



CITY OF OREGON CITY PLANNING COMMISSION AGENDA

**Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Monday, January 13, 2025 at 7:00 PM**

Ways to participate in this public meeting:

- *Attend in person, location listed above. Please see the public comment guidelines below.*
- *Attend the livestream of the meeting on the City's YouTube Channel:*

<https://www.youtube.com/user/CityofOregonCity>

- *Register to provide electronic testimony (email ocplanning@orc.org or call 503-722-3789 by 3:00 PM on the day of the meeting to register)*
- *Email ocplanning@orc.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*

1. CONVENE MEETING AND ROLL CALL

2. ELECTION OF OFFICERS

a. Article IV. Officers and Staffing

A. Officers. The officers consist of a chairperson and a vice-chairperson who shall be selected by the membership and who shall serve at the pleasure of the membership for one year. Nominations and election of new officers shall be taken from the floor at the Planning Commission's first meeting of the year. Officers may be re-elected. In the event that an officer is unable to complete the specified term, a special election shall be held for the completion of the term.

3. APPROVAL OF MINUTES

a. Approval of November 18, 2024 Meeting Minutes

4. PUBLIC COMMENTS

Please see the public comment guidelines below.

5. DISCUSSION ITEMS

a. Work Session - Climate Friendly and Equitable Communities

6. COMMUNICATIONS

7. ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the clerk. When the Chair calls your name, proceed to the speaker table, and state your name and city of residence. Each speaker is given 3 minutes to speak. As a general practice, the committee does not engage in discussion with those making comments. Complaints shall be addressed at the department level prior to addressing the committee.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by

contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the [Oregon City's website](#) and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY PLANNING COMMISSION MINUTES - DRAFT

Commission Chambers, Libke Public Safety Building, 1234 Linn Ave, Oregon City
Monday, November 18, 2024, at 7:00 PM

1. CALL TO ORDER AND ROLL CALL

Chair Stoll called the meeting to order at 7:00 PM.

Present: 6 – Chair Greg Stoll, Vice Chair Paul Espe, Commissioner Brandon Dole, Commissioner Bob LaSalle, Commissioner Karla Laws, Commissioner Dirk Schlagenhauser

Absent: 1 - Commissioner Daphne Wuest - excused

Staffers: 3 - Community Development Director Aquilla Hurd-Ravich, City Attorney Bill Kabeiseman, Water Quality Coordinator Marcos Kubow

2. MEETING MINUTES

A. Meeting Minutes for Approval: October 28, 2024.

A motion was made by Commissioner Espe, seconded by Commissioner LaSalle to approve the meeting minutes for October 28, 2024.

The motion carried by the following vote:

Yea: 6 - Commissioner Dole, Commissioner LaSalle, Commissioner Laws, Commissioner Schlagenhauser, Vice Chair Espe, Chair Stoll

Nay: 0

3. PUBLIC COMMENTS

None.

4. PUBLIC HEARING

4C. GLUA-24-00026/ZC-24-00002/LEG-24-00003 Legislative: OCMC 17.47 Erosion and Sediment Control Text Amendment

Chair Stoll opened the public hearing and read the legislative script. He asked if any of the commissioners had any conflicts of interest, and there were none.

Director Aquilla Hurd-Ravich introduced the staff report. This is a Type IV application which requires Planning and City Commission hearings. This text amendment adopts new code language to address and specifically include construction site runoff. The amendment is necessary to comply with Oregon DEQ requirements in order for Oregon City to maintain it's

MS4 permit. Construction site runoff is currently addressed in the City's Stormwater and Grading Design Standards, and this amendment does not make any regulatory changes to the way erosion, sediment control and construction site runoff are managed currently.

Director Aquilla introduced the applicant, Marcos Kubow, Public Works Water Quality Coordinator. Marcos explained that this amendment adds statements on construction waste and pollution and addresses pollution beyond sediment. This also reinforces current practices and puts it in writing. It makes enforcement language broader and legally supports current enforcement practices.

Commissioner Laws asked what the process is when a resident complaint comes in regarding sediment runoff. Marcos explained that there is a three-step process for enforcement: 1) Inspection and given a letter of what to do to be in compliance; 2) if they don't comply, they are served with a Stop Work Order; 3) If work continues, they are served with fines and it becomes a court issue. In the past couple of years, there have not been any issues with developers not getting into compliance when served with Stop Work Orders.

Commissioner Schlagenhauser asked about the wording in the code regarding the Manager. Who is the Manager being referred to? The word "manager" pops over all over the place. Whose job is it to serve the Stop Work Order. Director Aquilla spoke to this and explained that it refers to the City Manager or designee. The designee is generally the Director or Dept head overseeing the area of infraction.

Commissioner Laws spoke to a concern of checks and balances regarding the City Manager and all that they oversee: Staff, Land Use, City Attorney, etc. Director Aquilla responded that the City Manager reports to the City Commission which is where the checks and balances comes. Commissioner Schlagenhauser asked if someone did not agree with a City Manager decision, do they have a place to go with their concern. Director Aquilla pointed out the process for Land Use appeal and that those go to City Commission, but it depends on the situation. City Attorney Bill Kabeiseman explained that there are processes in place for code enforcement and some situations can go to court where a judge can make the decision.

City Attorney Bill also explained that Oregon City is a "Strong Manager City", common practice in Oregon. The Oregon City Charter states in section 21.C2 that the City Manager "shall see that all ordinances are enforced and that the provisions of all franchises, leases, contracts, permits and privileges granted by the city are observed." The default provision in our code is City Manager is responsible, but they can delegate elsewhere.

A motion was made by Commissioner Dole, seconded by Commissioner Schlagenhauser to recommend approval of GLUA-24-00026/ZC-24-00002/LEG-24-00003.

The motion carried by the following vote:

Yea: 6 - Commissioner Dole, Commissioner LaSalle, Commissioner Laws, Commissioner Schlagenhauser, Vice Chair Espe, Chair Stoll

Nay: 0

5. COMMUNICATIONS

Next week's meeting, November 25th is cancelled because the applicant did not get their application

completed.

Next meeting scheduled is December 9. This meeting will be addressing a fast-tracked legislative amendment due to a new FEMA requirement for the Flood Plain chapter.

6. ADJOURNMENT

Chair Stoll adjourned the meeting at 7:40 p.m.



CITY OF OREGON CITY

625 Center Street
Oregon City, OR 97045
503-657-0891

Staff Report

To: Planning Commission **Agenda Date:** January 13, 2025
From: Pete Walter, Planning Manager

SUBJECT:

Work Session - Climate Friendly and Equitable Communities

STAFF RECOMMENDATION:

The topic of Climate Friendly and Equitable Communities is for discussion purposes. No decisions are required tonight and staff recommends engaging in the discussion and providing any initial thoughts and feedback.

