



**Wednesday, July 27, 2016
Development Review Committee**

DEVELOPMENT REVIEW COMMITTEE AGENDA

PUBLIC NOTICE is hereby given that the Development Review Committee of Spanish Fork, Utah, will hold a regular meeting in the Council Chambers in the City Office Building, 40 South Main Street, Spanish Fork, Utah, commencing at 10:00 a.m.

1. Preliminary Plat

Subject **A. Walmart Preliminary Plat**
Meeting Jul 27, 2016 - Development Review Committee
Category 1. Preliminary Plat
Access Public
Type Action, Discussion
Applicant: Galloway and Company
General Plan: Commercial
Zoning: C-2
Location: 2550 East Highway 6

File Attachments
[Walmart PP.pdf \(830 KB\)](#)

Subject **B. Vincent Ridge Zone Change and Preliminary Plat**
Meeting Jul 27, 2016 - Development Review Committee
Category 1. Preliminary Plat
Access Public
Type Action, Discussion
Applicant: Sean Smith
General Plan: Medium Density Residential
Zoning: R-R and R-1-12 current, R-1-15 proposed
Location: 1700 East 1900 South

File Attachments
[Vincent Ridge ZA.pdf \(1,755 KB\)](#)
[Vincent Ridge PP.pdf \(1,168 KB\)](#)

2. Final Plat

Subject **A. Canyon Creek Phase 8A**
Meeting Jul 27, 2016 - Development Review Committee
Category 2. Final Plat
Access Public

Type Action
Applicant: LEI
General Plan: Commercial
Zoning: C-2
Location: 1200 North 800 East

File Attachments
[Canyon Creek Shopping Center Phase 8 FP.pdf \(894 KB\)](#)

3. Zone Change

Subject A. Medical/Dental Office text amendment

Meeting Jul 27, 2016 - Development Review Committee

Category 3. Zone Change

Access Public

Type Action, Discussion

Applicant: Blaine Hales
General Plan: City Wide
Zoning: City Wide
Location: City Wide

File Attachments
[Text Change Request for parking.pdf \(2,924 KB\)](#)

4. General Plan Amendment

Subject A. East Bench General Plan Amendment

Meeting Jul 27, 2016 - Development Review Committee

Category 4. General Plan Amendment

Access Public

Type Action, Discussion

Applicant: Merrilyn Hallam Clark
General Plan: Mixed USE, Medium Density Residential, Agricultural current, Commercial proposed.
Zoning: R-R and R-1-15
Location: 2550 East 700 South

File Attachments
[East Bench GP.pdf \(1,291 KB\)](#)

Subject B. Lindsey General Plan Amendment

Meeting Jul 27, 2016 - Development Review Committee

Category 4. General Plan Amendment

Access Public

Type Action, Discussion

Applicant: Winn Lindsey
General Plan: Industrial current, High Density Residential proposed.
Zoning: I-1
Location: 1000 East Market Place Drive

File Attachments

Subject **C. General Plan Update**

Meeting Jul 27, 2016 - Development Review Committee

Category 4. General Plan Amendment

Access Public

Type Action, Discussion

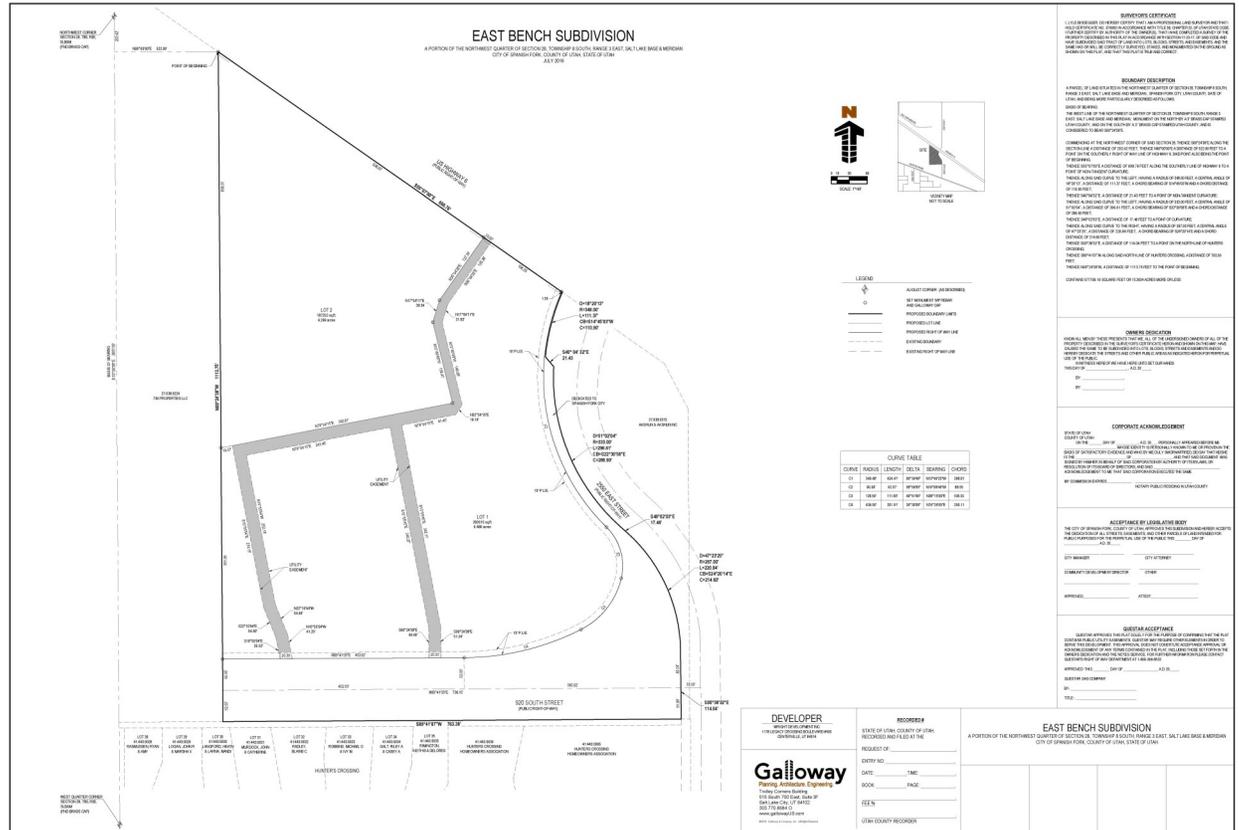
Applicant: Spanish Fork City
General Plan: City Wide
Zoning: City Wide
Location: City Wide

