City *of* Tigard

Tigard Business Meeting –Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	DECEMBER 13, 2022 - 6:30 p.m. Business Meeting **Revised 12/12/2022 - Agenda Item No. 10 - Executive Session Added; Revised 12/13/2022 - Agenda Reordered**
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with the City of Tigard's Safety Plan related to COVID-19 and Oregon House Bill 4212, this will be a hybrid meeting where some Council, staff or public will participate in person and some will participate remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments before noon the day of the meeting.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to three minutes.
- You may comment through video through the Teams app. Go to this link to learn how to participate by video: December 13, 2022 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/2324/66).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2419 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 28 at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

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6:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Call to Council and Staff for Non-Agenda Items

2. PROCLAMATIONS AND RECOGNITION

3. PUBLIC COMMENT **6:35 p.m. estimated time**

   A. Follow-up to Previous Public Comment

   B. Tigard High School Student Envoy

   C. Update from Police Chief McAlpine

   D. Tigard Area Chamber of Commerce

   E. Public Comment – Written

F. Public Comment – In Person

G. Public Comment – Phone-In

H. Public Comment – Video

4. CONSENT AGENDA **6:50 p.m. estimated time**

(Tigard City Council) The Consent Agenda is used for routine items including approval of meeting minutes, contracts or intergovernmental agreements. Information on each item is available on the city's website in the packet for this meeting. These items may be enacted in one motion without separate discussion. Council members may request that an item be removed by motion for discussion and separate action.

A. RECEIVE AND FILE NOVEMBER 8, 2022 ELECTION CANVASS OF VOTES

- *Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council has voted on those items which do not need discussion.*

5. 2023 STATE AND FEDERAL LEGISLATIVE AGENDAS **6:55 p.m. estimated time**

6. LEGISLATIVE PUBLIC HEARING: CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES REQUIRED PARKING REFORM **7:40 p.m. estimated time**

7. PRESENTATION OF EXTERNAL FINANCIAL AUDIT BY MOSS ADAMS **8:10 p.m. estimated time**

8. NON-AGENDA ITEMS

9. ADMINISTRATIVE REPORT **8:50 p.m. estimated time**

10. EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to discuss performance-related review of public officers or employees, under ORS 192.660(2) (i). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public. **8:55 p.m. estimated time**

11. ADJOURNMENT **9:05 p.m. estimated time**

AIS-5105 **4. A.**

Business Meeting

Meeting Date: 12/13/2022

Length (in minutes): Consent Item

Agenda Title: Receive and File November 8, 2022 Election Canvass of Votes

Authored By: Carol Krager

Presented By: City Recorder Carol Krager

Item Type: Motion Requested

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Receive and File the official election results for the November 8, 2022 election for one mayor position and three city council positions.

ACTION REQUESTED

Approve by motion the City of Tigard's Canvass of Votes for council positions on the November 8, 2022 ballot.

BACKGROUND INFORMATION

The City of Tigard had four offices on the November 8, 2022 ballot. Washington County Elections Manager Dan Forester has submitted a certified abstract of votes and this is attached. The City Recorder canvasses the votes and a copy is filed with the City Council to officially "Receive and File" the information for the record. The Accumulative Summary of Ballots Cast per Contest shows:

- Heidi Lueb with 52.02% of the votes cast received the most votes and was elected to the office of mayor.
- Yi-Kang Hu with 38.34% of the votes cast received the most votes and was elected to the office of city councilor.
- Jai Raj Singh with 24.01% of the votes cast received the second most votes and was elected to the office of city councilor.
- Maureen Wolf with 62.20% of the votes cast received the most votes and was elected to the office of city councilor for the 2-year unexpired term.

Attached are the certified Ballots Cast per Contest, the Certified Ballots Cast per Contest with Precincts, and a precinct map.

ALTERNATIVES & RECOMMENDATION

Staff recommends approval of this Consent Agenda item.

ADDITIONAL RESOURCES

N/A

Attachments

Certified Ballots Cast per Contest - Accumulative Summary

Certified Ballots Cast per Contest with Precincts

Tigard Precinct Map

Choice	Votes	Vote %
Total	6694	100.00%
Overvotes	0	
Undervotes	3063	

City of Sherwood, Council Members (Vote for 4)
9757 ballots (0 over voted ballots, 0 overvotes, 14784 undervotes), 13863 registered voters, turnout 70.38%

Taylor Giles	5931	24.46%
Keith Mays	6066	25.02%
Doug Scott	5869	24.21%
Dan Standke	5812	23.97%
Write-in	301	1.24%
Write-in	115	0.47%
Write-in	83	0.34%
Write-in	67	0.28%
Total	24244	100.00%
Overvotes	0	
Undervotes	14784	



City of Tigard, Mayor (Vote for 1)
25829 ballots (4 over voted ballots, 4 overvotes, 2574 undervotes), 38126 registered voters, turnout 67.75%

John Goodhouse	6581	28.30%
Heidi Lueb	12096	52.02%
Nick Hess	4499	19.35%
Write-in	75	0.32%
Total	23251	100.00%
Overvotes	4	
Undervotes	2574	

City of Tigard, Council Members (Vote for 2)
25829 ballots (6 over voted ballots, 12 overvotes, 14239 undervotes), 38126 registered voters, turnout 67.75%

Jai Raj Singh	8980	24.01%
Derrick Wright	5212	13.93%
Tom Anderson	8464	22.63%
Yi-Kang Hu	14342	38.34%
Write-in	334	0.89%
Write-in	75	0.20%
Total	37407	100.00%
Overvotes	12	
Undervotes	14239	

City of Tigard, Council 2 Year Unexpired Term (Vote for 1)
25829 ballots (440 over voted ballots, 440 overvotes, 4743 undervotes), 38126 registered voters, turnout 67.75%

Karen Marrello	4413	21.37%
Maureen Wolf	12841	62.20%
Austin Johnson	3250	15.74%
Write-in	142	0.69%
Total	20646	100.00%
Overvotes	440	
Undervotes	4743	

City of Tualatin, Mayor (Vote for 1)
10529 ballots (1 over voted ballots, 1 overvotes, 3621 undervotes), 15949 registered voters, turnout 66.02%

Frank Bubenik	6607	95.66%
Write-in	300	4.34%
Total	6907	100.00%
Overvotes	1	
Undervotes	3621	

City of Tualatin, Council Member, Position 1 (Vote for 1)
10529 ballots (0 over voted ballots, 0 overvotes, 4053 undervotes), 15949 registered voters, turnout 66.02%

Maria Reyes	6322	97.62%

City of Tigard, Mayor (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	John Goodhouse		Heidi Lueb		Nick Hess		Write-in	
Precinct 400	3075	4908	2751	758	27.55%	1481	53.83%	499	18.14%	13	0.47%
Precinct 402	5647	7870	5123	1569	30.63%	2500	48.80%	1044	20.38%	10	0.20%
Precinct 404	4796	7490	4386	1261	28.75%	2275	51.87%	838	19.11%	12	0.27%
Precinct 405	6719	9226	6088	1770	29.07%	3230	53.06%	1059	17.39%	29	0.48%
Precinct 409	3800	5882	3356	819	24.40%	1833	54.62%	696	20.74%	8	0.24%
Precinct 411	856	1336	707	175	24.75%	371	52.48%	159	22.49%	2	0.28%
Precinct 427	936	1414	840	229	27.26%	406	48.33%	204	24.29%	1	0.12%
Total	25829	38126	23251	6581	28.30%	12096	52.02%	4499	19.35%	75	0.32%

City of Tigard, Mayor (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Over Votes	Under Votes
Precinct 400	3075	4908	2751	0	324
Precinct 402	5647	7870	5123	2	522
Precinct 404	4796	7490	4386	0	410
Precinct 405	6719	9226	6088	1	630
Precinct 409	3800	5882	3356	0	444
Precinct 411	856	1336	707	1	148
Precinct 427	936	1414	840	0	96
Total	25829	38126	23251	4	2574

City of Tigard, Council Members (Vote for 2)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Jai Raj Singh		Derrick Wright		Tom Anderson		Yi-Kang Hu	
Precinct 400	3075	4908	4375	1195	27.31%	634	14.49%	825	18.86%	1674	38.26%
Precinct 402	5647	7870	8289	1737	20.96%	1242	14.98%	2078	25.07%	3146	37.95%
Precinct 404	4796	7490	7046	1747	24.79%	1087	15.43%	1445	20.51%	2675	37.96%
Precinct 405	6719	9226	9839	2242	22.79%	1283	13.04%	2440	24.80%	3775	38.37%
Precinct 409	3800	5882	5410	1392	25.73%	672	12.42%	1164	21.52%	2125	39.28%
Precinct 411	856	1336	1113	330	29.65%	136	12.22%	201	18.06%	437	39.26%
Precinct 427	936	1414	1335	337	25.24%	158	11.84%	311	23.30%	510	38.20%
Total	25829	38126	37407	8980	24.01%	5212	13.93%	8464	22.63%	14342	38.34%

City of Tigard, Council Members (Vote for 2)

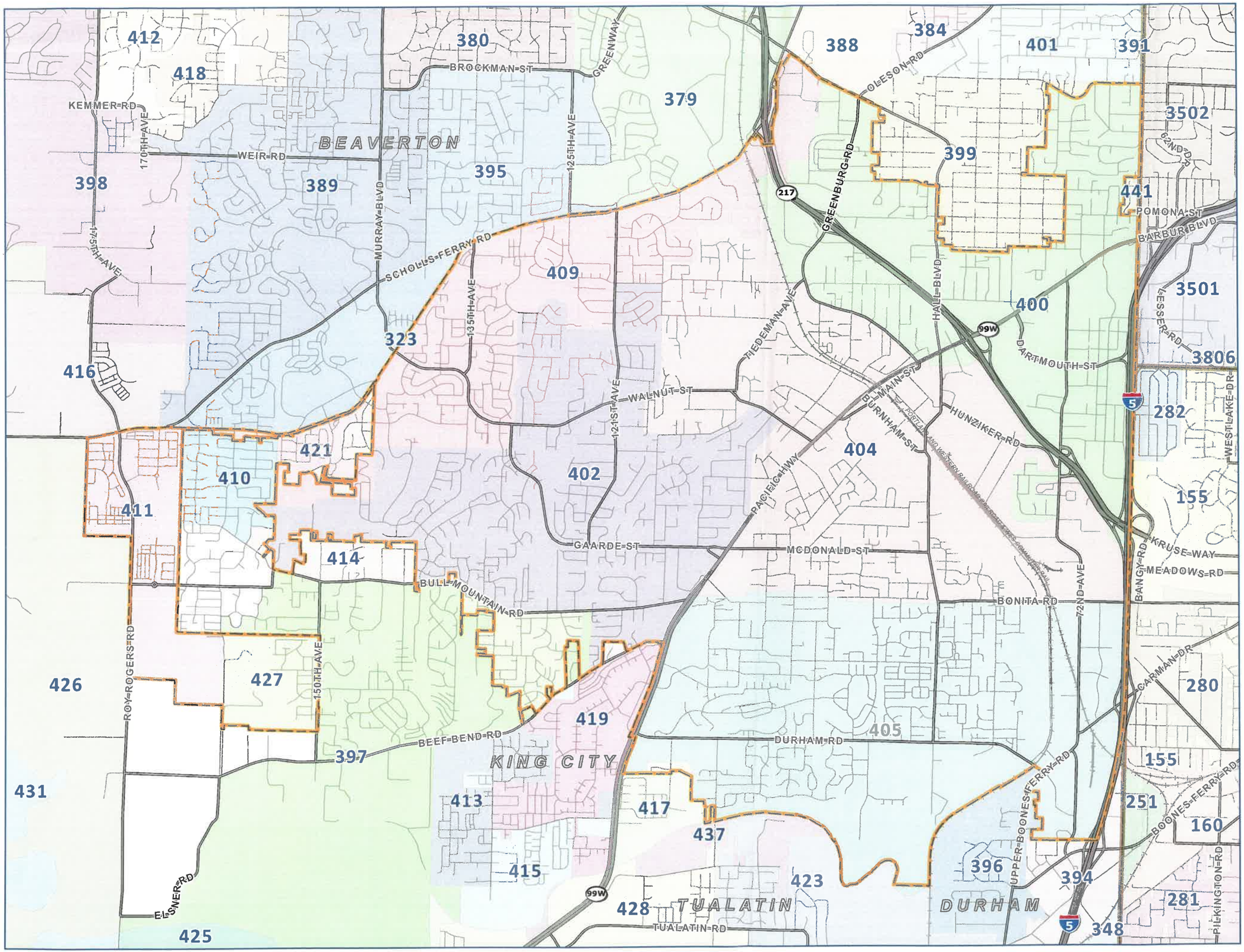
Precinct	Ballots Cast	Reg. Voters	Total Votes	Write-in		Write-in		Over Votes	Under Votes
Precinct 400	3075	4908	4375	42	0.96%	5	0.11%	2	1773
Precinct 402	5647	7870	8289	68	0.82%	18	0.22%	4	3001
Precinct 404	4796	7490	7046	70	0.99%	22	0.31%	0	2546
Precinct 405	6719	9226	9839	85	0.86%	14	0.14%	6	3593
Precinct 409	3800	5882	5410	46	0.85%	11	0.20%	0	2190
Precinct 411	856	1336	1113	8	0.72%	1	0.09%	0	599
Precinct 427	936	1414	1335	15	1.12%	4	0.30%	0	537
Total	25829	38126	37407	334	0.89%	75	0.20%	12	14239

City of Tigard, Council 2 Year Unexpired Term (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Karen Marrello		Maureen Wolf		Austin Johnson		Write-in	
Precinct 400	3075	4908	2431	483	19.87%	1535	63.14%	403	16.58%	10	0.41%
Precinct 402	5647	7870	4586	1038	22.63%	2819	61.47%	702	15.31%	27	0.59%
Precinct 404	4796	7490	3895	848	21.77%	2366	60.74%	648	16.64%	33	0.85%
Precinct 405	6719	9226	5383	1112	20.66%	3454	64.16%	780	14.49%	37	0.69%
Precinct 409	3800	5882	2974	622	20.91%	1860	62.54%	467	15.70%	25	0.84%
Precinct 411	856	1336	641	142	22.15%	372	58.03%	123	19.19%	4	0.62%
Precinct 427	936	1414	736	168	22.83%	435	59.10%	127	17.26%	6	0.82%
Total	25829	38126	20646	4413	21.37%	12841	62.20%	3250	15.74%	142	0.69%

City of Tigard, Council 2 Year Unexpired Term (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Over Votes	Under Votes
Precinct 400	3075	4908	2431	49	595
Precinct 402	5647	7870	4586	104	957
Precinct 404	4796	7490	3895	82	819
Precinct 405	6719	9226	5383	120	1216
Precinct 409	3800	5882	2974	64	762
Precinct 411	856	1336	641	8	207
Precinct 427	936	1414	736	13	187
Total	25829	38126	20646	440	4743



Voting Precincts

City of Tigard, Oregon

Tigard City Boundary



Scale

0 0.5 1 Miles

TIGARD MAPS

Map Created: 5/28/2022

City of Tigard, Oregon
13125 SW Hall Blvd
Tigard, OR 97223
503 639-4171
www.tigard-or.gov

Path: \\tiggisdbdev2\Geoprocessing\MapGallery_MXDs\b_admin_bndry\f_precincts\precincts1117.mxd

AIS-5070 **5.**

Business Meeting

Meeting Date: 12/13/2022

Length (in minutes): 45 Minutes

Agenda Title: 2023 State and Federal Legislative Agendas

Authored By: Nicole Hendrix

Presented By: Nicole Hendrix, Senior Management Analyst

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Each year City Council considers council goals, community and partners' priorities, issues and opportunities for Tigard to represent its interests at the state and federal level in legislative and agency meetings. Council is asked to review the 2023 recommended priorities, provide input, and recommend City Council adopt the state and federal legislative agendas in January.

ACTION REQUESTED

- Review the attached legislative priorities lists;
- Recommend addition, removal, or edits to legislative items; and
- Recommend City Council consider adoption of state and federal agendas in January for Tigard's 2023 advocacy.

BACKGROUND INFORMATION

The Tigard team presents the attached recommended items for inclusion in Tigard's 2023 state and federal legislative agendas. The attached lists provide overarching initiatives along with specific items and requests the Tigard team will pursue for the upcoming state session and federal opportunities.

Tigard's federal priorities feature grant and appropriation requests, Transportation and Infrastructure initiatives, and Housing and Support Services. The Tigard team will be working closely with Congresswoman-elect Salinas and her team as part of the state's 6th Congressional District. Tigard is engaging the assistance of CFM Communications to help the city advocate for federal funding opportunities including pursuing grant and appropriation requests for 2023. CFM has noted, "if Congress finalizes an FY2023 appropriations bill, either this month or at some point next year, the legislation is expected to include the Congressionally Directed Spending (earmark) projects included in each chamber's draft proposals." Tigard is ready for and plans to submit earmark requests in 2023.

The Oregon state legislature has a long session in 2023 from February to June. Tigard's priorities for this legislative session are Transportation and Infrastructure, Housing and Support Services, and additional opportunities.

Dates of Previous and Potential Future Considerations

This is the first time City Council will review the 2023 legislative priority list. If recommended by Council,

this item will go before City Council for formal adoption on January 10th, 2023 to allow new city council members an opportunity for review. Upon Council adoption, the Tigard team will produce the final state and federal agenda.

In August 2022, City Council was provided the League of Oregon Cities legislative priorities for 2023. Those included:

1. Local Funding to Address Homelessness
2. Infrastructure Funding to Support Needed Housing
3. Property Tax Reform
4. Building Decarbonization, Efficiency, and Modernization
5. Road User Fee – Vehicle Miles Traveled (VMT) Structure

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
The state and federal legislative agendas help guide policy and advocacy actions in 2023. The recommended priority lists reflect and advance programs and projects outlined by Tigard's Community Promise, Council Goals, and Strategic Plan values of equitable, walkable, healthy, and accessible.

ALTERNATIVES & RECOMMENDATION

City Council may recommend addition, removal, or edits to legislative items.

The Tigard team suggests City Council recommend adoption of the legislative agendas in January.

ADDITIONAL RESOURCES

The League of Oregon Cities adopted legislative priorities can be found here:Legislative Priorities
https://www.orcities.org/advocacy/legislative-advocacy/priorities

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Attachments

Powerpoint Presentation - Legislative Agendas

2023 Federal Legislative Agenda Items

2023 State Legislative Agenda Items

2023 Tigard Legislative Priorities

City Council

December 13, 2022

Council Action

- Review and discuss items on the 2023 legislative priority lists;
- Recommend addition, removal, or edits to legislative items; and
- Recommend City Council consider adoption of state and federal agendas in January.

