

Low Occupancy RCF Facility – Oregon Locations
Comparative Analysis
9 – 19 Bed Senior Residential Care Facilities

Purpose:

The purpose of this simple comparative analysis is to collect data and draw conclusions regarding **passenger vehicle and bicycle** parking needs/use/requirements and “**screening and buffering**” of specific small RCF buildings from their neighbors. City of Beaverton Planning Department Staff requested an analysis of facilities as categorized in order to allow a requested reduction in the number of required off-street parking spaces for a small RCF facility in an existing Care Facility currently considered a single-family dwelling serving as an Adult Care home for a family and five seniors. This analysis was conducted looking at similar facilities – all with less than 25 beds. The screening and buffering, or building setbacks, were observed and noted to determine if the requirement for 20 feet of “screening and buffering” required by the BDC is typical throughout the state for small bed count RCF development.

Applicable BDC:

BDC 60.30.10.11

*G. Reduction for Special Needs Residential. The Director may, upon request, allow a reduction in the number of required off-street vehicle and bicycle parking spaces in housing developments for **elderly or handicapped persons** if such reduction is deemed appropriate after analysis of the size and location of the development, resident auto ownership, number of employees, possible future conversion to other residential uses and other similar relevant factors. [ORD 3108; April 1979] [ORD 4584; June 2012]*

Executive Summary:

The Beaverton Development Code specifies minimum parking requirements for Residential Care Facilities, without breaking out the varied types of such facilities for more specific parking requirement ratios. As our current BOOMER population ages and as residential care housing options become ever more sophisticated there is a need for either (1) a more specific parking requirement for the various types of housing or (2) an additional analysis of specific subsets of housing types to more carefully impose parking requirements that both serve the population (use) and **refrain from paving swaths of land that then sit unused and contribute to stormwater runoff problems**. This is especially critical in Washington County, Oregon due to both incomplete stormwater infrastructure in many urban areas and poor ground saturation capability. Many similar Residential Care Facilities located in Oregon were evaluated to determine their constructed parking spaces. Data was collected using Google Earth Pro, telephone conversations with on-site staff, review of State of Oregon DHS data bases, and conversations with Melissa Bruce, the Project Applicant.

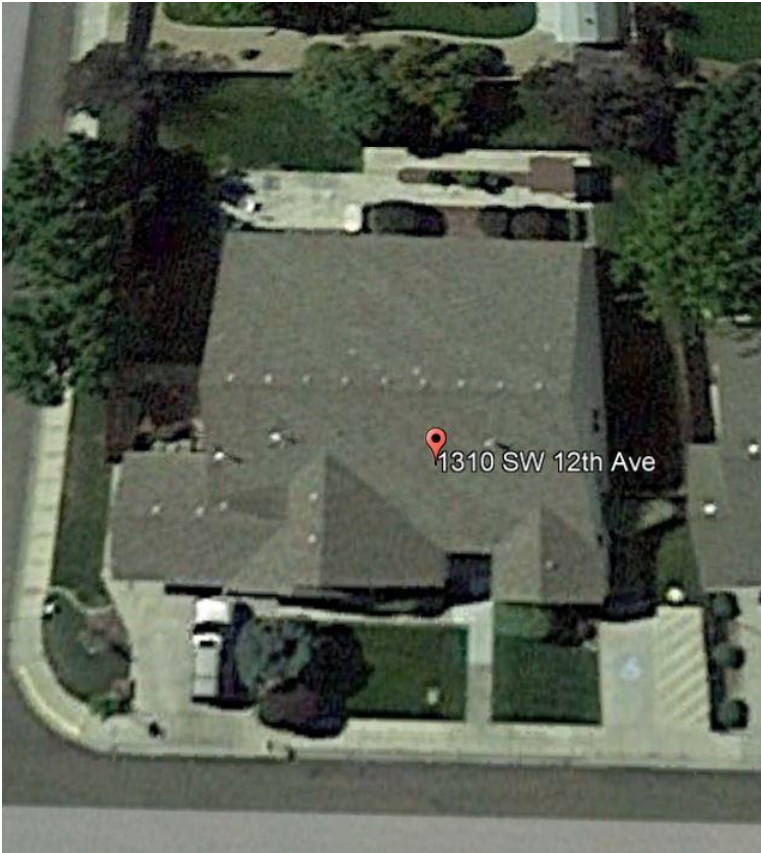
Assumptions:

Google Earth Pro provides an unbiased “snapshot” in time via high resolution aerial photography. The aerial photos cannot be “timed” or “staged” to alter the number of cars in any given parking location, nor can dimensions be “adjusted” to suit. Google Earth Pro provides a measuring tool that is accurate to within a few feet. For the purposes of this study that degree of accuracy is adequate. Both aerial views and Street Views were evaluated to get two different “looks” at each property.

A review of 5 facilities shows **NO bicycle parking facilities readily visible**. One facility staff member was queried about provision for resident or staff bicycle parking. **She laughed**. With a desire to avoid further self-humiliation, the question was not asked again. Most of the facilities evaluated have a garage. It is possible that staff could ride a bike to work and park it in the garage. At City of Beaverton staff direction, I reached out AGAIN to staff and/or administrators of small RCF facilities with occupancies between 9 and 15 residents. None of the facilities provide designated bicycle racks or covered bicycle parking like mandated bike parking standards in Beaverton. Many of the buildings have garages, and the garages are available for staff to park bikes if desired. Staff and Administrators could not recall an employee riding a bike to work at one of their RCF homes.

None of the residents in this style of senior care housing own vehicles. They are typically aged, infirm, either wheelchair dependent or use a walker, and in many cases are cognitively challenged. They either choose to live in a small homelike facility or the choice has been made for them by family members or guardians.

I reached out AGAIN to staff and/or administrators of small RCF facilities with occupancies between 9 and 15 residents to confirm NONE of the residents own vehicles. Visitation from family/friends is light, with several factors contributing including: Covid 19, dementia, no local family, no local friends, physical decline making visits unpleasant, and inability of residents to communicate clearly or at length.



1310 SW 12th site is a **14-bed facility** in Ontario, Oregon. It was purpose built. It is on the corner of a residential street adjacent to residential dwellings. It houses elderly residents in a home environment. It is across the street from a large church. I spoke to the Administrator of the facility. **No residents have cars.** One HC space is provided for loading residents. Two spaces are provided for staff parking. They operate with two staff per shift. Staff usually park on the street where there is unrestricted parallel parking. Hospice staff, visitors, chaplains and all other humans who arrive by vehicle park on the street. There are no visitor restrictions.

Delivery trucks (Amazon and UPS) park on the street.

The building is 16 feet from the adjacent PL, and approx. 21 feet from the adjacent dwelling.

Street View shows 3 residential garbage cans out for pickup.

The administrator for this facility laughed when I mentioned bicycle use and bicycle parking.

This facility is most similar to the project under review by the City of Beaverton. It has 14 beds and 2 staff parking spaces. One HC space is provided.



2144 NW Heidi Lane, Grants Pass, Oregon. This facility is owned by the same entity as the previous building and operates similarly. It is a 15-bed facility according to DHS website. It is located on a residential street that leads to a dead end entrance to a private school. Aerial view shows one car in the “lot”. The parking area is striped for three cars and one HC space. No residents have cars.

