



CITY OF
**West
Linn**

Planning Commission

DLCD Climate Friendly and Equitable Communities
Code Amendments Work Session

August 21, 2024

Work Session Overview



Work Session Packet

- Staff Memo dated August 15, 2024
 - Recap of process
 - Policy decision/Council support
 - Legislative adoption schedule
 - Background Information
- Consultant Memo dated August 9, 2024
 - Comparison matrix of OARs/CDC
- Proposed Draft Code Amendments
 - Remove references to required parking
 - Clean-up of code language
 - Tree canopy/planting requirements
 - Maximum parking
 - EV conduit installation



Climate Friendly and Equitable Communities



🌿 Council appointed PC as working group

- Three work sessions for policy discussion
- Policy decision – remove parking mandates
- Need to adopt code amendments by end of 2024
- DLCD grant funds for consultant assistance
- Two work sessions to review draft code amendments (8/21 & 9/18)

🌿 Goals for tonight's work session

- Review consultant memo
- Review/discuss OARs & proposed amendments
- Request additional information
- Recommend code language changes





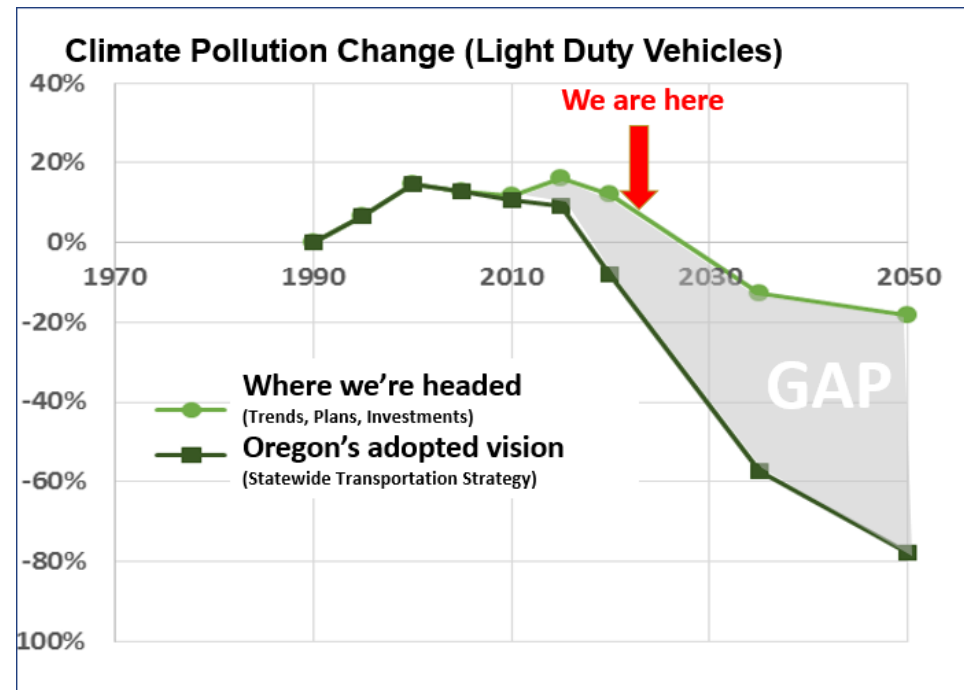
Climate Friendly and Equitable Communities

Why?

- 2007 Goal to reduce climate pollution 75% by 2050
- State was off track 15 years later
- Transportation 38% of climate pollution
- On track to reduce transportation pollution by 20% by 2050

What?

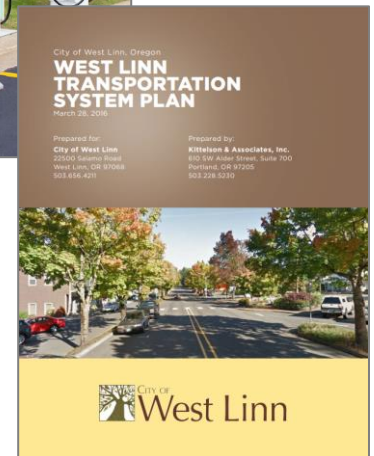
- Executive Order 20-04 in March 2020
- LCDC launched CFEC rulemaking project
- DLCD rulemaking committee
- Rules adopted July 2022 and modified November 2023



