



MEMORANDUM

Community Development Department

To: Planning Commission

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Memo Date: Jan. 4, 2023

Work Session: Jan. 11, 2023

Subject: Parking Policy and Code Project: Draft Development Code changes

Attachments: A. Draft Development Code Amendments

PURPOSE

New state Climate Friendly and Equitable Communities rules require Beaverton and other jurisdictions to alter their approaches to parking. This work session will provide an opportunity for Planning Commission members to provide comments on the draft Development Code changes prior to a March 1 public hearing.

PROJECT OVERVIEW

The city's [Parking Policy and Code Project](#) has developed draft parking-related Development Code changes that are informed by community input and City Council direction and comply with the state [Climate Friendly and Equitable Communities administrative rules](#). The Development Code changes must be effective by June 30, 2023.

The state Land Conservation and Development Commission on July 21, 2022, adopted new administrative rules that require cities to change how they regulate parking, with the goal of reducing emissions that cause climate change.

The State rules are summarized below, organized under the date by which the city must comply with the rules.

January 1

The following rules took effect January 1, 2023, and will be directly applied by city staff without changing the Development Code. The draft Development Code changes attached to this memo also are consistent with these rules. After the new city Development Code changes take effect, staff will apply the Development Code.

Under the January 1 rules, the city will no longer require more than one off-street parking space per residential unit for residential developments with more than one unit, which includes middle housing and apartments. The Development Code currently requires more than one off-street parking space per unit in some cases.

The city will not require any off-street parking for the following uses:

- Facilities and homes designed to serve people with psychological, physical, intellectual or developmental disabilities, including residential care facilities, residential training facilities, residential treatment facilities, residential training homes, residential treatment homes and conversion facilities.
- Childcare facilities.
- Single-room occupancy housing.
- Housing units smaller than 750 square feet.
- Affordable housing
- Publicly supported housing.
- Emergency and transitional shelters for people experiencing homelessness
- Domestic violence shelters.

The city also will not require off-street parking for any uses in the following areas:

- Any lot that is at least partially within three-quarters of a mile from rail transit stops (MAX and WES stops).
- Any lot that is at least partially within one-half mile of a frequent bus corridor (service frequency 15 minutes or better during peak hours). Examples of streets where this applies include Tualatin Valley Highway and Hall Boulevard.

March 30

The city must require that new multi-family residential buildings and mixed-use buildings with five or more residential units provide electrical service capacity to 40 percent of all off-street vehicle parking spaces so electric vehicle charging stations can be provided. Charging stations are not required, but new developments must install the electrical capacity. These provisions have been added to the draft code.

June 2023

The city must implement Development Code changes effective by June 30, 2023, to comply with other parts of the state rules. The city basically has this choice:

1. Remove all minimum off-street parking requirements for all uses on all lots citywide; or
2. Implement an array of state requirements regarding minimum parking requirements, parking management (including charging for on-street parking), and parking policy changes that are onerous, overly complex, expensive to implement, and require parking management strategies mandated by the state that in most cases would not address Beaverton parking issues.

The City Council in previous work sessions gave staff direction to write Development Code changes that would implement choice No. 1, which is to remove all minimum off-street parking requirements for all uses on all lots citywide.

DRAFT DEVELOPMENT CODE AMENDMENTS

Attachment A, the Draft Development Code Amendments document, shows proposed changes to the code. The draft Development Code changes would:

Chapter 40

- Modify Section 40.10 adjustment and variance thresholds and criteria related to required off-street parking. Language is added to clarify that adjustments on maximum permitted vehicle parking spaces are not allowed to exceed limits in Oregon Administrative Rules (OAR) to ensure compliance with state rules.
- Modify thresholds and criteria related to a Design Review Compliance letter that referred to required parking.
- Rename Parking Determination application (Section 40.55.15.1) to “Bicycle Parking Determination.” A motor vehicle parking determination application is no longer required because all minimum off-street parking requirements will be deleted.
- Delete “Excess Parking” application (Section 40.55.15.3).
- Remove references to required vehicle parking throughout.

