

Calculated Average Parking Requirements for 1, 2, 3, and 4-Bedroom Apartments*

	1 bedroom	2 bedroom	3 bedroom	4 bedroom
College Comparator Cities Average	1.36	1.75	2.35	3.1
Oregon Cities Comparator Average	1.25	1.3	1.5	1.6
Eugene - University Area Requirements	1	1	1.5	2
Current Corvallis Requirements	1	1.5	2.5	2.5 (3.5 proposed)

* Averages exclude Fort Collins, CO; Champaign, IL; and Corvallis.

Current Comprehensive Plan Policy Direction Related to Vehicle Parking

4.10.6 In order to reduce peak runoff from impervious areas and maintain pre-development flow regimes, the City shall work to adopt standards such as the following:

1. Minimize the proportion of each development site allocated to surface parking and circulation.
2. Minimize the average dimensions of parking stalls.
3. Use pervious materials and alternative designs where applicable, such as infiltration systems.
4. Modify setback requirements to reduce the length of driveways.
5. Promote the use of shared driveways to reduce impervious surface in residential development.
6. Promote disconnection of roof down spouts to reduce runoff going into a piped collection system or the street and encourage storage for reuse.
7. Retain a larger percentage of vegetated area within all types of development to increase rainfall interception.

8. Pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow and promote dry season base flows in streams.
9. Develop sub-surface storage as well as surface detention facilities.
10. Evaluate additional restrictions on cuts in hillsides, especially in areas with near-surface groundwater.

7.3.7 The City of Corvallis shall actively promote the use of modes of transportation that minimize impacts on air quality.

7.3.10 The City shall encourage citizens to modify their household actions to reduce emissions. This can include items such as alternatives for heating, transportation, and lawn equipment.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

11.4.1 The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.

11.4.2 The City shall adopt and implement measures that discourage nonresidential vehicular parking on residential streets and in other adversely affected areas.

11.4.3 All traffic generators shall provide adequate parking.

11.4.4 Multiple-level parking facilities near major traffic generators should be encouraged where practical.

11.4.5 The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.

11.4.6 New industrial and commercial development shall provide preferential car pool and van pool parking near primary building entrances.

11.4.7 The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

12.2.5 The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.

12.2.6 The City shall actively promote the use of energy efficient modes of transportation.

12.2.7 The City shall encourage the development of high density uses that are significantly less dependent on automobile transportation.