

## Right-Size Parking – Every Community is Unique

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The purpose of this document is to present some excerpts from existing documents on the subject of parking that are relevant to the upcoming community discussion on the value of parking.

### “What is the “right-size” for parking?

*Right-size parking means striking a balance between parking supply and demand.”* Right Size Parking Final Report, August 2015 King County Metro

[In staff’s December 2017 powerpoint presentation of the “Citywide Parking Study” to the Planning Commission, they used the “Goldilocks’ analogy; not too much, not too little”.]

*“The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.”* Parking Generation- Replacing Flawed Standards with the Custom Realities of Park+.

### Excerpts from “Parking Made Easy – A guide to Managing Parking in Your Community”, Oregon Transportation & Growth Management Program.

- *“The 85% rule is an operating principle and industry-based management tool for ensuring better access to destinations.”*[page 14]
- *“Eighty-five percent is the level at which a city’s competing objectives are well met: 85% of the spaces are in use, which means that a valuable and limited resource is being efficiently used; and 15% of the parking spaces are available at any time, so customers are assured that they will be able to quickly find a space close to their destination. [page 14]*
- *“Data collection is critical. You need to understand how parking works and tie solutions to data.”* Daniel Rowe, Transportation Planner, King County Metro.
- *“Experts agree: good data is essential and the more data you have, the better your management decisions will be.” [page 18]*
- *“The concept of right-sized parking is not to force a standard that would under-supply parking. Rather, it is to account for variations in local travel patterns and transportation alternatives and then to match land use development requirements to these factors.” [page 19]*

### Excerpts from City of Bend, Oregon Downtown Strategic Parking Management Plan;

- *Adopt the 85% Rule as the standard for measuring performance of the parking supply and triggering specific management strategies, rates, permit prices and efforts by discrete zone. [page 5]*
- *Develop a reasonable schedule of data collection-every two years-to assess performance of the parking supply and support the 85% Rule for decision-making. [page 6]*

### Excerpt from the 2017 Galveston Parking Study

- The 2017 Galveston Study found that up to 55% of the 66 block faces exceeded the 85% rule and in some cases are 100% occupied. [page 12]

### Excerpts from the 2020 Bend Transportation Plan,

- *It is critical to provide the correct amount of parking for projected demand.* [page 76]
- *The most effective parking strategies are those that link parking directly to demand and/or provide incentives.* [page 76]
- *The Citywide Study concluded that the City's current minimum parking requirements are near or below 2017 measured rates of actual parking demand for sample office, industrial, hotel, mixed-use, restaurant, and multi-family residential development sites in Bend.* [page 76] **[See "Observations" on the next page]**
- Policy #39, *"The City will monitor and update parking requirements to allow for adjustments based on changes in behavior and parking demand over time."* **[page 36] [There has been no monitoring reported on parking demand since the data collected in 2016-2017. Also, the city has not monitored the effectiveness of the incentives which allows non-residential uses to reduce their off-street parking requirements.]**

### Excerpts from City of Bend, Parking Code & Policy Assessment\*, December 2017

- *"Based on the findings in this report, the City's code minimums are not contributing to parking surpluses."* **[Page 27]**
- *"Establish the City's intent to right-size parking requirements,"* [page 3]
- *Establish and administer a Parking Utilization Monitoring Program by land use type and review parking provisions to maintain an adequate parking supply through ongoing regulations and management (this is known as right-size parking requirements).* [page 3] **[This program was never instituted.]**
- *Many cities have transitioned away from using parking minimums to using parking minimums.....Some of these cities subsequently experienced developments that underbuilt parking to such a degree that parking capacity in neighborhoods and/or commercial districts became an issue.* **[Page 9]**
- *Developers of Office, Industrial, Mixed Use, and Multi-family Residential uses with the past 15 years have tended to overbuild parking (parking in excess of measured demand) by between 11 and 22 percent* [page 2]. **[See the "Observations" on the next page.]**

**Observations –**

- The 2017 Citywide Parking Study didn't include restaurant sites.
- A supplement city survey was done in April 2018 which is typically the slowest month for restaurants. The survey found that the demand exceeded the supply and recommended the parking rate to be increased to avoid burdening adjacent neighborhoods and businesses. This finding was presented to Council in December 2018 Council meeting. The city manager told the council that the parking rate minimum would be increased as part of an annual code amendment package. Over 2 years later, the restaurant minimum parking rate has not been amended.
- The text for the first 7 versions of the citywide study stated parking rates should be adjusted up or down based on the observed actual over-supply or under-supply. When the survey found the actual parking demand exceeded the minimum parking rate for three of the six development types surveyed, the commitment to adjust minimum parking rates upward to avoid an "undersupply" was dropped from the final draft.
- Here are the findings listed on Table 6, page 26,
  - The "average True Demand (observed) + buffer" for industrial was 1.86 vehicles per 1000 sf while the recommended parking minimum as only 1.43 vehicles per 1000 sf + 1 space for a county vehicle (the existing code).
  - The "average True Demand (observed) + buffer" for Mixed-Use was 4.17 vehicles per 1000 sf while the recommended parking minimum as only 2.86 vehicles per 1000 sf (the existing code.)

**Conclusion – Right sizing strategy is founded on accurately collecting and analyzing local demand to right-size parking requirements.**

**a) The city has failed to make the logical upward adjustments in minimum parking rates for restaurants and industrial uses.**

**b) At the time of the survey, staff denied a request for specific information about the sites selected for the survey to allow for an independent verification of the appropriateness of the selected sites for this survey. The survey included a limited number of sites for each category and for most categories, the findings varied significantly within the category.**

**c) Recent developments typically provide a parking supply which is at or barely above the minimum parking standards in their applications.**

**d) No decision on parking rates should be made without gathering the local data to ensure new developments are not under-supplied.**