



# Climate-Friendly and Equitable Communities

BRIEFING

Committee for Community Involvement  
March 21, 2023

Land Use & Transportation

[www.washingtoncountyor.gov](http://www.washingtoncountyor.gov)

# → Presentation overview

Background on Climate-Friendly and Equitable Communities (CFEC) rules

Parking reform requirements and options, including potential extension of implementation timeline for certain parking requirements

Future regulatory requirements

Questions and discussion

# → Background

## Governor Brown's Executive Order 20-04 (March 2020):

“Exercise any and all authority and discretion” to meet Oregon’s climate goals

Land Conservation and Development Commission (LCDC) adopted land use, building and transportation planning rules for jurisdictions in Oregon’s metropolitan areas in July 2022:

- Land use and building:
  - Designate walkable climate-friendly areas
  - Reform parking management
  - Provide for pedestrian-friendly and connected communities
- Transportation:
  - Plan for high-quality pedestrian, bicycle and transit infrastructure
  - Prioritize transportation projects meeting climate and equity outcomes
  - Reduce projected vehicle miles traveled per capita

# → Background

CFEC rules take effect incrementally

Required implementation this year:

- Two parking reform phases

Required implementation in the future:

- Land use requirements for designating Climate-Friendly Areas
- Transportation performance standards
- Transportation System Plan update requirements

Rules provide option for local jurisdictions to request alternative implementation timeline for certain elements

# → Parking reform

Parking reform goes into effect in two phases:

1. Parking A: Reduced parking mandates took effect Jan 1, 2023
2. Parking B: Regulation improvements take effect July 1, 2023; agencies can request extension

Americans with Disabilities Act (ADA) still applies to any provided parking





# Parking reform A: Reduced mandates

For development applications submitted on/after Jan. 1, 2023:

- Jurisdictions may not require more than one parking space per unit in residential developments
- Jurisdictions may not require any parking for the following development types:
  - Group housing, childcare, single-room occupancy, residential units less than 750 square feet, affordable housing, public-supported housing and shelters
- Jurisdictions may not require parking spaces for developments on a lot or parcel that includes lands within:
  - Three-quarters mile of rail transit station (MAX and WES)
  - One-half mile of bus corridors with four or more buses per hour
- Community Development Code not yet updated; staff are applying these state rules directly to affected land use applications

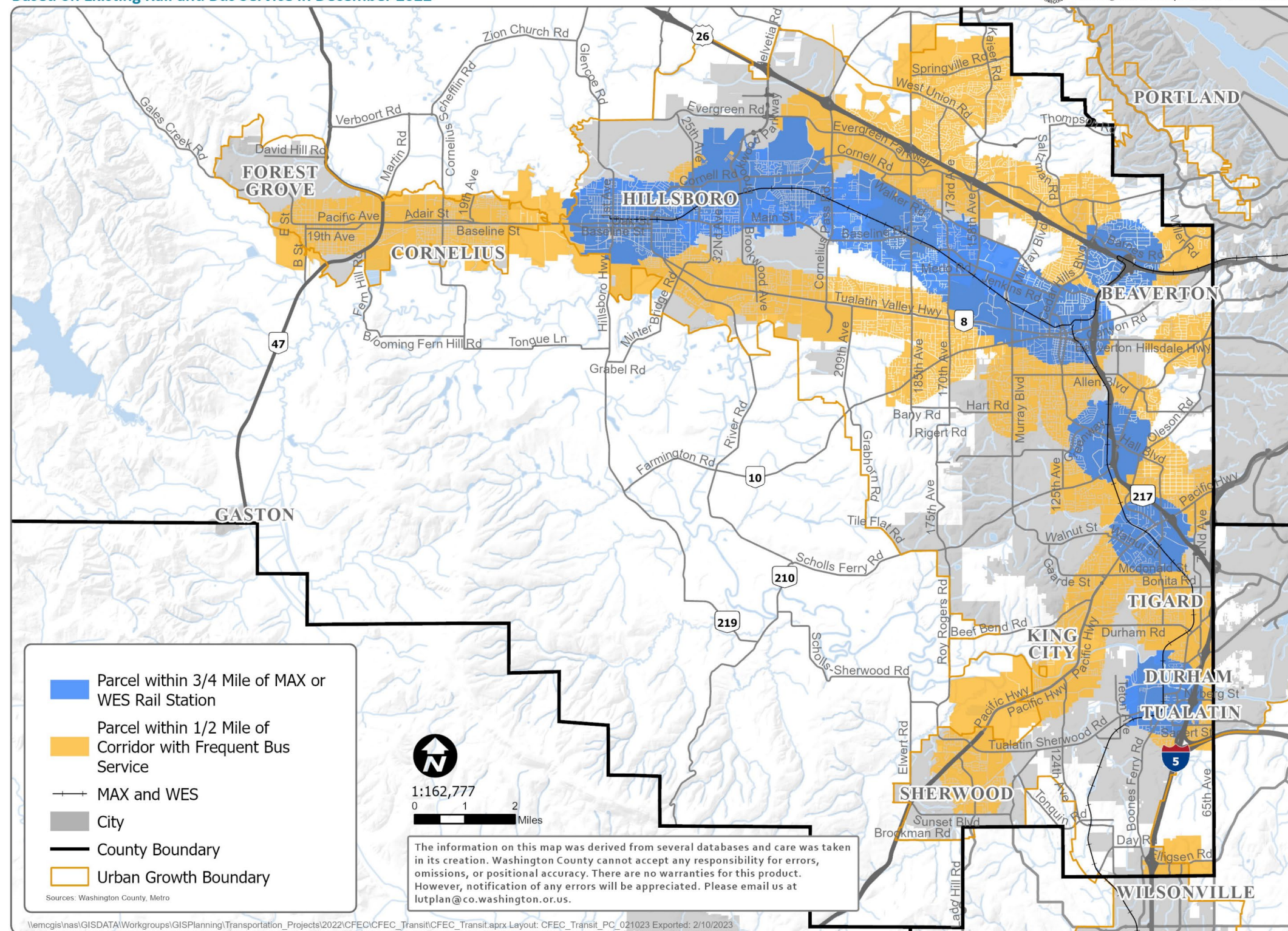


# Parking reform A: Transit corridors

## Areas with Reduced Parking Requirements

Climate Friendly Equitable Communities - Parcels with Reduced Parking Requirements  
Based on Existing Rail and Bus Service in December 2022

