



PARKING MANAGEMENT + CFEC OVERVIEW

*City Council Meeting
January 22, 2024*

Presented by: Erin Engman, Senior Planner
Steve Koper, Assistant Community Development Director



AGENDA

- CFEC Summary
- CFEC Policy Discussion
- CFEC Options
- Project Schedule
- Policy Direction

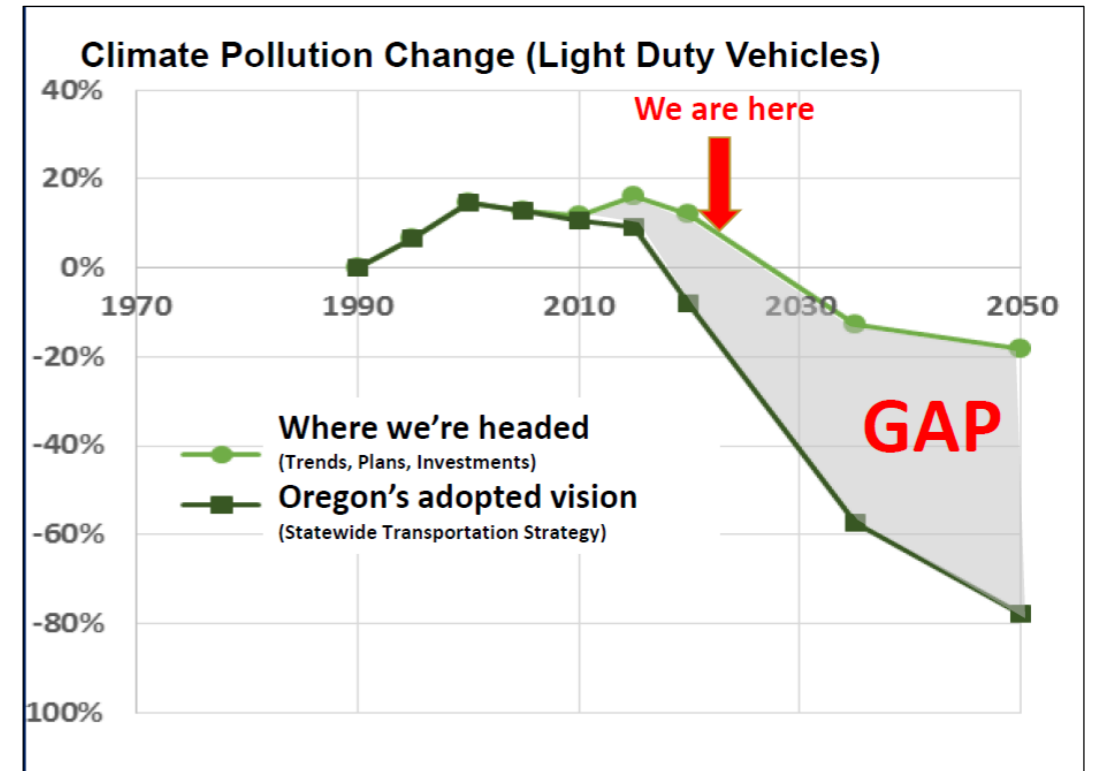


SUMMARY

CFEC Background

Climate Friendly and Equitable Communities is a legislative program that applies to metropolitan regions throughout Oregon

- Response to Executive Order No. 20-04
- State mandates call for parking reform
- Goal to reduce greenhouse gas emissions from transportation
 - 20% reduction by 2035
 - 35% reduction by 2050



