

Ending Parking Minimums A Case Study



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About Sandpoint

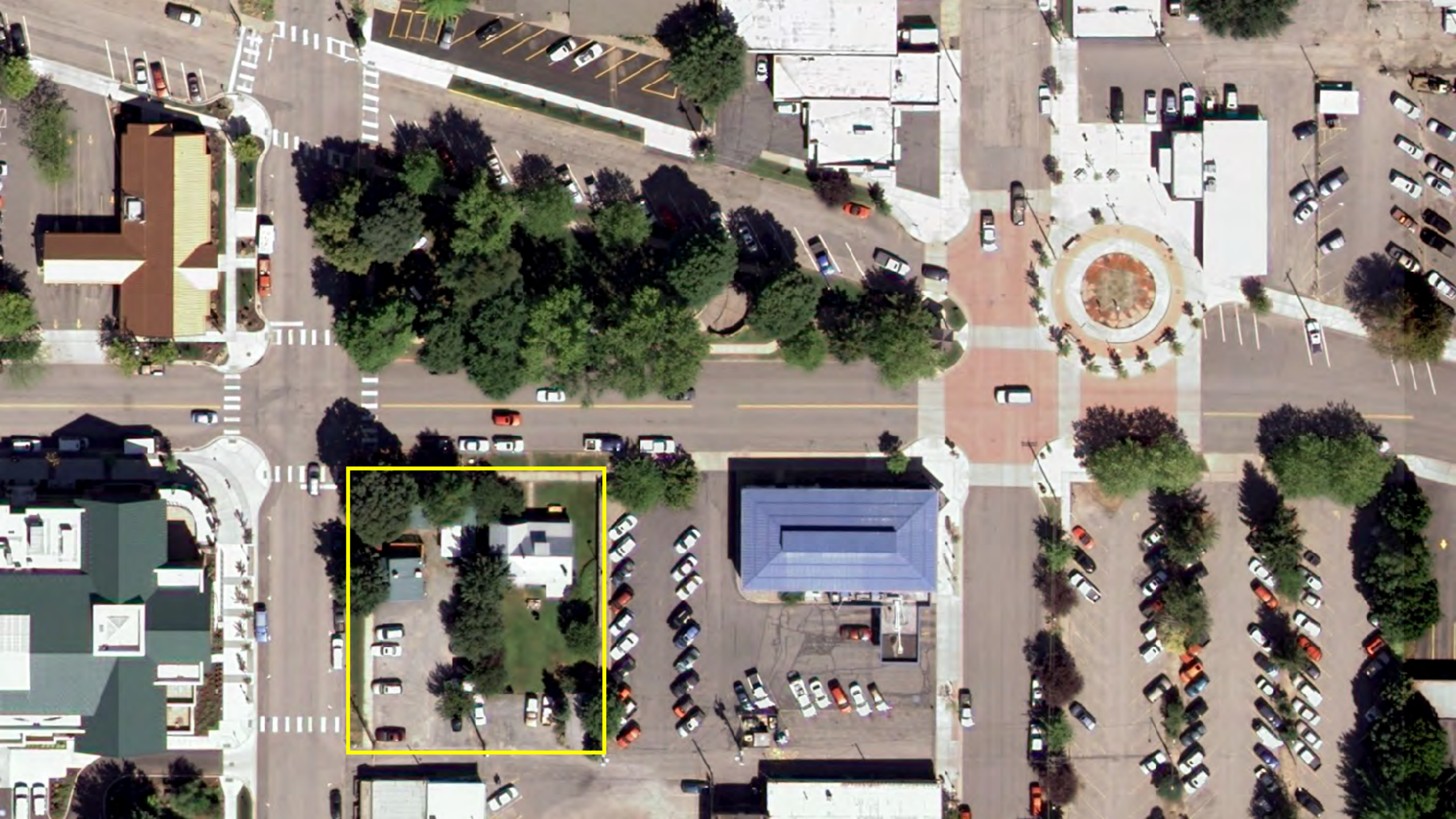
- Population approx. 9,500 (with more on the way)
- Historic Downtown
- Many traditional older neighborhoods
- Seasonal Influx of tourists/visitors
- Economically diverse for an amenity rich mountain town







- **218 Parking Spaces Required**
- **110 Provided**
- **\$702,000 in lieu parking fees assessed**



2009 Comprehensive Plan

“...maintain the town’s **built legacy**.”

“...community recognizes the need to preserve not just individual historic buildings, but the **traditional scale and feeling** of the city’s original neighborhoods...”

“...address **public parking needs** while **preserving our traditional** urban environment...”

“**Reduce** the amount of land devoted to **surface parking**...”

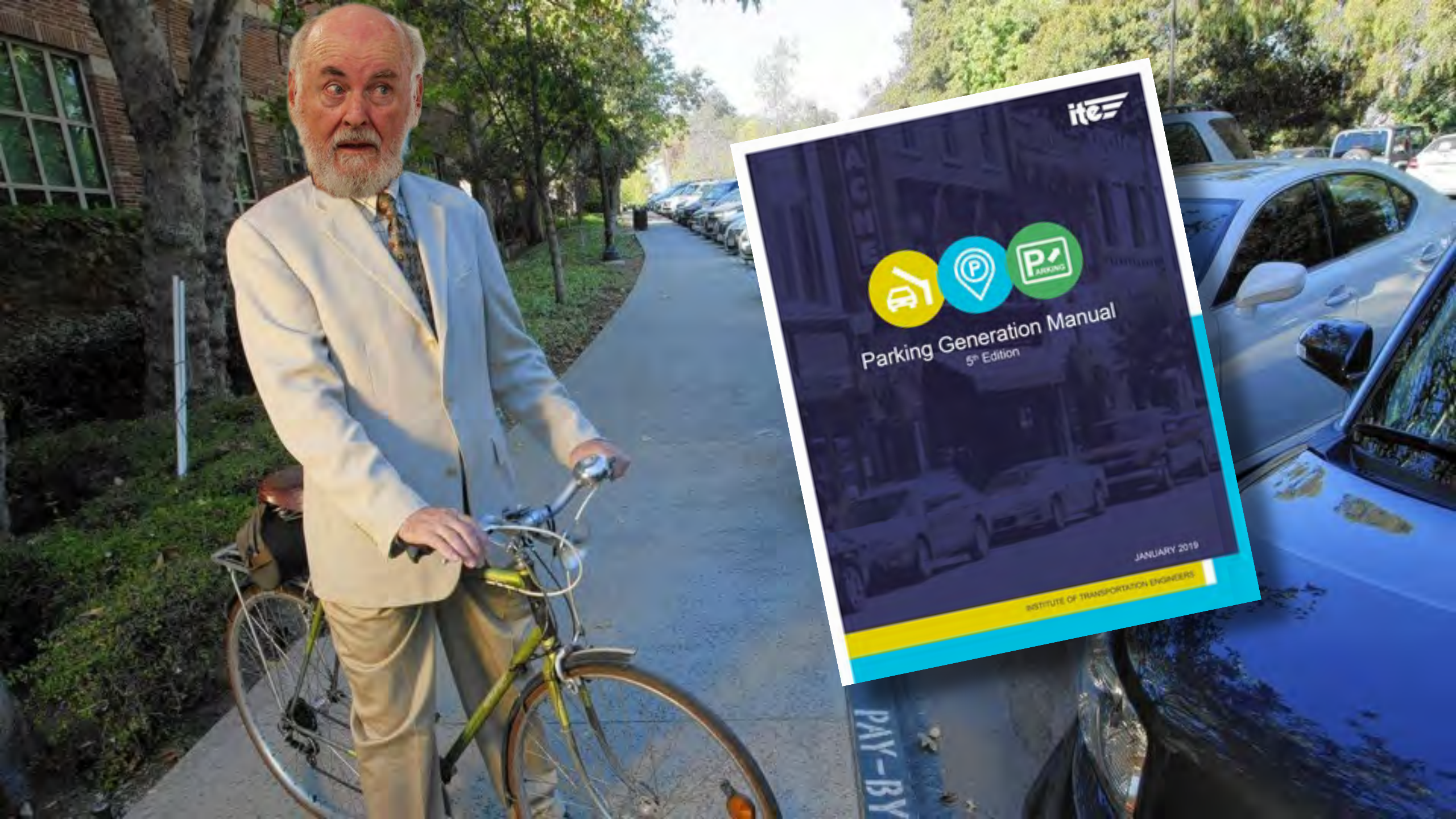
“Develop parking requirements that **reduce the visual prominence of automobiles**.”

