



CITY OF OREGON CITY PLANNING COMMISSION AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Monday, March 10, 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
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1. CONVENE MEETING AND ROLL CALL

2. APPROVAL OF MINUTES

- a. Approval for Meeting Minutes from 2/24/2025

3. PUBLIC COMMENTS

Please see the public comment guidelines below.

4. DISCUSSION ITEMS

- a. Climate Friendly Equitable Communities- Conceptual Report

5. COMMUNICATIONS

6. 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](https://www.oregoncity.org) 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 WPMC 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, February 24, 2025, at 7:00 PM

1. CALL TO ORDER AND ROLL CALL

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

Present: 7 – Chair Paul Espe, Vice Chair Brandon Dole, Commissioner Greg Stoll, Commissioner Bob LaSalle, Commissioner Karla Laws, Commissioner Dirk Schlagenhauer, Commissioner Victoria Meinig

Staffers: 3 - Community Development Director Aquilla Hurd-Ravich, Senior Planner Christina Robertson-Gardiner, Deputy City Attorney Carrie Richter, Administrative Assistant Kay Neumann

Chair Espe had the commissioners introduce themselves to new Commissioner Meinig.

2. MEETING MINUTES

A. Meeting Minutes for Approval: January 27, 2025.

Question was raised about the names of commissioners not being included in minutes when they asked questions. Administrative Assistant, Kay Neumann, responded with an explanation regarding the creation of summary minutes and not including specific names.

A motion was made by Commissioner LaSalle, seconded by Commissioner Stoll to approve the meeting minutes for January 27, 2025.

The motion carried by the following vote:

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

Abstain: 1 - Commissioner Victoria Meinig

3. PUBLIC COMMENTS

None

4. DISCUSSION ITEMS

- A. 2024 Annual Report of Planning Commission Activities was presented by Community Development Director, Aquilla Hurd-Ravich. She provided a presentation showing Presentations, Discussion Topics and Action Items.

The report will be presented to City Commission on April 2nd. Planning Commission can revisit the work plan after City Commission goals have been finalized for budget.

Request was made to get a presentation from Economic Development about 7th St/Molalla. Director Hurd-Ravich explained that it would be possible to do that once there is more of a plan developed and after City Commission goals are solidified.

Regarding the 7th St/Molalla Corridor, it was asked about having incentives for development there. Director Hurd-Ravich responded that this has been talked about but again it would be something coming from Economic Development once goals are set.

Question was raised about updating the by-laws. Response was that they were updated in 2022.

B. Planning Commissioner Legal Training was provided by Deputy City Attorney, Carrie Richter.

There was some discussion regarding impartiality and how ex parte contact and bias inter-relate. Deputy City Attorney gave direction about how to best to handle a couple of situations that were asked about.

Question was raised about how planners decide if they have enough information or not to deem an application complete. Director Hurd-Ravich explained the balancing act of reviewing an application enough to determine if it is complete or not. We have 30 days to issue a decision, but if incomplete, the applicant has 180 days to respond with additional information or they can say they are not providing anything else.

There was discussion about the Fixed Goal Post Rule which basically states that only the standards and criteria in place when the application was file will apply. This applies to the land use approval for as long as it is not expired. The code says that Land Use Types 1-4 will expire within 3 years unless a building permit has been submitted for. The building permit for the land use has to be issued within 5 years of the approval.

The point was made that decisions have to be made on the standards and criteria, not personal attributes or other outlying information about the applicant or their work. Personal feelings about a project have to be put aside.

5. COMMUNICATIONS

- A. The next meeting will be March 10th to cover the Climate Friendly Equitable Communities results from the public outreach.

6. ADJOURNMENT

Chair Espe adjourned the meeting at 8:32 p.m.



CITY OF OREGON CITY

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

Staff Report

To: Planning Commission **Agenda Date:** March 10, 2025
From: Aquilla Hurd-Ravich, Community Development Director
Pete Walter, Planning Manager

SUBJECT:

Climate Friendly Equitable Communities - Conceptual Report

STAFF RECOMMENDATION:

Receive an update on the CFEC project including public feedback and proposed conceptual code language.

EXECUTIVE SUMMARY:

New state rules, known as Climate Friendly and Equitable Communities (CFEC), 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.

Over the last couple of months, staff worked with our consultant Studio Davis to gather public feedback on how to implement these new rules for Oregon City. That feedback along with other prescriptive amendments are presented in the attached document titled Oregon City Conceptual Approach to CFEC Compliance.

BACKGROUND:

While many of the code amendments required to implement CFEC have little room for variation from what the Oregon Administrative Rule require, there are several areas that Oregon City can make choices about how to implement the rules. Staff and our consultant have asked the public for feedback through several information gathering venues including the following activities:

- Advisory Committee presentations
 - CFEC Ad Hoc Advisory Committee- October and November 2024
 - Developer stakeholder group- January
 - Citizen Involvement Committee - February
 - Natural Resource Committee- February
 - Library Board- February
- Open Houses
 - In person at the Libke Public Safety Building on February 10, 2025
 - Virtual on-line information and questions made available from February 10-

February 18, 2025

- These were advertised through social media and e-Trail News
- A project webpage (<https://orccity.org/1553/Climate-Friendly-Equitable-Communities-C>) was created with project information and a feedback form for interested parties to fill out and submit.

The summary of public feedback below indicates generalized responses to key decision points needed for code amendments.

OAR	Public Feedback
OAR 660-012-0405(1)(b): Underused on and off street parking spaces maybe redeveloped for other purposes	General support for this idea to covert underused parking to bike parking or outdoor seating and some emphasized focusing on shared parking in underused situations. A definition for underused is needed
OAR 660-012-0405(4): Require at least one of three climate mitigation actions from new parking lots over one-half acre in size	Public support for prioritizing tree canopy covering at least 40% of the new parking area at maturity with a secondary option of installing solar panels. There was very little support for a fee-in-lieu and, in fact, staff does not recommend this option because the collected fees are required to go to clean energy fund set up by the State or County and it is not guaranteed that the funds will go back to Oregon City.
OAR 660-012-0410: Electric vehicle charging required for 40% of parking spaces at new multi-unit (>5 unit) residential developments.	Public feedback did not support the City requiring more than the 40% and did support requirements to keep sidewalks clear of charging stations and/or necessary equipment.
OAR 660-012-0630: City must provide bicycle and small scale mobility device parking in climate-friendly areas and at "key destinations".	Generally, public feedback supported providing and/or requiring secure parking for cargo bikes, family bikes, etc and including charging stations for e-bikes and scooters. Small scale mobility devices should be required to maintain a clear sidewalk.
OAR 660-012-0415: Cities over 25,000 in population within the Portland metro area must adopt parking maximums in climate friendly areas and within 1/2 mile of frequent transit.	Public feedback was split between differentiating between areas within the transit and regional center buffers and areas outside the buffers. This means different parking maximum rates could apply depending on where the site is located.

