



MEMORANDUM

Community Development Department

To: Planning Commission
From: Jena Hughes, Associate Planner
Date: March 1, 2023
Subject: Parking Policy and Code Project: Public Comment Received 3/1/23
Attachments: A. Public Comment Received 3/1/23

PURPOSE

On February 22, 2023, City staff sent Planning Commission a staff report on the Parking Policy and Code Project (TA2023-0001) which included Exhibit 1, Proposed Development Code Amendments, as well as Exhibit 2, Public Comment. Staff sent a supplemental memo early on March 1, 2023, with 6 additional public comments that were received between February 22, 2023, and March 1, 2023, as well as staff responses. Staff received additional public comments since the last supplemental memo was sent and are including them in this memo for Planning Commission's consideration.

ADDITIONAL PUBLIC COMMENT

On March 1, 2023, staff received 3 additional comments on the Parking Policy and Code Project text amendment, which are listed below included in the attachment.

1. Email from Kathryn Brumbelow
2. Email from Nate Sirovatka
3. Email from Omar Ahmed

Staff encourage the Commission to consider these comments in addition to the 16 public comments submitted as part of the February 22, 2023, staff report and the earlier March 1, 2023 memo:

1. Email from Peter Linsky
2. Email from Adam Crowell
3. Email from Tim Q
4. Email from Matt Wyckoff
5. Email from Matthew Cooper
6. Email from Christopher Korenthal

7. Email and attachment from Robert Frisbie
8. Email from Michael and Joanne Love
9. Email from Soren Knudsen
10. Email from Manetta Andrew
11. Email from Glen Hamburg, Metro
12. Email from Cathleen McKay
13. Email and attachment from Steven Sparks, Beaverton School District
14. Email from Ernie Conway
15. Email from Don Spencer
16. Email from Jack Lee

STAFF RESPONSE

Regarding the questions in the email from Kathryn Brumbelow, City staff have prepared the following response:

Comment: “Are there comparables for electric vehicle charging station costs to present so that we know what the effect of this added infrastructure cost will be to developers? Perhaps studies from California?”

Additionally, do we know what the additional demand will be for the grid in a city of 100,000 people since all new development, and, I would assume, redevelopment, will need to comply with these rules to limit energy consumption and pollution?

I am also wondering what studies have been done to anticipate the effects for housing and urban planning in the next ten years since this will drive up the cost for developers and send them to other municipalities. This seems somewhat ironic since we are currently under a state of emergency for homelessness in Oregon.”

Staff response:

Proposed code language (Section 60.30.15):

- 9) Newly constructed multi-dwelling residential buildings with five or more residential dwelling units and newly constructed multiple-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 units. For the purposes of calculating which spaces serve residential units, applicants shall provide sufficient electrical capacity to 40 percent of parking spaces on the entire site or designate which vehicle parking spaces will be dedicated for residential use, install signage indicating that those spaces are for residential use only, and provide sufficient electrical capacity to 40 percent of the parking spaces designated for residential use. Townhouses are not included for purposes of determining the applicability of this regulation.

Applicable OAR language:

OAR 660-012-0410: “(3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of or privately owned commercial space and five more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.”

Newly constructed multi-dwelling residential buildings with five or more units are not required to install electric vehicle charging stations. However, they shall provide sufficient electrical service capacity (conduit) to 40 percent of provided vehicle spaces so that electric vehicle charging stations can be installed in the future. The City is required to include Development Code language that complies with the OARs. The proposed amendments in Section 60.30.15.9 are consistent with OAR 660-012-0410.

Staff has not researched cost implications of adding conduit during construction of new multi-dwelling residential units on private property because the State of Oregon’s administrative rules do not allow us any flexibility – we must require the electric vehicle charging capacity when these developments occurs. That information would be available from projects around the country, but it would not alter the Development Code amendments proposed tonight. The Land Conservation and Development Commission apparently determined that the additional costs are worth it given the climate and equity benefits.

