Meeting Overview

2:00 pm  Why reform/rules overview
2:15 pm  Rule 0405
2:35 pm  Rule 0410
3:20 pm  Rule 0415
3:40 pm  Electric vehicle charging rules

Preference on questions given to RAC members and alternates
RAC members/alternates; please rename yourself “RAC - name”

Meeting being recorded
Missing Oregon’s Pollution Reduction Targets

Climate Pollution Change (Light Duty Vehicles)

Where we’re headed (Trends, Plans, Investments)
Oregon’s adopted vision (Statewide Transportation Strategy)

We are here

GAP
A. Climate-Friendly Areas
B. High quality pedestrian, bicycle, and transit
C. Limit minimum off-street parking mandates
D. Limit use of motor vehicle congestion standards
E. Prioritize and select projects
F. Support electric vehicle charging
Oregon’s Eight Metropolitan Areas

- Portland Metro
- Salem-Keizer
- Albany Area
- Corvallis Area
- Central Lane
- Bend
- Middle Rogue
- Rogue Valley
Cities are Removing and Reducing Parking Mandates

Edmonton, Alberta
San Diego, CA
Fayetteville, AR
Richmond, VA
Hartford, CT
Buffalo, NY
St. Paul, MN
Santa Monica, CA
Portland, OR
Salem, OR
Mexico City, Mexico
New Zealand (all metro areas 10,000+ population)
Most cities have a parking *management* problem, not a parking *supply* shortage.
Parking Oversupplied: Multifamily Developments

King County: 40% avg. unused
Albany, OR: 30% avg. unused
Bay Area: 28% avg. unused
Hillsboro: 25% avg. unused
### Zoning Requirements

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Maximum Building</th>
<th>Actual Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Building Coverage</td>
<td>50% Coverage</td>
<td>34% Coverage</td>
</tr>
<tr>
<td>Maximum # of Units</td>
<td>2 Actual # of Units</td>
<td>4 Actual # of Units</td>
</tr>
<tr>
<td>Minimum # of Units</td>
<td>None Actual # of Units</td>
<td>n/a Actual # of Units</td>
</tr>
<tr>
<td>Required Parking/Dwelling</td>
<td>1 Parking/Dwelling</td>
<td>0.75 Parking/Dwelling</td>
</tr>
</tbody>
</table>
More Parking -> More Driving

Bundled parking correlates with:
- Higher car ownership
- Higher rates of driving even with same car ownership
Improving Parking Management

Overview of Draft Rules

- Implement best practices for parking code details (Rule 0405)
- Cities choose a parking reform approach (Rule 0410)
- Populous communities do more parking management (Rule 0415)
### Three Main Reform Options

**Rule 0410**

<table>
<thead>
<tr>
<th>Simple Approach</th>
<th>Fair Pricing</th>
<th>Reduced Red Tape</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
</tr>
<tr>
<td>Repeal parking mandates</td>
<td>Reduce parking mandates for certain <em>types</em> of development and in key <em>areas</em> and adopt fair parking <em>policies</em></td>
<td>Further reduce parking mandates for <em>types</em> of development and in more <em>areas</em></td>
</tr>
</tbody>
</table>
Reduced Mandates for Types

Options 2 and 3
Rule 0410

No mandates for these types

- Affordable housing
- Publicly subsidized housing
- Residential units <750 sq feet
- Single-room occupancy
- Childcare facilities
- Emergency, transitional, domestic violence shelters
- Facilities/residences for people with disabilities and in treatment
Reduced Mandates for Areas
Options 2 and 3

Area reductions in parking mandates

No mandates ½ mile around priority transit corridors

In Climate-Friendly Areas, choose:

(a) No mandates

(b) Parking benefit district + no commercial mandates + no residential mandates >½ space/unit
Option 2
Fair Pricing
Rule 0410 (5)

Select at least 3:

Parking rented separate from units, residential

Parking rented separate from units, commercial

Flexible commute benefits (parking cash out)

Tax on parking lot revenue

Also:
Cap requirements .75 space/unit multifamily
Option 3
Reduced Red Tape

No mandates:
- Studios/one bedrooms
- Dormitories/group quarters
- Transit-oriented/mixed-use
- New uses/expansions
- Buildings in historic districts
- LEED/Reach Code
- Buildings vacant 2+ years
- Small businesses
- Schools
- Bars
- ½ mile around Climate-Friendly Areas

Also:
- Cap requirements 1 space/unit multifamily
- Adopt parking maximums
- One residential/benefit district
More Populous Communities
Rule 0415

