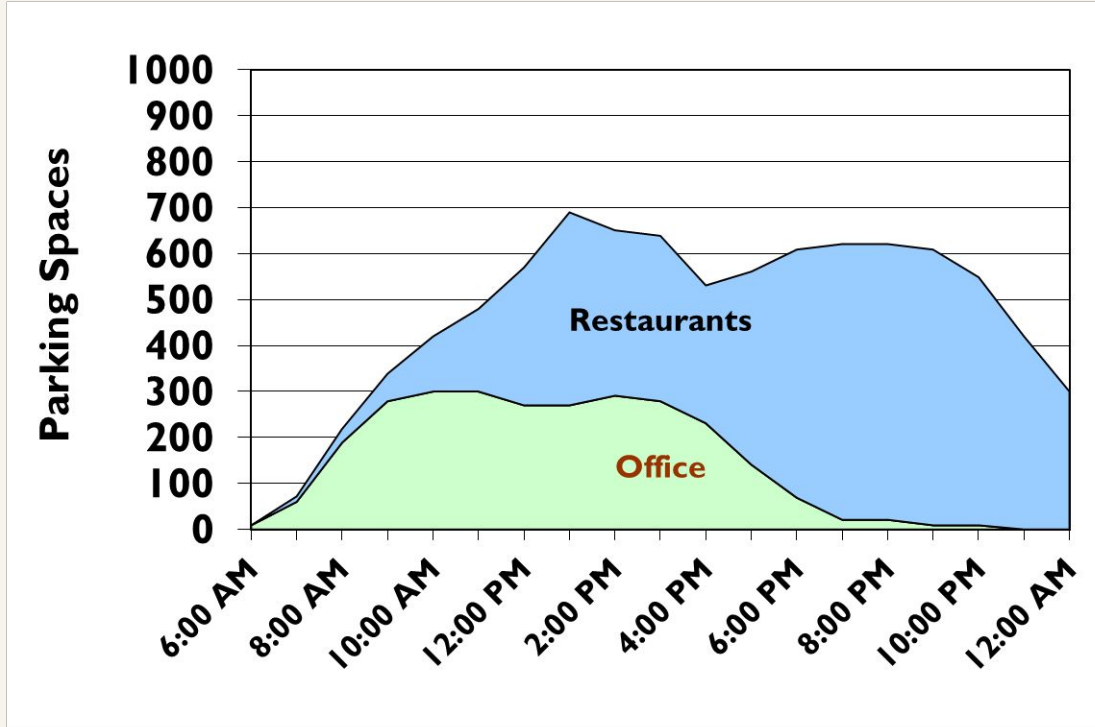




Separate, unshared parking



Shared Parking: 25% fewer spaces needed



The more parking is shared...
the more work each space does to meet demand



ON-STREET



PUBLIC



SHARED



PRIVATE

**High
Efficiency**



**Low
Efficiency**

Morty's near USU: shared within a development



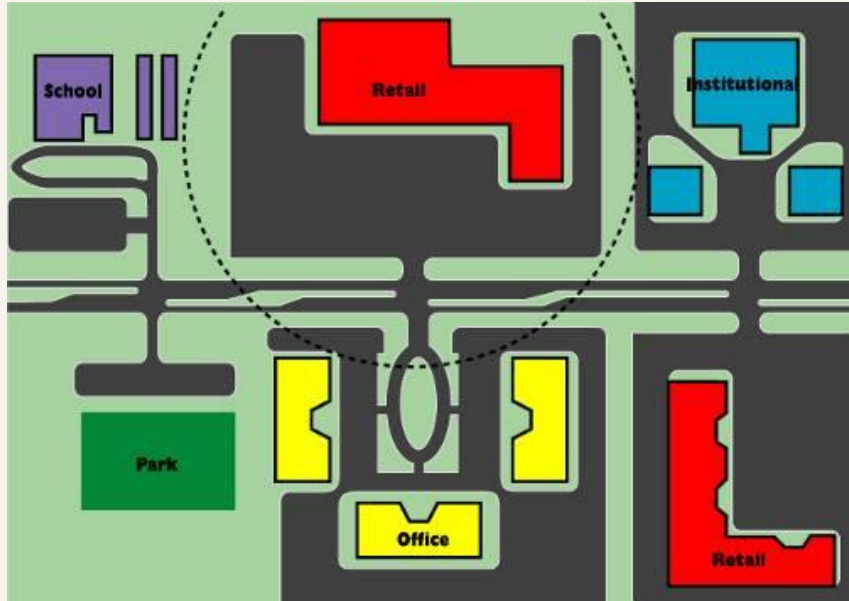
Downtown Logan: shared interior of a block



