

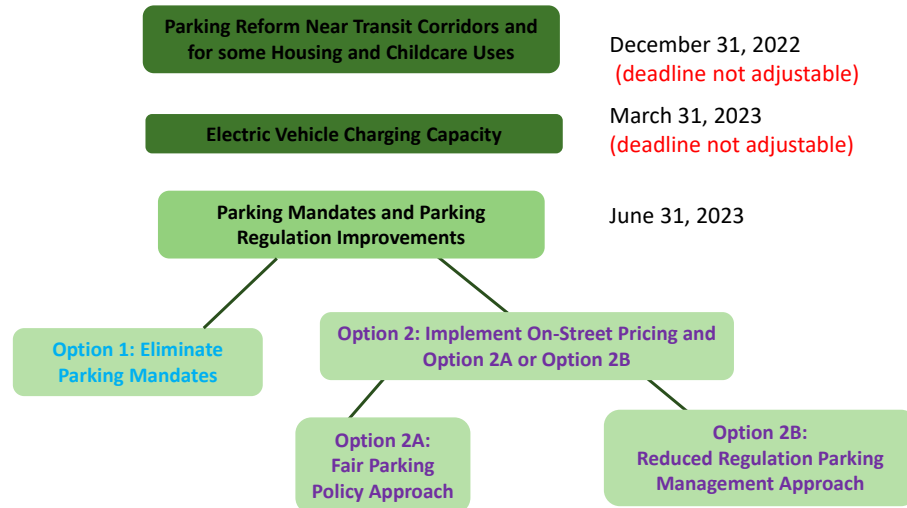


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<div data-bbox="378 1497 552 1556" data-label="Section-Header"> <h2>Agenda</h2> </div>	<div data-bbox="699 1205 1256 1289" data-label="Section-Header"> <h3>Climate Friendly and Equitable Community Parking Rules</h3> </div> <ul data-bbox="699 1335 1313 1738" style="list-style-type: none"> • Parking Rules Overview • Parking Reform • Electric Vehicle (EV) Charging • Option 1: Eliminate Parking Mandates • Option 2(A): Fair Parking Policy Approach • Option 2(B): Reduced Regulation Parking Management Approach • Options for Timeline Adjustment • Initiate Land Use Code Amendment • Questions and Discussion
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Overview- Parking Reform



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Parking Reform Near Frequent Transit Corridors and for some Housing and Childcare uses

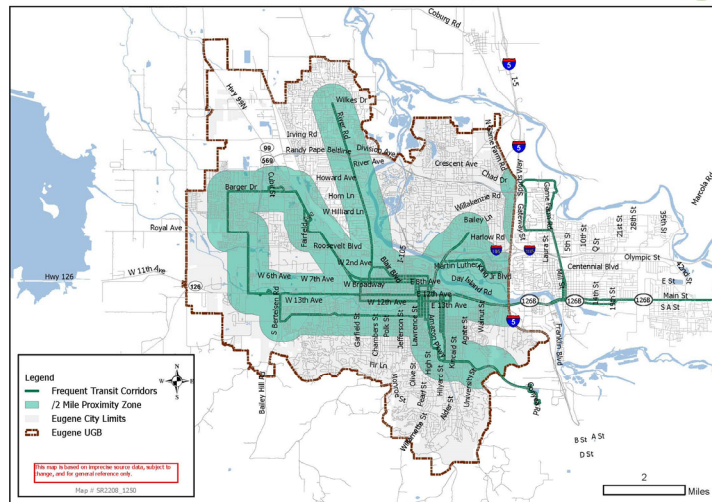
- No parking mandates within one-half mile of a frequent transit corridor, defined as transit lines with four or more stops at peak times
- The City may not require parking for the following uses:
 - Facilities and homes designed to serve people with disabilities;
 - Childcare facilities;
 - Single-room occupancy housing;
 - Affordable housing Publicly supported housing
 - Emergency and transitional shelters for people experiencing homelessness;
 - Domestic violence shelters; and
 - Dwelling units less than 750 square feet in size.
- The City may not require more than one off-street parking space per unit for residential developments with more than one unit on a single legally established property.

