



February 14, 2024

Regular Meeting | 7:00 p.m.

Troutdale Police Community Center – Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

Agenda

1. Call to Order, Roll Call, & Pledge of Allegiance
2. Public Comment on Non-Agenda Items
3. Special Guest – Erika Palmer, Community Development Director
4. Discussion Items
 - a. Climate Friendly Equitable Communities (CFEC) – Erika Palmer, Community Development Director
 - b. Discussion - Use Tables – Dakota Meyer, Associate Planner
5. Staff Comments
6. Commissioner Comments
7. Adjournment

Participation

The public may attend the meeting in person or via Zoom. Please email comdev@troutdaleoregon.gov to request Zoom meeting access credentials.

This meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting to the City of Troutdale (comdev@troutdaleoregon.gov or 503-665-5175).



Memorandum

Date: February 7, 2024
From: Erika Palmer, CD Director
To: Chair Staffenson, Troutdale Planning Commission
CC: Troutdale Planning Commissioners

Subject: Climate Friendly Equitable Communities (CFEC) Update

On March 10, 2020, former Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In July 2022, the Oregon Land Conservation and Development Commission (LCDC) adopted the Climate-Friendly and Equitable Communities (CFEC) rules to help meet state goals to reduce climate pollution, especially from transportation. The rules apply to urban metropolitan areas throughout Oregon.

The City of Troutdale and 12 other jurisdictions including Sherwood, Tualatin, Hillsboro, Happy Valley, and Oregon City have sued over the new rules and the case is currently at the Oregon Court of Appeals. At issue is whether the Oregon Department of Land Conservation and Development exercised authority it did not have when codifying and mandating the rules.

While the lawsuit is being settled, the City is implementing portions of the rules that are clear and objective, that can be directly applied to land use applications. However, there are new rules that are big-picture policy decisions that staff is requesting feedback on – Parking Reform B Options 1, 2, and 3 that the city is required to implement by June 30, 2024.

Key parts of CFEC rules include:

- Reform parking requirements
- Land use requirements for designating Climate-Friendly Areas
- Transportation performance standards
- Transportation System Plan update requirements

Parking Reform

CFEC Parking Reforms are in two phases: 1) Parking Reform A, which reduces parking mandates that went into effect December 31, 2022, and Parking Reform B, regulation improvements, that recently took effect June 20, 2023. Troutdale requested and was granted a one-year extension to June 30, 2024, from the Department of Land Conservation and Development (DLCD) to implement Parking Reform B 1, 2, and 3 options.

Parking Reform A

All development applications submitted on/after December 31, 2022, are subject to the following:

- Jurisdictions may not require more than one parking space per unit for residential developments.
- Jurisdictions may not require any parking for the following development types: Small units (smaller than 750 square feet), affordable units, childcare, facilities for people with disability

Currently, the code allows for one parking space for single-family dwelling, manufactured dwelling, duplex, triplex, quadplex, townhouse unit, or cottage cluster unit. The code will need to be updated for shared-dwelling, and childcare.

Parking Reform B

Parking Reform B regulations went into effect on June 30, 2023. The City requested and was granted a one-year extension to Parking Reform B by DLCD. New standards for compliance with Parking Reform B must be codified no later than June 30, 2024.

Parking Regulation Improvements (OAR 660-012-0405)

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underutilized parking for other uses
- Allow and facilitate shared parking
- New parking lots more than ½ acre in size must install 40% tree canopy or solar panels, solar/wind fee-in lieu or green energy
- Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented development

Reducing the Burden of Parking Mandates (OAR 660-012-0425)

- Garages and carports may not be required for residential developments
- Garage parking spaces shall count towards off-street parking mandates
- Provision of shared parking shall be allowed to meet parking mandates
- Required parking may be provided off-site, within 2,000 feet of pedestrian travel to the site
- Reduce parking mandates if providing solar panels or wind power capacity, car-sharing parking spaces, EV parking spaces, and units that are fully accessible to people with mobility disabilities.

In addition to the standards listed above, there are three additional CFEC parking regulation options the City must consider and decide to implement:

Option 1 – Simple Approach – Repeal all Parking Mandates

- Option 2 – Fair Pricing by reducing parking mandates for certain types of development in key areas; and adopting fair parking policies.
- Option 3 – Reduce Regulations – Further reduce parking mandates for types of development and in more areas.