Agenda Priority Considerations

- National League of Cities and League of Oregon City priorities
- Recommendations from our federal advocacy group, CFM
- Input for internal teams and leadership

- City initiatives such as Council Goals, Community Promise, & Strategic Plan:
  - Houselessness
  - COVID Response
  - Climate Action
  - Parks & Recreation
  - Strategic Plan
  - Community Promise

Federal Priority List

Action: *Review and discuss items on the legislative priority lists.*

City Funding

- Grant requests
- Appropriation requests
- Restore advanced refunding

Transportation and Infrastructure

- Resilient infrastructure
- SW Corridor Light Rail
- Electric mobility
- Digital access
- High-speed rail
- Affordable housing
- Building energy code

State Priority List

Action: *Review and discuss items on the legislative priority lists.*

Transportation and Infrastructure

- ODOT arterials & State of Good Repair
- ODOT project delivery
- Tolling & road pricing
- Digital access
- ADA standards

Housing and Support Services

- Houselessness services
- System Development Charges
- Mental health services
- Affordable housing
- Tenant protections
- Property tax reform

Additional Opportunities

- Enterprise zones
- Kicker reform
- Police reform
- Building code reform

Council Action

- *Review and discuss items on the legislative priority lists;*
- *Recommend addition, removal, or edits to legislative items; and*
- *Recommend City Council consider adoption of state and federal agendas in January.*

City of Tigard

2023 Tigard Federal Legislative Agenda Items

Grant and Appropriation Requests

Universal Plaza Phase 2. The City is requesting $2 million to complete Phase 2 of Universal Plaza, which includes construction of a ADA-accessible community room and 6,840 sf architectural canopy over the plaza's southern edge, expanding the functionality of Tigard's signature outdoor public space. The Community Room is a stand-alone building that continues the natural palette of the canopy while maximizing light, views, and connection to Universal Plaza using glass roll up doors. The open and inviting space is for community and educational events, capitalizing on the plaza's central location and proximity to the 18-mile Fanno Creek Park and trail. The new canopy is an iconic form that will quickly become the defining architectural feature of Tigard. It provides weather protection for a market promenade, food vendors, and performances for community congregation and connection. Rising to over 26 feet at its highest point, the canopy opens to downtown at one end while embracing Fanno Creek at the other, serving as the connection between Tigard's urban and natural environments.

Universal Plaza is intentionally located in downtown Tigard, a diverse neighborhood home to many socially vulnerable residents who lack access to public amenities. The low-income neighborhoods of more than 6,000 residents adjacent to Universal Plaza have a greater proportion of low-income residents than anywhere else in the City with a poverty rate of 22%, compared to 9% City-wide. Black, Indigenous, and People of Color (BIPOC) as well as low-income residents must travel further to enjoy the health benefits of public spaces. Understanding this, the City has prioritized equity in making public investments in its parks system. The Fanno Creek Regional Trail System, commuter rail, and active transportation options are all within walking distance of the Plaza. Universal Plaza is optimally located to serve Tigard's most historically underserved populations.

Hall Blvd Safety Improvements. SW Hall Boulevard is a state-owned urban arterial that traverses Beaverton, unincorporated Washington County, and the City of Tigard. The failing assets along this corridor, and the insufficient facilities supporting safety and capacity, have led the City to pursue negotiations with ODOT in favor of transferring Hall Boulevard, where it runs through Tigard, to the City so that it can be better managed and maintained in line with our community's vision. Funding for infrastructure improvements to a state of good repair would facilitate the transfer of this facility to the City. Funding and support for safety and betterments on Hall Boulevard would allow the City to provide the community with the transportation system they deserve: safe, accessible, functional, and reliable. Hall Boulevard through Tigard serves numerous residences, businesses, parks, schools, and transit.

Vision Zero Action Plan. The City is requesting $300,000 through the US Department of Transportation's Safe Streets and Roads for All program to complete a Vizion Zero Action Plan. Vision Zero is a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Plan, guided by conversations with the community, will direct strategic, equitable capital and programmatic investments in coordination with jurisdictional partners to reduce and eliminate serious injuries and fatality on our community's roadways. Development of this Plan will position Tigard to compete for grants and other resources to construct needed safety improvements on our system.

Community Resilience Center. The City of Tigard is requesting $2 million to transform the Tigard Public Library into a Community Resilience Center for emergency cooling and heating. Currently, there is no designated community warming, cooling, or clean air center in Tigard. As the frequency of extreme weather events increase, it's imperative that Tigard's unhoused and vulnerable residents have a safe, accessible place to seek shelter during extreme weather events.

Climate Action Plan. The City plans to request federal funding to develop a Climate Action Plan to develop and prioritize investments and policies to make progress on the City's climate mitigation and adaptation goals. The Climate Action Plan will center equity in the recommended policies, plans, and investments to move the community towards a more resilient future.

Neighborhood Access and Equity Grant Program. The City's social vulnerability mapping indicates that some of Tigard's BIPOC, lower-income, and historically underserved communities have limited access to connection and opportunity because of infrastructure configuration and design. State and County roadways, especially Hall Blvd and Greenburg Rd, currently create barriers; with investment in pedestrian infrastructure and safe crossings, the livability, safety, and access along these corridors would be improved.

Clean Heavy-Duty Vehicle Program. The City request's support for opportunities to obtain cleaner heavy-duty City fleet vehicles and related charging infrastructure.

Transportation and Infrastructure

The City of Tigard supports equitable, accessible, safe, and climate-–friendly transportation and infrastructure policy and investments.

Resilient Infrastructure. Cities need support to build and invest in sustainable, resilient, and inclusive infrastructure. Direct investment from the Federal government will help meet the growing demands on our infrastructure to support a growing economy and resilient communities.

Southwest Corridor Light Rail. The City is part of a coalition working to extend light rail service from Portland to Tigard. The I-5 corridor serves Tigard and regional cities and is among the most congested in the nation; it is expected to see a 17 percent increase in person-hours of congestion by 2035. The proposed Light Rail corridor serving Tigard, Beaverton, Portland, and other regional cities, is expected to carry around 40,000 passengers daily, reducing congestion and mitigating climate impacts from single-occupancy vehicle travel.

Electric Mobility Transition. Further increase access to electric mobility infrastructure and incentives for electric mobility adoption in low-income households and communities to ensure that the electric mobility transition is equitable. Ensure new funding programs are inclusive of micro-mobility modes, shared mobility, and Mobility as a Service models.

Broadband and Digital Access. Support and funding for increased broadband infrastructure deployment and technical assistance is critical to economic development, education, health and safety and the ability of residents to be linked to their governments. The pandemic has only amplified the need for digital access.

High-Speed Rail. Provide funding for the development of a high-speed rail line in the Pacific Northwest as a driver of economic development and innovation in the transportation sector.

Affordable Housing. The City supports legislation to remove barriers for local governments to address the housing affordability crisis and federal investments that increase access to, and supply of, affordable housing units.

> **Building Energy Code Adoption and Energy and Water Efficiency in Affordable Housing.** Both programs would support implementation of Tigard's Climate and Community Resiliency initiatives. The former would support our advocacy for the state; in the latter, we would prioritize improvements at supportive housing for the elderly and low-income housing.

Restore Advanced Refunding. The City supports refinancing of municipal bonds which was eliminated in the 2017 tax bill. Refinancing bonds lowers the debt service for local governments and is a financing tool that reduces the burden on community members.

City of Tigard

2023 Tigard State Legislative Agenda Items

Transportation and Infrastructure – The City of Tigard supports equitable, accessible, safe, and climate-friendly transportation and infrastructure policy and investments.

State of Good Repair and ODOT-owned Urban Arterials. The City seeks funding for State of Good Repair, complete street, and safety improvements on SW Hall Boulevard to implement the community's vision for this corridor. ODOT, Washington County, and City of Tigard are advancing discussions on the potential transfer of three to four miles of Hall Blvd to the City in favor of improved management and maintenance of this facility.

ODOT Project Delivery. Increase funding for ODOT project delivery capacity especially for active transportation infrastructure to avoid costly delays to local agencies.

Tolling and Road Pricing. Federal funding provides an opportunity for ODOT to ensure a coordinated approach to tolling across the regional system. Road pricing is an important tool to manage congestion, and revenue generated through a program should be used to provide equitable transportation alternatives.

Broadband and Digital Access. Support and funding for increased, affordable, and accessible broadband infrastructure deployment and technical assistance is critical to economic development, education, health and safety and the ability of residents to be linked to their governments.

Americans with Disabilities Act (ADA) Standards. In 2019, the City of Tigard updated its mandated ADA self-evaluation and Transition Plan. The Plan identifies needed mitigation within City facilities to be compliant with the ADA. Ongoing funding is requested to maintain accessible City facilities.

Housing and Support Services – Tigard supports increased funding and legislation for stable housing and support services.

Houselessness Services. Tigard supports increased funding for resources to unhoused individuals and families, especially in crisis situations. Additional and stable State funding will help local governments meet the growing demand for services in the region and save public resources.

City of Tigard supports per capita funding amounting to approximately $2.2 million to respond to immediate health and wellness services. This would entail the operation and maintenance of emergency/temporary shelters, safe spaces, hygiene stations, debris removal, an encampment removal program, and access to information.

The City requests $1 million for emergency Pallet shelter sites, serving as a bridge to access long term housing and services through our partnerships. Additionally, Just Compassion of Washington County has a funding gap of $4 million for their resource center which would be a valuable tool for Tigard and neighboring cities to help move people into a stable environment.

System Development Charge (SDC) Reform.

Affordable Housing SDCs. Exemptions from local SDCs are one of the most effective incentives that a local government can provide to support affordable housing development. However, these exemptions impact the ability of cities to provide necessary infrastructure improvements. With the state supporting partial or full backfill of local SDC exemptions, municipalities will be better positioned to encourage affordable housing development in their communities.

Climate SDCs. Currently, SDCs may only be levied for certain infrastructural systems, including transportation, water, sewer, parks, and stormwater. However, cities are increasingly facing the need to fund infrastructure improvements related to climate mitigation and adaptation. ORS 223.299 should be amended to expand the definition of "capital improvement" to include climate-responsive infrastructure.

Mental Health Services. The City of Tigard and the League of Oregon Cities supports the delivery of mental health services to ensure those who need help can access those services easily, especially for the youth community.

Affordable Housing. Tigard supports legislation that would provide state funds to cover local system development charges for the development of affordable housing. Along with League of Oregon Cities, Tigard supports efforts from the state to provide additional resources to local governments to increase the development of affordable housing.

Affordable Housing Contract Expirations. The City of Tigard supports reform to ORS 456.260 and OAR 813-115-0030 to protect existing affordable units and requests the state fund an acquisition program for similar properties.

Construction Excise Tax (CET) Reform. Currently, cities with a CET must remit 15% of their proceeds from a residential CET to the Oregon Housing and Community Services department to be used for affordable homeownership programs in that community. In practice, very little if any of those funds have been distributed, and there is a lack of transparency for the remitting city as to how the funds are earmarked and used. Cities are better equipped to allocate and distribute their CET funds locally without an intermediary. ORS 320.195 should be amended to remove the 15% required remittance to OHCS and return all CET proceeds to local control.

Tenant Protections.

Rent Assistance. The state is seeing crisis-level increases in its number of unhoused residents. Rent assistance programs should be expanded to assure that Oregon's housing crisis does not grow worse.

Rent Cap Reform. Senate Bill 608 implemented landmark rent reform, capping annual increases to give tenants much-needed relief. However, the bill merits improvement. Allowable rent increases have exceeded 9% every year, with an allowable increase in 2023 of 14.6%. These figures are simply not sustainable over time, with Oregon's wage growth

not keeping pace. Allowable rent increases should still be pegged to CPI, but the baseline should be reduced from 7% to 3% or lower.

Right to Counsel. Current state tenant protection laws place the onus for enforcement actions on tenants, who must find legal counsel and file suit to recover damages from a landlord in violation of those laws. This approach represents an inequitable barrier to tenants without access, knowledge, money, or language skills to navigate the legal system to assert their rights. The state should establish a right to counsel for tenants and a legal aid fund to ensure adherence to tenant protection laws.

Property Tax Reform. Tigard supports past efforts to allow cities to use more property tax tools to address local funding issues, including support for referral to voters that would allow local control of temporary property tax outside of statewide caps; amending the state constitution to reset a property's assessed value to its real market value at the time of sale or construction; and a statutory change regarding the way new property is added to the tax rolls to provide the option of applying a citywide changed property rate to new property.

Additional Opportunities

Enterprise Zones. Continued support for Enterprise Zone programs to be within the purview of localities with no addition of prevailing wage requirements to create better economic opportunities.

Kicker Reform. Reform the state's kicker refund program to ensure that state priorities and programs related to equitable housing opportunity, multimodal transportation, environmental protection, and economic development are met and fully funded before rebates occur.

Police Reform. Tigard is committed to racial equity and justice as we cultivate an equitable community that is walkable, healthy, and accessible for everyone. With this vision, Tigard will monitor this session for legislation around police reform.

Building Code Reform. The City encourages review of building code to improve opportunities for energy efficiency and climate mitigation.

AIS-5058	**6.**
Business Meeting	
Meeting Date:	12/13/2022
Length (in minutes):	30 Minutes
Agenda Title:	Legislative Public Hearing: Climate Friendly and Equitable Communities Required Parking Reform
Authored By:	Schuyler Warren
Presented By:	
Item Type:	Motion Requested Ordinance Public Hearing - Legislative
Public Hearing Legal Ad Required?:	No
Publication Date:	

Information

EXPLANATION OF ISSUE

The City of Tigard proposes legislative text amendments to the Tigard Community Development Code (TCDC). The text amendments remove minimum parking requirements for developments citywide in accordance with the Council's direction.

ACTION REQUESTED

The Planning Commission and the Community Development team recommend City Council adopt the text amendments and the findings included as attachments to the Ordinance.

BACKGROUND INFORMATION

On September 6, 2022, the Community Development team briefed Council on the background related to the Climate Friendly and Equitable Communities (CFEC) rulemaking. This rulemaking began shortly after Governor Kate Brown issued Executive Order 20-04 in the spring of 2020, directing state agencies to reduce greenhouse gas emissions across the state. As part of this order, the Department of Land Conservation and Development was charged with updating the state's Transportation Planning Rule and other administrative rules to reduce the emissions caused by transportation and land use patterns. Currently, the transportation sector accounts for more than a quarter of greenhouse gas emissions nationwide, and more than 40% of emissions in Oregon. Despite the efforts to reduce the carbon impact of the state's transportation system over the past two decades, emissions have grown annually.

The CFEC rules are intended to start the state down the road of addressing the climate emergency and issues of equity. They are primarily focused on the revision of the state's transportation planning rule. Those revisions can be divided into two primary areas of reform. The first is an overhaul of the way that long-range transportation planning is conducted and the types of projects that should be prioritized in that planning. The second area of reform is related to land use planning tied to transportation, primarily parking. The requirements related to parking are one of the most time-constrained elements of the new administrative rules. These mandated parking reforms are required to be adopted in two phases - one by December 31, 2022, and the other by June 30, 2023.

Following on the first briefing, the Community Development team returned to Council on September 27, 2022, to make a recommendation to Council on the path to compliance with the required parking reforms. Following the discussion, the Council directed the Community Development team to prepare code amendments to remove minimum parking requirements.

Dates of Previous and Potential Future Considerations
9/6/22 - Council briefing on adopted CFEC rules.
9/27/22 - Council briefing and direction on preferred alternative.
Public Involvement
City teammates have led a discussion with the Tigard Transportation Advisory Committee and the Planning Commission.
Impacts (Community, Budget, Policies and Plans/Strategic Connection)
The proposed code amendments will have no impact on budget.

The rules and the City's work to bring the development code into compliance with them are both in alignment with adopted policies.

- Strategic Vision - The adopted CFEC rules are the result of Governor Brown's Executive Order 20-04, requiring state agencies to reduce greenhouse gas emissions. This goal is in alignment with the City's own Strategic Vision focus on health, equity, and walkability.
- Strategic Plan - The rules are also in alignment with multiple policies of the Strategic Plan.
    - Strategic Priority 2 - Create a well-connected, attractive, and accessible pedestrian network.
    - Strategic Priority 3 - Ensure development and growth support the vision.
        - Objective 3.1 - Pursue land development that maximizes public health benefits while increasing connection between people and community destinations.
        - Objective 3.2 - Focus development-associated resources in parts of the city that have the capacity to serve, house, employ, and attract the most people with the least impact on Tigard's natural systems and the climate.
            - B. Facilitate Transit Oriented Development (TOD) that supports employment, housing, and community services.
            - E. Incorporate sustainable and low-impact building and site planning technologies into city codes and standards.
        - Objective 3.5 - Plan and create in a manner that reduces climate impacts to the maximum extent practicable, especially for those most vulnerable.
            - E. Evaluate development projects for their contribution to VMT reduction, compact development form, and sustainable use of resources.
- Transportation System Plan - The adopted Transportation System Plan is focused on bringing equitable transportation opportunity and facilities to the City of Tigard, with an emphasis on Greenhouse Gas reduction. This is in alignment with the CFEC rules.
- Council Goals - Develop and implement a bold community resiliency plan.

ALTERNATIVES & RECOMMENDATION

The Planning Commission and the Community Development team recommend City Council adopt the text amendments and the findings included as attachments to the Ordinance.

Council could instead opt to not adopt the text amendments to the Tigard Community Development Code. In this event, state law would pre-empt local code, and minimum parking requirements would automatically be removed for about two-thirds of the city as of January 1.

ADDITIONAL RESOURCES

Attachments

Ordinance

Exhibit A - Recommendation and Findings

Exhibit A - Attachment 1

Exhibit A - Attachment 2

Presentation

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 22-

AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODE (TITLE 18) FOR THE PURPOSE OF ADOPTING THE PARKING REFORM COMPLIANCE UPDATE (DCA2022-00005).

