



PLANNING COMMISSION
Draft Meeting Notes of September 18, 2024

<u>Commissioners present:</u>	Joel Metlen, Gary Walvatne, Tom Watton, David D. Jones, Kathryn Schulte-Hillen, and Jason Evans
<u>Commissioners Absent:</u>	John Carr
<u>Councilor Present:</u>	Carol Bryck
<u>Public present:</u>	Jim Edwards, Sand Carter
<u>Staff present:</u>	Planning Manager Darren Wyss, Associate Planner Chris Myers, and Management Analyst Lynn Schroder

The meeting video is available on the [City website](#).

1. Call To Order and Roll Call

Vice Metlen called the meeting to order at 6:00 pm. Planning Manager Wyss took roll.

2. Public Comment related to Items not on the Agenda

Jim Edwards and Sandy Carter commented on the draft Waterfront Plan.

Jim Mattis submitted written comments supporting historical recognition of the industrial uses in the Cultural Heritage District.

3. Approval of Meeting Notes: [08.07.2024](#) and [08.21.2024](#)

Commissioner Walvatne moved to approve the meeting notes for 08.07.2024 and 08.21.2024. Jones seconded. **Ayes: Walvatne, Watton, Jones, Schulte-Hillen, and Metlen. Nays: None. Abstentions: None. The motion passed 6-0-0.**

4. Briefing: [Vision43 Project](#)

Associate Planner Chris Myers provided a briefing on the Vision 43 project, focusing on land use and connectivity. The City has held or attended approximately 28 events, with 12 events scheduled through the end of calendar year 2024. Community input from the Spring 2024 engagement events and the first survey was incorporated into a draft Vision & Goals Statement, which the VISION43 Working Group reviewed. The draft is posted on the VISION43 project webpage. The following steps include:

- Preparing draft corridor concepts and visual renderings for community input.
- Sharing the draft Vision and Goals Statement in Fall outreach events.
- Conducting a second online survey for more detailed feedback.

In October, the City Council will tour Lower Boones Ferry Road in Lake Oswego to showcase the street improvement project.

5. Work Session: [CFEC Parking Code Amendments](#)

Planning Manager Wyss reviewed the proposed draft code amendments to remove parking mandates and comply with the Climate Friendly and Equitable Communities (CFEC) parking reform rules. He presented the information requested during the 8/21 work session, clarified questions on the proposed draft code amendments, and identified any additional information needed. Code language changes were

recommended, and consensus was reached to bring the draft code amendments to the public hearing scheduled for October 2, 2024.

The Planning Commission recommended eliminating all parking mandates at previous work sessions and simplifying the maximum parking table to just one standard. DLCD comments suggest that shared parking agreements may not be necessary for the code, but the City wants to keep them for efficiency and enforcement purposes. The reference to OAR 33135.00110 and 4061 50F1 should be removed to comply with administrative rules regarding green infrastructure requirements. Clarifying language should be added to the community development code chapter 75 to specify that mandated provisions and administrative regulations are not eligible for variances.

Wyss will provide the Planning Commission with more information on how the recommendation to adopt the Metro standard for places of worship parking was established.

The Planning Commission agreed to move the proposed amendments forward to a legislative hearing in October.

6. Planning Commission Announcements

None.

7. Staff Announcements

Wyss followed up on the Water System Master Plan. Public Works will complete a water rate study sometime in early October. As requested, Wyss will provide a copy to Commissioners.

Wyss noted that he provided a two-year middle housing check-in with the City Council earlier in the week. He will provide the information to Commissioners.

Wyss also provided information about the recent Economic Development training for the EDC and City Council. A second session will happen in October.

8. Adjourn

Vice Chair Metlen adjourned the meeting at approximately 8:00 pm.



Planning Commission Request to Speak

Any information provided may be considered public record and subject to disclosure.
Each agenda item requires a separate testimony form.

I request to speak during **General Public Comments** – (3 minutes/5 minutes for Neighborhood Association):

Please specify topic (required):

West Linn waterfront draft plan

I request to speak during a **Specific Agenda Item** – (3 minutes/5 minutes for Neighborhood Association):

Please specify agenda item (required):

In Support

Neither for nor against

In Opposition

PLEASE PRINT:

Name: Jim Edwards
Name of Organization (if applicable): Advocates for Willamette Falls Heritage
Address: 19890 Bellevue Way
City: West Linn State OR Zip 97068
Email (optional): jimedwards pdx@outlook.com

Talking Points for W.L. Planning Commission

Hello, my name is Jim Edwards. I live at 19890 Bellevue Way. I have lived there for 30 years. I am here tonight as a board member of the Advocates for Willamette Falls Heritage. A West Linn nonprofit organization formed over 25 years ago. I am also on the Waterfront planning group and was the director of the Vancouver Waterfront for Gramor Development from 2015 to 2020. I am a retired developer, after over 30 years of community transformative developments, like the Kruse Wood office park in Lake Oswego. I want to praise the city staff and the consultant's draft plan, for being aware of the potential and their efforts to make the plan in harmony with the unique and spectacular Willamette Falls area. I have had multiple one on one meetings with John Floyd and other staff members.

DRAFT

Planning Commission Request to Speak

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Please specify topic (*required*):

I request to speak during a **Specific Agenda Item** – (3 minutes/5 minutes for Neighborhood Association):
Please specify agenda item (*required*):

In Support

Neither for nor against

In Opposition

PLEASE PRINT:

Sandy Carter

Name: Sandy Carter - (volunteer)

Name of Organization (if applicable): Advocates for Willamette Falls Heritage -

Address: 2555 Dellow

City: W. Linn State OR Zip 97068

Email (optional): Sandy.carter@wordcount.biz

Hello. My name is Sandy Carter. I live at 2555 Dillow Drive and have lived in West Linn for 31 years. I served on the City's first Historic review board and am a board member and one of the founders of the Advocates for Willamette Falls Heritage and the Willamette Falls Locks Authority. I favor the suggested inclusion of many potential land uses within the 275 acres of the total Riverfront plan and support the application for mixed-use zoning, to allow a rich range of different, innovative and complementary uses.

The Advocates for Willamette Falls Heritage wish to focus and comment on the "Cultural Heritage District." We believe it should be planned with the same central goals as the total Riverfront Plan, including the vision to value and accommodate as much diversity in land use as possible and to celebrate the island's industrial heritage. Some of the structures and artifacts associated with the mill are currently classified as historically significant under section 106 and more of the buildings and artifacts could qualify for historic status including a designation as a national historic district. Incorporation of some of the existing iconic resources will attract future investment in West Linn's waterfront, as have similar heritage sites elsewhere.

Hello, my name is Jim Mattis. I live at 17565 Mesnard str. apt. 302 in Mary's Woods. Before moving to Mary's Woods, my wife and I lived in West Linn for over 20 years and our children and grandchildren still live in West Linn. I am the immediate past president, a board member and one of the founders of the Advocates for Willamette Falls Heritage. The falls and surrounding area have been a place of trade and human endeavors for thousands of years.

The basic thrust of my comments is that all the historical industrial uses found in the Cultural Heritage District need to be recognized, commemorated and celebrated through the planning process and eventually the land use designations, including the preservation and repurposing of many of the structures.

The nearly 200 years of intense industrial uses on Moore's Island has resulted in structures and machinery that fluently illustrate the origins of this city.

Some of the buildings should be repurposed or incorporated into the structure's future.

Some of the machinery should become public art pieces or incorporated into the new buildings and repurposed buildings to reflect the nearly two centuries of industrial uses, some of which continue today (e.g. power generation) and may still be productive when this plan takes effect.