Parking Reform B – Option 2, Fair Pricing

If enacted the City would need to choose 2 of the 5 options, including at least one provision from A-C

- (A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;
- (B) A requirement that parking spaces serving leased commercial developments be unbundled parking; -- See attachment A.
- (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
- (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
- (E) A reduction of parking mandates for new multifamily residential development to no higher than one-half spaces per unit, including visitor parking.

Parking Reform B -- Option 3, Reduce Regulations

If the city chooses to enact this option, all standards below would apply.

- (A) A repeal of all parking mandates within one-half mile pedestrian travel of climate-friendly areas; (B) A repeal of parking mandates for mixed-use development;
- (C) A repeal of parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
- (D) A repeal of parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;
- (E) A repeal of parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years. Cities and counties may require registration of a building as vacant two years prior to the waiving of parking mandates;
- (F) A repeal of requirements to provide additional parking for change of use or redevelopment;
- (G) A repeal of parking mandates for expansion of existing businesses by less than 30 percent of a building footprint;
- (H) A repeal of parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
- (I) A repeal of parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space;

- (J) A repeal of parking mandates for developments built under the Oregon Residential Reach Code;
- (K) A repeal of parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;
- (L) A repeal of parking mandates for schools;
- (M) A repeal of parking mandates for bars and taverns; and (N) Implementation of at least one pricing mechanism, either:
 - (i) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through paid permits, meters, or other payments; or
 - (ii) Requirements that parking for multi-family residential units be unbundled parking.

In addition to Parking Reform A, and B, there are new regulations focused on electric vehicle charging and parking along public transit corridors that went into effect in 2023.

Electric Vehicle Charging

New Electric Vehicle Charging regulations became effective on March 31, 2023. New multi-family and multi-use development applications require 40% of spaces to have conduit (pipes) to serve electric vehicle charging (OAR 660-012-0410).

Parking Along Public Transit Corridors

As of December 31, 2022, parking is not required along transit corridors within ½ a mile of a qualified “frequent service” route under OAR 660-012-0440. Tri-Met’s Lines 77 qualifies as a frequent transit service. Jurisdiction may use either walking distance or a straight-line distance in measuring distances to this rule. Troutdale Planning staff have run the analysis. See attachment B. The walking distance map impacts fewer properties compared to the straight-line measuring approach. Staff recommends using the walking distance method.

Currently, Staff is directly applying Parking Reform A, electric vehicle charging regulations, and parking along transit corridors using the walking distance map because they are clear and objective. No land use applications at this time have required these new standards to be applied.

CFEC Next Steps:

In reviewing Parking Reform B and the three options, staff is recommending moving forward with Parking Reform B, Option 2, Fair Pricing, and enacting subsections (B) and (D), because these two subsections have the least impact on Troutdale residents.

- (B) A requirement that parking spaces serving leased commercial developments be unbundled parking;

This is an agreement between a lessee and a lessor in commercial developments. “Unbundled parking” requires that parking spaces for each unit in development be rented, leased, or sold separately from the unit itself. The parking space(s) must be rented, leased, or sold at market rates for comparable local

off-street parking. The renter, lessor, or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.

- (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel;

Currently, there are no commercial parking lots in Troutdale. The city may or may never have a commercial parking lot. This would require staff to develop a program, but it would only be implemented and applied at the time of a commercial lot operating in Troutdale.

- ATTACHMENTS:**
- A. DLCD Unbundled Parking paper
 - B. ½ Mile Walking Distance Transit Corridor Map Line 77
 - C. CFEC Work Plan Matrix

Implementation Guidance

Unbundled Parking



OREGON
Department of
Land Conservation
& Development

Updated to reflect temporary rules adopted April 20, 2023, effective May 12, 2023 for up to 180 days. Staff expect those rules generally to be made long-term rules at the November 2023 commission meeting.

DLCD and LCDC developed the Climate-Friendly and Equitable Communities program to support communities taking action to meet Oregon's climate pollution reduction goals. The program works to help provide more housing and transportation choices and improve equity.

DLCD is providing this resource as part of our technical assistance program. Please see our website at www.oregon.gov/lcd/CL/Pages/CFEC for more information or to sign up for notices.

What is Unbundled Parking and Why Should Communities Consider it?

Unbundled parking is paying for parking separately from paying for the rent, lease or purchase of a residential or commercial unit, with the option to not use and pay for parking. Unbundled parking is officially defined in [OAR 660-012-0005\(57\)](#).