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Parking Reform Near Frequent Transit Corridors and for some Housing and Childcare uses

- Frequent transit corridors are those with at least four stops at peak times
- Even if not codified, these rules will be implemented at the time of permit review

Areas within 1/2 Mile Proximity of LTD Frequent Transit Corridors



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Electric Vehicle Charging

- Since July 2022, State building code requires charging capacity for at least 20% of parking spaces in new multi-unit buildings.
- The CFEC rules will require installation of conduit for 40% for new multi-family or mixed-use developments.
- Codification is not mandatory, but staff recommend codification concurrent with parking rules



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Parking Regulation Improvements

- 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 underused parking
- Allow and facilitate shared parking
- New developments with parking lots more than $\frac{1}{4}$ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Parking maximums in appropriate locations

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Option 1: Eliminate Parking Mandates

Eliminate
Parking
Minimums
City Wide



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Option 2 : Implement On-Street Pricing and Option 2A or 2B

- Price at least 10% of on-street parking spaces and report percentage that are priced in the rules. Residential parking permits priced at lower than \$15 per month, 50 cents per day, or equivalent do not count towards the total.
- 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 spaces allowed off-site within 2,000 feet pedestrian travel. If all parking is off-site, parking for people with disabilities must be within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;
- Parking mandates reduced by one off-street space for each three kilowatts capacity in solar panels or wind power that will be provided in a development;
- Parking mandates reduced by one off-street parking space for each dedicated car-sharing parking space in a development; these shall count as spaces for parking mandates;
- Parking mandates reduced by two off-street parking spaces for every electric vehicle charging station provided. Parking spaces that include electric vehicle charging while automobile is parked shall count towards parking mandates;
- Parking mandates reduced by one off-street space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities;
- Any reductions above shall be cumulative and not capped; and
- Parking for existing and proposed parking for multi-family residential units must be unbundled parking.

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Option 2A: Fair Parking Policy Approach

This option requires reducing parking mandates for certain types of development and in key areas. Requires three of the following five:

1. Parking spaces for each residential unit in developments with five or more units must be unbundled. City may exempt townhouses from this requirement.
2. Require that parking spaces serving leased commercial developments be unbundled.
3. Employers of 50 or more employees who provide free or subsidized parking provide a flexible commute benefit of \$50 per month or the fair market value of that parking (whichever is greater) to employees eligible for that free or subsidized parking who regularly commute via other modes.
4. A tax on the revenue from commercial parking lots collecting no less than 10% of income, with revenues dedicated to improving transportation alternatives to drive-alone travel.
5. A reduction in parking mandates for new multifamily residential development to no higher than one-half space per unit, including visitor parking.

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Option 2B: Reduced Regulation Parking Management Approach

Requires all the following

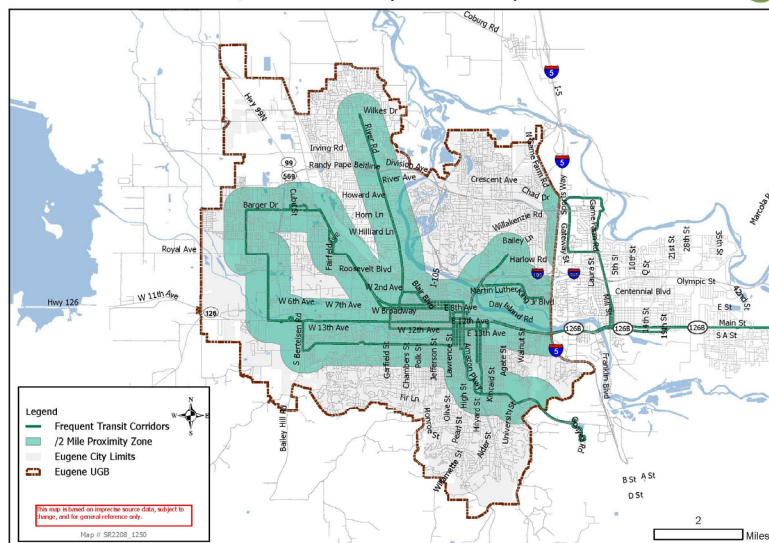
- Repeal all parking mandates within one-half mile pedestrian travel of climate-friendly areas;
- Repeal all parking mandates for transit-oriented development and mixed-use development;
- Repeal parking mandates for group quarters including dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
- Repeal parking mandates for studio and one-bedroom apartments and condominiums in residential developments with five or more units on a lot or parcel;
- Repeal parking mandates for change of use or redevelopment of buildings vacant for more than two years.
- Repeal requirements to provide additional parking for change of use or redevelopment;
- Repeal parking mandates for expansion of existing business by less than 30 percent of a building footprint,
- Repeal parking mandates for buildings within a National Historic District, National Register of Historic Places, or on a local inventory of historic resources or buildings;
- Repeal parking mandates for commercial properties with fewer than ten on-site employees or 3,000 sq feet of floor space;
- Repeal parking mandates for developments built under Oregon Residential Reach Code;
- Repeal parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system;
- Repeal parking mandates for schools;
- Repeal parking mandates for bars and taverns;
- Set parking maximums consistent with OAR 660-012-0415(1), which requires parking maximums in climate-friendly areas and in regional and town centers regardless of population;
- Designate of at least one residential parking district or parking benefit district where on-street parking is managed through permits, payments, or time limits.