EXECUTIVE SUMMARY:

New state rules, known as Climate Friendly and Equitable Communities, require Oregon Cities and Counties to implement a number of reforms related to parking requirements and management in an effort to reduce the climate impacts of excessive parking. Many of the changes are prescriptive, and several of them are already in effect, but there are some options available to communities who do not wish to entirely remove minimum parking requirements while conforming substantially to the new State rules.

In January 2024, the City Commission did not support eliminating all parking minimums as most cities in the Metro area have already done and directed staff to pursue a combination of alternatives, which are summarized in bullet points below. The Commission supported pursuing a grant to assist with implementing the rules to make them work for Oregon City.

The parking reforms will include:

- Removal of all parking mandates within 1/2 mile of frequent transit corridors and within the regional center (downtown).
- OAR 660-012-0405 - Allow / encourage redevelopment of underused parking spaces for other purposes such as bicycle parking, bus stops, park and rides, parklets, outdoor seating areas, food carts, building expansions, etc.
- OAR 660-012-0405 - Require at least one of three climate mitigations strategies within new parking lots including solar energy panels, 40% tree canopy, or \$1500 per new space for clean energy fund
- OAR 660-012-0410 - 40% of spaces for Electric Vehicle (EV) charging (Multi-family)
- OAR 660-012-0630 - accommodate parking for "small-scale mobility devices" (non-gas powered bikes, e-bikes, scooters, etc.)

At tonight's work session, planning staff and consultant Brian Davis will provide a high level presentation of what Oregon City is doing to comply with the minimum requirement, what have we heard to date from the community, the process and timeline for adoption and which

code sections need to be amended.

We would like Planning Commission feedback to inform this process, and to make sure the code updates generally meet the economic and livability needs of the city. Please see attached infographic for more information.

BACKGROUND:

Listen and provide feedback.

NEXT STEPS:

January- February 2025: Public Engagement, presentations to City Commission and Planning Commission in February

March: Planning Commission public hearing (may need more than one)

April- May: City Commission public hearings to adopt ordinance

June: Ordinance goes into effect

OPTIONS:

Planning Commission can provide any initial feedback to staff for consideration as we continue public engagement and drafting code.

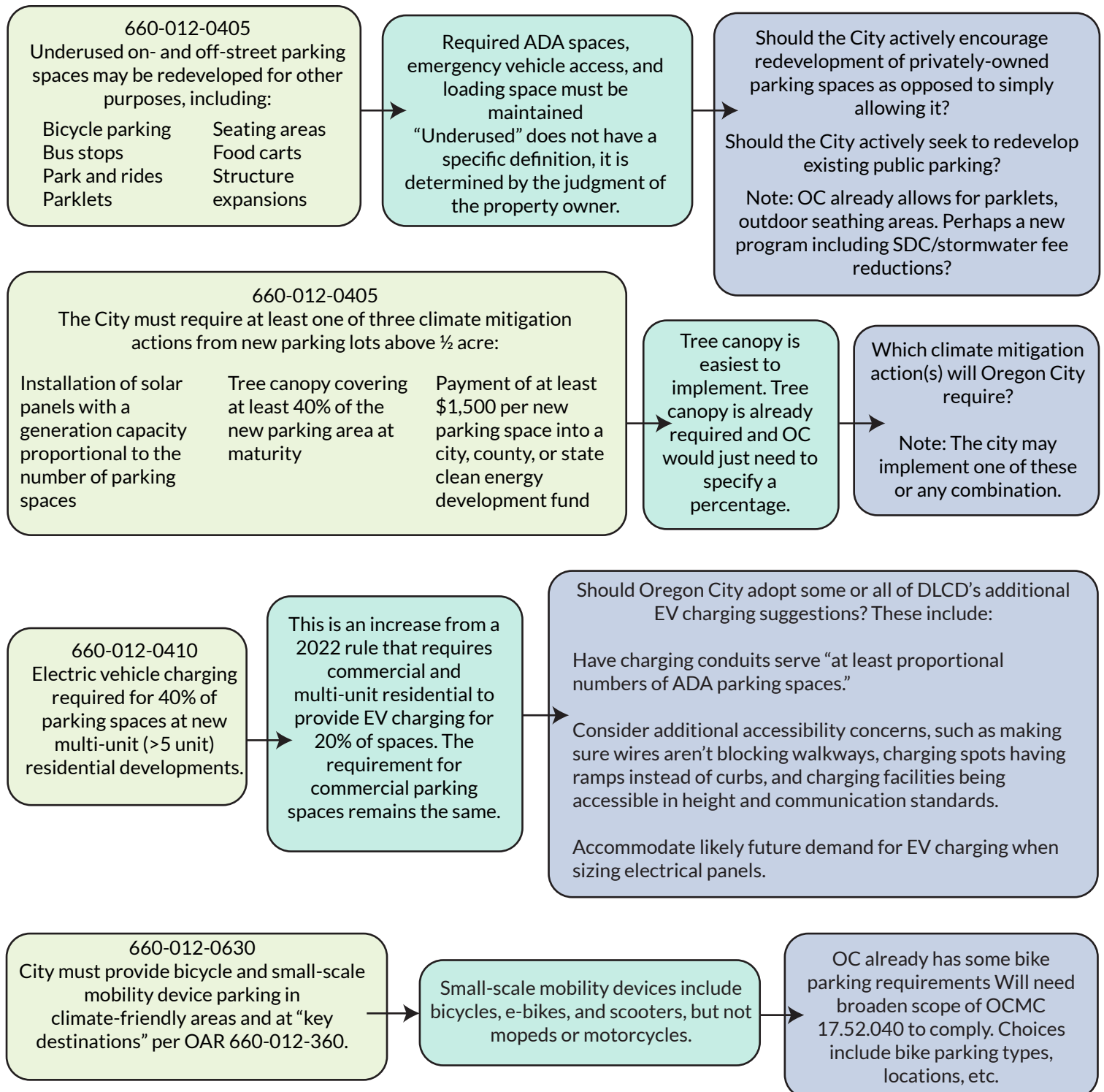
Oregon City Parking Code Updates

Areas for feedback

Required Change

Minimum Change/ Requirement Needed:

