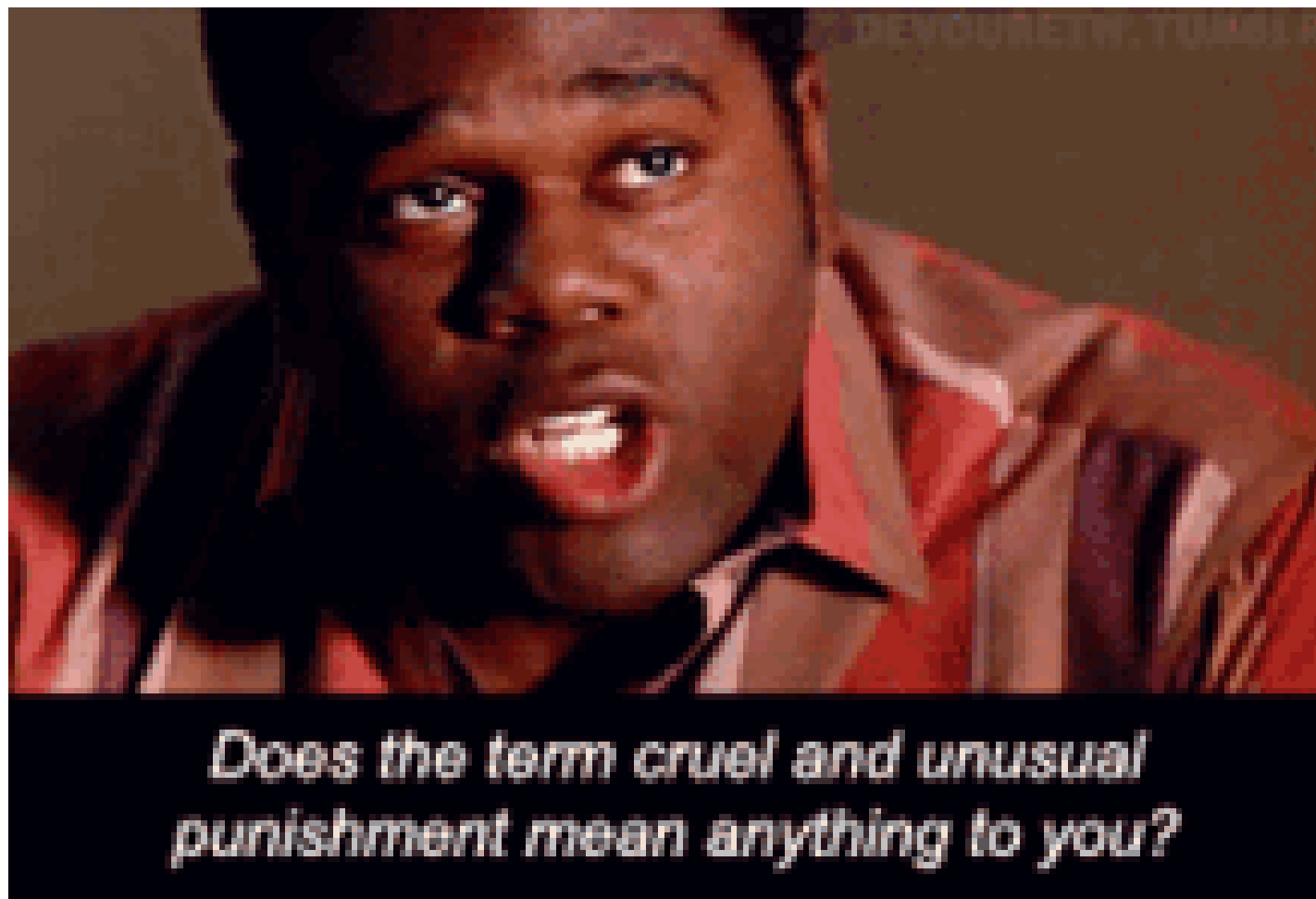


CLEARFIELD PARKING STUDY

September 2022



Who wants to talk about parking standards?!?





