

DOWNTOWN AND SUGAR HOUSE PARKING STUDY

Final Report



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in association with
Dixon Resources Unlimited, Inc.

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Project Overview



1 Project Overview

Salt Lake City has seen robust economic growth in recent years. In several key mixed-use areas, increased housing and employment has pushed congestion and other questions about mobility and access to the fore. This study is an effort to consider these questions in two key neighborhoods—Downtown and Sugar House—in the context of Salt Lake City’s broader efforts to plan for a multimodal future.

In recent years, the City has prioritized housing development and mixed-use growth to achieve the vision of a vibrant and resilient city laid out in a number of previous planning efforts. The city has also invested significantly in transit, bicycle, and pedestrian infrastructure in its urban core and in transit-oriented neighborhoods.

For the foreseeable future, however, a large share of people will continue to drive for most trips, and parking remains a vital consideration. How Salt Lake City approaches parking is fundamental to the success of its multimodal ambitions, its ability to ensure development feasibility and economic vitality, and the preservation of its historic roots.

Through various studies and planning efforts, Salt Lake City has periodically tackled its key parking challenges, yet success has been elusive and many systemic issues remain. This study offers a comprehensive assessment and evaluation of Salt Lake City’s approach to parking. It not only documents the key issues, but also offers a well-defined path forward and tangible steps to ensure that parking serves as a tool to achieve broader community values.



Why Focus On Downtown And Sugar House?

Though parking is certainly not an experience unique to Downtown or Sugar House, these two areas are at the forefront of the change that Salt Lake City is trying to achieve.

Downtown is the region's economic and cultural hub, drawing millions of people every year, and it has seen significant growth in recent years. Various long-term planning efforts have defined downtown's future as a center for urban and sustainable living and diverse economic growth, facilitated by new transportation investments and mixed-use development. Parking remains crucial to the functionality of downtown, with thousands of spaces managed by the city and a variety of private entities. In addition to immedi-

ate needs related to recent growth, there is growing recognition that these parking assets are not optimally managed and the sometimes negative experience of parking in downtown could undermine its immediate and long-term success.

Sugar House is an evolving neighborhood with a unique past and bright future. Recent mixed-use development has laid the groundwork for further growth, but in order to address existing parking challenges and grow in a manner that respects the historic character of the neighborhood, it is essential to manage existing parking effectively and be strategic about how much and where new parking is built.



Study Goals

This study was guided by a set of core goals that were developed through dialogue with staff and key stakeholders. They also reflect the community vision defined previous planning studies, such as *Sustainable Salt Lake*, *Plan Salt Lake*, *Downtown Community Plan*, *Downtown in Motion*, and the *Sugar House Master Plan*. This study was created with these goals in mind:

- **Comprehensive:** Ensure that parking is not the end itself, but a means to achieve larger community outcomes
- **Data-driven:** Use observed supply and demand conditions to move beyond perceptions and understand

actual behavior, issues, and opportunities

- **User-friendly:** Understand that the parking experience is vital, and make it easy and convenient for all users
- **Cost-efficient:** Maximize use of existing supply and minimize expensive new parking construction
- **Coordinated:** Identify concrete ways to improve city management of parking, while leveraging partnerships with the private sector
- **Flexible:** Ensure that parking policies facilitate a mix of new development opportunities



Project Approach and Methodology

The process included six basic phases, with the intent of facilitating detailed analysis and consistent feedback throughout the project. The first phase focused on initial **research**, including a review of previous planning efforts, data collection, and an intercept survey. The second phase further identified parking issues and opportunities through **inter-views and a workshop** with key stakeholders. A review of cities with similar challenges was conducted to identify **leading practices**.

A **preliminary list of strategies**, including all potential policy and management ideas, was developed in the fourth phase. Strategies were **refined** based on discussions with city staff and feedback from key stakeholders. Finally, policy and management recommendations were **packaged** to reflect a phased and realistic implementation plan.





2

Stakeholder Input

A group of people are gathered outdoors for a site tour. In the foreground, a woman in a grey t-shirt and sunglasses is gesturing with her right arm while holding a white piece of paper. To her left, the back of a man in a grey suit jacket is visible. To her right, a woman in a colorful tropical print shirt and sunglasses stands with her hands on her hips. In the background, a brick building with large windows and a green awning that says "Grooming" is visible. The address "1165" is on the wall. Other people are partially visible in the background.

A site tour allowed stakeholders to discuss parking challenges and opportunities in the field.

“You can find parking easily if you are willing to walk a block, yet there is an expectation here that you should always be able to park right in front.”

“Everyone is in it for themselves. Every parking lot and garage is its own fiefdom.”

Stakeholder Groups

- City staff representing Planning, Redevelopment, and Transportation
- Sugar House Community Council
- Business owners
- Parking operators
- Property owners
- Developers

“The perception that it is difficult to park is what is most important.”

2 Stakeholder Input

In order to accurately document key challenges and opportunities, as well as inform the development of the recommendations, this study included a targeted outreach effort to stakeholders in downtown and Sugar House. This chapter provides a summary of the stakeholder

involvement, including interviews, workshop, site tour, and presentations.

Note that this effort was an initial study, not an official plan. Efforts to implement the recommendations will be preceded by a robust effort to engage with the general public.

Stakeholder Interviews

Interviews with key project stakeholders from both downtown and Sugar House were conducted in July 2015. Major themes and points of consensus from the stakeholder feedback include, in no particular order:

- **Parking is generally not a pleasant experience** for visitors or customers as information is limited about where parking is available and if it is okay to park there.
- **Utah's transportation mind-set is very suburban**, and for many, coming to downtown is the only time they will ever pay for parking. That different experience is difficult for many to overcome.
- **Parking is not shared optimally** amongst uses. For the most part, each parking lot/garage is its own "fiefdom."
- **Sugar House is a particular area of concern** as the district grows and more businesses are making their parking "private." The way the parking is managed in Sugar House makes people drive from location to location and discourages walking.
- **There was general consensus that the existing supply of parking is adequate** both in Downtown and Sugar House. Most stakeholders agreed that Salt Lake City does not have a supply problem, but a management problem.
- **Parking wayfinding was universally disliked**, noted as inconsistent and confusing, and identified as a priority for improvement.
- **Downtown has strong transit access** in most areas, so it is easier to support reduced parking and shared parking. Sugar House has less access to transit and transit there is simply not time competitive with driving. More, and more frequent, transit service is a key part of the parking solution in Sugar House.
- **Use of on-street spaces for "active" uses in downtown** takes away parking, but added activity is worth it for businesses.
- **There is a general sense that the zoning code requires roughly the right amount of parking.** Some stakeholders said they did not believe requirements should go any lower.
- **Property owners/developers all indicated that their buildings are generally "overparked"** and they have ample parking availability for all but the busiest 5-10 days.
- **Coordinated public/private management has been proposed in the past, but did not work** over concerns about who would take on financial responsibility, a lack of staffing to implement, no leader on the public or private side, and limited incentives to change existing practices.
- **There is a belief that new development** in adjacent commercial and/or mixed use areas is creating spillover into residential neighborhoods.

Stakeholder Workshop

In July 2015 the consultant team facilitated a workshop for city staff and key stakeholders. The workshop included a presentation about the project goals, findings from the data analysis, and a discussion of parking best practices

and precedents. The second part of the workshop included a series of trade-off exercises asking stakeholders for their feedback on parking issues and potential solutions. Figure 2-2 and Figure 2-3 summarize the feedback.