Additional Measures for Recommendation



Oregon City Parking Code Updates

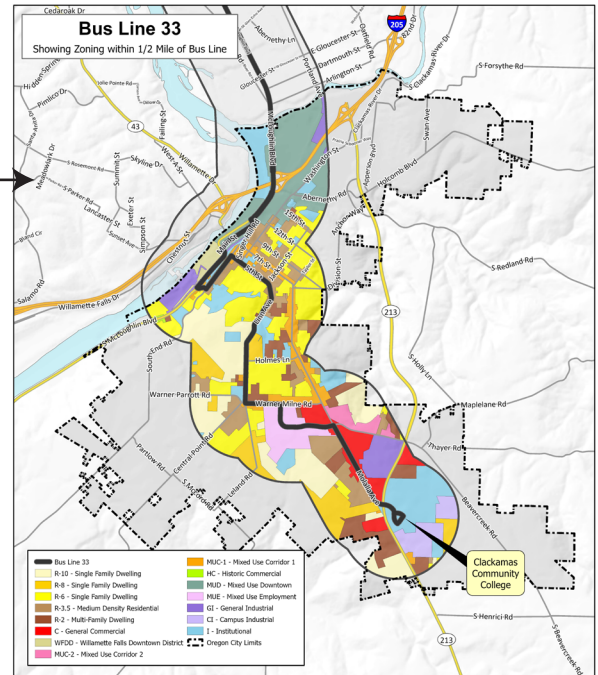
Required Changes

OAR 660-012-0415; 0430; 440; 0445

Certain types of developments are no longer required to provide parking, including:

- | | |
|--|--|
| Several types of apartments, mainly those with small units sizes | Historic buildings and buildings in official historic districts |
| Mixed-use developments | Small commercial properties |
| Schools and childcare facilities | Developments seeking LEED certification |
| Bars and taverns | Additionally, all developments within regional center must have parking maximums |
| All developments within one-half mile of frequent transit corridor | |

Note: These developments may still choose to provide parking at their own discretion, subject to maximums.



660-012-0425

Parking mandates will be reduced for developments that include certain features, including:

- | | |
|---|--|
| Solar or wind power production capacity | EV charging stations |
| Inclusion of dedicated car-sharing spaces | Additional accessible units above the minimum required |

660-012-0405

Various improvements to parking design are required, including

- | | |
|---|---|
| City must allow and facilitate shared parking. This means making the approval process as simple and painless as possible for property owners who wish to share parking. | Allow and encourage redevelopment of underused parking. |
| Provide preferential carpool/vanpool parking when more than 50 spaces. | Allow and facilitate shared parking. |
| Allow redevelopment of parking areas for bike or transit uses. | Require new parking areas of more than one-half (½) acre to provide trees and pedestrian connections. |
| | New parking lots above ½ acre must provide 40% tree canopy and/or solar, fee-in-lieu options. |

Oregon City already allows shared parking so this will mean a simplification of the existing policy, (OCMC 17.52.020(B)(3))

Oregon City currently has extensive landscaping requirements but does not specify a minimum percentage. This requirement may be met simply by adding this specification.

660-012-0630

Bicycle parking requirements

- | | |
|--|--|
| Provide bike parking in regional center. | Increase in number of bicycle parking spaces required for multi-unit and mixed-use residential. |
| Require bike parking anywhere parking is required. | Require bicycle parking for other uses including office, retail, institutional, transit stops, park and rides. |
| Bike parking must be lit, allow for cargo bikes, allow for locable storage | |

OC currently requires 0.1 spaces for multi-family. Requirement is 0.5 spaces/unit.

OC currently meets this requirement.

Climate Friendly and Equitable Communities (CFEC)- Parking Reforms

Aquilla Hurd-Ravich, Community Development Director

Pete Walter, Planning Manager

January 17, 2024



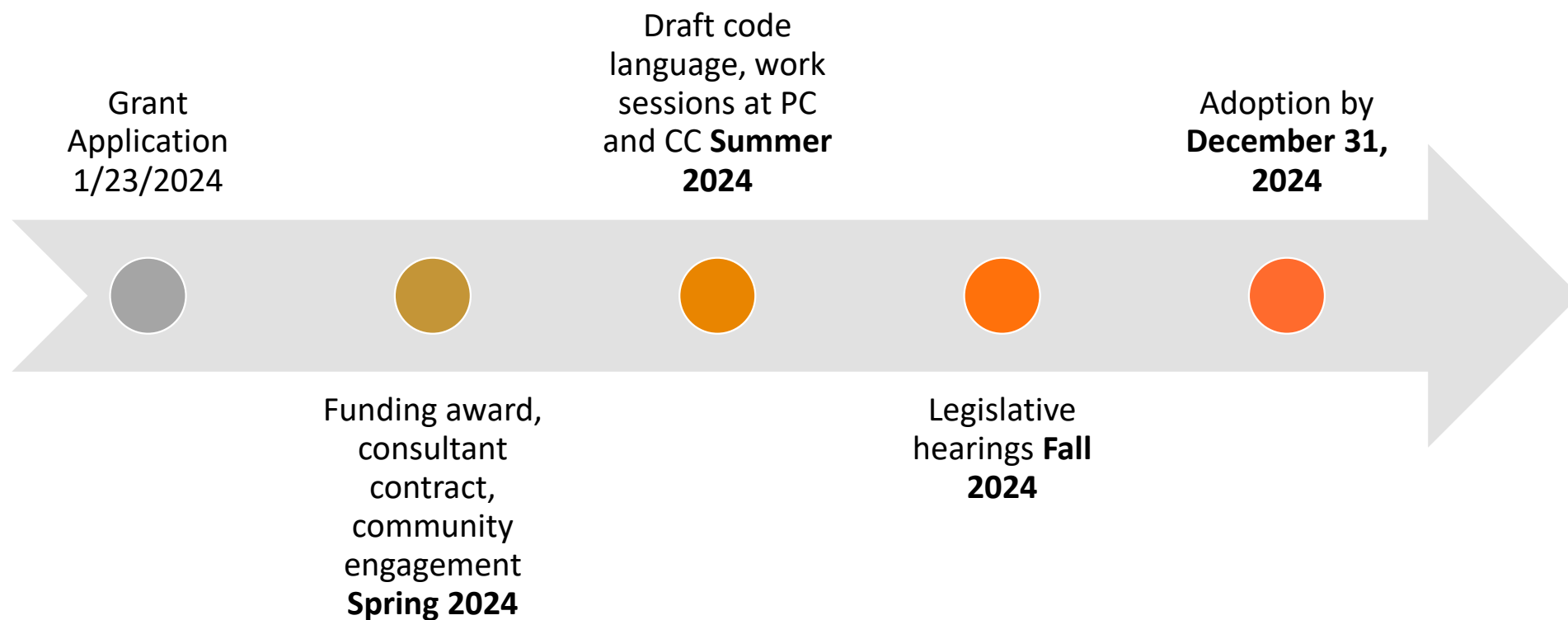
Meeting Objective

- City Commission consider supporting a grant application to DLCD to carry out work necessary to comply with new Oregon Administrative Rules
- City Commission consideration of policy choices and provide direction to staff



CFEC- Parking Reform

Timeline



CFEC- Parking Reform

What is CFEC?