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Council Considerations

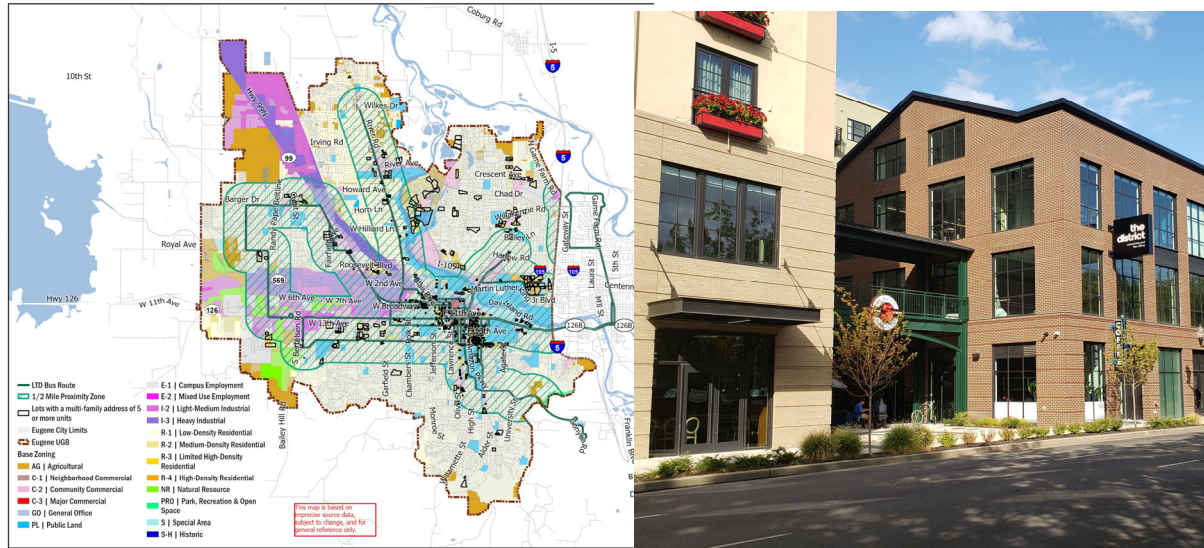
- Significant portion of City will already have parking minimums removed based on proximity to frequent transit corridors

Areas within 1/2 Mile Proximity of LTD Frequent Transit Corridors



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Council Considerations



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Alternative Timelines

- Only available for Parking mandates and Parking Regulation Improvements (Option One and Two (A) and (B))
- Submitted by January 31, 2023
- Requires description of work underway, dates for completing work, schedule for updating TSP, additional work, and additional requirements in a report to DLCD.
- Staff will still need to continue with work to draft code amendments in the event an alternative is not approved.
- Note that during rulemaking, staff strongly encouraged alternative timelines be considered, but DLCD maintained the need for "urgent timelines"



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Code Amendment Initiation/Next Steps

- Regardless of path the Council chooses or whether to request an alternative timeline, staff recommends Council initiate a land use code amendment, consistent with one of the motions in Agenda Item Summary
- This allows staff to begin the process of drafting code and scheduling a public hearing before the Planning Commission before the end of this year.
- Staff would schedule a public hearing with City Council early next year.