5. Other Business

6 Adjourn



Walmart Preliminary Plat



Preliminary Plat

13.26 Acres

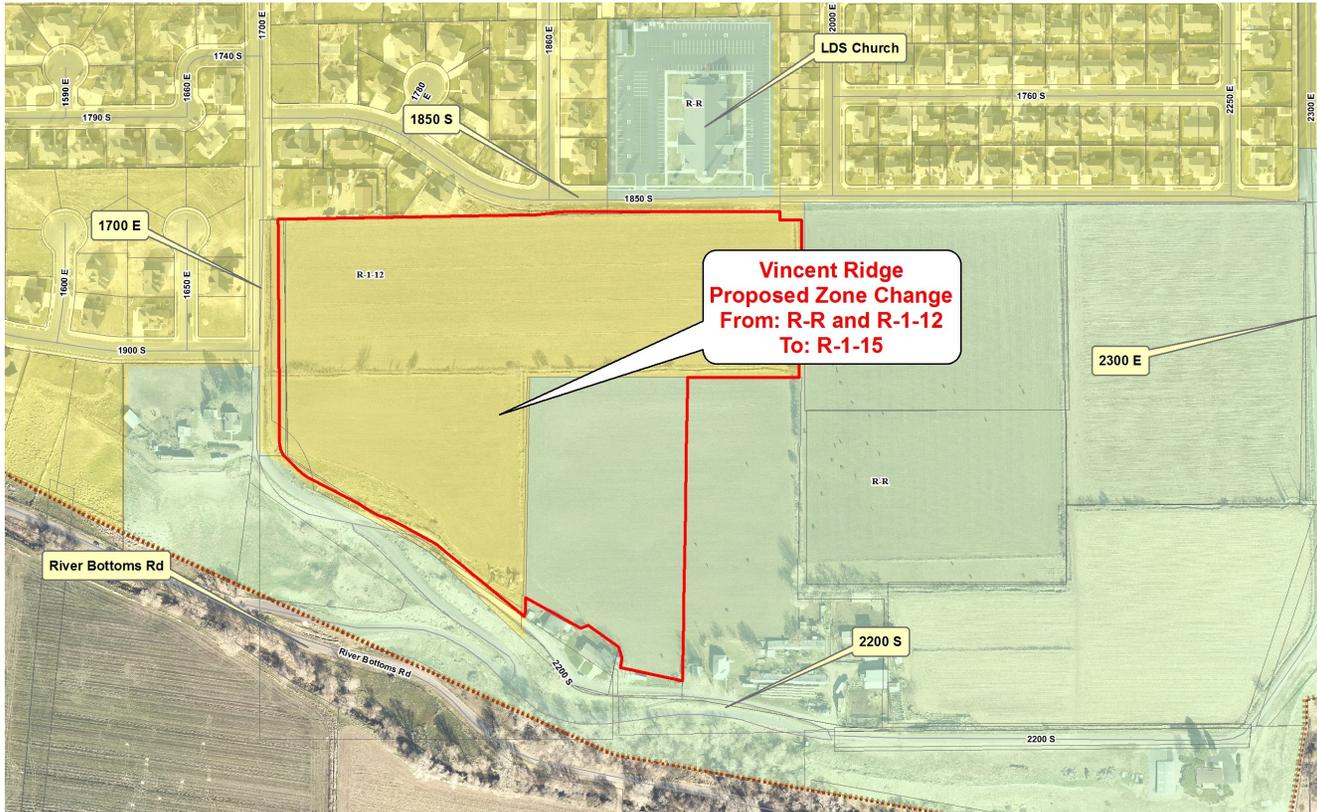
File #: 16-000211

Permit #: PP16-000008

Application Approved: Pending



Vincent Ridge Zone Change



File Name: Vincent Ridge

Applicant: Sean Smith

Number of Lots: Not Applicable

Address: 1700 East 1900 South

Application Date: 07/21/2016

Zone Change

24.83 Acres

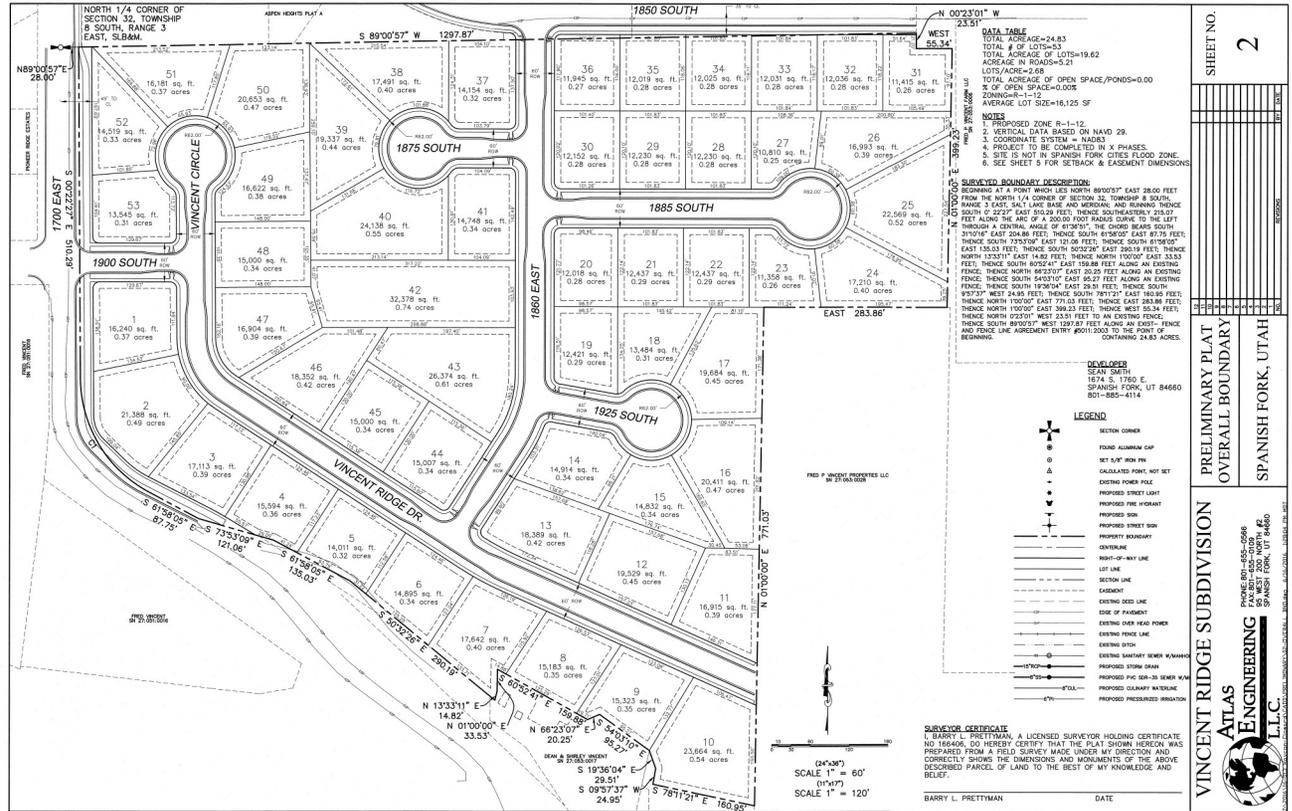
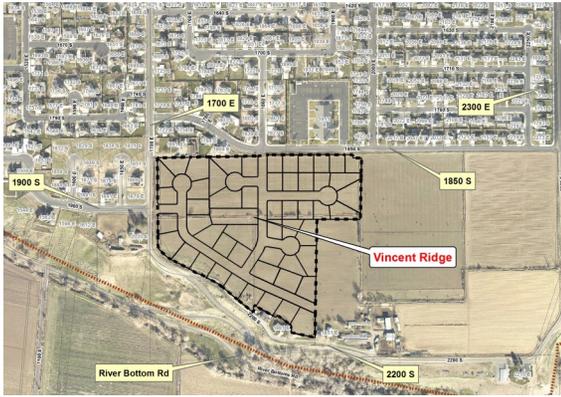
File #: 16-000687

