



CFEC PARKING REFORM CODE AMENDMENTS

*Planning Commission Meeting
April 17, 2024*

Presented by: Erin Engman, Senior Planner
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AGENDA

- CFEC Background and Summary
- Overview of Amendments
- Approval Criteria
- Discussion / Recommendation

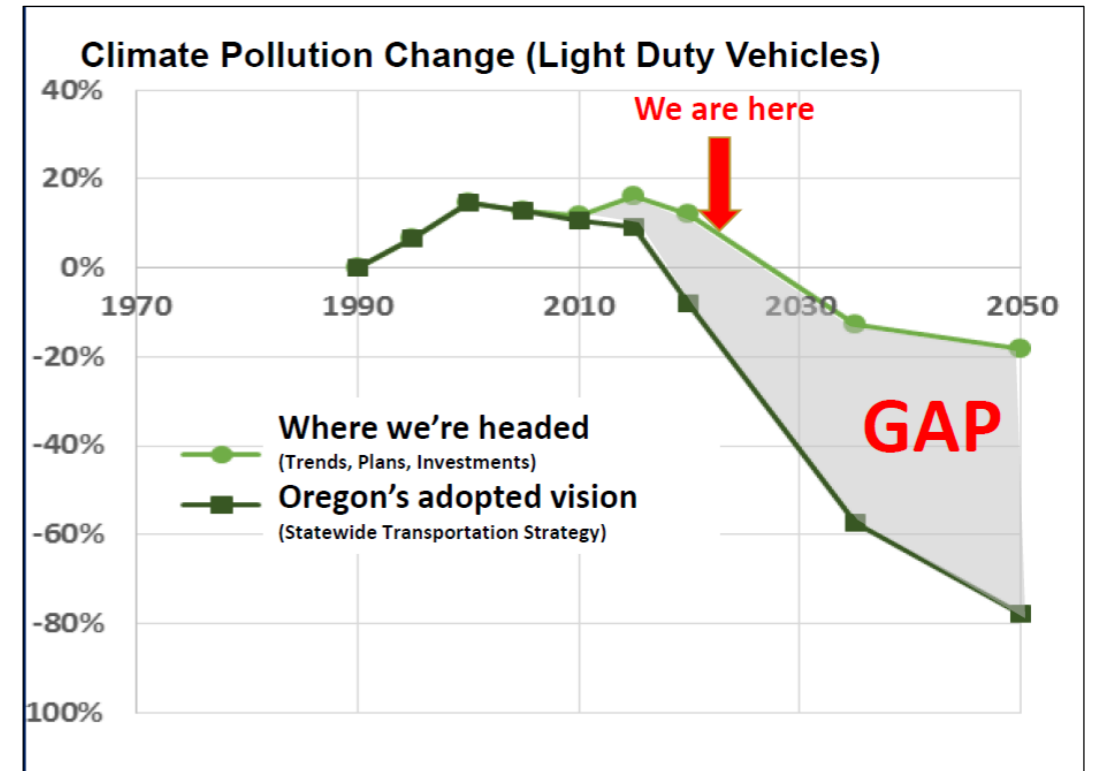


BACKGROUND

What is CFEC?

Climate Friendly and Equitable Communities

- Response to Executive Order No. 20-04
- State mandate to reduce greenhouse gas emissions from transportation
- Implemented through Oregon Administrative Rules 660-012-040



Source: DLCD

BACKGROUND

Where does CFEC apply?

This legislative program that applies to eight metropolitan regions throughout Oregon



Source: DLCD

SUMMARY

Why CFEC?

- Minimum parking requirements can result in over-built parking lots
- Required parking can be a regulatory barrier to businesses
- Excess parking is costly to build
- Smaller parking lots with denser development, sidewalks, and shade trees may encourage more walking trips over driving trips



Nyberg Woods parking lot on a Saturday. Under-used gaps highlighted in red.

SUMMARY

What does CFEC include?

- Removes minimum parking requirements
- Parking regulation improvements for pedestrian connectivity, tree canopy, and surface lots over half an acre
- New commercial / multi-family development to include electric vehicle charging conduit
- Parking maximums apply downtown and along frequent transit for multi-family, some commercial uses, and large buildings



SUMMARY

When does CFEC apply?