Climate Friendly and Equitable Communities



- Improve equity
- Ensure everyone served by transportation, housing, and planning efforts
- City Implementation
 1. Reform parking mandates and amend parking lot design standards
 2. Prepare for electric vehicle future
 3. Plan for future transportation options
 4. Adopt Metro 2040 Town Center boundaries (2025)





Parking Reform

Minimum Parking Requirements

- One-sized approach
- Hide costs of parking in housing/business costs

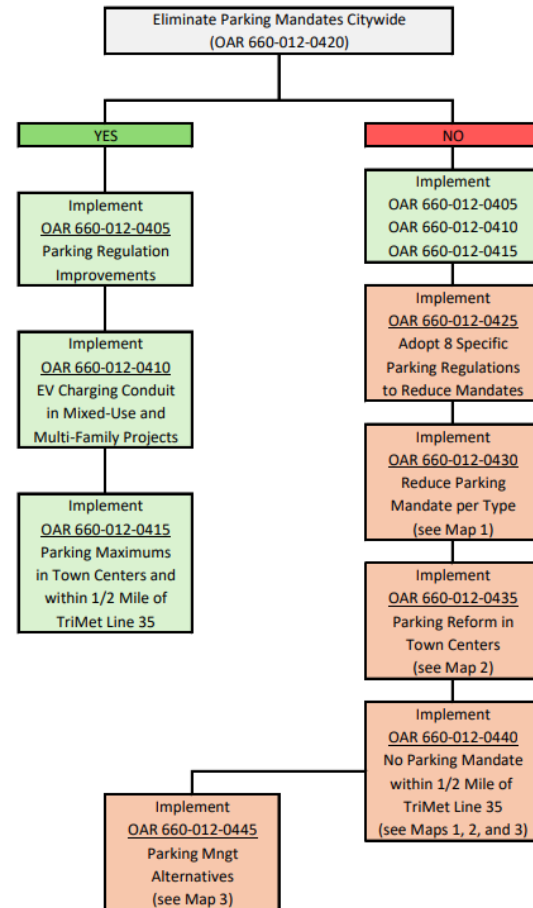
CFEC Implementation

- Eliminate mandates in some cases
- Reduce mandates in other cases
- Parking lot design changes

Policy Decision

- Remove all parking mandates; or
- Eliminate/reduce for certain areas or land uses and implement programmatic changes
- Adoption of code amendments by end of 2024

City of West Linn CFEC Implementation Road Map





Initial Implementation Requirements



DECEMBER 31st 2022

IMPLEMENTED VIA STAFF ACTION. NO CDC AMENDMENTS REQUIRED.

Reduce Parking Mandates

OAR 660-012-0430 / 0440

Can no longer enforce parking mandates within 1/2 mile of Trimet routes 35 and 154

Can no longer mandate parking for small residential units, affordable units, childcare, facilities for people with disabilities, and shelters

Can no longer mandate more than 1 space per unit for multi-unit residential development