Permit #: ZA16-000014

Application Approved: Pending



Vincent Ridge Preliminary Plat



File Name: Vincent Ridge

Applicant: Sean Smith

Number of Lots: 53

Address: 1700 East 1900 South

Application Date: 06/17/2016

Preliminary Plat

19.62 Acres

File #: 16-000687

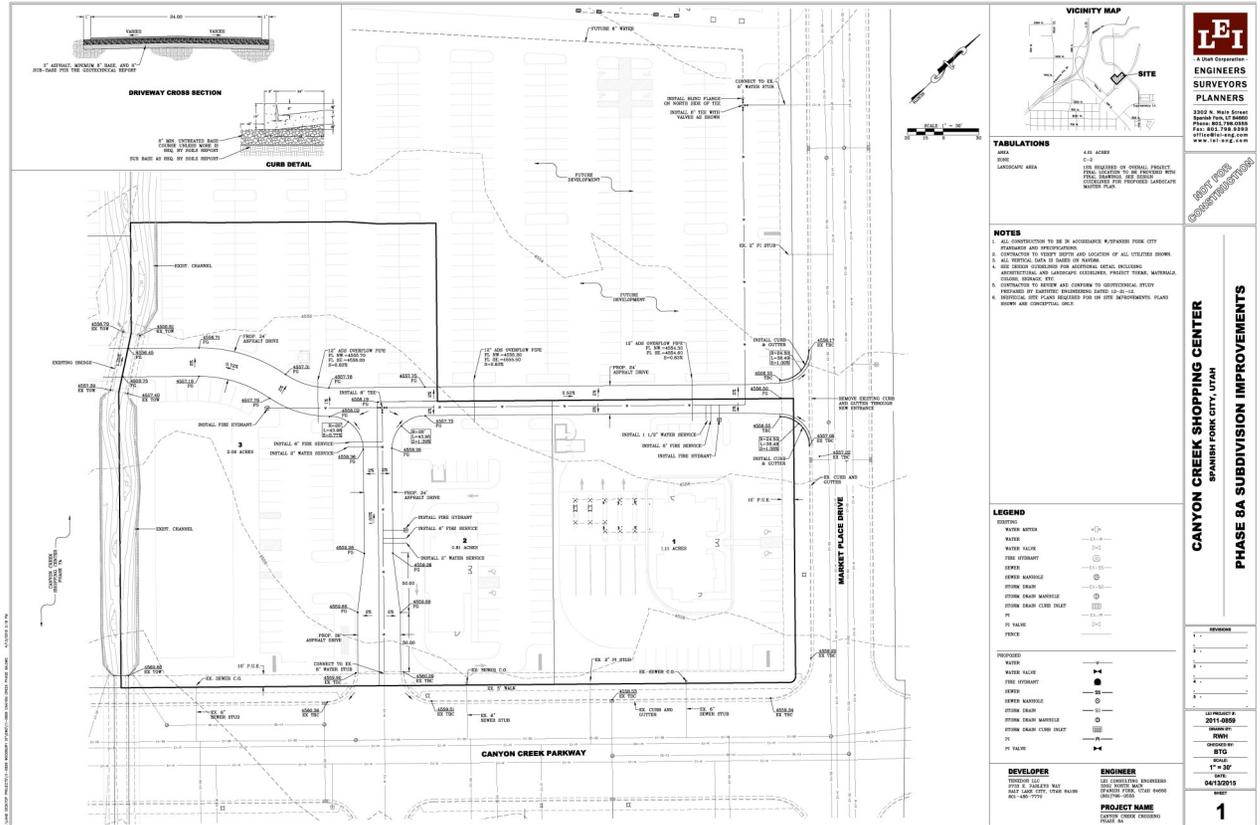
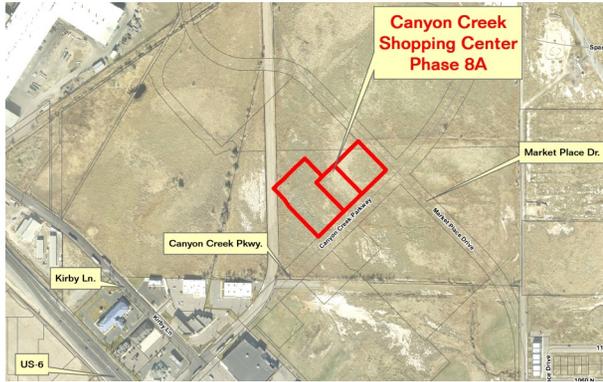
Permit #: PP16-000007

Application Approved: Pending





Canyon Creek Shopping Center Phase 8



File Name: Canyon Creek Shopping Center Phase 8

Applicant: Brian Gabler

Number of Lots: 4

Address: 1200 North 800 East

Application Date: 4/15/2015

Final Plat

4 Acres

File #: 13-000819

Permit #: FP15-000011

Application Approved: Pending



May 26, 2016

Spanish Fork City

40 South Main Street

Spanish Fork, Utah 84660

Dear City Council,

I am requesting a change to the parking requirements for medical/dental office buildings as found in the city code. The current code (15.4.16.120 Off-Street Parking) requires 1 parking space for every 150 square feet of the building. This regulation should be changed because it places an unnecessary burden on the owners and operators of medical/dental office buildings. Studies have shown that medical/dental buildings do not need this much parking – even at peak demand. Most all of the larger cities in Utah County and southern Salt Lake County only require 1 parking space for every 200 feet of gross building area.