The attached Conceptual Approach also discusses needed code amendments for required

changes.

NEXT STEPS:

- Staff and consultant will present this information to the City Commission at their work session on March 11, 2025.
- The first public hearing at the Planning Commission is tentatively scheduled for April 14, 2025.
- First and second reading of the ordinances will follow at City Commission regular meetings in May.

OPTIONS:

No decisions are required at this meeting. Staff and consultants are open to feedback, questions, and discussions.

Memorandum



To: Aquilla Hurd-Ravich & Pete Walter, City of Oregon City

CC: Evan Manvel, DLCD

From: Brian Davis, AICP

Date: March 1, 2025

Re: Oregon City Conceptual Approach to CFEC Compliance

Introduction

This memo summarizes Oregon's new administrative rules (OAR) pertaining to parking that were recently enacted as part of the Climate Friendly and Equitable Communities (CFEC) program and examines the nature and extent of code updates that Oregon City will need to implement to comply with the new rules.

The parking-related rules (OAR 660-12-0400 through -0450) generally aim to reduce the amount of unnecessary parking built due to minimum requirements, and to reduce impacts of new parking to the extent possible. There are three broad paths to compliance allowed within the rules ("options," per DLCD's terminology).

- Option 1 is to repeal mandates entirely;
- Options 2 and 3 are to enact either a smaller subset of more significant reforms (Option 2) or a larger subset of less significant reforms (Option 3).

Additionally, there are several requirements regarding newly developed or redeveloped parking specified by OARs 660-012-0405 (Parking Regulation Improvements) and 660-012-0410 (Electric Vehicle Charging) that necessitate updates to Oregon City's code, and additional rules regulations addressing the maximum amount of parking that can be developed specified by OAR 660-012-0415.

This memo discusses the preferred avenue to compliance for Oregon City. This avenue was developed beginning with an initial code audit conducted in 2023 by Jet Planning, and refined through ongoing analysis and outreach conducted by Studio Davis and the City in tandem. The recommendations herein discuss and consider feedback received through an extensive outreach process that included presentations to the various boards and commissions serving Oregon City as well as a public workshop that included in-person and online elements.

Engagement & Outreach

The approach to compliance detailed below was developed through a robust and inclusive outreach process that sought to obtain feedback from the gamut of Oregon City residents, employees, and community leaders.

The initial round of engagement prior to October 2024 was conducted directly by the City. In late 2024, an ad-hoc CFEC Committee was formed to advise the project team on implementing the necessary changes. From the City's initial engagement, Option 3 emerged as the preferred compliance alternative. The CFEC Committee supported this alternative and established the general framework for compliance.

While many elements of Option 3 are prescriptive, there are several areas where Oregon City has some discretion regarding how to meet requirements. The project team sought feedback on these areas through subsequent engagement efforts with the CFEC Committee and other standing committees during January and February, 2025, including with a public open house held on February 10, 2025. For the Open House, the project team created a number of materials to solicit feedback, including creation of a poster that summarized the feedback received to date. That poster is shown below in Figure 1, and represents a good synopsis of feedback received, showing both the key points from the various commissions as well as the workshop's participants' dots indicating agreement or disagreement.

Again, many of the requirements Oregon City needs to update are strictly prescribed by the CFEC rules. However, the engagement process generated detailed and thoughtful feedback on a number of areas where the City does have latitude. To the extent possible, that feedback has been incorporated into the recommended updates described below.

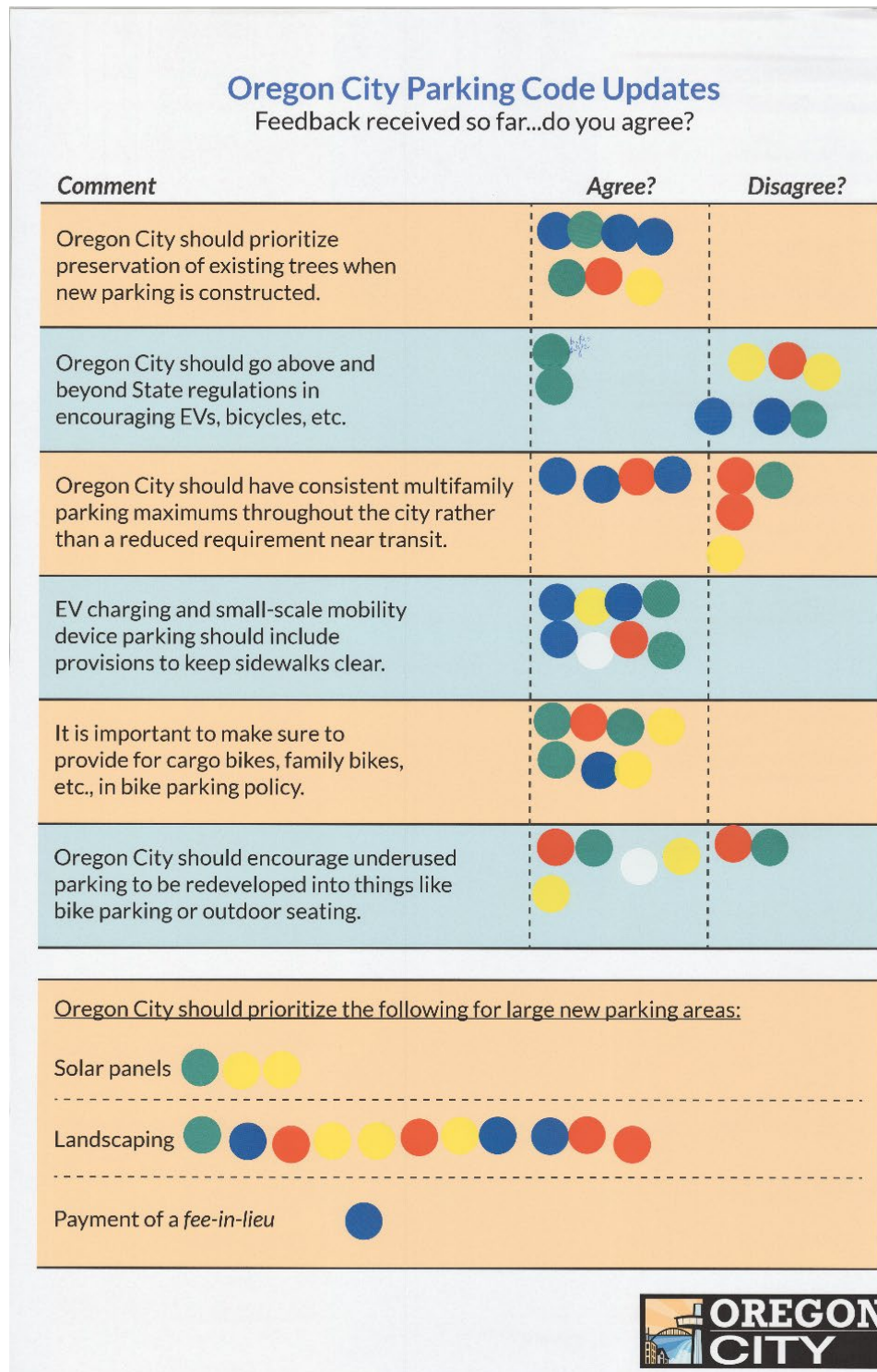


Figure 1: Poster from the *dot exercise* conducted for the public workshop, showing points of feedback received prior to the workshop and agreement or disagreement indicated by workshop attendees