Separating the cost of parking from other goods can significantly impact mode choice. When there is a price on parking, commuters look to make other, more climate-friendly choices such as transit, carpooling, walking or biking. [One study](#) found a 17% decrease in solo driving to work when commuters had to pay for parking at work, versus having the costs of that parking hidden and subsidized. In that study, carpooling increased 64%, transit use increased 50%, and walking and biking increased 33%. The collective mode shifts reduced total driving commute miles by 12%. [Another study](#) found unbundling parking can cut transportation-related climate pollution by up to 15.7%.

Being explicit about the cost of parking and allowing people to avoid that cost helps people make more climate-friendly decisions, such as carpooling, transit, walking and biking. Unbundling also improves equity, as the majority of households who do not own cars are in the bottom fifth of households in terms of income, and homeowners own 50% more cars than renters. Where parking is bundled in with other goods, these households disproportionately subsidize parking for those with more resources.

Application and Deadline for Action

Under OAR 660-012-0420, jurisdictions must choose one of three parking reform paths by June 30, 2023, or an approved alternate date.

Jurisdictions that do not repeal parking mandates (reform path 1) may either adopt a fair parking policy approach per OAR 660-012-0445(1)(a) or a reduced regulation parking management approach per OAR 660-012-0445(1)(b).

Jurisdictions choosing the fair parking policy path per OAR 660-012-0445(1)(a) must implement at least two policies listed in that rule, including at least one policy in OAR 660-012-0445(1)(a)(A) through (C). One policy is to require unbundled parking for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel (OAR 660-012-0445(1)(a)(A)). Another policy is to

require unbundled parking for parking spaces serving leased commercial developments. (OAR 660-012-0445(1)(a)(B)). For either policy, unbundling is required throughout the jurisdiction.

Jurisdictions that adopt a reduced regulation parking management approach per OAR 660-012-0445(1)(b) have an option in (N) to either create a residential parking district, a parking benefit district or require multi-family residential units have unbundled parking (OAR 660-012-0445(1)(b)(N)(ii)).

What Do Cities/Counties Have to Do?

The department recommends unbundling occur through: (1) the adoption of a general ordinance regulating rental, lease, and sales agreements and (2) an ordinance with amendments to the jurisdiction's development code requiring new development and redevelopment to unbundle parking.

Procedural requirements described below can be contained in both ordinances, or established in one ordinance with appropriate cross-references to the other.

Rental, Lease, and Sales Ordinance

The ordinance regulating rental, lease and sales should apply to the geographic areas and types of development set forth in the CFEC rules.

Rental and Lease

The ordinance should require any lease or rental agreement entered into after the effective date of the ordinance for space in those specified developments shall unbundle parking from the rental or lease of the tenant space. This rental/lease ordinance is intended to implement unbundled parking policies for existing developments. This general ordinance is not intended to invalidate the terms of any existing contracts. It is intended to take effect separate from any land use action, allowing tenants of existing spaces to benefit. Implementing this policy broadly and expeditiously improves equity so the option to avoid paying for unused parking is not limited to tenants in new or redeveloped buildings.

Residential lease and rent agreements are subject to [ORS Chapter 90](#), Residential Landlord and Tenant Act. DLCD staff are not aware of conflicts with provision of the Residential Landlord and Tenant Act and adopting unbundled parking requirements. Jurisdictions are not precluded from adopting ordinances implementing rental or lease regulations in addition to ORS Chapter 90; one notable example is the City of Portland's rental protection rules (Portland City Code 30.01.085).

Sales

Unbundling also applies to units that are sold. This will apply only to residential properties because OAR 660-012-0445(1)(a)(B) requires commercial unbundling only for leased properties. DLCD staff expects unbundling for sales of residential development will occur only in residential condominium plats.

Unbundling for sales of residential condominium units applies to any condominium plat recorded after the effective date of the unbundling ordinance. Unbundling should also be required for sales of residential units in existing condominium developments, though exceptions are appropriate to include. Ownership or access to parking may be tied to ownership of the unit in existing condominium plats and/or deeds to condominium units. As such, there can be exceptions to required unbundling where the condominium plat was recorded prior to the effective date of the unbundling ordinance and either (a) the parking space(s) do not have a legal description that allows sale as an individual unit OR (b) the declarations and any legally enforceable codes, covenants and restrictions (CC&Rs) require joint ownership of the unit and parking space or restrict parking space ownership to owners of condominium units.