I have included (in this letter) a copy of a study prepared by John W. Dorsett, AICP and Mark J. Lukasick titled “Parking Requirements for Medical Office Buildings”. This study was published in the Journal of Transportation of the Institute of Transportation Engineers (ITE Journal) in 2007. Research was conducted to identify medical office building (MOB) parking needs and compare them to the municipal code requirements for the buildings surveyed. Their findings conclude that providing 4.5 spaces per 1,000 gross square feet of building space (or 1 parking space per every 222 square feet of building space) is sufficient to meet medical office building peak-hour needs. Their analysis of 50 MOB’s shows that the average accumulation for parking at peak times was only 3.23 spaces per 1,000 square feet of building space (or 1 space for every 309 SF of building space). The observed 85th percentile peak-hour parking accumulation rate was 4.21 parked cars per 1000 GSF (238 SF per space).

This study provides real-world data to help determine the requirements for adequate parking at medical/dental office buildings. My own experience supports this study. I am the owner of two medical office buildings. One is located in Payson and the other is located in Saratoga Springs. Both cities required me to provide 1 parking space for every 200 SF of building space. I cannot remember a single time that either one of these lots were full to capacity. In fact, most of the time, there is ample parking available.

I made a parking survey of all of the cities in Utah County and southern Salt Lake County with a population of 20,000 or more. I compiled the parking requirements for medical/dental office space in each of those cities. My survey follows:

Zoning Survey Parking Requirements for Medical Office Buildings

Utah County (cities of 20,000 Population or more)

City Name	SF of Bldg per parking Space
Payson	200
Springville	150
Provo*	150
Orem	250
American Fork	200
Lehi	250
Saratoga Springs	200
Pleasant Grove	200
Eagle Mountain	300
Average	211

Southern Salt Lake County (cities over 20,000 Population)

City Name	SF of Bldg per parking Space
Sandy	200
West Jordan**	200
South Jordan	200
Draper	250
Riverton	200
Average	210

* Provo allows a conditional reduction in parking requirements in the CBD up to 50%

** West Jordan has 3 different sizes: 150, 200, and 250 SF (depending on bldg size)

Of the 14 cities, only 2 required 1 space per 150 SF of building space. The other 12 required 1 space for every 200 SF or more (Orem, Lehi, and Draper are 250 SF/space and Eagle Mountain is 300 SF/space). The average zoning requirement was 210 SF/space in Utah County and 211 SF/space in south Salt Lake County. These averages are significant because they mirror the results of the study reported in the ITE Journal. The published parking study suggests a parking requirement of 1 space per 222 SF which is very close to the average requirement of the cities in Utah (210) and Salt Lake County (211).

The current parking requirement creates an unreasonable cost (and burden) for the construction and operation of these important facilities. Extra land must be purchased for parking spaces that are not needed. Land is a limited resource and should not be wasted unnecessarily. Larger sites require more landscaping and water usage. The costs incurred acquiring extra land, constructing more landscaping, and using more irrigation water add significantly to the cost of a medical/dental building. These extra costs are passed on from the owner to the tenant by way of increased rent. Increased rent drives up medical costs and impacts all of the citizens of Spanish Fork.

The study from the ITE Journal and the experience from almost all of our neighboring cities indicate that 1 parking space for every 200 SF of building space is more than adequate for medical/dental office buildings. I respectfully request that you approve my request to make this text change in the city code for the benefit of those who own, lease, and use medical/dental office buildings.

The proposed Text change and the ITE Journal article are attached below.

Thank you

Blaine Hales

1731 S 1440 E

Spanish Fork UT 84660

Proposed Text Amendment

improvements shall be completed and within what time frame. Ten (10) days after written notice of the failure to complete improvements is given, the City may proceed to have the improvements completed and may execute upon the security posted in order to pay for the same.

(Ord. No. 15-14, Amended 10/07/2014)

15.4.16.100 Conflict of Interest

No employee or agent of the City shall work for or be employed by any contractor or subdivider for the purpose of installing any plumbing or sewer fixture, pipes or connections, or for the purpose of installing or supervising the installation of any curb, gutter, street or sidewalk, or for the purpose of surveying any portion of the subdivision or proposed subdivision, or for the purpose of installing or supervising the installation of any electrical wiring, connections, apparatus or fixture, provided that this section shall not apply to independent engineering contractors employed by the City.

15.4.16.110 Security for Improvements Required

The owners and/or developers of property shall deposit security with the City to guarantee proper installation of all required improvements in accordance with the plans, specifications, time limitations, and conditions relating thereto as meets with the approval of the Council or such personnel as the Council shall designate. The amount of the security shall be 110% of the City's estimated costs of the improvements. Security shall be in form of cash in the minimum amount of ten percent (10%) of the City's bond amount. The balance of the security shall be in the form of cash, an irrevocable letter of credit or an escrow bond.

Irrevocable letters of credit or escrow bonds shall be executed by financial institutions acceptable to the City and authorized to conduct business in the State of Utah, and must be in the form approved by the City. The bond or letter of credit, as required by this section, must be posted prior to recording of the plat. Upon completion, inspection, approval, and acceptance of the improvements, the security, less ten percent (10%), shall be released to the developer. Ten percent (10%) of the security amount shall be held for a period of one (1) year following final inspection and acceptance to warrant improvements for this time period.

The ten percent (10%) retained for the warranty period shall be in cash. The cash amount may be released one (1) year after installation, final inspection, and acceptance by City, if no repairs or replacement are required to the infrastructure installed.

(Ord. No. 09-13, Amended 06/18/2013)

(Ord. No. 04-14, Amended 04/01/2014)

15.4.16.120 Off-Street Parking

- A. Purpose: To provide adequate, but not excessive, parking to meet the needs of residents, employees, and business patrons, in a manner this is functional, safe, and aesthetically pleasing.
- B. General Requirements:
 1. Off-street parking is not required for permitted uses in the Downtown Commercial (C-D) district, except for residential uses, which must meet the requirements that are otherwise prescribed in subparagraph C.
 2. Each parking space shall be at least nine (9) feet wide and eighteen (18) feet deep (See parking design standards in the Construction and Development Standards for

- details on aisle widths, maneuvering areas, and fire lanes).
- 3. Tandem parking (front to rear) shall not be permitted.
- 4. All parking spaces and driveway areas serving such parking spaces shall be surfaced with concrete, asphalt, or paving blocks except that portions of driveway areas located farther than 200 feet from a public road and which service a single residence dwelling in the R-R or A-E zoning districts may be constructed and surfaced to an all-weather standard as approved by the City Engineer. Such surfacing may include gravel, slag, or similar materials.
- 5. Required parking shall be provided on-site or on contiguous lots.
- 6. Backing and maneuvering areas shall be provided on-site for all uses other than single family, twin homes, and duplexes.
- 7. For the purpose of identifying required parking, square feet shall mean the gross floor area of the building.
- 8. No part of any vehicle may overhang onto a public sidewalk or within five (5) feet of a street curb where no sidewalk exists.
- 9. All parked vehicles must comply with the City's clear vision area requirements.
- 10. Parking of commercial vehicles in residential districts is limited to one (1) commercial vehicle with a one ton chassis, having a capacity of not more than 10,000 pounds gross vehicle weight rating (GVWR).
- 11. Landscaping and screening of parking lots shall be in accordance with the requirements of ' 15.4.16.130, Landscaping, Buffering, Walls, and Fences.