Effective December 31, 2022

- Remove minimum parking requirement downtown and near frequent transit
- Limit residential development with more than one unit to 1 space / unit

Effective March 31, 2022

- Commercial/multi-family development must provide electric vehicle conduit to 20/40% of parking

Becomes effective June 30, 2024 *(by extension)*

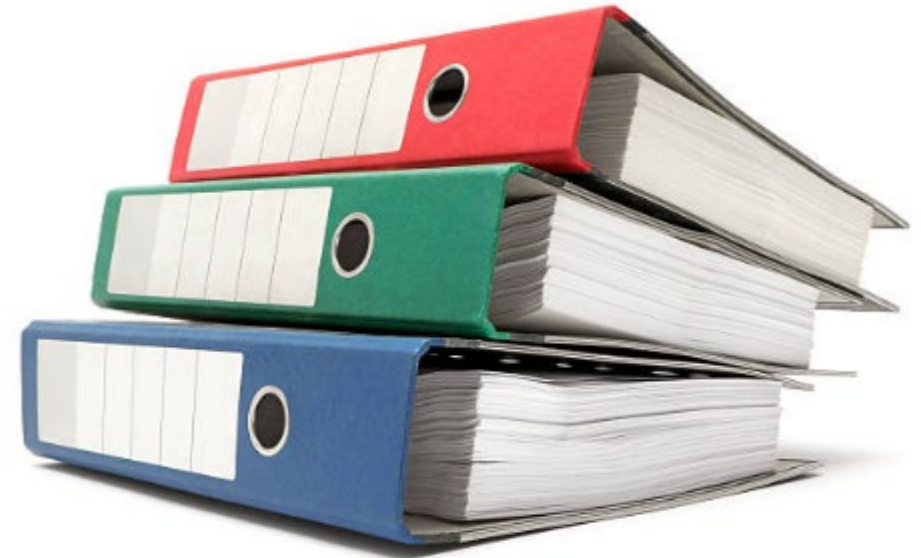
- Remove minimum parking requirements citywide
- Parking regulation improvements for pedestrian connectivity, tree canopy, and surface lots over half an acre
- Parking maximums apply downtown and along frequent transit

**CFEC PARKING REFORM
CODE AMENDMENTS**

AMENDMENTS

Overview

- Council direction to comply with CFEC rulemaking and remove minimum parking requirements to comply with OAR 660-012-400
- Updates eleven development code chapters
- Substantial amendments to Chapter 73C – Parking Standards
- Minor amendments added to improve usability



AMENDMENTS

CHAPTER / TITLE		PROPOSED AMENDMENT
31	General Provisions	<ul style="list-style-type: none">• Updates code definitions in support of CFEC rules.• Interpretation application may be used to determine parking/bicycle parking quantity requirements for unlisted uses
33	Applications and Approval Criteria	<ul style="list-style-type: none">• Brings applicability and/or approval criteria around parking into compliance with the state rules.
34	Special Regulations	<ul style="list-style-type: none">• Brings special regulations into compliance with the state rules.
36	Subdivisions	<ul style="list-style-type: none">• Update amended code reference.
40	Low Density Residential (RL)	<ul style="list-style-type: none">• Removes mandatory garage requirement for manufactured homes
62	Manufacturing Park Zone	<ul style="list-style-type: none">• Remove reference of “ample employee parking” from purpose statement.
64	Manufacturing Business Park Zone	<ul style="list-style-type: none">• Remove reference of “ample employee parking” from purpose statement.

AMENDMENTS

CHAPTER / TITLE		PROPOSED AMENDMENT
73A	Site Design Standards	<ul style="list-style-type: none"> • Amended to provide additional pedestrian connectivity standards.
73C	Parking Standards	<ul style="list-style-type: none"> • Provides clearer purpose statement. • Adds description on how to measure parking lot area to align with state standard. • Amends parking lot design standards to comply with state rules. • Removes minimum parking requirements. • Amends maximum parking allowances to comply with state rules. • Adds description on how to measure tree canopy coverage to align with state standard. • Consolidates parking lot landscaping standards.
73D	Waste and Recyclables Management Standards	<ul style="list-style-type: none"> • Removes reference to minimum off-street parking requirement.
73E	Central Design District	<ul style="list-style-type: none"> • Update amended code reference.
APP-B	Figures	<ul style="list-style-type: none"> • Remove Figure 73-3: Parking Maximum Map.

AMENDMENTS

73C.010. Off-Street Parking and Loading Applicability and General Requirements.

73C.020 Parking Lot Design Requirements.

73C.030. Shared Parking Requirements.

~~**73C.040.** Joint Use Parking Requirements.~~

73C.050. Bicycle Parking Requirements/Standards.