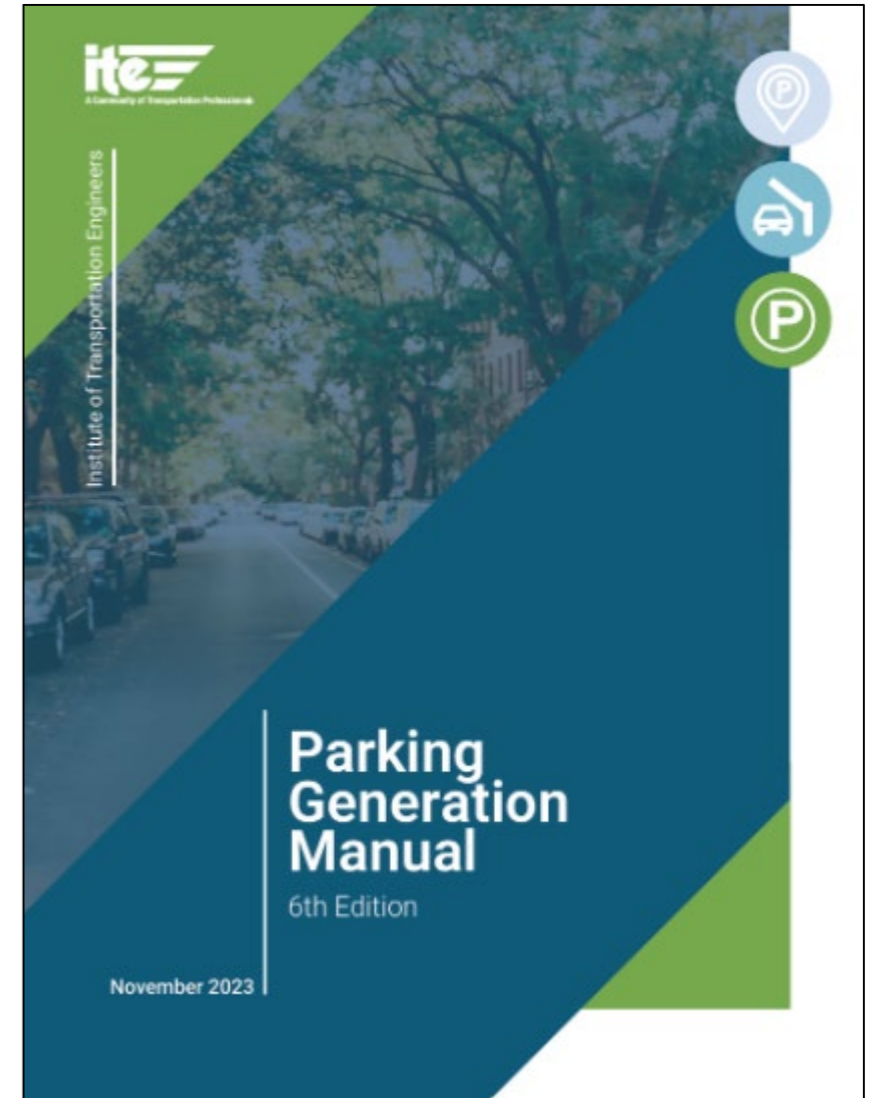
Source: DLCDC

SUMMARY

Parking Background

Minimum parking requirements have historically been established by:

- Surveying nearby cities; and/ or
- Consulting Institute of Transportation Engineers (ITE) handbooks.



SUMMARY

Parking Background

Minimum parking standards are often a regulatory barrier for businesses

- Can be a barrier to filling tenant spaces, particularly for restaurant uses
- Can add significant cost where parking is required in excess of actual business need
- Code requires a Variance to reduce minimum requirements, and evidence of justification, often a parking study, at a cost to the applicant