C. Parking Requirements by Use:

USE	MINIMUM # OF SPACES
Auditorium, Stadium, Public Assembly, Private Clubs, Health Clubs, Theaters	1:100 sq. ft. or 1:5 seats
Auto Repair, Major	1:100 sq. ft.
Auto Repair, Minor	1:300 sq. ft.
Automobile Service Station	1:200 sq. ft.
Banks, Financial Institutions	1:250 sq. ft.
Barber Shop or Beauty Shop	1:100 sq. ft.
Churches	1:5 seats or 90 lineal inches per pew
Child Care Center	1:employee, plus 1:10 children
Home Furnishings, Major Appliances	1:500 sq. ft.
Hospitals	1:bed
Manufacturing/Assembly/ Wholesale/Warehouse	1:employee on the highest shift
Mixed Uses or Unlisted Uses	To be determined by Community Development Director
Motels/Hotels	1:room
Restaurants	1:200 sq. ft.
Banquet/Meeting Rooms	1:200 sq. ft.
Office:	
General/Professional	1:300 sq. ft.
Medical/Dental	1:50 sq. ft. 1:200 sq. ft.
Indoor Recreation Facility:	
Amusement Center/Arcades	1:100 sq. ft.
Bowling Alley	4:lane
Outdoor Recreation Facility:	
Golf Course	6:hole

Miniature Golf Course Batting Cages Water Park, Theme Parks	2:hole 1:cage To be determined by Planning Director
Residential Single-family	A garage with space for at least one vehicle and additional space so that a minimum of two parking spaces per unit are provided.
Residential Multi-family	A garage with space for at least one vehicle and additional space so that a minimum of two parking spaces per unit are provided. In addition, one guest parking space is required for every three dwelling units.
Restaurant - freestanding	1:100 sq. ft.
Retail/Shopping Center (including up to 10% restaurant, health club, beauty shops; additional percentages calculated at rate for each use)	1:250 sq. ft.
Retirement/Senior Housing/Nursing Home	1:employee on highest shift plus 0.4:unit
Schools: Elementary Middle or Junior High High School College Vocational/Technical	2:classroom 3:classroom 7:classroom 10:classroom 1:2 students
Storage Building/Space	0.5 per 1,000 sq. ft. of storage space

(Ord. No. 04-14, Amended 04/01/2014)
(Ord. No. 11-15, Amended 06/16/2015)

15.4.16.130 Landscaping, Buffering, Walls and Fences

- A. Purpose: The purpose of these requirements is to enhance, conserve, and stabilize property values by encouraging pleasant and attractive surroundings and to provide proper separations between uses. Landscaping should also contribute to the reduction of heat and glare through the proper placement of plants and trees.
- B. Residential Uses:
1. Multi-family Uses:
 - a. Minimum of thirty percent (30%) on-site landscaping as a percentage of total site area.
 - b. Parking lots shall include planter areas within the parking lot, with a minimum of 108 square feet of planter area for every ten (10) parking spaces. Required planter areas shall be individual islands of landscaping and shall be at least six (6) feet wide. Required planter areas shall include parking lot trees, as identified on the City's approved list of Parking Lot Trees, with a maximum spacing of thirty (30) feet.
 - c. Minimum of fifteen (15) foot wide planter area adjacent to all public streets, which shall include trees with a maximum spacing of thirty (30) feet. The planter area may be partially or completely within the street right-of-way area. The specific trees used shall be selected from the City's approved Street Tree list. On streets included in the Street Tree Master Plan, the trees selected shall include the mix of trees as prescribed by the Plan. Street trees must be planted

Parking Requirements for Medical Office Buildings

RESEARCH WAS CONDUCTED WITH THE FOLLOWING KEY OBJECTIVES: COLLECT PRIMARY AND SECONDARY DATA DESCRIBING MEDICAL OFFICE BUILDING PARKING NEEDS; IDENTIFY MUNICIPAL CODE REQUIREMENTS FOR THOSE BUILDINGS SURVEYED; AND SUMMARIZE FINDINGS BY MEAN AND 85TH-PERCENTILE VALUES. PROVIDING 4.5 SPACES PER 1,000 GROSS SQUARE FEET OF BUILDING SPACE IS GENERALLY SUFFICIENT TO MEET MEDICAL OFFICE BUILDING PEAK-HOUR NEEDS.

BY JOHN W. DORSETT, AICP AND MARK J. LUKASICK

FIFTY MEDICAL OFFICE BUILDINGS (MOBs) located throughout the United States were studied to determine their parking requirements. Following is a summary of key findings and conclusions:

- A total of 4.5 parking spaces per 1,000 gross square feet (GSF) of building area should be provided for MOBs. This recommendation includes an effective supply cushion of spaces; this cushion is equal to about 10 percent of the supply and is necessary for a number of reasons, including but not limited to user convenience and to compensate for the temporary loss of spaces due to construction, maintenance and snow removal.
- The number of cars parked at MOBs during the 11 a.m. peak hour typically falls short of both the parking supplies and the number of parking spaces required by zoning ordinances.
 - This suggests that most zoning ordinances require more parking spaces than most MOBs need.
 - Ninety-two percent of this study's MOBs are legally required to provide more parking spaces than were occupied during the peak hour.
 - Sixty percent of this study's MOBs must comply with zoning ordinances that exceed this study's recommended parking capacity.
- The observed mean peak-hour parking accumulation rate for 50 MOBs is 3.23 spaces per 1,000 GSF of occupied building area. This is lower than the 3.53 spaces reported in the Institute of Transportation Engineers' (ITE) *Parking Generation, 3rd Edition* and the 4.11 spaces reported in ITE's *Parking Generation, 2nd Edition*.^{1,2}
- The observed 85th-percentile peak-hour parking accumulation rate for 50 MOBs is 4.21 parked cars per 1,000 GSF of occupied building area.

STUDY PURPOSE

The development of MOBs continues in response to the aging population and consequent increases in demands for health care. One particular challenge for planners is to properly determine the number of parking spaces needed for MOBs. In response to this challenge, a study was conducted to document the parking requirements of MOBs. A major component of this study included new primary research.