This plan is for the next chapter of the District imagining what can be on Moore's Island when the Mill has gone quite. Realistically, it will need to be complementary with the island's owners' visions, including PGE and that of the Willamette Falls Locks Authority, the future owner and operator of the Navigation canal that created the 'island.'

But, even with that said, the Advocates urge that under Design guidelines there be high priority for the preservation and repurposing of the use of many of the industrial structures as the planning proceeds. Unlike a picture book of photos there is no substitute for people to be able to see and be in repurposed preserved spaces. Many people, investors and developers are attracted to such spaces and structures for the different uses they can house, the sensory experience they can engender, the stories they tell and the environmental pluses the restoration work on structures provides in contrast to razing them to the dump heap.

Project Briefing

Planning Commission
9/18/2024



Willamette Blvd./Hwy 43 Corridor Area of Interest

October 2023



Gladstone

Oregon City

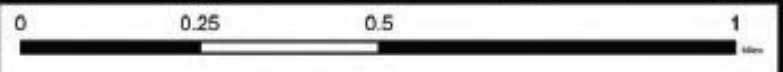
West Linn

Lake Oswego

West Linn

Map Angle 53 degrees

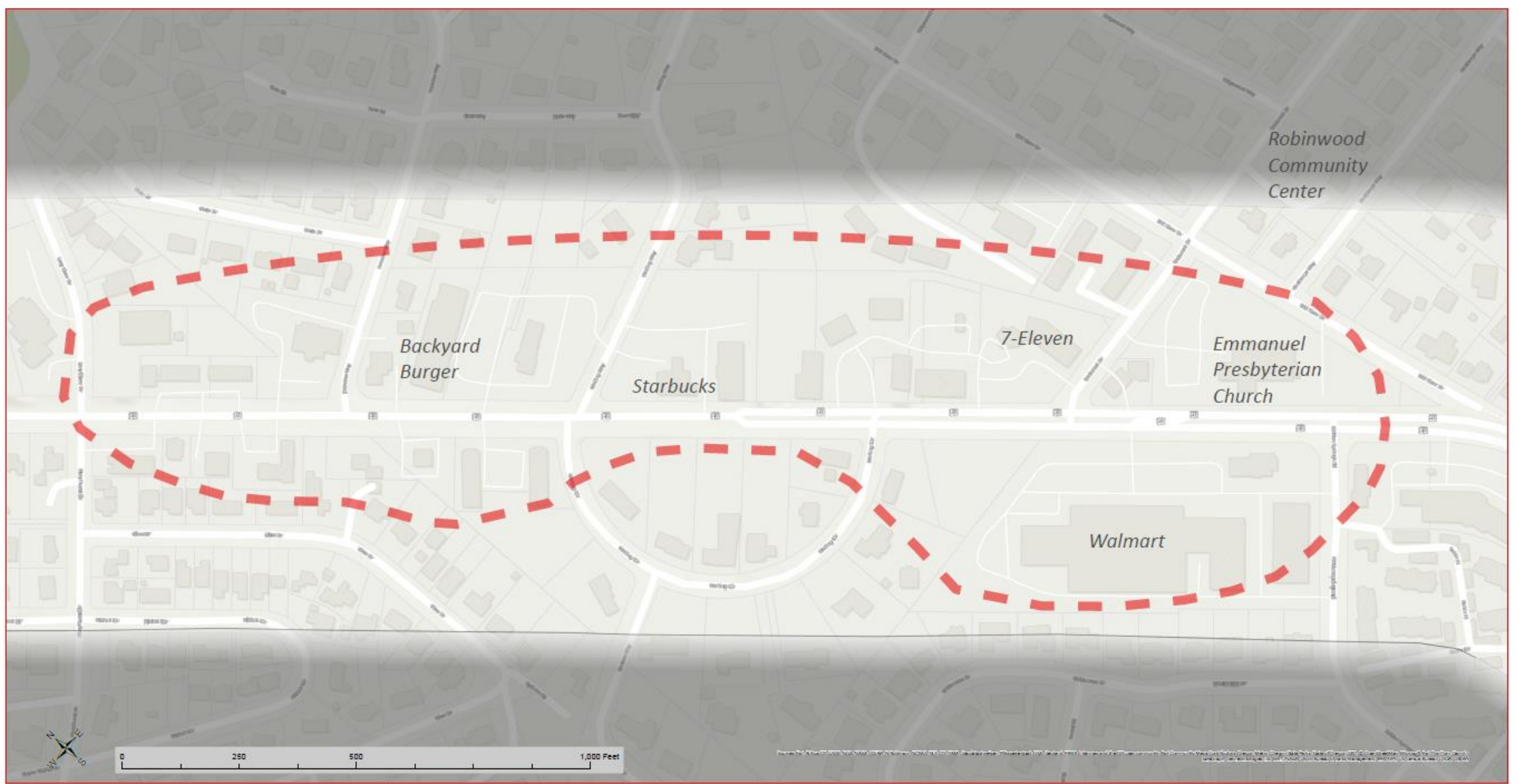
West Linn
GIS
GEOGRAPHIC INFORMATION SYSTEMS



Residential Zone	Commercial Zone	Other Features
Low Density Residential, R10	General Commercial, GC	Parks and Open Space
Low Density Residential, R15	Mixed Use Transitional, MU	Willamette Drive (Hwy 43)
Low Density Residential, R20	Neighborhood Commercial, NC	City Limit
Low Density Residential, R40	Office-Business Center, OBC	Paths and Trails
Low Density Residential, R7	Industrial Zone	Buildings
Medium Density Residential, R4.5	Campus Industrial, CI	ODOT Right of Way
Medium Density Residential, R5	General Industrial, GI	
Medium High Density Residential, R2.1		
Medium High Density Residential, R3		

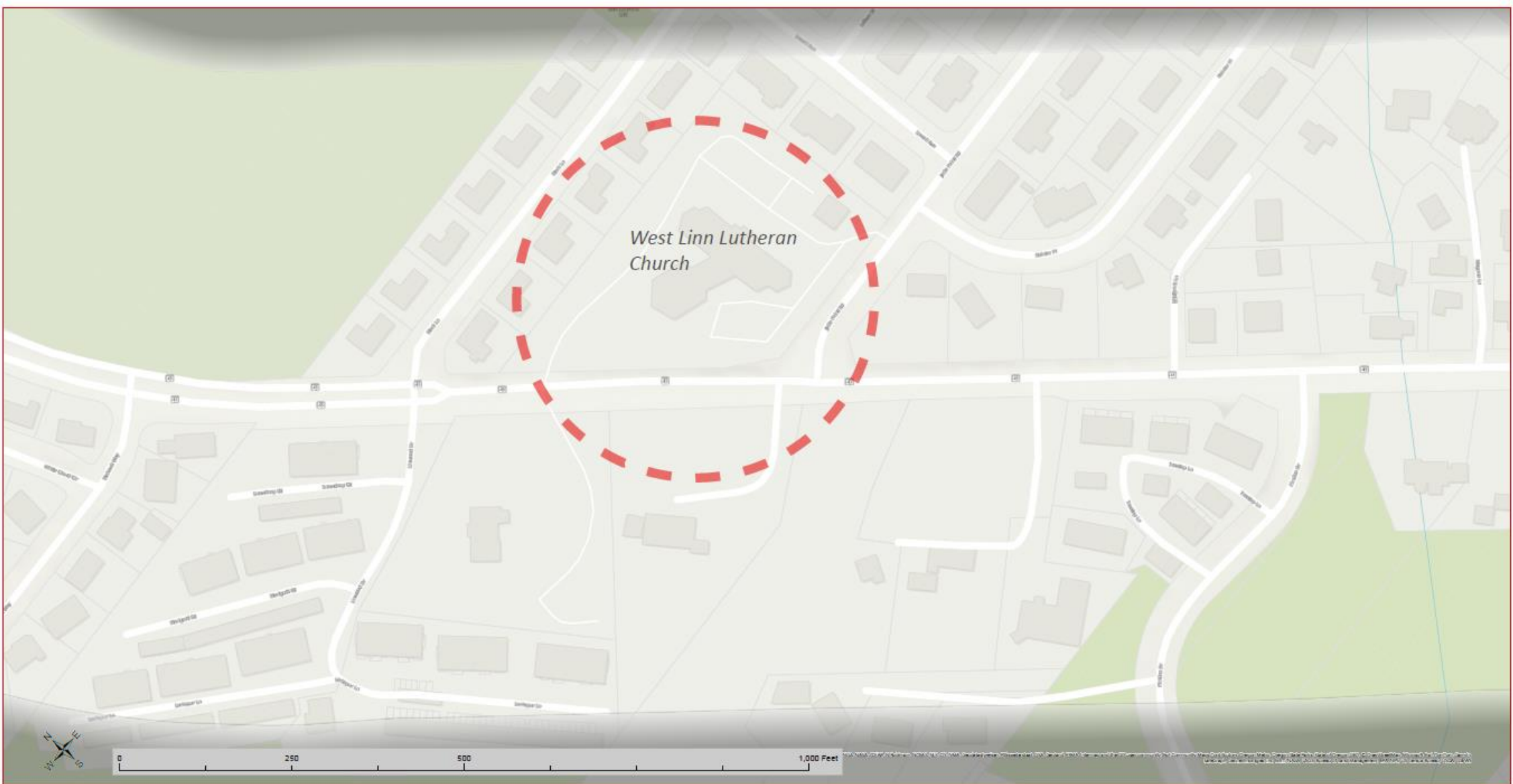
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
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This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



