

Climate Friendly & Equitable Communities: Parking Reform

JOINT STUDY SESSION: CC, PC & CAC

SEPTEMBER 19, 2022

Overview

OBJECTIVES

- Update the Planning Commission on the TPR Rule Status;
- Provide an overview of the compliance timeline; and,
- Introduce the required work tasks in 2022-23 with status updates
- Present Parking Reform Requirements & Options

EXPECTATION

This will be the first of many information/study sessions on this topic.

Future comprehensive plan and land use regulations changes forthcoming

The Rules have Changed

Office of the Governor State of Oregon



EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and

Climate Change

- Greenhouse Gas Reduction Targets
- Paris Agreement
- Lack of Federal action
- Inability of legislature to take action
- Oregon has "moral responsibility" to act

Equity/Community Engagement

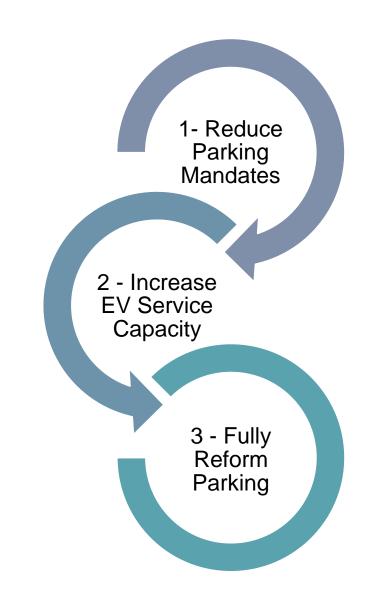
- Past practices
- Disproportionate impacts on disadvantaged people
- Center these voices in the planning and decision making process
- Reverse harm/inequities or minimize to the extent possible

Parking Reform

Phase 1 – December 31, 2022

Phase 2 – March 31, 2023

Phase 3 – June 30, 2023





Parking Mandates

"Requirements to include a minimum number of off-street parking spaces with development or redevelopment; or a fee in lieu of providing parking for residential development."

Central Point's Parking Requirements

See CPMC 17.64 and 17.65.050

- We allow reductions of up to 20% in conventional zones;
- We allow reductions of up to 25% in TOD zones when transit is provided
- We allow off-site parking within 300-ft of a development if parking is available.

Parking Spaces Required per Unit by Housing Type

Housing Type	Conventional Zones	TOD Zones
Single-Family Detached	2	
Single-Family Attached	2	2
Zero Lot Line	n/a	
Duplex	2	
Triplex	Based on No.	1.5
Four-plex	Bedrooms	
Apartment		
 Studio 	1	
• 1Bedroom	1	1.5
• 2 Bedroom	1.5	
• 3 Bedroom	2	
 Guest 	1 space for every 4 units	n/a

Phase 1 Reforms

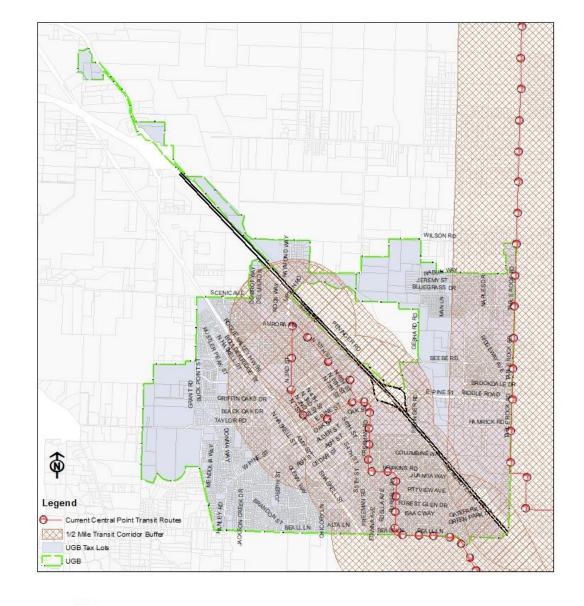
Apply to <u>new Development only</u>

Reduce parking mandate for Multifamily & Mixed Use projects

Eliminate parking mandates for:

- Residential Homes Facilities
- Child Care Facilities
- Single Room Occupancy Housing
- Affordable and publicly supported housing
- Emergency & Transitional Shelters for Homeless
- Domestic Violence Shelters

Eliminate parking mandates within ½ mile of Frequent Transit Corridors





Frequent Transit Corridors

OAR 660-012-0440 Applicability Map



Phase 2 Reforms

Apply to new development projects

• Increase ratio of EV Parking for multifamily and mixed-use/commercial projects (5+ units) to 40% of all spaces

Phase 3 Reforms

Choose Your Own Adventure

Option 1 – Eliminate Parking Mandates

- Exempt from OAR 660-012-0425 through 0450.
- Must adopt comprehensive plan and zoning code amendments to implement:
 - OAR 660-012-0405 (General Improvements)
 - OAR 660-012-0410 (EV Charging)

Option 2 – Reduce Mandates

CFAs

Alternative Approaches

Reduce the Burden of Mandates

Eliminate Mandates within ½ mile of Frequent Transit Corridors

Reduce Mandates for Development Types

General Parking Improvements

 Applies to new development with dedicated employee parking

Preferential Parking



- Bicycle & Transit Facilities
- Underutilized parking areas
- May go below parking mandate

Redevelop
Parking Lots



- Along driveways
- Aisles with street like design

Street Trees



- Install solar 0.5KW per space;
- Include green energy or pay 1.5% project;
- 50% tree canopy coverage within 15yrs after planting

New Parking Lots > ¼ ac.



 Establish maximum parking in CBD & TODs

Parking <u>Maximu</u>ms



Reduce the Burden of Mandates

Eliminate requirement for residential garages and carports

Allow shared parking

Increase distance to allowable off-site parking to 2,000-ft from 300-ft

Prescriptive Mandate Reductions:

- 1 space/3kw solar power in a development
- 1 space/EV station
- 1 space/every 2 accessible units above minimum requirements

Unbundle multifamily parking within ½ mi of Frequent Transit Corridor



Alternative Approaches

FAIR PARKING POLICY

Choose and implement three (3):

- Unbundle parking for multifamily developments
- Unbundle parking serving leased commercial units
- Flexible commute benefit
- Tax commercial parking lots at least 10% of revenue
- Reduce multifamily parking to 0.5 spaces per unit including visitor parking

BUNDLED

"FREE" Parking



JNBUNDLED



- 1 Cost is hidden
- 2 Appears free, which increases demand
- 3 More parking is funded and built
- 1 Cost is revealed to the user
- Consumers save by using less parking and lowering demand
- 3 Less parking is funded and built

Alternative Approaches

Reduced Regulation Parking Management Approach

- Repeal parking mandates within:
 - ½ mile of CFAs
 - Transit-oriented & mixed-use development
 - Group quarters (congregate housing, retirement homes, religious quarters, dorms, etc.
 - Studio and 1 Bedroom Apartments
 - Change of use or redevelopment of buildings vacant for 2 or more years
 - Expansion of existing businesses when increased footprint is less than 30%
 - Commercial properties with less than 10 employees or 3,000 SF space
 - Projects seeking LEED certification (Leadership in Energy and Environmental Design)
 - Schools
 - Bars & taverns
- Set parking maximums that are no more than 150% existing mandates
- Designate at least one parking benefit district



Parking Benefit District

On-street parking is managed by permits, payments or time limits where revenues are dedicated to public improvements in the area.

Next Steps



Discussion

- What we know today
 - Rules are in effect but are being legally challenged
 - We can implement Phase 1 without changes to our Comp Plan or Zoning Code
 - We can implement Phase 2 in the same manner
- What we don't know
 - Will the rules be amended or repealed; or, will there be an injunction?
 - To Mandate or Not to Mandate
 - Will determine how we amend our codes
- Thoughts/Feedback on Preferred Phase 3 Approach
 - Fair Parking Policy
 - Reduced Regulation Parking Management

Recommendation

Reconvene in January

- Status Update
- Direct Staff as to Preferred Approach