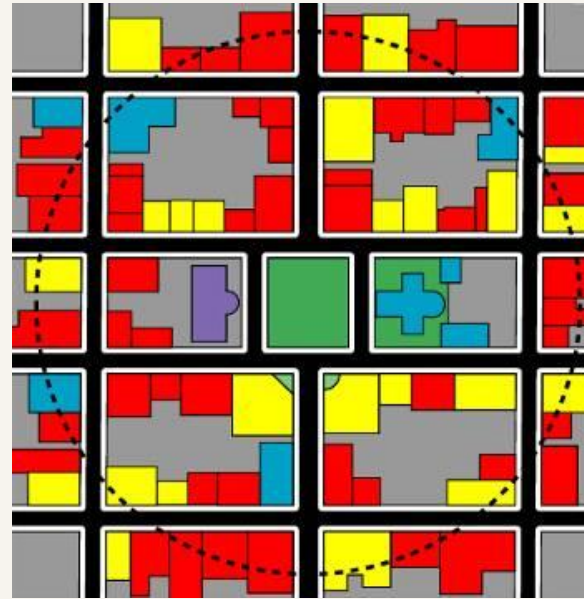
The beauty of on-street parking



Unshared



Shared



Does your parking ordinance address sharing between land uses?

How?

What has or might keep you from exploring this?

3 Do your parking requirements vary based on context?

How rural or urban is the project area?



- Rural Suburban Mixed Use Urban Core TOD

What is the intersection density in the project area?



- Very Sparse Sparse Medium Dense Very Dense

How comprehensive is the transit service?



- None Some Comprehensive

How comprehensive is the bicycle infrastructure?



- None Some Comprehensive

Is parking allowed on-street, off-street, or both?



- On-Street Off-Street

What contexts in your city are different enough that you might consider it in your parking ordinance?