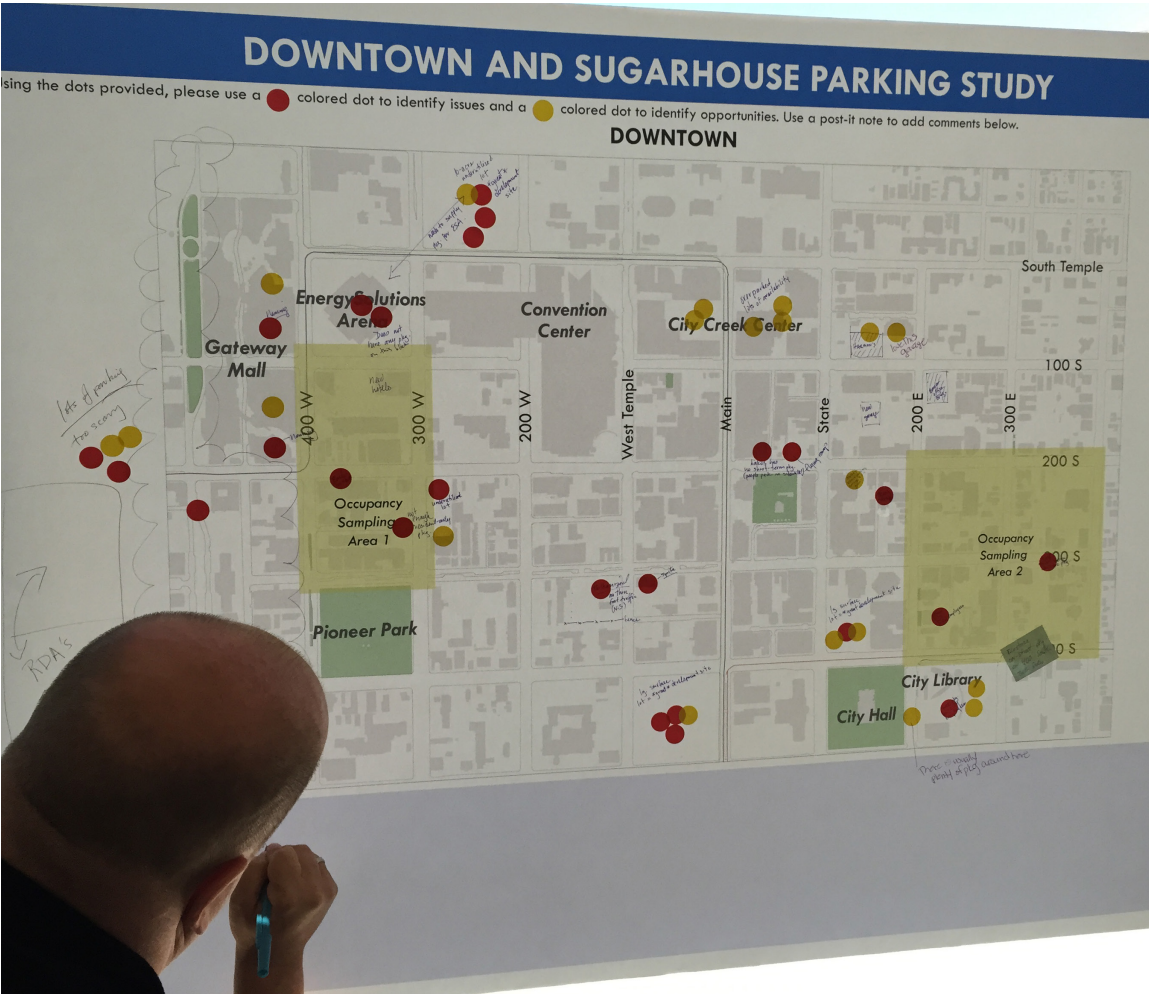


Figure 2-1 Stakeholder Prioritization of Parking Issues

Note: Items not in priority order within categories of priority

Higher Priority

- Improve and simplify parking code
- More parking data to improve decision-making
- 3rd party vendors difficult to work with
- Improve access to/use of off-street lots
- Internal oversight split between too many departments
- Improved public/private agreements
- Amount of land dedicated to surface lots
- Improved signage and wayfinding

Mixed Opinion

- Adjust minimums and maximums
- Turnover and spillover in residential neighborhoods
- Attractiveness of garages/lots
- Safety to/from parking facilities
- Change 2-hour time limit

Lower Priority

- Provide more parking
- Consistent enforcement
- Make it easier to pay for parking

Figure 2-2 Stakeholder Consensus on Potential Parking Strategies

Strong Consensus

- **PRIORITIZE** shared parking and “park-once” environments
- **IMPROVE** wayfinding and signage
- **IMPLEMENT** unbundling to allow residents to choose if buy parking
- **IMPLEMENT** more strict design standards for parking facilities
- **ADJUST** pricing based on demand
- **MANAGE** parking based on specific targets/thresholds
- **MAXIMIZE** use of parking technology
- **MANAGE** parking via a single entity

Limited Consensus

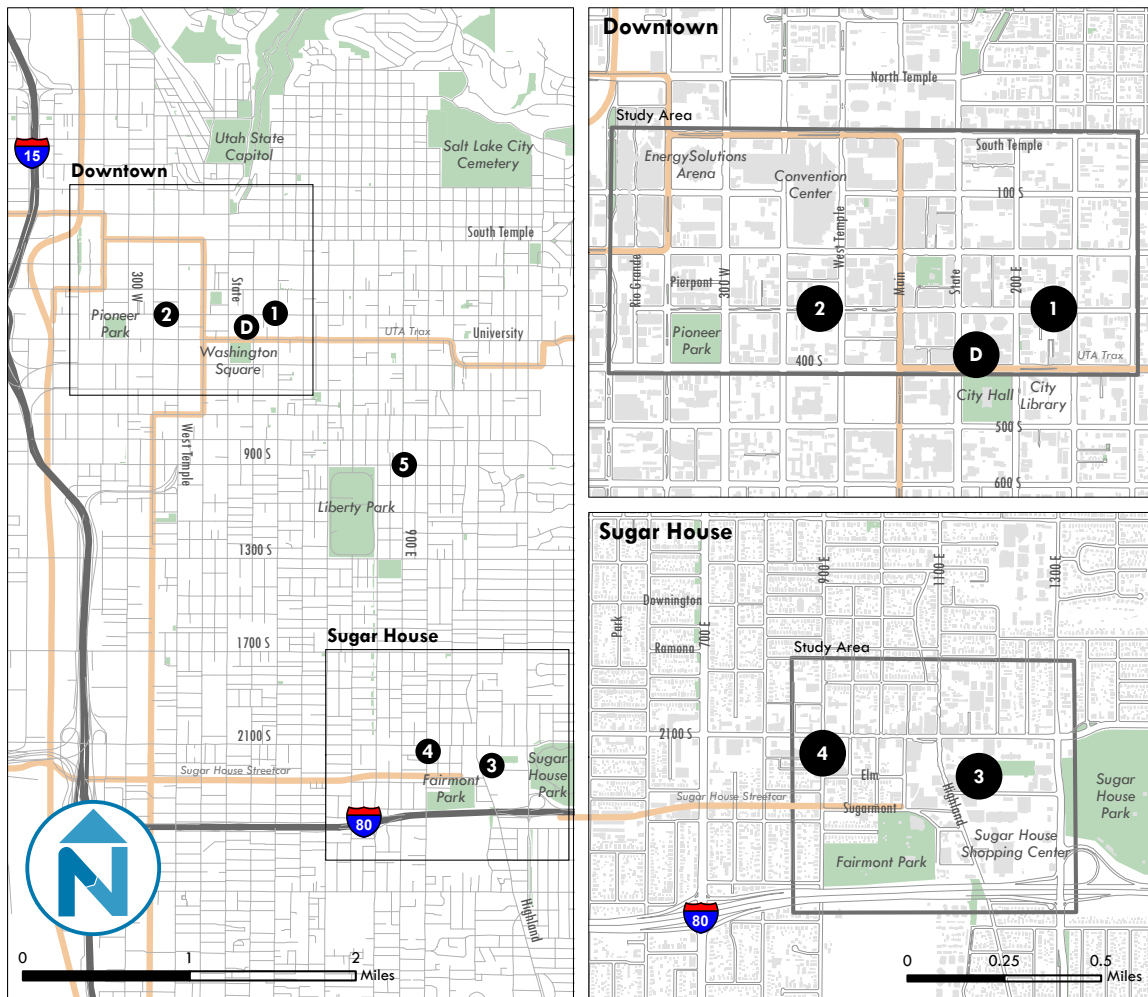
- **DESIGN** residential permit programs to limit parking to residents
- **ELIMINATE** minimums and maximums
- **ALLOW** developers to pay a fee instead of satisfying 100% of parking requirement
- **PARKING** revenue to General Fund vs. keeping revenue local

Site Tour

The workshop concluded with a site tour of downtown and Sugar House. The tour offered the consultant team, staff, and stakeholders an opportunity to discuss parking conditions in the field and brainstorm potential solutions. The tour included two stops in Sugar House, three

in downtown, and one in the 9th and 9th area. Discussion topics included management practices for on- and off-street spaces, managing spillover in neighborhood commercial centers, the feasibility of shared parking, and impacts of parking on street design and walkability.

Figure 2-3 Salt Lake City Parking Study: Walking Tour Guide



- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>D Downtown Alliance
Workshop location</p> <p>1 Downtown: 300 S and 300 E
How does parking demand for on-street spaces compare to that in adjacent off-street lots? How is parking managed in this area?</p> <p>2 Western Downtown: 300 S and West Temple
Consider the space taken up by off-street lots near this corner. About what percentage of spaces are occupied? How do surface lots impact the pedestrian experience?</p> | <p>3 Whole Foods Parking Lot: Highland and Wilmington
How much turnover do you see in this lot? Would you drive or walk if you had to go to the nearby Old Navy after Whole Foods? How about Toys "R" Us?</p> <p>4 Accessory Parking in Sugar House: 2100 S and 900 E
How many different entities own and manage parking in the areas of Sugar House you can see from here?</p> <p>5 9th and 9th: 900 S and 900 E
What can be done to improve management of limited on-street spaces in neighborhood commercial centers like this one?</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Stakeholder Presentations

The consultant team also made several presentations to city staff and project stakeholders to discuss preliminary recommendations. City staff also spoke with the Sugar House Community Council, the Sugar House Transportation Committee, the Sugar House Chamber of Commerce, and the Transportation Advisory Board. Stakeholders provided feedback on the recommendations and helped to screen, revise, and tailor the final package of recommendations. Specific input on implementation was also provided to craft the phasing recommendations. The recommendations described in Chapter 4 reflect all phases of stakeholder input.