* Additional requirements for populations 150,000+

50,000+ population or 25,000+ within Metro
EV charging on major remodel (cost exemption)

100,000+ population or 25,000+ within Metro
Adopt parking maximums in Climate-Friendly Areas and along priority transit corridors

Choose either:

Sufficient parking: repeal all mandates

Parking is scarce in areas and has value:
price 5%+ of on-street parking by Dec 31, 2022
and price 10%+ by Dec 31, 2024
Key point

No parking mandated

does not mean

No parking provided

13th and Olive in Eugene built two new 700 stall parking garages even though none was required

Los Angeles downtown builders provide average 1.2 parking spaces/unit after reduced regulations

Edge Corvallis student housing providing 2.7 spaces/unit (2.56 mandated)
Applicability and Implementation

Applies to jurisdictions in metropolitan areas (cities and counties)

Basic parking rules in Rule 0405 apply on effective date, likely June 2022

Parking reforms in Rule 0410 (2) and (4) apply on effective date

Parking reforms and code updates must be implemented by March 31, 2023

Parking approaches in Climate-Friendly Areas must be implemented when CFAs are implemented

Parking pricing or mandate waving in Rule 0415 (2) must be implemented by March 31, 2023  [More populous cities]
Rule 0405 (1)

(1) Cities and counties shall adopt and enforce land use regulations as provided in this section:

(a) Garages and carports shall not be required for residential developments;

(b) Garage parking spaces shall count towards off-street parking mandates;

(c) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(d) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities and developments, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities;

(e) Provision of on-street parking shall be allowed to meet parking mandates where there are no adopted plans to remove the on-street parking. Cities and counties may limit this to the on-street parking adjacent to the property frontage;

(f) Provision of shared parking shall be allowed to meet parking mandates where there are no adopted plans to remove the on-street parking;

(g) Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel, except parking for people with disabilities which must be within a 100-foot distance;

(h) Parking mandates shall be reduced by one off-street parking space for each 3 kilowatts of capacity in solar panels or wind power that will be provided in a development; and

(i) Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station that will be provided in a development.
EV rules – at end of meeting
(3) Cities and counties shall adopt land use regulations for new developments that include more than one acre of surface parking as provided below:

(a) Developments must provide one of the following:

(A) Installation of solar panels with a generation capacity of at least 0.5 kW per parking space on the property. In lieu of developing solar on site, cities may allow developers to pay $1,500 per parking space in the development into a city fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose. Developments subject to OAR 330-135-0010 shall be exempt; or

(B) Creation of tree canopy covering at least 50% of the parking lot at maturity but no more than 15 years after planting. Trees planted under this requirement must meet the standards in subsection (3)(b).

(b) Developments must provide street trees along driveways. The tree species planted must be the largest appropriate for the site. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions; and

(c) Developments must provide street-like design and features along driveways including curbs, sidewalks, and buildings built to the sidewalk.
(4) Cities and counties shall adopt policies and land use regulations that allow and encourage the conversion of existing underused parking areas to other uses.
Rule 0410 (1) Simple Approach

(1) Cities and counties shall either repeal all parking mandates or meet the provisions of sections (2) through (5) of this rule.
(2) Cities and counties shall not:

(a) Require more than one parking space per unit in residential developments with more than one unit. Notwithstanding this requirement, cities must meet requirements as provided in OAR 660-046-0220;

(b) Require parking for the following development types:

(A) Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to residential care facilities, residential training facilities, residential treatment facilities, residential training homes, residential treatment homes, and conversion facilities as defined in ORS 443.400;

(B) Child care facilities as defined under ORS 329A.250;

(C) Single-room occupancy housing;

(D) Residential units smaller than 750 square feet;

(E) Affordable housing units as defined in OAR 660-039-0010;

(F) Publicly-supported housing as defined in ORS 456.250;

(G) Emergency and transitional shelters for people experiencing homelessness; and

(H) Domestic violence shelters.
Rule 0410 (3) Climate-Friendly Areas

(1) Cities and counties shall reduce parking mandates in Climate-Friendly Areas.

In each Climate-Friendly Area, as provided in OAR 660-012-0305, cities and counties shall either:

(a) Remove all parking mandates within the Climate-Friendly Area and on parcels that include land within ¼ mile distance of those areas; or

(b) Significantly manage parking, by:

(A) Adopting a parking benefit district with metered on-street parking and some revenues dedicated to public improvements in the CFA.