Freeway Commercial



Town Center



City & Town Centers

Holladay



Millcreek



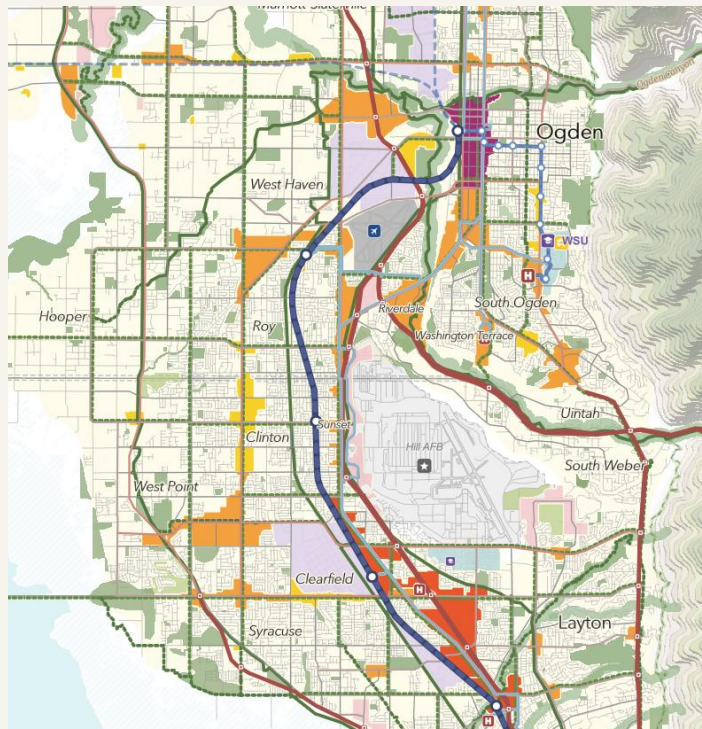
Vineyard





WASATCH CHOICE

VISION



METROPOLITAN CENTERS



URBAN CENTERS



CITY CENTERS



NEIGHBORHOOD CENTERS



GUIDING OUR GROWTH

A STATEWIDE CONVERSATION
ABOUT UTAH'S FUTURE

How do we address the challenge of ongoing growth?

1.7M

Online Engagements

19K

Survey Responses

Where should we allow housing?

25% of responses

Allow new housing only on undeveloped land /
Restrict housing development



75% of responses

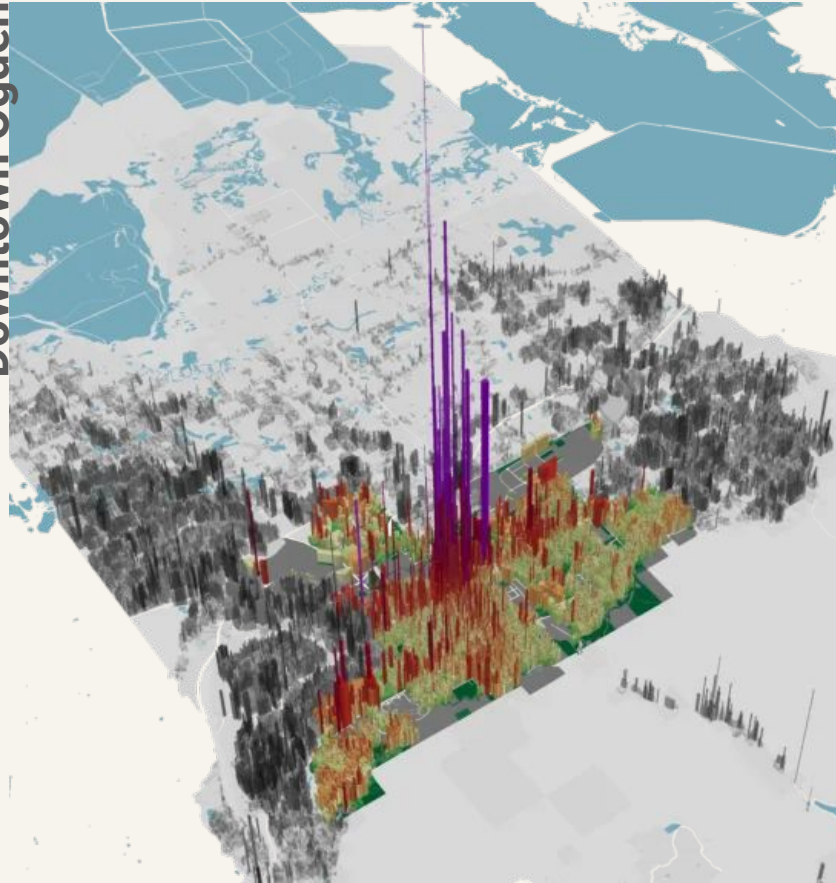
Also allow new housing in town centers and near transit stations...



Growth in town centers would mean parking gets less convenient. Visitors would need to walk further from parking or might need to pay for parking.

Centers have very strong benefits.

