

**Parking Strategies Implementation Team Parking Recommendations
To the Eugene Planning Commission
September 21, 2009**

Summary

This is a report of the work of the Parking Strategies Implementation Team (P-SIT) of the Infill Compatibility Standards Task Team on parking issues and a proposed set of recommendations for public hearing on October 20, 2009. The changes recognize the needs of different types of multi-family developments and more closely tie parking requirements to the type of development being proposed.

I. Off-street Parking Requirements in R-3 and R-4 Zones in WUN and SUNA

The requirements for off-street parking for multiple family developments in the R-3 and R-4 zones in the West University Neighborhood and South University Neighborhood should be increased for units with 3 or more bedrooms, as follows:

Number of Bedrooms	Required Number of Parking Spaces
0	.75
1	.75
2	.75
3	1.125
4	1.5
5	1.875

- Numbers include a 25% reduction as a right of development per Eugene Code 9.6410(3)(a).
- Round the total number of required off-street parking spaces for a multifamily development down for fractions below .50, round up for fractions .50 and above.

II. Off-street Parking Criteria in R-3 and R-4 Zones in WUN and SUNA

- Tandem parking (counted as two spaces, one behind the other) directly off an alley or underground in West University Neighborhood and South University Neighborhood should be allowed to meet the minimum off-street parking requirements for each dwelling unit with 3 or more bedrooms.
- The minimum depth of tandem parking spaces is specified in the tables in the following section.
- Tandem parking can be used directly off an alley or as underground parking. When used directly off an alley, tandem parking must be located a minimum of 30 feet from the right-of-way of a public street.

III. Off-Street Leased Parking Standards in Multiple-family Development

- The requirements for off-site leased parking in multifamily development should specify that current parking requirements must be met by both parties.
- Leased parking spaces should have permanent signage to allow for enforcement.

IV. Parking for Low-Income, Senior and Disabled Housing

- Reduce the amount of off-street parking required for certain types of subsidized housing, where the residents are unlikely to own a car.

V. Promotion of Private Car Sharing Programs

- Monitor the recent emergence of private car sharing programs in the West University and South University Neighborhoods. Assess the viability of incorporating a parking space credit for developments that contract with a car sharing program.

Proposed Code Language follows. NOTE: Each of the above proposals are treated as separate code changes in the code language that follows. As a result, there are multiple EC 9.6410 code sections included below, one for each type of code change that would affect this section.

I. Off-street Parking Requirements in R-3 and R-4 Zones

Add the following definitions to EC Section 9.0500 Definitions as follows:

Dwelling Unit. A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, cooking, eating, and sanitation.

Bedroom. Any room designed, built, or intended to be used for sleeping purposes. Every room used for sleeping purposes:

- (a) shall be a habitable room as defined by the current Oregon Structural Specialty Code (OSSC) or Oregon Residential Specialty Code (ORSC);
- (b) shall not be a kitchen;
- (c) shall have natural light, ventilation, and windows or other means for escape purposes as required by OSSC or OSRC; and
- (d) shall comply with the following minimum requirements for floor area:
 - (1) Shall have a minimum area of at least 70 square feet of floor area. No portion of a room measuring less than 5 feet from the finished floor to the finished ceiling shall be included in any computation of the room's minimum area. At least 50% of the room's minimum area must measure 7 feet from the finished floor to finished ceiling.

Add a new section called Calculations.

Section 9.0600 Calculations.

Bedroom Count. Method for calculating the bedroom count in a dwelling unit

The bedroom count is the greater of the following two numbers:

- A. The total number of rooms that meet either of the following conditions:
 - 1. Identified as a bedroom on any plan submitted to the City
 - 2. Containing one or more beds, including furniture designed to be converted to a bed, such as sofa beds, murphy beds, and trundle beds.
- B. The number of bedrooms stated in any building plan, advertisement, rental or sales contract, marketing material, loan application, or any other written document in which the owner, or an authorized agent of the owner, makes a representation regarding the number of bedrooms available in the dwelling unit.