Preferred Approach and Necessary Code Changes

Early in the engagement processes, it became evident that there was a lack of political support for Option 1. Further, both city staff and board/commission members expressed concerns about the implementation of unbundled parking, which is required by Option 2. Option 3 thus emerged as the preferred option, particularly given the fact that Oregon City already manages parking with meters and permits, which is a key requirement of Option 3. The conceptual approach detailed below presents a path to compliance following Option 3.

Parking Management (OAR 660-012-0400)

OAR 660-012-0400 establishes that Oregon City is required to comply with the parking-related CFEC regulations (OAR 660-012-0400 through -0450) and details the parameters of the three compliance options described above. The rule indicates that in lieu of removing parking requirements per OAR 660-012-0420, Oregon City can instead implement the provisions of OAR 660-012-0425, -0430 -0435, -0440, -0445, and -0450.

No code changes are directly required to meet this rule.

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below along with code updates needed to meet these rules.

Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))

OCMC 17.52.030(E) currently requires preferential parking for carpools/vanpools for many developments. Generally Oregon City's requirements meet or exceed those from the new OAR, which is limited in applicability to only "designated employee areas." However, the threshold for applicability for these new parking areas is 50 spaces, so OCMC will need to be slightly updated to meet this. The easiest path to compliance will be to update the applicability statement of OCMC 17.52.030(E) to read:

"New developments with seventy-five or more parking spaces, excluding projects where seventy-five percent or more of the total floor area is residential, and new hospitals, government offices, group homes, nursing and retirement homes, schools, *designated employee parking areas*, and transit park-and-ride facilities with fifty or more parking spaces..."

Per feedback from DLCD, this code may be confusing in its present form, particularly after adding an additional use, so the City should consider rewriting this as a bullet-pointed list.

Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))

The current code does not contemplate redevelopment of parking for bike or transit uses. New language will need to be added to the code to allow for this.

Allow and encourage redevelopment of underused parking (660-012-0405(2))

Likewise, the current code does not currently address potential redevelopment of underused parking, so language will need to be added to allow for this possibility. Note that the City can still require review for new or expanded uses or structures. Potential language for this regulation that could address both this rule and the previous one based upon implementation guidance follows. The City also may want add a definition of “underused parking” to 17.04 to provide clarity; a potential definition largely consistent with best practices might be, “parking lots or facilities that are below 50% of capacity most or all of the time.”

“(A) Purpose. To minimize the opportunity cost of parking by encouraging other beneficial uses to take its place, especially in situations where parking is underused.

(B) Property owners may choose to redevelop underused off-street parking, pursuant to OCMC 17.52.

(C) Redevelopment of existing off-street parking areas as a bicycle-oriented or transit-oriented facility including bicycle parking, bus stops and pullouts, bus shelters and park and ride stations, and similar facilities is encouraged.”

Allow and facilitate shared parking (660-012-0405(3))

Shared parking is currently addressed within OCMC 17.52.20(B)(3) as a permissible path to meet parking requirements. This can be kept as-is for the area where parking requirements will be retained. However, more general language will be needed establishing the permissibility of shared parking. Potential language follows.

“Parking facilities for two or more uses, structures, or parcels of land may be shared, provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.”

Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre (660-012-0405(4)(a))

This is perhaps the most impactful requirement of Rule -0405, as this requirement will shape what those areas look like and their impact to the overall sense of place. Accordingly, there was a significant amount of discussion on this topic during the outreach process.

The rule indicates that Oregon City must require at least one, or any combination, of the following:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

Oregon City currently has detailed parking lot landscaping requirements via OCMC 17.52.060, although no tree canopy coverage percentage is specified. Oregon City’s code otherwise meets or exceeds requirements, and is largely consistent with implementation guidance.

During the outreach process participants generally indicated support for landscaping, and a plurality felt that there should also be a solar option for parking lot landscaping, which Oregon City does not currently allow for. This could be added as an option via the following clause within (or adjacent to) 17.52.060:

“Developments adding off-street parking areas of one-half acre (21,780 square feet) or more, must provide a tree canopy covering at least 40 percent of the new parking lot area at maturity, but no later than 15 years after planting, consistent with requirements of OCMC 17.52.060.”

“If it is infeasible to meet the 40% tree canopy requirement due to site constraints, installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space can instead be provided. Panels may be located anywhere on the property, subject to OCMC standards.”

Note that a fee-in-lieu program was not widely supported during the outreach process and it is unclear how such a program would be administered, so this is not recommended here.

New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))

As above, Oregon City currently has fairly robust landscaping requirements and can meet the letter of this rule via fairly modest adjustments to existing language specifying that 30% coverage is needed.

The 30% perimeter coverage requirement is met *prima facie* if the overall 40% tree canopy requirement from the previous section is met. Otherwise, 30% tree coverage is required along the perimeter while meeting the previous requirement via the solar option.

Pedestrian connections through large parking lots (660-012-0405(4)(c))

OCMC 17.052.060 discusses pedestrian safety and walkways within parking lots and includes several requirements. Further design criteria are specified by OCMC 17.62.050(c).

DLCD's Implementation Guidance details what safe pedestrian connections should consist of and allows for discretion in the case of site-specific conditions outside of the applicant's control. Based upon this, Oregon City should add the following design requirements to 17.62.050(c) to fully comply with this requirement.

- Pedestrian crossings at intersections with drive aisles and other driveways should be demarcated, preferably by a raised surface that slows vehicular travel, or by different surface materials.
- Crossings demarcated only by striping are discouraged in that they have not been demonstrated to be safe or effective for pedestrian protection.
- The pedestrian facilities should be illuminated to at least the same level as the on-site driveways and public right-of-way.
- Pedestrian facilities from building entrances to the public right-of-way, ADA spaces, and transit stops shall be as direct as possible.

- Driveway crossings should be minimized, and the placement of buildings and their entrances should minimize pedestrian travel distances where possible.