Downtown Ogden



Eccles Building
\$10,609,198 per acre



Weber County, UT
Valuation comparison

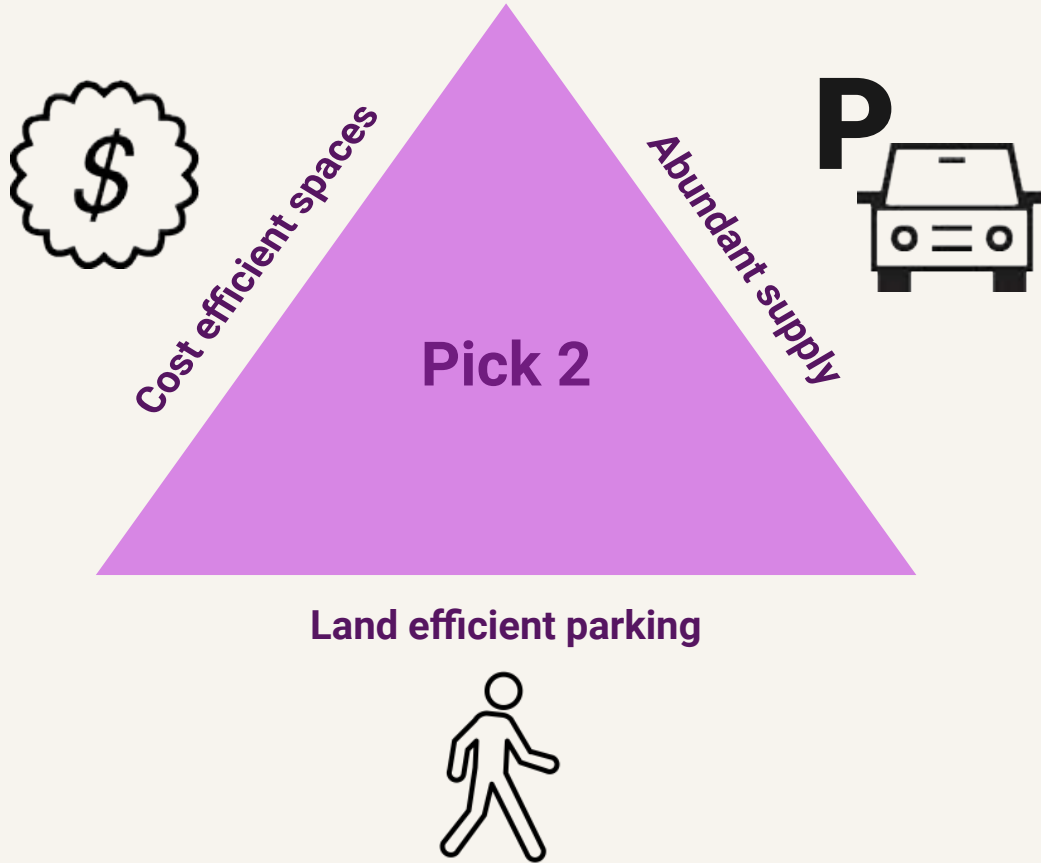
Urban3

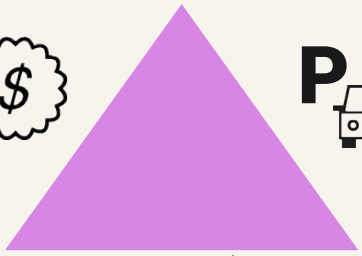
5.8 acres of Eccles buildings would equal the **50.0 acre** Newgate Mall