The requirements for off-street parking in Table 9.6410 for multiple family (3 or more dwellings per lot) in the R-3 and R-4 zones in the West University Neighborhood and South University Neighborhood Association (SUNA) be changed as follows:

Uses	Minimum Number of Required Off-Street Parking Spaces
Residential	
Dwelling	
<i>Multiple family developments in the R-3 and R-4 zones within the boundaries of the City recognized West University Neighbors and South University Neighborhood Association</i>	<i>1 space for a studio or a unit with a bedroom count of 1 1 space for a unit with a bedroom count of 2 1.5 spaces for a unit with a bedroom count of 3** 2 spaces for a unit with a bedroom count of 4* * .5 spaces required for each additional bedroom count beyond a bedroom count of 4 ** Fractions of .50 or more for the total minimum number of required off-street parking spaces for a multiple family development are rounded up to the next whole number</i>
<i>Multiple family - all other areas</i>	<i>1 per dwelling</i>

II. Off-street Parking Criteria in R-3 and R-4 Zones in WUN and SUNA

Add a definition for a Tandem Parking Space to EC Section 9.0500 Definitions as follows:

Tandem Parking Space. *A permanently maintained space with proper access for two motor vehicles parked one in front of the other in tandem as indicated in this land use code. The first motor vehicle does not have independent access, and the second motor vehicle must move to provide access to the first motor vehicle.*

The requirements for the location of off-street parking, shall be changed as follows to incorporate tandem parking:

9.6410 Motor Vehicle Parking Standards.

- (1) Location of Required Off-Street Parking Spaces.** Required off-street parking shall be on the development site or within 1/4 mile or 1320 feet of the development site that the parking is required to serve.
 - (a) All required parking shall be under the same ownership as the development site served, except through a city approved agreement that binds the parking area to the development site.
 - (b) *A city approved agreement for parking when a multifamily development provides parking to another multifamily development that both developments must meet the current minimum requirements for off-street parking. Each parking space provided through a city approved agreement must have a permanent sign that indicates the name or address of the multifamily development for which the parking is provided. The minimum sign surface area for each sign shall be 1 square feet.*
 - (c) Parking areas may be located in required setbacks only as permitted in EC 9.6745 Setbacks - Intrusions Permitted.
 - (d) *Tandem parking spaces that are not underground must be located directly off an alley and must be located a minimum of 30 feet from the right-of-way of a public street. Underground tandem parking spaces may be located in the interior of a lot.*

The requirements for off-street parking in Table 9.6410 for multiple family (3 or more dwellings per lot) in the R-3 and R-4 zones in the West University Neighborhood and South University Neighborhood be changed as follows:

Uses	Minimum Number of Required Off-Street Parking Spaces
Residential Dwelling	
Multiple family developments in the R-3 and R-4 zones within the boundaries of the City recognized West University Neighbors and South University Neighborhood Association	<i>One tandem parking space shall be counted as two spaces for each dwelling unit with a bedroom count of 3 or more.</i>

Multiple family - all other areas	1 per dwelling
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The 9.6420 Parking Area Standards shall be changed as follows:

9.6420 Parking Area Standards.

(1) Dimensions and Striping. All parking spaces shall be striped or marked in a manner consistent with Table 9.6420(1) Motor Vehicle Parking Dimensions. *All tandem parking spaces shall be striped and marked in a manner consistent with Table 9.6420(2) Motor Vehicle Parking Dimensions for Tandem Parking.*

Table 9.6420(1) Motor Vehicle Parking Dimensions (Dimensions in Feet)					
Parking Angle in Degrees	Minimum Stall Width	Minimum Stall Depth	Minimum Clear Aisle Width	Stall Distance at Bayside	Minimum Clear Bay Width
Parallel	8.0	7.5	12.0	15.0	19.5
	8.0	8.0	12.0	22.0	20.0
30 degrees	8.0	*14	12.0	15.0	26.0
	8.0	16.0	12.0	16.0	28.0
	8.5	16.4	12.0	17.0	28.4
	9.0	16.8	12.0	18.0	28.8
	9.5	17.3	12.0	19.0	29.3
	10.0	17.7	12.0	20.0	29.7
45 degrees	8.0	*16.0	12.0	10.6	28.0
	8.0	18.4	14.0	11.3	32.4
	8.5	18.7	13.5	12.0	32.2
	9.0	19.1	13.0	12.7	32.1
	9.5	19.4	13.0	13.4	32.4
	10.0	19.8	13.0	14.1	32.8
60 degrees	8.0	*16.7	15.0	8.6	31.7
	8.0	19.7	19.0	9.2	38.7
	8.5	20.0	18.5	9.8	38.5
	9.0	20.3	18.0	10.4	38.3
	9.5	20.5	18.0	11.0	38.5
	10.0	20.8	18.0	11.5	38.8
90 degrees	8.0	*15.0	22.0	7.5 8.0	37.0
	8.0	18.0	25.0	8.0	43.0
	8.5	18.0	25.0	8.5	43.0
	9.0	18.0	24.0	9.0	42.0
	9.5	18.0	24.0	9.5	42.0
	10.0	18.0	24.0	10.0	42.0