Parking maximums in appropriate locations (660-012-0405(5))

This rule, intentionally worded very loosely, requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Oregon City currently has citywide parking maximums, it currently meets this requirement with no further adjustments, although some of the specific maximums will need to be adjusted to come into compliance with OAR 660-012-0415, described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces.

Currently, Oregon City’s code doesn’t address EV charging, so language to meet this requirement will be needed. A potential way to do this would be to add the following language (or similar) to code.

“*Electrical Service Capacity*. Electrical service capacity, as defined in OCMC 17.04.345, must be provided to new off-street parking spaces subject to the following standards. Variance requests to these standards are prohibited.

- a. Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.
- b. Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.”

The definition of *Electrical Service Capacity* can then be added as OCMC 17.04.345 -350. Per implementation guidance, potential language is:

“Electrical service capacity” means:

- (a) Building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices;
- (b) Designated space within a building to add electrical service with capacity for electric vehicle charging stations; **or**
- (c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; **and**
- (d) A conduit system installed from building electrical service, or from the dedicated spaces or locations described in subparagraph (A) of this paragraph, to parking

spaces that can support, at a minimum, electrical wiring for installation of level 2 electric vehicle charging stations and, if the conduit is for future installation of electric vehicle charging stations, that labels both ends of the conduit to mark the conduit as provided for future electric vehicle charging stations.

“Electric vehicle charging station” means a device or facility for delivering electricity for motor vehicles that use electricity for propulsion.

“Level 2 electric vehicle charging station” means an electric vehicle charging station that uses 240V AC electricity for charging an EV.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and Climate Friendly areas listed in OAR 660-012-0440. With a population of approximately 40,000, Oregon City is subject to this rule.

As discussed above, Oregon City currently has maximum requirements specified for several uses via OCMC Table 17.52.020. With the exception of multifamily housing, these requirements meet those of the new rule. Thus, Oregon City will need to amend the multifamily maximum in Table 17.52.020 to be 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit.

Note that a topic that was discussed at length during the outreach process was whether to implement this change only within the required areas (likely through an additional table and/or code section), or to amend Table 17.52.020 to apply these new maximums citywide. There was broad consensus that the latter represented the more sensible path.

Reducing the Burden of Parking Mandates (OAR 660-012-0425)

This section is mostly prescriptive, but will require several updates to OCMC 17.52.020, likely within an expanded subsection C, which addresses reductions to parking minimums. Most requirements below can be met with straightforward updates to 17.52.020, however DLCDD did not produce model code or implementation guidance for this subsection.

Table 1: Requirements of OAR 660-012-0425 and necessary updates to meet them

Requirement	Needed Update
Garages and carports may not be required for residential developments.	Oregon City is in compliance per OCMC 17.52.010 – Applicability, but this section does not exception does not expressly mention triplex or 4-plexes. Oregon City may want to add these for clarity.

Garage parking spaces shall count towards off-street parking mandates.	Add section specifying this to OCMC 17.52.020.
Provision of shared parking shall be allowed to meet parking mandates.	Oregon City is in compliance. No change needed.
Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any non-loading parking is provided on site, all required parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance.	To wit, none of these requirements are currently contemplated in code. This requirement can likely be added verbatim as a subsection of 17.52.020.
Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development.	Add section specifying this to OCMC 17.52.020.
Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development.	Add section specifying this to OCMC 17.52.020, including requirement that these spaces be signed or marked appropriately.
Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development.	Add section specifying this to OCMC 17.52.020.
Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities.	Add section specifying this to OCMC 17.52.020.

Note that reductions above must be cumulative and not capped. This should be specified by code as well.

Reduction of Parking Mandates for Development Types (OAR 660-012-0430)

This rule requires the following:

- Oregon City may not require more than one parking space per unit in residential developments with more than one dwelling unit on a single legally-established property.

- No requirements are allowed for the following uses:
 - Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400;
 - Child care facility as defined in ORS 329A.250;
 - Single-room occupancy housing;
 - Residential units smaller than 750 square feet;
 - Affordable housing as defined in OAR 660-039-0010;
 - Publicly supported housing as defined in ORS 456.250;
 - Emergency and transitional shelters for people experiencing homelessness; and
 - Domestic violence shelters.

Oregon City does not appear to require parking for the nonresidential uses listed above. The simplest path to compliance with this option would be to add language exempting “residential developments with more than one unit on a single Lot of Record as defined by 17.04.695, residential units less than 750 square feet, single-room occupancy housing, affordable housing per OAR 660-039-0010, and publicly supported housing as defined in ORS 456.250.”

Note that implementation guidance indicates that communities should be sure to conform with parking mandate limits in OAR 660-046 for traditional “missing middle” housing including duplexes, triplexes, quadplexes, townhouses and cottage clusters. In some cases those rules set tighter limits on mandates than those in OAR 660-012; the smaller allowance applies in those situations.”

Parking Reform in Climate-Friendly Areas (OAR 660-012-0435)

This rule applies to the downtown Oregon City Metro Region 2040 center and requires Oregon City to either eliminate minimum parking requirements at all sites within one-quarter mile of the center, or reduce significantly reduce parking requirements within this area in addition to implementing a parking benefit district.

As discussed below, Oregon City is already required to remove parking requirements within one-half mile of the corridor served by Tri-Met Bus Line 33. This overlaps with the Climate Friendly Area nearly entirely, so the preferred approach here is to include this area in the section of the city without parking minimums (described below), meeting the requirement.

Parking Reform near Transit Corridors (OAR 660-012-0440)

This rule disallows Oregon City from requiring parking within one-half mile of the Tri-Met Bus Line 33 Corridor, which meets the definitions for service and frequency under any scenario. This corridor comprises a significant portion of Oregon City. The City's map showing the exempt area under this rule (and the previous one) is shown in Figure 2.

Since the City has already identified the exempt areas vis GIS, the most straightforward way for Oregon City to meet this requirement would be to establish an area with no parking mandates in code and include and reference the official map. This is the approach used recently by the City of Sherwood. The code language used, adapted for Oregon City, follows.

"Per OAR 660-012-0440, no off-street parking is required for developments on a lot or parcel that includes lands within one-half (1/2) mile of a frequent transit corridor. Per OAR 660-012-0435, no off-street parking is required within the Oregon City Regional Center and one-quarter mile of the area. These areas are identified by the CFEC *Parking Delineated Area Map*."

In creating/adopting this map, there is an important consideration. As described below, one of the requirements of OAR 660-012-0445 is to include areas "within one-half mile pedestrian travel of climate-friendly areas" as exempt from parking mandates. Oregon City does not currently have a climate-friendly area, so this provision does not apply under existing conditions. However DLCD has indicated that they intend to ask LCDC to add Metro centers to this provision during the next rulemaking process. If the Commission concurs, this will provision would then apply to downtown Oregon City. The map shown in Figure 2 includes a half-mile buffer around the Regional Center in addition to the half-mile buffer around Line 33, and thus would be in compliance with this rule if officially adopted as the CFEC *Parking Delineated Area Map*.