WHEREAS, on March 10, 2020, the Governor of Oregon issued Executive Order 20-04, directing state agencies to reduce and regulate greenhouse gas emissions; and

WHEREAS, the Department of Land Conservation and Development commenced a two-year rulemaking process to amend the Transportation Planning Rule to comply with the Governor's order; and

WHEREAS, the Land Conservation and Development Commission adopted amendments to the Transportation Planning Rule on July 21, 2022; and

WHEREAS, the adopted rules require the City of Tigard to amend the Tigard Community Development Code to remove or modify minimum parking requirements; and

WHEREAS, the adopted rules require the City of Tigard to amend the Tigard Community Development Code to remove or modify minimum parking requirements; and

WHEREAS, the Tigard City Council has considered the options available and elected to repeal minimum parking requirements; and

WHEREAS, the repeal of minimum parking requirements is in alignment with the City of Tigard's vision and goals; and

WHEREAS, the City Council generally desires to improve the function, efficiency, and clarity of the Community Development Code to make development approvals more efficient and equitable; and

WHEREAS, the City has initiated an application to amend the text of the Community Development Code (Title 18); and

WHEREAS, notice was provided to the Department of Land Conservation and Development and Metro prior to the first evidentiary public hearing; and

WHEREAS, notice to the public was provided in accordance with the Tigard Community Development Code; and

WHEREAS, the Tigard Planning Commission held a public hearing on November 7, 2022 and recommended by unanimous vote that Council approve the proposed amendments; and

WHEREAS, the Tigard City Council held a public hearing on December 13, 2022 to consider the proposed amendments; and

WHEREAS, the Tigard City Council has considered the recommendation of the Planning Commission; and

WHEREAS, the Tigard City Council has determined that the proposed amendments are consistent with the applicable review criteria as demonstrated in the City's findings.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1: Tigard City Council adopts the findings contained in **"Exhibit A"** to this Ordinance. The findings and conclusions that are attached as Exhibit A are hereby adopted as the basis in support of this Ordinance.

SECTION 2: The Tigard Community Development Code (Title 18) is amended as shown in **"Attachment 1 to Exhibit A"**.

SECTION 4: This ordinance shall be effective 30 days after its passage by the council, signature by the mayor, and posting by the city recorder

PASSED: By _____ vote of all council members present after being read by number and title only, this _____ day of _____, 2022.

_____
Carol A. Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2022.

_____
Jason B. Snider, Mayor

Approved as to form:

_____
City Attorney

_____
Date

Exhibit A

RECOMMENDATION AND FINDINGS OF THE PLANNING COMMISSION FOR THE CITY OF TIGARD, OREGON

SECTION I. APPLICATION SUMMARY

CASE NAME: **PARKING REFORM COMPLIANCE PROJECT**

CASE NO.: **Development Code Amendment (DCA)** **DCA2022-00005**

PROPOSAL: The City of Tigard proposes legislative amendments to the Tigard Community Development Code (TCDC) to remove minimum parking requirements in order to comply with the Climate Friendly and Equitable Communities Rules (OAR 660-012-0400).

The proposed text amendments are included in **Attachment 1,** and summarized below in Section IV of this report:

APPLICANT: City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

ZONES: Citywide

LOCATION: Citywide

APPLICABLE REVIEW CRITERIA: Statewide Planning Goals 1 (Citizen Involvement), 2 (Land Use Planning); Oregon Administrative Rules 660-012-0400; Comprehensive Plan Goals 1.1.2, 2.1.1, 2.1.2, 2.1.3, 2.1.24; and Tigard Development Code Chapters 18.710 and 18.790.

SECTION II. PLANIING COMMISSION RECOMMENDATION

The Planning Commission recommends the City Council adopt the proposed amendments, to include technical edits provided by Vice President Jackson, and with any alterations as determined appropriate by the City Council through the public hearing process.

SECTION III. BACKGROUND INFORMATION AND PROJECT SUMMARY

The Parking Reform Compliance project will bring the City of Tigard into compliance with the provisions of the Climate Friendly and Equitable Communities (CFEC) rules adopted by the State of Oregon's Land Conservation and Development Commission on July 25, 2022.

These rules were developed in consultation with a broad group of stakeholders including city staff, over the course of two years. The rulemaking process began after Governor Kate Brown issued Executive Order 20-04 in the spring of 2020, directing state agencies to reduce greenhouse gas emissions across the state. As part of this order, the Department of Land Conservation and Development was charged with updating the state's Transportation Planning Rule and other administrative rules to reduce the emissions caused by transportation and land use patterns.

Currently, the transportation sector accounts for more than a quarter of greenhouse gas (GHG) emissions nationwide, and more than 40 percent of emission in Oregon. Despite the efforts to reduce the carbon impact of the state's transportation system over the past two decades, emissions have grown annually.

The CFEC rules are intended to start the state down the road of addressing the climate emergency and issues of equity. They are focused on two primary areas of reform.

The first, and by far the most expansive, is an overhaul of the way that long-range transportation planning is conducted, and the types of projects that should be prioritized in that planning.

The second area of reform, though smaller in scope, is no less important to meeting the state's GHG reduction targets. This area is related to land use planning for vehicle parking. Most development codes across the country mandate off-street parking for uses and development. One of the issues is that the standards for these parking mandates are based on flawed or outdated analyses of actual parking need.

An increasing number of cities of all sizes across the country are recognizing the impact of these mandates on their climate goals and urban form and removing all parking requirements from their development codes. This does not eliminate parking, just a government mandate for parking. Multiple case studies have shown that the market is well-suited to provide the parking that is appropriate to development without mandates. The City of Tigard has its own case study for this outcome in the Tigard Triangle, where the Lean Code adopted in 2017 removed all minimum parking requirements. Since that time, development in the Triangle has continued apace, with adequate parking provided.

The state's requirements related to parking are one of the most time-constrained elements of the new administrative rules. These mandated parking reforms are required to be adopted in two phases—one by December 31, 2022, and the other by June 30, 2023.

In September, the Community Development team briefed the Planning Commission and the City Council on the rules and their requirements related to parking reform.

Under the rules, the City has three options for meeting the requirements for parking reform.

1. Remove all minimum parking requirements.
2. Remove minimum parking requirements in certain geographies and for certain uses.
3. Remove minimum parking requirements in certain geographies and adopt parking programs.

An analysis by the Community Development team found that Option 2 would require the removal of minimum parking requirements in 62 percent of the city, including all the mixed-use zones, most of the Industrial zones, and all but a small section of the General Commercial zone. The portion of the city where minimum parking requirements could be applied would be almost exclusively residential areas. However, even within these areas, certain minimum parking requirements could not be applied to a variety of housing types.

Option 3 would require extensive administrative investment to create and manage ongoing parking reform programs.

The Community Development team has confidence that removing minimum parking requirements will have no significant long-term impact on the provision of parking based on the precedents in other communities. Moreover, maintaining minimum parking requirements runs counter to the city's stated vision and goals centered on climate change, health, and walkability.

Therefore, the recommendation to Planning Commission and City Council was to pursue Option 1. Planning Commission concurred with a unanimous vote at their November 7 hearing. At a previous briefing, a majority of City Council members also directed staff to develop code amendments to effectuate this option.

Summary of Code Changes

The code changes associated with this project are minimal. They are focused almost exclusively on excising language related to minimum parking requirements from the development code. There are a few changes in the omnibus that address issues with the mobile home parks chapter and fix an issue in a table.

Chapter 18.410 Off-Street Parking and Loading

This chapter was updated to remove all standards related to minimum parking requirements. In addition, it was restructured to better organize the standards, and a new purpose statement was written to reflect the updated goals and vision of the chapter and allow for better findings to adjustments to the standards.

Division 18.200 Residential Development Standards
Division 18.300 Residential Development Standards
Division 18.600 Plan Districts

The chapters in these divisions were updated to remove references to minimum parking requirements and correct references to Chapter 18.410. Chapter 18.260 was updated to remove requirements that are better handled through nuisance code enforcement or that were not clear and objective.

Chapter 18.710 Land Use Applications

A table was updated to remove an instance where an ADU application type was erroneously not removed in the previous Housing Compliance project.

Chapter 18.765 Modifications

This chapter was updated to remove references to modifications for minimum parking requirements.

SECTION IV. APPLICABLE CRITERIA, FINDINGS, AND CONCLUSIONS

STATEWIDE PLANNING GOALS AND GUIDELINES

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with the state land use goals. Because the proposed code amendments have a limited scope and the text amendments address only some of the topics in the Statewide Planning Goals, only applicable statewide goals are addressed below.

Statewide Planning Goal 1 – Citizen Involvement:
This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

FINDING: The Department of Land Conservation and Development conducted a comprehensive public engagement process for the CFEC rulemaking project. This project brings the city's development code into compliance with those administrative rules and the associated state law.

Notice was sent to affected government agencies by email on October 5, 2022.

The notice requirements set forth in Section 18.710.110 (Type IV Procedures) were met. A notice was published in the Tigard Times newspaper on October 20, 2022. Two public hearings were held one before the Planning Commission on November 7 and one before the City Council on December 13, at which an opportunity for public input is provided. This goal is satisfied.

Statewide Planning Goal 2 – Land Use Planning:
This goal outlines the land use planning process and policy framework.

FINDING: The Department of Land Conservation and Development (DLCD) has acknowledged the City's Comprehensive Plan as being consistent with the statewide planning goals. The Development Code implements the Comprehensive Plan. The Development Code establishes a process and standards to review changes to the Tigard Development Code in compliance with the Comprehensive Plan and other applicable state requirements. As discussed within this report, the applicable Development Code process and standards have been applied to the proposed amendment, and the intent of these amendments are to meet the requirements of state law, administrative rules, and the Statewide Planning Goals. This goal is satisfied.

CONCLUSION: Based on the findings above and the related findings below, the Planning Commission concludes the proposed code amendments are consistent with applicable Statewide Planning Goals.

OREGON ADMINISTRATIVE RULES CHAPTER 660 DIVISION 12

The new rules in Section 400 of this division require that "Cities and counties shall remove parking mandates as directed under OAR 660-012-0420. In lieu of removing parking mandates, cities and counties may amend their comprehensive plans and land use regulations to implement the provisions of OAR 660-012-0425, OAR 660-012-0430, OAR 660-012-0435, OAR 660-012-0440, OAR 660-012-0445, and OAR 660-012-0450"

FINDING: The code amendments proposed remove all minimum parking requirements from the City of Tigard's Community Development Code as required by OAR 660-012-0400. This Administrative Rule is satisfied.

CONCLUSION: Based on the findings above and the related findings below, the Planning Commission concludes that the proposed code amendments are consistent with the applicable Oregon Administrative Rules.

TIGARD COMPREHENSIVE PLAN

State planning regulations require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals and consistent with their adopted comprehensive plan goals and policies. Because the development code amendments have a limited scope and the text amendments address only some of the topics in the Tigard Comprehensive Plan, only applicable comprehensive plan goals and associated policies are addressed below.

Comprehensive Plan Goal 1: Citizen Involvement
Policy 1.1.2: The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.

FINDING: The Department of Land Conservation and Development conducted a comprehensive public engagement process for the CFEC rulemaking project. This project brings the city's development code into compliance with those administrative rules and the associated state law.

Notice was sent to affected government agencies by email on October 5, 2022.

The notice requirements set forth in Section 18.710.110 (Type IV Procedures) were met. A notice was published in the Tigard Times newspaper on October 20, 2022. Two public hearings were held one before the Planning Commission on November 7 and one before the City Council on December 13, at which an opportunity for public input is provided. This goal is satisfied.

Comprehensive Plan Goal 2: Land Use Planning
Policy 2.1.1: The City's land use program shall establish a clear policy direction, comply with state and regional requirements, and serve its citizens' own interests.

FINDING: The proposed text amendments to the development code comply with all state and regional requirements, as the previous findings indicate. The proposed amendments provide clarification to ambiguous, redundant, and contradictory language in the development code. The proposed amendments also establish a clear policy direction for the approval of housing types. This policy is satisfied.

Comprehensive Plan Goal 2: Land Use Planning
Policy 2.1.2: The City's land use regulations, related plans, and implementing actions shall be consistent with and implement its Comprehensive Plan.

FINDING: As demonstrated in this staff report, the proposed amendments to the Tigard Development Code are consistent with the Tigard Comprehensive Plan. This policy is satisfied.

Policy 2.1.3: The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.

FINDING: Copies of the proposed text amendments were sent to affected agencies and each agency was invited

to comment on the proposal, as required by Section 18.710.110 (Type IV Procedures) and discussed in Section V of this report. Comments submitted by affected agencies have been incorporated into this report and the proposed amendments. This policy is satisfied.

Policy 2.1.24: The City shall establish design standards to promote quality urban development and to enhance the community's value, livability, and attractiveness.

FINDING: The proposed amendments further the City's goal to increase health and walkability. Standards for street-facing facades ensure that the pedestrian realm remains attractive and that parking structures do not present blank walls to the street. The proposed standards ensure that the City's goals and the state requirements are simultaneously met. This policy is satisfied.

CONCLUSION: Based on the findings above, the Planning Commission concludes that the proposed code text amendments are consistent with applicable provisions of the Tigard Comprehensive Plan.

APPLICABLE PROVISIONS OF THE TIGARD DEVELOPMENT CODE

Section 18.790: Zoning Map and Text Amendments

18.790.020 Legislative Amendments
A. Approval process. A legislative amendment application is processed through a Legislative procedure, as provided in Section 18.710.110.

FINDING: The proposed amendments are legislative in nature. Therefore, the amendment will be reviewed under the Type IV legislative procedure as set forth in Section 18.710.110. This procedure requires public hearings by both the Planning Commission and City Council. Public hearings were conducted on November 7, 2022, and December 13, 2022. This criterion is met.

B. A recommendation or a decision for a legislative amendment application may be based on consideration of the applicable legal requirements. They may, but do not necessarily include: Oregon Revised Statutes, Oregon Administrative Rules, one or more Statewide Planning Goals, Metro's Urban Growth Management Functional Plan and any other regional plans.

FINDING: Findings and conclusions are provided throughout Section IV above, for the applicable listed factors on which the recommendation by the Commission and the decision by the Council shall be based. This standard is satisfied.

CONCLUSION: Based on the findings above, the Planning Commission concludes that the proposed amendments are consistent with applicable provisions of the Tigard Development Code.

SUMMARY CONCLUSION: As shown in the findings above, the Planning Commission concludes that the proposed amendments are consistent with the applicable Statewide Planning Goals; applicable Oregon Administrative Rules; applicable Tigard Comprehensive Plan goals and policies, and the applicable provisions of the City's implementing ordinances.

SECTION V. AGENCY COMMENTS

City of Portland, City of Beaverton, City of Durham, City of Lake Oswego, City of Tualatin, City of King City, Washington County, TVF&R, METRO, DLCD, DEQ, CWS, and OR Dept. of Aviation were notified of the proposed code text amendments and to date, have not provided any comments.

The Department of Land Conservation and Development submitted written comments. Those comments are included in Attachment 2.

SECTION VI. PUBLIC COMMENTS

No public comments have been received to date.

ATTACHMENTS:

Attachments:

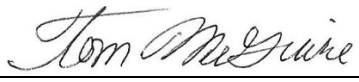
1. Draft Text Amendments
2. Agency Comments



November 21, 2022

PREPARED BY: Schuyler Warren
Senior Planner

DATE



November 21, 2022

APPROVED BY: Tom McGuire
Assistant Community Development Director

DATE



November 21, 2022

APPROVED BY: Yi-Kang Hu
Planning Commission President

DATE

Attachment 1

Parking Compliance Project

Strikethrough with Commentary

December 13, 2022

Text shown in ~~strikethrough~~ is to be removed.

Text shown in ***bold, italic, and underlined*** is to be added.

Chapter 18.410 OFF-STREET PARKING AND LOADING

18.410.010 Purpose

The purpose of this chapter is to ***provide standards to*** ensure the ***following goals are met*** ~~provision of vehicle parking areas that~~:

A. Off-street vehicle parking and maneuvering areas should be:

1 ~~A.~~ ***Limited in scale,*** ~~Have adequate capacity,~~

2 ~~B.~~ ***Appropriately located to increase safety and minimize conflicts with non-motorized vehicles and pedestrians,*** ~~Are appropriately located in close proximity to the various uses for residents, customers, and employees~~, and

3 ~~C.~~ ***Adequately maintained, and*** ~~Maintain the traffic-carrying capacity of nearby streets to minimize hazardous conditions.~~

4. Designed in a manner to mitigate heat island effects or generate sustainable power.

B. Parking structures should:

1. Include pedestrian-friendly ground floor façades, and

2. Minimize conflicts at ingress and egress points.

C. Off-street bicycle parking areas should be:

1. Sufficiently sized to meet the current and future needs of bicyclists, and

2. Located to ensure safety, reduce theft, and increase convenience.

18.410.020 Applicability

A new purpose statement was written with the intent of separating out the goals for each of the three different parking situations covered by this chapter. This will help to better explain the purpose of the code, but also allow for better findings for adjustments, which rely on the purpose statement.

A. Applicability. The provisions of this chapter apply to all new development and all modifications to existing development, including changes of use, unless stated otherwise.

B. Unlisted uses. Where a use in not listed in Table 18.410.3, a use determination may be requested as provided in Section 18.60.030 for the purposes of determining the maximum vehicle parking and minimum bicycle parking standards of this chapter.

~~18.410.030 General Provisions~~

~~A. Location. Required off-street parking must be located on the same lot as the use it serves, except where an on-street credit has been granted through the provisions of Section 18.410.090.~~

~~B. Maintenance. All parking areas must be kept clean and in good repair at all times.~~

~~C. Exclusive use. Except for shared parking agreements approved through a land use application, required off-street parking must not be rented, leased, or assigned to any other person or organization.~~

~~D. Mixed-use and multi-tenant developments. In mixed-use and multi-tenant developments, the required minimum vehicle parking is determined using the following formula:~~

~~1. The use category with the largest proportion of total floor area within the development must provide 100 percent of the minimum vehicle parking required for that use category in Section 18.410.070;~~

~~2. The use category with the second largest proportion of total floor area within the development must provide 85 percent of the minimum vehicle parking required for that use category in Section 18.410.070;~~

~~3. The use category with the third largest proportion of total floor area within the development must provide 70 percent of the minimum vehicle parking required for that use category in Section 18.410.070;~~

~~4. All other use categories must provide 60 percent of the minimum vehicle parking required for each of those use categories in Section 18.410.070.~~

The language on unlisted uses was moved to this section from later in the code.

Most of the general provisions were removed, as they apply to situations where there are minimum parking requirements. The provisions that were not removed were moved to other sections where they could be better applied.

Maintenance in particular does not need to be here as it is covered by the nuisance code.

~~E. Shared parking. The parking requirements of this chapter may be met through a shared parking agreement, subject to the following:~~

~~1. The applicant must demonstrate that the sites participating in the shared parking agreement provide sufficient and appropriately located parking for all uses on the sites during all periods of operation;~~

~~2. The applicant must provide satisfactory legal evidence in the form of deeds, leases, or contracts to establish the shared parking agreement; and~~

~~3. If a shared parking agreement is terminated, the requirements of this title thereafter apply to each use, structure, or lot separately.~~

~~F. Accessible parking. All parking areas must include the required number of accessible parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by these regulations and in compliance with ORS 447.~~

~~G. Fleet parking. Required vehicle parking spaces may not be used for storage of fleet vehicles, except when a use can show that employee and fleet parking spaces are used interchangeably; for example, the employee drives the fleet vehicle from home, or the spaces are used for fleet storage only at night and are available for employee use during the day. For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage.~~

18.410.~~040~~*030* ~~General Design~~ *Vehicle Parking and Loading* Standards

A. Quantity.

1. The ratios for the maximum number of off-street vehicle parking spaces allowed are provided in Table 18.410.3, subject to the following:

a. If application of the maximum parking standard results in less than six parking spaces for a development with less than 1,000 square feet of floor area, the development is allowed up to six parking spaces.

b. If application of the maximum parking standard results in less than 10 vehicle parking spaces for a development between 1,000 and

The accessible parking provisions were moved to the vehicle parking and loading section.

