



Parking Around Transit

Transportation Interim Committee
May 17, 2023



Parking Considerations: HTRZ, SAP, and MIHP

- **HTRZ:** As part of an HTRZ proposal, a *municipality or public transit county shall “study and evaluate possible impacts of a proposed housing and transit reinvestment zone on parking within the city and housing and transit reinvestment zone. (63N-3-604 (2))”*
- **SAP:** To promote the objective of *“increasing the availability and affordability of housing”*, Station Area Planning statute says that, *“municipalities may consider ... providing affordable costs of living in connection with housing, transportation, and parking” (10-9a-403.1 (7)(b)(i)(C))*
- **MIHP menu item:** *“amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities” (10-9a-403 (2)(b)(iii)(H))*

Who and What Regulates Parking?

- Parking regulations require a minimum amount based on land use
- One size fits all: parking requirements usually do not vary by transportation context

RESIDENTIAL	
Land Use	Spaces Required
Accessory Dwelling Units	1 per unit
Apartments or Stacked Dwelling Units	Studio: 1.25 per unit 1 br: 1.4 per unit 2 br: 2 per unit

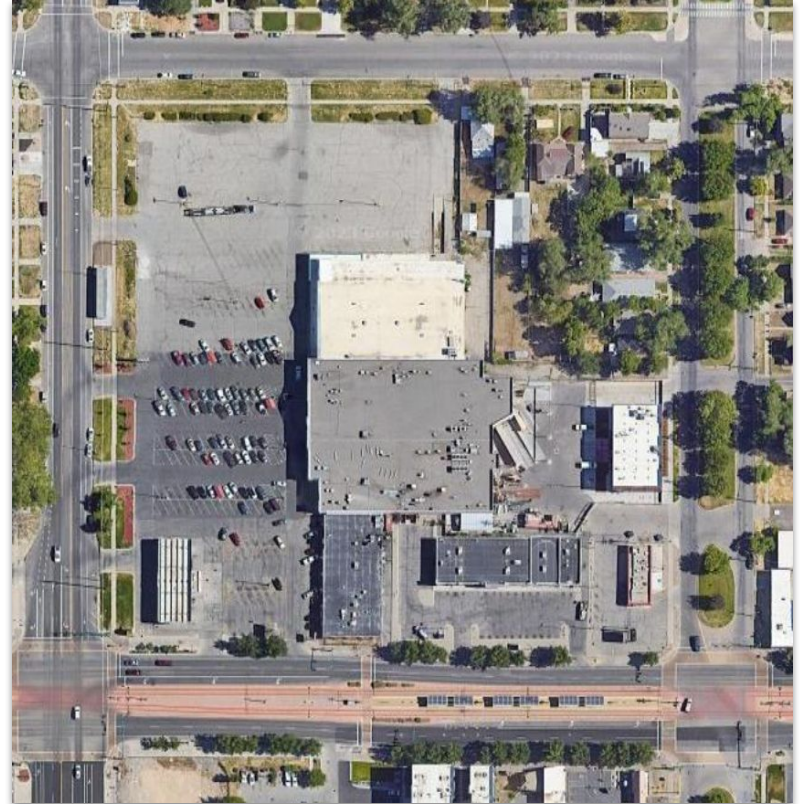
OFFICE	
Land Use	Spaces Required
Residential Facility for Elderly	Professional Office (i.e. Legal, Employment, Insurance, Travel, Photo, Real Estate, etc.) 2.5 per 1,000 SF of GFA
Residential Facility for Persons with a Disability Small	Professional Office Multi-story Building or Buildings or Complexes of More than 100,000 SF, General Office Building 3 per 1,000 SF of NFA main floor, + 2.5 per 1,000 of NFA basement and floors 2 through 5, + 2 per 1,000 SF of NFA floors 6 and above

RETAIL	
Land Use	Spaces Required
Apparel Store or Clothing Store	2.5 per 1,000 SF of GFA
Discount Club, Retail Stores and Shops, Shopping Center (Regional), Sporting Goods Store	3 per 1,000 SF of GFA