Chapter 9 LAND USE

Amended



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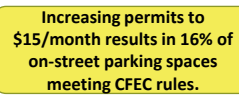
Questions and Discussion

Climate Friendly and Equitable Communities Parking Rules

City Council Work Session
September 28, 2022



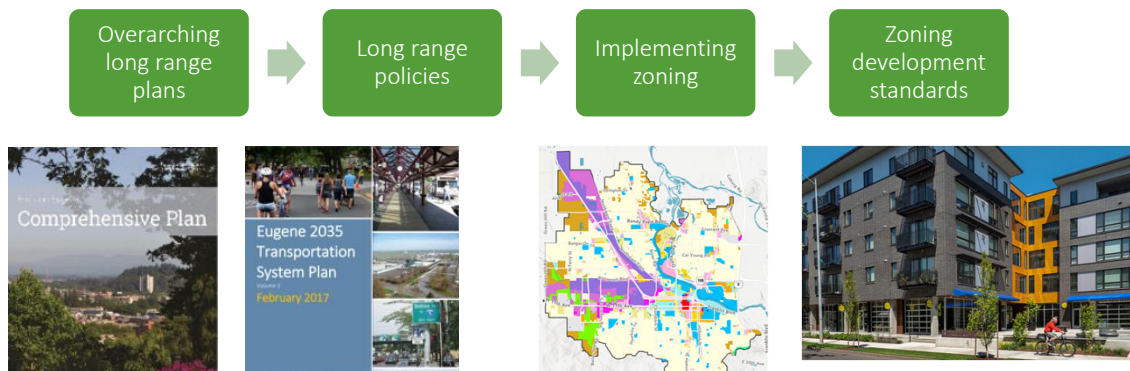
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The map illustrates the proposed Blue Line extension in the City of St. Louis, Missouri. The alignment is shown as a blue line with stars representing stations. The stations are numbered 1, 2, 3, and 4, corresponding to S. Bertelsen Rd, W. 18th Ave, W. 24th Ave, and Franklin Blvd, respectively. The map includes major roads, highways, and the locations of the four stations. The alignment is marked with a blue line and stars, and the stations are numbered 1, 2, 3, and 4. The map also shows the existing Green Line and the proposed extension to the airport.

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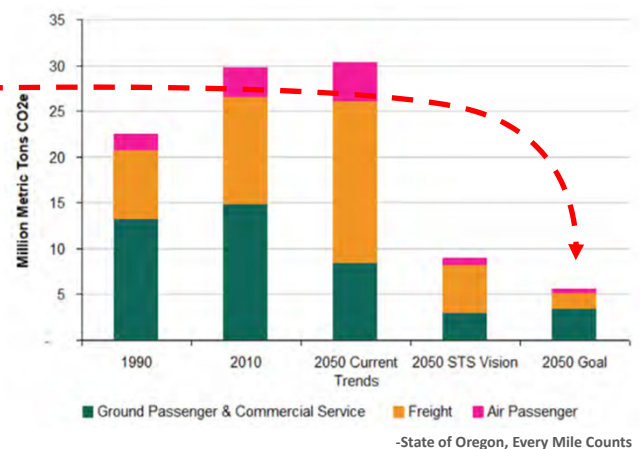
Background



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Background

- **Climate: Reduce greenhouse gas emissions** below 1990
 - 45% by **2035**
 - 80% by **2050**
- **Equity:** Center needs of Oregon's most **vulnerable communities**
- Rulemaking committee
- Adoption of temporary and permanent rules