The quantity section was added here to mirror the way that the bicycle section is organized.

2,000 square feet, the development is allowed up to 10 vehicle parking spaces.

c. If a development is approved with no specified use, the development must apply the maximum parking standard for the use category that would allow the fewest number of parking spaces, chosen from all the uses that could be contained within the building type(s).

d. In mixed-use and multi-tenant developments, the maximum allowable vehicle parking is determined individually for each use.

d. The following types of parking areas are not included when calculating the maximum number of vehicle parking spaces allowed:

1. Parking spaces contained in a parking structure;

2. Market-rate paid parking spaces;

3. Designated carpool or vanpool spaces;

4. Designated accessible parking spaces;

5. Fleet vehicle storage; and

6. Vehicle storage spaces for sale, lease, or rent.

B. ~~A~~. Vehicular access. Vehicular access to off-street ***vehicle*** parking or loading areas must meet the requirements of Chapter 18.920, Access, Egress, and Circulation and Chapter 18.930, Vision Clearance Areas.

C. ~~B~~. Pedestrian access. Paths that cross access driveways or ***that provide access to vehicle or bicycle*** parking areas are subject to the following:

1. Paths must be physically separated from ~~motor~~ vehicle ~~traffic and~~ parking ***and maneuvering areas*** by either a minimum 6-inch vertical separation (curbed) or a minimum 3-foot horizontal separation, except that pedestrian crossings of traffic aisles are allowed for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used;

2. Paths must be a minimum of 4 feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts; and

3. Paths must be in compliance with applicable federal and state accessibility standards.

~~C. Loading and unloading driveways. Passenger loading and unloading areas must be designed such that vehicle stacking does not impact any public right-of-way.~~

D. Drive-through facilities.

1. All uses with drive-through facilities must provide ~~an~~ on-site stacking lane***s*** for inbound vehicles as provided in Table 18.410.1.

Table 18.410.1

Stacking Lane Requirements

Use	**Stacking Lane Requirement**
Banks	150 feet/service terminal
Automated teller machines	50 feet/automated teller machine
Cleaners, repair services	50 feet
Restaurants	200 feet
Drive-in theaters	200 feet
Fueling stations	75 feet between curb cut and nearest fueling kiosk
Car washes	75 feet/washing unit
Parking facilities:	
- With automatic ticket dispensing	50 feet/entry driveway
- With staffed ticket dispensing	100 feet/entry driveway
- With valet or attendant parking	100 feet

2. Stacking lanes must be designed so that they do not interfere with ***off-street*** parking areas or with vehicle, pedestrian, and bicycle circulation. ~~Restaurants with drive-through facilities must provide at least one clearly marked parking space per service window for the use of vehicles waiting for an order to be filled.~~

E. Surfacing. Off-street parking areas must be paved with an asphalt, concrete, or pervious paving surface, ***except for*** ~~with~~ the following ~~exceptions~~:

The loading driveways provision was combined with another and moved to later in this section

This is a minimum parking requirement and so it was removed.

1. Off-street parking areas associated with a temporary use application, as provided in Chapter 18.440, Temporary Uses, provided the approval authority determines that unpaved parking will not create adverse conditions.

2. Off-street overflow parking areas in the Parks and Recreation zone.

F. Striping.

1. ~~Except for parking required for small form residential and accessory dwelling units, and individual spaces for rowhouses, all~~ ***All*** off-street parking spaces must be clearly and separately identified with pavement markings or contrasting paving materials~~; and~~***, except for spaces provided with the following types of development:***

a. Small form residential;

b. Detached accessory dwelling units; or

c. Any other residential development where spaces are not grouped.

2. All interior ***vehicle*** drives and access aisles must be clearly marked and signed to show direction of flow.

G. Wheel stops. Parking bumpers or wheel stops a minimum of four inches in height must be provided a minimum of three feet from the front of ***vehicle*** parking spaces wherever vehicles can encroach on a right-of-way or pedestrian path. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian paths.

H. Lighting. Lighting ~~in parking areas~~ must ***be provided that*** meet***s*** the following standards:

1. ~~Parking areas must include lighting sufficient to illuminate a~~***A***ll pedestrian paths ~~and bicycle parking areas~~ ***in parking areas and providing access to parking areas must be illuminbated*** to a minimum level of 0.5 footcandles at all points, measured horizontally at the ground level.

2. Lighting luminaires must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.

3. ~~Parking area l~~***L***ighting may not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.

This standard was reworded for clarity.

The lighting provisions were made specific to vehicle parking areas and new lighting provisions were added to the bicycle parking stardards.

I. Space and aisle dimensions. The minimum dimensional standards for surface parking spaces and drive aisles are provided in Figure 18.410.1 and Table 18.410.2.

Figure 18.410.1

Parking Dimension Factors

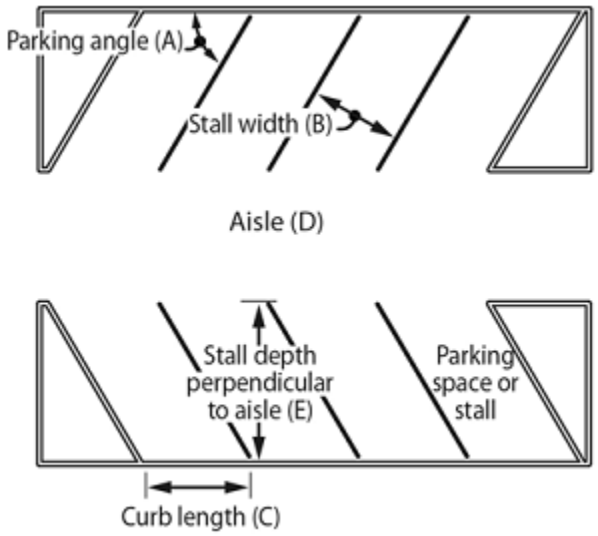


Table 18.410.2

Minimum Parking Space and Aisle Dimensions

Angle (A)	Stall Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	22 ft. 6 in.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

J. Accessible parking. Where off-street vehicle parking is provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by these regulations and in compliance with ORS 447.

This provision was moved from the general provisions.

K. Loading areas. All off-street vehicle loading areas for passengers or goods must:

1. Include sufficient area for turning and maneuvering of vehicles on site. At a minimum, the maneuvering length must be at least twice the overall length of the longest vehicle using the site.

2. Be designed such that vehicle stacking does not impact any public right-of-way.

18.410.040 Parking Structure Standards

A. First-story windows and wall openings. All street-facing facades of parking structures must include windows, doors, or display areas on a minimum of 20% of the first-story facade area excluding those portions of the facade devoted to vehicular access, stairwells, elevators, and centralized payment booths. Required windows must have a sill no more than four feet above grade. Where the interior floor level prohibits such placement, the sill may be raised to allow it to be no more than two feet above finished floor wall up to a maximum sill height of six feet above grade.

B. Exit warning bell. All exits from parking structures within 15 feet of public sidewalks or pedestrian paths must include an audible and visible signal that alerts non-motorized traffic when vehicles are exiting.

C. Parking layout and internal circulation. The required space and aisle dimensions within a parking structure are provided in Figure 18.410.1 and Table 18.410.2.

18.410.050 Bicycle Parking ~~Design~~ Standards

A. Quantity. The minimum number of required bicycle parking spaces is provided in Table 18.410.3. If application of the minimum bicycle parking standard results in less than two spaces, then the development must provide at least two spaces. Small form residential, accessory dwelling units, cottage clusters, courtyard units, quads, and rowhouses are exempt from minimum bicycle parking standards.

***B*~~A~~. Location.

This subsection combines two separate loading area standards into one.

This section was moved to be next to the vehicle parking standards that it references.

The quantity standard was moved to the beginning of this section.

~~1.~~ Required bicycle parking must be located within 50 feet of a required or main entrance of a primary building~~; and~~***, except that***

~~2. R~~***r***equired bicycle parking for ***mixed-use or*** nonresidential development ***that includes any vehicle parking within a parking structure*** must be covered and located within 100 feet of a required or main entrance of a primary building ~~on the site if any required vehicle parking spaces are provided in a structure~~.

C~~B~~. Design.

1. Bicycle racks must be designed to allow a bicycle frame to lock to it at two points of contact, except that spiral racks and wave racks with more than one loop are prohibited;

2. Bicycle racks must be securely anchored to the ground, wall, or other structure;

3. Bicycle parking spaces must be at least 2.5 feet in width and six feet in length and have an access ~~aisle~~ between each row of spaces that is at least five feet in width. Covered bicycle parking must provide a vertical clearance of seven feet; and

4. Bicycle parking spaces must be paved with a dust-free hard surface material.

~~C. Quantity. The total number of required bicycle parking spaces for each use is provided in Table 18.410.3. If the minimum bicycle parking requirement as calculated in Table 18.410.3 is less than two spaces, then the minimum number of spaces is two. Small form residential, accessory dwelling units, cottage clusters, courtyard units, quads, and rowhouses are exempt from minimum bicycle parking standards.~~

D. Lighting. Lighting must be provided that meets the following standards:

1. All bicycle parking areas and paths providing access to these areas must be illuminated to a minimum level of 0.5 footcandles at all points, measured horizontally at the ground level.

2. Lighting luminaires must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.

3. Lighting may not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.

Reworded for clarity.

These lighting standards for bicycle parking were moved from the vehicle parking area standards.

~~18.410.060 Parking Structure Design Standards~~

~~A. First-story windows and wall openings. All street-facing facades must include windows, doors, or display areas on a minimum of 20% of the first-story facade area excluding those portions of the facade devoted to vehicular access, stairwells, elevators, and centralized payment booths. Required windows must have a sill no more than four feet above grade. Where the interior floor level prohibits such placement, the sill may be raised to allow it to be no more than two feet above finished floor wall up to a maximum sill height of six feet above grade.~~

~~B. Exit warning bell. A warning bell or other signal must be provided for exits from parking structures that cross public sidewalks where a standard vision clearance area cannot be provided.~~

~~C. Parking layout and internal circulation. The required space and aisle dimensions within a parking structure are provided in Figure 18.410.1 and Table 18.410.2.~~

18.410.0~~70~~*060* Vehicle and Bicycle Parking Quantity Standards

~~A. Off-street parking requirements. The ratios for providing minimum and maximum vehicle parking spaces are provided in Table 18.410.3. If application of the maximum parking standard results in less than six parking spaces for a development with less than 1,000 square feet of floor area, the development is allowed up to six parking spaces. If application of the maximum parking standard results in less than 10 vehicle parking spaces for a development between 1,000 and 2,000 square feet, the development is allowed up to 10 vehicle parking spaces.~~

~~B. Choice of parking requirements. When a development is approved with no specified use, the use category for determining the minimum and maximum parking requirements is the use category that requires the greatest number of parking spaces, chosen from all uses that could be contained within the building type.~~

~~C. Measurements. The following measurements are used in calculating the total minimum number of vehicle parking spaces required as provided in Table 18.410.3:~~

This section was moved earlier.

Most of the requirements of this section were removed as most relate to minimum parking requirements.

This was made specific to maximum parking and moved to the vehicle parking standards quantity subsection

1. Fractions. Fractional space requirements are counted as a whole space.

2. Employees. Where employees are specified for the purpose of determining the minimum vehicle parking spaces required, the employees counted are those who work on the premises during the largest shift at the peak season.

3. Students. When students are specified for the purpose of determining the minimum vehicle parking spaces required, the students counted are those who are on the campus during the peak period of the day during a typical school term.

4. Space. Square footage is floor area, excluding only space devoted to covered off-street parking or loading.

D. Exceptions to maximum parking standards. The following types of parking are not included when calculating the maximum vehicle parking allowed as provided in Table 18.410.3:

1. Parking spaces contained in a parking structure;

2. Market-rate paid parking spaces;

3. Designated carpool or vanpool spaces;

4. Designated accessible parking spaces;

5. Fleet vehicle storage; and

6. Vehicle storage spaces for sale, lease, or rent.

E. Parking requirements for unlisted uses. If a use is not listed, a use determination may be requested as provided in Section 18.60.030.

18.410.080 Loading Standards

All off-street loading spaces must have sufficient area for turning and maneuvering of vehicles on site. At a minimum, the maneuvering length may not be less than twice the overall length of the longest vehicle using the site.

This subsection was moved to the quantity subsection of the vehicle parking standards.

This was combined with another loading standard in the vehicle parking section.

18.410.090 On-Street Parking Credit

A. Applicability. The following uses may partially or fully meet off-street parking requirements using the on-street parking standards of this section:

1. Residential uses in the RES-B, RES-C, and RES-D zones; and

2. Religious Institutions.

B. Credit. Each on-street parking space may substitute for one required off-street parking space.

C. Standards. An on-street parking space utilized for this credit must meet the following standards:

1. On-street parking must be allowed on the side of the street where the space is to be provided.

2. The space must be a minimum of 24 feet long;

3. The space must be located along an improved and curbed right-of-way;

4. The space must be located adjacent to the subject site;

5. The space must not extend into the required vision clearance area as defined in Chapter 18.930, Vision Clearance Areas, and must not violate any other applicable street standard as determined by the City Engineer; and

6. If the use is a Religious Institution, local residential streets may not be utilized for on-street parking credit.

D. No exclusive use. On-street parking spaces credited for a specific development or use may not be used exclusively by that development or use but must be available for the general public. Signs or actions limiting general public use of on-street spaces are prohibited.

On-street parking credits are no longer needed, as there are no minimum parking requirements.

Table 18.410.3

Vehicle and Bicycle Parking Quantity Standards

Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.

Use Category	***Vehicle Maximum (Zone A) [1]***	***Vehicle Maximum (Zone B) [1]***	***Bicycle Minimum***
Residential Use Category			
Residential Use	***See applicable housing type development standards chapter in 18.200. The residential component of a mixed-use development must use the parking requirements for apartments.***		
Civic/Institutional Use Categories			
Basic Utilities	***None***	***None***	***None***
Colleges	***1.0/3.3 students/staff***	***1.0/3.3 students/staff***	***1.0/3.0 students/staff***
Community Services	***2.5/1,000***	***4.0/1,000***	***0.3/1,000***
Cultural Institutions	***3.5/1,000***	***4.5/1,000***	***1.0/1,000***
Day Care	***Home: None*** ***Commercial: 2.7/1,000***	***Home: None*** ***Commercial: 3.2/1,000***	***Home: None*** ***Commercial: 1.5/classroom***
Emergency Services	***3.5/1,000***	***4.5/1,000***	***0.5/1,000***
Medical Centers	***2.7/1,000***	***3.2/1,000***	***0.2/1,000***
Postal Services	***3.0/1,000***	***4.5/1,000***	***0.3/1,000***
Religious Institutions	***1.0/1.7 seats in main assembly area***	***1.0/1.3 seats in main assembly area***	***1.0/20 seats in main assembly area***
Schools	***Preschool:*** ***7.0 + 1.0/classroom***	***Preschool:*** ***0.0 + 1.0/classroom***	***Preschool:*** ***1.0/classroom*** ***Elementary/JR: 6.0/classroom***

The quantity standards table was updated to remove minimum parking requirements.

Table 18.410.3 *Vehicle and Bicycle Parking Quantity Standards*			
Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.			
Use Category	*Vehicle Maximum* *(Zone A) [1]*	*Vehicle Maximum* *(Zone B) [1]*	*Bicycle Minimum*
	Elementary/JR: 2.5/classroom *SR: 1.0/3.3 students/staff*	*Elementary/JR: 3.5/classroom* *SR: 1.0/3.3 students/staff*	*SR: 6.0/classroom*
Social/Fraternal Clubs/Lodges	*12.0/1,000 main assembly area*	*14.0/1,000 main assembly area*	*2.0/1,000 main assembly area*
Temporary Shelter	*None*	*None*	*1.0/5 beds*
Commercial Use Categories			
Adult Entertainment	*3.5/1,000* *1.0/1.25 seats*	*4.5/1,000* *1.0/2 seats*	*0.5/1,000* *1.0/20 seats*
Animal-Related Commercial	*4.0/1,000*	*4.5/1,000*	*0.3/1,000*
Bulk Sales	*1.3/1,000*	*2.0/1,000*	*0.3/1,000*
Commercial Lodging	*1.2/room*	*1.4/room*	*1.0/10 rooms*
Custom Arts and Crafts	*5.1/1,000*	*6.2/1,000*	*0.3/1,000*
Eating and Drinking Establishments [2]	*Fast food: 12.4/1,000* *Other: 19.1/1,000*	*Fast food: 14.9/1,000* *Other: 23.0/1,000*	*All: 1.0/1,000*
Indoor Entertainment	*5.4/1,000* *Theater: 1.0/2.5 seats*	*6.5/1,000* *Theater: 1.0/2 seats*	*0.5/1,000* *Theater: 1.0/10 seats*
Major Event Entertainment	*1.0/2.5 seats or*	*1.0/2 seats or*	*1.0/10 seats*

Table 18.410.3 *Vehicle and Bicycle Parking Quantity Standards*			
Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.			
Use Category	*Vehicle Maximum* *(Zone A) [1]*	*Vehicle Maximum* *(Zone B) [1]*	*Bicycle Minimum*
	1.0/5 ft of bench	*1.0/4 ft of bench*	*or 40 ft of bench*
Motor Vehicle Sales/Rental	*1.3/1,000 but no less than 4*	*2.0/1,000 but no less than 4*	*0.2/1,000 sales area*
Motor Vehicle Servicing/Repair	*2.3/1,000 but no less than 4*	*2.6/1,000 but no less than 4*	*0.2/1,000*
Non-Accessory Parking	*None*	*None*	*None*
Office	*Non-medical: 3.4/1,000* *Medical: 4.9/1,000*	*Non-medical: 4.1/1,000* *Medical: 5.9/1,000*	*Non-medical: 0.5/1,000* *Medical: 0.4/1,000*
Outdoor Entertainment	*4.5/1,000*	*5.0/1,000*	*0.4/1,000*
Outdoor Sales	*1.3/1,000 sales area*	*2.0/1,000 sales area*	*0.1/1,000 sales area*
Personal Services	*3.0/1,000* *Bank with drive-through: 5.4/1,000*	*4.5/1,000* *Bank with drive-through: 6.5/1,000*	*All: 1.0/1,000*
Repair-Oriented Retail	*4.0/1,000*	*4.5/1,000*	*0.3/1,000*
Sales-Oriented Retail	*5.1/1,000*	*6.2/1,000*	*0.3/1,000*
Self-Service Storage	*1.0/4 storage units*	*1.0/2 storage units*	*1.0/40 storage units*
Vehicle Fuel Sales	*4.0 + 2.0/service bay*	*4.0 + 2.5/service bay*	*0.2/1,000*
Industrial Use Categories			
General Industrial	*None*	*None*	*0.1/1,000*