MARCH 31st 2023

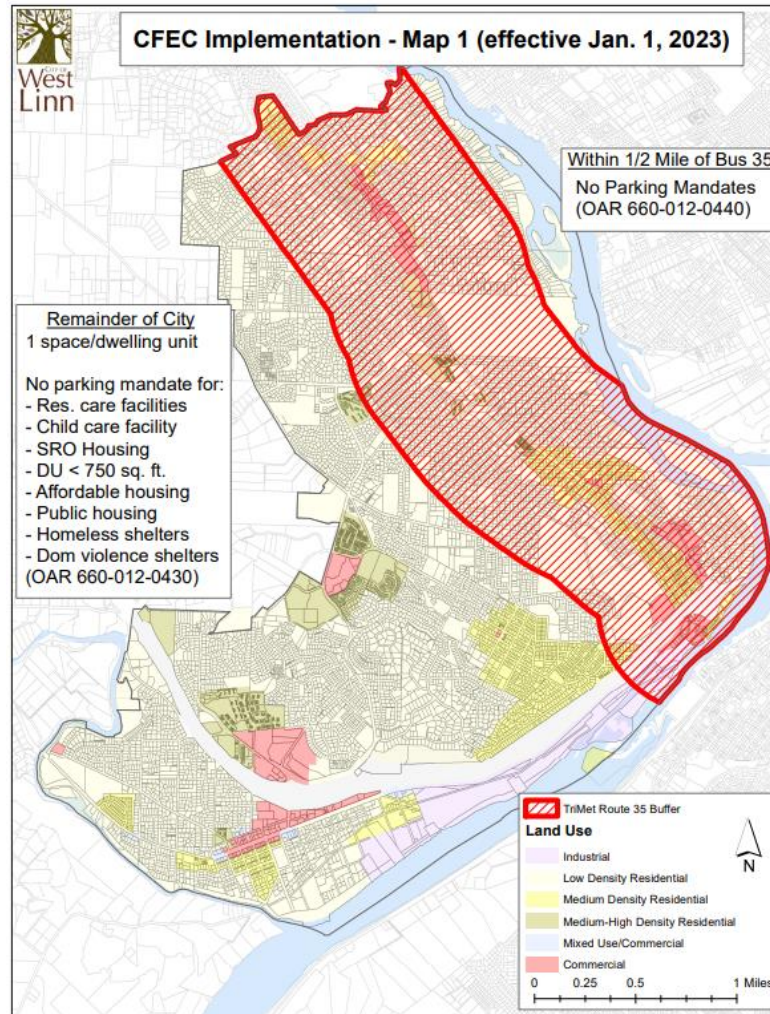
IMPLEMENTED VIA STAFF ACTION. NO CDC AMENDMENTS REQUIRED.

Improve EV Charging Potential

OAR 660-012-0410

Conduit now required to serve 40% of parking spaces in new multifamily (>5 units) residential and mixed-use

Initial Implementation Requirements

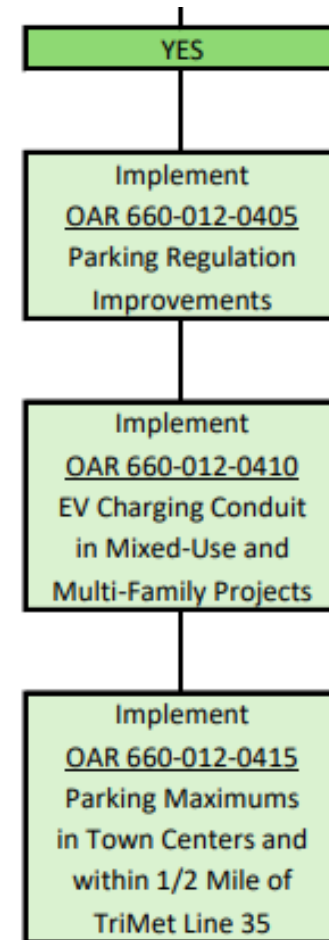




Parking Reform – Remove All Mandates

What are other Metro cities considering?

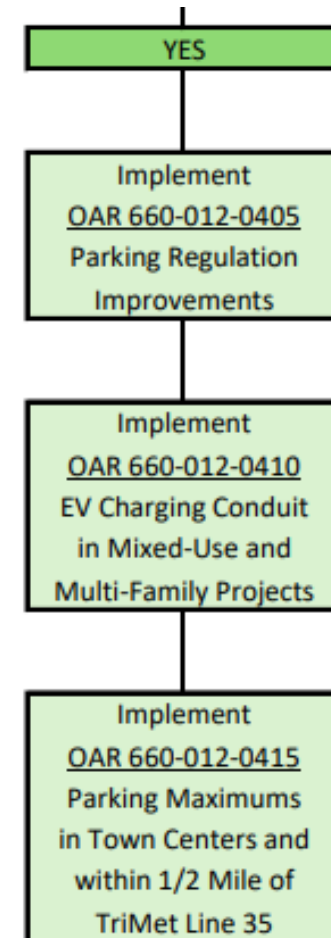
City	Decision
Lake Oswego	Repeal all mandates (CC Direction)
Wilsonville	Repeal all mandates (Staff Recommendation)
Oregon City	Do not repeal all mandates (CC Direction)
Milwaukie	Repealed all mandates
Tualatin	Repeal all mandates (CC Direction)
Tigard	Repealed all mandates
Beaverton	Repealed all mandates
Gladstone	Do not repeal all mandates (CC Direction)
Happy Valley	Do not repeal all mandates (CC Direction)