Notice

Notification of the rental, lease, and sales regulations should occur to landlords and tenants. In addition to the jurisdiction's general notification requirements for an ordinance, the department recommends mailing notices to renters and owners of the properties for which unbundling will be required. This should include owner addresses on file with the assessor as well as assigned addresses within the development (address numbers, apartment numbers, suites, etc.). Absent this, a broad effort to publicize the ordinance should be made. Areas subject to unbundling will include transit corridors and climate-friendly areas and their Metro-area equivalents. All areas within the city may be subject to unbundling if a jurisdiction opts to implement OAR 660-012-0445(1)(a)(A) or (B). Within the subject areas, jurisdictions should be able to use tax lot data and assessor codes per OAR 150-308-0310 to create a list of properties that are or may likely be subject to unbundling requirements. Business licenses or rental property registrations, if required by the jurisdictions, may be additional data sources from which notification lists can be created or refined.

Land Use Ordinance

Jurisdictions should also amend their development code to require unbundling in the geographic areas and types of development that must have unbundled parking, as set forth in the CFEC rules. Including unbundling as a land use regulation highlights this requirement for developers so they can make an informed decision about the amount of off-street parking to construct. This land use regulation will limit the oversupply of parking because developers will construct only the amount of parking that they expect tenants will opt to pay for. This will lead to better utilization of land and building space, create a more walkable and bikeable urban form, and reduce vehicle ownership.

Including unbundling in the development review process also increases the visibility of this requirement and makes it easier to track as a condition of approval, development casefile notation, and/or notation on the affected property(s) in the jurisdiction's development permitting system.

Applicants receiving land use approval after the effective date of the ordinance should be notified about the rates. Failure to offer tenants who do not use parking the ability to opt out of paying for it, and failure to charge the minimum rate should be considered a violation of the ordinance.

Determining Market Rates for Comparable Local Off-Street Parking

The rule specifies spaces must be rented, leased, or sold at market rates for comparable local off-street parking (in OAR 660-012-0005). A local unbundling ordinance should establish a process for the jurisdiction to determine a minimum rate(s) for unbundled parking and for distributing that information to affected landlords and tenants. Minimum rates should be re-evaluated at regular interval and should be able to be set by staff rather than requiring council or commission action.

Where possible, comparable rates should be established by surveying monthly parking rates for off-street parking lots or garages. Unbundled parking for sites near the surveyed lots or garages should reflect these market rates. Rates may be adjusted for unbundled parking that is geographically distant from the surveyed lots or garages. Another option is to survey rates for car storage; the department usually finds these rates ranges from \$60 to \$200/month. Generally, it would be surprising for appropriate unbundled parking rates to be less than \$50/space/month.

Where Unbundling Applies

Unbundling pursuant to OAR 660-012-0445(1)(a)(A) and (B) applies everywhere within the jurisdiction's boundaries.

Developments that Must Have Unbundled Parking

OAR 660-012-0445(1)(a)(A) requires “... each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement.” OAR 660-012-0445(1)(b)(N)(ii) requires “... parking for multi-family residential units to be unbundled parking.”

In the context of residential development, parking should be unbundled when located in a general or common area, such as surface parking surrounding a building or in a parking garage, podium parking, or tuck-under parking. Townhouse and rowhouse development is exempt (OAR 660-012-0445(1)(a)(A) states this explicitly; OAR 660-012-0445(1)(b)(N)(ii) should be read the same way). This exemption is intended to apply for parking spaces that are structurally attached to and accessible directly from the dwelling unit, or surface parking located exclusively on the same lot or parcel as the dwelling unit.

OAR 660-012-0445(1)(a)(B) requires parking spaces serving leased commercial developments be unbundled parking. For this rule, commercial development should be understood as inclusive of retail, service, and office uses. The department recognizes the lease or ownership status of a commercial development is not necessarily reviewed in a land use application, and that the status is subject to change. For existing developments, the issue of unbundling should be resolved between the commercial tenant and landlord as new lease agreements are executed, with local staff being involved if a complaint is received.

As new commercial development or redevelopment occurs, it is recommended a condition of approval, development casefile note, and/or similar notation in a development permitting system be placed on the property. This notation will make it easier to research whether commercial parking is required to be unbundled in the event the commercial space is leased. The department does not intend the rule to require local staff to actively track commercial development lease status. Commercial landlords should have awareness of unbundling requirements from the initial outreach conducted during adoption of the rental/lease ordinance or from the land use application review.