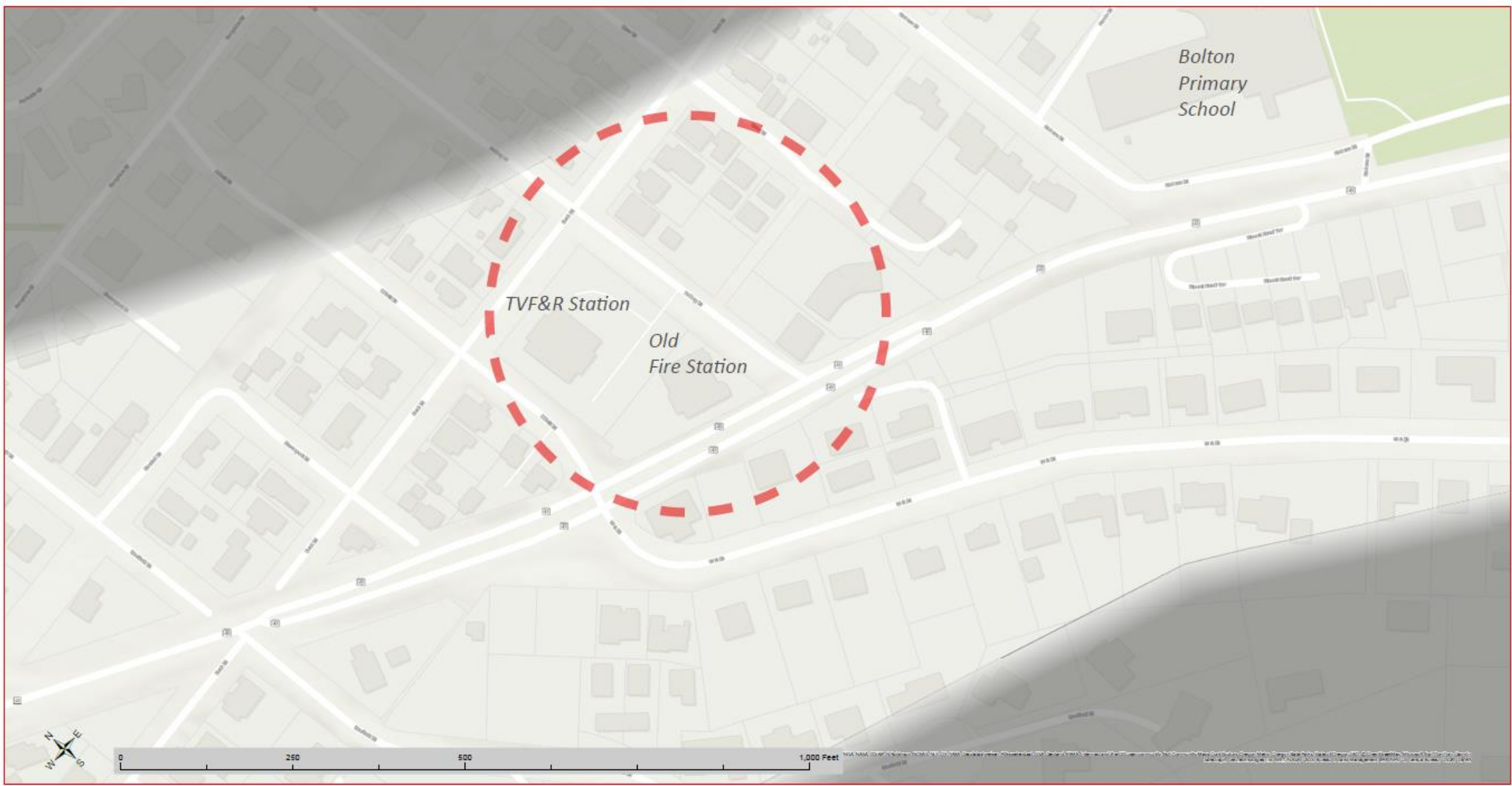
Highway 43 Vision Project Area





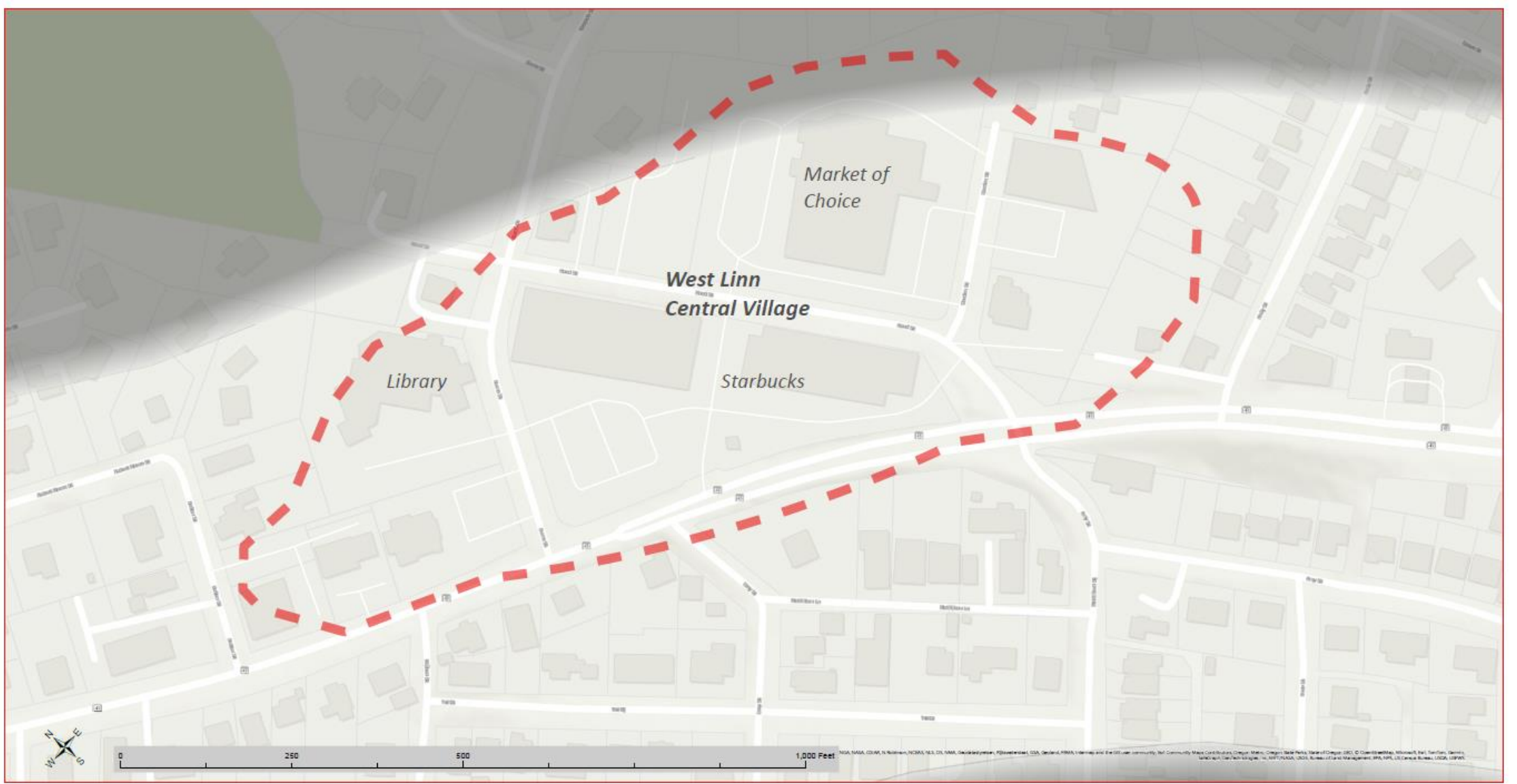
Highway 43 Vision Project Area





Highway 43 Vision Project Area





Highway 43 Vision Project Area



Overview and Objectives

- ✓ Create a new community vision for Highway 43 corridor
- ✓ Engage community members and neighborhoods to help craft recommendations
- ✓ Improve opportunities for walking and bicycling within and to the corridor
- ✓ Create opportunities for more businesses, housing and gathering places
- ✓ Update City plans and policies to implement project goals and recommendations

VISION43 Project Timeline