Table 18.410.3 *Vehicle and Bicycle Parking Quantity Standards*			
Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.			
Use Category	*Vehicle Maximum* *(Zone A) [1]*	*Vehicle Maximum* *(Zone B) [1]*	*Bicycle Minimum*
Heavy Industrial	*None*	*None*	*0.1/1,000*
Industrial Services	*1.2/1,000*	*1.8/1,000*	*0.1/1,000*
Light Industrial	*None*	*None*	*0.1/1,000*
Railroad Yards	*None*	*None*	*None*
Research and Development	*3.0/1,000*	*3.8/1,000*	*0.5/1,000*
Warehouse/Freight Movement	*<150,000 sq ft: 0.8/1,000* *>150,000 sq ft: 0.4/1,000*	*<150,000 sq ft: 1.2/1,000* *>150,000 sq ft: 0.5/1,000*	*All: 0.1/1,000*
Waste-Related	*7.0*	*10.0*	*None*
Wholesale Sales	*1.2/1,000*	*1.8/1,000*	*0.1/1,000*
Other Use Categories			
Agriculture/Horticulture	*None*	*None*	*None*
Cemeteries	*None*	*None*	*None*
Detention Facilities	*None*	*None*	*1.0/2.5 beds*
Heliports	*None*	*None*	*None*
Mining	*None*	*None*	*None*
Wireless Communication Facilities	*None*	*None*	*None*
Transportation/Utility Corridors	*None*	*None*	*None*

~~Table 18.410.3~~

~~Minimum and Maximum Off-Street Vehicle and Bicycle Parking Requirements~~

~~Parking space requirements are based on square feet of floor area unless otherwise stated.~~

~~See Chapter 18.650 for parking requirements in the MU-CBD zone and Chapter 18.660 for parking requirements in the TMU zone.~~

~~Use Category~~	~~Vehicle Minimum [1]~~	~~Vehicle Maximum (Zone A) [1]~~	~~Vehicle Maximum (Zone B) [1]~~	~~Bicycle Minimum~~
~~*Residential Use Category*~~				
~~Residential Use~~	~~See applicable housing type development standards chapter in 18.200. The residential component of a mixed-use development must use the parking requirements for apartments.~~			
~~*Civic/Institutional Use Categories*~~				
~~Basic Utilities~~	~~None~~	~~None~~	~~None~~	~~None~~
~~Colleges~~	~~1.0/5 students/staff~~	~~1.0/3.3 students/staff~~	~~1.0/3.3 students/staff~~	~~1.0/3.0 students/staff~~
~~Community Services~~	~~2.0/1,000~~	~~2.5/1,000~~	~~4.0/1,000~~	~~0.3/1,000~~
~~Cultural Institutions~~	~~2.5/1,000~~	~~3.5/1,000~~	~~4.5/1,000~~	~~1.0/1,000~~
~~Day Care~~	~~Home: None~~ ~~Commercial: 2.0/classroom~~	~~Home: None~~ ~~Commercial: 2.7/1,000~~	~~Home: None~~ ~~Commercial: 3.2/1,000~~	~~Home: None~~ ~~Commercial: 1.5/classroom~~
~~Emergency Services~~	~~3.0/1,000~~	~~3.5/1,000~~	~~4.5/1,000~~	~~0.5/1,000~~
~~Medical Centers~~	~~2.0/1,000~~	~~2.7/1,000~~	~~3.2/1,000~~	~~0.2/1,000~~
~~Postal Services~~	~~2.5/1,000~~	~~3.0/1,000~~	~~4.5/1,000~~	~~0.3/1,000~~
~~Religious Institutions~~	~~1.0/3 seats in main assembly area~~	~~1.0/1.7 seats in main assembly area~~	~~1.0/1.3 seats in main assembly area~~	~~1.0/20 seats in main assembly area~~
~~Schools~~	~~Preschool:~~ ~~5.0 + 1.0/classroom~~	~~Preschool:~~ ~~7.0 + 1.0/classroom~~	~~Preschool:~~ ~~0.0 + 1.0/classroom~~	~~Preschool:~~ ~~1.0/classroom~~

~~Table 18.410.3~~

~~Minimum and Maximum Off-Street Vehicle and Bicycle Parking Requirements~~

~~Parking space requirements are based on square feet of floor area unless otherwise stated.~~

~~See Chapter 18.650 for parking requirements in the MU-CBD zone and Chapter 18.660 for parking requirements in the TMU zone.~~

~~Use Category~~	~~Vehicle Minimum [1]~~	~~Vehicle Maximum (Zone A) [1]~~	~~Vehicle Maximum (Zone B) [1]~~	~~Bicycle Minimum~~
	~~Elementary/JR: 2.0/classroom~~ ~~SR: 1.0/5 students/staff~~	~~Elementary/JR: 2.5/classroom~~ ~~SR: 1.0/3.3 students/staff~~	~~Elementary/JR: 3.5/classroom~~ ~~SR: 1.0/3.3 students/staff~~	~~Elementary/JR: 6.0/classroom~~ ~~SR: 6.0/classroom~~
~~Social/Fraternal Clubs/Lodges~~	~~10.0/1,000 main assembly area~~	~~12.0/1,000 main assembly area~~	~~14.0/1,000 main assembly area~~	~~2.0/1,000 main assembly area~~
~~Temporary Shelter~~	~~1.0/2.5 beds~~	~~None~~	~~None~~	~~1.0/5 beds~~
~~*Commercial Use Categories*~~				
~~Adult Entertainment~~	~~2.5/1,000~~ ~~1.0/3 seats~~	~~3.5/1,000~~ ~~1.0/1.25 seats~~	~~4.5/1,000~~ ~~1.0/2 seats~~	~~0.5/1,000~~ ~~1.0/20 seats~~
~~Animal-Related Commercial~~	~~3.3/1,000~~	~~4.0/1,000~~	~~4.5/1,000~~	~~0.3/1,000~~
~~Bulk Sales~~	~~1.0/1,000 but no less than 10~~	~~1.3/1,000~~	~~2.0/1,000~~	~~0.3/1,000~~
~~Commercial Lodging~~	~~1.0/room~~	~~1.2/room~~	~~1.4/room~~	~~1.0/10 rooms~~
~~Custom Arts and Crafts~~	~~3.0/1,000~~	~~5.1/1,000~~	~~6.2/1,000~~	~~0.3/1,000~~
~~Eating and Drinking Establishments [2]~~	~~Fast food: 7.0/1,000~~ ~~Other: 9.0/1,000~~	~~Fast food: 12.4/1,000~~ ~~Other: 19.1/1,000~~	~~Fast food: 14.9/1,000~~ ~~Other: 23.0/1,000~~	~~All: 1.0/1,000~~
~~Indoor Entertainment~~	~~4.3/1,000~~ ~~Theater: 1.0/3 seats~~	~~5.4/1,000~~ ~~Theater: 1.0/2.5 seats~~	~~6.5/1,000~~ ~~Theater: 1.0/2 seats~~	~~0.5/1,000~~ ~~Theater: 1.0/10 seats~~

~~Table 18.410.3~~

~~Minimum and Maximum Off-Street Vehicle and Bicycle Parking Requirements~~

~~Parking space requirements are based on square feet of floor area unless otherwise stated.~~

~~See Chapter 18.650 for parking requirements in the MU-CBD zone and Chapter 18.660 for parking requirements in the TMU zone.~~

~~Use Category~~	~~Vehicle Minimum [1]~~	~~Vehicle Maximum (Zone A) [1]~~	~~Vehicle Maximum (Zone B) [1]~~	~~Bicycle Minimum~~
~~Major Event Entertainment~~	~~1.0/3 seats or 1.0/6 ft of bench~~	~~1.0/2.5 seats or 1.0/5 ft of bench~~	~~1.0/2 seats or 1.0/4 ft of bench~~	~~1.0/10 seats or 40 ft of bench~~
~~Motor Vehicle Sales/Rental~~	~~1.0/1,000 but no less than 4~~	~~1.3/1,000 but no less than 4~~	~~2.0/1,000 but no less than 4~~	~~0.2/1,000 sales area~~
~~Motor Vehicle Servicing/Repair~~	~~2.0/1,000 but no less than 4~~	~~2.3/1,000 but no less than 4~~	~~2.6/1,000 but no less than 4~~	~~0.2/1,000~~
~~Non-Accessory Parking~~	~~None~~	~~None~~	~~None~~	~~None~~
~~Office~~	~~Non-medical: 2.7/1,000 Medical: 3.9/1,000~~	~~Non-medical: 3.4/1,000 Medical: 4.9/1,000~~	~~Non-medical: 4.1/1,000 Medical: 5.9/1,000~~	~~Non-medical: 0.5/1,000 Medical: 0.4/1,000~~
~~Outdoor Entertainment~~	~~4.0/1,000~~	~~4.5/1,000~~	~~5.0/1,000~~	~~0.4/1,000~~
~~Outdoor Sales~~	~~1.0/1,000 sales area~~	~~1.3/1,000 sales area~~	~~2.0/1,000 sales area~~	~~0.1/1,000 sales area~~
~~Personal Services~~	~~2.5/1,000 Bank with drive-through: 3.0/1,000~~	~~3.0/1,000 Bank with drive-through: 5.4/1,000~~	~~4.5/1,000 Bank with drive-through: 6.5/1,000~~	~~All: 1.0/1,000~~ -
~~Repair-Oriented Retail~~	~~3.3/1,000~~	~~4.0/1,000~~	~~4.5/1,000~~	~~0.3/1,000~~
~~Sales-Oriented Retail~~	~~3.0/1,000~~	~~5.1/1,000~~	~~6.2/1,000~~	~~0.3/1,000~~
~~Self-Service Storage~~	~~1.0/4 storage units~~	~~1.0/4 storage units~~	~~1.0/2 storage units~~	~~1.0/40 storage units~~
~~Vehicle Fuel Sales~~	~~3.0 + 2.0/service bay~~	~~4.0 + 2.0/service bay~~	~~4.0 + 2.5/service bay~~	~~0.2/1,000~~

~~Table 18.410.3~~

~~Minimum and Maximum Off-Street Vehicle and Bicycle Parking Requirements~~

~~Parking space requirements are based on square feet of floor area unless otherwise stated.~~

~~See Chapter 18.650 for parking requirements in the MU-CBD zone and Chapter 18.660 for parking requirements in the TMU zone.~~

~~Use Category~~	~~Vehicle Minimum [1]~~	~~Vehicle Maximum (Zone A) [1]~~	~~Vehicle Maximum (Zone B) [1]~~	~~Bicycle Minimum~~
~~*Industrial Use Categories*~~				
~~General Industrial~~	~~1.6/1,000~~	~~None~~	~~None~~	~~0.1/1,000~~
~~Heavy Industrial~~	~~1.6/1,000~~	~~None~~	~~None~~	~~0.1/1,000~~
~~Industrial Services~~	~~0.8/1,000~~	~~1.2/1,000~~	~~1.8/1,000~~	~~0.1/1,000~~
~~Light Industrial~~	~~1.6/1,000~~	~~None~~	~~None~~	~~0.1/1,000~~
~~Railroad Yards~~	~~None~~	~~None~~	~~None~~	~~None~~
~~Research and Development~~	~~2.0/1,000~~	~~3.0/1,000~~	~~3.8/1,000~~	~~0.5/1,000~~
~~Warehouse/Freight Movement~~	~~<150,000 sq ft: 0.5/1,000~~ ~~>150,000 sq ft: 0.3/1,000~~	~~<150,000 sq ft: 0.8/1,000~~ ~~>150,000 sq ft: 0.4/1,000~~	~~<150,000 sq ft: 1.2/1,000~~ ~~>150,000 sq ft: 0.5/1,000~~	~~All: 0.1/1,000~~
~~Waste-Related~~	~~5.0~~	~~7.0~~	~~10.0~~	~~None~~
~~Wholesale Sales~~	~~0.8/1,000~~	~~1.2/1,000~~	~~1.8/1,000~~	~~0.1/1,000~~
~~*Other Use Categories*~~	-	-	-	-
~~Agriculture/Horticulture~~	~~2.5/1,000 sales area but no less than 4~~	~~None~~	~~None~~	~~None~~
~~Cemeteries~~	~~None~~	~~None~~	~~None~~	~~None~~
~~Detention Facilities~~	~~1.0/2.5 beds~~	~~None~~	~~None~~	~~1.0/2.5 beds~~
~~Heliports~~	~~None~~	~~None~~	~~None~~	~~None~~
~~Mining~~	~~<5.0~~	~~None~~	~~None~~	~~None~~
~~Wireless Communication Facilities~~	~~None~~	~~None~~	~~None~~	~~None~~

~~**Table 18.410.3**~~

~~**Minimum and Maximum Off-Street Vehicle and Bicycle Parking Requirements**~~

~~**Parking space requirements are based on square feet of floor area unless otherwise stated.**~~

~~**See Chapter 18.650 for parking requirements in the MU-CBD zone and Chapter 18.660 for parking requirements in the TMU zone.**~~

~~**Use Category**~~	~~**Vehicle Minimum [1]**~~	~~**Vehicle Maximum (Zone A) [1]**~~	~~**Vehicle Maximum (Zone B) [1]**~~	~~**Bicycle Minimum**~~
~~Transportation/Utility Corridors~~	~~None~~	~~None~~	~~None~~	~~None~~

[1] ~~Minimum and m~~***M***aximum parking ratios are in compliance with the Metro Regional Transportation Functional Plan. Zone A standards apply where 20-minute peak hour transit service is available within 0.25 miles walking distance for bus transit or 0.5 miles walking distance for high-capacity transit. Zone B standards apply to areas not in Zone A. The Director maintains a map that shows the locations of Zones A and B.

[2] Fast food designation includes all eating and drinking establishments with a "walk-up counter" or less than 10 tables in the dining area.

■

Omnibus Amendments

18.30.010 List of Terms

-C-

Caliper - *See Tree-Related Definitions*

Carport

Certified Arborist - *See Tree-Related Definitions*

Change of Use

City

Collocation - *See Wireless Communication Facility-Related Definitions*

Column

Common Wall

Complex

Conditional Use

Corner Lot - *See Lot-Related Definitions*

Cornice

Council

Covered Parking

Critical Facility - *See Flood-Related Definitions*

Cottage Cluster - *See Dwelling-Related Definitions*

Courtyard Units - *See Dwelling-Related Definitions*

Covered Soil Volume - *See Tree-Related Definitions*

Cul-de-Sac

Carport is added to the list of terms.

Covered parking is added to the list of terms.

Cultural Institution Auxiliary Sign - *See Chapter 18.435, Signs*

Cutout - *See Chapter 18.435, Signs*

-P-

Painted Wall Decorations - *See Chapter 18.435, Signs*

Painted Wall Highlights - *See Chapter 18.435, Signs*

Painted Wall Sign - *See Chapter 18.435, Signs*

Parapet

Park

Parking Lot

Parking Lot Tree - *See Tree-Related Definitions*

Parking Space

Parking Structure

Partition

Party

Path - *See Transportation-Related Definitions*

Perimeter

Person

Pilaster

Planning Commission

Plat

Premises - *See Chapter 18.435, Signs*

Primary Use

Parking lot is added to the list of terms.

Parking structure is added to the list of terms.

Projecting Sign - *See Chapter 18.435, Signs*

Provider - *See Wireless Communication Facility-Related Definitions*

Public Infrastructure - *See Wireless Communication Facility-Related Definitions*

Public Support Facilities

18.30.020 Definitions

C. "C" definitions.

1. "Carport" - A single-story building, or portion thereof, that contains one or more parking spaces for the storage of vehicles or bicycles. A carport does not contain parking aisles for internal maneuvering and circulation and may be partially enclosed.

2 ~~1~~. "Change of use" - Any use that differs from the previous use as provided in Chapter 18.60, Use Categories.

3 ~~2~~. "City" - The area within the territorial limits of the City of Tigard, Oregon.

4 ~~3~~. "Column" - In structures, a relatively long, slender structural compression member such as a post, pillar, or strut; usually vertical, supporting a load that acts in (or near) the direction of its longitudinal axis.

5 ~~4~~. "Common wall" - A wall or joined walls that share a boundary to provide separation of interior spaces.

6 ~~5~~. "Complex" - A structure or group of structures developed on one or more contiguous units of land and developed as part of an overall development plan.

7 ~~6~~. "Conditional use" - A use that may be allowed by the approval authority following a public hearing, upon findings by the authority that the approval criteria have been met or will be met upon satisfaction of conditions of approval.

8 ~~7~~. "Cornice" - Decorative projection or crown along the top of a wall or roof.

9 ~~8~~. "Council" - The City Council of Tigard, Oregon.

10. "Covered parking" - A single-story building that contains multiple parking spaces for the storage of vehicles or bicycles, or a multi-story building that partially or completely covers one or more parking spaces with

The code did not previously have a definition for a carport.

The code did not previously have a definition for covered parking. This definition is intended to provide a distinction between carports and covered parking.

the horizontal extension of the second story beyond the vertical walls of the first story. A covered parking area may contain parking aisles for internal maneuvering and circulation and may be partially enclosed.

11 ~~9~~. "Cul-de-sac" - The circular turnaround at the end of a dead-end street.

G. "G" definitions.

1. "Garage" - A ***fully-enclosed*** building***,*** or portion thereof***, that contains one or more parking spaces*** for the storage~~, repair, or keeping~~ of ~~a motor~~ vehicle***s or bicycles***. ***A garage does not contain any parking aisles for internal maneuvering or circulation.***

P. "P" definitions.

1. "Parapet" - A low, solid, protective screening or decorative wall as an extension of exterior building walls beyond the roof or deck level.

2. "Park" - Any unit of land set apart and devoted to the purposes of pleasure, recreation, ornament, light, and air for the general public.

3. "Parking lot" - An uncovered paved area that includes multiple parking spaces and parking aisles for internal maneuvering and circulation.

4 ~~3~~. "Parking space" - ***A clearly defined area used to store a single vehicle or bicycle that meets the minimum standards of this Title.*** ~~An area within a private or public parking area, building, or structure for the parking of one vehicle.~~

5. "Parking structure" - A single- or multi-story building, or portion thereof, that contains multiple parking spaces for the storage of vehicles or bicycles. A parking structure contains parking aisles for internal maneuvering and circulation.