Newgate Mall
\$1,238,402 per acre



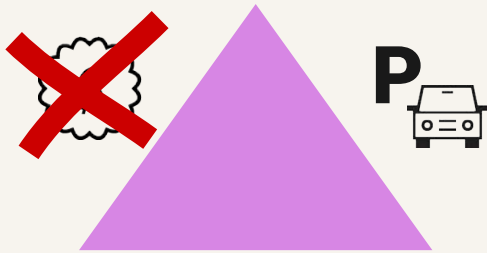
The **Almost** Impossible Trinity

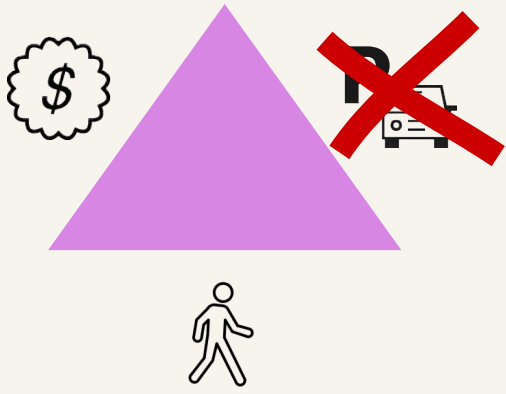




P







Neighbors at odds over street parking

Jul 21, 2021 Updated Sep 28, 2023 1 4 min to read



Vehicles are parked along the curb on Fisher Street in Oak Forest.

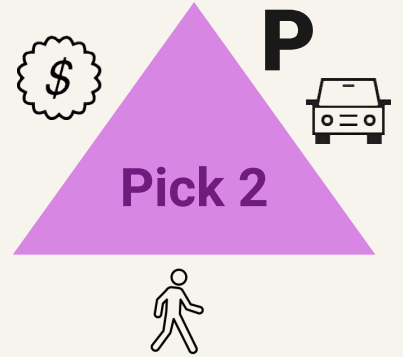
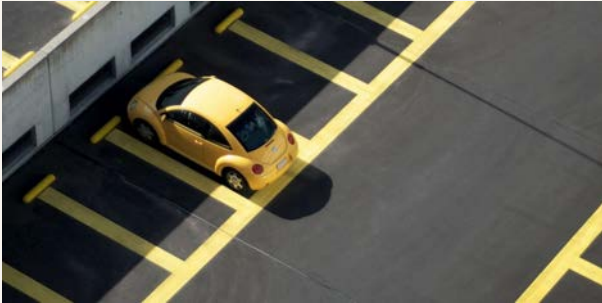
Contributed photo

What to do about spillover parking?

Increase supply



manage supply



4 Do your parking requirements help you create the city you envision?

We will continue to be a thriving community where our peaceful way of life is preserved; downtown is the vibrant heart of our city; our neighborhoods are connected by a robust network of parks and trails; and innovation, adaptation and inclusion drive us forward.

Guiding Principles



Stay true to our heritage

We will preserve and enhance Kaysville's peaceful, small-town atmosphere through careful planning that respects the city's history and sense of place.



Improve mobility and connectivity

We will create sustainable multi-modal corridors that absorb growth, reflect our community and connect to our region.



Enrich our city center and downtown

We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.



Provide diverse housing options

We will work to preserve our existing neighborhoods while accommodating a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs of our residents.