Summary

- *Study is an analysis of parking utilization in Clearfield City*
- *Downtown FBC and Citywide Zoning studied separately*
- *Study timeline from October 2021 – September 2022*
- *Parking counts taken December 2021 and March 2022*

- *Not a regulatory document but meant to assist in future policy decisions regarding parking regulations.*

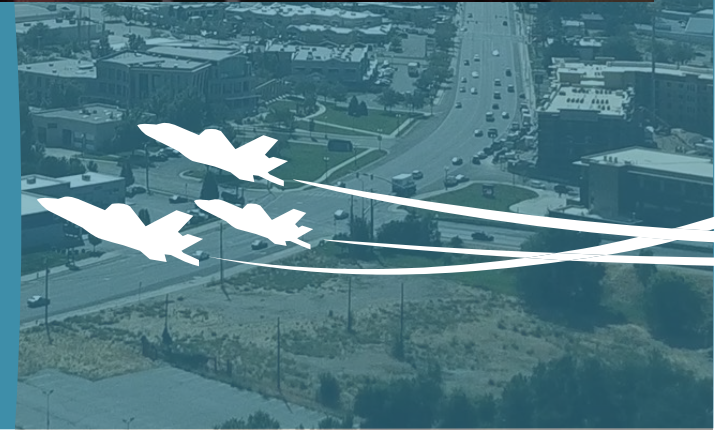


Parking Study Elements

- *Data Collection & Recommendations*
- *National Literature Review & Recommendations*
- *Parking Policy Guidance*
 - 1. *Design Details & Dimensional Standards*
 - 2. *Shared Parking Requirements*
 - 3. *Affordable, Senior, and Transit-Oriented Housing Requirements*
 - 4. *On-Street Parking & Enforcement*
 - 5. *Provision of Downtown Public Parking*
 - 6. *Structured Parking*
- *Appendix A: Dimensions of Parking*

DATA COLLECTION & RECOMMENDATIONS

- *Citywide Zoning Code*
 - *Multi-family housing*
 - *Industrial & wholesale establishments*
 - *Restaurants & bars*
 - *Fast-food or drive-in restaurants*
- *Form Based Code*
 - *Multi-family housing*
 - *Neighborhood eating & dining*
 - *General eating & dining*
- *December 2021 & March 2022*



Data Collection – Residential

Table 4: Residential Parking Data Collection - December 2021

Location - Citywide Zoning	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Country Oaks	72	108	29	36	47	30	1.07	0.71
Clearfield Station Apartments	216	408	170	250	337	-	1.56	0.83
West Square Condos	142	308	101	113	164	46	1.48	0.68
Pinnacle Mountain View Apartments	324	552	149	228	291	130	1.30	0.76
Goldstone Place Apartments	228	380	187	231	294	-	1.29	0.77
Average							1.36	0.76
Location - Form Based Code	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Oakmont Townhomes*	29	87	14	16	21	29	1.72	0.57
City Center Apartments	123	195	88	115	160	-	1.30	0.82
Newcastle Greene Townhomes	99	283	108	135	184	12	1.98	0.69
Depot Crossing Townhomes	62	165	65	89	125	12	2.21	0.83
Average							1.73	0.74

* Although Oakmont Townhomes is not within the Form Based Code area, it was used as a close comparable site due to the development's design, layout, and similar to townhome developments in the Form Based Code area.

Source: Fehr & Peers.

Table 5: Residential Parking Data Collection - March 2022

Location - Citywide Zoning	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Country Oaks	72	108	25	30	40	30	0.97	0.65
Clearfield Station Apartments	216	408	190	250	342	-	1.58	0.84
West Square Condos	142	308	129	121	194	46	1.69	0.78
Pinnacle Mountain View Apartments	324	552	230	287	412	130	1.67	0.98
Goldstone Place Apartments	228	380	180	237	341	-	1.50	0.90
Average							1.59	0.87
Location - Form Based Code	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Oakmont Townhomes*	29	87	14	16	21	29	1.72	0.57
City Center Apartments	123	195	98	112	170	-	1.38	0.87
Newcastle Greene Townhomes	99	283	95	118	187	12	2.01	0.70
Depot Crossing Townhomes	62	165	49	90	107	12	1.92	0.72
Average							1.72	0.74

* Although Oakmont Townhomes is not within the Form Based Code area, it was used as a close comparable site due to the development's design, layout, and similar to townhome developments in the Form Based Code area.