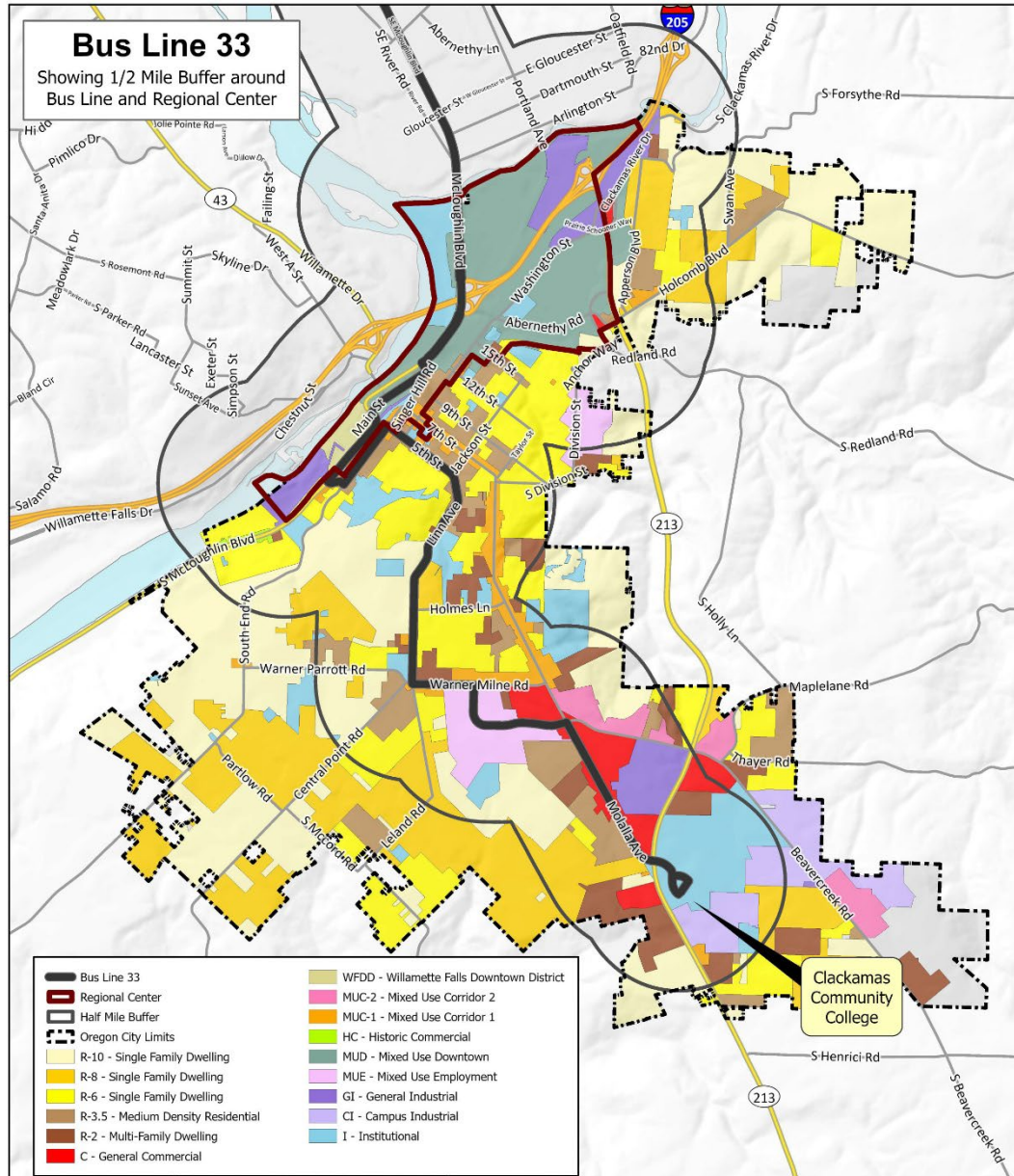


Figure 2: Areas within Oregon City that are disallowed from requiring parking per OAR 660-012-0435, -0440, and -0445

Parking Management Alternative Approaches (OAR 660-012-0445)

This rule essentially distinguishes between Options 2 and 3, allowing cities to either follow subsection 1(a) (Option 2) or subsection 1(b) (Option 3). By electing Option 3, Oregon City must adopt 14 separate measures leading to a “reduced parking management approach.” These are detailed below along with needed code changes (if any) to apply.

As above, most requirements below can be met with straightforward updates to 17.52.020, likely with additional notes below Table 17.52.022; however as Oregon City is the first city to elect this option, no model or precedent code exists.

Table 2: Requirements and updates to meet OAR 660-012-0445(b)

Requirement	Needed Update
No parking mandates within one-half mile pedestrian travel of climate-friendly areas	No action required now, as Oregon City does not include a climate-friendly area. However, Metro centers may be included in this provision in the future. See above for considerations related to mapping this area.
No parking mandates for mixed-use development	Add section exempting these developments to OCMC 17.52.020. Strike note 1 below Table 17.52.020.
No parking mandates for group quarters	Add section exempting these uses to OCMC 17.52.020.
No parking mandates for studio apartments, one-bedroom apartments and condominiums	Include new row in table 17.52.020 for these uses, with no minimum and maximums per - 0415. Add definition to 17.04 for studio apartment: "A studio apartment is an apartment consisting of a single large room serving as bedroom and living room, with a separate bathroom."
No parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years.	Add section exempting these developments to OCMC 17.52.020, requiring registration of a building as vacant two years prior to the waiving of parking mandates.
No requirements to provide additional parking for change of use or redevelopment where at least 50 percent of the building floor area is retained.	Add section exempting these developments to OCMC 17.52.020.
No parking mandates for expansion of existing businesses by less than 30 percent of a building footprint	Add section exempting these developments to OCMC 17.52.020. Revise note #5 as needed.
No parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or identified as a	Add section exempting these developments to OCMC 17.52.020.

designated or contributing structure on a local inventory of historic resources or buildings	
No parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space	Add section exempting these developments to OCMC 17.52.020.
No parking mandates for developments built under the Oregon Residential Reach Code	Add section exempting these developments to OCMC 17.52.020. Add definition to 17.04 for Oregon Residential Reach Code: "The Oregon Residential Reach Code is a statewide optional energy construction standard approved by the Building Codes Division. It is separate from the state building code and applicable at the designer's and contractor's discretion."
No parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system	Add section exempting these developments to OCMC 17.52.020.
No parking mandates for schools	Revise Table 17.52.020 to show that the minimum requirement is zero for these uses.
No parking mandates for bars and taverns	Ensure that it is clear "restaurant" uses in Table 17.52.020 do not apply here.
Implementation of a pricing mechanism	Oregon City is in compliance. No change needed.