Shaded figures are the minimum dimensions for compact parking spaces. Any minimum parking dimensions, such as stall width, may be exceeded. All spaces shall be clearly marked as compact parking spaces if any of the parking dimensions are less than that shown in the unshaded area.

**If the right-of-way width of the alley is 14 feet or less, the minimum stall depth of compact parking spaces directly off an alley in multifamily developments shall be increased to the minimum stall depth required for a non-compact space with a minimum stall width of 8 feet.*

Add the following table:

Table 9.6420(2) Motor Vehicle Parking Dimensions for Tandem Parking (Dimensions in Feet)				
Parking Angle in Degrees	Minimum Stall Width	Minimum Stall Depth	Minimum Clear Aisle Width	Stall Distance at Bayside
30 degrees	8.0	30.8	12.0	15.0
	8.0	32.0	12.0	16.0
	8.5	32.8	12.0	17.0
	9.0	33.6	12.0	18.0
	9.5	34.6	12.0	19.0
	10.0	35.4	12.0	20.0
45 degrees	8.0	35.1	12.0	10.6
	8.0	36.8	14.0	11.3
	8.5	37.4	13.5	12.0
	9.0	38.2	13.0	12.7
	9.5	38.8	13.0	13.4
	10.0	39.6	13.0	14.1
60 degrees	8.0	37.0	15.0	8.6
	8.0	39.4	19.0	9.2
	8.5	40.0	18.5	9.8
	9.0	40.6	18.0	10.4
	9.5	41.0	18.0	11.0
	10.0	41.6	18.0	11.5
90 degrees	8.0	33.0	22.0	8.0
	8.0	36.0	25.0	8.0
	8.5	36.0	25.0	8.5
	9.0	36.0	24.0	9.0
	9.5	36.0	24.0	9.5
	10.0	36.0	24.0	10.0

Shaded figures are the minimum dimensions for compact parking spaces. Any minimum parking dimensions, such as stall width, may be exceeded. All spaces shall be clearly marked as compact parking spaces if any of the parking dimensions are less than that shown in the unshaded area.

III. Off-Street Leased Parking in Multifamily Development

The requirements for the location of off-street parking shall be changed as follows to incorporate off-site leased parking changes:

9.6410 Motor Vehicle Parking Standards.

- (1) **Location of Required Off-Street Parking Spaces.** Required off-street parking shall be on the development site or within 1/4 mile or 1320 feet of the development site that the parking is required to serve.
 - (a) All required parking shall be under the same ownership as the development site served, except through a city approved agreement that binds the parking area to the development site.
 - (b) *A city approved agreement for parking when a multifamily development provides parking to another multifamily development shall require that both developments meet the current minimum requirements for off-street parking. Each parking space provided through a city approved agreement shall have a permanent sign that indicates the name or address of the multifamily development for which the parking is provided. The minimum sign surface area for each sign shall be 1 square feet.*
 - (c) Parking areas may be located in required setbacks only as permitted in EC 9.6745 Setbacks - Intrusions Permitted.

IV. Parking for Low-Income, Senior and Disabled Housing

9.0500 Definitions. Add the following:

Subsidized Low-Income Housing. *A controlled income and rent housing project of any dwelling type or types exclusively for low-income individuals and/or families where all units are subsidized. For the purposes of this definition, low-income means having income at or below 80 percent of the area median income as defined by HUD.*

Subsidized Low-Income Disabled Housing. *Subsidized low-income housing exclusively for low-income individuals and families with physical or mental disabilities.*

Subsidized Low-Income Senior Housing. *Subsidized low-income housing exclusively*

for low-income individuals and families of age 62 and older.

Subsidized Low-Income Senior Housing Partial. A controlled income and rent housing project consisting of any dwelling type or types where at least 50% of the housing units are exclusively for low-income individuals and/or families of age 62 and older and these units are subsidized. For the purposes of this definition, low-income means having income at or below 80 percent of the area median income as defined by HUD.