6 ~~4~~. "Partition" - Division of a unit of land into two or three lots or tracts within a calendar year when such area of land exists as a unit or contiguous units of land under common ownership. Partitioning land does not include:

a. Divisions of land resulting from lien foreclosures, foreclosures of recorded contracts for the sale of real property, or creation of cemetery lots;

b. Any adjustment of a lot line by the relocation of a common boundary where an additional lot is not created and where the existing lot, reduced in size by the adjustment, is not reduced below the minimum lot size established by an applicable zoning ordinance; or

The garage definition was updated to clarify that they do not include circulation areas.

The code did not previously have a definition for a parking lot. This one makes it clear that a parking lot has both spaces and maneuvering aisles.

The parking space definition was updated to align with its use in other definitions and the rest of the code.

The code did not previously have a definition for parking structures, and this created some confusion about the distinction between garages, carports, and other parking structures.

c. The sale of a lot in a recorded subdivision, even though the lot may have been acquired prior to the sale with other contiguous lots or property by single owner.

7 ~~5~~. "Party" - A person who makes an appearance in a proceeding through the submission of either written or verbal evidence.

8 ~~6~~. "Perimeter" - The boundaries or borders of a unit of land.

9 ~~7~~. "Person" - An individual, corporation, governmental agency, official advisory committee of the city, business trust, estate, trust, partnership, association, or two or more people having a joint or common interest or any other legal entity.

10 ~~8~~. "Pilaster" - An ornamental or functional column or pillar incorporated into a wall.

11 ~~9~~. "Planning Commission" - The Planning Commission of the City of Tigard, Oregon.

12 ~~10~~. "Plat" - A final map, diagram, or other writing containing all the descriptions, specifications, and provisions concerning a land division.

13 ~~11~~. "Primary use" - A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used. Development may have more than one primary use.

14 ~~12~~. "Public support facilities" - Services that are necessary to support uses allowed in the base zone and involve only minor structures such as underground utilities and construction of improvements including sidewalks, curbs, streetlights, and driveway aprons, power lines and poles, phone booths, fire hydrants, as well as bus stops, benches, and mailboxes that are necessary to support principal development.

18.140.050 Development Standards

J. Parking. Development must comply with Chapter 18.410, Off-Street Parking and Loading~~., with the following exceptions:~~

~~1. Minimum parking requirements only apply to conditional uses in this zone.~~

~~2. Dog parks must meet the following requirements:~~

Requirements related to minimum parking requirements were removed.

~~a. Dog parks or off-leash areas with a fenced area of 1 acre or more must provide a minimum of 5 off-street vehicle parking spaces, and a parking plan for anticipated peak use periods.~~

~~b. Dog parks or off-leash areas with a fenced area of less than 1 acre must provide a minimum of 3 off-street vehicle parking spaces, and a parking plan for anticipated peak use periods.~~

~~c. Dog parks or off-leash areas with a fenced area of less than 0.5 acres are exempt from minimum parking requirements.~~

18.230.040 Development Standards

E Pedestrian access.

1. Paths must provide pedestrian access from public sidewalks abutting the site to all required building entrances on the site.

2. Paths must provide pedestrian access between all common open space areas, vehicle and bicycle parking areas, building entrances, and service areas designed for use by residents. Paths within parking areas or along drive aisles are subject to additional standards in ***Chapter 18.410, Off-Street Parking and Loading***~~Subsection 18.410.040.B~~.

F. Vehicle and bicycle parking.

1. The applicable provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.010 through 18.410.060~~ apply to apartment developments.

~~2. The standards in Sections 18.410.070 through 18.410.090 do not apply to apartment developments.~~

~~3. The minimum and maximum number of off-street vehicle and bicycle parking spaces are provided in Table 18.230.2. Any fractional space requirement is rounded up to the next whole number.~~

~~**Table 18.230.2**~~

~~**Off-Street Vehicle and Bicycle Parking Quantity Requirements**~~

This reference was simplified.

This reference was simplified.

This table was removed as most of it related to minimum parking requirements. The bicycle parking requirements were moved to a text section.

~~Apartment Size~~	~~Vehicle Minimum~~	~~Vehicle Maximum (Zones A and B)~~	~~Bicycle Minimum~~
~~500 sq ft or less~~	~~1 space per dwelling unit~~	~~None~~	~~1 space per 2 dwelling units~~
~~1 bedroom~~	~~1 space per dwelling unit~~		
~~2 bedroom~~	~~1.25 spaces per dwelling unit~~		
~~3 bedroom~~	~~1.5 spaces per dwelling unit~~		

~~4. Apartment developments with 10 or more required vehicle parking spaces must also provide additional vehicle parking for guests. The minimum amount of additional parking spaces is 15% of the minimum vehicle parking requirement as provided in Table 18.230.2. Guest vehicle parking must be clearly identified with pavement markings or signs.~~

~~5. Apartment developments with 20 or more dwelling units must also provide additional bicycle parking spaces for guests. The minimum amount of additional parking spaces is 15% of the minimum bicycle parking requirement as provided in Table 18.230.2. Guest bicycle parking must be located within 20 feet of the street property line and be visible to pedestrians from the public sidewalk in front of the site. Bicycle parking may be located in the public right-of-way with approval of the City Engineer.~~

~~6. Apartment developments with 20 or more dwelling units must provide all required non-guest bicycle parking spaces inside a structure or under a roof. Required bicycle parking is exempt from the location standard of Subsection 18.410.050.A but may not be located inside individual dwelling units~~.

2 ~~7~~. ***Off-street*** ~~S~~***s***urface ***vehicle*** parking ***areas***, detached garages, and attached or detached carports may not be located closer to a street property line than the building closest to that street property line.

3 ~~8~~. ***Off-street vehicle*** ~~P~~***p***arking areas may not occupy more than 50% of the total length of each street frontage as measured 20 feet from the street property line. Drive aisles without adjacent parking spaces do not count as parking areas for the purposes of this standard.

4 ~~9~~. Attached garages may be attached to any side of an apartment building. If attached to the street-facing facade, they may not be located closer to the street property line than the apartment building facade and the facade must include at

These standards were combined with the quantity standard from the table and moved to later in this section.

least one entrance for each proposed garage that meets the standards of Subsection 18.230.050.A. Driveways associated with attached garages that take direct individual access from a public or private street must meet the rowhouse location and access standards in Paragraph 18.280.050.E.3 and Subparagraph 18.280.050.E.2.a.

5. A minimum of one bicycle parking space must be provided for every 2 dwelling units. Fractional parking space minima are rounded up to the nearest whole number. Apartment developments with 20 or more dwelling units must meet the following additional standards:

a. All bicycle parking required by Paragraph 18.230.040.F.5 above must be provided inside a structure or under a roof. This bicycle parking is exempt from the location standards of Chapter 18.410, Off Street Parking and Loading, but may not be located inside individual dwelling units.

b. Additional bicycle parking must be provided that is equal to or greater than 15% of the minimum parking requirement as provided in Paragraph 18.230.040.F.5 above. This additional bicycle parking must be provided within 20 feet of the street property line and be visible to pedestrians from the public sidewalk in front of the site. Bicycle parking may be located in the public right-of-way with approval of the City Engineer.

H. Lighting.

1. Minimum illumination levels are measured horizontally at ground level.

a. The minimum average illumination is 1.5 footcandles for paths, except those within parking areas, which are subject to the lighting standards in ***Chapter 18.410, Off-Street Parking and Loading***~~Subsection 18.410.040.I~~. All points of measurement must be a minimum of 0.5 footcandles.

18.240.050 Clear and Objective Standards

G. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E~~. The following additional standards also apply:

1. Number of spaces.

~~a. A minimum of one off-street parking space must be provided for each cottage. If the lot is within 2,500 feet of a right-of-way that includes transit~~

The quantity standard was moved from the earlier table that was deleted.

These standards were moved from earlier.

This reference was simplified.

This reference was simplified.

Minimum parking requirements are removed.

~~service, this parking minimum is reduced by half. Fractional parking space minima are rounded up to the nearest whole number.~~

~~b. An on-street parking credit may be used to meet some or all of the off-street parking requirement as provided in Section 18.410.090.~~

~~c.~~ A maximum of 1.2 off-street parking spaces are allowed for each cottage. Fractional parking space maxima are rounded down to the nearest whole number.

4. ***Garages and carports*** ~~Parking structures. Parking structures including g~~***G***arages and carports are prohibited.

18.240.060 Alternative Standards

F. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E~~. The following additional standards also apply:

1. Number of spaces.

~~a. A minimum of one off-street parking space must be provided for each cottage. If the lot is within 2,500 feet of a right-of-way that includes transit service, this parking minimum is reduced by half. Fractional parking space minima are rounded up to the nearest whole number.~~

~~b. An on-street parking credit may be used to meet some or all of the off-street parking requirement as provided in Section 18.410.090.~~

~~c.~~ A maximum of 1.2 off-street parking spaces are allowed for each cottage. Fractional parking space maxima are rounded down to the nearest whole number.

2. Grouping. Off-street parking must be provided in groups of two to four parking spaces where all spaces in a group are contiguous. See Figure 18.240.8.

3. Location.

a. Off-street parking spaces must be located a minimum of 20 feet from any street property line, except that parking spaces may be located a minimum of five feet from property line along an alley.

b. Off-street parking spaces must be located a minimum of 10 feet from any property line that does not abut a street, alley, or other public right-of-way.

Updated to align with new definitions.

This reference was simplified.

Minimum parking requirements are removed.

Updated to align with new definitions.

c. Off-street parking spaces must be located a minimum of five feet from any public access easement.

d. Off-street parking space groups, including those provided in ***garages or carports*** ~~structures~~, must be separated by a minimum of five feet on all sides from all other parking space groups, ***garages, carports,*** ~~parking structures~~, and cottages on the site. If this separation area is 10 feet or less in width, it must be landscaped to meet the L-2 standard, as provided in Table 18.420.1, except that trees are not required. Separation areas between garages are exempt from the landscaping requirement.

4. ***Garages and carports*** ~~Parking structures~~.

a. The maximum size for any detached ***garage or carport*** ~~parking structure~~ is 750 square feet and the maximum height is 15 feet. The square footage of a carport is the total area covered by a roof.

b. Each detached ***garage or carport*** ~~parking structure~~ must not contain more than four vehicle parking spaces.

18.240.080 Accessory Structures

Accessory structures are allowed subject to the following:

A. The total maximum floor area of all accessory structures on a lot is 528 square feet. The floor area of ***garages and carports*** ~~parking structures~~ does not count toward this maximum. Cottage cluster developments with more than 12 cottages on a lot are allowed an additional 500 square feet of accessory structure floor area, provided that no individual accessory structure exceeds 528 square feet in floor area.

18.250.050 Clear and Objective Standards

G. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E~~. The following additional standards also apply:

1. Number of spaces.

~~a. A minimum of one off-street parking space must be provided for each dwelling unit. If the lot is within 2,500 feet of a right-of-way that includes transit service, this parking minimum is reduced by half. Fractional parking space minima are rounded up to the nearest whole number.~~

Updated to align with new definitions.

Updated to align with new definitions.

This reference was simplified.

Minimum parking requirements are removed.

~~b. An on-street parking credit may be used to meet some or all of the off-street parking requirement as provided in Section 18.410.090.~~

~~c.~~ A maximum of 1.2 off-street parking spaces are allowed for each dwelling unit. Fractional parking space maxima are rounded down to the nearest whole number.

4. ***Garages and carports*** ~~Parking structures. Parking structures including g~~***G***arages and carports are prohibited.

18.250.060 Alternative Standards

G. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E~~. The following additional standards also apply:

1. Number of spaces.

~~a. A minimum of one off-street parking space must be provided for each dwelling unit. If the lot is within 2,500 feet of a right-of-way that includes transit service, this parking minimum is reduced by half. Fractional parking space minima are rounded up to the nearest whole number.~~

~~b. An on-street parking credit may be used to meet some or all the off-street parking requirement as provided in Section 18.410.090.~~

~~c.~~ A maximum of 1.2 off-street parking spaces are allowed for each dwelling unit. Fractional parking space maxima are rounded down to the nearest whole number.

2. Grouping. Off-street parking must be provided in groups of two to four parking spaces where all spaces in a group must be contiguous. See Figure 18.250.9.

3. Location.

a. Off-street parking spaces must be located a minimum of 20 feet from any street property line, except that parking spaces may be located a minimum of five feet from property line along an alley.

b. Off-street parking spaces must be located a minimum of 10 feet from any property line that does not abut a street, alley, or other public right-of-way.

c. Off-street parking spaces must be located a minimum of five feet from any public access easement.

Updated to align with new definitions.

This reference was simplified.

Minimum parking requirements are removed.

Updated to align with new definitions.

d. Off-street parking space groups, including those provided in ***garages or carports*** ~~structures~~, must be separated by a minimum of five feet on all sides from all other parking space groups, ***garages or carports*** ~~parking structures~~, and dwelling units on the site. If this separation area is 10 feet or less in width, it must be landscaped to meet the L-2 standard, as provided in Table 18.420.1, except that trees are not required. Separation areas between garages are exempt from the landscaping requirement. See Figure 18.250.9.

4. ***Garages and carports*** ~~Parking structures~~.

a. The maximum size for any detached ***garage or carport*** ~~parking structure~~ is 750 square feet and the maximum height is 15 feet. The square footage of a carport is the total area covered by a roof.

b. Each detached ***garage or carport*** ~~parking structure~~ must not contain more than four vehicle parking spaces.

18.250.070 Accessory Structures

Accessory structures are allowed subject to the following:

A. The total maximum floor area of all accessory structures on a lot is 528 square feet. The floor area of ***garages or carports*** ~~parking structures~~ does not count toward this maximum. Courtyard unit developments with more than 12 dwelling units on a lot are allowed an additional 500 square feet of accessory structure floor area, provided that no individual accessory structure exceeds 528 square feet in floor area.

18.260.040 Mobile Home Park Standards

A. Minimum development standards. Mobile home park development must meet the following minimum development standards:

~~8. Be partially screened from the public right-of-way and adjacent residential areas by a combination of a sight-obscuring fence, vegetation, berm, or any combination of the above, except that within the required front setback, any fence must not exceed 3 feet in height.~~

B. Other standards.

~~11. Outdoor storage of furniture, tools, equipment, building materials, or supplies belonging to the occupants or management of the park is prohibited.~~

Updated to align with new definitions.

Updated to align with new definitions.

This is not a clear and objective standard and should not be applied to housing.

This standard is not appropriate for the development code and would be covered by the nuisance code.

This reference was simplified.

18.270.040 Clear and Objective Standards

E. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E~~. The following additional standards also apply:

1. Number of spaces.

a. The ~~required minimum and~~ maximum number of ***allowed*** off-street ***vehicle*** parking spaces is provided in Table 18.270.2. ~~If the lot is within 2,500 feet of a right-of-way that includes transit service, the applicable parking minimum is reduced by half.~~

~~b. An on-street parking credit may be granted for some or all the required off-street parking as provided in Section 18.410.090.~~

Table 18.270.2 Quad *Vehicle* Parking *Maximums* ~~Requirements~~ by Zone				
	RES-A and RES-B	**RES-C**	**RES-D**	**MUR-1 and MUR-2**
~~Minimum off-street parking spaces~~	~~4~~	~~3~~	~~2~~	~~None~~
Maximum off-street ***vehicle*** parking spaces	5	4	4	4

2. Grouping. Off-street parking spaces including parking provided in ***garages or carports*** ~~structures~~ must be grouped.

3. Location.

a. Off-street parking spaces***, including those in garages or carports,*** ~~and structures~~ must be located a minimum of 20 feet from any street property line, except alley property lines, where parking may be provided within five feet of the property line.

b. Off-street parking spaces***, including those in garages or carports,*** ~~and structures~~ must not be located within 10 feet of any other property line.

c. Covered parking may be provided under the first story of the quad, provided that this parking is accessed from the rear of the building and is not visible from the street.

4. ***Garages and carports*** ~~Parking structures~~. One ***garage or carport*** ~~parking structure~~ is allowed per quad development, subject to the following:

Minimum parking requirements are removed.

Updated to align with new definitions.

a. The maximum size is 750 square feet; and

b. The maximum height is 15 feet.

18.270.050 Accessory Structures

Accessory structures are allowed subject to the following:

A. The total maximum floor area of all accessory structures on the lot is 528 square feet. The floor area of ***garages or carports*** ~~parking structures~~ does not count toward this maximum.

18.280.040 Clear and Objective Standards

D. Parking. The provisions and standards of ***Chapter 18.410 Off-Street Parking and Loading*** ~~Sections 18.410.030 and 18.410.040~~ apply~~, except for Subsection 18.410.040.E. The following additional standards also apply:~~

~~1. Number of spaces.~~

~~a. A minimum of one off-street parking space must be provided for each rowhouse.~~

~~b. An on-street parking credit may be granted for some or all the required off-street parking as provided in Section 18.410.090.~~

1 ~~2~~. Access. Access to off-street parking areas for rowhouse development may be taken through tandem driveways, shared access, or from an alley. The following requirements apply to each situation in addition to the relevant sections of Chapter 18.920, Access, Egress, and Circulation.

a. Tandem driveways. If access is taken from a street other than an alley and access is not shared development-wide, the following standards apply. See Figure 18.280.1 for examples.

i. A maximum of one driveway is allowed for every two dwelling units, except that each rowhouse grouping of three or more dwelling units may include one driveway that provides access to a single dwelling unit. Shared access is subject to the requirements of Subsection 18.920.030.C.

Updated to align with new definitions.

This reference was simplified.

Minimum parking requirements are removed.

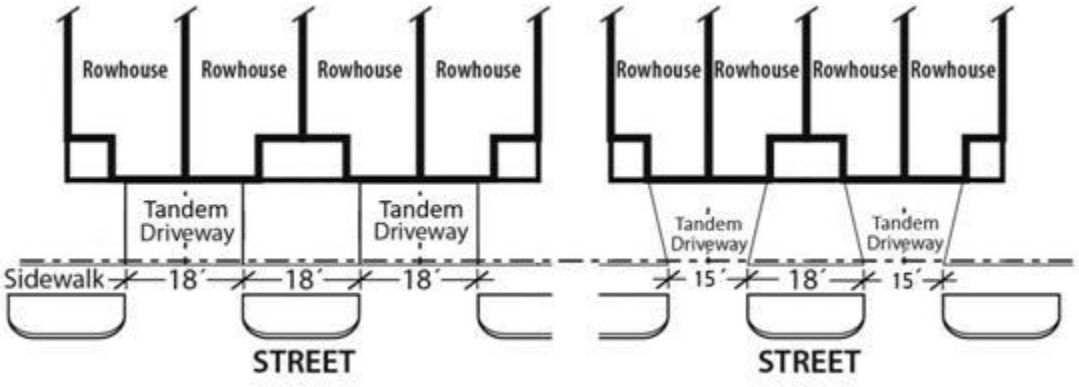
ii. The minimum width for a driveway is 15 feet, except that a single unshared driveway may be 10 feet in width.

iii. The maximum width for a driveway is 18 feet, except that the maximum width for a single unshared driveway is 12 feet.

iv. Driveways must be located a minimum of 18 feet apart to minimize vehicle conflicts with pedestrians. Distance between driveways is measured along the front property line.

