



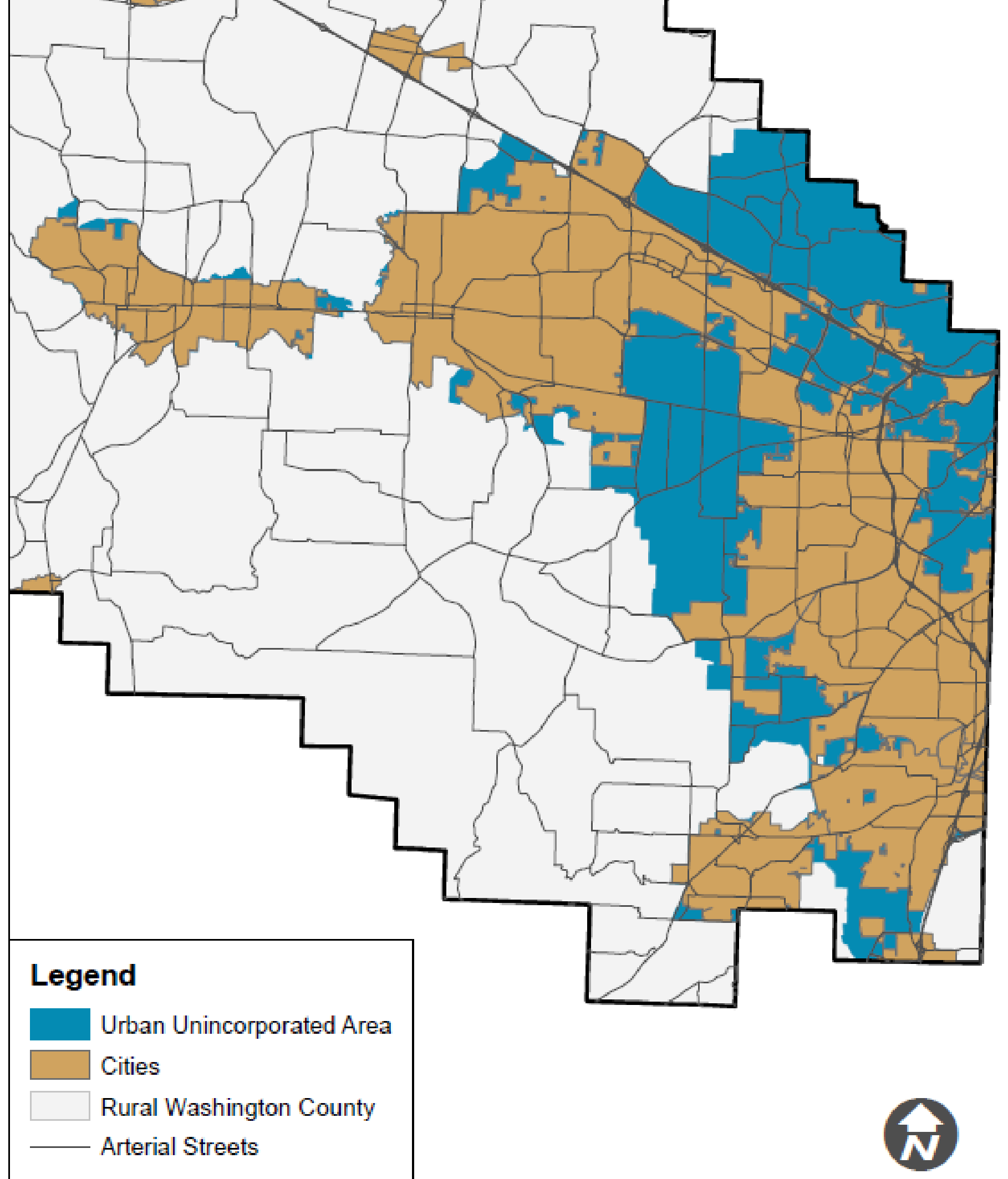
Parking Reform

Climate Friendly & Equitable Communities

| DATE, 2024