Preserve our open space, trails and natural resources

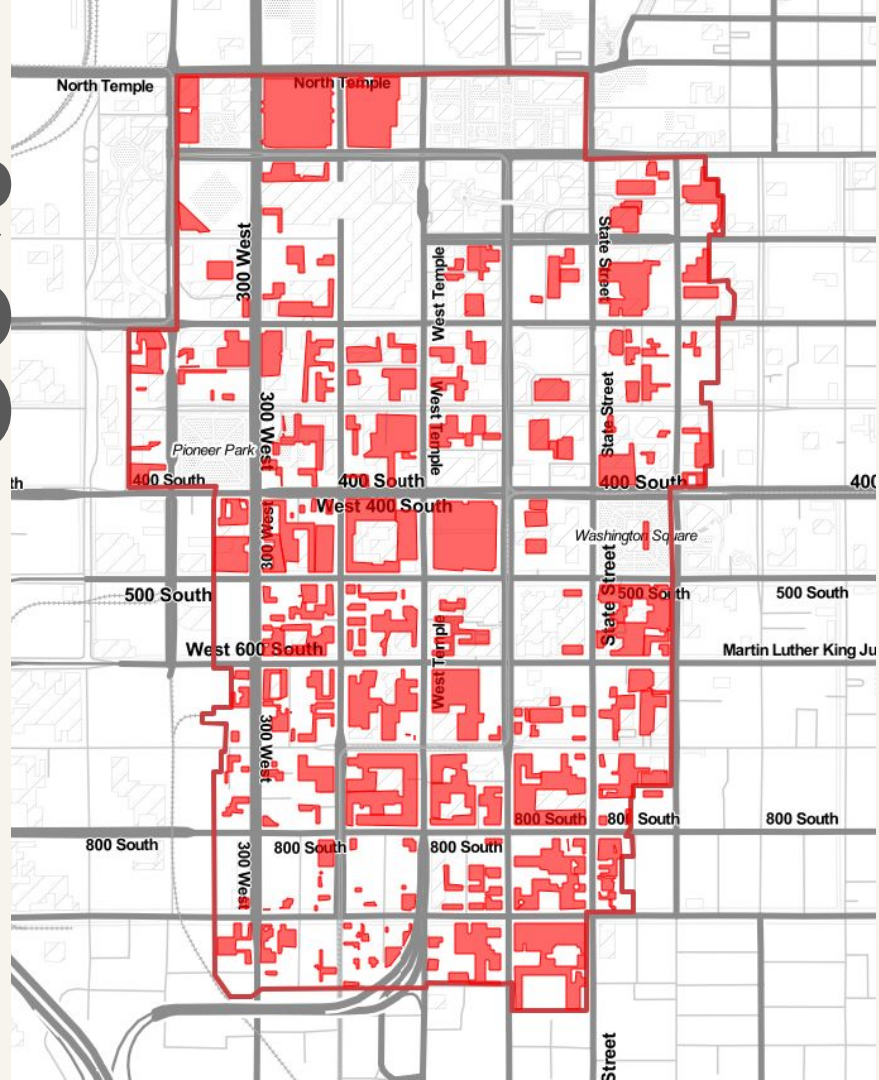
We will encourage the preservation of open space through clustered development and the protection of foothills, natural drainages and remaining agricultural areas.