Enforcement

Enforcement of the unbundling land use ordinance can be handled in the same manner as other violations of the development code, and enforced consistent with a jurisdiction’s code enforcement policies and prioritization. Unbundling is a new area of regulation for many jurisdictions. However, it is similar to other more common operational regulations such as hours of operation in certain zones, ground-floor commercial doors being open during business hours, or activity limitations for home occupations.

Jurisdictions are advised to consult their legal counsel in drafting the rental, lease and sales ordinance, including the enforcement provisions. Violations of this ordinance can be failure to offer unbundled parking, failure to charge appropriate market rates for unbundled parking, or failure to comply with any reporting about unbundled parking. Enforcement may be based on code enforcement used for land use, nuisance, and other jurisdictional ordinances. While a complaint-based enforcement approach is acceptable, random spot checks may increase compliance. Any complaint-based enforcement approach should work to protect those filing complaints. Another option may be to specify damages and fees for ordinance violations that can be a cause of action in court ([this is Seattle’s](#)).

Model Language for Development Code

Codes with land use regulations requiring unbundled parking:

- City of Seattle (Chapter 23.42.070) - https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_III_LAUSRE_CH23.42GEUSPR_23.42.070PARELEMUDWUNCOUS.
- City of Berkeley (Title 23.334.030.A, part of Transportation Demand Management requirements) – [https://berkeley.municipal.codes/BMC/23.334.030\(A\)](https://berkeley.municipal.codes/BMC/23.334.030(A)).
- City of San Francisco (Article 1.5, Section 167) - https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-19298.
- City of Oakland (Section 17.116.310) - https://library.municode.com/ca/oakland/codes/planning_code?nodeId=TIT17PL_CH17.116OREPALORE_ARTVSTREPALOFA_17.116.310UNPA
- City of Santa Monica (Section 9.28.110) - https://library.qcode.us/lib/santa_monica_ca/pub/municipal_code/item/article_9-division_3-chapter_9_28-9_28_110.
- City of Bellevue (Chapter 20.25J.050(B)) - <https://bellevue.municipal.codes/LUC/20.25J.050>

Unbundling required for lease and rental agreements:

- City of Seattle (Chapter 7.24.030.G) - https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT7COPR_CH7.24REAGRE_7.24.030REAGRE

Contact Information

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Disclaimer

This document aims to provide more details about the rules, and how the department intends to administer the rules. Nothing in this document should be construed as Oregon Administrative Rules. A current copy of the adopted rules should be acquired from the [Oregon Secretary of State](#) and used to fulfill planning requirements.

Rules Language

OAR 660-012-0005: Definitions

[...]

- (57) “Unbundled parking” means a requirement that parking spaces for each unit in a development be rented, leased, or sold separately from the unit itself. The parking space(s) must be rented, leased, or sold at market rates for comparable local off-street parking. The renter, lessor, or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.

OAR 660-012-0445: Parking Management Alternative Approaches

- (1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420, cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a), or a reduced regulation parking management approach as provided in subsection (b).

- (a) A fair parking policy approach shall include at least two of the following five provisions, including at least one provision from paragraphs (A) – (C):

(A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;

(B) A requirement that parking spaces serving leased commercial developments be unbundled parking;

