

Proposed Addition to Draft  
Re: auto-free residential developments  
Section 9.3.20  
Off-Street Parking and Loading

To: ZCRP-DAC Members  
From: Greg Bryant,  
Eugene Community Trust

9.3.27 Off-Street Parking Spaces Required for Motor Vehicles  
and Bicycles

A. Residential Types

1. Dwelling, single family

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11. Specialized Housing:

a. Congregate care facilities ...

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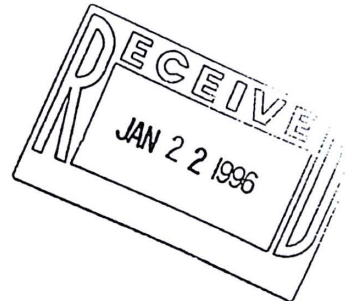
h. Projects in which each resident signs a contract not to own a private automobile. Residents can be members of an ISO standard car-sharing organization with a ratio of ten or more people to one vehicle.

Auto Parking Space Required: 0 spaces per unit

Bicycle Parking Space Required: 1.5 per unit

Type and % of bicycle parking: 100% long-term

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Notes:

-- An ISO (International Standards Organization) Car-Sharing Organization, or car co-op, is a not-for-profit members' co-op. The ratio of members to cars ranges between 10 and 25 members per vehicle. Member/users pay as they go for their occasional car use. The prices are set high enough that daily commuting with the cars is prohibitively expensive. Car co-op members commute by alternate modes. Note that 30% of Eugeneans already do not commute to work by private automobile.

-- Car co-ops arrange parking for their own cars.

-- Consequences in worst case scenario: a large development of 1000 units. If the developer made everyone sign these contracts, yet did not make arrangements with the car co-op to provide spaces on-site for co-op vehicles, units would not rent well. Any developer trying to build under this category would have to seriously address alternate modes issues, or they could not get the confidence of lenders.

If, however, developers and their banks are willing to build with no auto availability, not even a car co-op, then the above language allows for this.

For a small development, say 10 units, the single co-op car can park on the street. More likely, tenants will go to a nearby small lot of co-op cars that serves the neighborhood.

-- Regarding enforcement: car co-ops and non-profit auto-free building developers would be motivated to sue any developer trying to abuse this ordinance, since abuse would threaten the exemption for legitimate use.

To: Teresa Bishow  
From: Greg Bryant  
(Phone: 683-1504, Fax: 465-9192)  
Re: Nodes and car co-ops

At the last Zoning Committee meeting I attended, many said that something should be done to make the "walkable nodes" idea of TransPlan a reality. Since our efforts at the Eugene Community Trust are aimed at creating such neighborhood nodes, I thought I'd offer something that could help. As it turns out, there's a connection between nodes and car co-ops.

Many incipient nodes exist in neighborhoods in the form of small commercially-zoned districts: where I live, for example, 24th and Hilyard hosts the corner grocery store. Because it's surrounded by R-1, not many people get to walk to the businesses in this district. As a result, these businesses cannot expand and diversify to seek out new customers, because there isn't any room left for parking.

But what if we said that in R-1 districts you could build housing to higher density if you are within 1200 feet of at least 10,000 sq. ft. of commercial land -- but ONLY if you build according to residential type A.11.h as detailed in my previous memo: the residents don't own cars, but can be a member of a car co-op with a ratio of at least 10 people to one car.

Immediately, this would make it possible for more people who don't drive, or don't want to, to live near a vibrant area. Also, the commercial area would be able to thrive and become more diverse, because the number of customers just jumped without the need to increase parking.

We have just made it possible to create a node.

Besides the A.11.h requirement, we might force these developments to respect their lower density neighbors through noise restrictions (no loud parties, no power tools except for construction, no power landscaping equipment) and no pesticide use.

I hope this is helpful ...