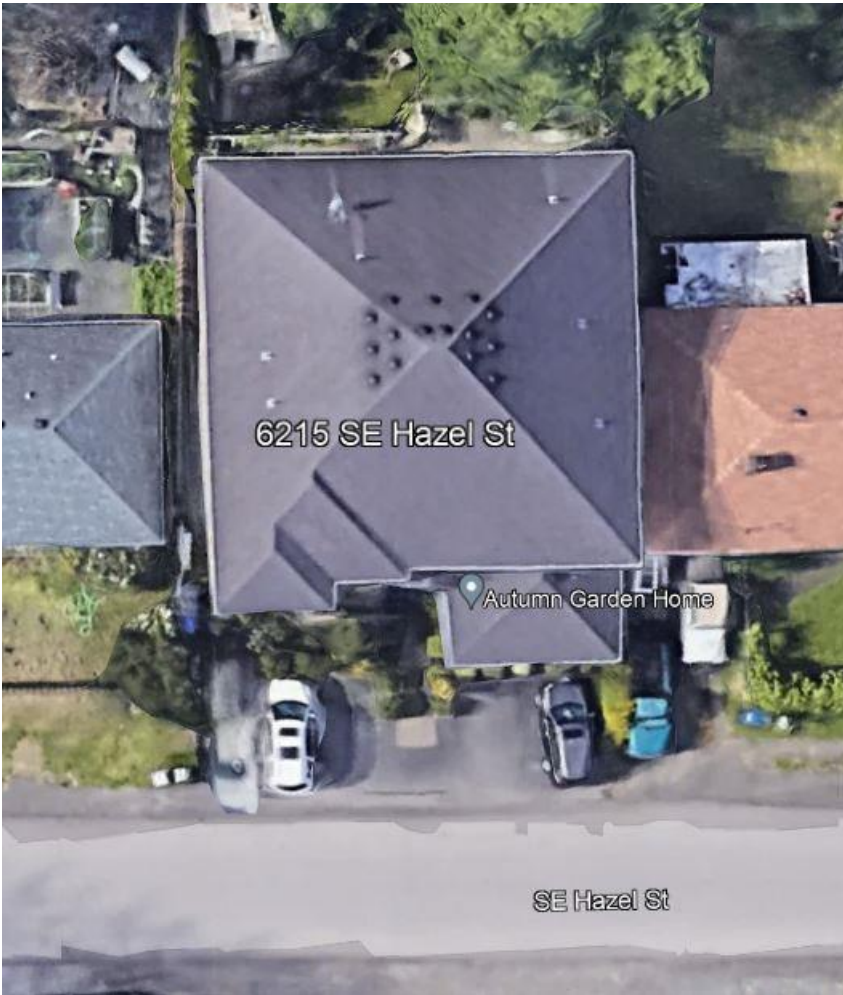
The adjacent building is less than 15 feet away.

Google Street view shows no cars in the parking area and two cars on street in front of the building.

6215 SE Hazel, Portland, Oregon is a 10-bed building listed as an RCF and memory care facility on their website. There is no garage, and parking spaces line the front PL with 4-5 head-in spaces. Their website emphasizes Memory Care and shows a residential kitchen and home-like environment. The aerial view shows 2 or 3 vehicles parked in front of the building. Short telephone conversation with a representative confirmed a 10-bed facility.

Adjacent buildings are within 10 feet or less on either side. This location appears to be quite suburban.

Google Street view shows three cars in the parking area and obviously no on-street parking in front of the building. There is significant head-in parking along both sides of the street.