Climate Friendly and Equitable Communities

"The Climate-Friendly and Equitable Communities program aims to reduce climate pollution, provide more transportation and housing choices, and promote equitable land use planning outcomes." –DLCD Website

- 2007- Oregon legislature adopted a goal to reduce climate pollution by 75% by 2050
- 2022- Oregon is off track to meet this goal particularly in reducing pollution from transportation
- LCDC Directed DLCD to adopt changes in Oregon's planning system for communities in the State's most populated areas

Rules require cities to:

1. Adopt Climate Friendly Areas
2. Support electric vehicles
3. Reduce Parking Mandates
4. Address critical gaps in walking, biking, and transit networks



CFEC- Parking Reform

Implementation Requirements

Major Task Groups

- **Already comply:**

- Climate Friendly Study Area/ Codes

- **Reforms needed by December 2024:**

- Electric Vehicle Conduit code amendments
- Parking Minimums (Parking A)
- Parking Maximums and other reforms (Parking B)

- **Reforms needed in future:**

- Transportation System Plan Update
 - New administrative rules will apply to the next TSP update scheduled for 2025
- Transportation Planning Rules
 - Concurrent with TSP update
- Housing Needs Analysis (Housing Capacity Analysis)
 - Due in 2027



CFEC- Parking Reform

Code Amendments

5 different sets of reforms by December 2024 (pending extension request)

1. Parking Minimums – Commission decision/ direction needed
2. Parking Maximums
3. Electric Vehicle Charging
4. Parking Design
5. Bicycle Parking



CFEC- Parking Reform

Reform 1- Parking Minimums

Decision 1: If City eliminates parking minimums (parking mandates) then Reform 1- Parking Minimums are not required. If the City keeps minimums, then amendments are needed to comply with Categories 1 and 2.

Category 1-

- No minimum parking required:
 - Within ½ mile of TriMet Line 33 (or frequent bus line)
 - Small housing units less than 750 square feet
 - Affordable housing units & Publicly supported housing
 - Childcare facilities
 - Residential Facilities
 - Domestic violence and emergency/ transitional shelters
- City may only require one parking space per unit for middle housing and multifamily developments (OCMC already meets this standard)
- Already in effect; amend OCMC for consistency with state code



CFEC- Parking Reform

Reform 1- Parking Minimums

Category 2- Must comply with A-D

- A. Reduce mandates/minimums: based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking;
- B. May not require garages or carports

Decision 2:

C. Reform in Regional Center choose C1 or C2

- C1. Remove all minimum parking rules in and within ¼ mile of the Regional Center or
- C2. Create a parking district with paid on-street parking, change minimum parking for residential to maximum 0.5 spaces per unit, and remove commercial parking minimums.

Decision 3:

D. Choose D1 or D2

D1. Adopt 2 of 5 policies:

- 1. Require parking charged separately from residential rents
- 2. Require commercial parking charged separately from lease
- 3. Require large employers to provide a flexible commute benefit to employees if they provide free/subsidized parking
- 4. Tax commercial parking lots
- 5. Reduce minimum parking requirements for new multi-family to 0.5 or lower per unit.

D2. Adopt all of the following:

- 1. No mandate for a variety of specific uses, schools, bars, small commercial building, vacant buildings, studios/one bedrooms, historic buildings LEED or Oregon Reach Code developments
- 2. No additional parking for changes in use, redevelopments, expansions of over 30%
- 3. No mandates within ½ mile walking distance of Regional Center
- 4. Designate on-street paid parking district or unbundle parking

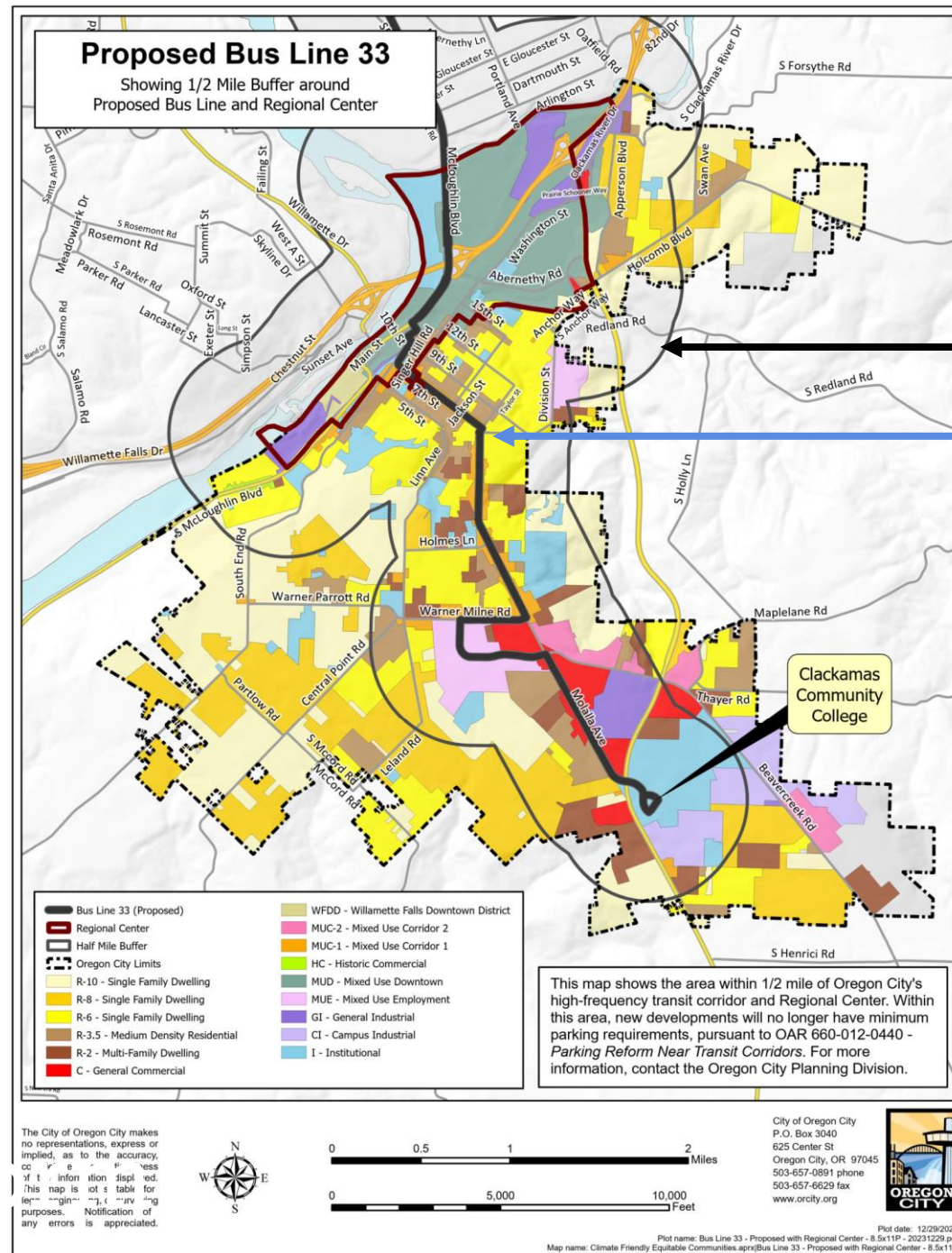


CFEC- Parking Reform

Transit Corridor- What's left?