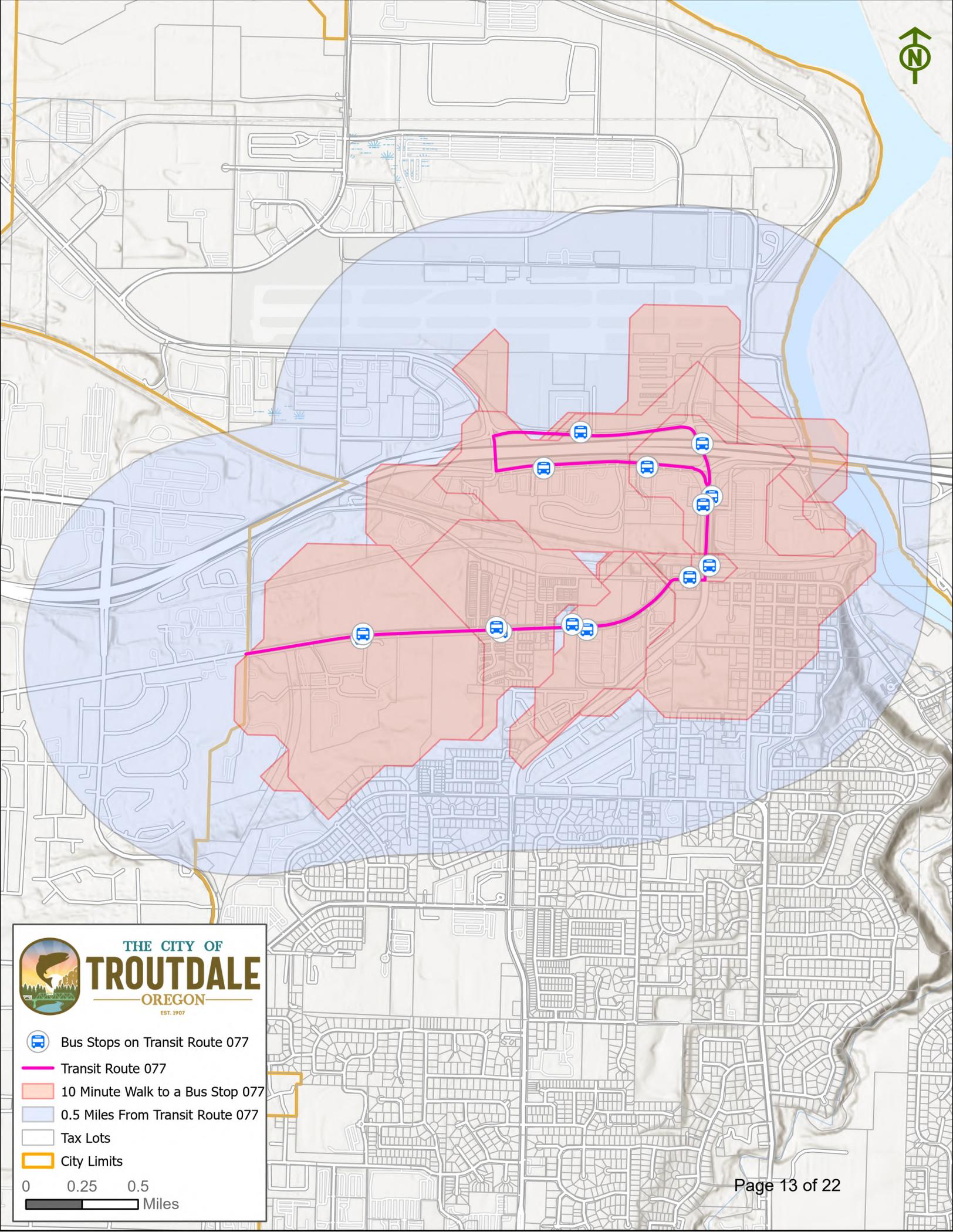
[...]

- (b) A reduced regulation parking management approach shall include all of the following: [...]

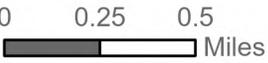
(N) Implementation of at least one pricing mechanism, either:

(i) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through paid permits, meters, or other payments; or

(ii) Requirements that parking for multi-family residential units be unbundled parking.



-  Bus Stops on Transit Route 077
-  Transit Route 077
-  10 Minute Walk to a Bus Stop 077
-  0.5 Miles From Transit Route 077
-  Tax Lots
-  City Limits



Climate Friendly Equitable Communities – Work Plan Matrix

<i>Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)</i>						
	2022	2023	2024	2025	2026-2028	2029
Portland Metro			TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
TPR Rules specific to Metro: OAR 660-012-0140, Transportation System Planning in the Portland Metropolitan Area; OAR 660-012-0012(4)(d), Climate-Friendly Area implementation within Metro; OAR 660-012-0900(2), TPR Reporting.						
Metro UGMFP Region 2040 Centers <i>[various jurisdictions]</i>			Metro to establish requirements for adoption of Centers	Non-adopters to adopt Center boundaries and zoning		
Durham, Johnson City, Maywood Park, Rivergrove, King City, Wood Village	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		
Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville (10k+)	Parking A	EV Conduit Parking B Beaverton, Fairview, Gresham, Happy Valley, Hillsboro Lake Oswego, Milwaukie, Portland, West Linn, Wilsonville HNA	Transportation Modeling	Forest Grove HNA Performance Standards	HNA 2026: Sherwood, Troutdale, Tualatin; 2027: Gladstone, Cornelius, Tigard, Oregon City	
Clackamas County, Washington County	Parking A	Parking B	Transportation Modeling	Performance Standards		
Multnomah County ⁴						