(B) Adopting land use amendments to require no more than one-half off-street parking space per new housing unit in the Climate-Friendly Area; and

(C) Not enforcing parking mandates for commercial developments.
Rule 0410 (4) Priority Transit Corridors

(4) Cities and counties shall reduce parking mandates along priority transit corridors. Cities and counties shall not require parking spaces for developments within one-half mile pedestrian travel of priority transit corridors.

Until cities and counties designate priority transit corridors under OAR 660-012-0710, cities and counties may not require parking spaces for developments within one-half mile pedestrian travel of a transit corridor with busses or rail service arriving with a frequency of at least four times an hour during peak service.
(5) Cities and counties shall select and implement either a market-based parking management approach as provided in subsection (a) of this section, or a reduced regulation parking management approach as provided in subsection (b) of this section. These provisions must be implemented in the planning area by March 31, 2023.
Rule 0410 (5)(a) Fair Pricing

(a) A market-based parking management approach shall include parking mandates for new multifamily residential development no higher than 0.75 space per unit and at least three of the following four provisions:

(A) A requirement that parking spaces for each unit in residential developments of five or more leased or sold units on a lot or parcel be leased or sold separately from the unit itself. That requirement must include a requirement for the parking space(s) to be rented or sold at market rates for comparable local off-street parking, and for the renter of the unit to be able to opt out of renting the parking space(s);

(B) A requirement that parking spaces serving leased commercial developments be leased or sold separately from the unit itself. That requirement must include a requirement for the parking space(s) to be leased or sold at market rates for comparable local off-street parking, and for the lessor or owner of the unit to be able to opt out of leasing or owning the parking space(s);

(C) Requiring employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace to provide a flexible commute benefit of at least $50 per month to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking.; and

(D) A tax on the income from commercial parking lots collecting no less than 10% of income, with revenues dedicated to improving transportation alternatives to drive-alone travel.
Rule 0410 (5)(b) Reduced Red Tape

(b) A reduced regulation parking management approach, shall include all of the following:

(A) Repeal all parking mandates within ½ mile pedestrian travel of Climate-Friendly Areas;

(B) Repeal parking mandates for transit-oriented development and mixed-use development;

(C) Repeal parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;

(D) Repeal parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;

(E) Repeal parking mandates for redevelopment of buildings vacant for more than two years;

(F) Repeal parking mandates requiring additional parking for change of use, redevelopment, or expansion of existing businesses;

(G) Repeal parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;

(H) Repeal parking mandates for businesses with fewer than ten on-site employees or 3000 square feet floor space;

(I) Repeal parking mandates for developments built under the Oregon Residential Reach Code;

(J) Repeal parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;

(K) Repeal parking mandates for schools;

(L) Repeal parking mandates for bars;

(M) Set parking maximums in Climate-Friendly Areas and transit-oriented developments. Parking maximums shall include visitor parking and be no higher than 1.2 off-street parking spaces per studio unit and 2 off-street parking spaces per residential unit in a multi-unit development in such areas;

(N) Adopt regulations allowing and facilitating shared parking; and

(O) Designate at least one residential parking district or parking benefit district where on-street parking is managed through permits, meters, or time limits.
Rule 0415 (1)

EV rules – at end of meeting
(2) Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within a metropolitan service district, shall:

(a) Adopt one of the following options:

(A) Adopt land use regulation amendments to remove all mandates to provide parking spaces, other than parking spaces reserved for people with disabilities, parking required for electric vehicles when parking is provided, or parking for carpools and vanpools; or

(B) Price at least the percentage of on-street parking spaces specified in OAR 660-012-0012 [5% by Dec 31 2022, 10% by Dec 31 2024], and report the percentage of on-street parking spaces that are priced as provided in OAR 660-012-0900. Residential parking permits priced at lower than 50 cents per day per space do not count towards this total.

(b) Study local conditions and set appropriate parking maximums to encourage development in Climate-Friendly Areas and along priority transit corridors. Parking maximums shall include visitor parking and be no higher than 1.2 off-street parking spaces per studio unit and 2 off-street parking spaces per residential unit in a multi-unit development in such areas.
(3) Cities with populations over 150,000 shall, in addition to requirements as provided in sections (1) and (2) of this rule:

(a) Study parking use in areas with on-street priced parking at least every three years, and adjust prices to ensure availability of at least 10% of on-street parking spaces within two blocks of all locations at all hours;

(b) Price on-street parking in an area at least one year before authorizing any new public structured parking including more than 100 spaces in that area;