Subsidized Extra-Low-Income Specialized Housing. A controlled income and rent housing project consisting of any dwelling type or types exclusively for extra low-income individuals and/or families where all units are subsidized and where evidence is presented to demonstrate that tenants are either prohibited or very unlikely to own or operate a motor vehicle. For the purposes of this definition, extra low-income means having income at or below 60 percent of the area median income as defined by HUD.

Table 9.6410 Required Off-Street Motor Vehicle Parking	
Uses	Minimum Number of Required Off-Street Parking Spaces
Residential	
Dwelling	
Multiple Family (3 or more dwellings on same lot)	1 per dwelling.
Manufactured Home Park	1 per dwelling.
Controlled Income and Rent Housing (CIR) where density is above that usually permitted in the zoning, yet not to exceed 150%	1 per dwelling.
Subsidized Low-Income Housing	See 9.6440(1)
Subsidized Low-Income Senior Housing and Subsidized Low-Income Disabled Housing.	See 9.6440(2)
Subsidized Low-Income Senior Housing Partial.	See 9.6440(3)
Subsidized Low-Income Specialized Housing.	See 9.6440(4)

9.6440 Reductions to Minimum Off-Street Parking Requirements for Subsidized Housing.

(1) Subsidized Low-Income Housing . Reductions are automatically allowed to the minimum number of required off-street parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6410 for Subsidized Low-Income Housing from 1 per dwelling to .67 per dwelling, if all of the following

conditions are met:

- (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Housing for a minimum of ten years.*
- (b) Evidence is submitted that demonstrates that 50% of the housing units will be occupied by residents that are either prohibited or very unlikely to own or operate a motor vehicle.*
- (c) The minimum number of required off-street parking spaces provided is not adjusted below three parking spaces.*
- (d) Upon a change in occupancy from Subsidized Low-Income Housing to other Multiple Family housing, the minimum number of required off-street parking spaces are no longer adjusted and reverts to 1 parking space per dwelling.*

(2) Subsidized Low-Income Senior Housing and Subsidized Low-Income Disabled Housing. *Reductions are automatically allowed to the minimum number of required off-street parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6410 for Subsidized Low-Income Senior Housing or Subsidized Low-Income Senior Disabled Housing from 1 per dwelling to .33 per dwelling, if all of the following conditions are met:*

- (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Senior Housing or Subsidized Low-Income Disabled Housing for a minimum of ten years.*
- (b) The minimum number of required off-street parking spaces provided is not adjusted below three parking spaces.*
- (c) Upon a change in occupancy from Subsidized Low-Income Senior Housing or Subsidized Low-Income Disabled Housing to other Multiple Family housing, the minimum number of required off-street parking spaces are no longer adjusted and reverts to 1 parking space per dwelling.*

(3) Subsidized Low-Income Senior Housing Partial. *Reductions are automatically allowed to the minimum number of required off-street parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6410 for Subsidized Low-Income Senior Housing Partial from 1 per dwelling to .67 per dwelling, if all of the following conditions are met:*

- (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Senior Housing Partial for a minimum of ten years.*
- (b) The minimum number of required off-street parking spaces provided is not adjusted below three parking spaces.*
- (c) Upon a change in occupancy from Subsidized Low-Income Senior Housing Partial Housing to standard Multiple Family, the minimum number of required off-street parking spaces are no longer adjusted and*

reverts to 1 parking space per dwelling.

- (4) Subsidized Low-Income Specialized Housing.** Adjustments may be made to the minimum number of required off-street parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6410 for Subsidized Low-Income Specialized Housing from 1 per dwelling to .33 per dwelling, if all of the following conditions are met:
- (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Specialized Housing for a minimum of ten years.
 - (b) Evidence is submitted that demonstrates that the housing units will be occupied by residents that are either prohibited or very unlikely to own or operate a motor vehicle.
 - (c) The minimum number of required off-street parking spaces provided is not adjusted below three parking spaces.
 - (d) Upon a change in occupancy from Subsidized Low-Income Specialized Housing to other Multiple Family housing, the minimum number of required off-street parking spaces are no longer adjusted and reverts to 1 parking space per dwelling.

9.6105 Bicycle Parking Standards.

- (4) Minimum Required Bicycle Parking Spaces.** The minimum required number of bicycle parking spaces shall be calculated according to Table 9.6105(4) Minimum Required Bicycle Parking Spaces.