“...**transportation diversity** is valued, and no one means of transportation overwhelms.”

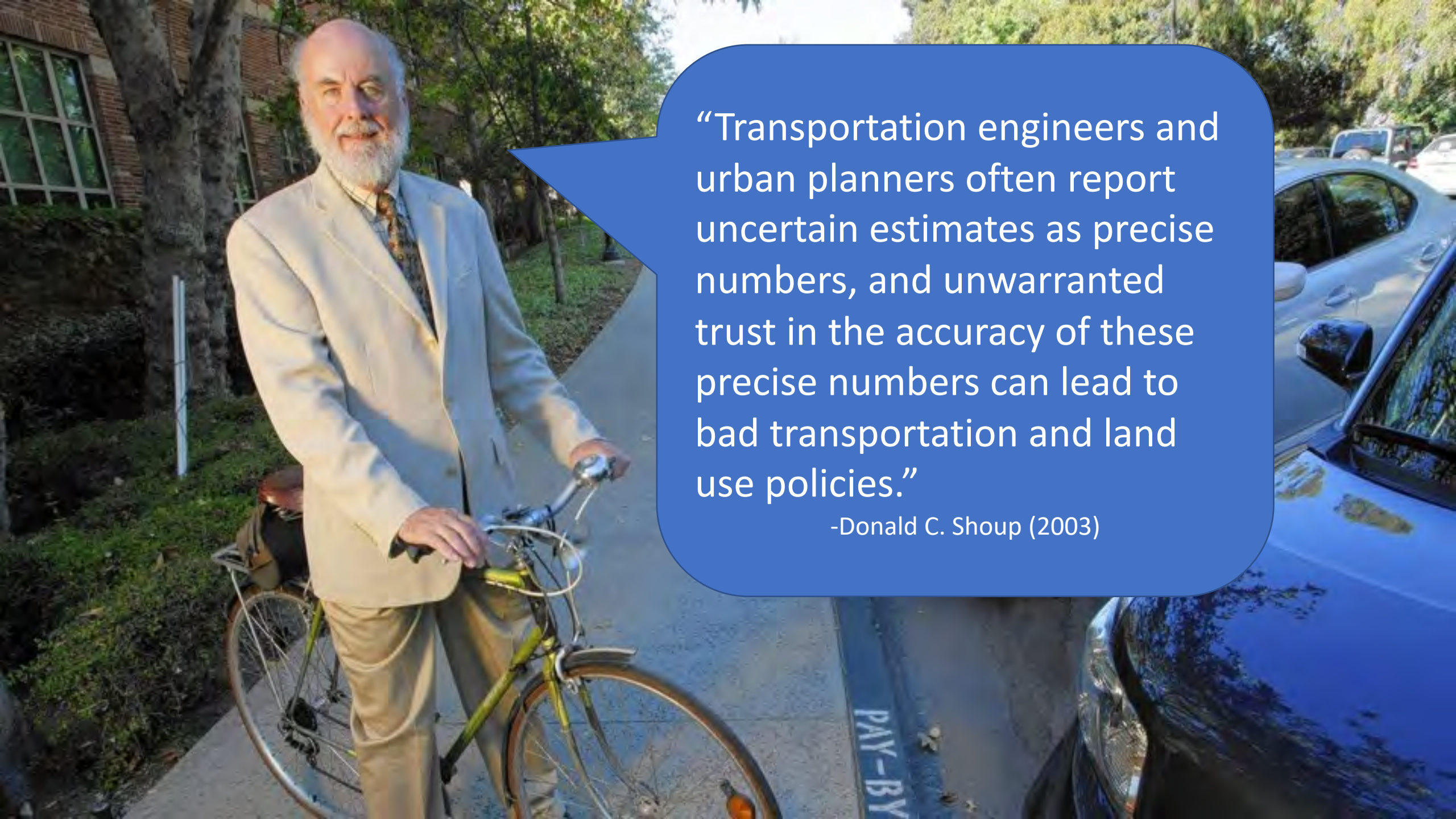
“...Facilitate **reinvestment** in and adaptive reuse of **historic structures**.”