Boones Ferry Center: 18025 SW Lower Boones Ferry Road



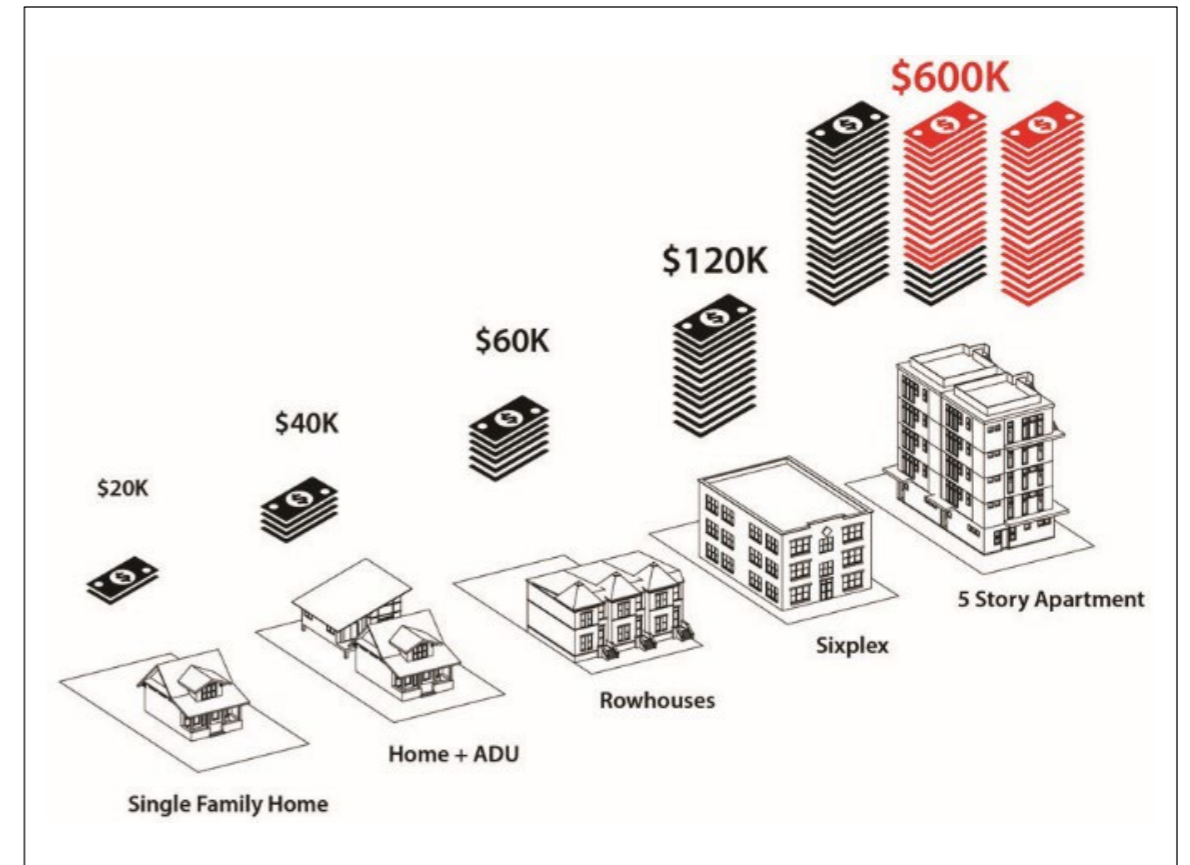
Nyberg Retail Center: 7052 SW Nyberg Street

SUMMARY

Parking Background

Parking is costly to build

- Off-street stall: \$1,500-\$12,000
- Garage structure stall: \$42,000-\$62,000
- 10-20% of total housing cost (Litman 2019)
- 17% of rent (Gabbe and Pierce 2016)