73C.060. Transit Facility Conversion.

73C.100 Off-Street Parking Minimum/Maximum Requirements.

~~**73C.110.** Core Area Parking District Minimum Requirements.~~

73C.120. Off-Street Loading Facilities Minimum Requirements

73C.130. Parking Lot Driveway and Walkway Minimum Requirements.

~~**73C.200.** Parking Lot Landscaping Purpose and Applicability.~~

73C.210. Multi-Family Parking Lot Landscaping Requirements.

73C.220. Commercial Parking Lot Landscaping Requirements.

73C.230. MUC Parking Lot Landscaping Requirements.

73C.240. Industrial Parking Lot Landscaping Requirements.

73C.250. Institutional Parking Lot Landscaping Requirements.

73C.010. Off-Street Parking and Loading Purpose and Applicability.

73C.020. Calculating Parking Lot Area.

73C.030. Parking Lot Design Requirements.

73C.040. Off-Street Vehicle and Bicycle Parking Quantity Requirements.

73C.050. Bicycle Parking Requirements.

73C.060. Bicycle and Transit Facility Conversion.

73C.070. Shared Parking Requirements.

73C.080. Off-Street Loading Facilities Requirements.

73C.090. Parking Lot Driveway and Walkway Requirements.

73C.200. Tree Canopy Coverage.

73C.210. General Parking Lot Landscaping Requirements.

73C.220. Multi-family Residential Parking Lot Landscaping Requirements.

73C.230. MUC Parking Lot Landscaping Requirements.

AMENDMENTS

TDC 73C.020. Parking Lot Design Standards.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, must comply with the following:

- (1) Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1;
 - (a) Exception: Parking structures and underground parking where stall length and width requirements for a standard size stall must be reduced by one-half feet and vehicular access at the entrance if gated must be a minimum of 18 feet in width.
- (2) Parking lots and parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
- (3) Parking stalls must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or woody material are not an acceptable materials. Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;
- (4) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;
- (5) Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (6) Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;
- (7) Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;
- (8) Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;
- (9) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;
- (10) On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;
- (11) Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor;
- (12) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and
- (13) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.

TDC 73C.030. Parking Lot Design Requirements.

All development where new parking is provided, must comply with the following:

- (1) **Parking Space and Aisle Dimensions.**
 - (a) Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1; and
 - (i) Exception: Parking structures and underground parking where stall length and width requirements for a standard size stall must be reduced by one-half feet and vehicular access at the entrance if gated must be a minimum of 18 feet in width.
 - (b) On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic.
- (2) **Surface Materials.**
 - (a) Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (b) Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and
 - (c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.
- (3) **Wheel Stops.** Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (4) **Circulation.**
 - (a) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site; and
 - (b) Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.
- (5) **Lighting.** Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor.
- (6) **Screening.**
 - (a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230; and
 - (b) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
- (7) **Accessible Parking.** Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447.
- (8) **Compact Parking.** Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking provided

Electric Vehicle Readiness

TDC 73C.030. Parking Lot Design Requirements.

[...]

- (10) *Electrical Service Capacity.* Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance requests to these standards are prohibited.
- (a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.
 - (b) Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.

Parking Lot Coverage

TDC 73C.030. Parking Lot Design Requirements.

[...]

- (11) *Maximum Coverage.* For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site.



Tree Canopy

TDC 73C.030. Parking Lot Design Requirements.

[...]

- (12) *Tree Canopy.* Tree canopy must be provided over parking areas in compliance with the following standards.
 - (a) Developments with off-street parking areas less than one-half acre in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.
 - (b) Developments with off-street parking areas of one-half acre or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.
 - (i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and
 - (ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.
 - (c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.

Climate Mitigation

TDC 73C.030. Parking Lot Design Requirements.

[...]

- (13) *Climate Mitigation.* Developments with off-street parking areas of one-half acre or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following:
- (a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property, subject to Tualatin Development Code standards.
 - (b) Invest at least 1.5% of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.
 - (c) Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.