Most municipal zoning ordinances base MOB parking requirements on the amount of GSF rather than the number of physicians, employees, or patients/visitors. This study gathers data from various MOBs, calculates parking demand ratios per 1,000 GSF and provides a database that can be used for project planning purposes. This research project had the following objectives:

- To identify and reference historical MOB peak-hour parking demand ratios;
- To create a database of MOB peak-hour parking demand ratios that employ the number of parking spaces needed per 1,000 GSF, the variable most commonly referenced by municipal codes;
- To compile a comparative list of municipal code requirements for those MOBs surveyed; and
- To summarize findings by mean and 85th-percentile values.

Meeting these objectives provides information useful to planners who project MOB parking demand.

METHODOLOGY

Prior to beginning primary research, secondary sources of data were researched. The second and third editions of *Parking Generation* contained a summary of several MOB parking demand studies. To complete the primary research, the following steps were performed:

- A sample of 50 stand-alone MOB locations throughout the United States was selected.
- The following variables were researched for each MOB:
 - city and state;
 - number of floors;
 - building GSF;
 - building occupancy rate;
 - number of suites;
 - municipal code parking requirements (number of spaces per 1,000 GSF); and
 - parking space supply.
- The number of parking spaces required by zoning ordinance was calculated.
- The supply of parking spaces was inventoried and the number of spaces provided per 1,000 GSF was calculated.
- The number of parked vehicles during the peak time of the day was counted.
- The number of spaces per 1,000 GSF was determined based on the occupied building GSF and the numbers of vehicles counted at the peak accumulation or occupancy.
- The mean and 85th percentile, by spaces per 1,000 GSF of occupied building space, were summarized for the following:
 - code requirements;
 - parking space supply; and
 - observed peak-hour parking occupancy.

ITE PARKING GENERATION RATES

ITE updated its *Parking Generation* publication in 2004. Table 1 provides a comparison between these published data and the primary data collected for this study.

DATA COLLECTION RESULTS

Number of Buildings by State

Fifty free-standing MOB locations were surveyed on Mondays and Wednesdays from March through August, during what was believed to represent typical activity levels for MOB locations. Suburban locations were selected to allow a clean computation of the parking demand ratio, without the influence of adjacent land uses present in an urban environment and without the influence of mass transit.

A convenience sample was drawn based

	Walker data collection	ITE Parking Generation, 3rd Edition
Peak period	10:00 a.m.–12:00 p.m.	10:00 a.m.–12:00 p.m. 2:00 p.m.–5:00 p.m.
Number of study sites	50	18
Average size of study sites (GFA)	62,427	43,000
Average peak-period parking demand	3.23 spaces per 1,000 sf	3.53 spaces per 1,000 sf
85th-percentile parking demand	4.21 spaces per 1,000 sf	4.30 spaces per 1,000 sf
Range of rates	1.38–8.90 spaces per 1,000 sf	2.34–5.35 spaces per 1,000 sf

Note: Peak occurred mid-week.

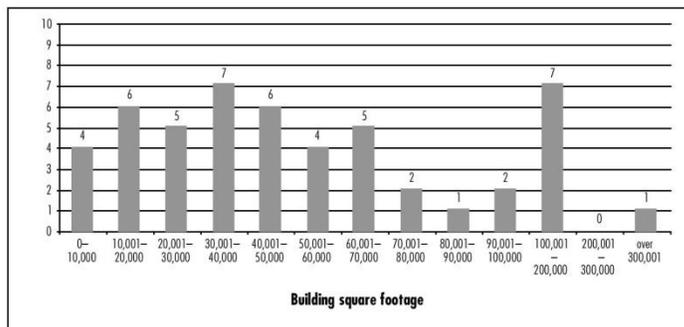


Figure 1. Number of MOB locations by size.

on geographic proximity of individuals collecting the data to the MOB locations. Twenty of the MOB locations surveyed were located in Illinois. The remaining 30 properties surveyed were located in the following states: California (6), Florida (3), Georgia (3), Indiana (9), Massachusetts (3), Minnesota (3) and Pennsylvania (3).

The average number of parking spaces per 1,000 GSF ranged from 2.78 for the three Georgia MOB locations studied to 5.60 for the three Pennsylvania MOB locations surveyed. Following is the supply of parking spaces per 1,000 GSF, by state:

- Illinois: 4.47
- Florida: 5.24
- Indiana: 5.36
- Minnesota: 4.39
- California: 3.20
- Pennsylvania: 5.60
- Georgia: 2.78
- Massachusetts: 4.69

Number of Buildings by Size

The MOB locations identified then were compared on the basis of occupied GSF. As

shown in Figure 1, about three-fourths of the buildings surveyed were 70,000 GSF or less.

Municipal Code Requirements

Thirty-one locations, or 62 percent of those MOB locations surveyed were required by code to provide 4.01 or more parking spaces per 1,000 GSF. Table 2 illustrates the number of parking spaces required by municipal zoning ordinances.

Parking Supply

Each individual MOB location's parking supply was inventoried. Out of the 50 MOB locations surveyed, 27 facilities, or approximately 54 percent, supplied 4.01 or more parking spaces (rounded to nearest whole number) per 1,000 GSF.

Figure 2 illustrates the number of parking spaces supplied per 1,000 GSF. Most of the facilities surveyed provided or nearly provided the number of code-required spaces. In some cases, the parking space supply fell short of the code requirement.

Parking Demand

Parking occupancy counts were taken for the MOB parking spaces to determine parking utilization during the 11 a.m.

peak hour. These counts were compared to the occupied GSF of the building. The peak hour was determined based on the consultants' experience with hundreds of

studies over the last 30 years. A majority of the facilities surveyed had peak-hour parking occupancies of 4.0 or fewer spaces per 1,000 GSF. This statistic fell significantly below both the legally required number of parking spaces and the observed parking supplies.

The following shows the total number of parking facilities surveyed (at the peak hour) by range of occupied parking spaces per 1,000 GSF:

Spaces per 1,000 GSF	Number of Facilities
1.00 to 2.00	7
2.01 to 3.00	18
3.01 to 4.00	14
4.01 to 5.00	9
5.01 to 6.00	0
6.01 to 7.00	1
7.01 to 8.00	0
8.01 to 9.00	1

Number of parking spaces required by code	Number of facilities	
1.00 to 2.00 / 1,000 sf	1	2 percent
2.01 to 3.00 / 1,000 sf	6	12 percent
3.01 to 4.00 / 1,000 sf	12	24 percent
4.01 to 5.00 / 1,000 sf	20	40 percent
5.01 to 6.00 / 1,000 sf	6	12 percent
6.01 to 7.00 / 1,000 sf	1	2 percent
7.01 to 8.00 / 1,000 sf	2	4 percent
8.01 to 9.00 / 1,000 sf	1	2 percent
9.01 to 10.00 / 1,000 sf	1	2 percent
	50	100 percent

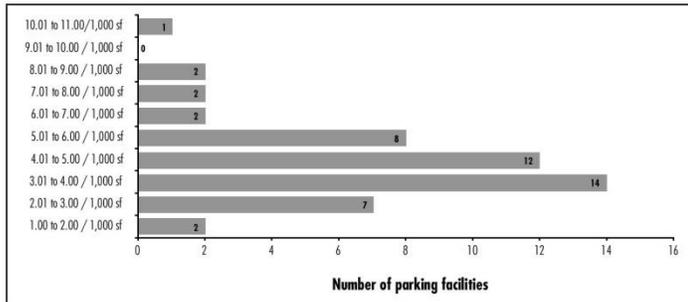


Figure 2. Parking supply provided by MOBs.

