

Climate Friendly and Equitable Communities Draft Amendments to the Land Development Code for Parking A and Electric Vehicle Charging

The Oregon Revised Statutes (ORs) were recently amended to implement the Climate Friendly and Equitable Communities Rulemaking. The reduced mandates for parking (Parking A) and Electric Vehicle Charging portions of the ORs are effective within the next four months. Staff is proposing to apply the ORs directly but delay amendments to the Land Development Code (LDC) until implementation of Parking B. The draft amendments below have been reviewed by the Department of Land Conservation and Development (DLCD).

Parking A: Reduced Mandates Effective December 31, 2022

16.43.030 Automobile parking standards.

B. Minimum Off-Street Parking Space Requirements and Calculations.

11. Parking Table.

Development shall comply with Table 16.43.030-1. The following is except from minimum automobile parking:

- a. **Development on a lot or parcel within three-quarters mile of rail transit stops.**
- b. **Development on a lot or parcel within one-half mile of frequent transit corridors, including any of the following:**
 - i. **Priority transit corridors designated under OAR 660-012-0710**
 - ii. **Corridors with bus service arriving with a scheduled frequency of at least four times an hour during peak service**
 - iii. **Corridors with the most frequent transit route or routes in the community if the scheduled frequency is at least once per hour during peak service.**

The following parking table shall be interpreted with the following notation: All square footage measurements are gross square feet of total floor area. Eighteen (18) lineal inches of bench shall be considered one seat.

Table 16.43.030-1 Automobile Parking Standards

Proposed Use	Minimum Parking Spaces	Maximum Parking Spaces (if nothing is noted, there is no maximum) ¹		Bicycle Spaces	Percentage of Bicycle Spaces to be Long-Term Bicycle Parking
		Zone A	Zone B		
Residential					
Single-family attached (townhome), duplex, triplex, quadplex, cottage cluster	2 per dwelling ^{3, 5}			None required	N/A

Proposed Use	Minimum Parking Spaces	Maximum Parking Spaces (if nothing is noted, there is no maximum) ¹		Bicycle Spaces	Percentage of Bicycle Spaces to be Long-Term Bicycle Parking
		Zone A	Zone B		
Manufactured home park	2 per dwelling ⁵			None required	N/A
Multifamily dwellings containing five or more units ⁴	1 per dwelling⁵	-	-	1 space per unit	75
Studio and one bedroom units	1.25 per dwelling⁵	-	-	1 space per unit	-
Two bedroom units	1.5 per dwelling⁵	-	-	1 space per unit	-
Three or more bedroom units	1.75 per dwelling⁵	-	-	1 space per unit	-
Visitor parking	0.35 per dwelling unit (if less than 100 total units); 35 spaces or 0.25 per dwelling unit, whichever is greater (if 100 or more total units)				
Congregate housing, retirement homes, intermediate care facilities, <u>facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, emergency or transitional shelters for people experiencing homelessness, and domestic violence shelters</u>	1 per 3 beds plus 1 space per employee on the largest work shift 0			1 per 5 beds	50
Residential care facilities	1 per 4 beds plus 1 space per employee in the largest work shift 0			1 per 5 beds	50
Schools					
Day care/small school	1 per employee and 1 per five students 0			1.5 spaces per classroom	35

NOTES:

3 The provision of additional parking spaces is not required for housing type conversions (e.g., conversion of a single-family detached dwelling to triplex), per LDC 16.62.020-1

5 Single-room occupancy housing, residential units smaller than 750 square feet, affordable housing as defined in OAR 660-039-0010, and publicly supported housing as defined in ORS 456.250 are exempt from minimum automobile parking requirements.

Accessory dwelling units.

16.44.050.B

~~7. The development of the ADU, if utilized for the purposes of short term rental housing, shall provide an additional on-site parking space if the primary dwelling has less than four on-site spaces (for example, inclusive of a garage and driveway) available before construction of the accessory unit.~~

7. A minimum six-foot hedge or site-obscuring fence may be required by the Planning Official or designee to buffer a detached ADU from dwellings on adjacent lots, when buffering is necessary for the privacy and enjoyment of yard areas of adjacent properties.






Electrical Vehicle Conduit Effective March 31, 2023

16.43.030.F. Parking Area Design, Size, Layout and Access. All off-street parking facilities, vehicular maneuvering areas, driveways, loading facilities, accessways, and private streets shall conform to the standards set forth in this section.

8. Newly constructed multifamily residential buildings with five or more residential dwelling units, and newly constructed mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide sufficient electrical service capacity, as defined in ORS 455.417, to accommodate no less than 40 percent of all vehicle parking spaces serving the residential dwelling units. Dwelling units in townhouses are not included for purposes of determining the applicability of this regulation.



CFEC "Parking A" Area of No Parking Minimums

-  Max Line Stops
-  Taxlots 1/2 Mile from Bus Route 155
-  LTR stop buffer 3/4 mile
-  Bus Route 155
-  Happy Valley City Limits

Parking "A" also contains limitations on specific uses per OAR 660-012-0430 and 660-012-0440.



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Source: Original data from Clackamas County GIS and Metro (2022)