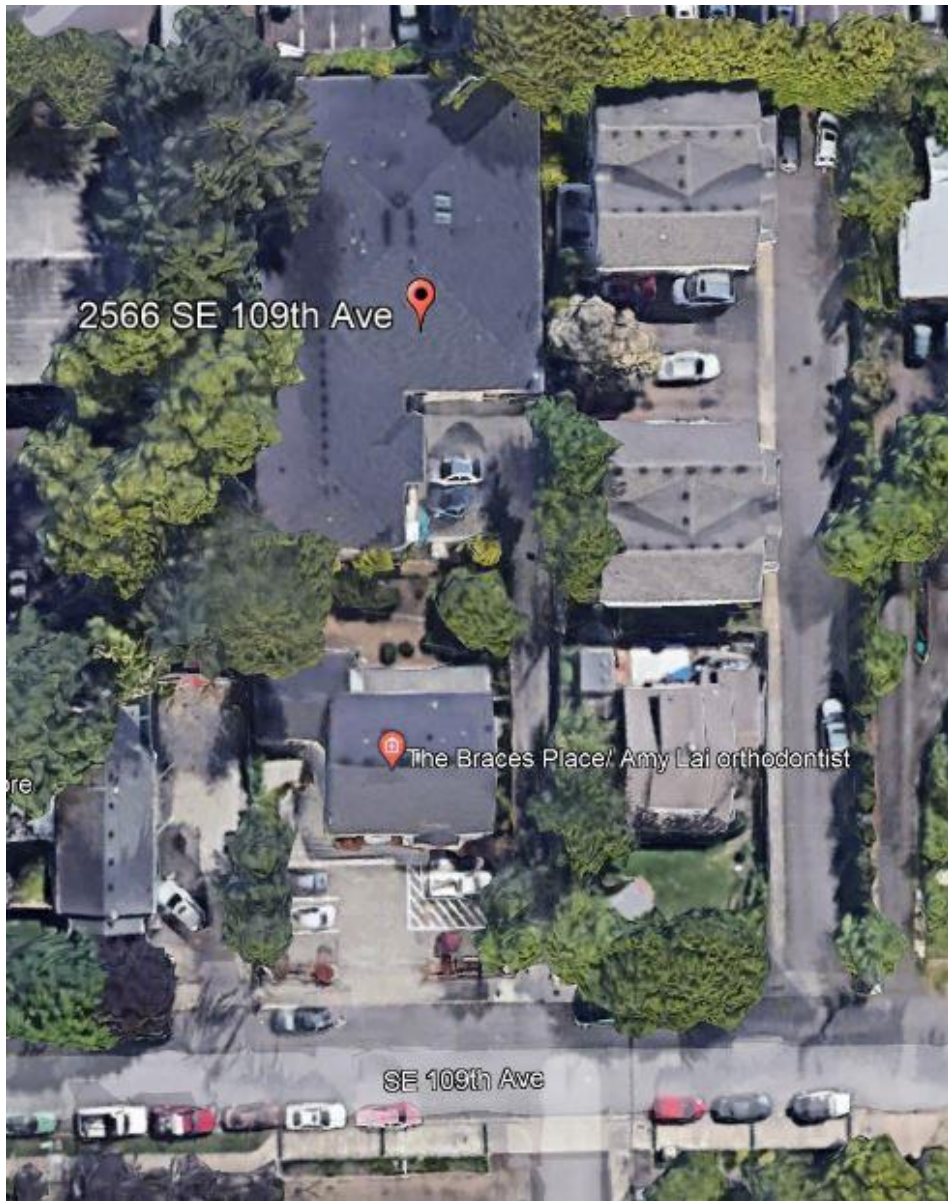


9347 SW 35th Avenue, Portland, Oregon is listed as a 16 bed RCF facility. Reviewing the testimonials indicates the provided care was for frail patients. It is listed as providing 2 full time staff at all times. The parking area can hold 4 cars. There is no garage. On street parking is allowed. DHS reports the facility closed in 2020.

The adjacent residence is approximately 25 feet away and there is significant vegetation separating the two buildings.

Midway RCF is a 15 bed RCF at 2566 SE 109th Avenue, Portland, Oregon. It is located on a flag lot with a very narrow (>20 feet) flag pole entrance. The building fills most of the parcel and it appears to provide 3 parking spaces. 109th Avenue has on-street parallel parking on both sides.

The building appears to fill the entire lot with very small building setbacks to the PL. Street View shows a very narrow access with a small sign pointing down the drive.



Conclusion:

I spent many hours reviewing the aerial layout of 10-19 bed RCF buildings throughout the State of Oregon.