3

Existing Conditions

3 Existing Conditions

The Existing Conditions Analysis reveals a number of key findings that revolve around several common themes, and Figure 3-1 provides a summary of them. As described below, the findings were informed by a review of the planning context, data collection and analysis of parking occupancy and turnover, insights from an intercept survey, assessment of the zoning code, and the stakeholder input described in Chapter 2.

Themes of the findings include the general **oversight** of parking management and enforcement, **customer experiences** with parking (e.g. wayfinding, pricing, and other areas), and the overall **supply of parking and built environment**. The final package of recommendations described in Chapter 4 is organized to respond directly to these findings. The appendix includes a detailed Existing Conditions report for the study.

Oversight: The lack of staff resources and public/private coordination is the fundamental challenge to effective management of the parking system. The benefits of increased coordination between the public and private sectors include increasing the amount of parking supply

and demand data available to planners and policy makers and an enforcement approach that is more consistent across public and private parking supplies. More consistent enforcement will help more effectively deter certain parking behaviors.

Customer Experience: The parking system is not effectively communicated - lack of consistent signage and parking information creates an experience that can be confusing or intimidating. Regulations are also highly variable throughout the study areas, not calibrated to respond to actual parking behavior, and further contribute to negative perceptions about parking.

Parking Supply and the Built Environment: Available data show that Salt Lake City does not have a parking supply problem. Certain blocks or areas can have high utilization at certain times of day, but parking is typically available within a short walk. To maximize the sharing of existing parking supply, further encourage mixed-use development, and prioritize multimodal travel, the zoning code would benefit from targeted revisions.

Figure 3-1 Summary of Key Findings

Oversight	Customer Experience	Parking Supply and the Built Environment
<p>Management</p> <p>The overall management of parking is fragmented with several city departments and a variety of private operators overseeing the various elements of parking operations throughout the city. There is limited cooperation between private operators and the city which leads to limited availability of data that would be helpful in making informed parking policy decisions.</p>	<p>Wayfinding and Info</p> <p>Despite extensive past efforts there is still a limited amount of information available about where public parking is located and how much parking is available in real-time. Furthermore, signage that does exist to direct people to appropriate facilities is often inconsistent, particularly when it is also communicating restrictions and time limits.</p>	<p>Utilization</p> <p>Analysis of available data indicates that while there is high demand for parking in certain locations, there is still high availability of parking in broader areas, with most parkers being able to find parking within a short walk of their destinations.</p>
<p>Enforcement</p> <p>The city generally takes a more “friendly” approach to issuing violations that can lead to repeat offences. The fragmented approach to management between the city and private operators leads to overly punitive enforcement in certain districts, particularly within private lots.</p>	<p>Pricing</p> <p>There is no established relationship between the price of on-street and off street parking. The price of on-street parking does not reflect actual demand and there is a high variance in the price of privately managed off-street parking.</p>	<p>Zoning and Land Use</p> <p>The city’s existing code has good ingredients as it relates to parking, but it is still complicated and offers opportunities for refinement. Over time, the city’s parking requirements have resulted in a large portion of land being dedicated to parking, which in turn discourages walking and makes a “park once” strategy difficult to implement. The proliferation of surface lots degrades the public realm and their access points intrude into pedestrian spaces. Finally, there is a lack of incentives written into the code to encourage a shared parking approach whenever appropriate.</p>
	<p>Perceptions</p> <p>While data suggest that, on a district-wide basis and on a typical day, parking demand does not exceed 60% of available capacity in either Downtown and Sugar House, there is still a belief that parking is scarce in these areas. Furthermore, inconsistent enforcement practices between city on-street parking and privately managed off-street parking leads to anxiety about where and how to park legally.</p>	

Planning Context

A substantial amount of planning work is underway or was completed for the two study areas, much of which examined key issues related to parking. The most relevant documents include:

- **Sustainable Salt Lake - Plan 2015:**

A framework document that lays out a number of goals, strategies, and performance targets across multiple sectors to improve the long-term environmental outcomes. Parking is related to all of the transportation goals and strategies, but two “2015 Targets” are specific:

- Establish a city parking management entity.
- Launch a city-specific information application that provides locations and status of parking lots and parking meters.

- **Plan Salt Lake:** A community-driven planning process that defines a city-wide 25-year vision. The plan is organized by 13 “Guiding Principles,” within each is a set of specific initiatives and targets. While parking is not specifically referenced, the plan includes a goal of reducing auto dependency, and parking management and policies will have a significant impact on Salt Lake City’s ability to achieve this and other goals.

- **Downtown Community Plan:** A 25-year plan for downtown that focuses on improving livability through a transportation system that prioritizes biking, walking, and transit over private vehicles. A specific parking goal was developed and three specific parking actions were also proposed:

- Examine parking policy to determine the right balance of supply and demand.
- Update zoning regulations to locate surface parking lots in appropriate locations.
- Update zoning regulations to require parking structures to be wrapped by buildings instead of having frontage on public streets.

- **Downtown in Motion:** Downtown’s transportation master plan, offering a vision for future transportation investment in downtown across all modes of travel. Parking was analyzed in detail and a series of phased parking recommendations were proposed to be implemented by 2030. The recommendations focus on: improved management of on-street spaces; improved management of the overall system through a new management entity and new public/private parking agreements; and zoning code revisions to better support future development.



The Downtown in Motion study identified over 34,000 off-street parking spaces within the downtown.

TABLE OF FIGURES

- **Parking Management Study:** Study to address key deficiencies in how parking is managed in downtown by creating a new parking management entity. The study's overall recommendation was to create a "vertically" integrated downtown parking system in which parking is managed by one entity and all city functions are consolidated under a single department with oversight by a parking administrator.
- **Sugar House Master Plan:** A comprehensive plan to guide future development in the context of increasing popularity and congestion. It outlines a number of parking policies designed to mitigate spillover parking into residential neighborhoods, limit negative impacts from parking on the pedestrian experience, and ensure that parking supply is maximized through shared parking policies.
- **Sugar House Business District Circulation Plan:** Proposes new investments in the transportation network and is designed to reinforce the ongoing transformation of the Sugar House neighborhood into a walkable, mixed-use place for a diverse range of residents and businesses. Seven priority infrastructure projects are assessed and discussed. The Plan also calls for the evaluation of a new parking management entity in Sugar House to better plan and manage parking.



New development and impacts on neighborhood parking were identified as key issues in Sugar House.

Occupancy and Turnover

Methodology

The Downtown and Sugar House Parking Study is focused on the central portions of each neighborhood, as shown in Figure 3-2. Given the size of the study areas, the data collection was narrowed to representative portions of each study area, called “Occupancy Sampling Areas.” Sampling areas were selected based on an analysis of land-use patterns, housing density, and residential density.

For each sampling area, the study team gathered inventory and occupancy data across representative block faces and

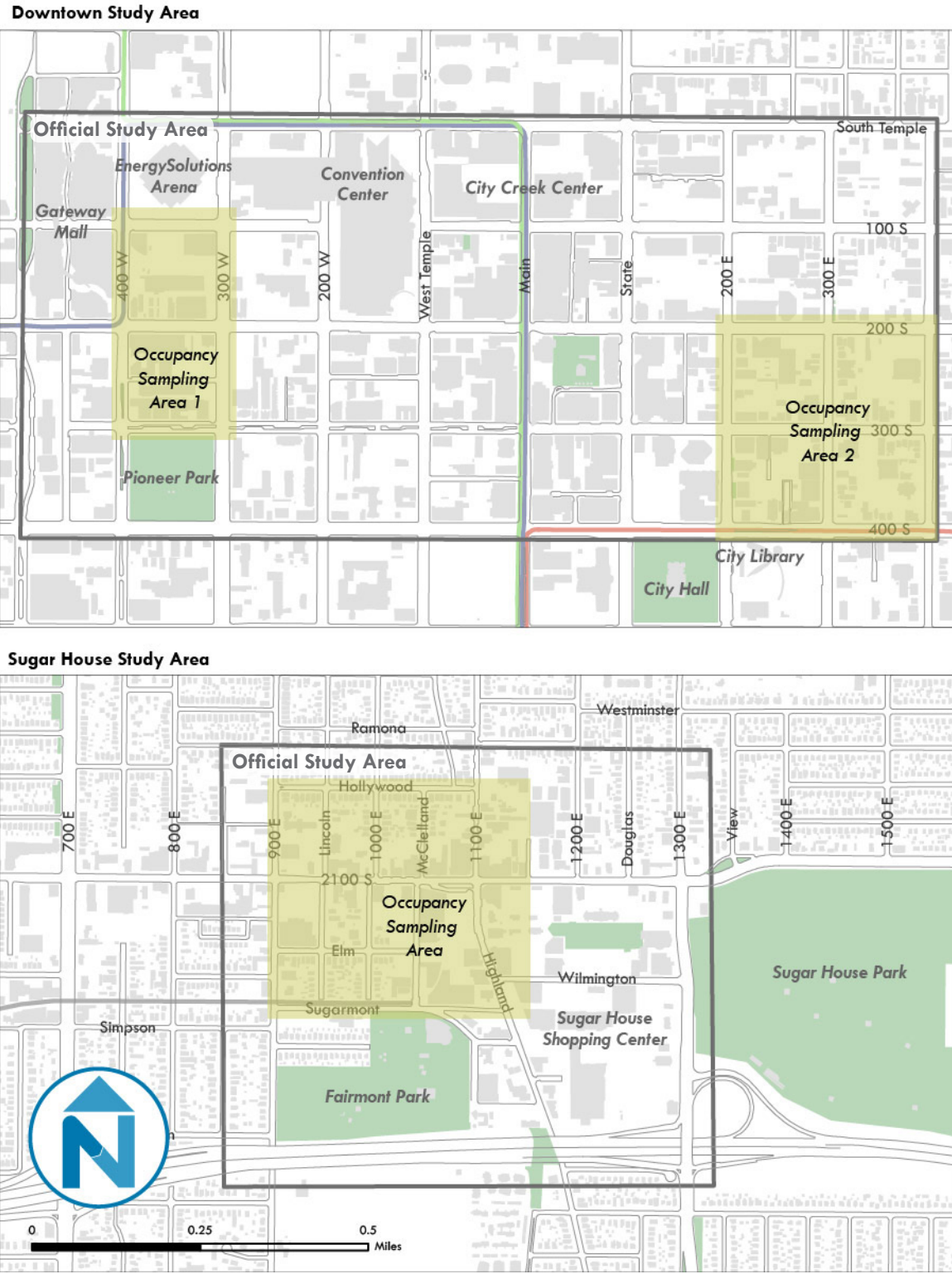
off-street lots. Data was collected in four cycles each day, roughly running from 10 a.m. to 6 p.m. on an average Tuesday and 12 p.m. to 8 p.m. on an average Saturday. The project team also collected turnover data for a limited number of blocks and off-street lots in both study areas using the Temporary Battery Operated Parking Sensor (TBOPS) system. The TBOPS system is programmed to detect and track each unique vehicle in its field of view, allowing for analysis of total vehicles per space and average length of stay.