Encourage **preservation** of historic buildings





PAY-BY



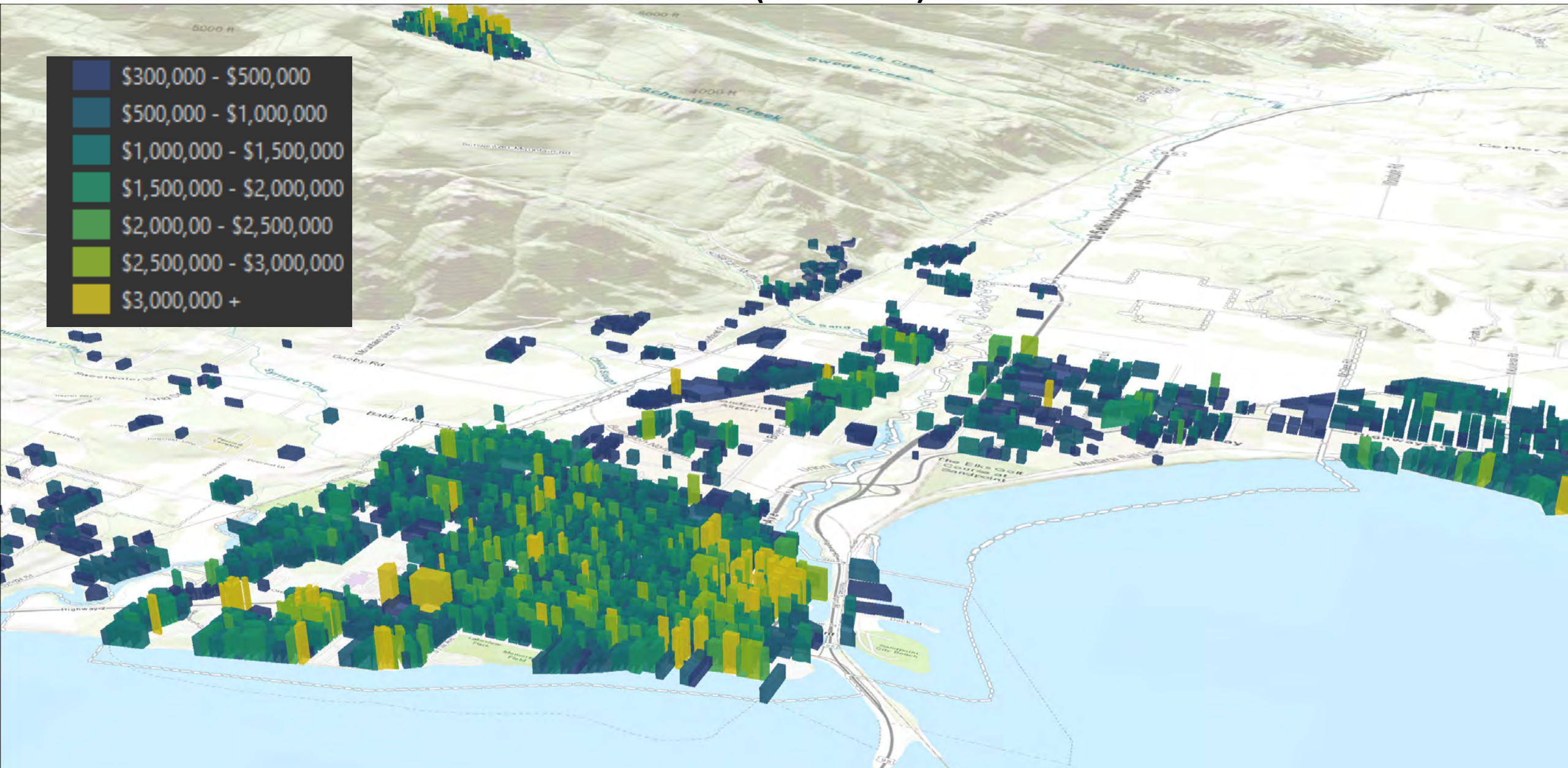
“Transportation engineers and urban planners often report uncertain estimates as precise numbers, and unwarranted trust in the accuracy of these precise numbers can lead to bad transportation and land use policies.”

-Donald C. Shoup (2003)

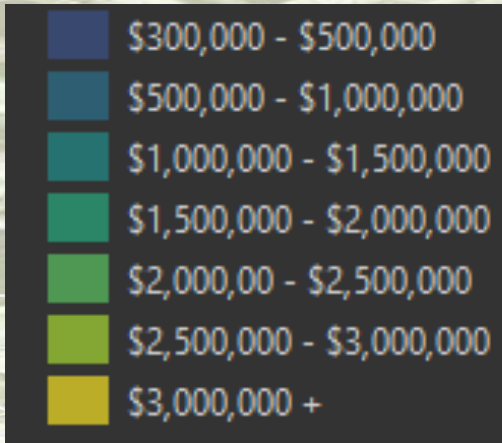
Off-Street Parking Minimums can...

- Increase Cost of Development (and therefore housing/products/services)
- Degrade Traditional Development Patterns
- Hinder Small Business Expansion Opportunities
- Diminish Vibrancy in Commercial Areas Outside of Peak Times
- Discourage Alternative Forms of Transportation
- Degrade Natural Environment
 - Stormwater and associated chemicals into waterways
 - Increasing air pollution by inducing more auto travel
 - Contributing to the heat-island effect
- Decrease City Tax Base

Taxable Value Per Acre (2019)



Taxable Value Per Acre (2019)



