



# **MINIMUM PARKING REGULATIONS**

## **WORK SESSION**

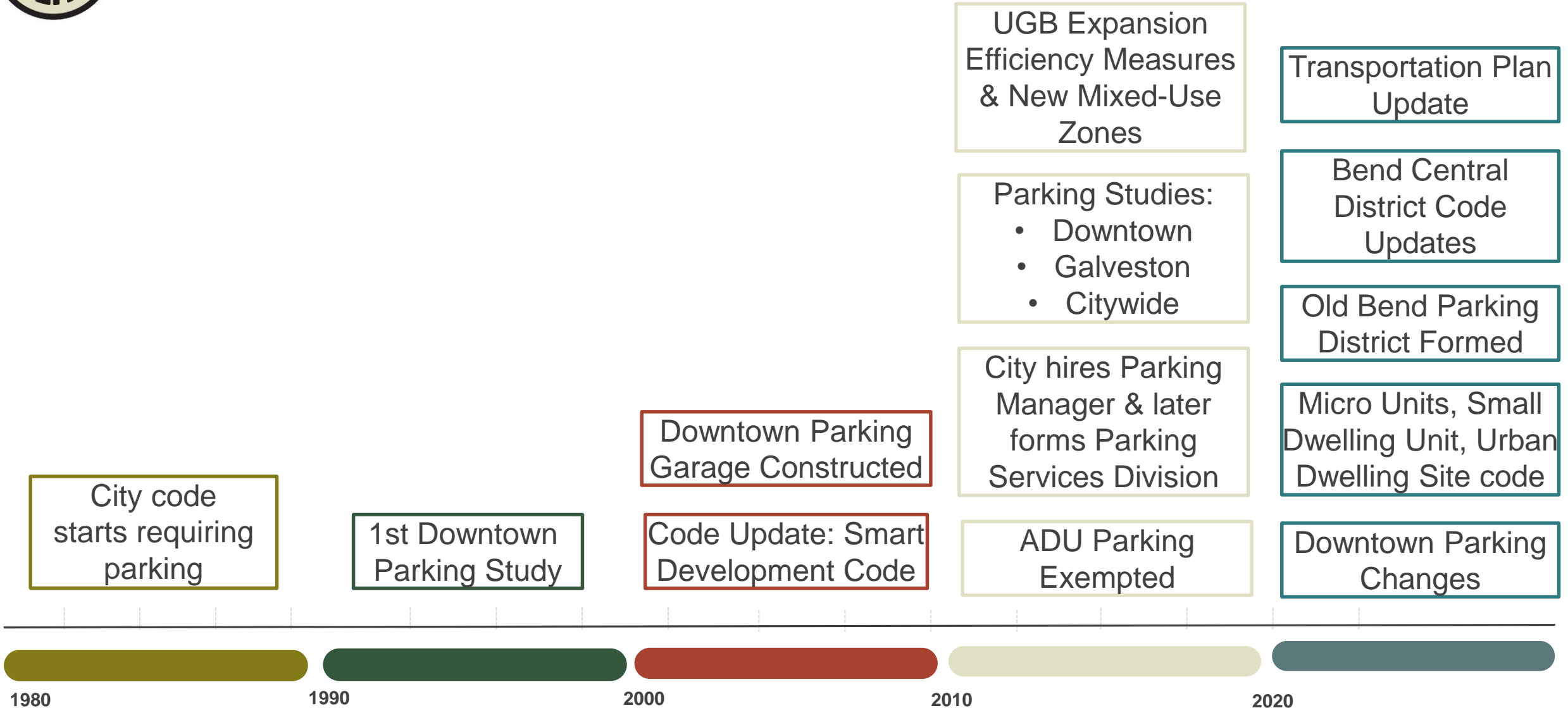
April 21, 2021



- History of Bend's Parking Management & Studies
- Local Development Examples
- What Other Cities Are Doing
- Bend Central District parking
- HB 2001 Proposed Parking Changes
- Next Steps/Council Direction



# HISTORY OF PARKING



# CITYWIDE PARKING STUDY TAKEAWAYS



**Results:** 2018 parking *requirements* were near or below measured *rates* of demand for sample Office, Industrial, Hotel, Mixed Use, Multi-family Residential, and Restaurant development sites.