Source: Fehr & Peers.

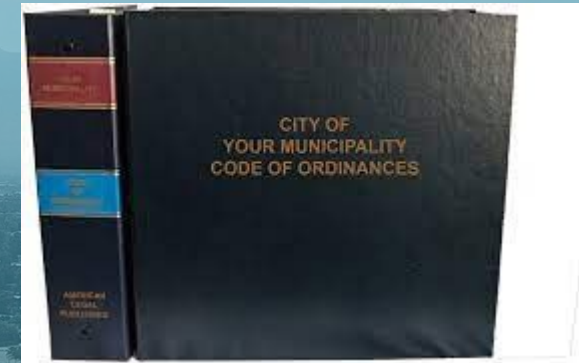
Table 1: Summary of Recommended Parking Requirements Based on Data Collection

Zoning Area	Land Use	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	Multifamily Residential ¹	- 2.125 spaces per unit.	- 1 space per single bedroom unit. - 2 spaces per two-bedroom unit. - 2.5 spaces per three-bedroom and larger units.
	Distribution	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 1 passenger vehicle stall per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.
	General Industrial	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 0.5 passenger vehicle parking stalls per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.
	Restaurant	- 1 space for each 100 square feet of floor area or fraction thereof.	- 10 stalls per 1,000 sq. ft. - Alternatively, provide 0.5 stalls per seat.
	Fast Food	- 20 spaces for each 1,000 square feet of enclosed eating space or a fraction thereof.	- 5 spaces per 1,000 sq. ft. - Alternatively, provide 0.33 stalls per seat.
Form Based Code	Multifamily Residential ¹	- 1.15 space per single bedroom unit. - 1.725 spaces per two-bedroom unit. - 2.3 spaces per three-bedroom and larger units.	- 0.75 spaces per bedroom, up to 2.25 spaces per three-bedroom and larger units.
	Restaurant	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof (maintain current standard).
	Fast Food	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 6 spaces per 1,000 sq. ft., with a minimum of 8 total stalls. - Alternatively, provide 0.33 stalls per seat with a minimum of 8 total stalls.

1. Residential parking rates in this table include the ratio needed for visitor parking. No additional parking is required for visitors beyond the proposed rates.

NATIONAL LITERATURE REVIEW & RECOMMENDATIONS

- *To provide recommendations for land uses not included in data collection.*
- *Citywide Zoning Code*
 - *Recreation areas including bowling alleys, skating rinks, golf courses, tennis courts, and others*
 - *Less intensive commercial businesses including furniture, appliance, and lumber sales*
 - *Offices and personal services, including medical and dental clinics*
- *Form Based Code*
 - *Library / museum / post office (no distribution)*
 - *Neighborhood service*
 - *General service*
 - *Craft industry*
 - *Open space & recreation*



Citywide Zoning Code

Zoning Area	Land Use	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	Batting Cages	- none	- 2 spaces per cage
	Bowling Alleys	- 2 spaces per 1,000 sq. ft.	- 2 spaces per lane
	Skating Rink/ Swimming Pool	- 2 spaces per 1,000 sq. ft.	- 1 space per 1,000 sq. ft.
	Golf Courses	- Discretionary	- 8.5 spaces per hole
	Tennis Courts	- Discretionary	- 2 spaces per court
	Misc. Indoor Recreation	- Discretionary	- 2 spaces per 1,000 sq. ft.
	Furniture/Appliance/ Lumber Store	- 1.5 spaces per 1,000 sq. ft.	- 0.75 spaces per 1,000 sq. ft.
	General Office	- 2 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.

ITE = Institute of Transportation Engineers' *Parking Generation*, 5th Edition, 2019

ULI = Urban Land Institute's *Shared Parking*, 3rd Edition, 2020

SLC = Salt Lake City Code 21A.44: *Off Street Parking, Motility, and Loading*, May 2019

Ogden = Ogden City Code 15-12-3: *Number of Parking Spaces Required*, October 2018

Source: Fehr & Peers.