- Project Kickoff (December 2023)
 - Community Engagement/Events (January 2024 – December 2024)
 - Transportation Analysis (2025)
 - Ped/Bike Connections Analysis (2025)
 - Development Code Amendments (2025)
 - Corridor Master Plan (2025)
 - Final VISION43 Adoption (Oct/Nov 2025)
- 
- A large yellow triangle is positioned in the bottom right corner of the slide, pointing towards the top right.

What We Have Heard So Far...

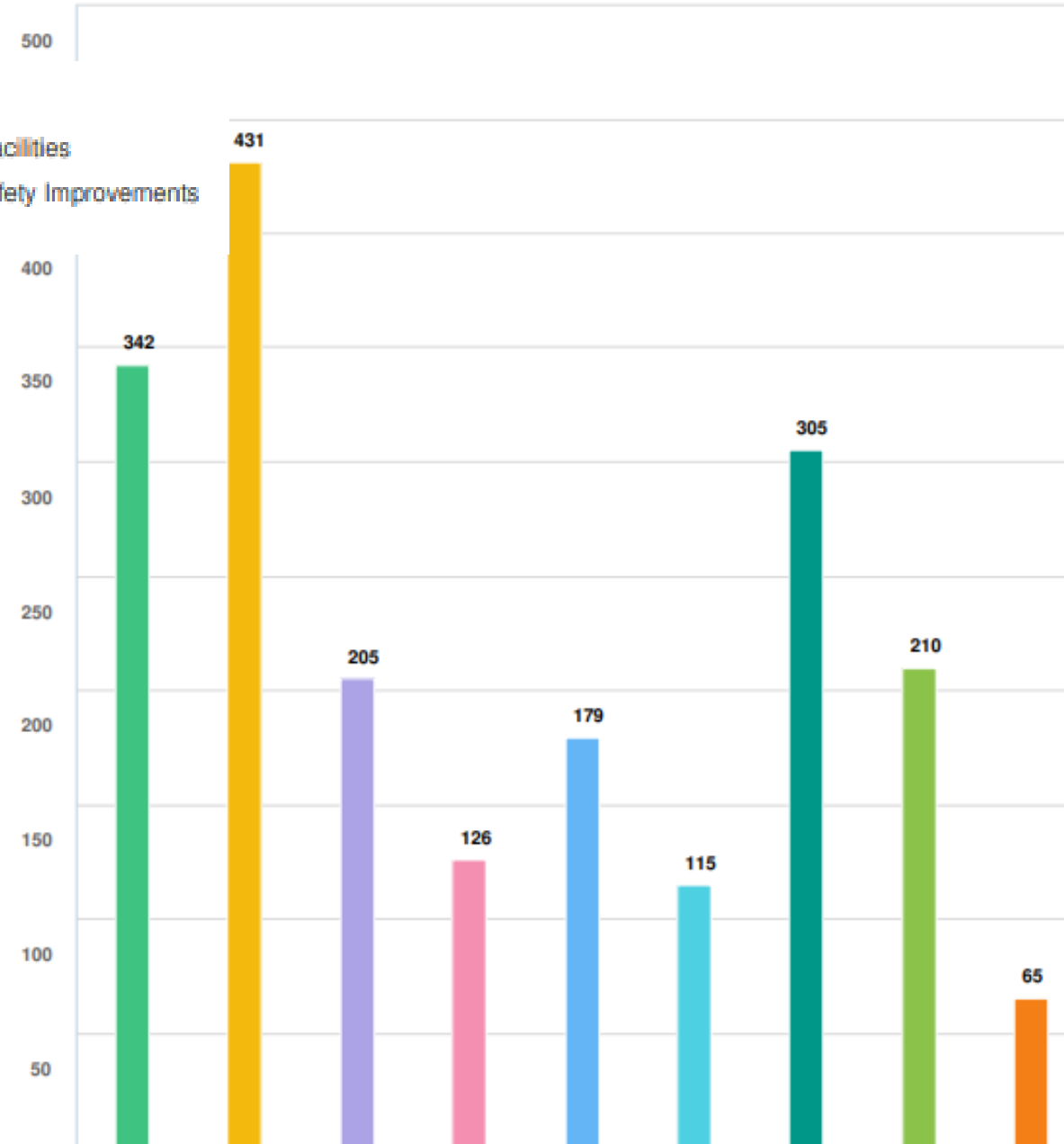
Survey #1 Results

Q5 | What types of improvements on or near the Highway 43 corridor are needed most?
(either select all that apply or select one or two that are most in need of improvement?)