Land Use & Transportation

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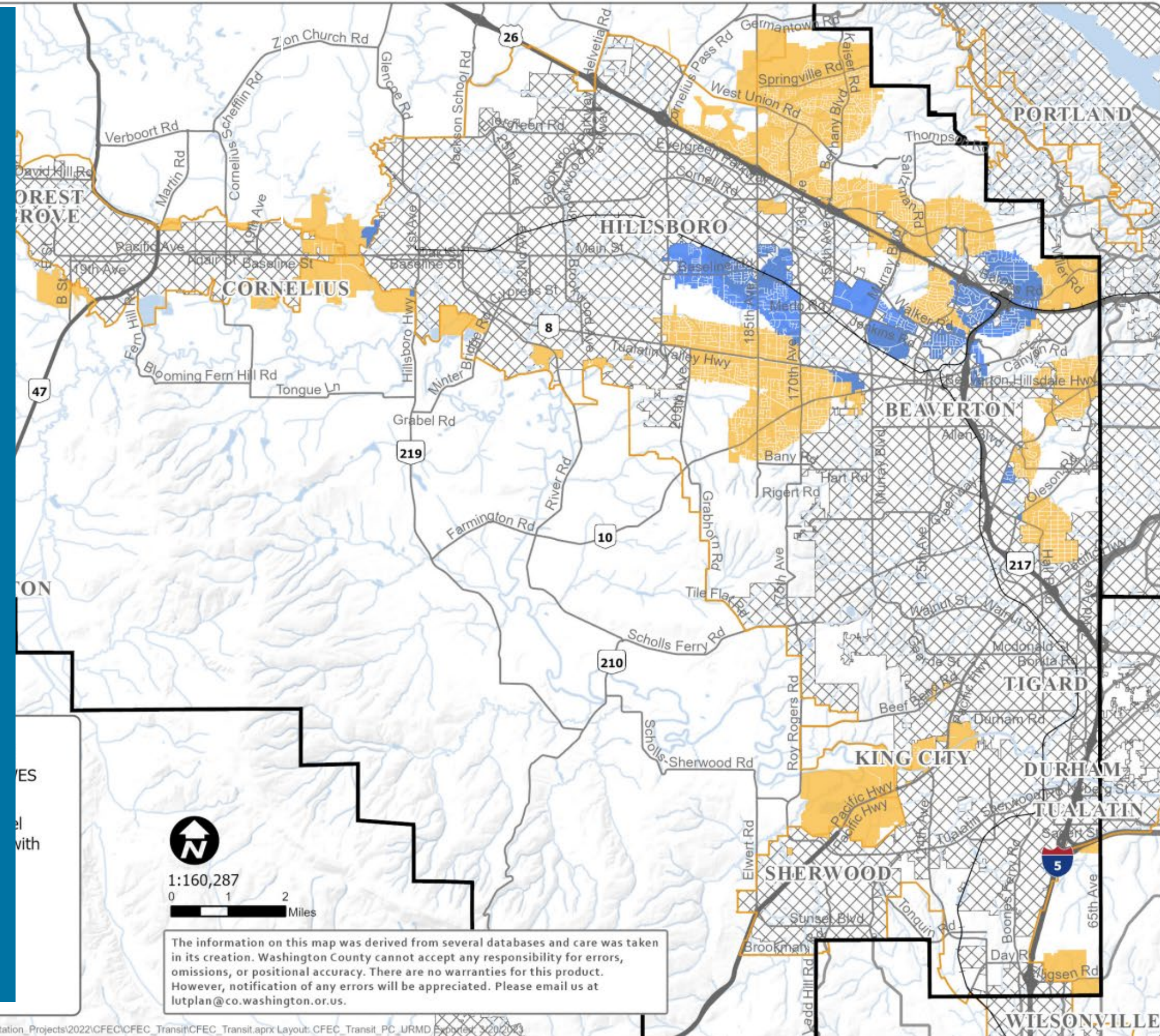
Parking Reform