Table 9.6105(4) Minimum Required Bicycle Parking Spaces		
Uses	Required Bicycle Parking (Minimum 4 bicycle spaces required unless -0- is indicated.)	Type and % of Bicycle Parking
Residential		
Multiple Family (3 or more dwellings on same lot)	1 per dwelling.	100% long term
Manufactured Home Park	-0-	NA
Controlled Income and Rent Housing where density is above that usually permitted in the zoning yet not to exceed 150%	1 per dwelling.	100% long term
Subsidized Low-Income Housing	See 9.6110(1)	...

Table 9.6105(4) Minimum Required Bicycle Parking Spaces		
Uses	Required Bicycle Parking (Minimum 4 bicycle spaces required unless -0- is indicated.)	Type and % of Bicycle Parking
<i>Subsidized Low-Income Senior Housing and Subsidized Low-Income Disabled Housing.</i>	See 9.6110(2)	...
<i>Subsidized Low-Income Senior Housing Partial.</i>	See 9.6110(3)	
<i>Subsidized Low-Income Specialized Housing.</i>	See 9.6110(4)	

9.6110 Adjustments to Bicycle Parking Standards. Adjustments may be made to the standards of EC 9.6100 through 9.6105 if consistent with the criteria in EC 9.8030(9) Bicycle Parking Standards Adjustment of this land use code.

- (1) ***Subsidized Low-Income Housing and Subsidized Extra-Low Income Specialized Housing.*** Adjustments may be made to the minimum required bicycle parking spaces for Multiple Family (3 or more dwellings on same lot) specified in EC Table 9.6105(4) for Subsidized Low-Income Housing and Extra-Low Income Specialized Housing from 1 per dwelling to .50 per dwelling, if all of the following conditions are met:
 - (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Housing or Subsidized Extra-Low Income Housing for a minimum of ten years.
 - (b) Evidence is submitted that demonstrates that the housing units will be occupied by residents that are either prohibited or very unlikely to own or operate a bicycle, tricycle, or similar device.
 - (d) Upon a change in occupancy from Subsidized Low-Income Housing or Subsidized Extra-Low Income Housing to other Multiple Family housing, the minimum required bicycle parking spaces are no longer adjusted and reverts to 1 per dwelling.

- (2) ***Subsidized Low-Income Specialized Housing .*** Adjustments may be made to the minimum required bicycle parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6105(4) for Subsidized Low-Income Specialized Housing from 1 per dwelling to .50 per dwelling, if all of the following conditions are met:
 - (a) Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Specialized Housing for a minimum of ten years.

- (b) *Evidence is submitted that demonstrates that the housing units will be occupied by residents that are either prohibited or very unlikely to own or operate a bicycle, tricycle, or similar device.*
 - (d) *Upon a change in occupancy from Subsidized Low-Income Specialized Housing to other Multiple Family housing, the minimum required bicycle parking spaces are no longer adjusted and reverts to 1 per dwelling.*
- (3) *Subsidized Low-Income Senior Housing Partial.*** *Adjustments may be made to the minimum required bicycle parking spaces for Multiple Family (3 or more dwellings) specified in EC Table 9.6105(4) for Subsidized Low-Income Senior Housing Partial from 1 per dwelling to .75 per dwelling, if all of the following conditions are met:*
- (a) *Evidence is submitted that demonstrates that the housing units will be used for Subsidized Low-Income Senior Housing Partial for a minimum of ten years.*
 - (b) *Evidence is submitted that demonstrates that at least 50% of the housing units will be occupied by residents that are either prohibited or very unlikely to own or operate a bicycle, tricycle, or similar device.*
 - (c) *Upon a change in occupancy from Subsidized Low-Income Senior Housing Partial Housing to standard Multiple Family, the minimum required bicycle parking spaces are no longer adjusted and reverts to 1 per dwelling.*

V. Promotion of Private Car Sharing Programs

No code changes are proposed at this time. This proposal recommends that staff monitor the recent emergence of private car sharing programs in the West University and South University Neighborhoods, and assess the viability of incorporating a parking space credit for developments that contract with a car sharing program. The assessment would look at ways to implement a pilot program, including minimum project size, ability to combine across multiple projects, how to bolster success, and whether off-site leased spaces can be identified as back up spaces during the trial phase.