A Note on Data

The data presented in this report are not intended to represent occupancy patterns for all of Downtown or Sugar House. Instead, this project analysis of supply and demand provides a preliminary snapshot of occupancy dynamics in the two study areas. The study team validated some trends observed in Downtown using more comprehensive data available through on-street parking kiosks, and overall, the data do generally indicate overall patterns that are likely applicable across the two study areas.

Additional and consistent data collection is recommended (Chapter 4) to gain a more conclusive understanding of the relationship between parking supply and demand in the study areas.

Figure 3-2 Downtown and Sugar House Study Areas and Occupancy Sampling Areas



Results

Parking Occupancy

Parking occupancy never reached higher than 62% in any data collection period in either study area, leaving nearly 40% of parking available at peak and far more than that most of the time. Figure 3-3 shows the overall occupancy trends for Tuesday. Occupancy peaked during the mid-day at 58% for the Downtown and at

55% in Sugar House, before leveling off at 53% during the remaining two periods. Figure 3-4 shows the overall occupancy trends for Saturday. Occupancy peaked during the early afternoon in Sugar House at 62%, while the peak in the Downtown was during the early evening at 52%.

Figure 3-3 Overall Study Area Occupancy, Tuesday

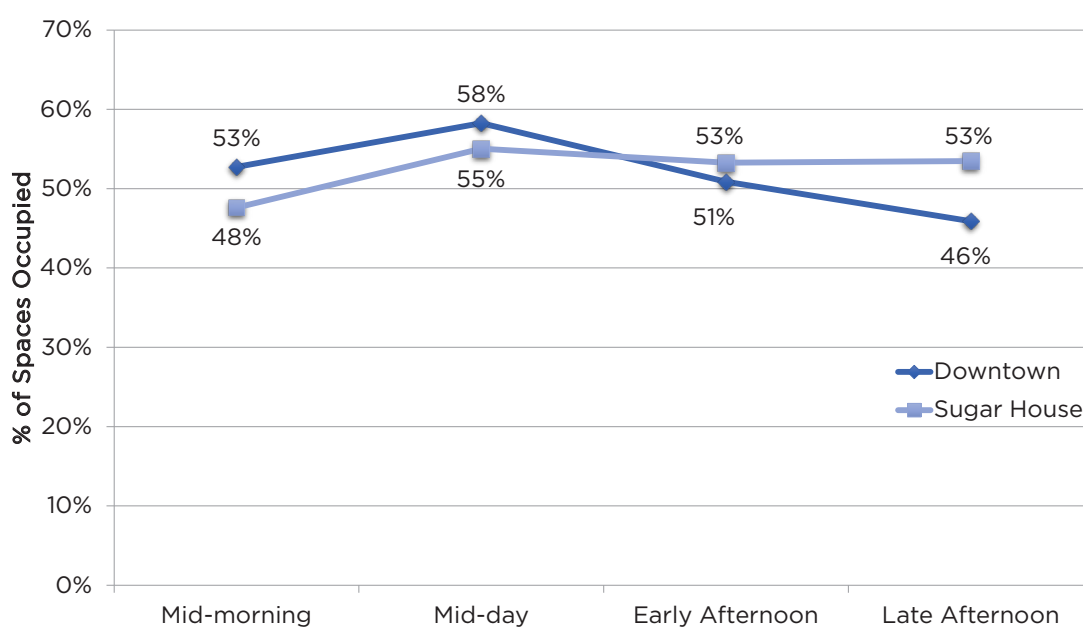
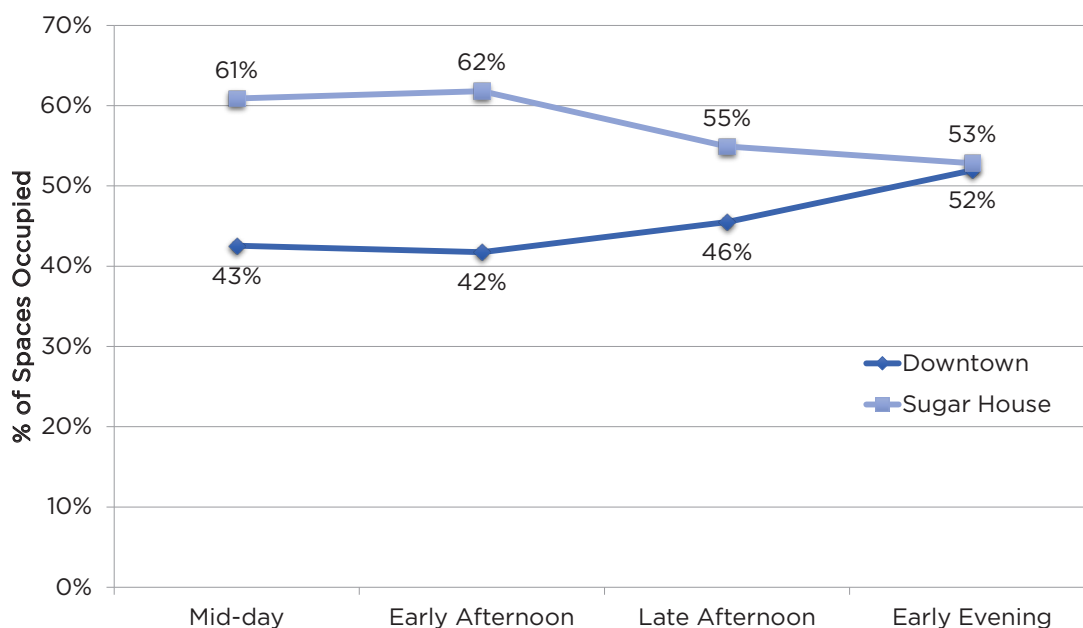


Figure 3-4 Overall Study Area Occupancy, Saturday



Parking Demand

While overall parking occupancy was low in both study areas, demand in each district varies by location throughout the day, with certain areas experiencing high demand. Figures 3-5 and 3-6 show the spatial distribution of parking occupancy in Downtown on Tuesday and Thursday, respectively. Most block faces and facilities were below 70% occupied during the observation period, but a certain number

had higher levels of demand, notably on 300 South and 300 East. Figure 3-7 and 3-8 show similar variable demand in Sugar House on both days, with higher demand on Elm Avenue, S 1000 East, and the lots for Smith Shopping Center and the State Liquor Store on Ashton Avenue.



Parking demand varies significantly in the downtown, with full blocks adjacent to empty spaces.

