

Summary of Parking Reforms for Tualatin

Phase 1: Owners, Builders Decide Parking Near Transit Also, No Mandates for Equity Uses

Applies to development applications submitted after December 31, 2022

- City may not enforce parking mandates:
 - Within three-quarters of a mile of the Tualatin WES Station
 - Within one-half mile of the Route 94 corridor
 - Within one-half mile of the Route 76 corridor
- City may not enforce parking mandates for small housing units (<750 sq. ft), affordable housing units, child care, facilities for people with disabilities, domestic violence and emergency/transitional shelters
- City may not require more than 1 parking space/unit for residential developments with more than 1 unit

Phase 2: More Reform and Choose an Approach for Lands Outside Transit Corridors *implement by June 30, 2024*

Code must

- Provide preferential carpool/vanpool parking when >50 spaces
- Allow redevelopment of parking areas for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- Require new parking areas >½ acre to install 40% tree canopy OR solar panels OR pay a fee-in-lieu
- Require new parking areas of more than ½ acre to provide trees and pedestrian connections
- Have parking maximums within ½ mile of transit and in Metro town center

City chooses one of three options for further reform:

Option 1	Options 2 and 3	
Repeal parking mandates no additional action needed	Reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carpools.	
	In Metro town center: remove mandates in and near center <i>or</i> adopt parking benefit district/remove commercial mandates/reduce residential mandates to ½ space/unit or below.	
	Option 2, the above plus adopt at least two policies:	Option 3, the above plus adopt all these policies
	1. Charge for parking separate from residential rents 2. Charge for parking separate from commercial lease 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ space/unit mandated for multifamily development	No mandates for a variety of specific uses, schools, bars, small commercial buildings, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30% No mandates within ½ mile walking distance of Metro town center Designate on-street paid parking district or unbundle parking