Parking Reform – Remove All Mandates

- What did we hear from commercial developers/property owners?
- Icon/Gramor/Wyse/ROIC
 - Support removing mandates
 - Market driven analysis
 - Minimum requirements result in excess spaces
 - Would continue to provide parking regardless
 - Tenant demand
 - Financing requirements
 - Primary concern was spillover parking from under parked residential development
 - Shared parking agreements as part of development approval

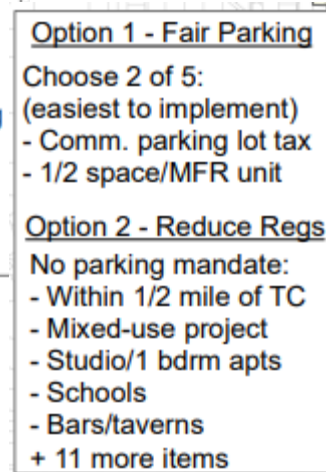
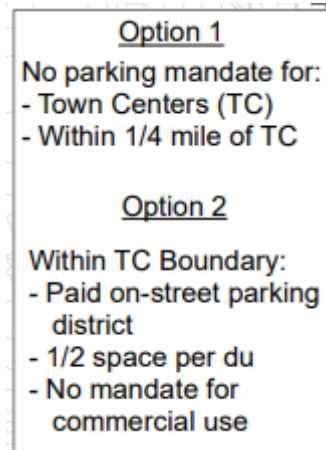