Figure 3-5 Downtown Parking Demand, Tuesday (Midday)

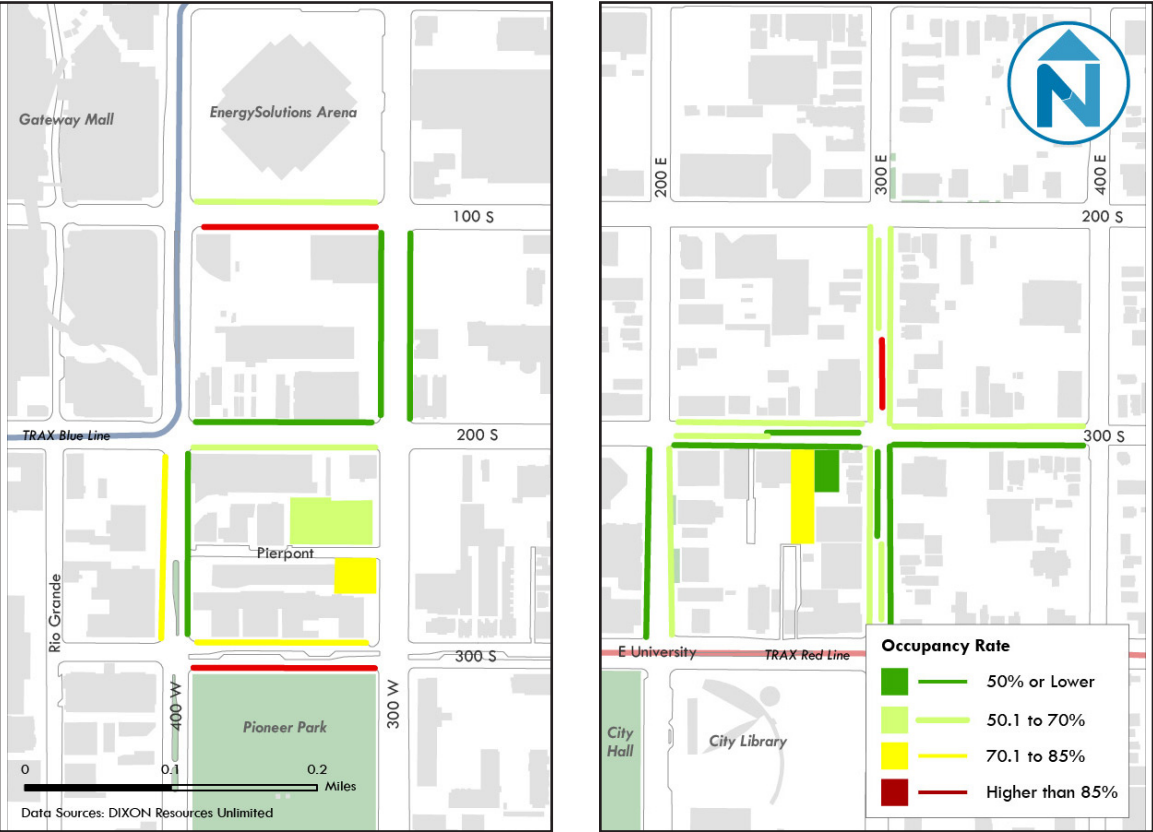


Figure 3-6 Downtown Parking Demand, Saturday (Early Evening)

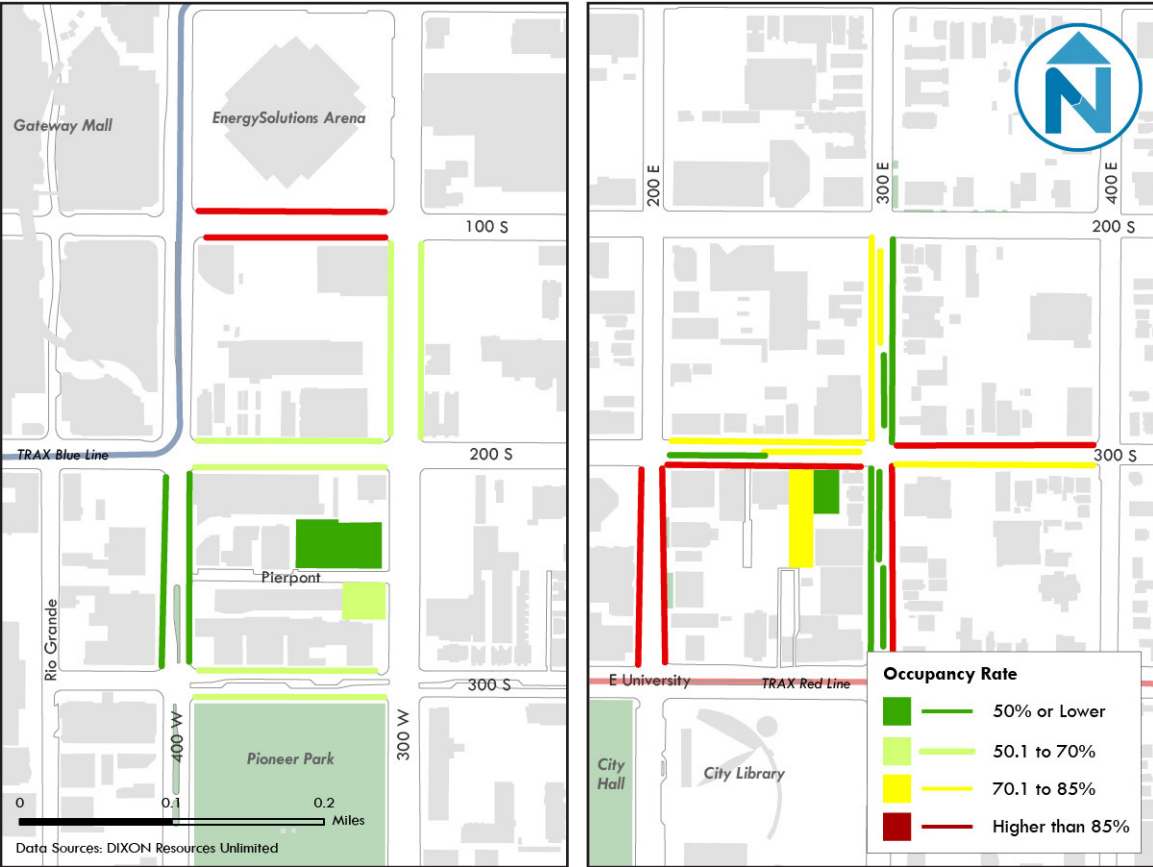


Figure 3-7 Sugar House Parking Demand, Tuesday (Mid-morning)

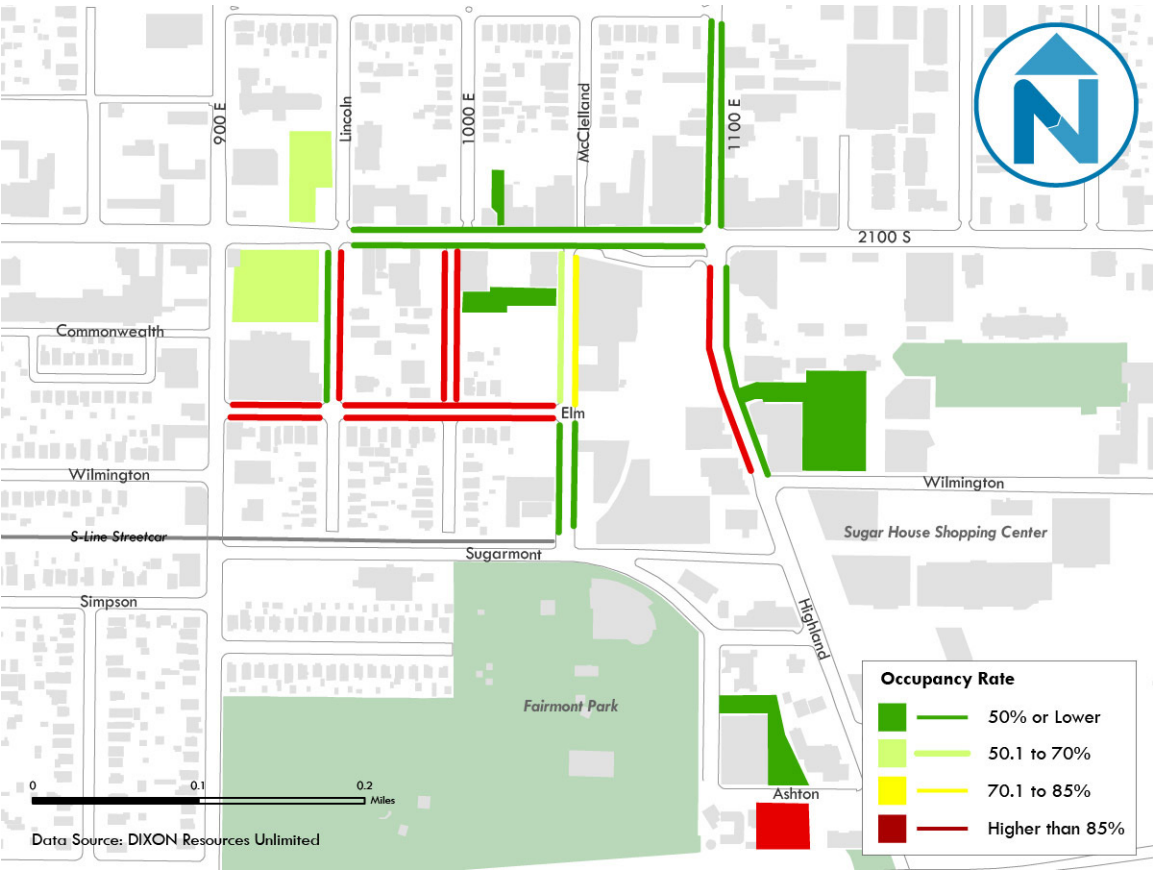
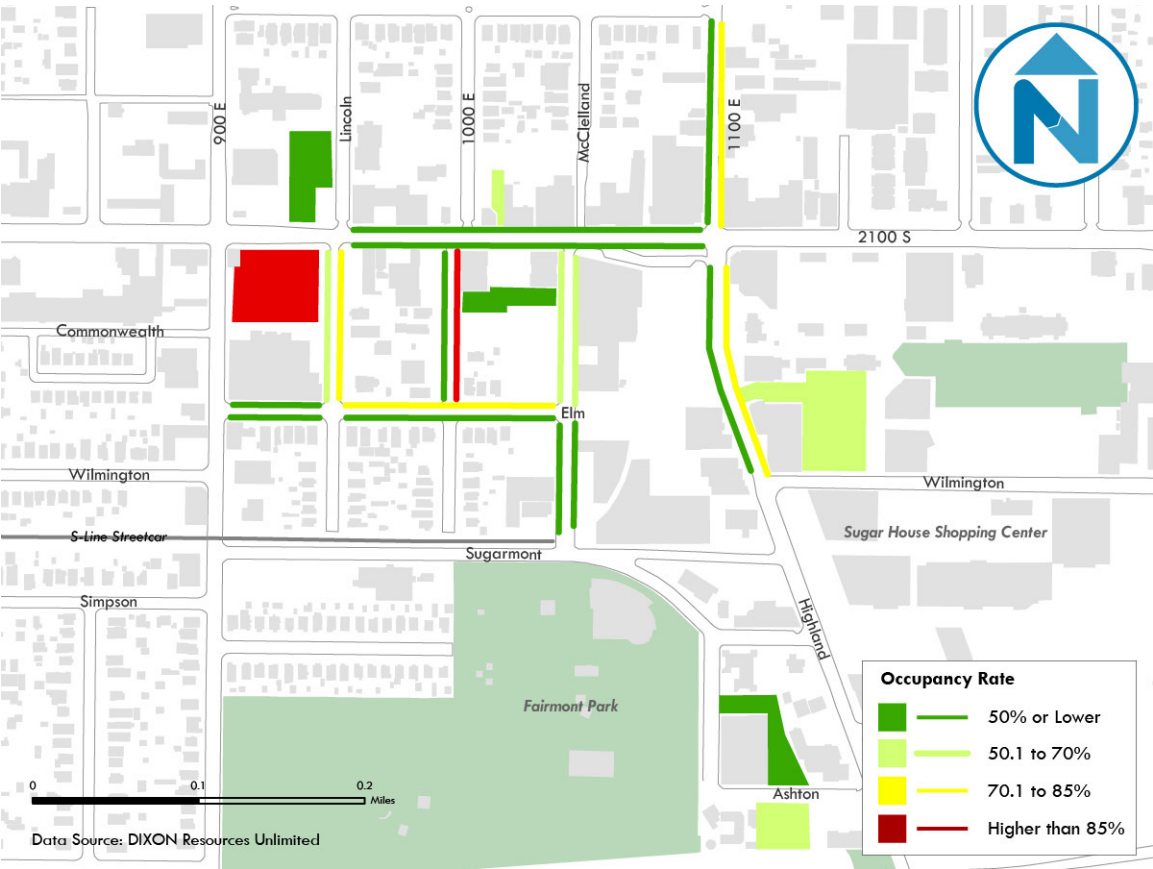


