

[D3e] Decipher Parking Statistics

v. February 23, 2021

Background

- In 2006, the City of Bend re-wrote its entire development code. In this process, most minimum parking rates were reduced to encourage a development to utilize available on-street parking. The justification given was the City needed to be efficient with the remaining vacant land to get as much building accomplished within the existing city limits. Vacant land was considered a dwindling resource.
- Since 2006, adopted code amendments have provided the developer with a range of parking credits (reductions in the minimum parking requirements) for incorporating design or management considerations in their application to incentivize alternatives to single occupant vehicle travel.
- The Comprehensive Plan's Transportation System Plan has a policy #39 where the City was to monitor the parking need.
- The 2017 Citywide Parking Study surveyed actual parking and compared this count to the current parking code to verify if the parking code was requiring too many parking spaces on a portion of land uses in the city. If the code parking rates lead to a surplus of parking spaces, a reduction in the minimum parking rate would be made in the code. The survey found no surpluses of parking in the few land use types it surveyed. The survey did find the parking rate for Industrial uses was creating a shortage of provided spaces, but the study concluded the additional vehicles could park in the nearby streets.
- In 2018, the City surveyed restaurant parking (not included in original survey) and concluded the current parking rate was creating a shortage of provided spaces. Staff recommended an increase in the required parking for restaurants. The recommendation was tabled and never acted on.
- In 2021, the City is looking at increasing density for Middle Housing, and as part of that review, there are proposals to eliminate parking minimums throughout our community. As of Feb. 2021, no action has been taken.

Here is a suggested methodology to build a matrix to compare Bend Development Code required parking minimums versus provide parking for an application. An application should contain some form of parking statistics and building your own matrix is a way to check the accuracy of the applicants information:

- Step #1 -** The application should list the types of land uses (i.e. number of dwelling units, commercial square footage, etc.) proposed somewhere on the site plan.

Step #2 - In Chapter/Section 3.3.300 of the Bend Development Code, Table 3.3.300 lists the parking rate for each type of land use. Here is a [link](#) to the resource titled “navigating the Bend Development Code” if you need help in finding this table.

Step #3- The Bend Development Code provides “credits” (reductions in the minimum required parking spaces) for a wide variety of measures in sections BDC 3.3.300 (A-D). Here are the primary credits available for a development:

3.3.300(B)(1) On-street parking spaces if:

- adjacent to the development’s street frontage
- on-street parking space length is 22-feet (BDC (B)(2))
- Clear vision setbacks are maintained at intersections (BDC 3.1.500)

3.3.300(C)(3) Off-site parking within 1000 feet

3.3.300(C)(4) In mixed-use developments, provide 95% of total minimum parking requirement (or a greater reduction if it can be shown uses don’t overlap)

3.3.300(C)(5) Shared parking between adjacent lots if usage can be shown to not overlap.

3.3.300(D) - up to a 10% reduction for a combination of employee carpooling, showers and lockers for bicyclists, twice the code requirement for covered bike racks, providing a transit facility
- a 10% reduction if development is within 660 feet of a transit route

Here is a sample of a parking matrix for PZ 20-0263 which is more complicated than most projects:

Phase I	Res.	Lodging	Com .	rate	rate	total	provided	
<u>Building</u>	<u>units</u>	<u>units</u>	<u>Sq. Ft.</u>	<u>per unit</u>	<u>per 1000sf</u>	<u>required</u>	<u>garage</u>	<u>surface</u>
F	na	115		1		115		
			8,220		2	16		
						131	228	0
Phase I + II								
A	9	na		1		9	15	19
B	6	na	3,003	1	2	12	0	4
C	6	na	4,271	1	2	15	0	0
D	6	na	3,003	1	2	12	0	0
E	6	na	2,875	1	2	12	0	0
F	na	115	8,220	1	2	131	228	0
	33	115		6		190	243	23
Phase I + II + III								
A	9	na		1		9	15	19
B	6	na	3,003	1	2	12	0	4
C	6	na	4,271	1	2	15	0	0
D	6	na	3,003	1	2	12	0	0
E	6	na	2,875	1	2	12	0	0
F	na	115	8,220	1	2	131	228	0
G	na	119	??	1	2	119	0	46
	33	234	21,372	7		309	243	69

In the "completed" application, the applicant didn't have a complete table of land use statistics and the table above was a compilation of bits and bits. Later, the applicant did provide a supplemental submittal with a land use statistics which lead to a "required" parking space total of 325 spaces. Eplans is currently offline with the shift to CityView and the above table could not be updated. However, the total required parking spaces and provided spaces shown below are the revised totals

						total	344	
						5% reduction for mixed use	-17	
						10% reduction for distance to transit	-33	
						% reduction for forgoing development within ASI waterway overlay zone	-33	
						Applicant's total	261	292

Staff accepted the 105 reduction for foregoing development within the ASI waterway Overlay zone. Even though the topography in the ASI waterway overlay zone is a tall, near vertical, bluff.