Figure 18.280.1

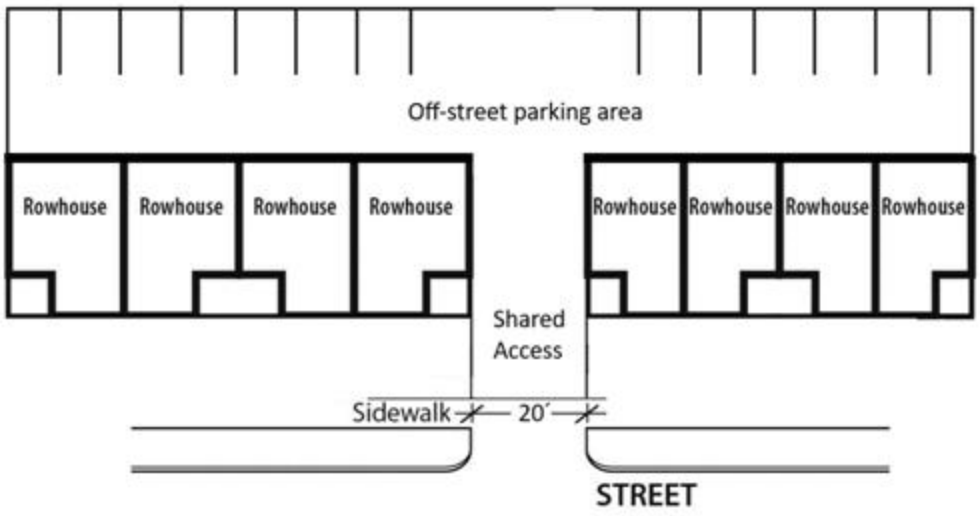
Access Configuration for Tandem Driveways



b. Shared access. If access for all dwelling units in a rowhouse development is shared and off-street parking areas are provided at the side or rear of a rowhouse development rather than at the front of each dwelling unit, the minimum paved width of the shared access is 20 feet and the maximum width is 24 feet.

Figure 18.280.2

Access Configuration for Shared Access



c. Alley access. If access is taken from an alley, the following standards apply:

i. A maximum of one access is allowed for each dwelling unit.

ii. The minimum paved width of an alley access is 10 feet.

2 ~~3~~. Location. Off-street parking areas, including detached ***garages and carports*** ~~parking structures~~, must be located a minimum of 20 feet from any street property line, except alley property lines, where no minimum setback is required.

3 ~~4~~. ***Garages and carports*** ~~Parking structures~~. ***Garages and carports*** ~~Parking structures~~ in rowhouse developments are subject to the following:

a. Detached ***garages or carports*** ~~parking structures~~ must be located a minimum of 40 feet from a street property line where rowhouses provide main entrances.

b. The maximum size for a detached ***garage or carport*** ~~parking structure~~ is 200 square feet per rowhouse served by the structure.

c. The maximum height for a detached ***garage or carport*** ~~parking structure~~ is 15 feet.

4 ~~5~~. Screening. Screening of parking areas is not required, except that in the RES-A through RES-C zones, off-street parking areas provided at the side or rear of buildings and not in ***garages*** ~~structures~~ must be screened from adjacent properties to the S-3 standard, as provided in Table 18.420.2. The required screening must be provided on the same site as the development.

Updated to align with new definitions.

18.290.040 Clear and Objective Standards

B. Development standards. Development standards for small form residential development are provided in Table 18.290.1.

Table 18.290.1
Development Standards for Small Form Residential

Standard	RES-A	RES-B	RES-C	RES-D and RES-E [1]	MUC-1
Minimum Setbacks (ft)					
- Front	20	15	10	10	0 [2]
- Street side	20	15	10	10	0 [2]
- Side	5	5	5	5	0
- Rear	25	15	15	15	0
- Garage [3]	20	20	20	20	20
Maximum Height	30	30	35	35	70
Maximum Lot Coverage	80%	80%	80%	80%	90%
Minimum landscape area [4]	20%	20%	20%	20%	10%
~~Minimum Parking~~	~~1 off-street vehicle parking space per lot [5]~~				

[1] Development standards for small form residential development and allowed accessory uses and structures in the RES-E zone apply only to lots with existing nonconforming development. New construction of small form residential development is not allowed except as provided in Chapter 18.50, Nonconforming Circumstances.

[2] The maximum front and street side setback is 20 feet.

[3] The minimum garage setback applies to garages and carports. The minimum setback may be reduced to 0 feet where vehicle access is taken from an alley.

[4] The minimum landscape area must be planted to the L-1 standard. Landscaping standards are provided in Chapter 18.420, Landscaping and Screening. Small form residential development is exempt from the general provisions of Section 18.420.030.

~~[5] The minimum parking standard may be met with an on-street parking credit. On-street parking credit standards are provided in Section 18.410.090.~~

18.310.030 Exceptions to Setback, Height, and Parking Standards

Minimum parking requirements are removed.

Removed reference to on-street parking credit that is no longer needed.

Removed this exception as it is no longer needed.

~~D. Exception to minimum parking. The minimum number of required off-street vehicle parking spaces may be reduced by 1 space for every 5 percent of effective tree canopy cover provided by preserved trees. The maximum reduction earned through tree preservation may not exceed 20 percent of the minimum number of required parking spaces for any one development.~~

18.320.040 Development Standards

A. ***Base zone standards.*** Base zone development standards are provided in Table 18.320.1.

C. Pedestrian access.

2. Paths must provide safe and convenient pedestrian access within the site between all buildings, uses, and areas designed for use by pedestrians. Paths within parking areas or along drive aisles are subject to additional standards in ***Chapter 18.410, Off-Street Parking and Loading*** ~~Subsection 18.410.040.B~~.

E. Lighting.

1. Minimum illumination levels are measured horizontally at ground level.

a. The minimum average illumination is 1.5 footcandles for paths, except those within parking areas, which are subject to the lighting standards in ***Chapter 18.410, Off-Street Parking and Loading*** ~~Subsection 18.410.040.H~~. All points of measurement must be a minimum of 0.5 footcandles.

F. ***Other standards.*** ~~Nonresidential d~~***D***evelopment ***in commercial zones*** is subject to all other applicable ***standards*** ~~requirements~~ of this title including but not limited to standards related to parking and loading, streets and utilities, sensitive lands, and signs.

18.330.040 Development Standards

F. Other standards. Development in commercial zones is subject to all other applicable standards of this title including but not limited to standards related to parking and loading, streets and utilities, sensitive lands, and signs.

18.350.040 Development Standards

E. Pedestrian access.

This reference was simplified.

This reference was simplified.

Added this language so that this chapter is aligned with 18.320.

This reference was simplified.

2. Paths must provide safe and convenient pedestrian access within the site between all buildings, uses, and areas designed for use by pedestrians. Paths within parking areas or along drive aisles are subject to additional standards in ***Chapter 18.410, Off-Street Parking and Loading*** ~~Subsection 18.410.040.B~~. Paths must be constructed with a hard surface material and have a minimum unobstructed width of 5 feet to meet this standard.

18.650.030 Approval Process

B. Review thresholds. If a proposed development or modification is unlisted, the Director will determine the most appropriate review type. This determination is the final local decision and will favor the review type that provides the most appropriate public notice and opportunity for public comment.

1. Type I downtown development review. A Type I downtown development review is required for the following:

e. Modification of off-street parking with no ~~reduction in parking spaces or~~ increase in ***parking spaces or*** paved area;

~~k. Any modification that requires additional parking.~~

18.650.050 Development Standards

B. Parking.

5. ~~All apartment developments must provide a minimum of one parking space per unit. Adequate provisions for barrier-free parking must be provided as required by the state building code. Visitor parking spaces are not required~~. Adjustments to the bicycle parking requirements are prohibited.

~~6. For all other uses, the minimum off-street vehicle parking requirements are 75% of the total computed from Table 18.410.3. Adjustments to the bicycle parking requirements are prohibited.~~

~~7. No parking is required for new commercial development up to 20,000 square feet in the Main Street-Center Street sub-area except that any apartments must provide a minimum of one parking space per unit.~~

~~8. When calculating the total minimum number of vehicle parking spaces required in Table 18.410.3, fractional space requirements are rounded down to the nearest whole consecutive number.~~

Removed references to minimum parking requirements and modifications dealing with them.

Removed minimum parking requirements.

~~9. Motorcycle or scooter parking may substitute for up to five required parking spaces or five percent of the total parking requirement, whichever is less. For every four motorcycle or scooter parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.~~

18.650.080 Specific Adjustments

~~B. Adjustments to parking. Minimum off-street parking space requirements may be waived or reduced when one or more of the following are met:~~

~~1. The proposed use is permanent in nature and has a clear public benefit (for example, affordable or senior housing); or~~

~~2. The proposed waiver or reduction will result in the preservation of existing natural features on the site for public use or benefit.~~

B ~~C~~. Adjustments for private or shared outdoor area. Private outdoor area and shared outdoor recreation areas requirements may be waived or reduced when one or more of the following are met:

1. The proposed use is permanent in nature and has a clear public benefit (for example, affordable or senior housing); or

2. The total square footage of private outdoor areas and shared outdoor recreation areas equals or exceeds the combined standard for both.

C ~~D~~. Adjustments to density and height. Qualified affordable housing developments are eligible for both density and height bonuses.

18.660.070 Site Design Standards

D. Off-street vehicle parking and loading.

1. Quantity. ~~There is no minimum quantity standard for off-street parking areas.~~ The maximum quantity standard for off-street parking is provided in Table 18.410.3. This standard is not eligible for adjustment through the review process provided in Paragraph 18.660.040.C.4 or elsewhere in this title. There is no minimum or maximum quantity standard for off-street loading areas.

18.710.020 Summary of Land Use Applications

Removed an adjustment to parking that is no longer needed.

Removed reference to minimum parking requirement.

Removed an application that was erroneously left in this table.

Table 18.710.1 Summary of Land Use Applications			
Abbreviation	**Land Use Application Type**	**Applicable Section**	**Review Type**
~~ADU~~	~~Accessory Dwelling Unit~~	~~18.220~~	~~I~~
MIS	Adequate Public Facilities Exception (inside River Terrace)	18.640	II
ADJ	Adjustment - Inside River Terrace Plan District - Inside Downtown Tigard Plan District - Inside TMU zone - Citywide	 18.640 18.650 18.660 18.715	 II
ZCA	Annexation	18.720	III-Modified, Legislative
(N/A)	Appeal	18.710	III-various
CPA	Comprehensive Plan Map Amendment	18.790	III-Modified, Legislative
CPA	Comprehensive Plan Text Amendment	18.790	Legislative
CUP	Conditional Use	18.740	III-HO
DCA	Development Code Text Amendment	18.790	Legislative
DIR	Director Determination	18.730	I
DDR	Downtown Development Review	18.650	I, II
(N/A)	Extension	18.745	I, II
MIS	Historic Resource Designation or Alteration	18.750	II, III-PC
HOP	Home Occupation Permit	18.760	I, II
MLP	Land Partition	18.820	II
LLA	Lot Line Adjustment or Lot Consolidation	18.810	I
MAR	Marijuana Facility Permit	18.430	I
MMD	Modification - Minor - Major	 18.765	 I II
PDR	Planned Development	18.770	II, III-PC
SLR	Sensitive Lands Review	18.510	I, II, III-HO

Table 18.710.1 Summary of Land Use Applications			
Abbreviation	**Land Use Application Type**	**Applicable Section**	**Review Type**
SGN	Sign Permit	18.435	I
SDR	Site Development Review	18.780	I, II
SUB	Subdivision	18.830	II
SBP	Sublot Plat	18.840	II-Modified
TUP	Temporary Use Permit	18.440	I
MIS	Transportation Mitigation (inside TMU zone)	18.660	II
UFR	Urban Forestry Plan Modification or Discretionary Review	18.420	I, III-HO, III-PC
ZON	Zoning Map Amendment - Quasi-Judicial (site specific) - Legislative (citywide)	18.790	III-PC, III-Modified, Legislative

18.765.060 Minor Modifications

B. Examples. Examples of minor modifications include, but are not limited to, the following:

4. Change to the site that ***requires review of parking lot design or maximum parking standards.*** ~~results in a change in the number or configuration of parking spaces.~~

Reworded to focus only on changes that would require review of maximum parking standards.

Parking Compliance Project

Clean without Omnibus

December 13, 2022

Chapter 18.410 OFF-STREET PARKING AND LOADING

18.410.010 Purpose

The purpose of this chapter is to provide standards to ensure the following goals are met:

A. Off-street vehicle parking and maneuvering areas should be:

1. Limited in scale,

2. Appropriately located to increase safety and minimize conflicts with non-motorized vehicles and pedestrians, and

3. Adequately maintained, and

4. Designed in a manner to mitigate heat island effects or generate sustainable power.

B. Parking structures should:

1. Include pedestrian-friendly ground floor façades, and

2. Minimize conflicts at ingress and egress points.

C. Off-street bicycle parking areas should be:

1. Sufficiently sized to meet the current and future needs of bicyclists, and

2. Located to ensure safety, reduce theft, and increase convenience.

18.410.020 Applicability

A. Applicability. The provisions of this chapter apply to all new development and all modifications to existing development, including changes of use, unless stated otherwise.

B. Unlisted uses. Where a use in not listed in Table 18.410.3, a use determination may be requested as provided in Section 18.60.030 for the purposes of determining the maximum vehicle parking and minimum bicycle parking standards of this chapter.

18.410.030 Vehicle Parking and Loading Standards

A. Quantity.

1. The ratios for the maximum number of off-street vehicle parking spaces allowed are provided in Table 18.410.3, subject to the following:

a. If application of the maximum parking standard results in less than six parking spaces for a development with less than 1,000 square feet of floor area, the development is allowed up to six parking spaces.

b. If application of the maximum parking standard results in less than 10 vehicle parking spaces for a development between 1,000 and 2,000 square feet, the development is allowed up to 10 vehicle parking spaces.

c. If a development is approved with no specified use, the development must apply the maximum parking standard for the use category that would allow the fewest number of parking spaces, chosen from all the uses that could be contained within the building type(s).

d. In mixed-use and multi-tenant developments, the maximum allowable vehicle parking is determined individually for each use.

d. The following types of parking areas are not included when calculating the maximum number of vehicle parking spaces allowed:

1. Parking spaces contained in a parking structure;

2. Market-rate paid parking spaces;

3. Designated carpool or vanpool spaces;

4. Designated accessible parking spaces;

5. Fleet vehicle storage; and

6. Vehicle storage spaces for sale, lease, or rent.

B. Vehicular access. Vehicular access to off-street vehicle parking or loading areas must meet the requirements of Chapter 18.920, Access, Egress, and Circulation and Chapter 18.930, Vision Clearance Areas.

C. Pedestrian access. Paths that cross access driveways or that provide access to vehicle or bicycle parking areas are subject to the following:

1. Paths must be physically separated from vehicle parking and maneuvering areas by either a minimum 6-inch vertical separation (curbed) or a minimum 3-foot horizontal separation, except that pedestrian crossings of traffic aisles are allowed for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used;

2. Paths must be a minimum of 4 feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts; and

3. Paths must be in compliance with applicable federal and state accessibility standards.

D. Drive-through facilities.

1. All uses with drive-through facilities must provide on-site stacking lane**s** for inbound vehicles as provided in Table 18.410.1.

Table 18.410.1

Stacking Lane Requirements

Use	**Stacking Lane Requirement**
Banks	150 feet/service terminal
Automated teller machines	50 feet/automated teller machine
Cleaners, repair services	50 feet
Restaurants	200 feet
Drive-in theaters	200 feet
Fueling stations	75 feet between curb cut and nearest fueling kiosk
Car washes	75 feet/washing unit
Parking facilities:	

Table 18.410.1 Stacking Lane Requirements	
Use	**Stacking Lane Requirement**
- With automatic ticket dispensing	50 feet/entry driveway
- With staffed ticket dispensing	100 feet/entry driveway
- With valet or attendant parking	100 feet

2. Stacking lanes must be designed so that they do not interfere with off-street parking areas or with vehicle, pedestrian, and bicycle circulation.

E. Surfacing. Off-street parking areas must be paved with an asphalt, concrete, or pervious paving surface, except for the following:

1. Off-street parking areas associated with a temporary use application, as provided in Chapter 18.440, Temporary Uses, provided the approval authority determines that unpaved parking will not create adverse conditions.

2. Off-street overflow parking areas in the Parks and Recreation zone.

F. Striping.

1. All off-street parking spaces must be clearly and separately identified with pavement markings or contrasting paving materials, except for spaces provided with the following types of development:

a. Small form residential;

b. Detached accessory dwelling units; or

c. Any other residential development where spaces are not grouped.

2. All interior vehicle drives and access aisles must be clearly marked and signed to show direction of flow.

G. Wheel stops. Parking bumpers or wheel stops a minimum of four inches in height must be provided a minimum of three feet from the front of vehicle parking spaces wherever vehicles can encroach on a right-of-way or pedestrian path. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian paths.

H. Lighting. Lighting must be provided that meets the following standards:

1. All pedestrian paths in parking areas and providing access to parking areas must be illuminbated to a minimum level of 0.5 footcandles at all points, measured horizontally at the ground level.

2. Lighting luminaires must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.

3. Lighting may not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.

I. Space and aisle dimensions. The minimum dimensional standards for surface parking spaces and drive aisles are provided in Figure 18.410.1 and Table 18.410.2.

Figure 18.410.1

Parking Dimension Factors

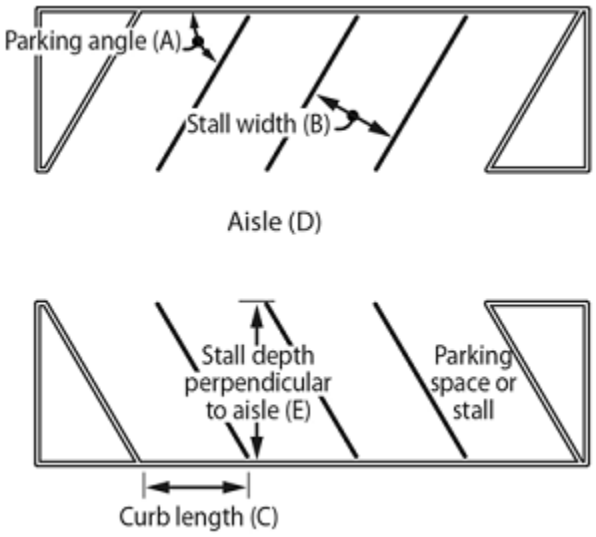


Table 18.410.2 Minimum Parking Space and Aisle Dimensions					
Angle (A)	Stall Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	22 ft. 6 in.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

J. Accessible parking. Where off-street vehicle parking is provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by these regulations and in compliance with ORS 447.