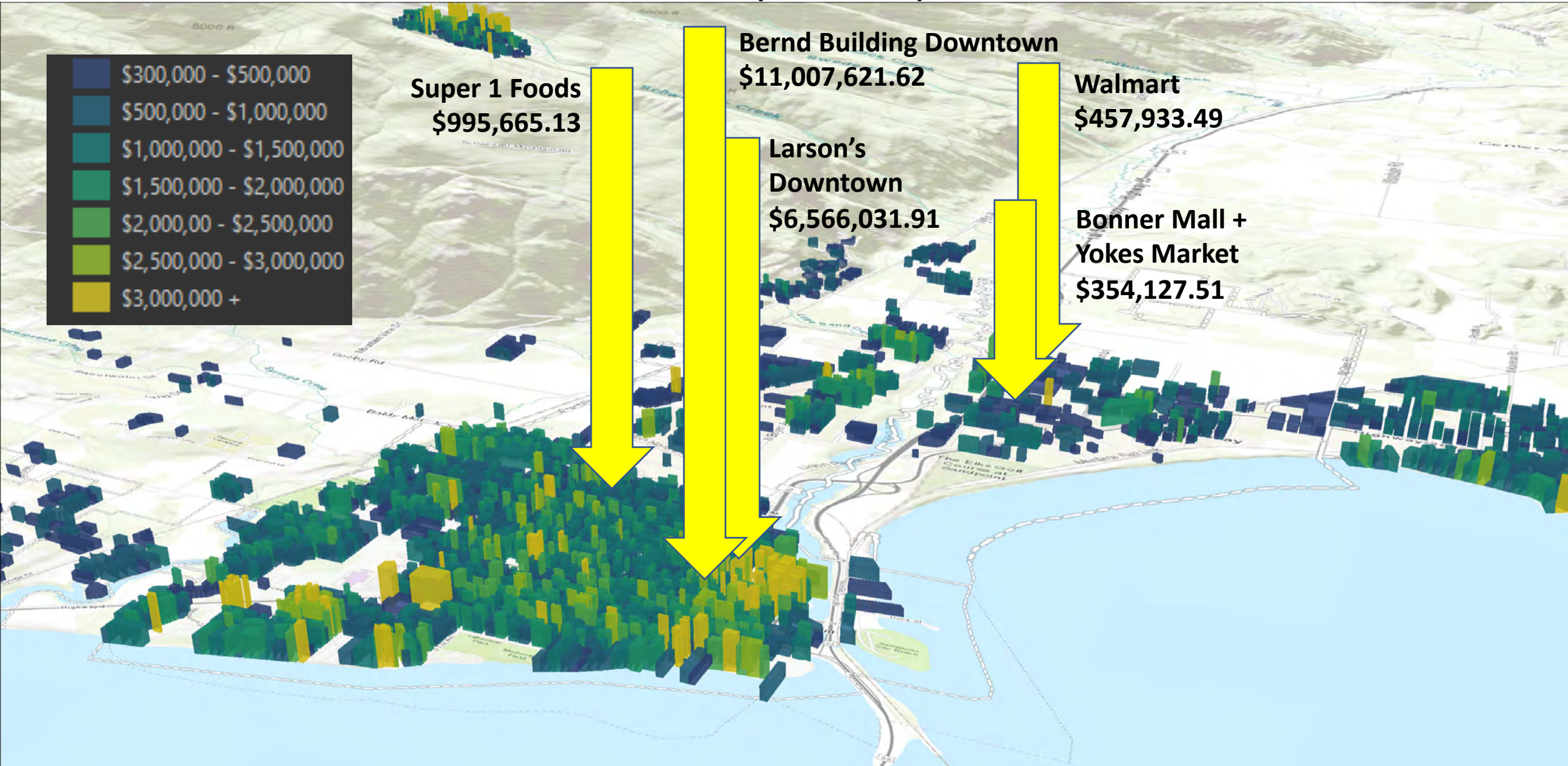
Super 1 Foods
\$995,665.13

Bernd Building Downtown
\$11,007,621.62

Larson's Downtown
\$6,566,031.91

Walmart
\$457,933.49

Bonner Mall + Yokes Market
\$354,127.51

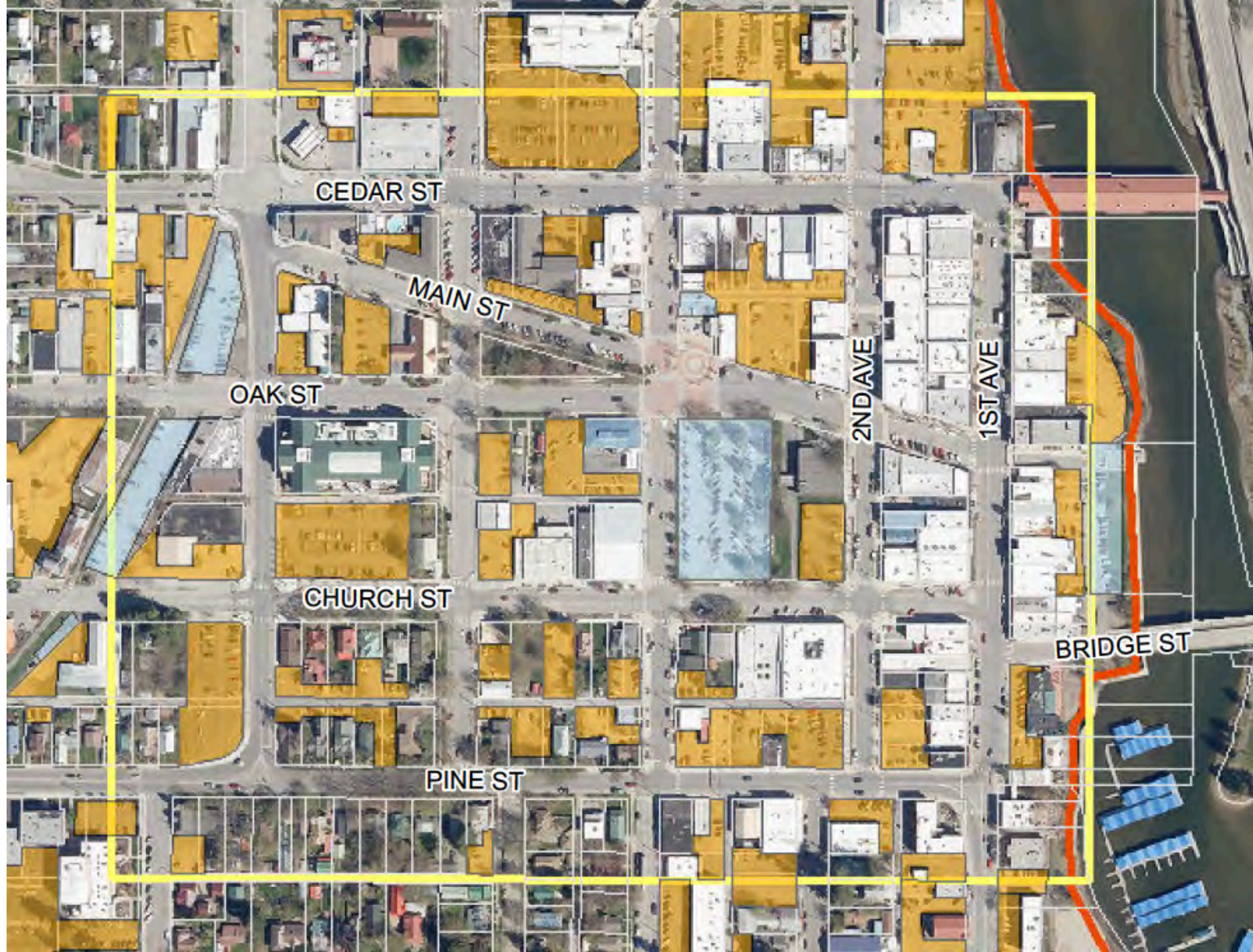




- 1. Remove off-street parking requirements**
- 2. Use meters charge the lowest possible amount for on-street parking while still having one or two spaces on each block**
- 3. Reinvest the revenue into the metered streets**

One Line of Code

“Buildings within the boundaries of First Avenue, Cedar Street, Fifth Avenue and Pine Street plus one-half ($1/2$) block extending outward are exempt from the parking minimum requirements of this chapter.”