## **Recommendations:**

- Parking should be regularly monitored and adjusted based on measured use.
- Mixed-Use development should be remeasured in the future.
- Both residential and commercial parking districts should be implemented.
- The City should consider adjusting parking minimums/maximums by:
  - *Removing minimums and basing parking requirements on local analysis; or*
  - *Requiring justification for going below or above parking requirements.*

# LOCAL DEVELOPMENT EXAMPLES



## The Hixon



### Proposal:

- 210 residential units
- 16,400 sf retail/commercial
- 3 food cart pods

**Minimum Parking:** 274 stalls

**Number Built:** 293 stalls

**Net Difference:** +19 (7%)

## Pilot Butte Apartments



**Proposal:** 205 residential units

**Minimum Parking:** 236 stalls

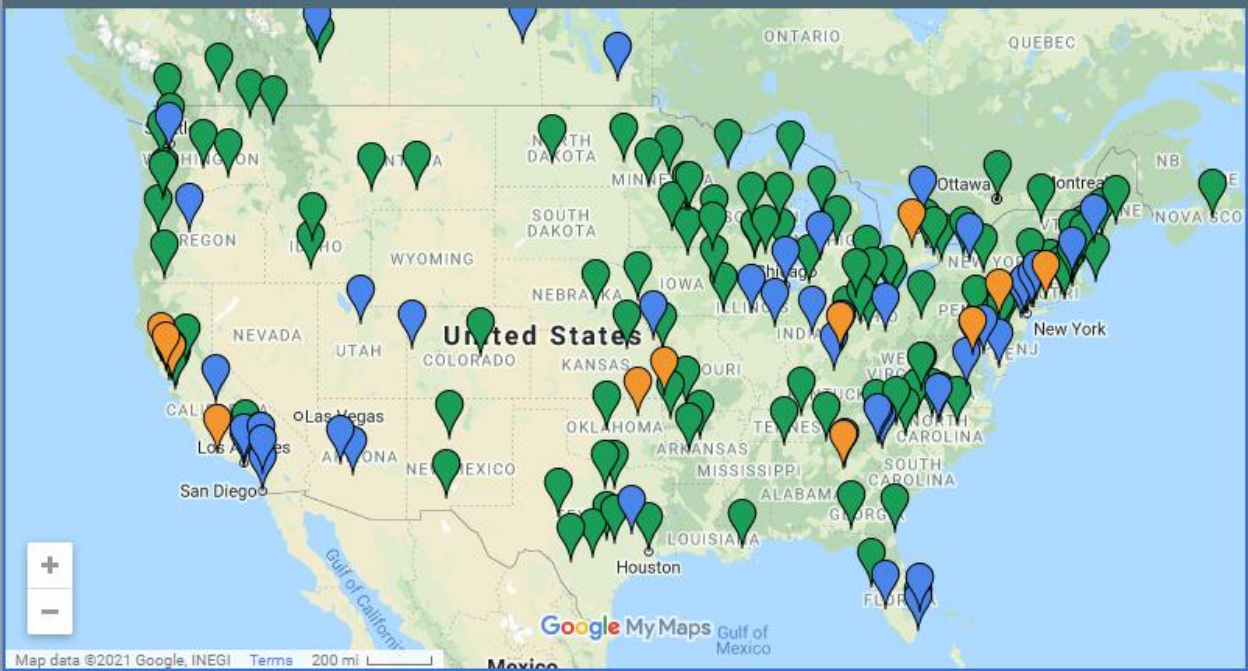
**Number Built:** 239 stalls

**Net Difference:** +3 (1%)

# WHAT OTHER CITIES ARE DOING



## A Map of Cities That Removed Parking Minimums ([www.strongtowns.org](http://www.strongtowns.org))



- **Green pins** = parking minimums completely eliminated in at least one area of the city
- **Blue pins** = parking minimums lowered or removed for certain uses
- **Orange pins** = currently discussing their parking minimum laws

Nationally, at least 121 cities have eliminated parking minimums in all or part of their city.

### Examples:

- *Buffalo, NY:* No minimum parking requirements citywide.
- *Ashland, OR:* No minimum parking requirements in downtown\*
- *Bozeman, MT:* No minimum parking requirements in the central district or for affordable housing projects.

\*Correction from original version, Ashland has only eliminated parking minimums in their downtown, not citywide.