Outside the ½ mile transit corridor:

- Frequent bus service= bus comes every 15 minutes
- Mostly low and medium residential zoning
- Some commercial, campus industrial, mixed-use, and high-density residential zoning



CFEC- Parking Ref

Reform 2- Electric Vehicle Charging

Reform 2- Electric Vehicle Charging Infrastructure

- Require new buildings with 5 or more units to provide electric service to 40% of parking spaces.
- State code requires any non-residential use in a structure built to commercial standards to provide 20% EV capable parking spaces.
- Rules require conduit installation, not charging stations.
 - **Policy Question:** Does the City Commission wish to require more than 20% on commercial projects?
- Already in effect; amend OCMC for consistency with state code



CFEC- Parking Reform

Reform 3- Parking Maximums

Reform 3-Parking Maximum

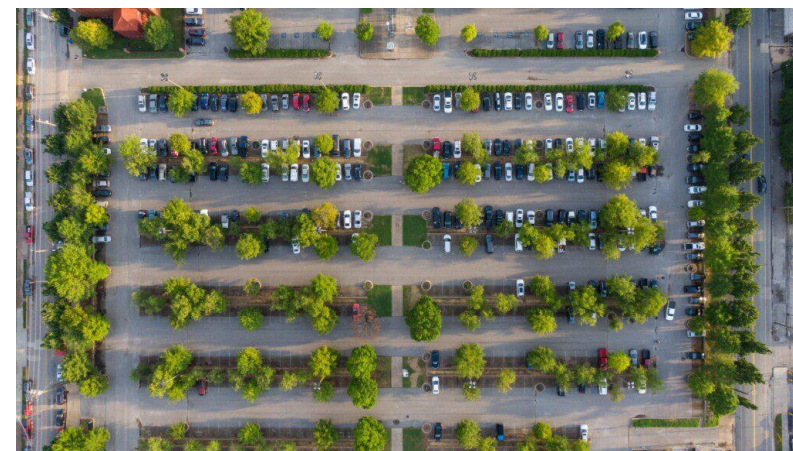
- Parking Maximums apply within the Regional Center (OCMC complies)
- Residential uses within ½ mile of frequent bus line
 - 1.2 spaces per studio unit
 - 2 spaces per non-studio unit for multifamily uses with 5 units or more
- Maximums set at 5 spaces per 1,000 square feet of floor space for all commercial and retail uses (OCMC complies)
- Uses larger than 65,000 square feet cannot have parking lots larger than the building
- Amendments needed by December 2024 pending an extension



Reform 4- Parking Design

Reform 4-Parking Design

- Provide preferential carpool/vanpool parking when more than 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 and redeveloped parking areas greater than one-half ($\frac{1}{2}$) acre to install 40% tree canopy OR solar panels OR pay a fee-in-lieu of planting
- Require new parking areas of more than one-half ($\frac{1}{2}$) acre to provide trees and pedestrian connections
- Amendments needed by December 2024 pending an extension



CFEC- Parking Reform

Reform 5- Bicycle Parking

Reform 5-Bicycle Parking

- Require 0.5 spaces per unit in multifamily and mixed-use new developments
- Require bike parking for new retail, office, institutional, major transit stops and park and ride lots; no ratio specified (OCMC complies)
- If off-street vehicle parking is required, bike parking must also be required
- Bike parking design must: be lit, allow lockable storage, provide room for maneuvering and large cargo bikes
- In the Regional Center, City must provide bike parking, and parking of shared bikes and small scale mobility devices.



CFEC- Parking Reform

What are other cities doing?

City	Action
Tigard	Eliminated all parking standards citywide
Springfield	Eliminated all parking standards citywide plus other reforms
Milwaukie	Adopting code to eliminate parking minimums citywide
Lake Oswego	Adopting code to eliminate parking minimums by December 2024
Albany	Repealed parking minimums citywide
Many other cities	No action yet and have approved extensions



CFEC- Parking Reform

Policy Considerations & Direction

- Does City Commission support a grant application? If so, approve Resolution 24-03
- **Should City staff pursue amendments that repeal all parking minimums?**
 - If not, choose how to reform in the regional center and which of the two parking options to pursue



CFEC- Parking Reform

Next Steps

- Staff to submit a grant application
- Return with an update in Spring 2024



CFEC- Parking Reform

Discussion/ Questions



CFEC- Parking Reform

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND ADDRESS
- Limit Comments to **3 MINUTES**.
- Give to the City staff in the Chambers **prior** to the meeting.

Date of Meeting

1-13-24

Item Number From Agenda

Public Comment

NAME:

Jane Nichols

EMAIL ADDRESS:

ADDRESS:

Street:

City, State, Zip:

PHONE NUMBER:

SIGNATURE:

A handwritten signature in blue ink, appearing to read "Jane Nichols", written over the signature line.