Question options

- Improvements for cars
- Sidewalks and pathways improvements
- Improvements for bicycle facilities
- Improvements for transit
- Neighborhood connections
- Accessibility improvements
- Safety Improvements
- Landscaping
- Other (please specify)

- >600 responses
- Strong desire for sidewalk/path and safety improvements
- Improvements for cars
- Numerous written responses to:
 - install crosswalks
 - slow speed of cars
 - improve lighting and signals



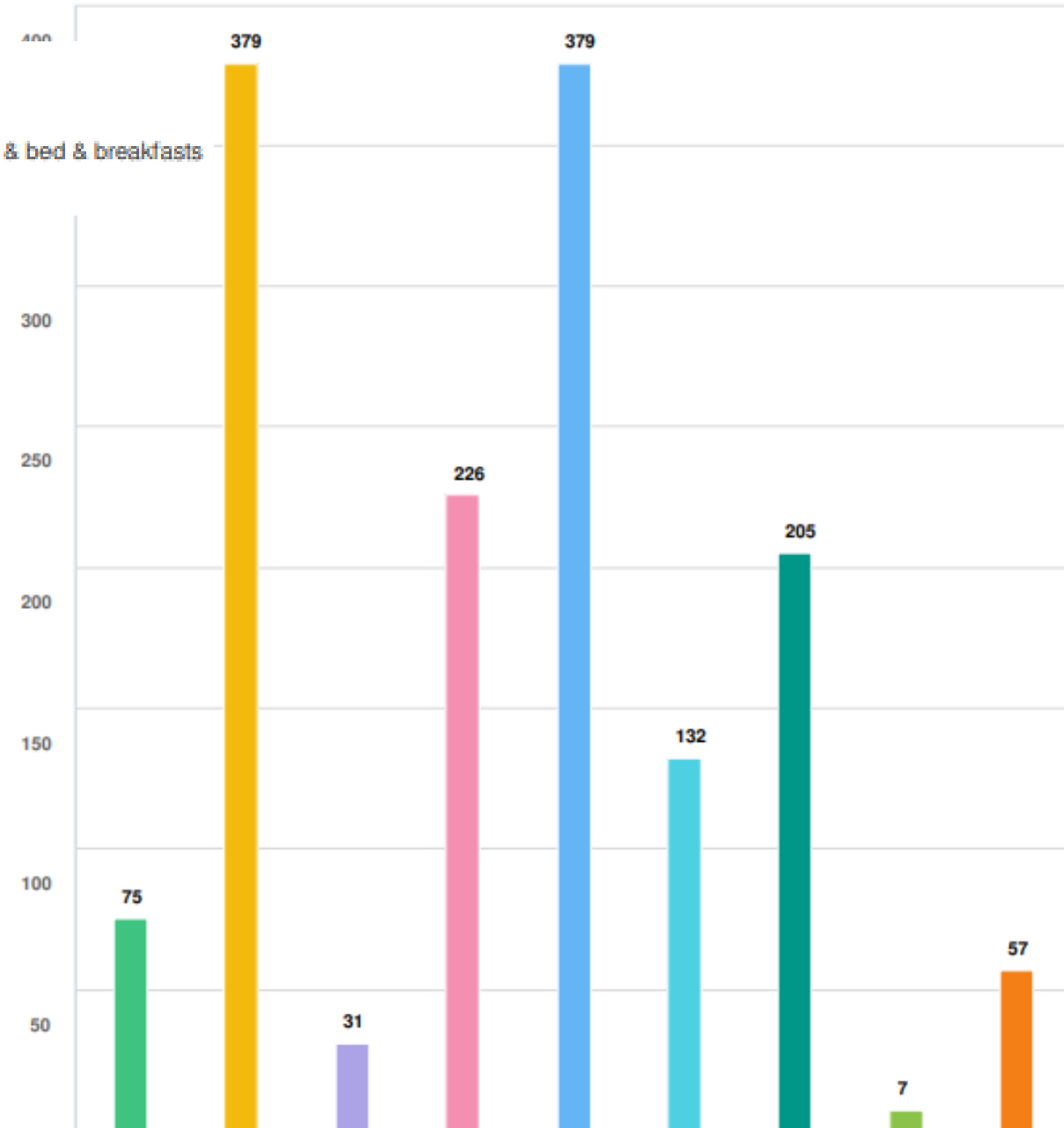
Survey #1 Results

Question options

- More housing options
- More places for shopping, eating, and recreation
- Office space
- Places for community events and gathering
- Green spaces like parks and trails
- Small hotels & bed & breakfasts
- Mixed-use development
- Other
- Other (please specify)

- ~580 responses
- Strong desires for shopping, eating, recreation, and green spaces/parks
- Numerous written responses to improve walkability and accessibility

Q7 What types of new opportunities along or near the Highway 43 corridor would you like to see the most (select all that apply)?



Open Houses

- Renter Open House
- Community open house
- Robinwood Neighborhood
- Bolton Neighborhood



Open Houses

- Positive reception for the project
- A lot of support for:
 - Public gathering spaces
 - Walkable areas
 - Mixed-use development

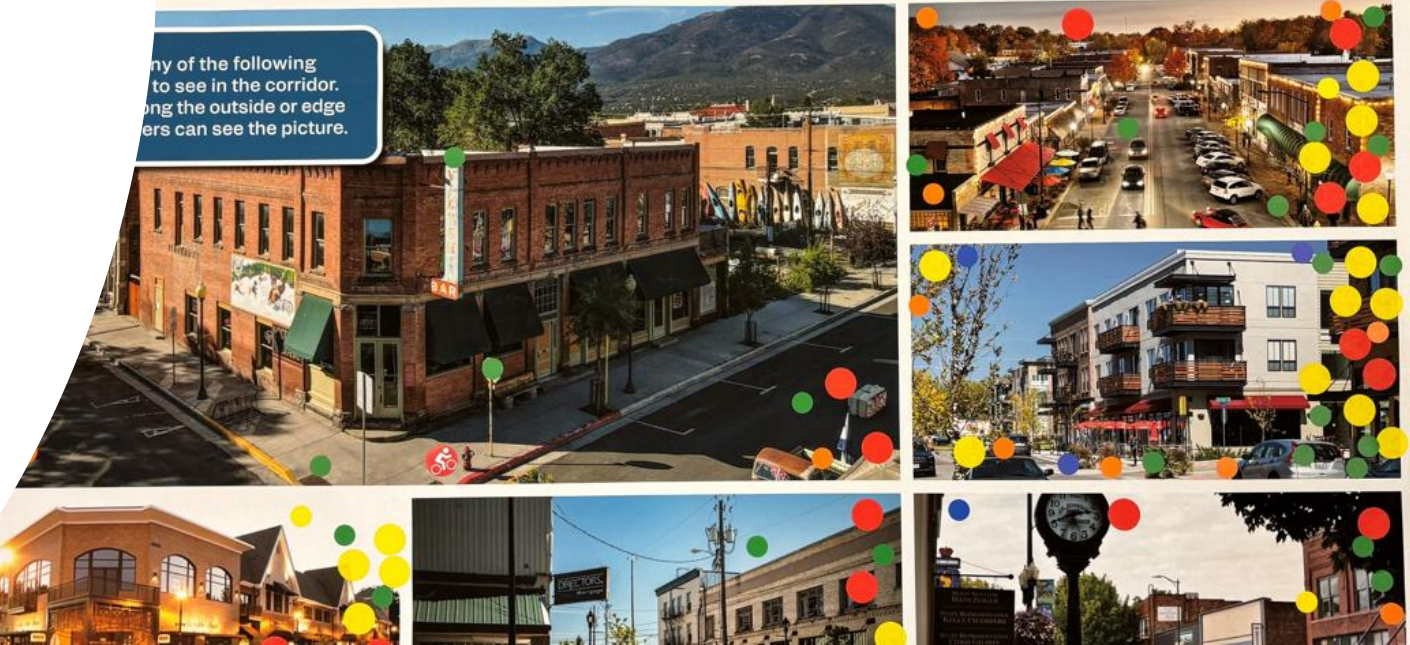
TYPES OF MOBILITY OPTIONS TO CONSIDER



CONNECTIVITY CONCEPTS



any of the following
to see in the corridor.
along the outside or edge
so others can see the picture.