(c) Adopt procedures ensuring prior to approval of construction of additional structured parking projects of more than 300 parking spots designed to serve existing uses, developer of that parking structure must implement transportation demand management strategies for a period of at least six months designed to shift at least 10% of existing vehicle trips ending within one-quarter mile of the proposed parking structure to other modes; and

(d) Adopt design requirements to ensure the ground floor of new private and public structured parking that fronts a public street and includes more than 100 parking spaces shall be convertible to other uses in the future at a reasonable cost.
Electric Vehicle Charging

Address chicken-and-egg situation by boosting charging availability

Work builds on House Bill 2180 (2021):
Building Codes Division working on implementing
Need for Charging

Need for charging at home

Commercial meets needs of those living in residential without EV; 40% of demand

Goal is 90% of new cars in 2035 are EV (50% of total cars)

HB 2165 investor utilities have some $ for electrification
Rule 0405 (2) EV Charging

(2) Cities and counties shall adopt regulations requiring new development to support electric vehicle charging.

(a) For new construction with five or more parking spaces in a parking lot or garage on a lot or parcel, cities and counties shall require the installation of sufficient dedicated electrical capacity and conduit to accommodate Level 2 electric vehicle charging stations serving:

(A) 50% of all parking spaces for residential buildings;

(B) 50% of all parking spaces for mixed-use buildings consisting of publicly or privately owned commercial space and residential units; and

(C) 20% of all parking spaces for private and public commercial buildings

(b) Cities and counties may exempt development in areas with insufficient transformer capacity, whereby meeting the requirements of this ordinance would require significant utility upgrades.
Rule 0415 (1) EV Charging on Remodel

(1) Cities and counties with populations over 50,000 in the urban area, and cities with populations over 25,000 within a metropolitan service district, shall require sufficient dedicated electrical capacity and conduit to accommodate Level 2 electric vehicle charging upon major remodel or renovation of certain buildings or parking lots.

(a) Requirements shall apply to existing parking garages or commercial buildings with more than 40 parking spots, residential developments with five or more parking spaces on a lot or parcel, and mixed-use buildings with five or more parking spaces on a lot or parcel.

(b) Dedicated electrical capacity and conduit must be sufficient to accommodate Level 2 electric vehicle charging stations.

(c) At least 20% of parking spots provided must have dedicated electrical capacity and conduit.

(d) For the purposes of this section, major remodel or renovation means the value of the proposed alterations on the site is 20% or more of existing building or parking lot valuation, or more than $200,000.

(e) Local governments may grant an exemption if the cost of the Level 2 charging installations exceeds 20% of the cost of the proposed alterations.
Contact

Evan.Manvel@dlcd.oregon.gov

971-375-5979
1. **EV-Capable**
   Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.
   - Aspen, CO: 3% of parking is EV-Capable (IBC)
   - Atlanta, GA: 20% is EV-Capable (Ordinance)

2. **EVSE-Ready Outlet**
   Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).
   - Boulder, CO: 10% of parking is EV-Ready Outlet

3. **EVSE-Installed**
   Install a minimum number of Level 2 EV charging stations.
   - Palo Alto, CA: 5-10% of parking is EV-Installed

Source – Southwest Energy Efficiency Project 2018
PREPARING

Make Ready Infrastructure
For multifamily residential (three or more units), the San Francisco analysis compares the cost of installing the necessary electrical infrastructure to support Level 2 EV-ready spaces (complete circuit) at the time of new construction versus a building retrofit. In one example, the cost for a retrofit in a 10 parking space building (two EV parking spaces) was $7,420, while the new construction cost was $1,840.

For a larger building with 60 parking spaces (12 EV parking spaces), the retrofit cost was $28,440, while the new construction cost was $10,320.

Source: PG&E 2016

<table>
<thead>
<tr>
<th>Scenario A – 10 Parking Space Building, two EV Parking Spaces</th>
<th>Per EV Parking Space with Electric Circuit</th>
<th>Total Incremental Cost of Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>New</td>
<td>Retrofit</td>
<td>New</td>
</tr>
<tr>
<td>$920</td>
<td>$3,710</td>
<td>$1,840</td>
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<tr>
<td>Scenario B – 60 Parking Space Building, 12 EV Parking Spaces</td>
<td>$860</td>
<td>$2,370</td>
</tr>
</tbody>
</table>
Cost estimates

Figure 2. Cost Break-Down for 60-unit MUD
(c) “Provisions for electrical service capacity” means:

(A)(i) **Building electrical service, sized for the anticipated load of electric vehicle charging stations**, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices;

(ii) Designated space within a building to add electrical service with capacity for electric vehicle charging stations; or

(iii) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; and (B) A conduit system