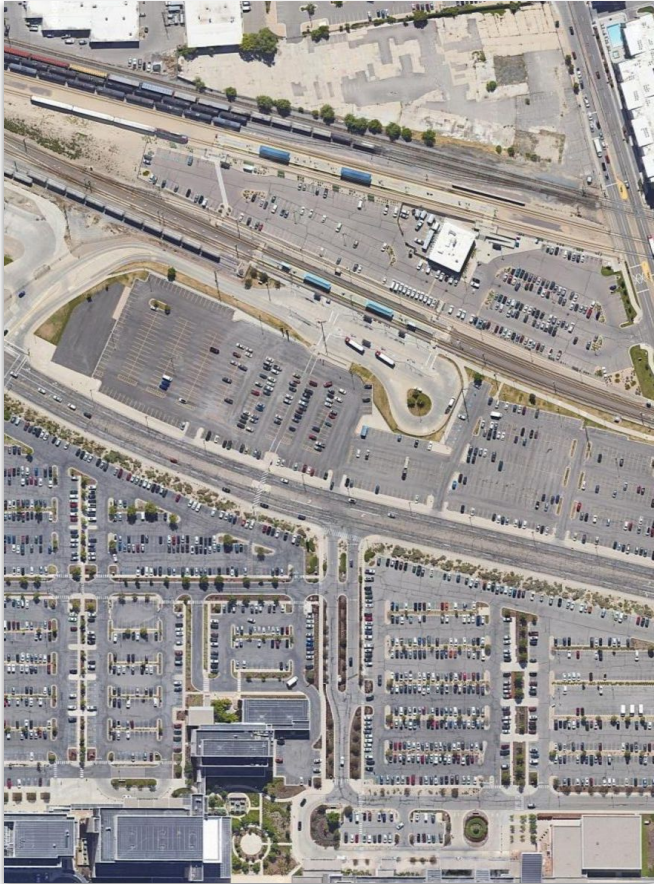
RECREATIONAL AND ENTERTAINMENT	
Land Use	Spaces Required
Auditorium, Stadium, Sports Arena or Live Entertainment Center	1.5 per 1,000 SF of GFA
Carpet Store, Furniture and Appliance Store, Other Stores with Bulky Items for Sale	5 per 1,000 SF of GFA
Convenience Store	2 per 1,000 SF of GFA
Home Improvement Retail (40,000 SF Building or Greater)	2 per 1,000 of GFA + 1 per 1,000 SF for Garden Area
Liquor Store	2 per 1,000 SF of GFA
Supermarket or Grocery Store	4.5 per 1,000 SF of GFA
Pharmacy/Drugstore (includes Drive-through Window)	2.5 per 1,000 SF of GFA + required vehicle stacking (see Table 12-4)
Super Convenience Market with Gas Station	6 per 1,000 SF of GFA

Why Talk about Parking?

- Parking is extremely land and/or capital intensive
- For typical affordable housing, each parking space increases rent about 12.5%
- Too much parking means less land dedicated to housing



Parking at TODs



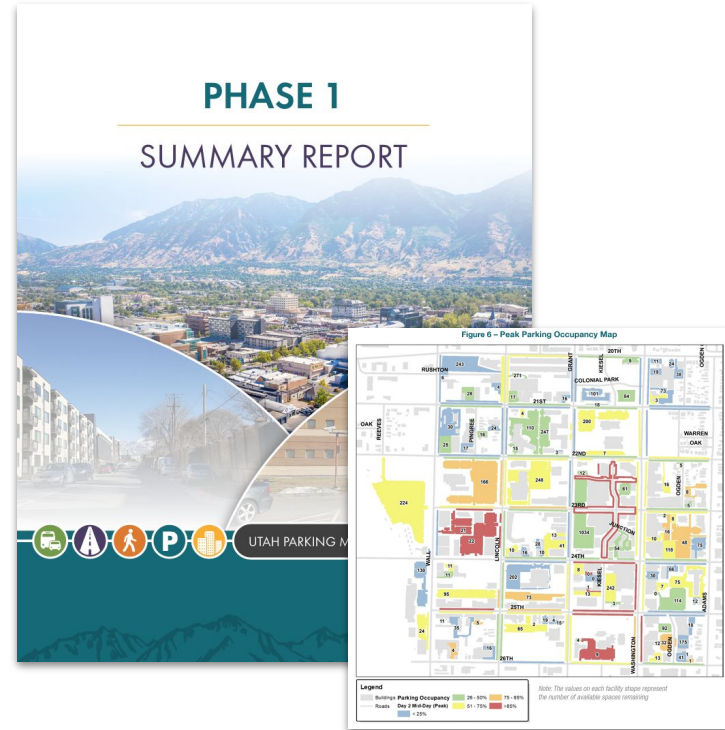
- In a transit-oriented community, more trips occur without a car so parking demand tends to fall
- Park-and-ride lots are valuable but there are tradeoffs