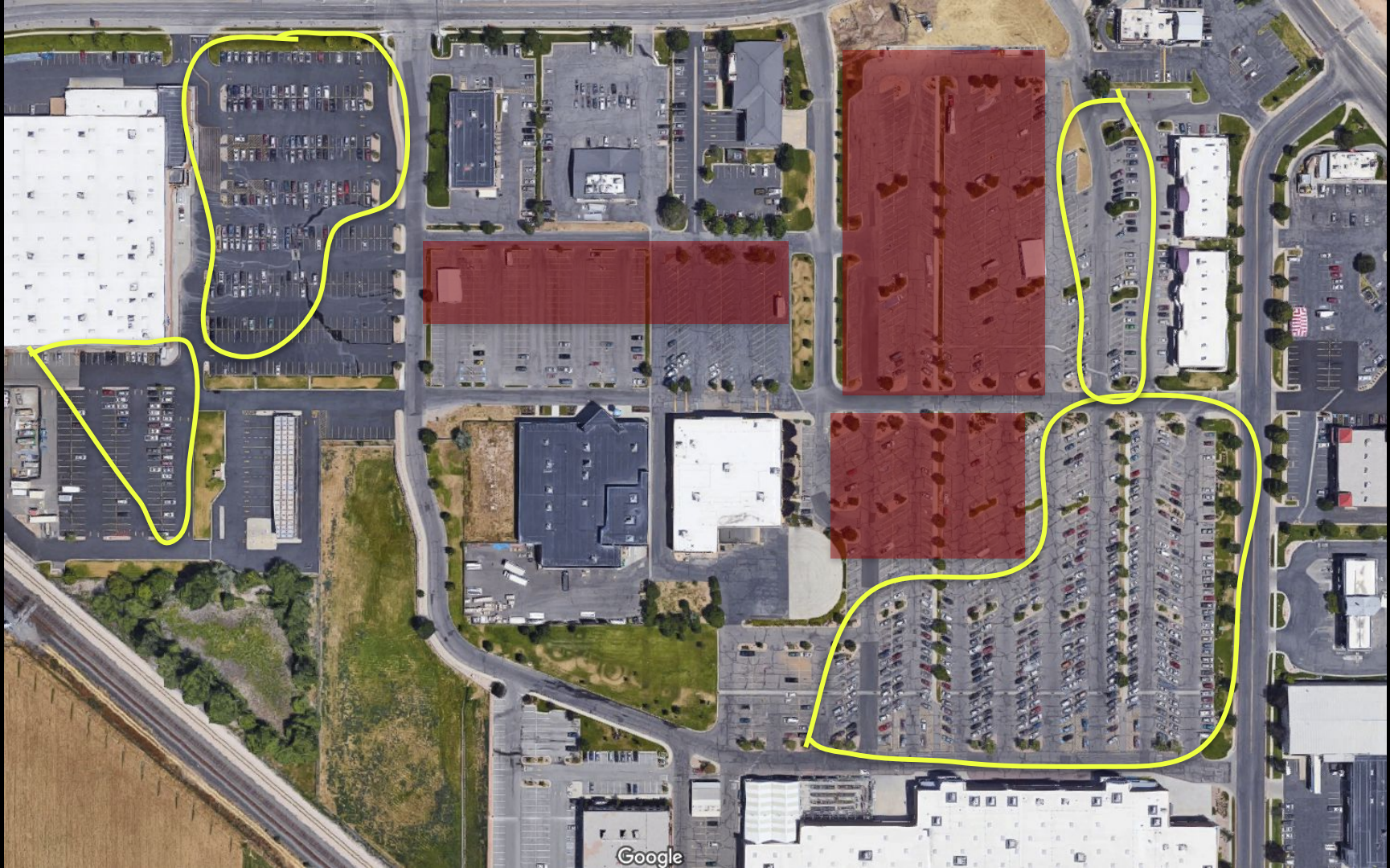
30%



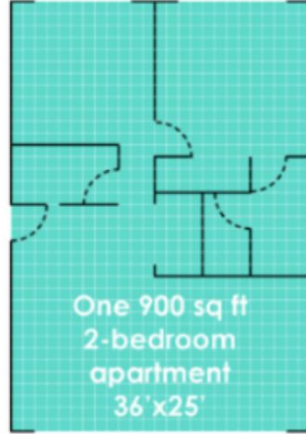
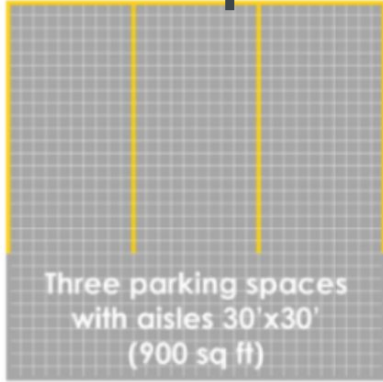
	Provo Town Center	Lehi Thanksgiving Point	Farmington Station Area
Total Area	150.2 acres	146.9 acres	107.7 acres
High-Quality Transit	No	FrontRunner	FrontRunner
Buildings	22%	9%	43%
Other	31%	42%	9%
Parking	48%	49%	48%

How people “get there” has changed





Three spaces could be...