Maximum Parking Requirement

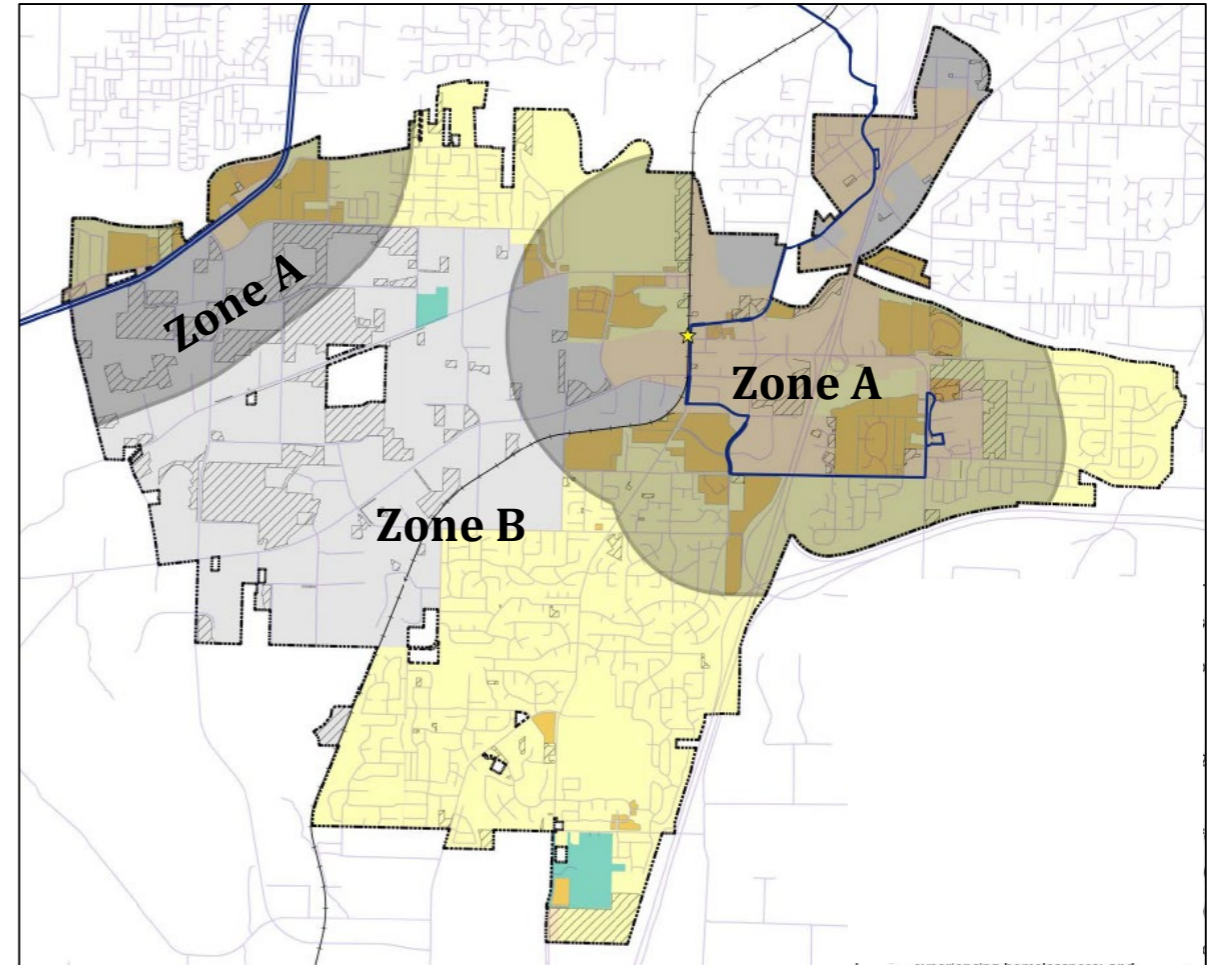
TDC 73C.040. Off-Street Vehicle and Bicycle Parking Quantity Requirements.

[...]

(2) *Parking Categories.*

(a) **Parking Zone A** areas include parcels that are located within the town center, one-quarter mile walking distance of transit stops with peak hour service, or one-half mile walking distance of light rail station platforms with peak hour service.

(b) **Parking Zone B** areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, and that do not have peak hour service, or are located at a distance greater than one-quarter mile walking distance of bus transit stops and one-half mile walking distance of light rail station platforms, or both.



APPROVAL CRITERIA

- Statewide Planning Goals
- Oregon Administrative Rules
- Metro Code
- Tualatin Development Code:
 - Chapter 33.250 Type IV-B
 - Chapter 33.070 Plan Amendments



CFEC PARKING REFORM RECOMMENDATION

RECOMMENDATION

The Tualatin Planning Commission is being asked to forward a recommendation of approval to the City Council for the proposed CFEC Parking Reform amendments under PTA 24-0002.