Addressing Parking at TODs

- Funding/financing to enable structured (rather than surface) parking
- City/developer require less parking in proximity to transit
- Shared-use parking to take advantage of mixed uses

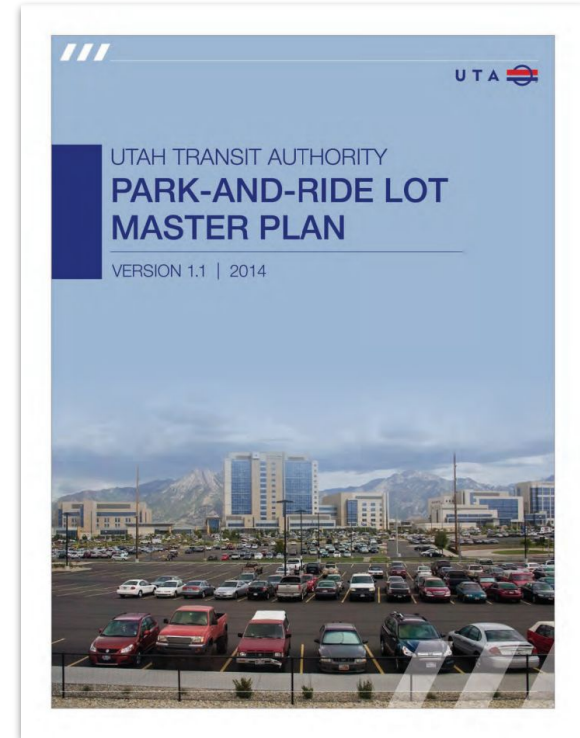
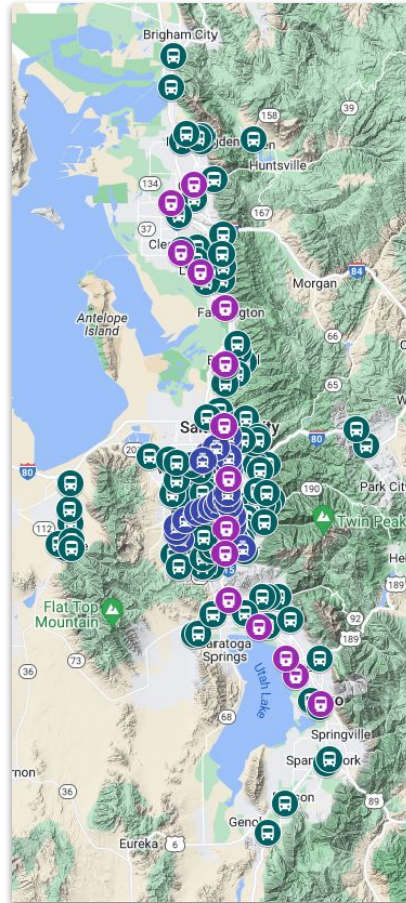


Parking Modernization Study



Parking Modernization Study: Transit Stations

- What is the parking need near transit?
- How to balance parking with opportunities for more housing?
- What are the most effective ways to meet parking needs?
- How to handle park and ride lots?



Parking Near Transit: Key Takeaways



- Parking is expensive and increases the cost of housing
- Surface parking is particularly pernicious at TODS
- We are jointly studying how cities and developers can right-size parking