Source: @pushtheneedle

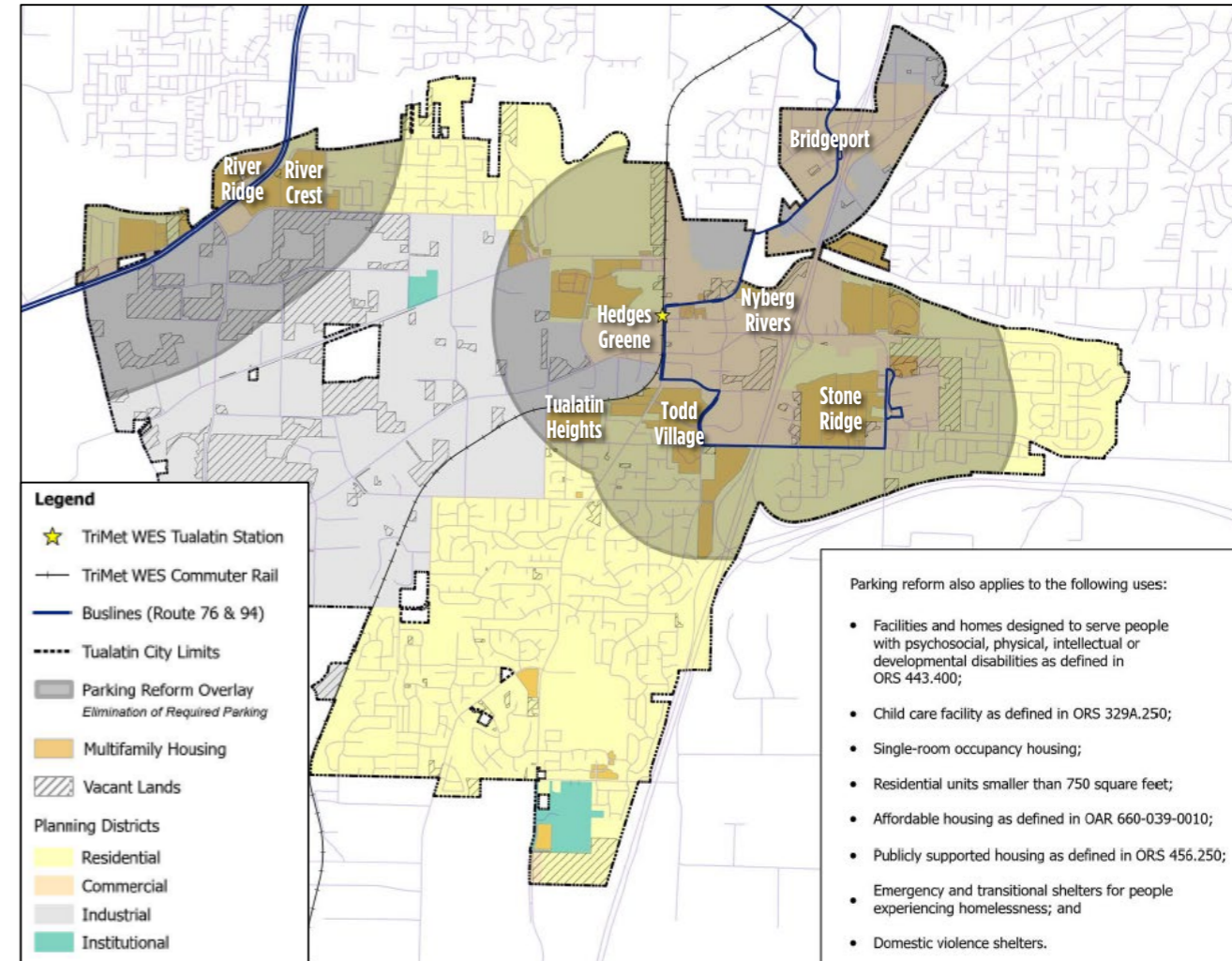
POLICY DISCUSSION + OPTIONS
CFEC RULES ON PARKING

CFEC POLICY

Phase 1 Requirements

Became effective December 31, 2022

- Residential parking 1 space/unit when more than one unit/lot
- Elimination of required parking
 - Within $\frac{3}{4}$ mile of Tualatin WES Station
 - Within $\frac{1}{2}$ mile of Route 76, 94 corridor
 - Certain uses, including: child-care facilities, residential care facilities, affordable housing, residential under 750 sf, and emergency shelters.



CFEC POLICY

EV Requirements

Became effective March 31, 2023

- Multi-family development must provide conduit to serve 40% of all parking spaces
- Commercial development must provide conduit to serve 20% of all parking spaces (*Building Code*)



Source: iStock

CFEC POLICY

Parking Requirements

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

- Code must allow redevelopment of existing parking areas for bicycle and transit uses
- New parking lots over ½ acre must install 40% tree canopy, solar panels, or fee-in-lieu to solar/wind energy development
- Adopt parking maximums in the town center and along frequent transit routes
- Choose one of the three Phase 2 options