Climate Friendly & Equitable Communities

Planning Commission Work Session
January 13, 2025



Climate Friendly and Equitable Communities Background

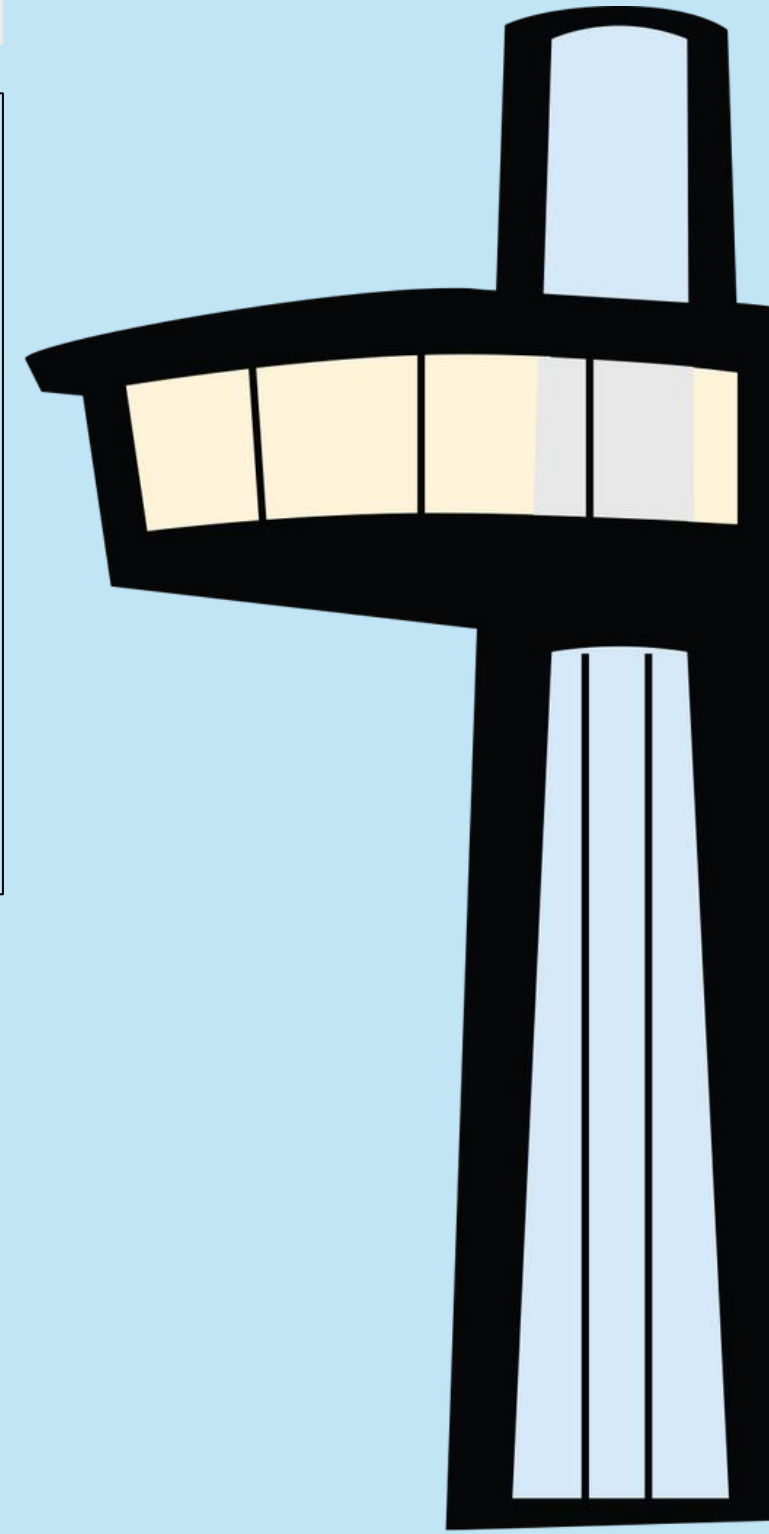
“The Climate-Friendly and Equitable Communities program aims to reduce climate pollution, provide more transportation and housing choices, and promote equitable land use planning outcomes.” –DLCD Website

- 2007- Oregon legislature adopted a goal to reduce climate pollution by 75% by 2050
- 2022- Oregon is off track to meet this goal particularly in reducing pollution from transportation
- LCDC Directed DLCD to adopt changes in Oregon’s planning system for communities in the State’s most populated areas



Rules require cities to:

1. Adopt Climate Friendly Areas
2. Support electric vehicles
3. Reduce Parking Mandates
4. Address critical gaps in walking, biking, and transit networks



Purpose of tonight's meeting

- Discussion only, no decisions tonight
- Present CFEC requirements and options
- Get initial feedback from PC
- Next Steps