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**Does your community's
approach to parking help fulfill
your vision and goals?**

Modernize your parking

Move away from
one-size-fits-all & consider
your community's context



Modernize your parking

Rethink how you can get the most out of your parking through **shared parking & parking districts**




Modernize your parking

Use recent data or gather your own to calibrate parking standards

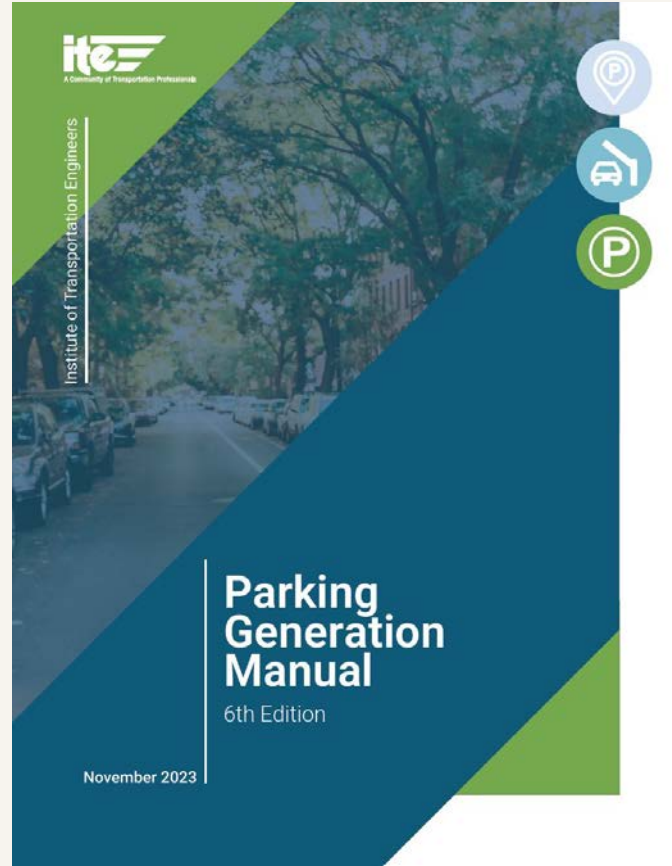


Welcome to the *ITEParkGen* Web-based App

The Modern Way to Estimate Site Parking Generation!



New Land Uses New Urban Data Filter by Date and Location



ite
A Community of Transportation Professionals

Institute of Transportation Engineers

Parking Generation Manual

6th Edition

November 2023

UTAH PARKING MODERNIZATION GUIDEBOOK

SEPTEMBER 2023

PREPARED BY

FEHR + PEERS



ISLAND
CONSULTING
GROUP



UTA





Benefits



Policies & strategies



Step-by-step tool



Modernize Your Parking

There's never been a better time to take your community's future in your own hands!

3 Steps to Get Started:



Start Sharing

Present to your Planning Commission or City Council to help get the conversation started.



Review Your Existing Approach

Explore your parking ordinance through WFRC's ordinance assistance and auditing program.



Take a Deeper Look

Modernize your parking with technical assistance from TLC.

Wasatch Choice

wasatchchoice.org

WASATCH CHOICE VISION

Goals & Strategies Tools & Resources Case Studies Partners Wasatch Choice Map



Utah is growing... and we have a plan.

Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. The Wasatch Choice Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow.

[Wasatch Choice Vision key strategies for a thriving region and communities:](#)

wasatchchoice.org/resources/parking-modernization

2024

WE'RE GONNA PARK LIKE IT'S 2024!

A close-up photograph of a person's hand using a soldering iron on a printed circuit board (PCB). The board is populated with several large electrolytic capacitors, resistors, and other electronic components. The background is dark and slightly blurred, focusing attention on the work being performed.

Technical Trainings

- P** Webinars
- P** Parking mobile tours
- P** Trainings with Planning Commission and City Council
- P** Information sharing

Key considerations

- 1** We typically require too much parking
- 2** Parking regulations are often a bad fit
- 3** More than one way to address spillover parking
- 4** We are living “in the future”

Parking is like Jeans

“One Size Fits All” Misfits All

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Real FAR calculator

<https://docs.google.com/spreadsheets/d/1pPZcHFRSxnpO6VqP1AyLaBJuH46u4Z4L/edit#gid=157465205>