Chapter 50

- Update “Parking Determination” application to match name change in Chapter 40.
- Delete “Use of Excess Parking” application reference because of the deletion in Chapter 40.

Chapter 60

- Add language to Section 60.05.20 to comply with OAR [660-012-0405](#), which contains design requirements for new developments that include more than one-quarter acre of surface parking on a lot or parcel.
- Add text to 60.05.40 to clarify that specific guidelines apply when surface parking and on-site vehicle circulation is provided.
- Revise and clarify some design requirements in Table 60.05.60.2 Design Guidelines and Standards for Single-Detached Dwellings, Duplexes, Triplexes, and Quadplexes; Table 60.05.60.3 Design Guidelines and Standards for Townhouses; and Table 60.05.60.4 Design Guidelines and Standards for Cottage Clusters.
- Delete minimum parking requirements for individual food carts (Section 60.11.25).
- Delete references to the Regional Center Parking District 1 and 2 since they are no longer needed (Section 60.30.05, 60.30.10.6). Figure 60.30.10 is also removed.
- Delete all or part of provisions relating to Exceeding Parking Ratios (Section 60.30.10.7), Parking Space Calculations (Section 60.30.10.9), Location of Vehicle Parking (Section 60.30.10.9), and Reductions and Exemptions (Section 60.30.10.11).
- Rename Section 60.30.10 to “Number of Parking Spaces.”

- Section 60.30.10: Edit parking tables to remove minimum off-street vehicle parking requirements for all uses citywide and add a provision to Section 60.30.10.2.A.1 that says: “No minimum parking is required for any use.”
- Add a new parking category to 60.30.10 to comply with OAR [660-012-0415](#), which include requirements for parking maximums. Additional language is added to comply with state rules for calculating parking maximums. These apply to parcels in areas defined in Oregon Administrative Rules 660-012-0415(1), which include regional centers and town centers designated under Metro Title 6 and areas near frequent transit.
 - A footnote is added to Table 60.30.10.5.A that refers to parking maximums for studio units and non-studio residential units in a multi-unit development.
 - A footnote is added to Table 60.30.10.5.A that refers to parking maximums for commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses. These shall be no higher than five spaces per 1,000 square feet of floor space.
- Reorganize Table 60.30.10.5.A so the uses under the “Commercial” use category match the uses under Chapter 20.
- Add language to Section 60.30.15 Off-Street Parking Lot Design to comply with OAR [660-012-0410](#) to provide electric vehicle charging electrical capacity in parking lots of new multi-dwelling buildings with 5 or more dwelling units. Additional language is added to this section to comply with OAR 660-012-0405, which includes requirements for new development that includes more than one-quarter acre of surface parking on a lot or parcel.
- Delete parking requirements for wireless communications facilities (Section 60.70.35.15).
- Remove references to required vehicle parking throughout.

Chapter 70

- Remove references to required vehicle parking. See Table 70.20.05.7.A, Standard S2.

Chapter 90

- Add “Studio” definition under “Dwelling Types” because Oregon Administrative Rules 660-012-0415(1) include requirements for the maximum number of parking spaces for residential studio units.
- Delete “Parking, Excess” definition because determining whether a site has excess parking over the amount required is no longer necessary because minimum off-street parking requirements are being deleted.
- Delete “Surplus Parking” definition and duplicate “Parking, Surplus” definition because all references to surplus parking are proposed to be deleted elsewhere in the code.

DISCUSSION QUESTION

Do Planning Commission members have any questions or comments about the draft Development Code amendments?

NEXT STEPS

The project will be moving forward with the goal of having the Development Code changes effective before June 30, 2023. The tentative schedule is:

- March 1: Planning Commission hearing
- April 18: Council first reading
- May 2: Council hearing