- Recent Parking Reform
- Parking Lot Regulation Improvements
- Parking Maximum Requirements
- Parking Mandate Removal
- Future Parking Reform Options

Effective Jan. 1, 2023

Cannot enforce requirements for minimum parking:

- Within three-fourths mile of rail transit stations (MAX and WES)
- Within one-half mile of frequent transit (defined as four or more buses per hour)



Effective Jan. 1, 2023

Cannot require more than one parking space per unit in residential developments with more than one unit

No minimum parking can be required for the following types of uses:

- Group housing
- Childcare
- Single-room occupancy
- Residential units less than 750 square feet
- Affordable housing
- Public supported housing
- Shelters





→ Surface Parking Requirements

All surface parking must provide either:

- Trees along driveways
- 30% tree canopy coverage

DLCD Guidance

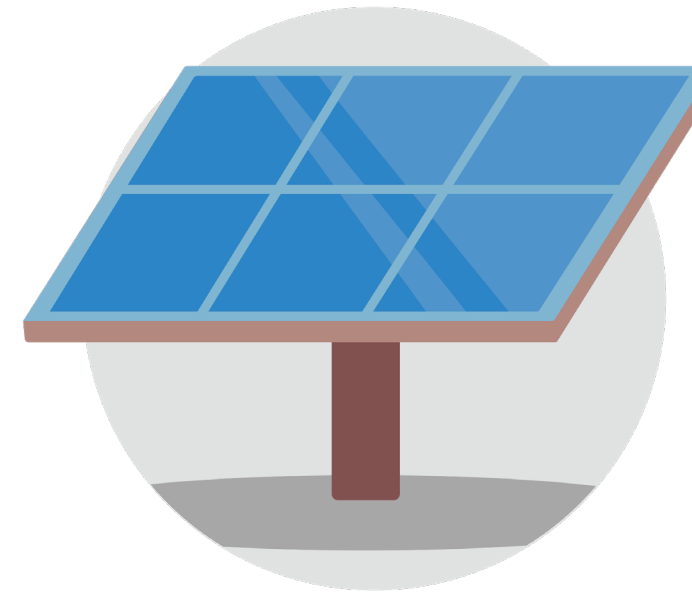
Driveway (blue highlighted areas)	Drive Aisle (orange highlighted areas)
Provides access to and from the surrounding streets, and connections through the site to buildings and parking lot drive aisles.	A vehicular access bordered by parking spaces
Does not provide direct access to parking stalls, or provides access to a limited number of parking stalls.	Primarily serves as access to adjoining parking spaces.
Usually intersect with multiple other driveways and drive aisles along its length.	Will have few or no intersections, with the exception of T-intersections, usually with abutting drive aisles.

Surface Parking Lot Requirements

Applicable to new development that includes one-half acre of new off-street parking

Climate Mitigation Actions

- Solar panels with a generating capacity of 0.5kw per parking space.
- 40% tree canopy over parking area
- Fee-in-lieu to support equitable solar or wind energy development.



It would take approximately 30 ft² of solar panels to generate 0.5 kw of energy

It would require 7-14 trees to cover a half-acre parking lot. This assumes tree canopies range between 600-1,200 ft² each



The County would need to develop a new program or coordinate with Oregon Dept. of Energy.