Bicycle Parking Requirements (OAR 660-012-0630)

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

Minimum bicycle parking requirements for certain uses (660-012-630(2))

OCMC 17.52.040 Table A specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule. The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in covered bicycle parking for residential uses. While Oregon City requires 50% of bike parking stalls to be covered, because it only requires one stall per

10 units it does not meet the letter of this rule. The easiest way to meet the requirement would be to change the covered parking requirement in the first row of Table A to the numerical requirement rather than a percentage, updating the header as needed.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(3))

The design standards specified by OCMC 17.52.040(C) are fairly robust and adequately address most of the requirements regarding the size of spaces, accessibility, and location. It is recommended that the City add language to OCMC 17.52.040(C)(2) to indicate the spaces should also be “well lit.” This rule also includes a stipulation that spaces must be included to “accommodate large bicycles, including family and cargo bicycles.” Oregon City’s design standards are likely adequate to ensure that these bicycles are accommodated at most or all bike spaces.

Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(4))

Oregon City already requires parking at the key destinations specified by 660-012-360. The other requirements here do not necessitate code updates as part of this process; however the City may need to consider bike and small-scale mobility device parking during its upcoming TSP update.

Conclusion and next steps

Based upon the approach specified above and the code language described herein, Studio Davis will work with the City to produce a formal set of code language ready for adoption.

If you have any questions or would like additional information, please do not hesitate to contact us.

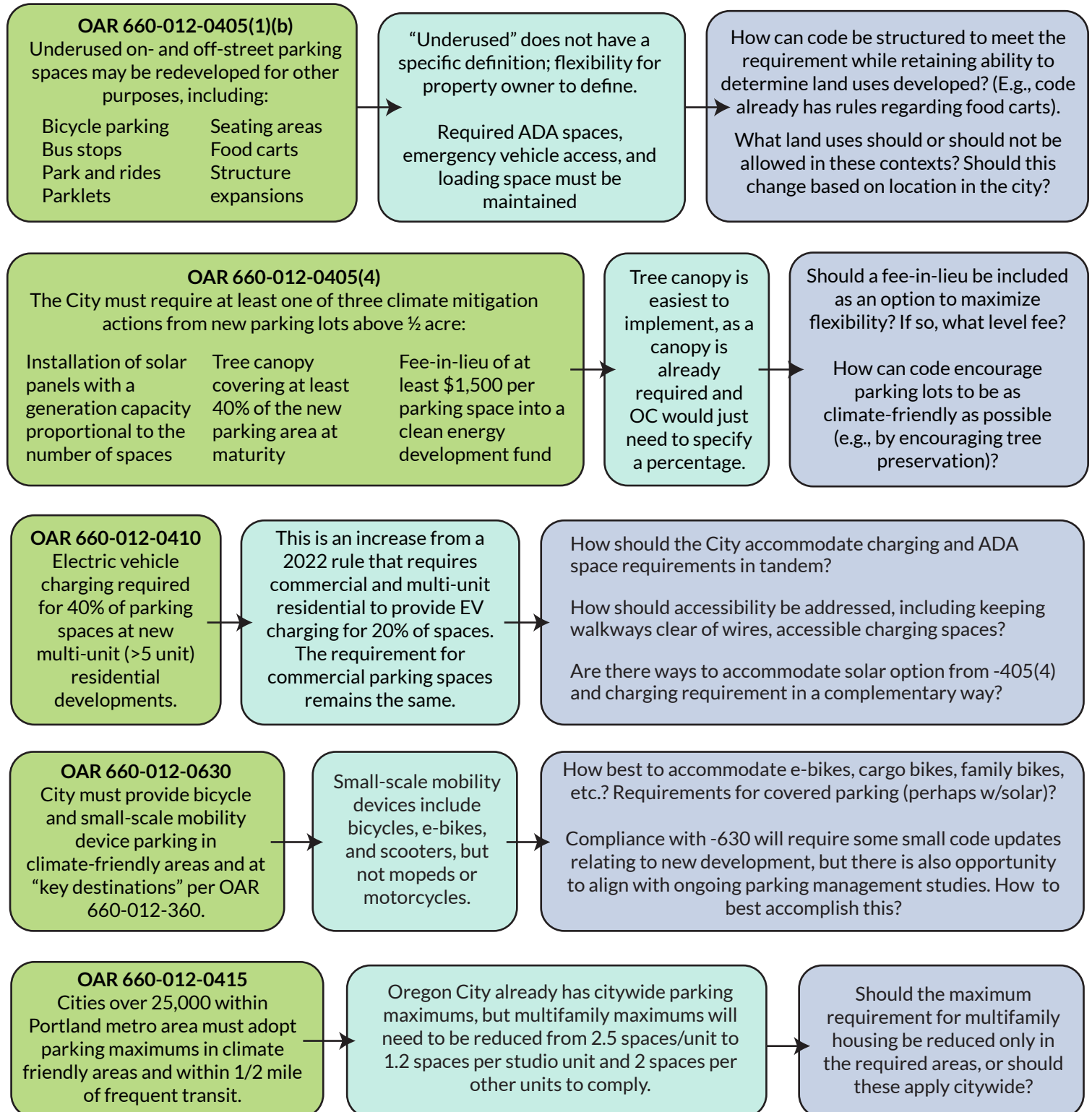
Oregon City Parking Code Updates

Key decision points and feedback

Required Change

Context/ Comments:

Decision Points & Feedback to-date



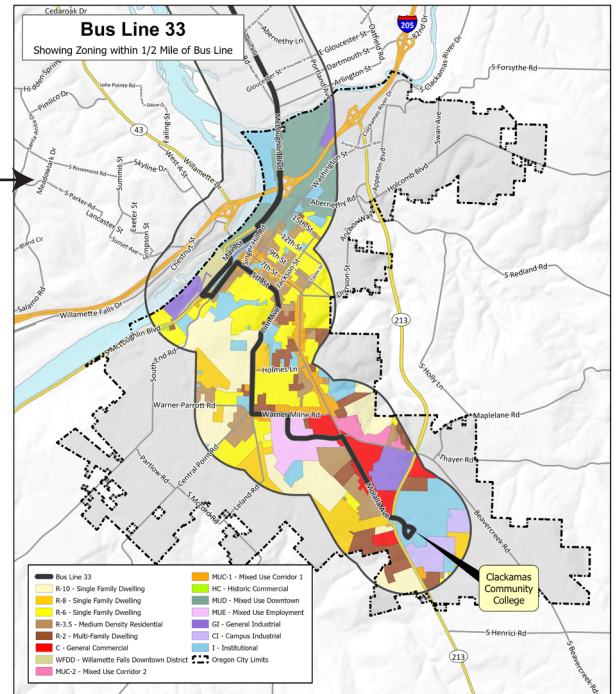
Oregon City Parking Code Updates

Summary of 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, parking maximums are required within regional center and 1/2 mile of frequent transit. |
| 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

- | | |
|---|---|
| Require new parking areas of more than one-half (½) acre to provide trees and pedestrian connections. | Allow and encourage redevelopment of underused parking. |
| Provide preferential carpool/vanpool parking when more than 50 spaces. | City must allow and facilitate shared parking, providing avenues for shared parking to meet requirements. |
| Allow redevelopment of parking areas for bike or transit uses. | 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 lockable storage | |

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

OC currently meets this requirement.