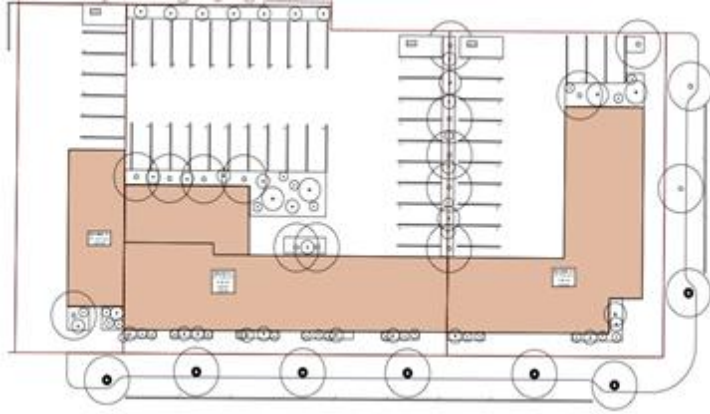




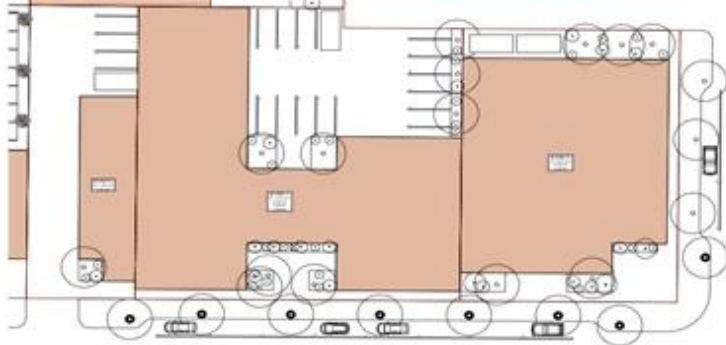
## BEND CENTRAL DISTRICT: 2020 CHANGES

The City made changes to reduce barriers to development, particularly on small lots:

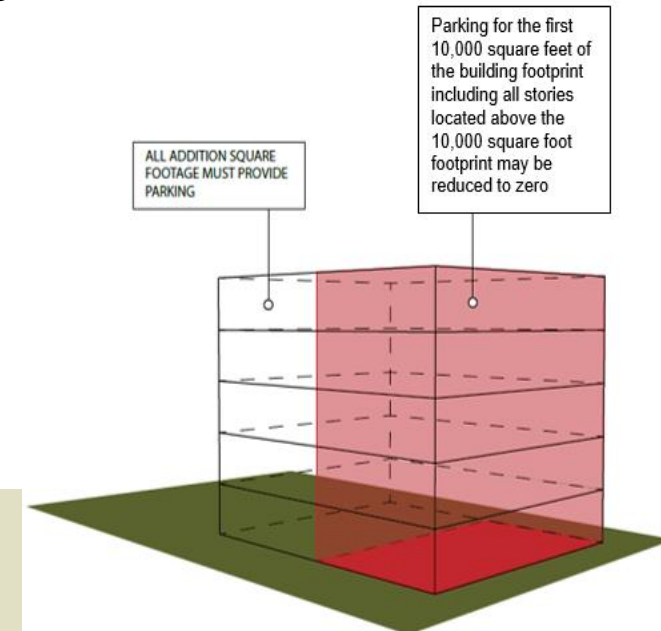
- Increased parking reductions
- Exempted parking for first 10,000 s.f. of building footprint
- Simplified non-residential minimum parking requirements
- Reduced residential parking minimums
- Modified Parking maximums



*Development Potential with Previous (2016) Code*



*Development Potential with 2020 Code Changes*



# DRAFT PARKING AMENDMENTS FOR MISSING MIDDLE



- HB 2001 draft minimum parking requirements compared to existing standards

Use	Current Standard	Proposed Standard
Duplex/Triplex	1-bedroom – 1 per unit 2+ beds– 2 spaces per unit	None
Quad	Studio or 1-bed – 1 per unit 2-bed – 1.5 per unit 3- or more bedrooms – 2 per unit	In RS, RM, RH zones: 1 off-street space per development.  In RL zone: 2 off-street spaces per development
Townhome	2 parking spaces per unit	1 parking space per unit
Cottage Cluster	NA	1 parking space per unit
Affordable Housing	1 space per unit	0.5 spaces per unit for senior housing & special populations



## BDC PARKING REDUCTIONS



- Off-street parking may be reduced by 1 space for every on-street space abutting the site, up to a 50% reduction.
- The # of required spaces for an industrial, commercial, or office use may be reduced by 5% for each of the following, up to a maximum 10% reduction:
  - Designate 10% employee spaces as carpool/vanpool & place closer to building
  - Providing employees with showers & lockers
  - Provide twice as many bike racks as required
  - Provide a transit facility (e.g., bus stop) w/ amenities
  - Be located within 660' of a transit route (as the crow flies)



- Existing/Planned Efforts related to Parking (included in Council Goals)
  - Update parking standards proposed in HB2001 (existing process)
  - Core Area implementation, pending Council direction
  - Incorporate into analyzing efficiency measures as part of growth management/UGB capacity analysis (later adoption)
  - Initiating new parking districts
- Development Code changes would entail:
  - Council Direction
  - Staffing
  - Community Engagement Process
  - Required public hearings (Planning Commission and City Council)