CEDAR ST

MAIN ST

OAK ST

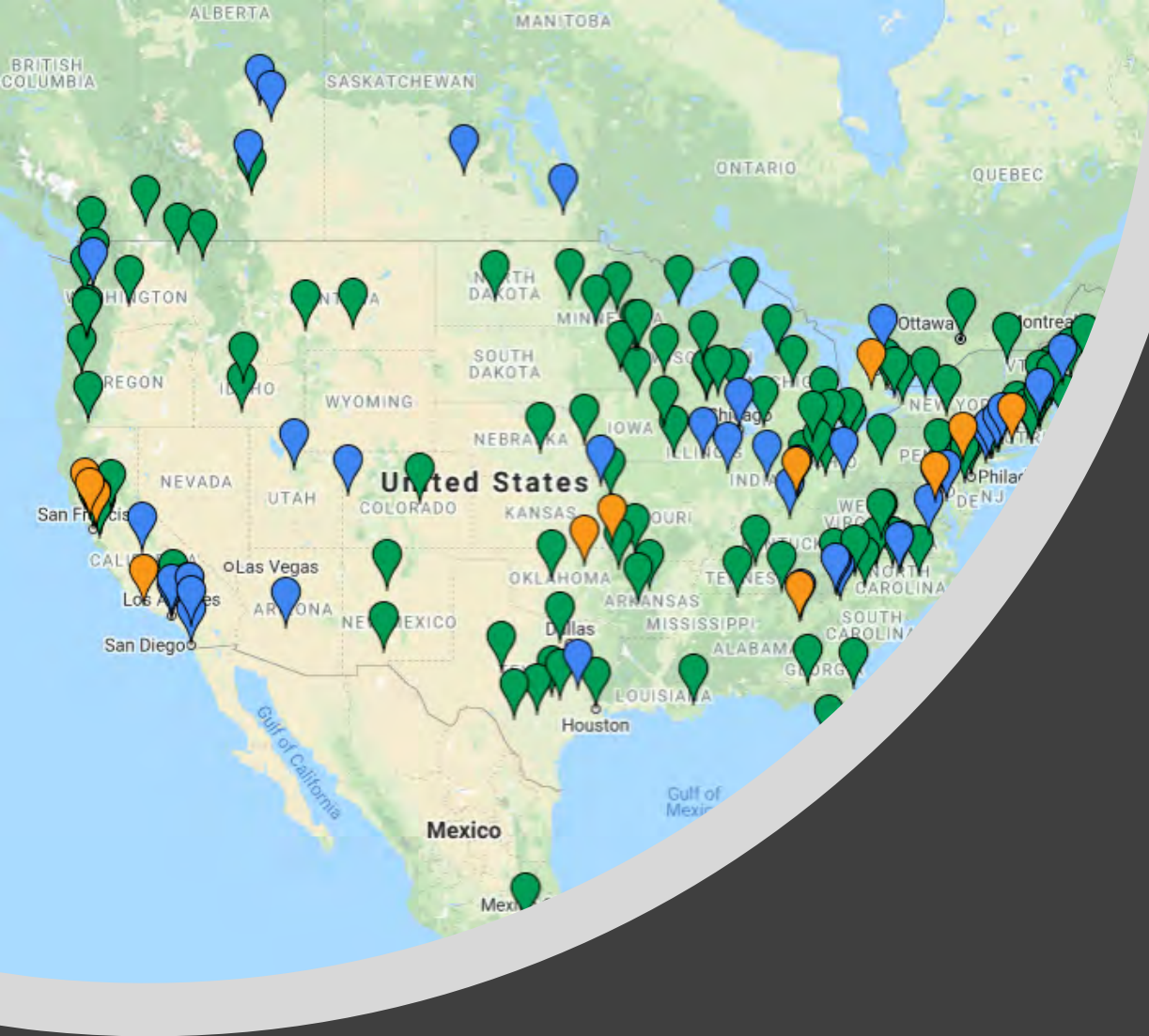
2ND AVE

1ST AVE

CHURCH ST

BRIDGE ST

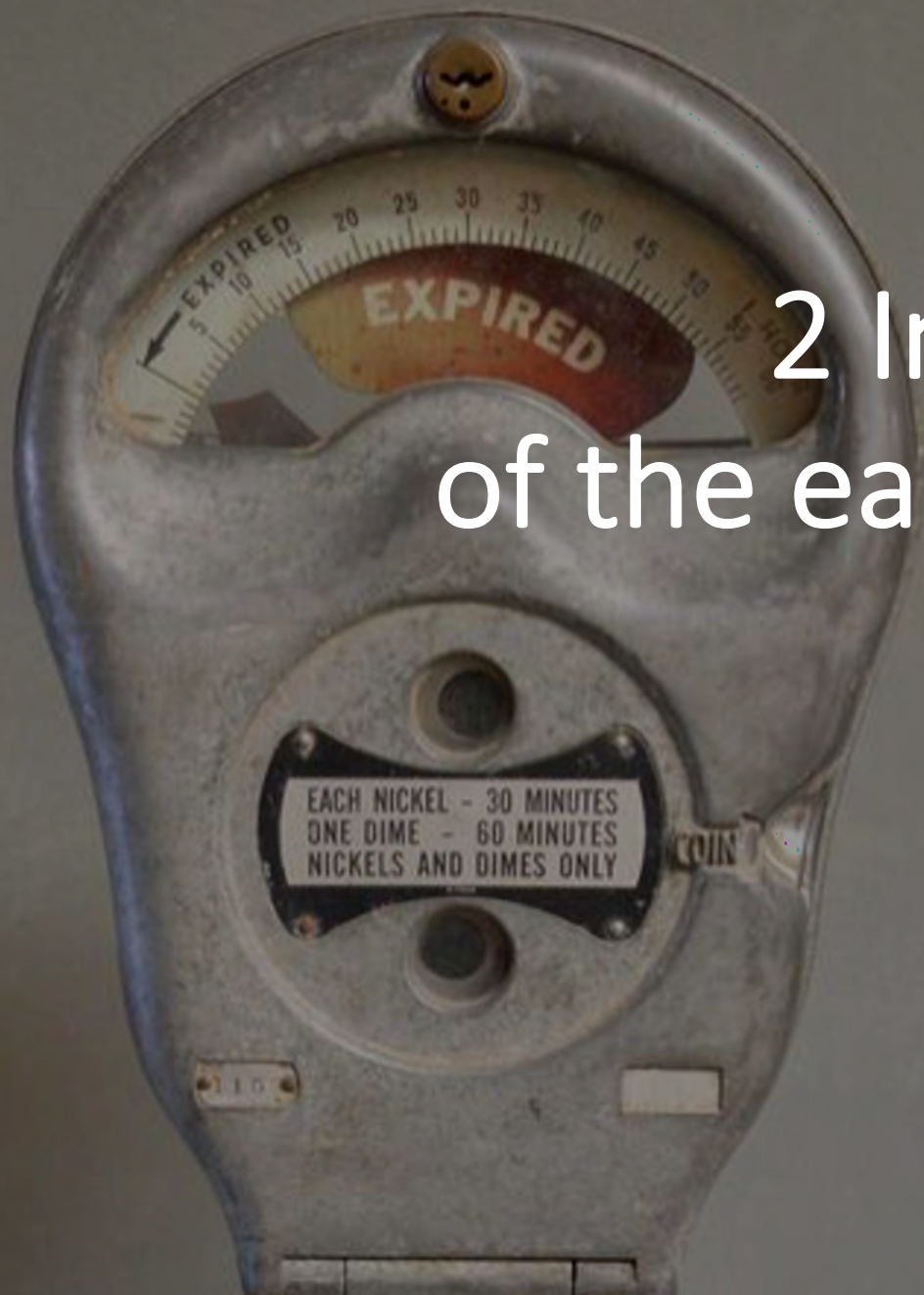