Surface Parking Requirements

Pedestrian connections

- Building entrances
- Existing or planned pedestrian facilities in adjacent ROWs
- Transit stops
- Accessible parking spaces

Tree Canopy Plan

- Must be coordinated with local electric utility, including pre-design, design, building, and maintenance phases
- Planted and maintained to maximize root health and planted in continuous trenches where possible.
- Minimum standards no lower than 2021 American National Standards Institute A300 standards

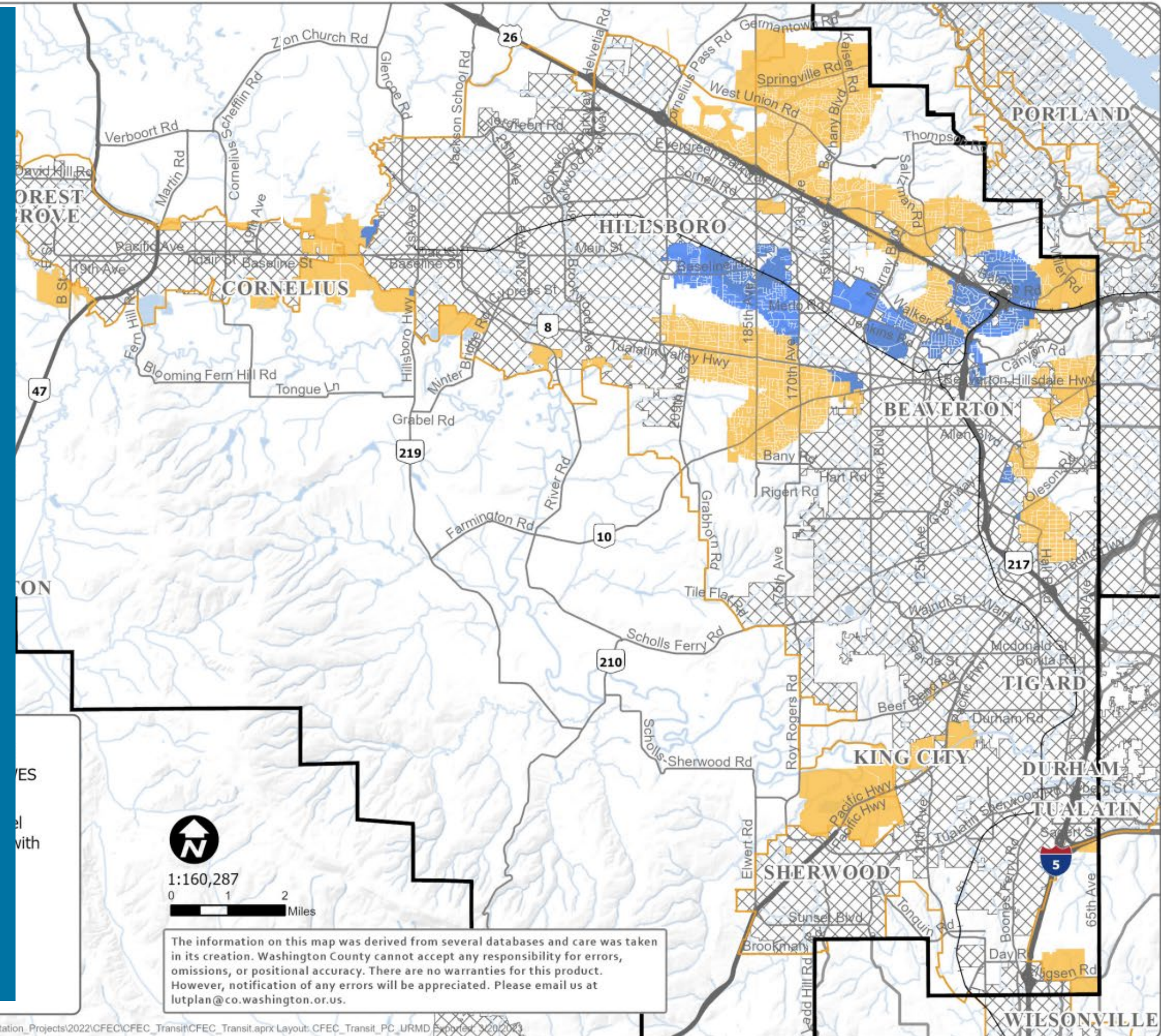


Parking Maximums

Applicable Areas:

- Within three-fourths mile of rail transit stations (MAX and WES)
- Within one-half mile of frequent transit (defined as four or more buses per hour)

Current areas will need to be expanded.