Climate Friendly Equitable Communities – Work Plan Matrix

OAR	New Rules	Notes	Implementation
Effective December 31, 2022			
OAR 660-012-0430 PARKING A	<p>Reduced mandates for specific developments – cannot mandate more than 1 space/unit for residential developments with more than 1 unit</p> <p>No mandates for small units, affordable units, childcare, facilities for people with disabilities, shelters.</p>	Can codify in the future by amending multi-family parking standards to 1 space per unit.	Implementing now per ORS. Needs to be codified.
Effective March 31, 2023			
OAR 660-012-0410 Electric Vehicle Charging Conduit	<p>New private multi-family residential or mixed-use developments install conduit to serve 40% of units</p> <ul style="list-style-type: none"> • This rule requires cities to require conduit to support at least 40% of parking spaces for new multi-family (5+ units) residential buildings, and mixed-use buildings with at least five residential spaces and commercial private space • Statute precludes local governments from requiring EV infrastructure for housing developments of four or fewer units or other development types not listed in ORS 455.417(3)(a). 	Need to determine code chapter change.	Implementing now per ORS. Needs to be codified.

Climate Friendly Equitable Communities – Work Plan Matrix

OAR	New Rules	Notes	Implementation
Effective Date June 30, 2023			
<p>OAR 660-012-0405 Parking Regulation Improvements</p> <p>Parking B</p>	<ul style="list-style-type: none"> • Preferential placement of carpool/vanpool parking • Allow redevelopment of any portion of a parking lot for bike or transit uses • Allow and encourage redevelopment of underutilized parking for other uses • Allow and facilitate shared parking • New parking lots more than ½ acre in size must install 40% tree canopy OR solar panels, solar/wind fee-in lieu, or green energy per OAR 330-0135-0010; requires street trees and street-like facilities along driveways • Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented developments. (In existing TPR). 	<p>Need to determine code chapter changes.</p>	<p>Discretionary Needs to be codified to implement.</p> <p>Deadline June 30, 2024</p>
<p>OAR 660-012-0425 Reducing the Burden of Parking Mandates</p> <p>(1) This rule applies to cities and counties that: (a) Are within a metropolitan area; and (b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.</p>	<p>(2) Cities and counties shall adopt and enforce land use regulations as provided in this section: (a) Garages and carports may not be required for residential developments; (b) Garage parking spaces shall count towards off-street parking mandates; (c) Provision of shared parking shall be allowed to meet parking mandates; (d) Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any parking is provided on site, required parking for parking for people with disabilities shall be</p>	<p>Need to determine code chapter changes</p>	<p>Discretionary Needs to be codified to implement.</p> <p>Deadline June 30, 2024</p>

Climate Friendly Equitable Communities – Work Plan Matrix

<p>(3) Any reductions under section (2) shall be cumulative and not capped.</p>	<p>on site. If all parking is offsite, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;</p> <p>(e) Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development;</p> <p>(f) Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking mandates;</p> <p>(g) Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking mandates; and</p> <p>(h) Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities.</p>		
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NEED POLICY DIRECTION ON WHAT OPTION TO IMPLEMENT, OPTION 1, OPTION 2, OR OPTION 3 BELOW

<p>OAR 660-12-0420 Option 1 - Simple Approach</p>	<p>What section(s) need to be modified? If this option was chosen?</p>
<p>Repeal All Parking Mandates</p>	<p>Remove all parking mandates in Chapter 9, Off-Street parking and loading. This is a market-based approach to off-street parking.</p>
<p>OAR 660-012-0445(1)(a) Option 2 – Fair Pricing</p>	<p>If no, what section(s) need to be modified? If this option was chosen?</p>
<p>Enact at least 2 of 5 options, including at least one provisions from A-C</p> <p>(A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;</p> <p>(B) A requirement that parking spaces serving leased commercial developments be unbundled parking;</p> <p>(C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;</p> <p>(D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and</p> <p>(E) A reduction of parking mandates for new multifamily residential development to no higher than one-half spaces per unit, including visitor parking.</p>	<p>If chosen, need to create programs to implement 2 of the 5 options, including at least one provision from A-C.</p> <p>Staff Recommends utilizing the Fair Pricing” option 2 by utilizing provisions (B) or (C) and (D).</p> <p>Benefits of choosing this option:</p> <ul style="list-style-type: none"> • Easily removed, if the lawsuit is successful • Minimum changes to the code. • In (B) tenants would choose to pay landlords for parking – it would be part of their lease agreement and the city would have minimal involvement. • In (C) it only impacts businesses that have more than 50 employees • City revenue for transportation projects that do not promote single-car occupancy if utilizing (D) <ul style="list-style-type: none"> ○ Currently there are no commercial parking lots in Troutdale so it’s not impacting current residents or visitors. Troutdale may never have a commercial parking lot. ○ Finance would need to set up a revenue program to tax commercial parking lots. It could be set up similarly to TLT structure