Oregon City Parking Code Updates

Feedback received so far...do you agree?

Comment	Agree?	Disagree?
Oregon City should prioritize preservation of existing trees when new parking is constructed.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
Oregon City should go above and beyond State regulations in encouraging EVs, bicycles, etc.	<div><div></div><div></div><div>bikes</div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>
Oregon City should have consistent multifamily parking maximums throughout the city rather than a reduced requirement near transit.	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>
EV charging and small-scale mobility device parking should include provisions to keep sidewalks clear.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
It is important to make sure to provide for cargo bikes, family bikes, etc., in bike parking policy.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
Oregon City should encourage underused parking to be redeveloped into things like bike parking or outdoor seating.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div></div>

Oregon City should prioritize the following for large new parking areas:

Solar panels

Landscaping

Payment of a *fee-in-lieu*



Climate Friendly & Equitable Communities

Planning Commission
3/10/2025



Climate Friendly and Equitable Communities Background

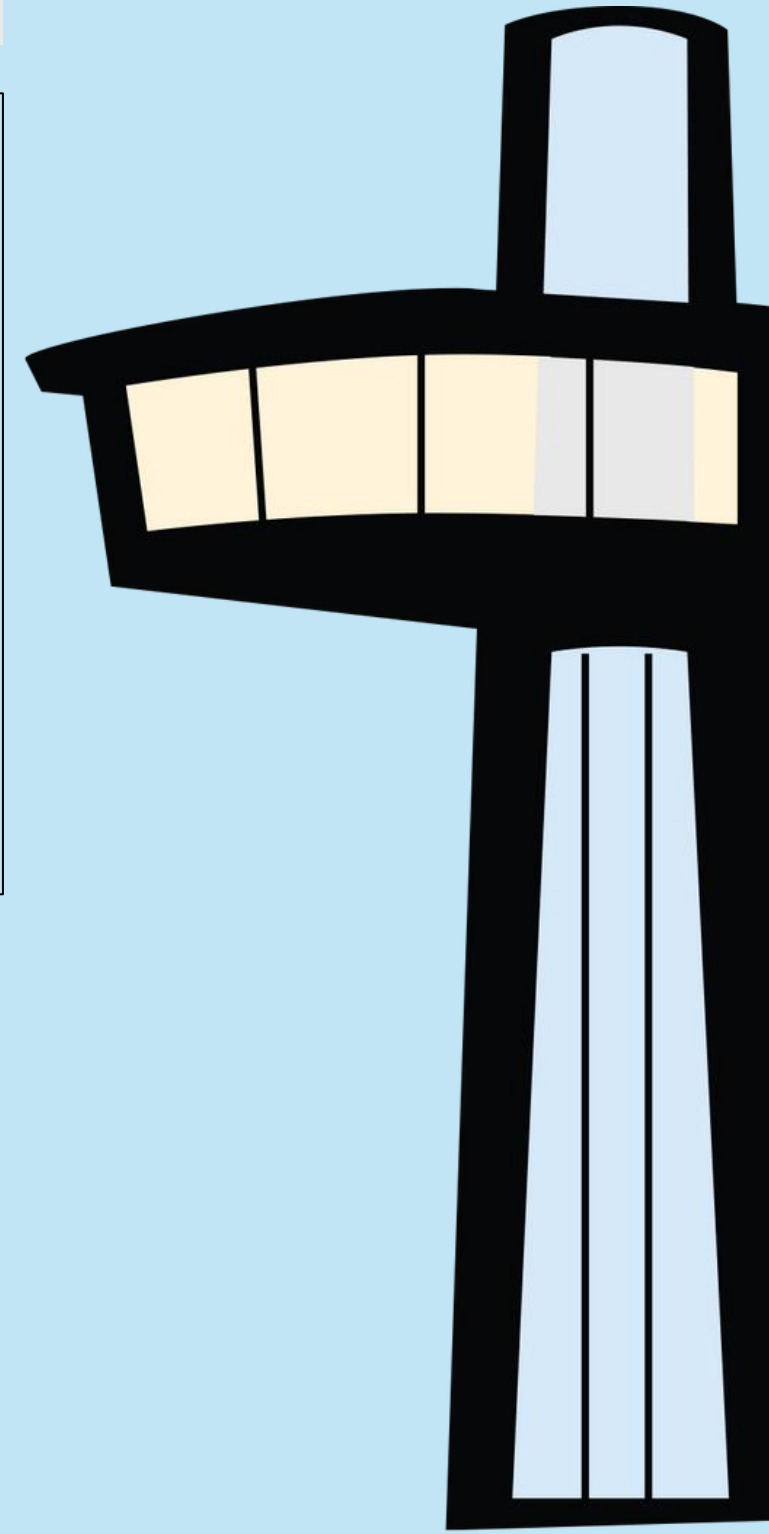
“The Climate-Friendly and Equitable Communities program aims to reduce climate pollution, provide more transportation and housing choices, and promote equitable land use planning outcomes.” –DLCD Website

- 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



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-Mar 2025:** Broader outreach to committees & the public
- **Apr-May 2025:** Formal legislative adoption process via Planning Commission and City Commission

**You Are
Here**



Purpose of tonight's meeting

- Update Planning Commission on feedback received during outreach process and initial recommended code language
- Respond to questions raised during January 13 Work Session.



Questions from PC 1/13

Q: Can Oregon City require a parking study for redevelopment of parking spaces required per OAR 660-012-0405(1)(b)?

A: No, this would qualify as a parking requirement under OAR 660-012-005(30)

Q: If the frequency of Line 33 were reduced, would that exempt Oregon City from parking requirements under OAR 660-012-0440?

A: No, per -0440(3)(c), the Line #33 corridor would still qualify even if frequencies were reduced.

Q: Can Oregon City require EV charging stations adjacent to asphalt area with new development?

A: No, asphalt area would qualify as a parking space per 660-012-005(32).