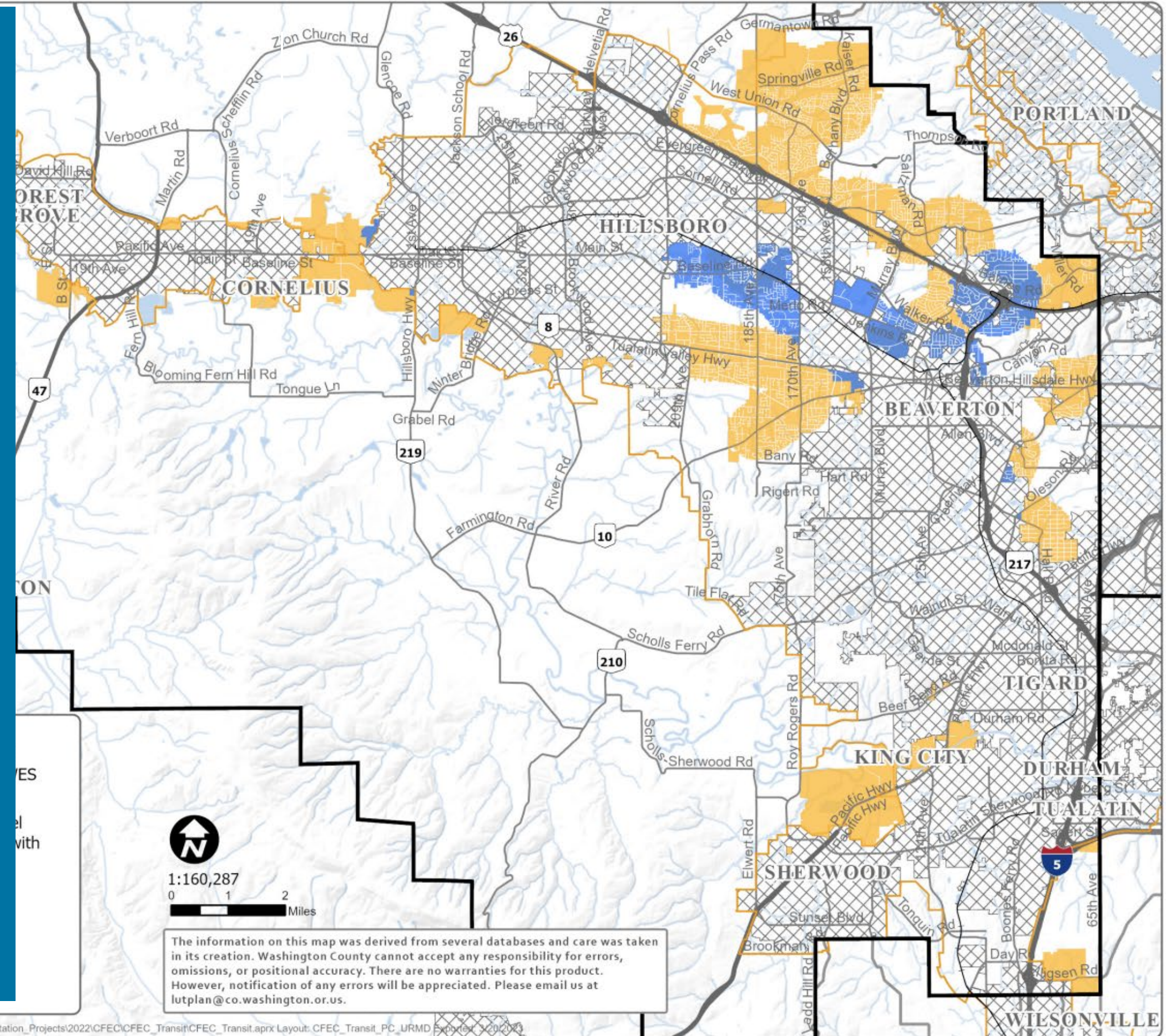


Parking Maximums

Use	Maximum
Studios (multi-family)	1.2/unit
Non-studio (multi-family)	2.0/unit
Commercial/Retail*	5/1,000 ft ²
Any Use More than 65,000 ft ²	1:1 ratio**