Form Based Code

Zoning Area	Land Use	Existing Requirement	Recommended Minimum Requirements
Form Based Code	Library	- 1 space per 600 sq. ft.	- 2 spaces per 1,000 sq. ft.
	Museum	- 1 space per 600 sq. ft.	- 1 space per 1,000 sq. ft.
	Post Office (No distribution)	- 1 space per 600 sq. ft.	- 2 spaces per 1,000 sq. ft.
	Bank	- 1 space per 500 sq. ft.	- 3 spaces per 1,000 sq. ft.
	Fitness, Gym, Dance studio	- 1 space per 500 sq. ft.	- 4 spaces per 1,000 sq. ft.
	Concert hall/Theater	- 1 space per 350 sq. ft.	- 1 space per 5 seats
	Misc. Indoor Recreation Areas	- 1 space per 350 sq. ft.	- Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.
	Craftsman Industrial	- Production: 1 space per 1,000 sq. ft. - Retail: 2 spaces per 1,000 sq. ft.	- Production: 1 space per 1,000 sq. ft. - Retail: 2 spaces per 1,000 sq. ft.
	Open Space	- Per Zoning Administrator	- Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.

ITE = Institute of Transportation Engineers' *Parking Generation*, 5th Edition, 2019

ULI = Urban Land Institute's *Shared Parking*, 3rd Edition, 2020

SLC = Salt Lake City Code 21A.44: *Off Street Parking, Motility, and Loading*, May 2019

Ogden = Ogden City Code 15-12-3: *Number of Parking Spaces Required*, October 2018

Source: Fehr & Peers.

PARKING POLICY GUIDANCE

1. *Design Details & Dimension*

- Tandem Parking

2. *Shared Parking Requirements*

- Evaluation of current and recommended shared parking standards

3. *Affordable, Senior, & TOD Parking Requirements*

- How should parking requirements be adjusted for these type of developments? Should they?

4. *On-Street Parking & Enforcement*

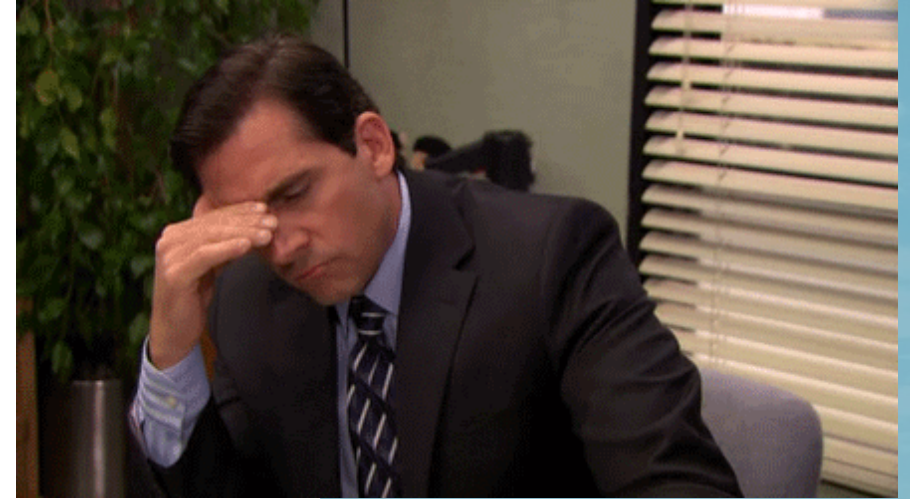
- How should Clearfield regulate on-street parking during winter months?
- Should Clearfield implement paid on-street parking?

5. *Provision of Downtown Public Parking*

- When would it be feasible to provide or subsidize public parking downtown?

6. *Structured Parking*

- Does it lead to reduction of needed parking? If not, what incentives are appropriate to encourage structured parking?