Source: Renewable Energy Magazine

CFEC POLICY

Phase 2 Requirements - Options

OPTION 1: REPEAL	OPTION 2: FAIR PARKING POLICY	OPTION 3: REDUCED REGULATION
<p data-bbox="186 828 598 885">Staff Recommended</p> <ul data-bbox="123 925 644 1270" style="list-style-type: none"><li data-bbox="123 925 644 1101">• Repeal parking minimums & update maximum parking<li data-bbox="123 1125 644 1270">• Developers can choose to build parking up to maximum allowed	<p data-bbox="1072 813 1256 870">Choose 2</p> <ul data-bbox="699 905 1586 1367" style="list-style-type: none"><li data-bbox="699 905 1586 997">• Unbundle parking (fee separate from rent) for multi-family units<li data-bbox="699 1022 1586 1064">• Unbundle leased commercial parking<li data-bbox="699 1088 1586 1181">• Flexible commute benefit for businesses with more than 50 employees<li data-bbox="699 1205 1586 1247">• Tax on parking lot revenue<li data-bbox="699 1272 1586 1364">• No more than 1/2 parking space/unit for multifamily development	<p data-bbox="2038 797 2217 854">All apply</p> <ul data-bbox="1668 890 2582 1382" style="list-style-type: none"><li data-bbox="1668 890 2582 1028">• No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED, etc.<li data-bbox="1668 1053 2582 1145">• No additional parking for changes in use, redevelopments, expansions of over 30%.<li data-bbox="1668 1170 2582 1211">• No mandates within 1/2 mile of town center.<li data-bbox="1668 1236 2582 1382">• Designate district to manage on-street residential parking, or unbundle parking for multi-family housing.

CFEC POLICY

Option 1



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Option 2



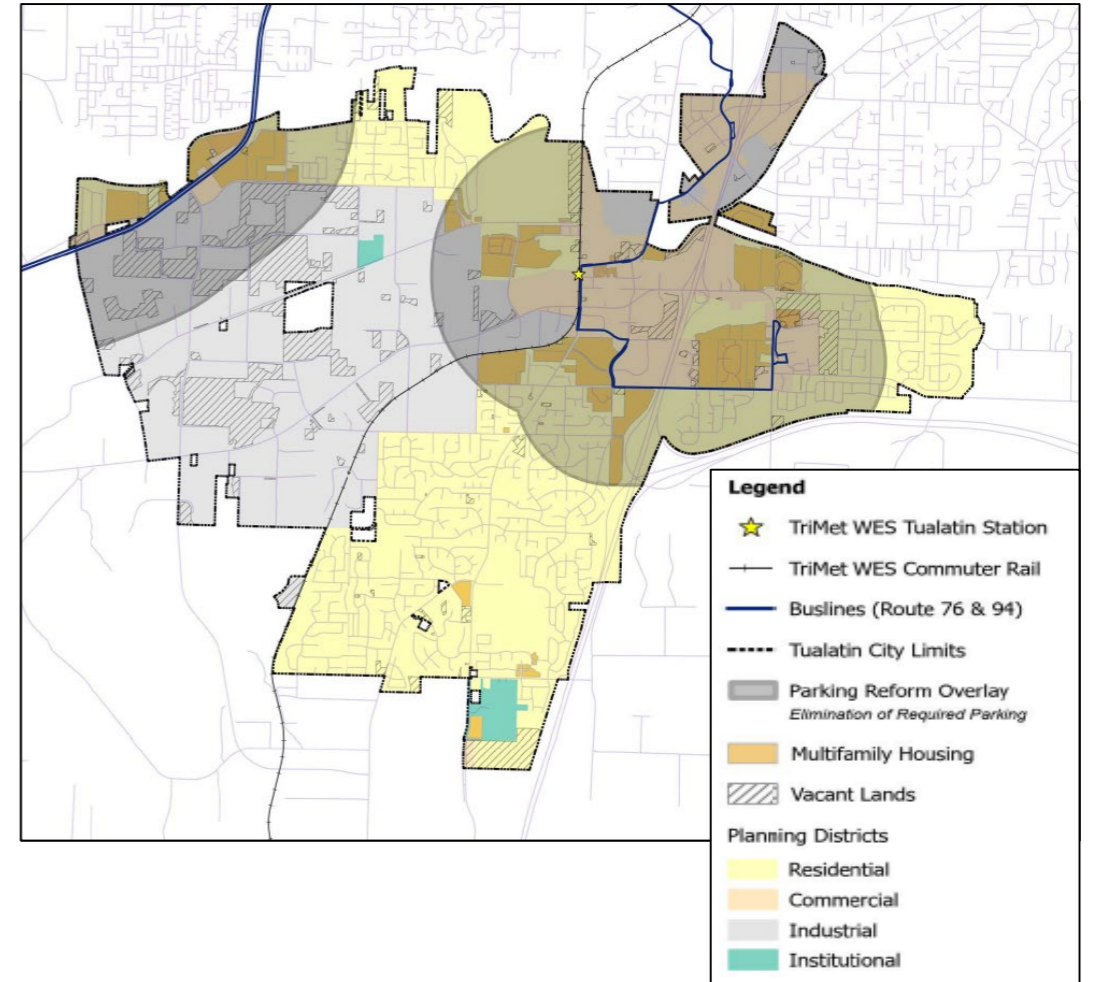
- Unbundled parking for commercial uses
- Tax commercial parking lot revenue
- *Currently proposed, unknown as to whether DLCD will accept*