* Except automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses

** Surface parking area 1:1 ratio of building floor area



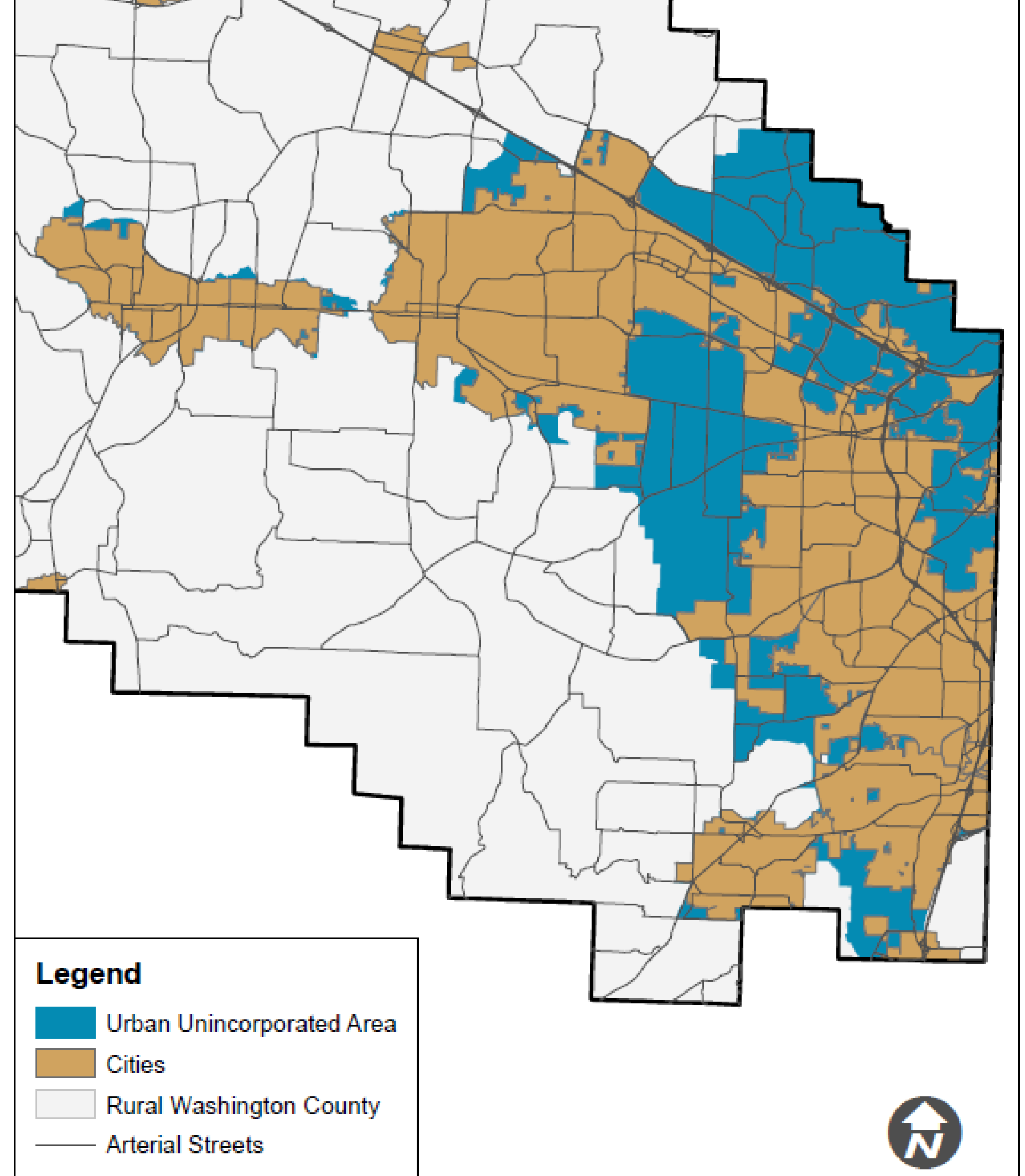
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Parking Minimums