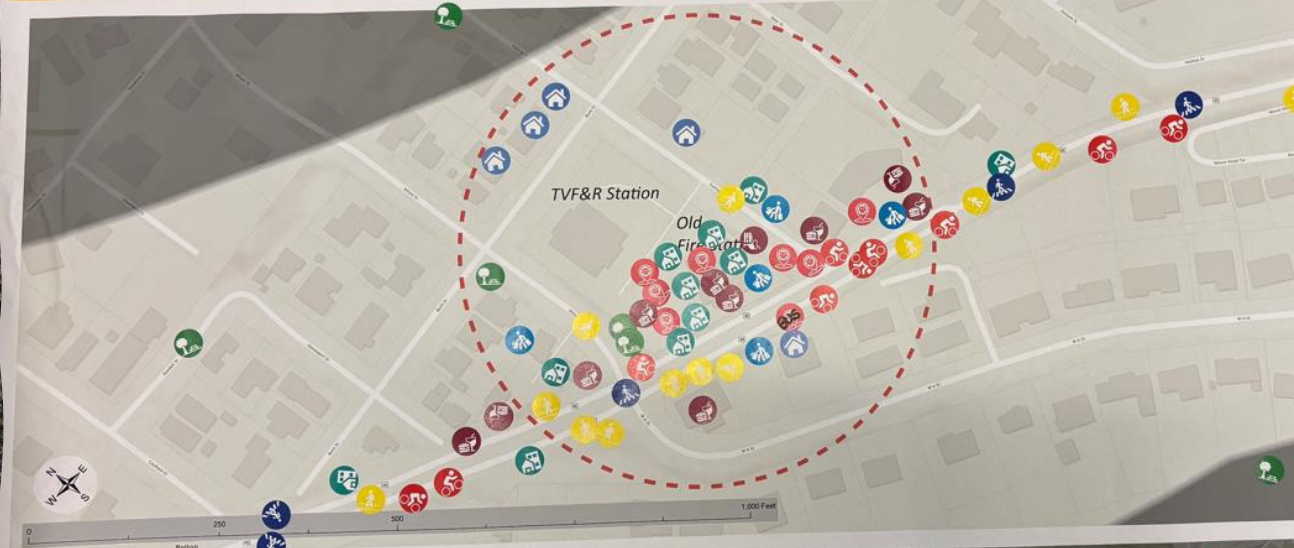
Focus AREA 1



Please use stickers to indicate the things you would like to see more of in this area



Focus AREA 3



Please use stickers to indicate the things you would like to see more of in this area



Open Houses

- Strong desire for improvements and redevelopment at each focus area
 - Pedestrian and crossing improvements
 - Mixed-use development
 - Gathering places and shopping/dining

VISION43

Upcoming Events

September Events

- Coffee and Cookies at the Library (9/28)
- Existing Plans Review (Sept/Oct)

October Events

- Robinwood NA Meeting (10/8)
- Boones Ferry Council Tour (10/11)
- Bolton NA Meeting (10/15)
- West Linn/Lake Oswego Football Game (10/18)
- Working Group Meeting 3 (10/29)

VISION43

Upcoming Events



November Events

- Highway 43 Business Coalition (TBD)
- Coffee and Cookies at the Library (TBD)
- Technical Advisory Group Meeting 1 (TBD)

VISION43 IN 2025

- Transportation Analysis (Early '25)
- Ped/Bicycle Connection Analysis and Recommendations (Early '25)
 - Includes consultant led community workshop
- Draft Preferred Corridor Concept (Early '25)
 - Includes consultant led in-person and online open house
- Draft Corridor Master Plan (Summer '25)
- Development Code Amendments (Summer '25)
- Adoption Ready Documents (Summer/Fall '25)



Questions/Comments

Chris Myers, Project Manager

503-742-6062

cmyers@westlinnoregon.gov

Yourwestlinn.com/vision43



CITY OF
**West
Linn**

Planning Commission

DLCD Climate Friendly and Equitable Communities
Code Amendments Work Session

September 18, 2024

Work Session Overview



Work Session Packet

- Staff Memo dated September 12, 2024
 - 3 items from 8/21 work session w/staff response/recommendation
 - Recap of process
 - Legislative adoption schedule
 - Background Information
- Proposed Draft Code Amendments
 - Floor Area definition (CDC Chapter 2)
 - Maximum parking table (CDC 45.090(A))
 - Typo eliminated
- Metro RTFP maximum parking table
- Consultant Memo dated August 22, 2024
 - Comparison matrix of OARs/CDC



Climate Friendly and Equitable Communities



🌿 DLCD Comments

- Parking agreements in CDC 46.050 not required
- Remove OAR 330-135-0010 reference in CDC 46.150.F(1)
- Add clarifying language to CDC Chapter 75 that mandated provisions in ORS/OAR are not eligible for a variance (max parking/canopy cover)

🌿 Goals for tonight's work session

- Review information requested on 8/21
- Review DLCD comments/staff recommendation
- Request additional information
- Recommend code language changes
- Find consensus to bring draft code amendments to 10/2 public hearing





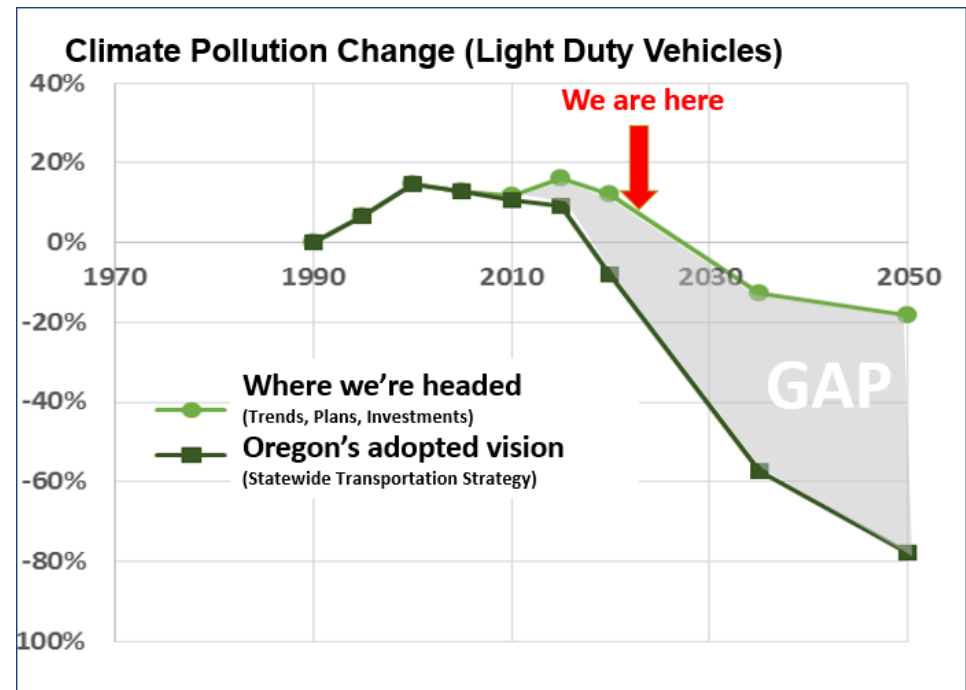
Climate Friendly and Equitable Communities

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

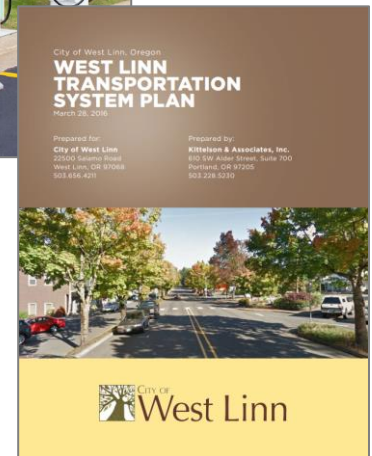


City Implementation

- Reform parking mandates and amend parking lot design standards
- Prepare for electric vehicle future
- Plan for future transportation options
- Adopt Metro 2040 Town Center boundaries (2025)