Figure 3-8 Sugar House Parking Demand, Saturday (Late Afternoon)

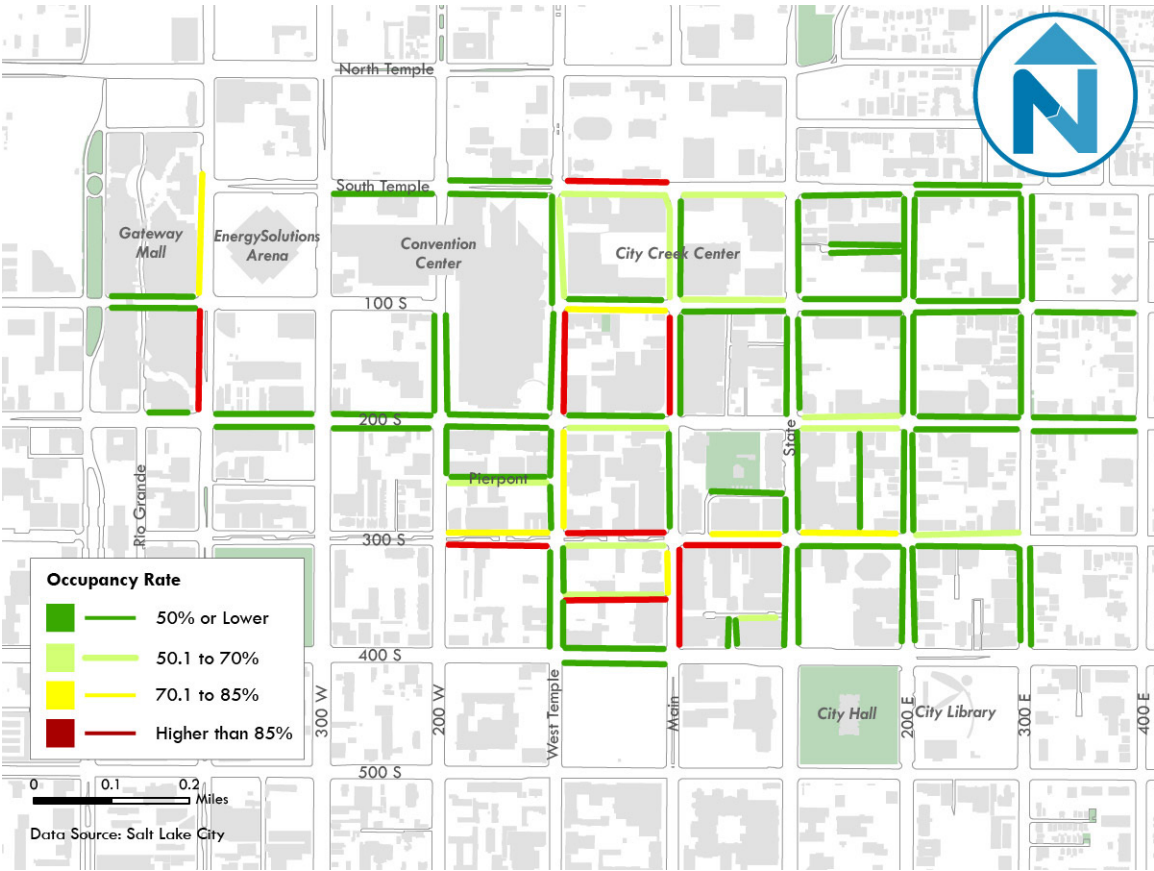


On-Street Occupancy

On-street occupancy in the Downtown study area was also estimated using multi-space meter and pay-by-phone data. Occupancy was estimated for six snapshots throughout the day on a typical Tuesday, every two hours from 10 a.m. to 8 p.m. Figure 3-9 shows the

variable parking demand by location at 6 p.m. At that time, a number of block faces between Main and West Temple and around 300 South/Broadway were above 85% occupied, but most block faces were less than 50% occupied.

Figure 3-9 Downtown Payment-Estimated On-Street Occupancy, Tuesday 6 p.m.



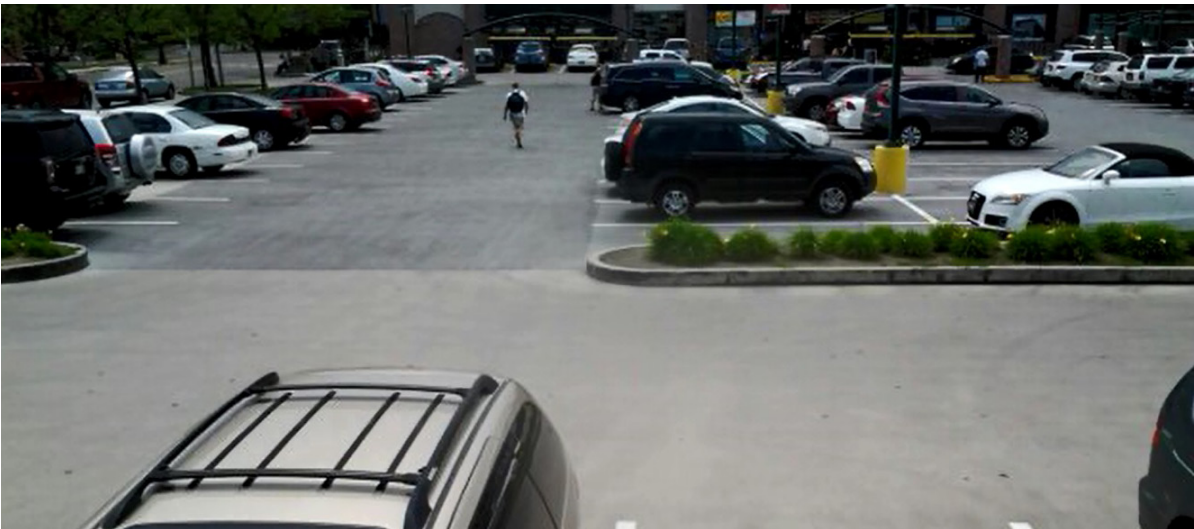
Turnover

Figure 3-10 shows estimated turnover for the block in the Downtown study area monitored by TBOPS, as well as the equivalent data for Sugar House. The observations on 300 South showed a slightly longer average length of stay than did three of four facilities in Sugar House. Stays in the Whole Foods lot were the shortest, averaging just over 30 minutes, while stays at the 24 Hour Fitness were longest, at just over 1.5 hours.