Parking Reform – Remove All Mandates

🍃 OAR 660-012-0435

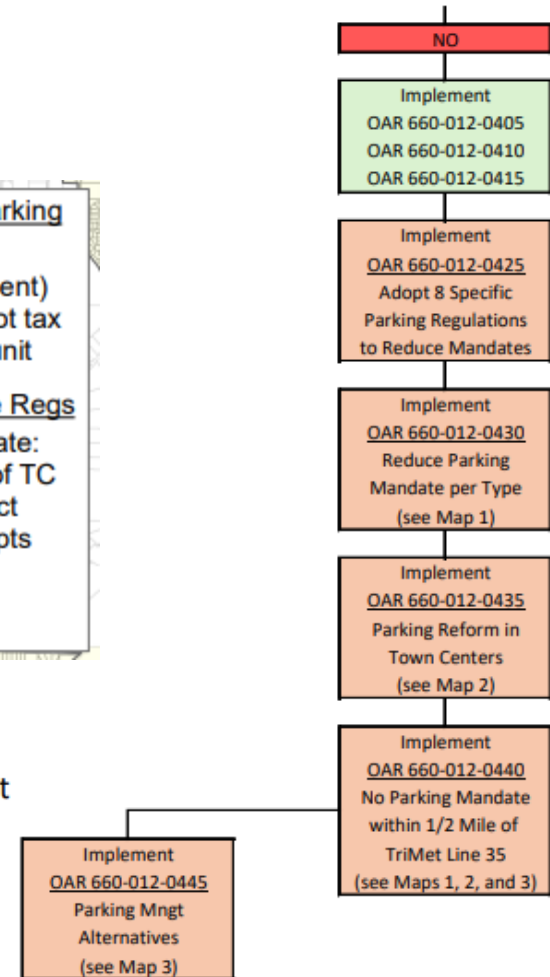
🍃 OAR 660—012-0445



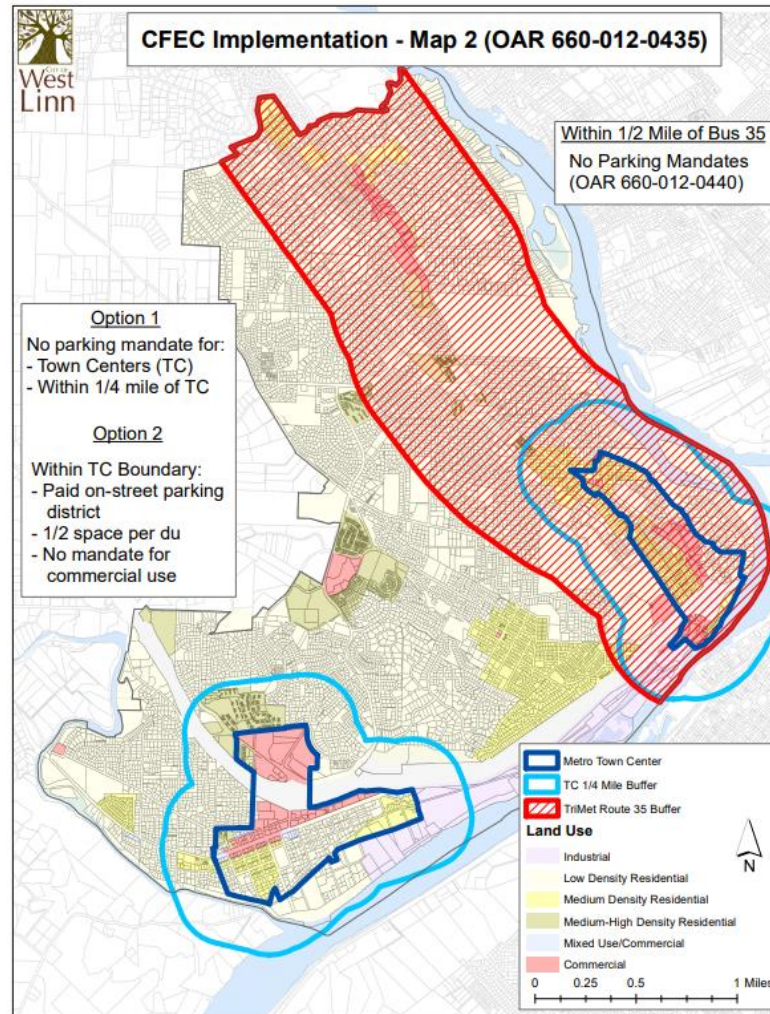
Percentage of Commercial Properties Affected By No Parking Mandate

Hwy 43 Bus Route + ¼ Mile Buffer (Map 1) = 42 percent

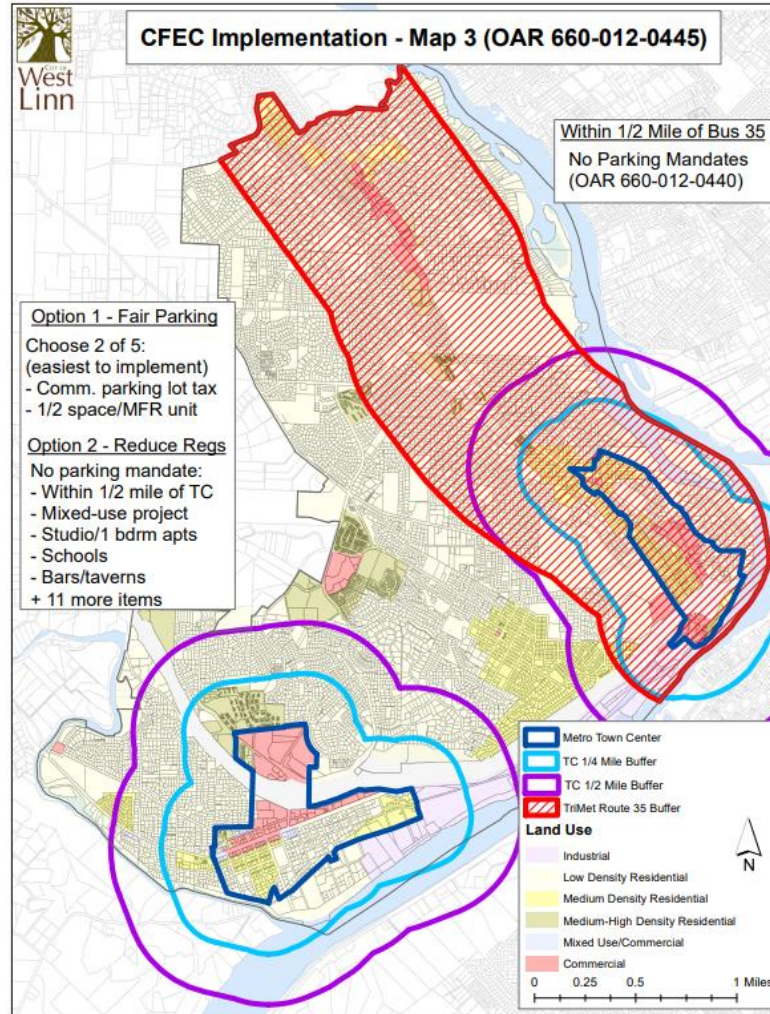
Hwy 43 Bus Route + ¼ Mile Buffer and Town Center + ¼ Mile Buffer (Map 2) = 90 percent