OPTION 1 - REPEAL MINIMUM PARKING CITYWIDE

Recommended Option

Considerations:

- Staff capacity to accomplish under work plan
- Majority of commercial and multi-family zoned areas are already exempt from minimum parking standards under Phase 1 (due to proximity to transit)
- Implemented through established planning program



OPTION 2 – FAIR PARKING

Choose two options

1 

Landlords charge parking separately from rents for residential units

2 

Landlords charge parking separately from rents for commercial property

3 

Require businesses with 50+ employee to have non-vehicle commute reward programs

4 

Tax commercial parking lot revenue
**Core Area Parking District not eligible*

5 

Minimum parking for multi-family development set at 0.5 space per unit

Considerations:

- Would require reprioritization of other projects to adopt
- Unknown funding source for ongoing resources needed to monitor and implement
- Shifts burden to small businesses to understand and apply rules

OPTION 3 – REDUCED REGULATION

Maintain parking minimums for:



Industrial uses



Commercial buildings larger than 3,000 sq ft or 10+ employees



Market rate apartments (*2 BDR or greater*) at 1 space per unit



Single family homes

Implement either:



Paid on-street parking; or



Unbundled parking for multi-unit housing

Considerations:

- Would require reprioritization of other projects to adopt
- Paid on-street parking program or other funding source needed to support operations
- Potential livability impacts on residents and business

SCHEDULE + MILESTONES

CFEC RULES ON PARKING

SCHEDULE FOR REPEAL OF PARKING MINIMUMS

TASKS	2024				
	Jan	Feb	March	April	May
Work Session					
Public Comment Period					
Draft Code					
Planning Commission Recommendation					
City Council Hearing					Adoption

POLICY DIRECTION
CFEC RULES ON PARKING

STAFF RECOMMENDATION

OPTION 1: REPEAL	OPTION 2: FAIR PARKING POLICY	OPTION 3: REDUCED REGULATION
<p>Staff Recommended</p> <p>Repeal parking minimums + update maximum parking</p> <ul style="list-style-type: none"> • Developers can choose to build parking up to maximum allowed 	<p>Choose 2</p> <ul style="list-style-type: none"> • Unbundle parking (fee separate from rent) for multi-family units • Unbundle leased commercial parking • Flexible commute benefit for businesses with more than 50 employees • Tax on parking lot revenue • No more than 1/2 parking space/unit for multifamily development 	<p>All apply</p> <ul style="list-style-type: none"> • No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED, etc. • No additional parking for changes in use, redevelopments, expansions of over 30%. • No mandates within 1/2 mile of town center. • Designate district to manage on-street residential parking, or unbundle parking for multi-family housing.