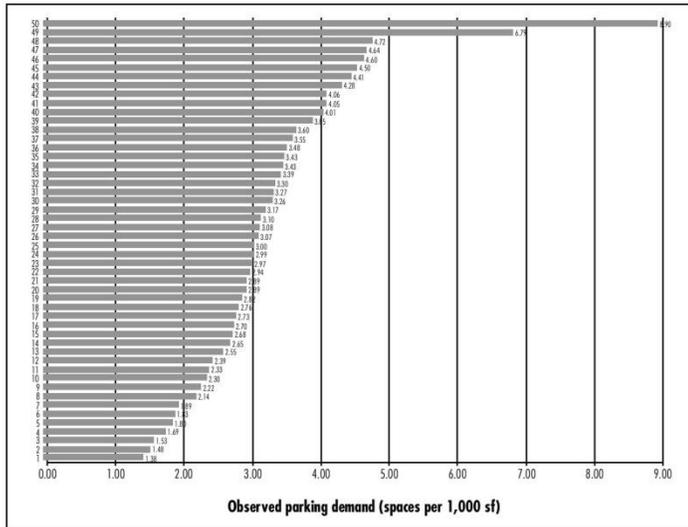


Figure 3. Observed peak-hour parking demand by MOB.

Figure 3 shows each parking facility's parking demand in descending order. Observed peak-hour parking demand for the sample ranged from 1.38 to 8.90 spaces per 1,000 GSF. The observed mean and median peak-hour parking demand rates were 3.23 and 3.03, respectively. The 85th-percentile rate was 4.21 spaces per 1,000 GSF.

CONCLUSIONS

Fifty MOBs were surveyed as part of this research. Following is a summary of findings:

- The most common code requirement for the MOBs surveyed was 5.0 parking spaces per 1,000 GSF. Nineteen MOBs, or 38 percent of the sample, were required to provide 5.0 parking spaces per 1,000 GSF.
- The mean and median number of parking spaces provided per 1,000 GSF was 4.50 and 4.39, respectively.
- ITE calculated a mean demand of 3.53 parking spaces per 1,000 GSF (*Parking Generation, 3rd Edition*) compared to 3.23 parking spaces per 1,000 GSF found in this study.
- ITE's 85th-percentile demand of 4.30 parking spaces per 1,000 GSF (*Parking Generation, 3rd Edition*) is comparable to the 85th-percentile peak-hour

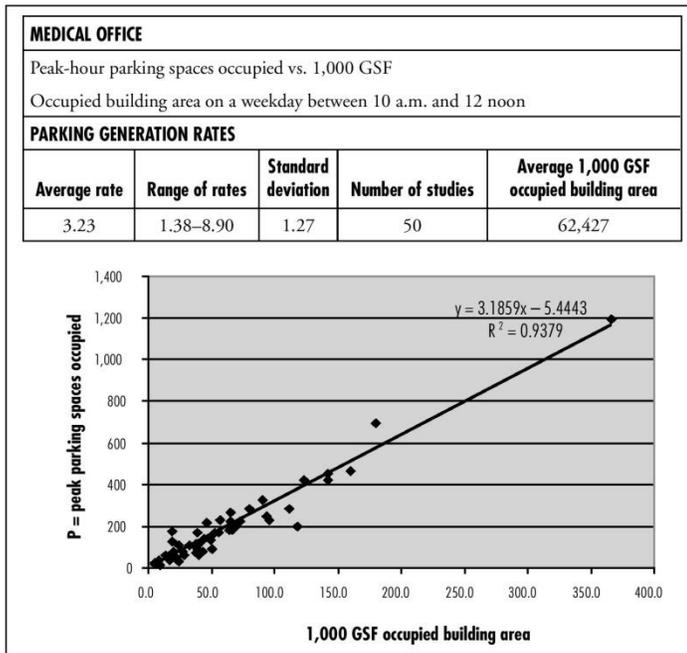


Figure 4. Data plot and statistical summary.

observation of 4.21 parking spaces per 1,000 GSF found in this study.

- Based on these findings, designing parking facilities to accommodate 4.5 spaces per 1,000 GSF of building space should be sufficient to meet the peak-hour parking demands of most medical office buildings. This recommendation is an 85th-percentile recommendation, which is consistent with other recognized and published industry standards, including the landmark November 2005 *Shared Parking* publication issued by the Urban Land Institute and the International Council of Shopping Centers. Sixty percent, or 30 of the 50 MOB, are located in municipalities that now require more parking than the recommended 4.5 spaces per 1,000 GSF. ■

References

- Parking Generation, 3rd Edition*. Washington, DC, USA: Institute of Transportation Engineers (ITE), 2004.
- Parking Generation, 2nd Edition*. Washington, DC: ITE, 1987.



JOHN W. DORSETT,
AICP, is a senior vice president and shareholder of Walker Parking Consultants. He directs the firm's Consulting Resources Group, which specializes in parking-related engagements including access and revenue control systems, airport landside planning, financial, functional design planning, operations and traffic engineering.



MARK J. LUKASICK
is a parking consultant with Walker Parking Consultants. He has more than 20 years of experience in hands-on parking operations and parking consulting. He may be contacted at mark.lukasick@walkerparking.com with any questions pertaining to this article.

* Note: Opinions expressed herein are those of the authors and do not reflect official ITE Journal policy unless so stated.