PINE ST



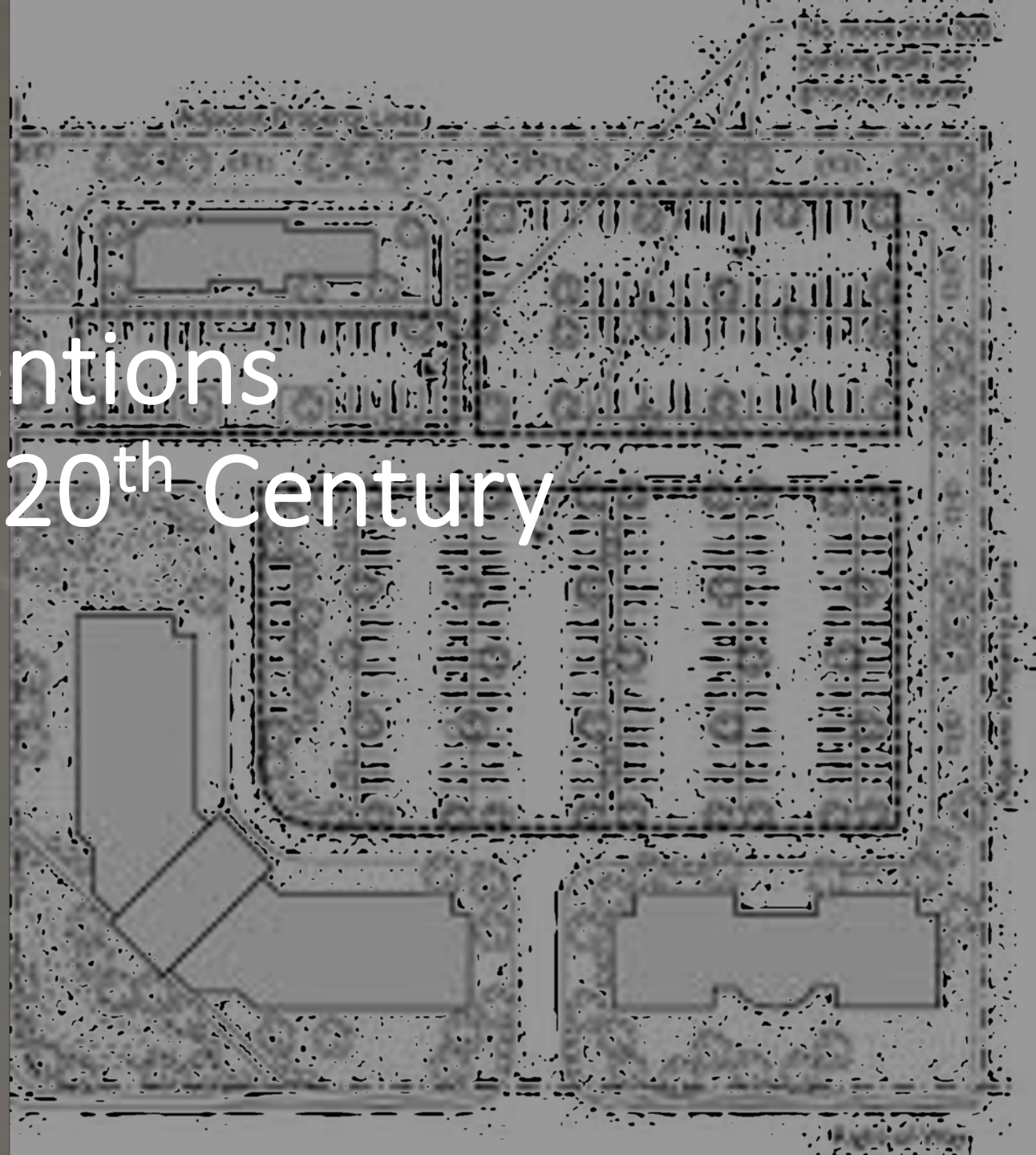
Not a New Idea

Idaho cities with a degree of parking deregulation:

- Boise
- Ketchum
- Twin Falls
- Sandpoint
- Pocatello



2 Inventions of the early 20th Century

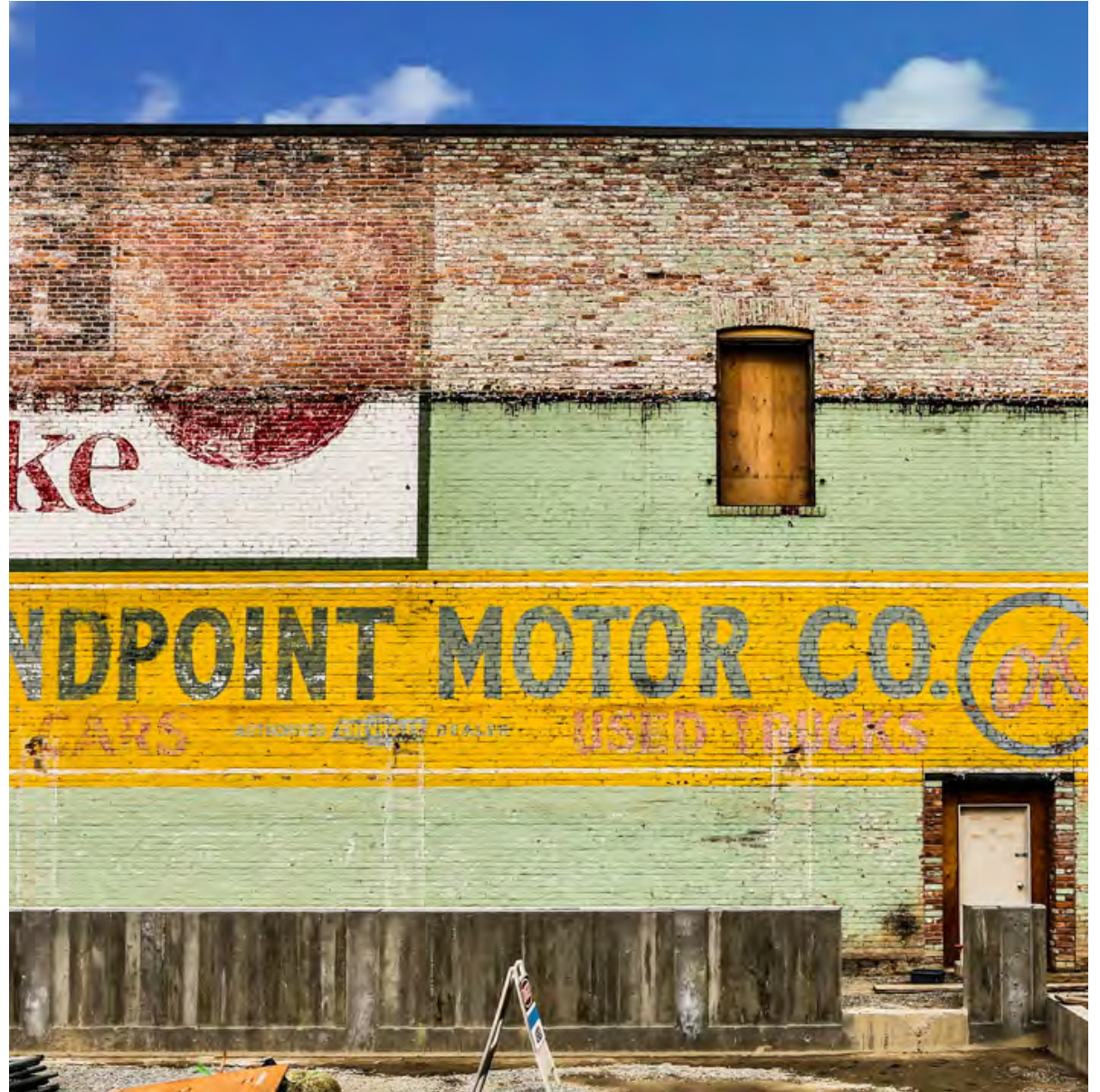


RESULT FROM 2009?





**+7 Parking Spaces
(or up to \$70,000 in Fees)**







FAMILY RESTAURANT



UMPHREYS MCGEE
PARE DV FIRST BENEFIT
JUNGLE/LIABILITIES
GENT W/ BREADBOX

HIVE









BAD J'S
TEXAS BBQ

YOU'RE NOT DONE
OAK STREET BBQ EMPLOYEE
1000 1ST ST

OAK STREET COURT

Cool Off
HAMMITY HANDS
LIVIN' IT UP



The Burger Dock

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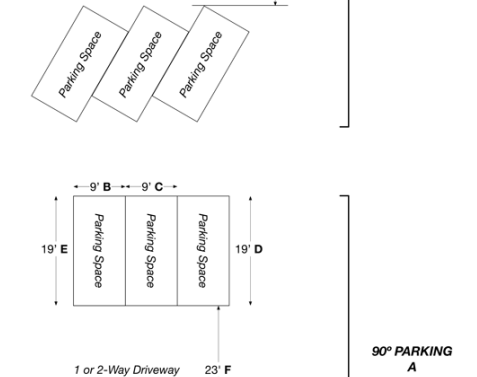
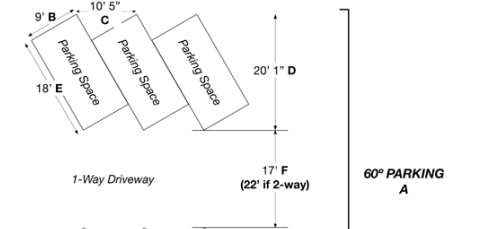
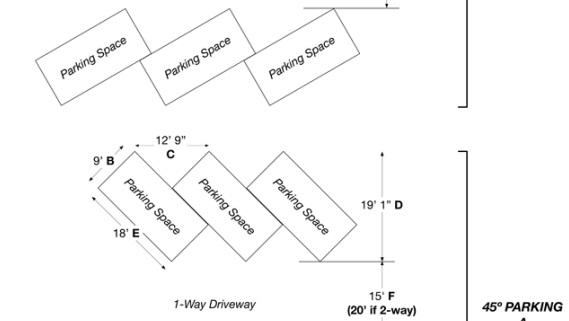
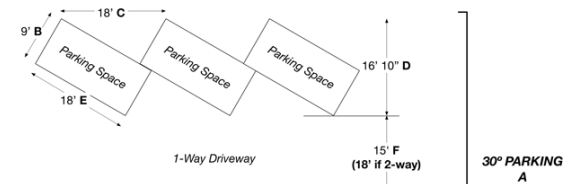
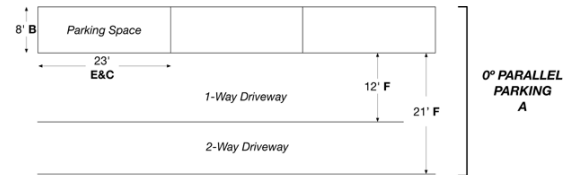
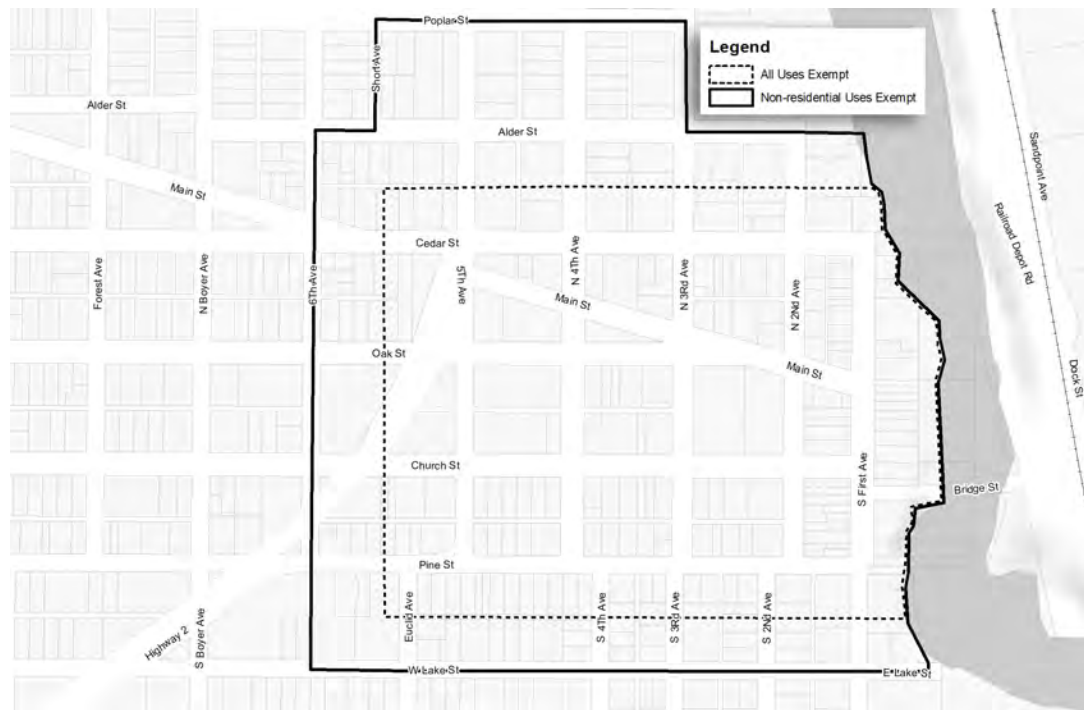
- *Per space* cost of structured parking can range from \$20,000 - \$25,000
- Oversupply of surface parking:
 - Devalues land for development
 - Less Cost effective for a mixed-use parking structure
 - Demand based pricing to finance more difficult