Repeal minimum parking requirements

- Would apply to urban unincorporated areas.
- No changes to rural areas.

Cities inside Metro completing similar work.





Future Parking Reform Options

Parking Mandate Removal to Parking Programs/Policies

Remove Parking
Minimums

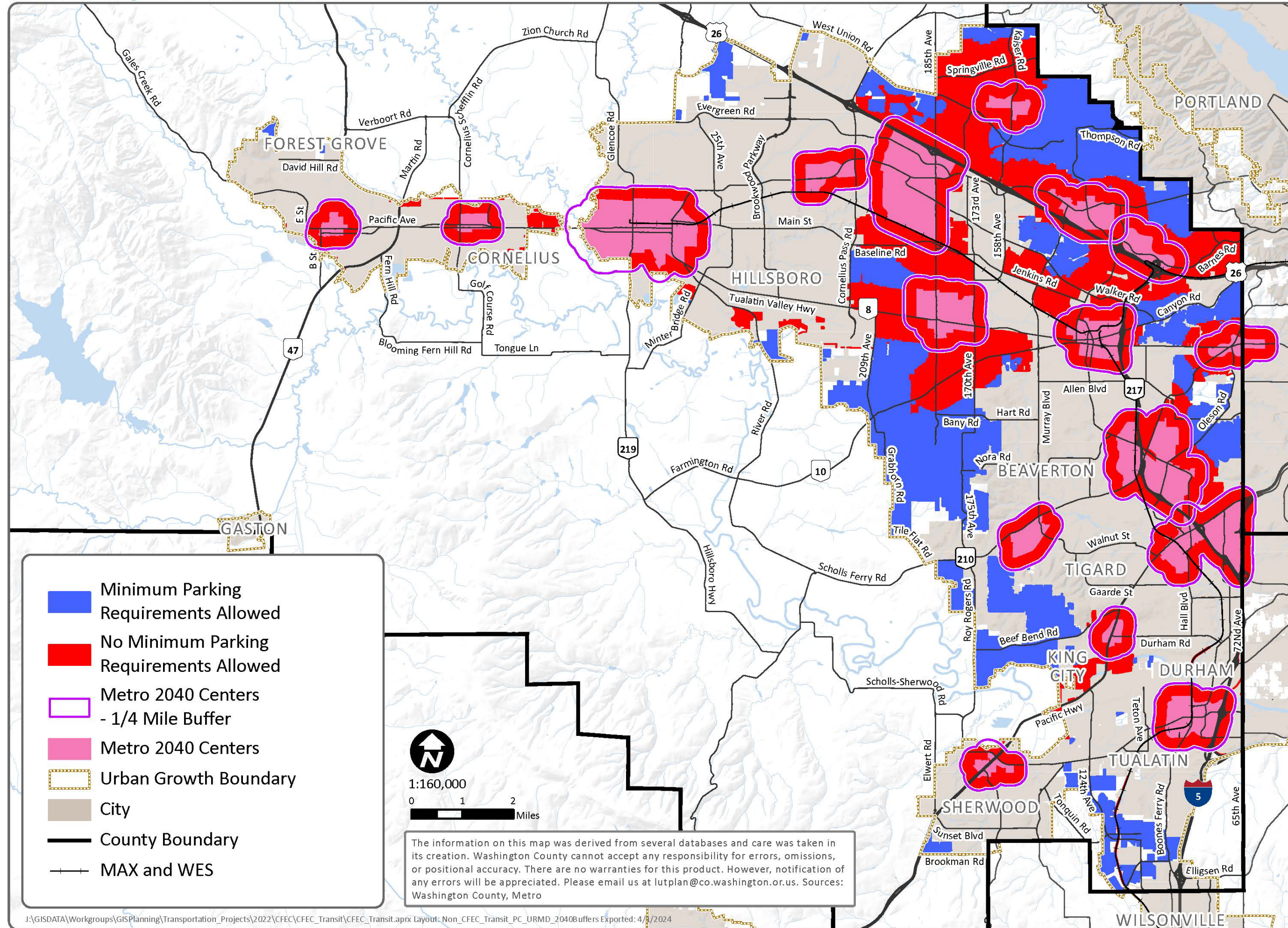
Reduce Parking
Requirements for
Certain
Developments &
Key Areas