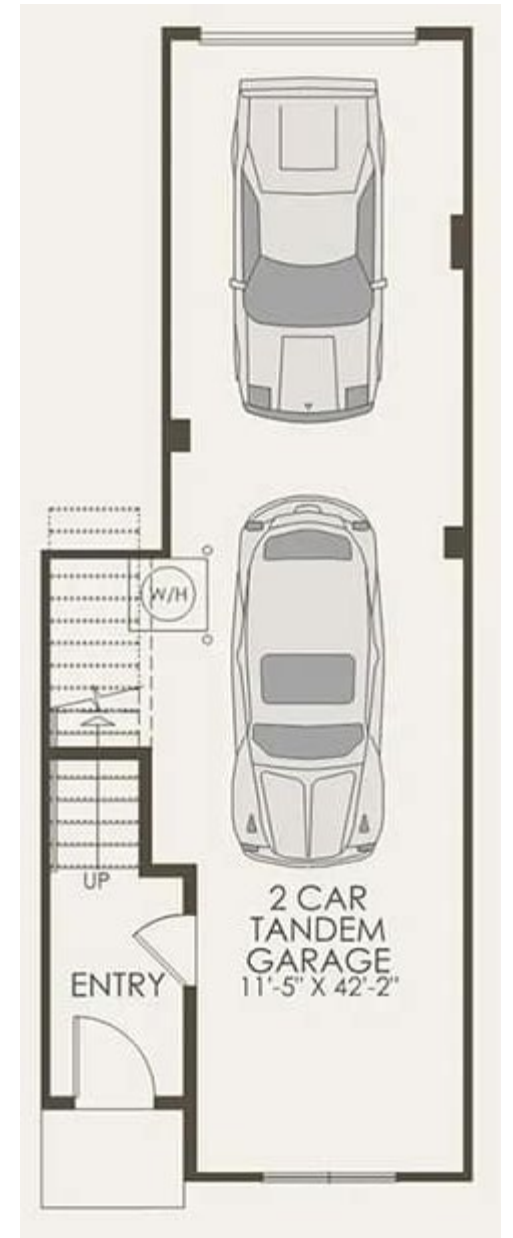


Design Standards & Dimensions

- Q. 1. How is parking use affected by stacked (tandem) parking as opposed to side-by-side?*
- 2. What design details should be specified in code?*

Recommendations:

- 1. Allow in parking area or garage only with valet assistance.*
 - Apartments, offices, retail, etc.*
- 2. Tandem garages for townhomes should be calculated at providing 1.5 spaces and not 2.*
- 3. Driveway lengths should be a minimum of 20' from back of curb or sidewalk.*
- 4. Minimum height for parking garages provided.*
- 5. Parking dimensions provided in Appendix A.*



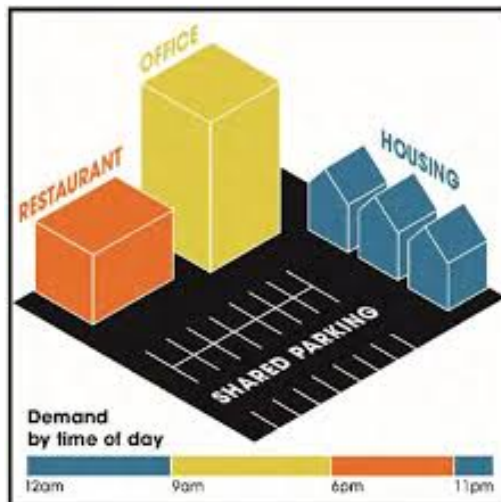
Shared Parking Requirements

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

- Shared parking requirements outlined in detail in the Form Based Code.*

Recommendations:

- Slight modifications of the table in the Form Based code:*
 - Table 9.2 (2): Residential parking usage increase from 50% to 60% from 7am-6pm.*
 - Incorporating a shared parking ratio for Fitness, Gym, & Dance Studios with the following recommendations:*



Weekdays

- Midnight – 7:00 AM = 70%
- 7:00 AM – 6:00 PM = 80%
- 6:00 P – Midnight = 100%

Weekends

- Midnight – 7:00 AM = 40%
- 7:00 AM – 6:00 PM = 50%
- 6:00 PM – Midnight = 100%

Affordable or Senior Housing

Q. How should parking requirements be adjusted for affordable or senior housing developments?

○ Fehr & Peers Studies (2020-2022)

1. Standard, non-income or age restricted multi-family (Utah, Salt Lake, Davis, & Weber Counties)

- 1.14 spaces per dwelling unit*
- 0.76 spaces per bedroom*
- 1.19 spaces per occupied dwelling unit, and*
- 0.82 spaces per occupied bedroom.*