Figure 3-10 Summary of TBOPS Turnover Data

Facility	Spaces Monitored	Unique Vehicles Detected	Vehicles per Space	Average Length of Stay
300 South	25	143	5.7	0:51
Highland Street (Weekday)	16*	68	4.2	0:36
Highland Street (Weekend)	16*	45	2.8	0:37
Whole Foods	73	438	6.0	0:32
24 Hour Fitness	52	123	2.4	1:32

* Spaces unmarked; number of spaces approximated based on length of curbside space available, using an average parking space length of 18 feet.



TBOPS cameras capture parking data on 300 S and in the Whole Foods parking lot in Sugar House.

Intercept Survey

The project team completed intercept surveys in both study areas to gain a deeper understanding of user experiences and their opinions on how to improve parking in each area, in addition to basic data on their trip and demographics. Using a survey-response-entry app on handheld devices, surveyors collected responses from 120 people in downtown and 62 people in Sugar House. Key findings include:

- The vast majority of respondents in both Sugar House and Downtown found a parking spot within less than five minutes (Figure 3-11).
- More than 80% of respondents in Sugar House were able to find a space within one block of their final destination. In downtown, it was just less than 60% (Figure 3-12).
- In general, respondents from both Sugar House and Downtown said finding parking was “very easy” or “somewhat easy.” About 20% of Downtown respondents said that finding parking was “very hard” (Figure 3-13).
- Respondents were asked about their willingness to pay for parking *if it made it easier to find a space and revenue was used to improve transportation*. About 60% of Downtown respondents were neutral or in favor of paying for parking, and less than 20% were “strongly opposed.” Opposition to paid parking was much higher in Sugar House (Figure 3-14).