Adopt Market-
Oriented Parking
Policies

Further Reduce
Minimum
Requirements for
More
Developments &
More Areas

CFEC Parking Reform - Areas Where Minimum Parking Regulations May Apply

Based on Existing Rail and Bus Service in December 2022



- Minimum Parking Requirements Allowed
- No Minimum Parking Requirements Allowed
- Metro 2040 Centers - 1/4 Mile Buffer
- Metro 2040 Centers
- Urban Growth Boundary
- City
- County Boundary
- MAX and WES

N
 1:160,000
 0 1 2 Miles

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Parking Programs/Policies

- Allow reductions to minimum parking requirements
- No minimums for specific uses
 - Residential care and childcare facilities
 - Single-room occupancies and small residential units
 - Affordable and publicly supported housing
 - Emergency housing, transitional shelters, and domestic violence shelters
- No minimums near transit corridors and within 2040 Centers
- No minimums within one-quarter mile of a 2040 Centers

Parking Mandate Removal to Parking Programs/Policies

Remove Parking Minimums

Reduce Parking Requirements for Certain Developments & Key Areas

Adopt Market-Oriented Parking Policies

Further Reduce Minimum Requirements for More Developments & More Areas



Parking Programs/Policies

- Two of the following:
 - Unbundle multi-family residential parking.
 - Unbundle commercial parking.
 - Employer commute stipend.
 - Tax commercial parking revenue.
 - Limit minimum requirements for multi-family to no more than one-half space per unit.

Parking Mandate Removal to Parking Programs/Policies

Remove Parking Minimums

Reduce Parking Requirements for Certain Developments & Key Areas

Adopt Market-Oriented Parking Policies

Further Reduce Minimum Requirements for More Developments & More Areas



Parking Programs/Policies

No minimums for the following.

- Mixed-use development
- Group quarters
- Studio apartments, one-bedroom apartments, and condos
- Buildings that have been vacant for previous two years from adoption.
- Business expansion less than 50%
- Historic places and buildings
- Commercial properties with fewer than 10 on-site employees or 3,000 square feet of floor space
- Development meeting Reach or LEED ratings
- Schools
- Bars and taverns
- At least one parking district OR unbundle multi-family residential parking

Parking Mandate Removal to Parking Programs/Policies

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Questions?



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Climate-Friendly and Equitable Communities

State DLCD rulemaking

- Known as the Climate-Friendly and Equitable Communities (CFEC) rules
- Amended the Transportation Planning Rule (TPR)
 - OAR 660-012-0000 through -0920
- Added 64 new sections to the prior 16 sections
 - For reference HB 2001 / OAR division 660-046 has 29 sections
- Affects metropolitan areas in Oregon:
 - Land use planning
 - Land development regulation
 - Transportation planning

→ Applicable to Metropolitan Areas

- Oregon has eight metropolitan areas
 - 60% of Oregon's population and 70% of jobs
- Applicable rules vary by size and type of jurisdiction
- Special rules in the Portland Metro area