Parking Reform – Remove All Mandates



Parking Reform – Remove All Mandates





Parking Reform – Remove All Mandates

Option	Pros	Cons
Remove all mandates	<ul style="list-style-type: none">▪ Easy to implement/understand▪ Minimal cost▪ Provides flexibility▪ Parking in response to market demand	<ul style="list-style-type: none">▪ Potential for overflow into neighborhoods/adjacent lots
Map 2 Option 2	<ul style="list-style-type: none">▪ Provides flexibility within transit corridors/town centers	<ul style="list-style-type: none">▪ Different requirements for only 10% of commercial properties▪ Introduction of paid parking in existing commercial districts▪ Significant costs to implement
Map 3 Option 1	<ul style="list-style-type: none">▪ ½ space per MFR unit	<ul style="list-style-type: none">▪ Introduction of new programs▪ Significant costs to implement (property owners and City)▪ Inconsistent requirements within the City



Remove References for Required Parking

– CDC Chapters

- 1 – General
- 2 – Definitions
- 22 – Conditional Uses
- 32 – WRA Protection
- 35 – Temporary Uses
- 37 – Home Occupations
- 41 – Building Height
- 46 – Off-Street Parking
- 48 – Access, Egress, & Circulation
- 54 – Landscaping
- 55 – Design Review
- 56 – Parks Design Review
- 75 – Variances
- 96 – Street Improvements
- 99 – QJ Decision Making





Draft Code Amendments

Provision of Electric Vehicle Service Capacity

- CDC Chapter 2 – Definitions

Provision of Electric Vehicle Service Capacity. Refers to service capacity for charging electric vehicles in newly constructed buildings, consistent with ORS 455.417.

Language Clarification

- CDC Chapter 41 – Front Yard Setback Exception
- Steep slopes reduced setback & garage door orientation
- Removed language referencing garage being parallel with street in CDC 41.010

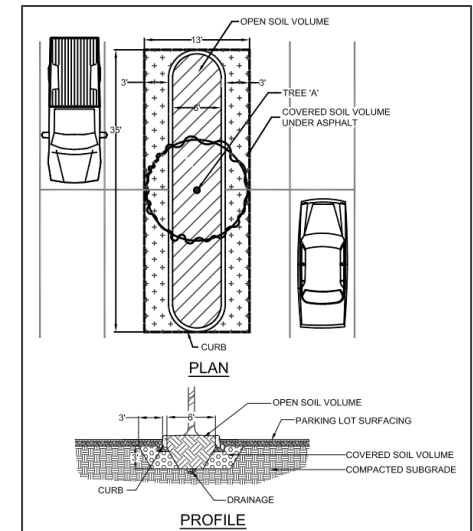


Draft Code Amendments



🌿 Parking Lot Design

- CDC Chapter 46 – Off-Street Parking
- Submittal requirements (46.030)
- Remove maximum distance requirement for design flexibility (46.070)
- Maximum parking for Metro TC & frequent transit corridors (46.080)
- Pedestrian walkways (46.150)
- 40% tree canopy coverage (46.150)
- Tree planting requirements (46.150)
- EV service conduit requirements (46.150)





QUESTIONS OF STAFF?