Department of Land Use & Transportation  
Planning and Development Services Division





# Parking reform B: Regulation improvement

For development applications submitted on/after July 1, 2023:

1. Remove **all** parking mandates throughout the urban unincorporated area or comply with the alternative pathways
2. Parking area regulation
  - Parking maximums
  - Parking lot attributes

Department of Land Conservation and Development (DLCD) staff indicated changes to the rules may be adopted by LCDC in April and November of this year

Agencies may request an alternative implementation timeline





# Parking reform B: Pathways summary

## Jurisdictions must select one pathway

Pathway 1	Pathway 2	Pathway 3
<p><b>Repeal all required minimum parking (parking mandates) in urban unincorporated Washington County</b></p> <p><b>Preliminary Staff Recommendation</b></p>	<p>Reduce parking burdens: Adopt eight regulations to reduce parking mandates based on shared parking, solar panels, parking space accessibility, on-street parking and unbundling parking from rent for multifamily units near transit; plus</p>	<p>Reduce parking burdens: Adopt eight regulations to reduce parking mandates based on shared parking, solar panels, parking space accessibility, on-street parking and unbundling parking from rent for multifamily units near transit; plus</p>
	<p>Adopt on-street parking pricing for 10% of all on-street parking spaces; plus</p>	<p>Adopt on-street parking pricing for 10% of all on-street parking spaces; plus</p>
	<p>Adopt at least three of the five policies below:</p> <ol style="list-style-type: none"> <li>1. Unbundle parking for residential units</li> <li>2. Unbundle leased commercial parking</li> <li>3. Flexible commute benefit for businesses with 50 or more employees</li> <li>4. Tax on parking lot revenue</li> <li>5. One-half space per unit for multifamily</li> </ol>	<ul style="list-style-type: none"> <li>• Adopt regulation minimizing or exempting required parking for 15 development types</li> <li>• No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Reach Code developments, etc.</li> <li>• No additional parking for redevelopment/additions</li> <li>• No parking mandates with ½ mile of designated centers</li> <li>• Designate district to manage on-street residential parking</li> </ul>



# Parking reform B: Required parking maximums

Jurisdictions must implement the following development standards for parking maximums:

- For buildings with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building
- For residential development:
  - 1.2 off-street parking spaces per studio unit
  - Two off-street parking spaces per non-studio residential unit in multi-unit developments
- For all commercial and retail uses, five spaces per 1,000 square feet of floor space, except for:
  - Automobile sales and repair
  - Eating and drinking establishments
  - Entertainment and commercial recreation uses



# Parking reform B: Parking area regulation

Jurisdictions must implement the following development standards for parking lots:

- Employee parking areas provide preferential parking for carpools and vanpools
- Redevelopment of parking areas:
  - Allow for bicycle and transit-oriented facilities
  - Allow conversion of parking to other uses
- More than 0.25-acre parking lot must include:
  - Tree canopy and street-like design along driveways
  - Solar panels, green energy or enhanced tree canopy covering 50% of the area
- Design requirements for structured parking





# Electric vehicle charging

In addition to parking reforms, effective April 1, 2023:

- New multifamily residential buildings with five or more units must provide electrical service capacity for 40% of parking spaces



# → What are other jurisdictions doing?

Corvallis and Tigard have partially implemented Pathway 1 (removed all minimum-parking requirements)

Other cities and counties in Portland Metro area are pursuing Pathway 1 (remove minimum-parking requirements)

Many jurisdictions have requested alternative implementation timelines of up to 18 months, including Metro jurisdictions Clackamas County, Hillsboro, Happy Valley, Lake Oswego, Portland, West Linn and Wilsonville

# → Future regulatory changes – land use

## Land use requirements for designating Climate-Friendly Areas:

- In Metro area, implemented through Metro's Urban Growth Management Functional Plan, scheduled for update in 2025
- Raleigh Hills town center may require additional planning and process after Metro's process is complete
- There may be additional requirements for other regional and town centers

Additional land development requirements must be implemented in the Community Development Code at the time of next Transportation System Plan update



# Future regulatory changes – transportation

## Transportation System Planning

- No established timeline for these requirements; must be completed along with a major update of the Transportation System Plan (TSP)
- Transportation system and land development performance standards
- Multimodal inventory and prioritization requirements
- Demonstrate a reduction in vehicle miles traveled
- Land development requirements that must also be implemented in the Community Development Code at the time of the TSP update

# → Staff recommendation

Request an alternative implementation timeline of July 1, 2024 for Parking Reform B

- Provides time to address changes that DLCD staff expect will be made in the rules in April and November of this year

Prepare a recommendation for filing future ordinance(s) to address parking requirements as part of the draft 2023-25 Long Range Planning Work Program



# → Next steps

Planning Commission work sessions: April 5 and June 5

Community briefings as requested (CCI March 21)

Submit alternative timeline request for Parking Reform B to DLCD (if directed by Board today)

Develop draft Work Program description for anticipated future parking ordinance(s)

Continue tracking other regulatory requirements and implementation timeframes



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## STAFF CONTACTS

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