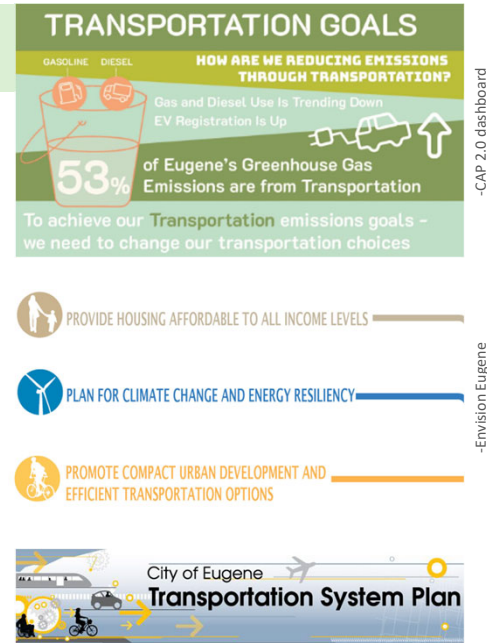


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Background

Overlap with existing City plans, policies and direction:

- Climate Action Plan 2.0, Climate Ordinance
- 2035 Transportation System Plan
- MovingAhead
- Envision Eugene
- Housing Implementation Pipeline
- Middle Housing Code Amendments
- Mixed use, corridor and downtown planning



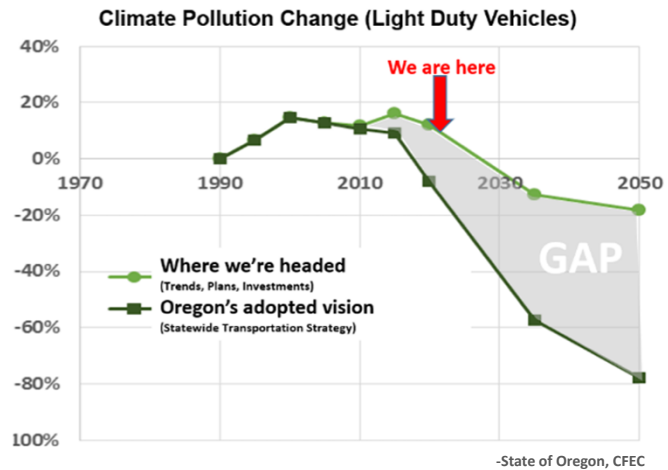
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- Eliminating parking mandates makes these types of neighborhoods easier and cheaper to create — and cities around the country are showing that the reforms are not only possible, but wildly popular: Cities like [Buffalo, New York](#); [Hartford, Connecticut](#); [Santa Monica, California](#); [Fayetteville, Arkansas](#); and [Raleigh, North Carolina](#), have all made the leap. Some cities, such as Branson, Missouri, and San Francisco, California, went even further and adopted parking maximums — limits on how much parking could be provided within the city.

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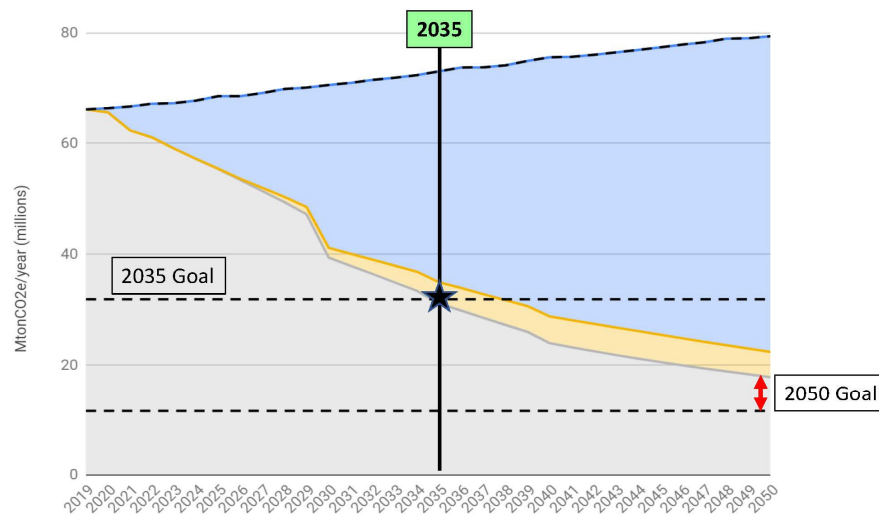
Background

- Oregon statutory goal:
 - reduce greenhouse gas (GHG) emissions 75% below 1990 levels



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Existing Programs & Regulations Meet the Goal



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