Figure 3-11 Parking Search Time

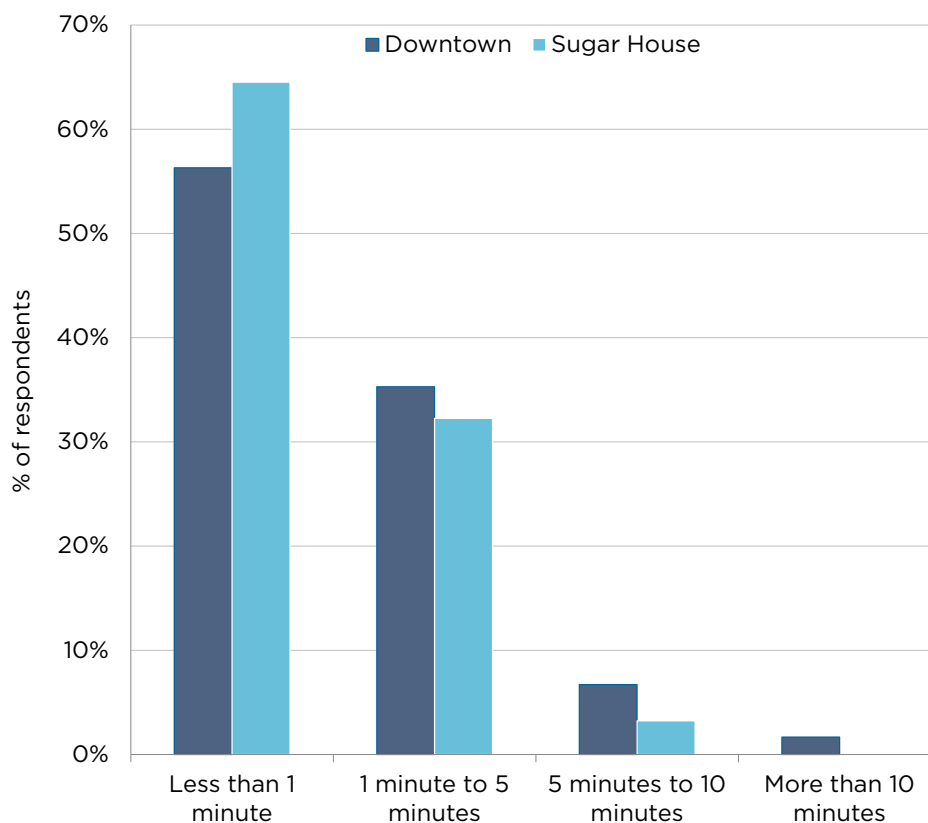


Figure 3-12 Distance from Parking to Destination

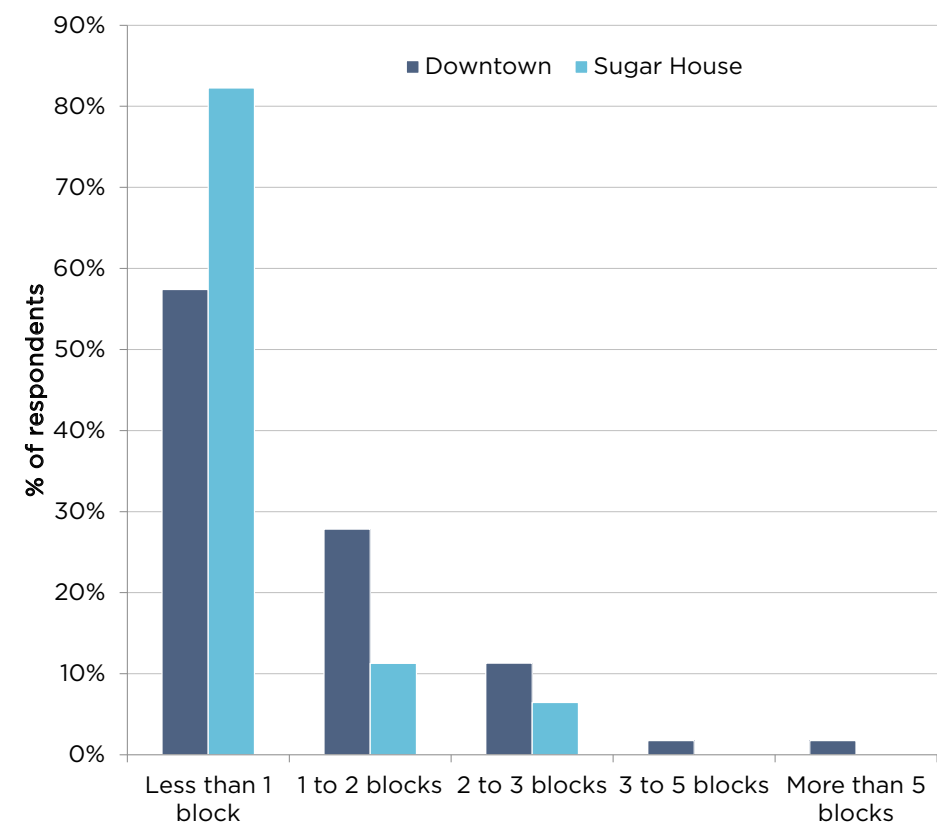


Figure 3-13 Ease of Finding a Space

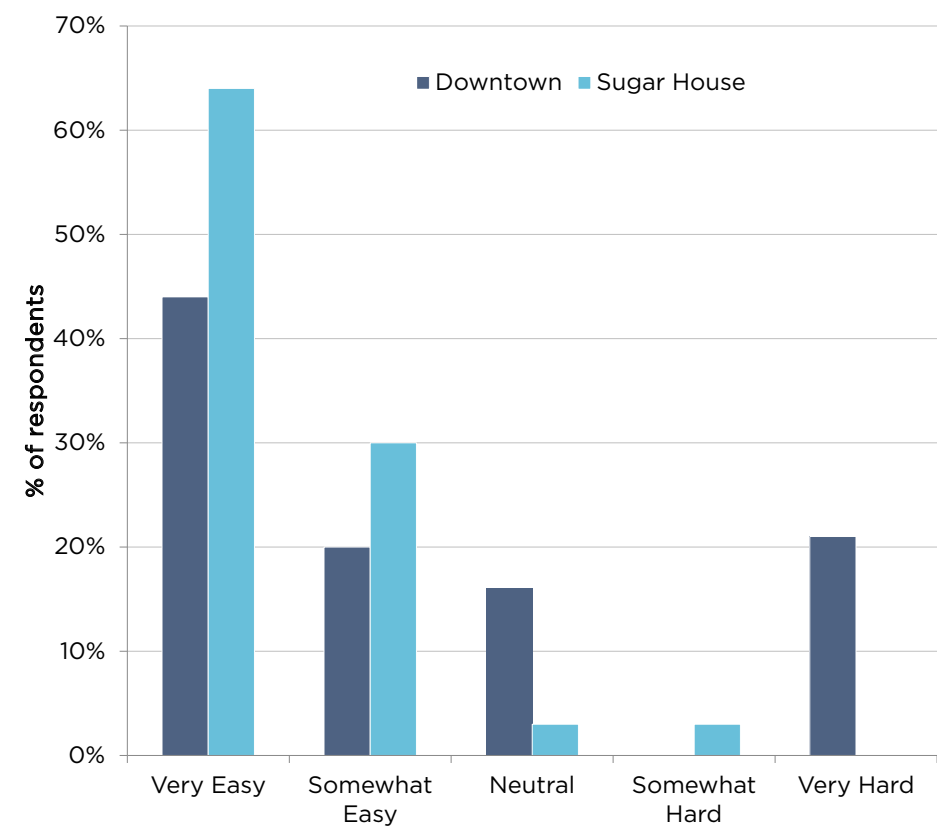
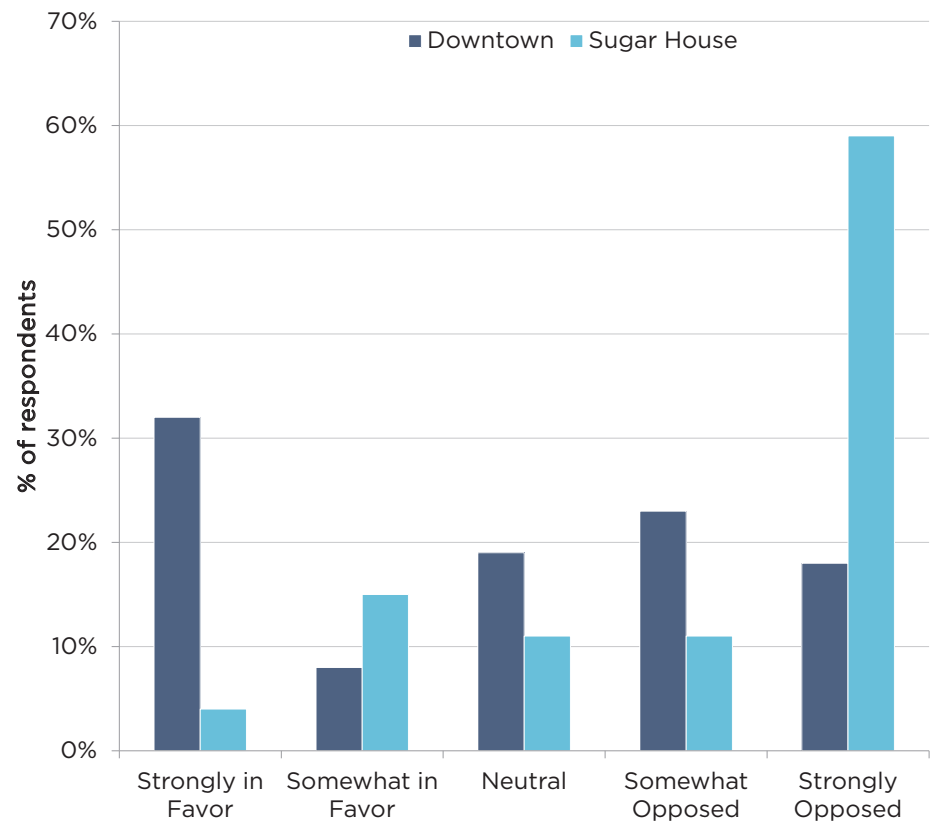


Figure 3-14 Willingness to Pay for Parking



The “ease” of finding parking is determined by proximity, facility type, and regulations.

Zoning And Policy

The existing parking policies and guidelines for the Downtown and Sugar House study areas were evaluated to provide a shared understanding of the policy frame-

work that determines how parking is built, designed, and managed in Salt Lake City. Key elements are summarized below.

Minimum and Maximum Parking Requirements

Figure 3-15 provides a summary of the minimum parking requirements for Salt Lake City by zoning district, per Chapter 21A.44.030. Like almost every city, Salt Lake City requires a minimum number of parking spaces per land use. There are two major exceptions to providing minimum parking. For non-residential uses below a certain size in the D-1, D-2, D-3, D-4, G-MU districts, no minimum number of parking spaces is required. For residential uses in these districts, the city requires one space for every two units.

Within the “core” of Transit Station Area (TSA) district, no minimum number of parking spaces is required for any uses unless a project exceeds 10,000 square feet in D-3 or GMU, or 25,000 square feet in D-1, D-2, or D-4.

Salt Lake City has also established parking maximums throughout the city. Maximum ratios are generally established as 125% of the minimum parking requirement, while the D-1, D-2, D-3, D-4, G-MU, and TSA districts have district-specific maximum parking requirements.

Reductions in Parking

Chapter 21A.44.040 includes provisions that allow for the reduction of required parking spaces based on certain conditions. In exchange, the City incentivizes new development to contribute to other goals related to improved mobility by transit, biking, and walking. Reductions in parking supply are available under the following conditions.

Shared Parking: The zoning code recognizes that different land uses have different periods of peak demand, and different uses can share parking supply to reduce the overall number of spaces provided. Chapter 21A.44.040.B.1 provides the required methodology for determining shared parking supply based on land use, time of day, and day of the week.

Pedestrian-friendly Development: Chapter 21A.44.040.B.8 also allows for a reduction in parking spaces if the proposed development includes elements that improve walkability near the project. The provisions only apply to “recreational, cultural or entertainment” or “retail goods

and services” in the CB, CN, RB, MU, R-MU, R-MU-35, and R-MU-45 districts.

Proximity to Mass Transit: The minimum number of spaces can be reduced by 50% if the project (new multi-family residential, commercial, office or industrial are eligible) is located within 1/4th mile of a fixed transit station.

Transportation Demand Management (TDM): To reduce the number of single occupancy vehicle trips, the parking code (Chapter 21A.44.050) allows for adjustments to the parking requirements if TDM programs are included. The provisions only apply to uses requiring at least five parking spaces. A 25% reduction or increase in parking up to double the minimum is allowed if certain “major” or “minor” strategies are utilized.

Figure 3-15 Parking Requirements, by Zoning District

Use	Requirement	
	Minimum	Maximum
D-1, D-2,D-4		
Non-residential	0-25,000 SF: none; 25,000 SF plus: 1 space per 1,000 SF usable floor area	0-25,000 SF: 1 space per 1,000 SF usable floor area; 25,000 SF plus: 2 spaces per 1,000 SF usable floor area
Single-family	1 space per DU	Equal to minimum
Two-family	.5 spaces per DU	Equal to minimum
All other residential	.5 spaces per DU	Equal to minimum
D-3, G-MU		
Non-residential	0-10,000 SF: none; 10,000 SF plus: 1 space per 1,000 SF usable floor area	0-10,000 SF: 1 space per 1,000 SF usable floor area; 10,000 SF plus: 2 spaces per 1,000 SF usable floor area
Single-family	1 space per DU	Equal to minimum
Two-family	.5 spaces per DU	Equal to minimum
All other residential	.5 spaces per DU	Equal to minimum
Transit Station Area (TSA)		
Residential	No minimums. TSA Transition Zone: 50% of required parking.	Core: 1 space per DU. Transition: 1.5 spaces per DU.
All other uses		3 spaces per 1,000 SF usable floor area
Mixed-use		Calculated on ratios for each type of use that may occupy each principal building.
R-MU, R-MU-35, R-MU-45, MU		
Single-family/Two-family	1 space per DU	125% of required minimum spaces
Multi-family	.5 spaces per DU	125% of required minimum spaces
CN, CB		
Residential	1 space per DU	125% of required minimum spaces
Mixed-use (2 or more uses)	1 space per DU	125% of required minimum spaces
All other districts		
All uses	Per Table 21A.44.030	125% of required minimum spaces

Source: Salt Lake City Municipal Code, Chapter 21A.44.030

Bicycle Parking

Figure 3-16 summarizes the bicycle parking requirements. Most of the requirements are based on a percentage of the required vehicle spaces.

Figure 3 16 Requirements for Bicycle Parking

Use	Required Parking
Residential and Commercial	5% of vehicle spaces. Minimum of 2 spaces required.
Office	10% of vehicle spaces. Minimum of 5 spaces required, with 25% secure spaces.
Educational	1.5 spaces per 20 students and 1 space per 10 employees. Minimum of 10 spaces required.
Manufacturing	2% of vehicle spaces. Minimum of 2 spaces required, with at least 1 secure space.
All other uses	5% of vehicle spaces. Minimum of 2 spaces required.

Source: Salt Lake City Municipal Code, Chapter 21A.44.050.B.3

Permit Parking Program

Salt Lake City’s Residential Permit Parking (RPP) Program was established in 1985. The primary goal of the program is to mitigate spillover parking impacts to residents and businesses by establishing parking regulations for on-street spaces. There are two types of regulations: 1) time limits, such as 2-hour parking, 8 a.m. to 5 p.m.; or 2) no parking, such as No Parking, 7 a.m. to 3 p.m. Chapter 12.64 of the Municipal Code includes the regulations governing the CPP.

In order to purchase a residential permit, a resident must submit an application with proof of residence and an annual fee of \$37 per vehicle. There are currently nine residential permit zones within Salt Lake City. Most of the zones are located near major trip generators such as University of Utah and Capitol Hill.

Other Parking Programs

The City also has programs to address electric and other green vehicle parking, freight traffic and deliveries, and business parking permits.,