Feedback & Recommendations

OAR	Public Feedback	Recommendation
OAR 660-012-0405(1)(b): Underused on and off street parking spaces may be redeveloped for other purposes	General support for this idea to covert underused parking to bike parking or outdoor seating and some emphasized focusing on shared parking in underused situations. A definition for underused is needed.	<ul style="list-style-type: none">• Add code language to allow for this redevelopment• Define underused: “Parking lots or facilities that are below 50% of capacity most or all of the time.”



Feedback & Recommendations

OAR	Public Feedback	Recommendation
OAR 660-012-0405(4): Require at least one of three climate mitigation actions from new parking lots over one-half acre in size.	Public support for prioritizing tree canopy covering 40% new parking, with some support for solar as a secondary option. Very little support for a fee-in-lieu and, staff does not recommend this option because Oregon City might not retain funds.	<ul style="list-style-type: none">• Add code language requiring a tree canopy, and allowing for solar panels if site constraints render tree canopy infeasible.• Do not include fee-in-lieu as an option.



Feedback & Recommendations

OAR	Public Feedback	Recommendation
OAR 660-012-0410: Electric vehicle charging required for 40% of parking spaces at new multi-unit (>5 unit) residential developments.	Public feedback did not support the City requiring more than the 40% and did support requirements to keep sidewalks clear of charging stations and/or necessary equipment.	<ul style="list-style-type: none">• Add code language requiring 40% EV stalls.• Ensure design requirements specify that chargers are installed such that wires do not need to cross sidewalks.



Feedback & Recommendations

OAR	Public Feedback	Recommendation
OAR 660-012-0630: City must provide bicycle and small scale mobility device parking in climate-friendly areas and at "key destinations	Generally, public feedback supported providing and/or requiring secure parking for cargo bikes, family bikes, etc. and including charging stations for e-bikes and scooters. Small scale mobility devices should be required to maintain a clear sidewalk	<ul style="list-style-type: none">• Oregon City's bike parking requirements are already largely in compliance. Some minor updates recommended for clarity.• On-street requirements can be addressed in Oregon City's next TSP update



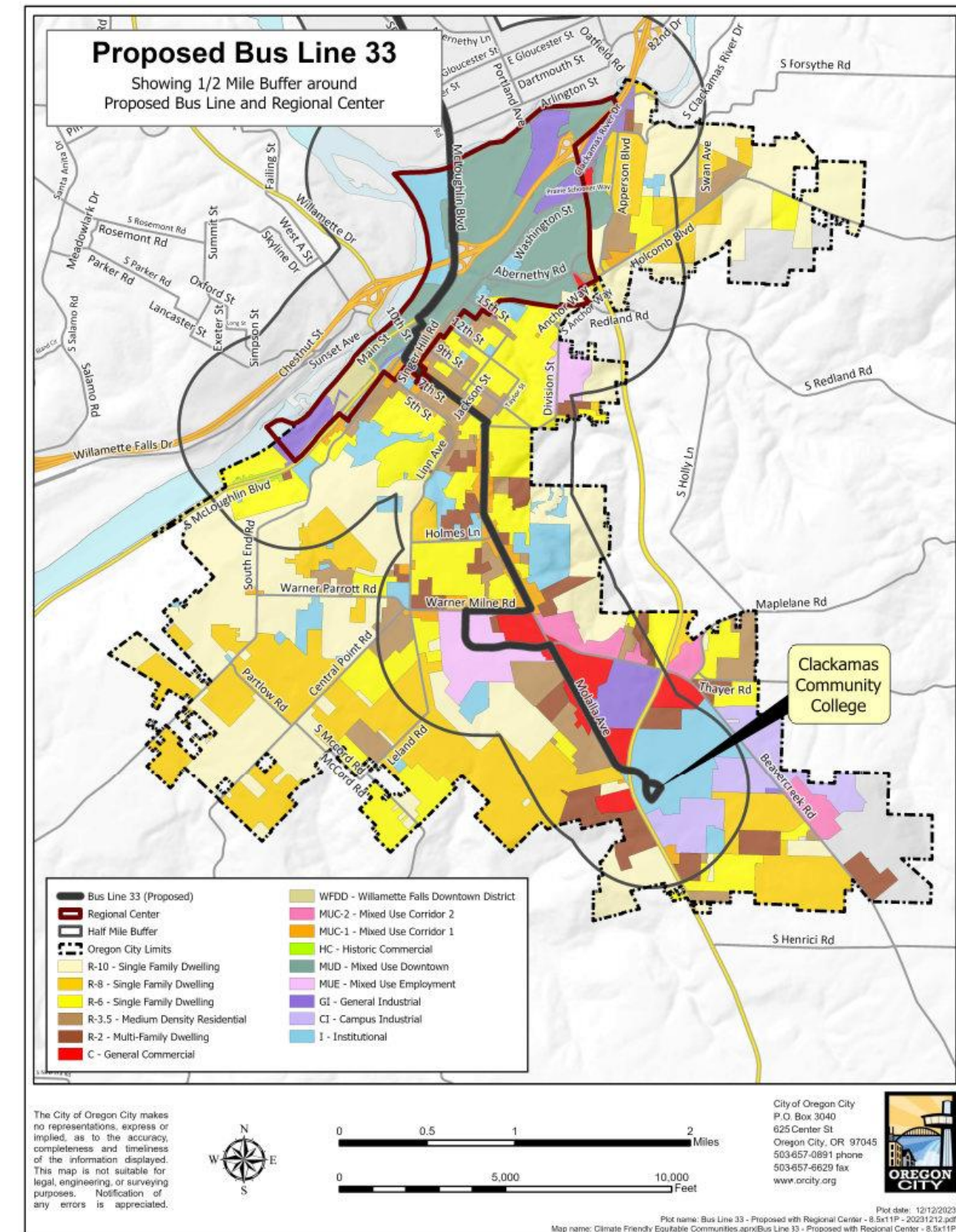
Feedback & Recommendations

OAR	Public Feedback	Recommendation
OAR 660-012-0415: Cities over 25,000 in population within the Portland metro area must adopt parking maximums in climate friendly areas and within 1/2 mile of frequent transit.	Oregon City's existing maximums are currently in compliance except for some multi-family housing. Public feedback was split to some extent on whether to have different maximums within and outside of transit areas but seemed to support one consistent requirement citywide.	<ul style="list-style-type: none">Amend the multifamily maximum to 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit.



Conceptual Approach Summary

- Option 3: Eliminate requirements near transit (-0440) and Regional Center (-0435) and implement several prescriptive measures.
 - Implement options to reduce the burden of parking mandates (-0425)
 - Eliminate mandates for certain uses (-0430)
 - Implement several management approaches and alternatives to mandates (-0445)
- Update landscaping and design requirements, some additions to bike parking (-0405, -0630)
 - Add language to require 40% of parking be EV-ready in 5+ unit residential development (-0410)
 - Reduce multifamily maximums (-0415)



Questions/Discussion