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OAR 660-012-0445(1)(b) Option 3 - Enact ALL standards below and revise development code	If no, what section(s) need to be modified?
(A) A repeal of all parking mandates within one-half mile pedestrian travel of climate-friendly areas; <i>The proposed rules for the Portland Metro area support implementation of the region’s 2040 Growth Concept. Areas will be sized to accommodate a portion of the community’s housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities</i>	Will need to be determined
(B) A repeal of parking mandates for mixed-use development;	Revise Development Code Chapter 9, Off-street parking and loading
(C) A repeal of parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;	Revise Development Code, Chapter 9, Off-street parking and loading
(D) A repeal of parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;	Revise Development Code, Chapter 9, Off-street parking and loading
(E) A repeal of parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years. Cities and counties may require registration of a building as vacant two years prior to the waiving of parking mandates;	Typically implement at time of building permit. Could be a planning sign off
(F) A repeal of requirements to provide additional parking for change of use or redevelopment;	Typically implemented at time of building permit. Could be a Planning Dept. sign off.

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(G) A repeal of parking mandates for expansion of existing businesses by less than 30 percent of a building footprint;	Revise Development Code Chapter 2, Procedures for Decision making
(H) A repeal of parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;	Revise Development Code, Chapter 9, Off-street parking and loading to call out specifically
(I) A repeal of parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space;	Revise Development Code, Chapter 9, Off-Street Parking and loading
(J) A repeal of parking mandates for developments built under the Oregon Residential Reach Code;	Typically implement at time of Building Permit Submittal. Will need to know at time of Land Use if utilizing provisions and requires a Condition of Approval. Chapter 9, Off-Street Parking and loading
(K) A repeal of parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;	Revise Development Code, Chapter 9, Off-Street parking and loading
(L) A repeal of parking mandates for schools;	Revise Development Code, Chapter 9, Off-Street parking and loading
(M) A repeal of parking mandates for bars and taverns; and	Revise Development Code, Chapter 9, Off-Street Parking
(N) Implementation of at least one pricing mechanism, either: (i) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through paid permits, meters, or other payments; or (ii) Requirements that parking for multi-family residential units be unbundled parking.	Need to create at least one residential parking district or parking benefit district; or require that parking for multi-family residential units be unbundled parking. Parking permit system during M-F 10-4PM. Parking district near the high school or other location.

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OAR	New Rules	Notes	Implementation
Other Related Documents			
Transportation System Plan (TSP) Updates			Deadline of December 31, 2029 for Troutdale
Transportation Planning Rule (TPR) Development Regulations 660-012-0330 Commercial and residential land use regulations 660-012-0630 Bicycle Parking	TPR related regulation are required to be updated with major TSP updates.		Regional Deadline June 30, 2025 (Not deadline for Troutdale) Should include this as part of the city’s TSP update.
Housing Needs Analysis (HNA) and Housing Production Strategy	Must be updated every 6 years. Troutdale adopted its Housing Needs Analysis in 2020.	Due 2026 Apply for DLCF Funding in 2025	Deadline of December 31, 2026 for Troutdale

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<p>OAR 660-012-0440 Parking Reform Near Transit Corridors</p>	<p>Reform near transit - no parking mandates allowed within ¼ mile of light or heavy rail stations or ½ mile of frequent transit corridors.</p>		<p>See above and attached maps for parking 1/2 mile of frequent transit corridor</p>
<p>OAR 660-012-0415 Parking Maximums and Evaluation in More Populous Cities</p>	<ul style="list-style-type: none"> • Cities >100,000 population, or <u>>25,000 population if in Portland Metro</u>, set certain parking maximums in specified areas 	<p>Currently N/A</p>	<p>Currently N/A</p>