2018

2018 Parking Code Reforms

- Expanded Deregulated Area for non-residential uses
- Parking Demand Analysis Relief Valve
- Joint Use (Shared Parking Reduction) Provision
- Parking Credits for Bicycle and Motorcycle parking
- Dimensional Standards “right-sized” for Parking Lots
- Overhauled Minimum and Maximums (outside of deregulated zone)

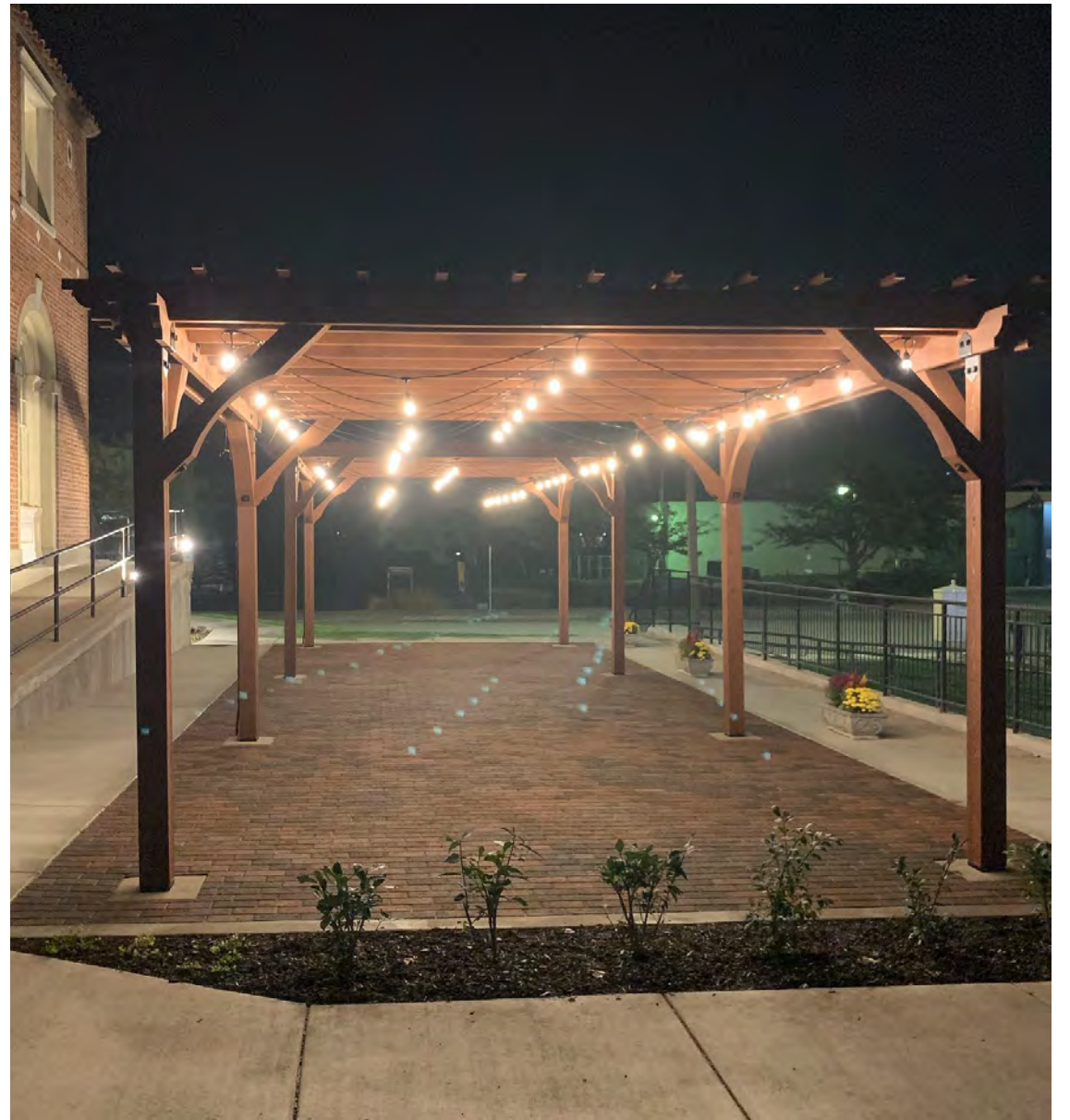




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Coming 2020!





BUT IS THERE A PARKING PROBLEM?

YES! But what is the problem?

- A good problem to have?
- A 2-3 Block Problem at peak times?
- Lack of wayfinding?
- Not appropriately priced parking?
- Better options and comfort for walking/biking/transit?

The Complete Picture

Parking Code Reforms

- ✓ Deregulation (a work in progress?)
- ✓ Right-sizing dimensional standards
- ✓ Parking Credits
- ✓ Shared Parking Agreements
- ✓ Parking Demand Analysis
- ✓ Parking Maximums
- ✓ Parking orientation (behind or to the side)
- ✓ Structured Parking Standards (ground floor store fronts)
 - What about flat floor/high ceiling garages for repurposing?

Parking Management Solutions

- Price Parking according to time and location (reinvest revenue into area)
- Ped/bike/transit infrastructure
- Public Art and Trees
- Commuter Financial Incentives
- Overflow Parking Plans
- Tax Parking Spaces or Curb Cuts (to encourage consolidation and shared parking)
- Public/Private Partnership for structured parking?

Code Reforms for Social Distancing



Code Reforms for Autonomous Vehicles?



Florida State University, Florida Planning and Development Lab

Resources

- Strong Towns – www.strongtowns.org
- Victoria Transport Policy Institute - www.vtpi.org
- Donald Shoup – www.shoupdogg.com
- The Shoupistas (Facebook Group) www.facebook.com/groups/70015940360
- Institute of Transportation Engineers - www.ite.org
- Planetizen -
www.planetizen.com/tag/al-fresco
www.planetizen.com/tag/parking
- APA Knowledgebase - www.planning.org/knowledgebase/parkingrequirements



THANK YOU!

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