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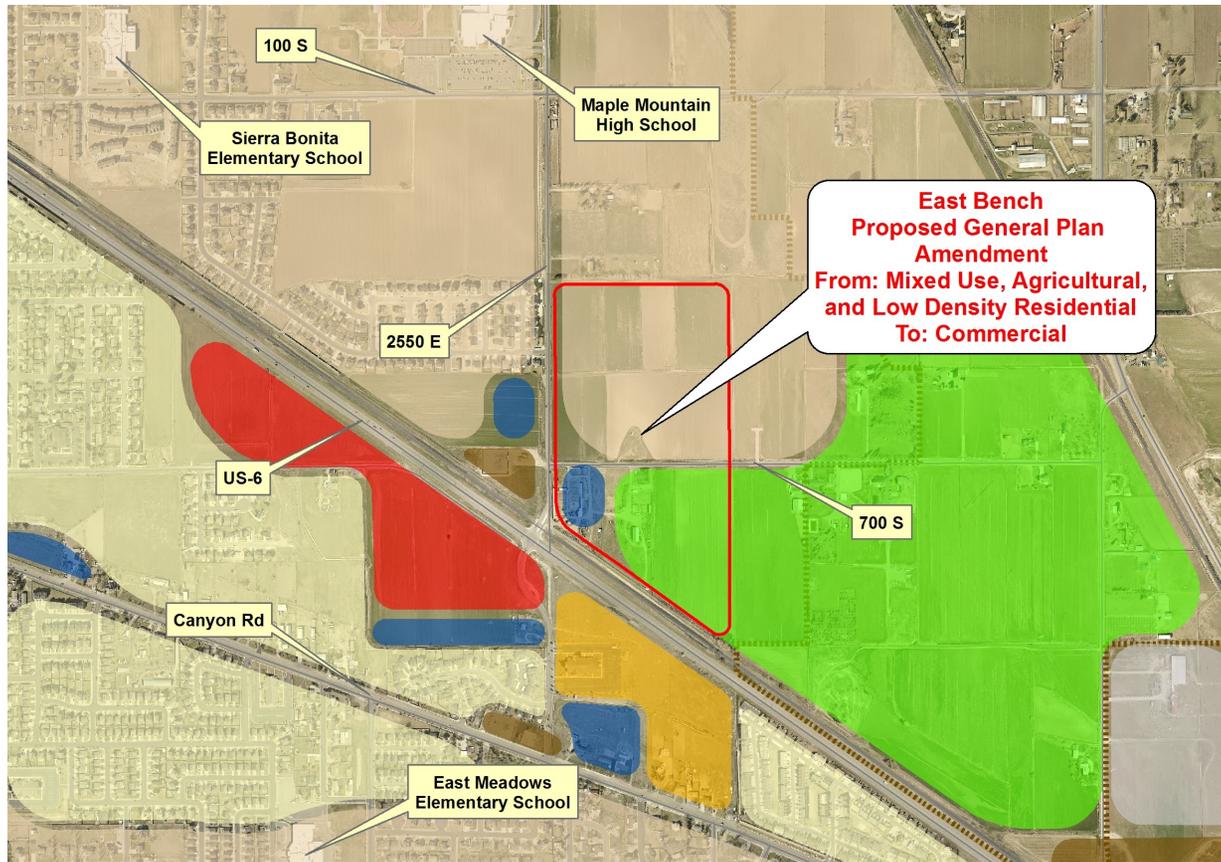
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- Visit the ITE Web site at jobs.ite.org. You can easily post an ad in the *Journal* or on the Web with the click of your mouse.
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- Web ads run for 30 days and begin as soon as payment is received. Web ads can be modified, deleted or renewed at any time.
- For details on pricing, discounts, posting and more, please contact Christina Gameski, Marketing Sales Manager at 202-289-0222 ext. 128, or cgameski@ite.org, or visit the Web site today!





East Bench General Plan Amendment



File Name: East Bench General Plan Amendment

Applicant: Merrilyn Hallam Clark

Number of Lots: Not Applicable

Address: 2550 East 700 South

Application Date: 06/23/2016

General Plan Amendment

66 Acres

File #: 16-000718

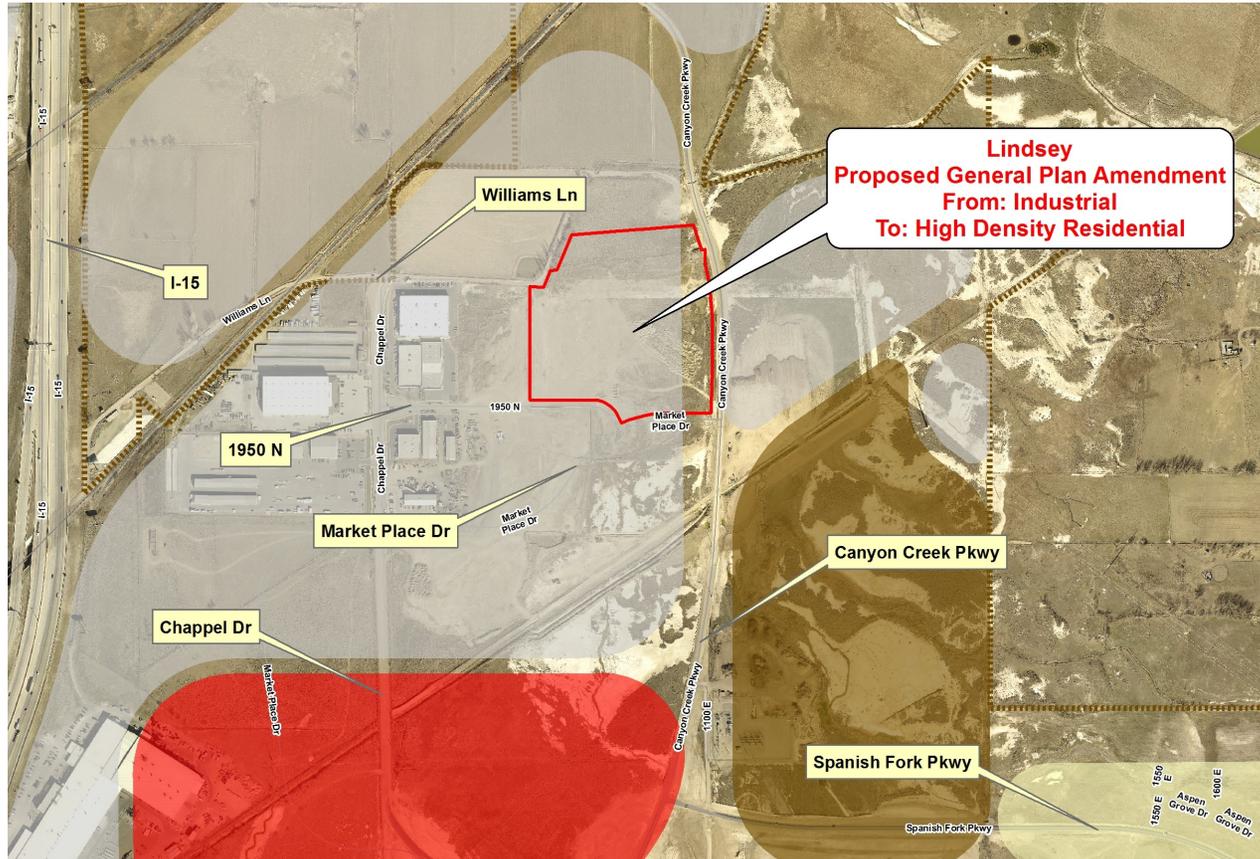
Permit #: GP16-000002

Application Approved: Pending





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