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





Parking Reform

PC Policy Discussions

- April 3, 2024
- June 5, 2024

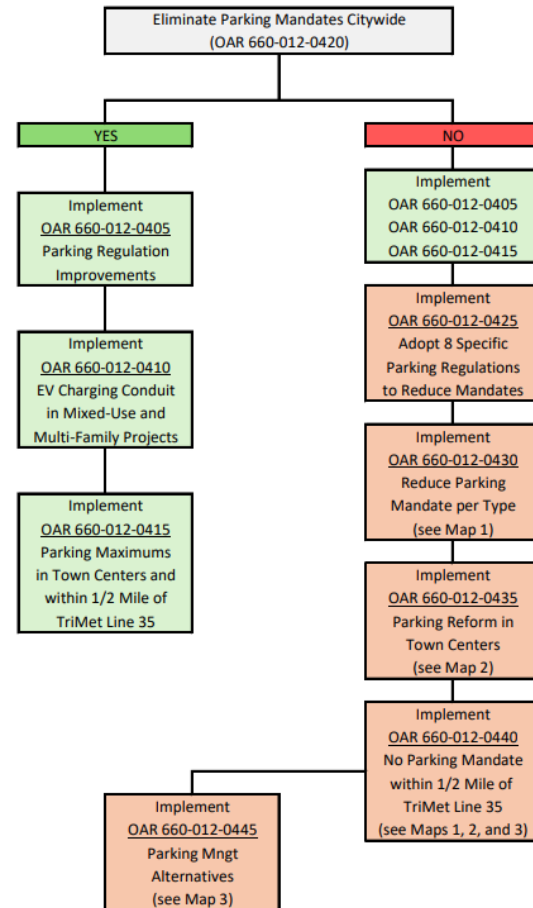
PC Recommendation

- Eliminate parking mandates
- 90 percent commercial property
- Paid on-street parking
- Feedback from commercial property owners
- New TriMet bus routes
- Ease of implementation/reduced costs

City Council Support

- July 15, 2024

City of West Linn CFEC Implementation Road Map





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

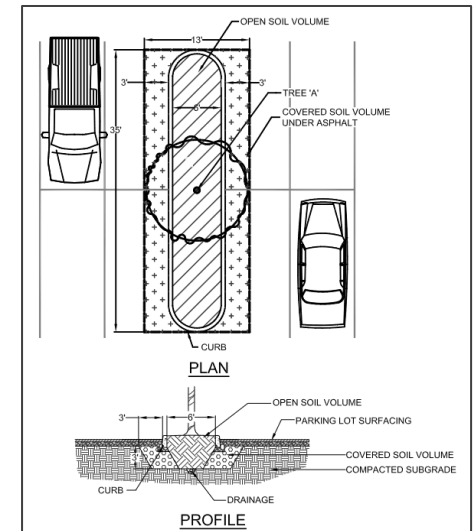


Draft Code Amendments



🌿 Parking Lot Design

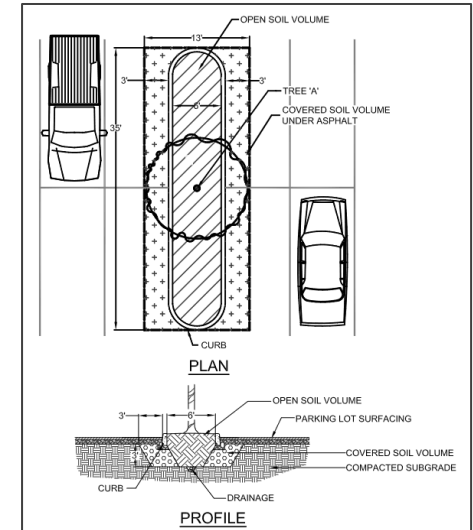
- CDC Chapter 46 – Off-Street Parking
- Submittal requirements (46.030)
- Remove maximum distance requirement for design flexibility (46.070)
- Maximum parking for Metro TC & frequent transit corridors (46.080)
- Pedestrian walkways (46.150)
- 40% tree canopy coverage (46.150)
- Tree planting requirements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



Draft Code Amendments



- Requests at 8/21 Work Session
 - Floor Area definition
 - Impact on maximum parking
 - Impact on FAR
 - Add maximum parking outside of Metro TC & transit corridors
 - OAR maximums
 - Metro RFTP maximums
 - Correct typo in CDC 46.090(A)
 - Eliminated with addition of new maximum parking table





🌿 Floor Area definition

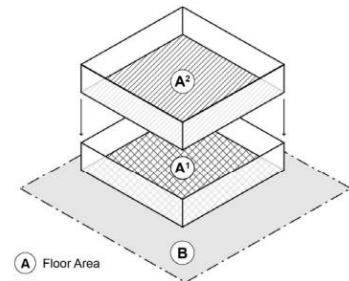
- Proposed change presented at 8/21 meeting
 - Impact on maximum parking

Floor area. The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above. ~~Attic spaces and unfinished basements shall not count for the purpose of determining parking requirements.~~

- Staff recommendation

*Floor area. The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above. Attic spaces and unfinished basements shall not count for the purpose of determining **maximum** parking requirements.*

- OAR compliant
- Provides clarity to staff/applicants



$$FAR = \frac{A^1 + A^2}{B}$$

Draft Code Amendments



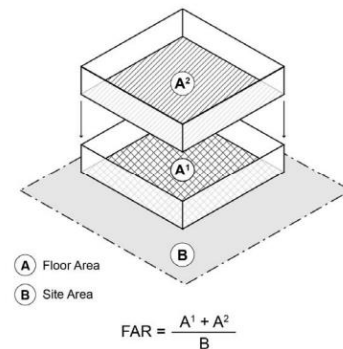
🌿 Floor Area definition

- Proposed change presented at 8/21 meeting
 - Impact on FAR

Floor area. The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above. ~~Attic spaces and unfinished basements shall not count for the purpose of determining parking requirements.~~

- Staff recommendation
 - No impact on FAR calculations
 - FAR definition identifies applicable exemptions

(10,000 X 0.45 = 4,500). The FAR does not include or apply to attached garages. The FAR does not apply to detached garages, accessory dwelling units and accessory structures. The FAR does not include basement areas that average less than 50 percent of the basement perimeter exposed above grade. Uninhabitable space such as crawlspaces, attics, and spaces designed under the Flood Management Area Permit program to allow the passage of floodwaters are also exempt.