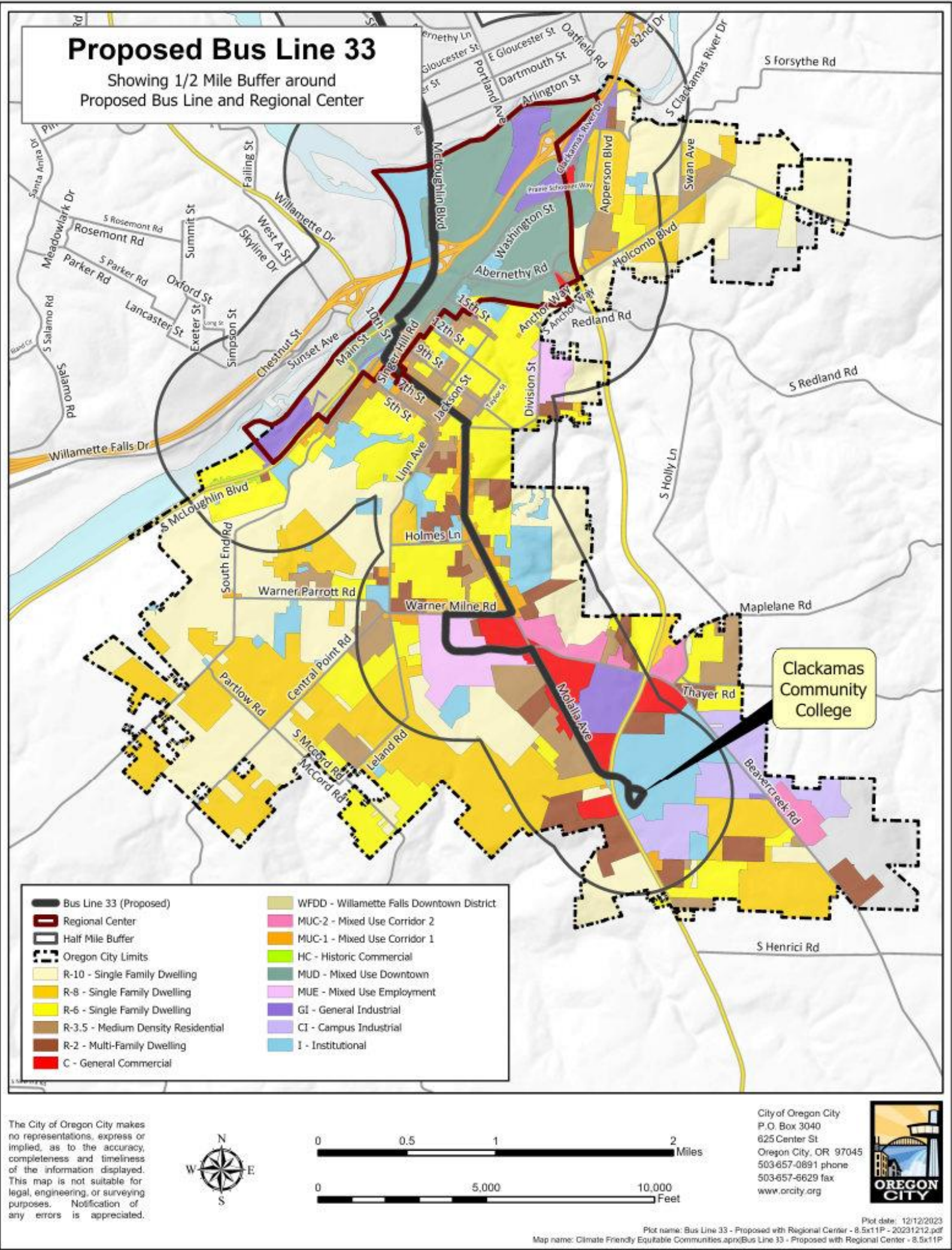
Introduction/Overview

New Administrative Rules under Oregon's CFEC program require Oregon City to adopt several measures to reduce overbuilding of parking, and reduce climate impacts of new/redeveloped parking areas.

- Choose 1 of 3 options for parking minimum reform
 - **Option 1:** Remove all parking minimums citywide
 - **Option 2:** Menu of reform policies, cities choose 2 significant interventions
 - **Option 3:** Prescriptive reform including several relatively minor interventions
 - **Note:** Parking minimums do not apply within “Climate Friendly Areas” and areas within ½ mile of frequent transit
- Parking area design reforms (landscaping, solar, carpool)
- EV Parking requirements
- Parking maximums
- Bike parking



Exempt Areas



Preferred Compliance Route

- Based on feedback from City Commission and outreach conducted to-date, Oregon City's preferred path to compliance is **Option 3**.
 - Popular sentiment that parking minimums are appropriate in rural-feeling outskirts of the city
 - OC already complies with several key requirements of this option
 - Note: OC will be the first (and potentially only) city to choose this route

Option 3 requirements:

- No parking minimums within ½ mile of frequent transit, regional centers
- No parking requirements for certain specific uses
- No additional parking for changes in uses, expansions
- Paid parking district/residential permit area (OC already complies)



Process and adoption timeline

- **Pre-October, 2024:** Initial code audits and related work to determine compliance options and general framework
- **Late 2024:** Ad hoc advisory committee convened and met twice, gave feedback and made recommendations
- **Jan-Feb 2024:** Broader outreach to committees & the public
- **Mar-May 2024:** Formal Type IV adoption process via Planning Commission and City Commission



Summary of Required Changes: Minimums

OAR 660-012-0415; 0430; 440; 0445

Certain types of developments are no longer required to provide parking, including:

Several types of apartments, mainly those with small units sizes
Mixed-use developments
Schools and childcare facilities
Bars and taverns
All developments within one-half mile of frequent transit corridor

Historic buildings and buildings in official historic districts
Small commercial properties
Developments seeking LEED certification
Additionally, parking maximums are requires within regional center and 1/2 mile of frequent transit.

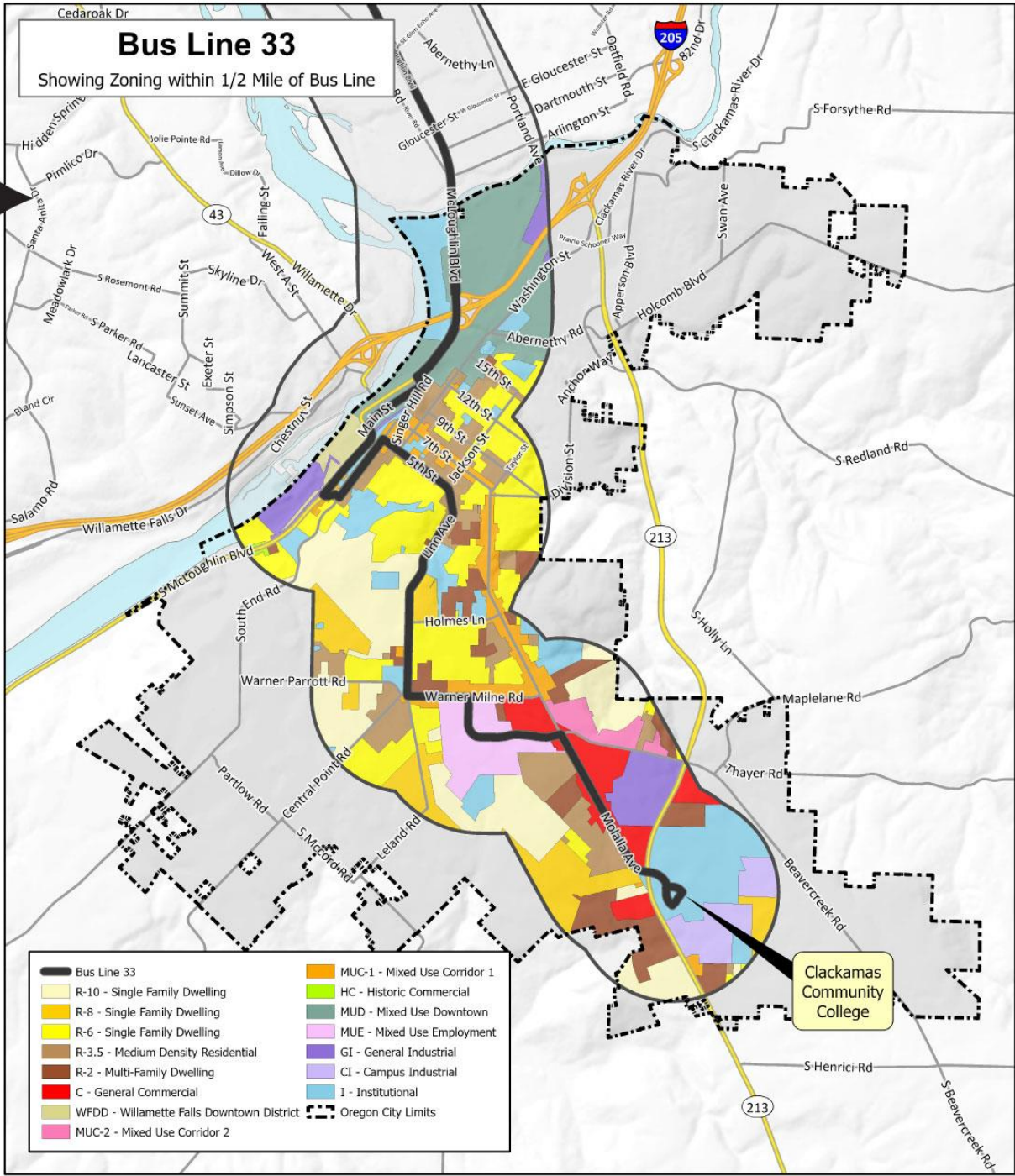
Note: These developments may still choose to provide parking at their own discretion, subject to maximums.