Jena Hughes

From: Mailbox CDD Planning
Sent: Wednesday, March 1, 2023 11:59 AM
To: Jena Hughes; Elena Sasin
Cc: Brian Martin
Subject: FW: [EXTERNAL] Electric Vehicle Charging Station Requirement - tonight's meeting

Follow Up Flag: Follow up
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Public Comment.

Josef Judy

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Phone: 503-350-3638
www.BeavertonOregon.gov

From: Katy Brumbelow <katy.here@gmail.com>
Sent: Wednesday, March 1, 2023 11:39 AM
To: Mailbox CDD Planning <MailboxCDDPlanning@beavertonoregon.gov>
Subject: [EXTERNAL] Electric Vehicle Charging Station Requirement - tonight's meeting

CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Thank you for sending out information regarding the meeting tonight. I look forward to hearing how Beaverton plans to amend its city ordinances to comply with Kate Brown's nearly 3-year-old Executive Order.

I had a few questions which your presentation will perhaps (hopefully) address:

Are there comparables for electric vehicle charging station costs to present so that we know what the effect of this added infrastructure cost will be to developers? Perhaps studies from California?

Additionally, do we know what the additional demand will be for the grid in a city of 100,000 people since all new development, and, I would assume, redevelopment, will need to comply with these rules to limit energy consumption and pollution?

I am also wondering what studies have been done to anticipate the effects for housing and urban planning in the next ten years since this will drive up the cost for developers and send them to other municipalities. This seems somewhat ironic since we are currently under a state of emergency for homelessness in Oregon.

Thank you for your kind attention to these considerations.

Your partner in the quest for community-friendly solutions,

Kathryn Brumbelow

(503) 890-8425

Also, it would be really fantastic to return to in-person meetings. Has there been any talk of this?

Jena Hughes

From: Nathan Sirovatka <nate.sirovatka@gmail.com>
Sent: Wednesday, March 1, 2023 3:14 PM
To: Jena Hughes
Subject: [EXTERNAL] Parking Policy and Code Project Text Amendment Public Comment

CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Good afternoon, Ms. Hughes,

My name is Nate Sirovatka, and I have been a resident of Beaverton my entire life. I am writing this piece of public commentary in support of the proposed changes to the development code. Over my lifetime, I have watched cars get bigger and bigger, and thus seen more and more space in public devoted to their sole use. As such, I am pleased to see that Beaverton is beginning to address its overreliance on the private automobile as a mode of transit by removing mandates concerning how much land a given plot must devote to private automobile storage. While I would like to see Beaverton go further in its efforts to responsibly use the land it governs, I also understand that these changes take time. Thus, I am pleased to see the city starting to make positive changes, and look forward to more such changes away from automobile reliance in the future.

Thank you,
Nate Sirovatka

Jena Hughes

From: Omar Ahmed <omarka@gmail.com>
Sent: Wednesday, March 1, 2023 3:25 PM
To: Jena Hughes
Subject: [EXTERNAL] Testimony Regarding Parking Minimums

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Hello,

I would like to give testimony enthusiastically supporting the elimination of minimum parking mandates. Mandating off-street parking reduces housing supply, increases carbon emissions, restricts pedestrian and bike mobility, and generally creates a lot of economic inefficiency. Since state guidelines require us to restrict parking minimums in transit hubs and other situations, we should take this opportunity to eliminate parking mandates city-wide.

From census data, Portland has a much lower residential vacancy rate in comparison to comparable cities: <https://www.wweek.com/news/2022/12/21/to-measure-how-portland-is-doing-lets-compare-ourselves-to-other-cities/>. For example, Portland is at 1.8%, compared to 5.2% for Austin, 5.5% for Seattle, and 6.8% for Denver. This lack of supply is more acute in Portland compared to the rest of the metro area, but we all need to do our part to increase housing. One estimate predicts that these reforms could accomodate 20% of Kotek's targets for housing in the Portland metro: <https://www.sightline.org/2023/02/02/with-flexibility-over-parking-oregon-homebuilders-get-to-work/>

We will need to do more, but this is an important start.

Best regards,
Omar Ahmed
12820 SW 4th St, Beaverton