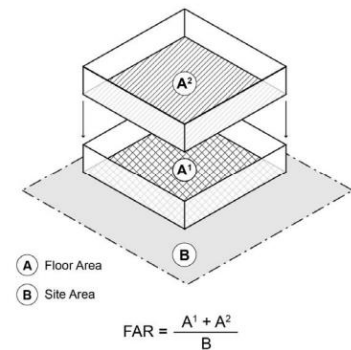


Draft Code Amendments

🌿 Floor Area definition

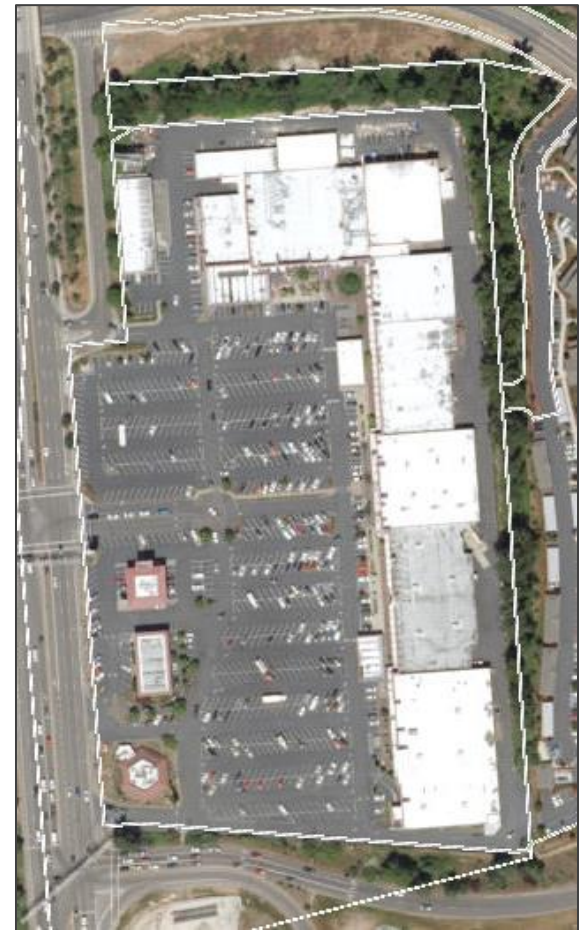
- What zoning applies an FAR?

ZONING DISTRICT	FAR MAXIMUM APPLIED?
All residential zones	Yes
Mixed-use zone	Yes
Campus Industrial	Yes
Willamette Falls Drive Commercial Design District	No
General Industrial	No
Office Business Center	No
General Commercial	No
Neighborhood Commercial	No





- Maximum parking outside Metro TC or frequent transit corridor
 - Current CDC maximum is 10% above minimum
 - OAR 660-012-0415 maximums
 - Within Metro TC/frequent transit corridor
 - MFR: 1.2/studio & 2.0/non-studio
 - Commercial: 5/1,000 sq. ft., other than
 - Auto sales/repair
 - Eating/drinking establishments
 - Entertainment/commercial recreation
 - Metro RFTP maximums for certain uses
 - Within Metro TC/frequent transit corridor
 - Outside Metro TC/frequent transit corridor (Attachment 2)





Draft Code Amendments

- Maximum parking outside Metro TC or frequent transit corridor
 - Metro RTFP does not include maximums
 - OAR 660-012-0415 sets maximums within TC/frequent transit corridor

City of West Linn Multi-Family Residential Parking

Unit Type	Existing Community Development Code Requirements				Proposed	
	Minimum Parking	Visitor Parking	Total	Maximum (10% Above Minimum)	Town Center Transit Corridor	Remainder of City
Studio	1.00	0.33	1.33	1.46	1.20	1.50
1 bdrm	1.25	0.33	1.58	1.74		
2 bdrm	1.50	0.33	1.83	2.01	2.00	2.10
3+ bdrm	1.75	0.33	2.08	2.29		

*Per OAR 660-012-0415

2.01 = Avg.
Max of 1/2/3



Draft Code Amendments



City of West Linn Commercial/Industrial Parking

Use Type	Existing Community Development Code Requirements		Metro Regional Transportation Functional Plan Maximums		Proposed Requirements	
	Minimum per 1,000 sq. ft.	Maximum (10% Above Minimum)	Town Center Transit Corridor Maximum	Remainder of City	Town Center Transit Corridor Maximum	Remainder of City
General Office	2.70	2.97	3.40	4.10	3.00	3.00
Warehouse > 150,000 sq. ft	n/a	n/a	0.40	0.50	0.40	0.50
College/High School*	0.20	0.22	0.30	0.30	0.30	0.30
Tennis/Racquetball Court	n/a	n/a	1.30	1.50	1.30	1.50
Sports Club/Rec Facility**	4.35	4.79	5.40	6.50	4.80	4.80
Retail/Commercial	4.17	4.59	5.10	6.20	4.60	4.60
Bank w/Drive In	2.70	2.97	5.40	6.50	3.00	3.00
Movie Theater	n/a	n/a	0.40	0.50	0.40	0.50
Fast Food w/Drive In	10.00	11.00	12.40	14.90	11.00	11.00
Other Restaurants	10.00	11.00	19.10	23.00	11.00	11.00
Place of Worship***	4.00	4.40	0.60	0.80	0.60	0.80
Medical/Dental Clinic	4.00	4.40	4.90	5.90	4.40	4.40

*spaces/# students and staff)

** health club in CDC

*** spaces/seats



Draft Code Amendments

- ◆ Maximum parking outside Metro TC or frequent transit corridor
 1. A few Metro categories did not have corresponding City standards, so staff recommends using the Metro maximums.
 2. Neither the OARs or Metro establish a multi-family maximum outside Town Centers/frequent transit corridors, so staff recommends using the average of one/two/three bedroom units to establish the maximum.
 3. The City's parking maximums are lower than permitted by Metro, so staff recommends maintaining the lower maximums as there is no evidence this has created an issue in the community. Staff will perform an audit after two-years and if the data shows the maximums should be increased, the adjustments can be made.
 4. OAR 660-012-0415 requires a maximum of 5 spaces per 1,000 sq. ft. for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses. This category will be used to capture uses that don't align with other listed uses.

Draft Code Amendments



<u>Land Use</u>	<u>Metro 2040 Town Centers or within one-half mile of frequent transit corridors as defined by OAR 660-012-0440 (Spaces per 1,000 sq. ft. of gross leasable area unless otherwise stated)</u>	<u>Outside Metro 2040 Town Centers or not within one-half mile of frequent transit corridors as defined by OAR 660-012-0440 (Spaces per 1,000 sq. ft. of gross leasable area unless otherwise stated)</u>
<u>Multi-family studio unit (spaces per unit)</u>	<u>1.2</u>	<u>1.5</u>
<u>Multi-family non-studio (spaces per unit)</u>	<u>2.0</u>	<u>2.1</u>
<u>General Office (includes Office Park, "Flex-Space", Government Office & misc. Services)</u>	<u>3.0</u>	<u>3.0</u>
<u>Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)</u>	<u>0.4</u>	<u>0.5</u>
<u>Schools: College/ University & High School (spaces/# of students and staff)</u>	<u>0.3</u>	<u>0.3</u>
<u>Tennis Racquetball Court</u>	<u>1.3</u>	<u>1.5</u>
<u>Sports Club/Recreation Facilities</u>	<u>4.8</u>	<u>4.8</u>
<u>Retail/Commercial, including shopping centers</u>	<u>4.6</u>	<u>4.6</u>
<u>Bank with Drive-In</u>	<u>3.0</u>	<u>3.0</u>
<u>Movie Theater</u>	<u>0.4</u>	<u>0.5</u>
<u>Fast Food with Drive Thru</u>	<u>11.0</u>	<u>11.0</u>
<u>Other Restaurants</u>	<u>11.0</u>	<u>11.0</u>
<u>Place of Worship (spaces/seats)</u>	<u>0.6</u>	<u>0.8</u>
<u>Medical/Dental Clinic</u>	<u>4.4</u>	<u>4.4</u>
<u>Other Commercial Uses</u>	<u>5.0</u>	<u>5.0</u>



DLCD Comments

- Metro Parking agreements in CDC 46.050 not required
 - Clean-up language in subsection (A)
 - Eliminate subsection (B)
 - Code enforcement issues/staff time
- Remove OAR 330-135-0010 reference in CDC 46.150.F(1)
 - Replace language in subsection (1) with language from subsection (a)
 - Applies 40% canopy cover to private and public projects
- Add clarifying language to CDC Chapter 75 that mandated provisions in ORS/OAR are not eligible for a variance (max parking/canopy cover)





QUESTIONS OF STAFF?

Parking Reform – Remove All Mandates