The provider ASHLEY MANOR (ashleymanorseniorliving.com) lists 20 buildings in Oregon. They state
*“At Ashley Manor we specialize in small, home-like facilities that typically house up to 16 residents at a time
..... Each home has a kitchen in the center of the home to create a warm, inviting atmosphere. With three
hot meals a day and snacks, we make sure your loved one gets the nutrition he or she needs to stay healthy and
strong.”*

I specifically mention this regional provider because their building model is quite efficient, they locate in single family neighborhoods and the buildings are purpose built and appear fairly new. The built environment of their facilities is indistinguishable from adjacent homes. Because they locate in numerous Oregon cities, and the homes are quite similar it is believed their land use approval process is well managed. Two of their buildings are included in this analysis, while several more were examined at length. They typically provide 2-3 parking spaces for staff and one HC space. None of their buildings are located in the Metropolitan Portland area, so additional inclusions in the analysis would skew the results.

A total of 70 beds in five facilities provide 21 parking spaces. This analysis demonstrates a current ratio of one parking space per 3.3 beds for the five facilities.

The 3950 SW Laurelwood house will serve between 8 and 12 residents with an average occupancy of 9 clients. There are nine bedrooms on the ground floor with a maximum resident occupancy of 12 humans if three rooms were shared.

In unincorporated Washington County the standard for RCF parking off-street is one space per 4 beds, plus one space for each employee on the peak shift. With 12 beds and 2 staff at peak shift the base parking requirement for this building would be 5 parking spaces. Washington County CDC provides 20% reduction in parking for the availability of transit, so with the bus stop on the corner, the required parking minimum would be 4 spaces.

In Beaverton the standard for RCF parking off-street is one space per 2 beds. With 12 beds the base parking requirement for this building would be 6 spaces.

With the supporting evidence provided by this analysis combined with the parking report/analysis provided by our traffic engineer we request a reduction in the off-street parking requirement to 3 spaces, plus one space in the existing garage and including one space for HC as required by the Building Code. 3 off street parking spaces (plus one in the garage) is in line with the number provided at numerous similar small RCF facilities throughout the state. The readily available on-street parking, and the nearby bus stop support the requested reduction in “off-street” parking.

There are two comparable occupancy options for the subject dwelling at 3950 SW Laurelwood.

- 1) This large single family home could easily house a large family comprised of two adult parents, a grandparent couple living with the family and 6-10 children. The family could employ a full time nanny and a housekeeper/cook. With 12 bedrooms and 6 half baths, 5 full baths, a large kitchen, living space and back yard the property would easily accommodate such a multi-generation family with family help. This scenario would place 10 -14 family members in the house, and 2 staff providing needed care services (12-16 total humans at the house). Even if NONE of the children were of driving age or owned a vehicle, there would be **5-6 vehicles** at the house every day for the family and staff. The existing parking area would fully used all the time, with visitors or additional family vehicles parking in front of the house in parallel parking spaces. This occupancy is allowed by right with no review, no LANDSCAPE BUFFERING and no review of trash service.
- 2) The building is currently occupied by a family of five and five senior residents. There is room for a grandparent couple to move in and live with the family. There is one full time staff assisting with the care of the seniors. This scenario would

place 12 full time residents in the house and one staff providing care (11-13 humans in the house). None of the children currently drive so there would be **4 cars plus the med-transit van** at the house.

Comparing the three options demonstrates that the proposed use as a 12 bed RCF actually places the least number of FULL TIME vehicles at the dwelling. The proposed use would have 2 full time staff (2 vehicles) plus the med-transit van for a total of 3 vehicles at the house regularly.

Existing Screening and buffering of existing RCF buildings was observed and reviewed as a portion of this analysis. None of the five buildings included in this analysis, and none of the additional buildings reviewed in addition to these had 20 feet of screening or buffering with landscaping (other than grass and a fence) on shared property lines. The ASHLEY MANOR buildings in numerous jurisdictions were constructed with setbacks and landscaping identical or very similar to their neighbors. Buildings in Portland have only building code required setbacks in many cases, and little landscaping/screening.

Kirsten Van Loo, Project Planner