2. Five Senior housing developments in Salt Lake County

- 0.6 stalls per unit.*

3. Six affordable, income-restricted, transit-oriented housing developments in Salt Lake County

- 1 stall per unit or 0.5 stalls per bedroom*

Recommendations:

- 1. 50% reduction for senior housing*
- 2. 25% reduction for affordable housing*



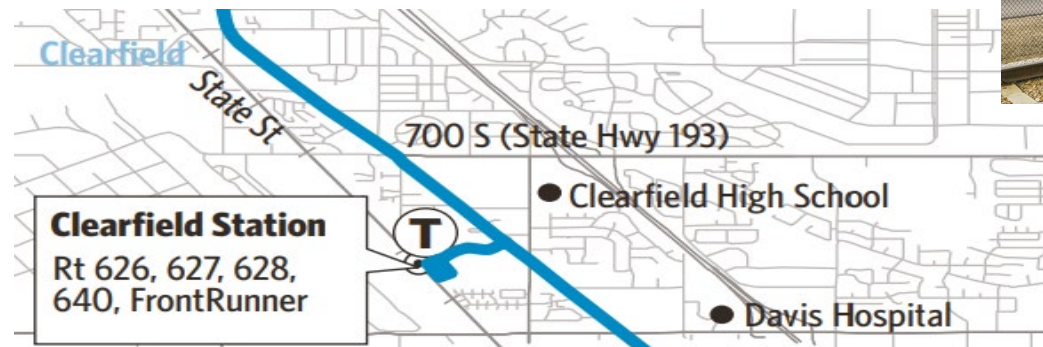
Affordable, Senior, & Transit-Oriented Housing

Q. How should parking requirements be adjusted for transit-oriented housing developments?

- “Transit options in Clearfield currently do not appear to reduce parking demand the way that transit options did in the developments observed in Salt Lake County.”*
- Form Based Code includes a transit credit reduction for developments within differing proximities of a 15-minute transit service, but not specific for peak hours of transit service or all day.*
- UTA plans to increase service on route 470 from 6am-7pm to 15-minute headways all day during that time within 5 years.*

Recommendations:

- 1. Update Form Based code Language to specify that the transit should be 15-minute headways all day to receive parking credits.*



Winter On-Street Parking

Q. How should Clearfield regulate on-street parking during winter months when snowplowing can pose a challenge?

Approaches

1. *Prioritize*
2. *Prioritize*
3. *Location*



Recommendations

1. *Identify*
 - *Winter parking areas*
 - *Focus on key roads for essential connectivity and flow*
 - *Likely only applicable to Clearfield Station and areas of Downtown Clearfield*

On-Street Parking & Enforcement

Q. Should Clearfield implement paid on-street parking, and if so, how should a paid parking policy be enforced?

- *Currently free which is consistent with other suburban communities in Davis and Weber Counties.*
- *Paid parking policy pros & cons.*
- *Existing conditions in Downtown Clearfield do not support a paid on-street parking system today.*

Recommendation:

- 1. Not recommended for immediate implementation but may become viable overtime as conditions change.*
 - *Key indicators for implementation*



Provision of Downtown Public Parking

Q. When would it be feasible to provide or subsidize public parking in Downtown Clearfield?

- Currently not a demand for public parking areas or structures, and with code regulations demand may not reach level of need for public off-street parking.*
- High cost to construct and manage public parking areas or structures.*
 - 100-stall facility in 2016 would cost \$500,000 to \$1 million for a surface lot and \$1.5m-\$2.5m or more for a structure.*
 - Land acquisition costs, etc.*

Recommendation:

- 1. Focus on other parking management strategies in the near term. Conditions may change as the downtown and TOD develops that make it a viable option. Favorable factors include:*
 - Paid and time-limited on-street parking policies have been implemented to efficiently manage the existing parking supply,*
 - Paid parking areas begin to be regularly heavily utilized (greater than 85% occupancy rates) during peak periods, and*
 - If that parking demand is concentrated in a small area (within approx. a ¼ mile radius or less) with high-comfort pedestrian facilities.*



Structured Parking

Q. Is there evidence that structured parking generates less parking demand that would otherwise be met by unstructured parking? Incentives would be needed to reduce the parking demand provided in a parking structure.

-
-
-

Recommendations

1. No

-
-
-





Additional Questions?

Thank you!