660-012-0425

Parking mandates will be reduced for developments that include certain features, including:

Solar or wind power production capacity
Inclusion of dedicated car-sharing spaces

EV charging stations
Additional accessible units above the minimum required



Summary of Required Changes: Design

660-012-0405

Various improvements to parking design are required, including

Require new parking areas of more than one-half (½) acre to provide trees and pedestrian connections.

Provide preferential carpool/vanpool parking when more than 50 spaces.

Allow redevelopment of parking areas for bike or transit uses.

Allow and encourage redevelopment of underused parking.

City must allow and facilitate shared parking, providing avenues for shared parking to meet requirements.

New parking lots above ½ acre must provide 40% tree canopy and/or solar, fee-in-lieu options.

Oregon City already allows shared parking so this will mean a simplification of the existing policy, (OCMC 17.52.020(B)(3))

Oregon City currently has extensive landscaping requirements but does not specify a minimum percentage. This requirement may be met simply by adding this specification.

660-012-0630

Bicycle parking requirements

Provide bike parking in regional center.

Require bike parking anywhere parking is required.

Bike parking must be lit, allow for cargo bikes, allow for locable storage

Increase in number of bicycle parking spaces required for multi-unit and mixed-use residential.

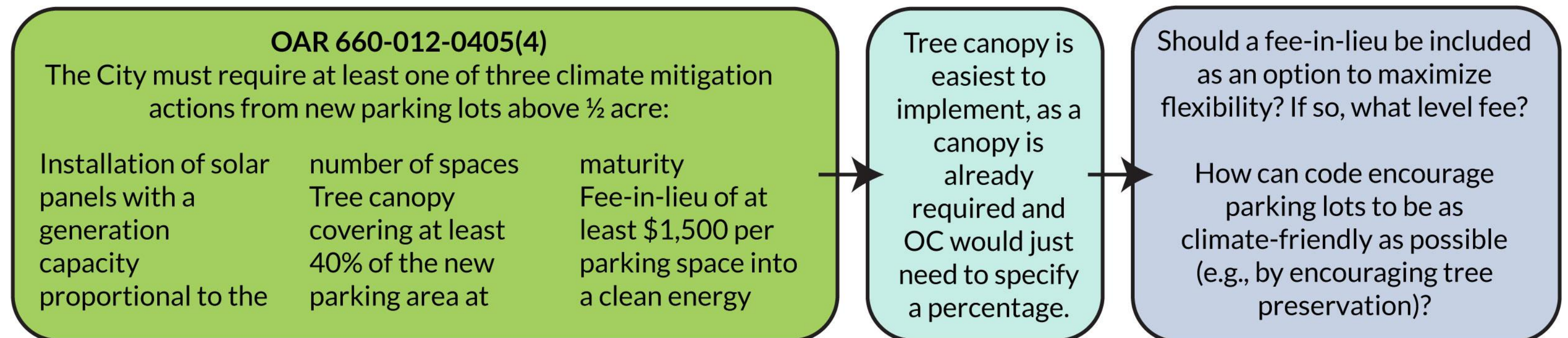
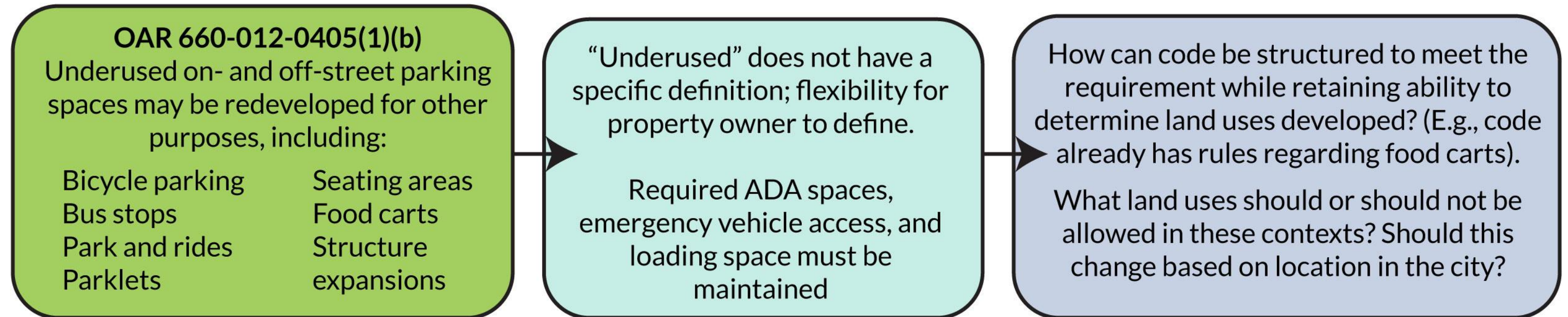
Require bicycle parking for other uses including office, retail, institutional, transit stops, park and rides.

OC currently requires 0.1 spaces for multi-family. Requirement is 0.5 spaces/unit.

OC currently meets this requirement.



Decision Points/Areas for Feedback: -0405



Decision Points/Areas for Feedback: EVs, Bikes, Maximums

OAR 660-012-0410
Electric vehicle charging required for 40% of parking spaces at new multi-unit (>5 unit) residential developments.

This is an increase from a 2022 rule that requires commercial and multi-unit residential to provide EV charging for 20% of spaces. The requirement for commercial parking spaces remains the same.

How should the City accommodate charging and ADA space requirements in tandem?

How should accessibility be addressed, including keeping walkways clear of wires, accessible charging spaces?

Are there ways to accommodate solar option from -405(4) and charging requirement in a complementary way?

OAR 660-012-0630
City must provide bicycle and small-scale mobility device parking in climate-friendly areas and at "key destinations" per OAR 660-012-360.

Small-scale mobility devices include bicycles, e-bikes, and scooters, but not mopeds or motorcycles.

How best to accommodate e-bikes, cargo bikes, family bikes, etc.? Requirements for covered parking (perhaps w/solar)?

Compliance with -630 will require some small code updates relating to new development, but there is also opportunity to align with ongoing parking management studies. How to best accomplish this?

OAR 660-012-0415
Cities over 25,000 within Portland metro area must adopt parking maximums in climate friendly areas and within 1/2 mile of frequent transit.

Oregon City already has citywide parking maximums, but multifamily maximums will need to be reduced from 2.5 spaces/unit to 1.2 spaces per studio unit and 2 spaces per other units to comply.

Should the maximum requirement for multifamily housing be reduced only in the required areas, or should these apply citywide?



Questions/Discussion