K. Loading areas. All off-street vehicle loading areas for passengers or goods must:

1. Include sufficient area for turning and maneuvering of vehicles on site. At a minimum, the maneuvering length must be at least twice the overall length of the longest vehicle using the site.

2. Be designed such that vehicle stacking does not impact any public right-of-way.

18.410.040 Parking Structure Standards

A. First-story windows and wall openings. All street-facing facades of parking structures must include windows, doors, or display areas on a minimum of 20% of the first-story facade area excluding those portions of the facade devoted to vehicular access, stairwells, elevators, and centralized payment booths. Required windows must have a sill no more than four feet above grade. Where the interior floor level prohibits such placement, the sill may be raised to allow it to be no more than two feet above finished floor wall up to a maximum sill height of six feet above grade.

B. Exit warning bell. All exits from parking structures within 15 feet of public sidewalks or pedestrian paths must include an audible and visible signal that alerts non-motorized traffic when vehicles are exiting.

C. Parking layout and internal circulation. The required space and aisle dimensions within a parking structure are provided in Figure 18.410.1 and Table 18.410.2.

18.410.050 Bicycle Parking Standards

A. Quantity. The minimum number of required bicycle parking spaces is provided in Table 18.410.3. If application of the minimum bicycle parking standard results in less than two spaces, then the development must provide at least two spaces. Small form residential, accessory dwelling units, cottage clusters, courtyard units, quads, and rowhouses are exempt from minimum bicycle parking standards.

B. Location. Required bicycle parking must be located within 50 feet of a required or main entrance of a primary building, except that required bicycle parking for mixed-use or nonresidential development that includes any vehicle parking within a parking structure must be covered and located within 100 feet of a required or main entrance of a primary building.

C. Design.

1. Bicycle racks must be designed to allow a bicycle frame to lock to it at two points of contact, except that spiral racks and wave racks with more than one loop are prohibited;

2. Bicycle racks must be securely anchored to the ground, wall, or other structure;

3. Bicycle parking spaces must be at least 2.5 feet in width and six feet in length and have an access between each row of spaces that is at least five feet in width. Covered bicycle parking must provide a vertical clearance of seven feet; and

4. Bicycle parking spaces must be paved with a dust-free hard surface material.

D. Lighting. Lighting must be provided that meets the following standards:

1. All bicycle parking areas and paths providing access to these areas must be illuminated to a minimum level of 0.5 footcandles at all points, measured horizontally at the ground level.

2. Lighting luminaires must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.

3. Lighting may not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.

18.410.060 Vehicle and Bicycle Parking Quantity Standards

Table 18.410.3

Vehicle and Bicycle Parking Quantity Standards

Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.

Use Category	Vehicle Maximum (Zone A) [1]	Vehicle Maximum (Zone B) [1]	Bicycle Minimum
Residential Use Category			
Residential Use	See applicable housing type development standards chapter in 18.200. The residential component of a mixed-use development must use the parking requirements for apartments.		
Civic/Institutional Use Categories			
Basic Utilities	None	None	None
Colleges	1.0/3.3 students/staff	1.0/3.3 students/staff	1.0/3.0 students/staff
Community Services	2.5/1,000	4.0/1,000	0.3/1,000
Cultural Institutions	3.5/1,000	4.5/1,000	1.0/1,000
Day Care	Home: None Commercial: 2.7/1,000	Home: None Commercial: 3.2/1,000	Home: None Commercial: 1.5/classroom
Emergency Services	3.5/1,000	4.5/1,000	0.5/1,000

Table 18.410.3

Vehicle and Bicycle Parking Quantity Standards

Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.

Use Category	Vehicle Maximum (Zone A) [1]	Vehicle Maximum (Zone B) [1]	Bicycle Minimum
Medical Centers	2.7/1,000	3.2/1,000	0.2/1,000
Postal Services	3.0/1,000	4.5/1,000	0.3/1,000
Religious Institutions	1.0/1.7 seats in main assembly area	1.0/1.3 seats in main assembly area	1.0/20 seats in main assembly area
Schools	Preschool: 7.0 + 1.0/classroom Elementary/JR: 2.5/classroom SR: 1.0/3.3 students/staff	Preschool: 0.0 + 1.0/classroom Elementary/JR: 3.5/classroom SR: 1.0/3.3 students/staff	Preschool: 1.0/classroom Elementary/JR: 6.0/classroom SR: 6.0/classroom
Social/Fraternal Clubs/Lodges	12.0/1,000 main assembly area	14.0/1,000 main assembly area	2.0/1,000 main assembly area
Temporary Shelter	None	None	1.0/5 beds
Commercial Use Categories			
Adult Entertainment	3.5/1,000 1.0/1.25 seats	4.5/1,000 1.0/2 seats	0.5/1,000 1.0/20 seats
Animal-Related Commercial	4.0/1,000	4.5/1,000	0.3/1,000
Bulk Sales	1.3/1,000	2.0/1,000	0.3/1,000
Commercial Lodging	1.2/room	1.4/room	1.0/10 rooms
Custom Arts and Crafts	5.1/1,000	6.2/1,000	0.3/1,000

Table 18.410.3

Vehicle and Bicycle Parking Quantity Standards

Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.

Use Category	Vehicle Maximum (Zone A) [1]	Vehicle Maximum (Zone B) [1]	Bicycle Minimum
Eating and Drinking Establishments [2]	Fast food: 12.4/1,000 Other: 19.1/1,000	Fast food: 14.9/1,000 Other: 23.0/1,000	All: 1.0/1,000
Indoor Entertainment	5.4/1,000 Theater: 1.0/2.5 seats	6.5/1,000 Theater: 1.0/2 seats	0.5/1,000 Theater: 1.0/10 seats
Major Event Entertainment	1.0/2.5 seats or 1.0/5 ft of bench	1.0/2 seats or 1.0/4 ft of bench	1.0/10 seats or 40 ft of bench
Motor Vehicle Sales/Rental	1.3/1,000 but no less than 4	2.0/1,000 but no less than 4	0.2/1,000 sales area
Motor Vehicle Servicing/Repair	2.3/1,000 but no less than 4	2.6/1,000 but no less than 4	0.2/1,000
Non-Accessory Parking	None	None	None
Office	Non-medical: 3.4/1,000 Medical: 4.9/1,000	Non-medical: 4.1/1,000 Medical: 5.9/1,000	Non-medical: 0.5/1,000 Medical: 0.4/1,000
Outdoor Entertainment	4.5/1,000	5.0/1,000	0.4/1,000
Outdoor Sales	1.3/1,000 sales area	2.0/1,000 sales area	0.1/1,000 sales area
Personal Services	3.0/1,000	4.5/1,000	All: 1.0/1,000

Table 18.410.3

Vehicle and Bicycle Parking Quantity Standards

Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.

Use Category	Vehicle Maximum (Zone A) [1]	Vehicle Maximum (Zone B) [1]	Bicycle Minimum
	Bank with drive-through: 5.4/1,000	Bank with drive-through: 6.5/1,000	
Repair-Oriented Retail	4.0/1,000	4.5/1,000	0.3/1,000
Sales-Oriented Retail	5.1/1,000	6.2/1,000	0.3/1,000
Self-Service Storage	1.0/4 storage units	1.0/2 storage units	1.0/40 storage units
Vehicle Fuel Sales	4.0 + 2.0/service bay	4.0 + 2.5/service bay	0.2/1,000
Industrial Use Categories			
General Industrial	None	None	0.1/1,000
Heavy Industrial	None	None	0.1/1,000
Industrial Services	1.2/1,000	1.8/1,000	0.1/1,000
Light Industrial	None	None	0.1/1,000
Railroad Yards	None	None	None
Research and Development	3.0/1,000	3.8/1,000	0.5/1,000
Warehouse/Freight Movement	<150,000 sq ft: 0.8/1,000 >150,000 sq ft: 0.4/1,000	<150,000 sq ft: 1.2/1,000 >150,000 sq ft: 0.5/1,000	All: 0.1/1,000
Waste-Related	7.0	10.0	None
Wholesale Sales	1.2/1,000	1.8/1,000	0.1/1,000
Other Use Categories			
Agriculture/Horticulture	None	None	None
Cemeteries	None	None	None

Table 18.410.3 Vehicle and Bicycle Parking Quantity Standards			
Parking space standards are calculated using the floor area for each use in a development unless otherwise stated.			
Use Category	**Vehicle Maximum (Zone A) [1]**	**Vehicle Maximum (Zone B) [1]**	**Bicycle Minimum**
Detention Facilities	None	None	1.0/2.5 beds
Heliports	None	None	None
Mining	None	None	None
Wireless Communication Facilities	None	None	None
Transportation/Utility Corridors	None	None	None

[1] Maximum parking ratios are in compliance with the Metro Regional Transportation Functional Plan. Zone A standards apply where 20-minute peak hour transit service is available within 0.25 miles walking distance for bus transit or 0.5 miles walking distance for high-capacity transit. Zone B standards apply to areas not in Zone A. The Director maintains a map that shows the locations of Zones A and B.

[2] Fast food designation includes all eating and drinking establishments with a "walk-up counter" or less than 10 tables in the dining area.■

Schuyler Warren

From: KELLY Laura * DLCD <Laura.KELLY@dlcd.oregon.gov>
Sent: Monday, October 17, 2022 3:47 PM
To: Schuyler Warren
Subject: DCA2022-00005 DLCD review

Hi Schuyler,
DLCD's CFEC team has completed review of DCA2022-00005- proposed removal of parking requirements to implement CFEC rules. Just wanted to pass along that it all looks good and the proposal satisfies the requirements of OAR 660-012-0430 and -0440.

As you know, the city will need to implement 660-012-0405 through 0415 by June 30, 2023 or receive approval for an extension. Please see the CFEC website for additional information. In addition, DLCD has recently published guidance on extensions (AKA "alternative dates"), which can be found here: https://www.oregon.gov/lcd/CL/Documents/GuidanceAlternativeDates.pdf.

DLCD appreciates the leadership Tigard has shown in implementing the rules.

Sincerely,
Laura

Laura Kelly
Portland Metro Regional Representative for Metro, Washington County,
and Select Cities of Columbia County | Portland Metro Regional Solutions
Oregon Department of Land Conservation and Development
Cell: 503-798-7587 | Main: 503-373-0050
laura.kelly@dlcd.oregon.gov | www.oregon.gov/LCD

Legislative Public Hearing:

Climate Friendly and Equitable Communities
Required Parking Reform

Development Code Text Amendments
DCA2022-00005

December 13, 2022

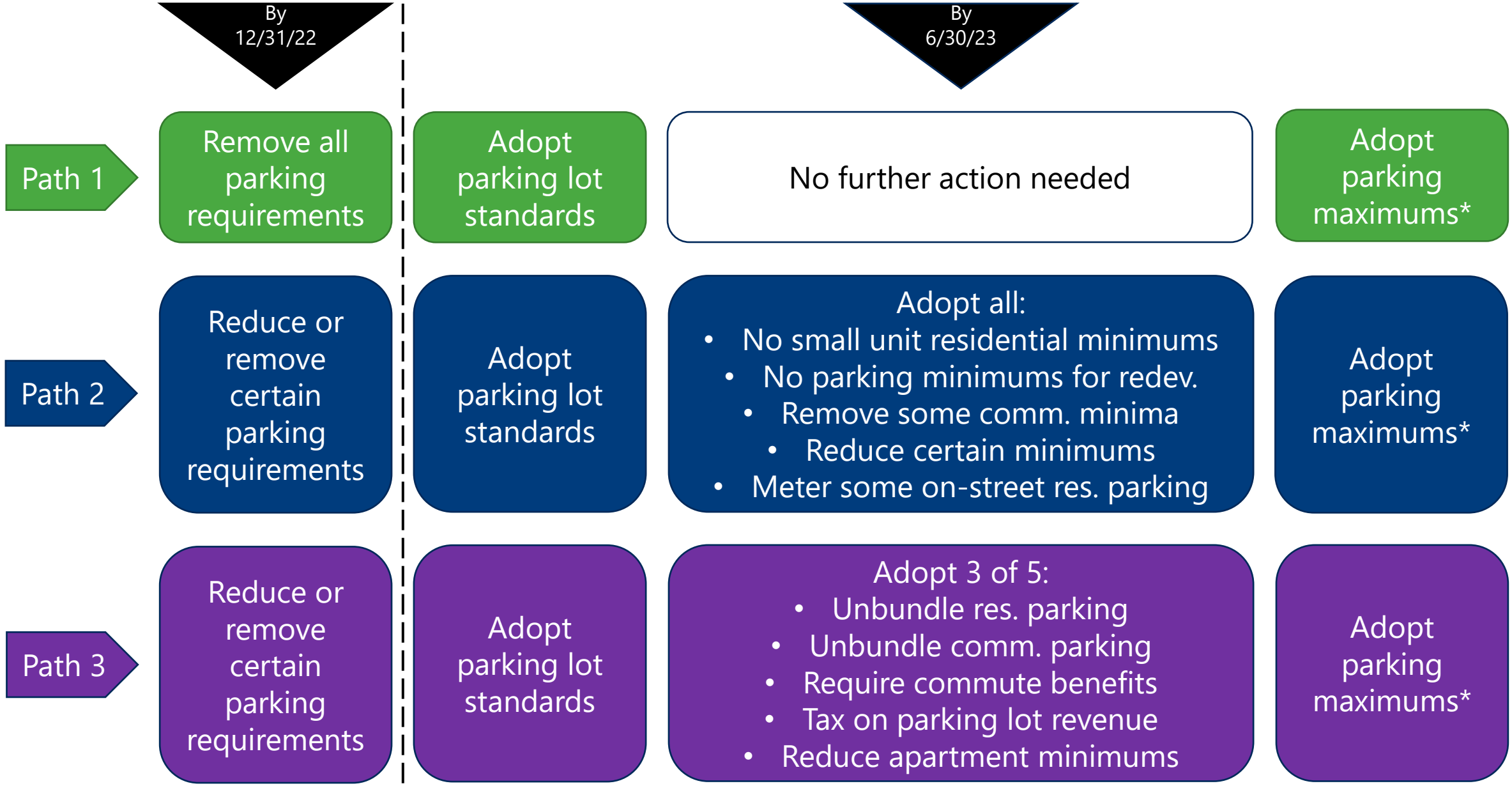
Updated State Transportation Planning Rules

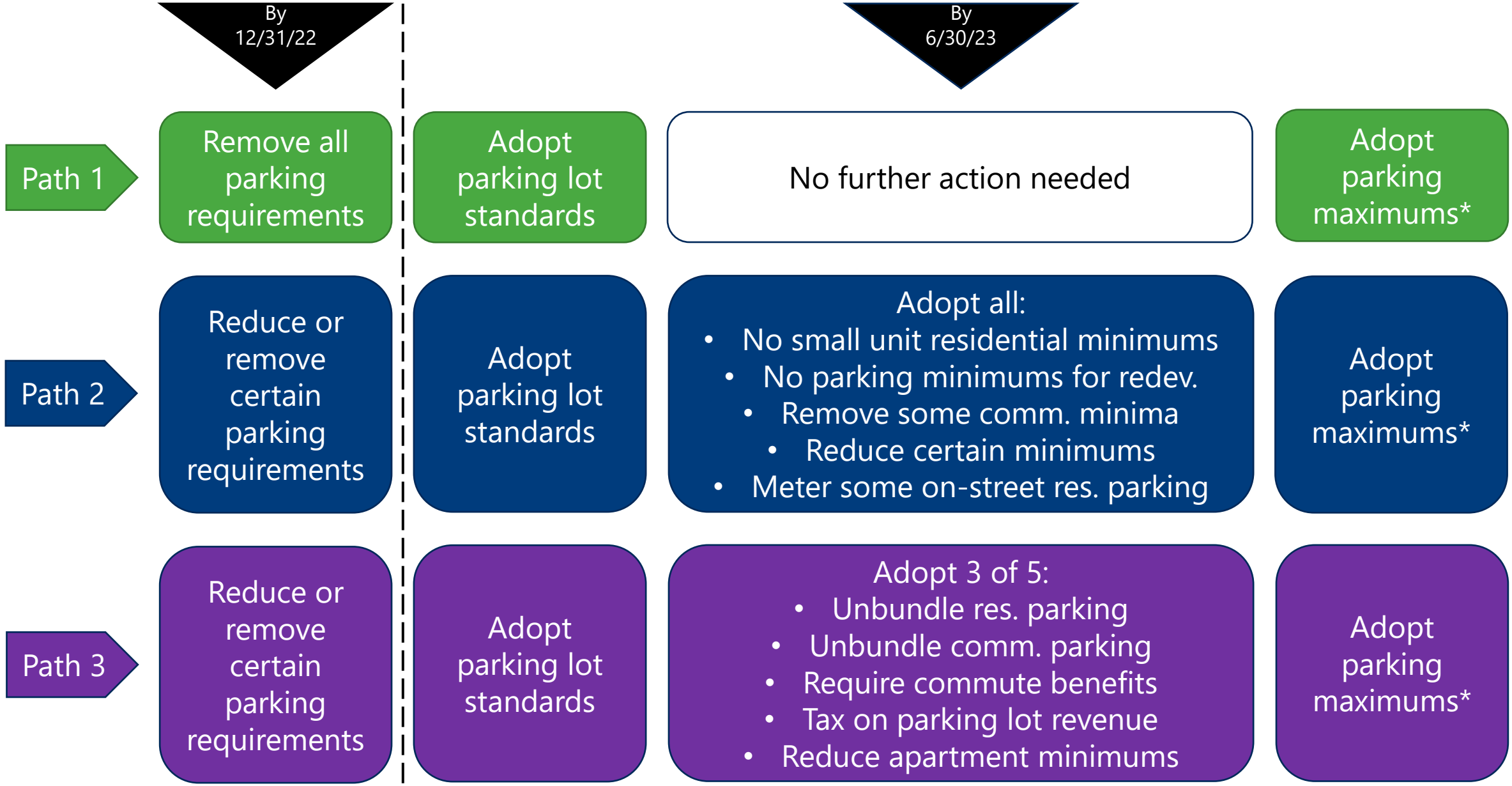
- Climate Friendly and Equitable Communities Rulemaking
- Governor's Executive Order 20-04
  - Goal 1: reduce Greenhouse Gas emissions
  - Goal 2: promote equity in transportation and land use planning
- Two deadlines approaching – both
  - First set of rules effective January 1, 2023
  - Second set effective July 1, 2023

Updated Transportation Planning Rules

Two Areas of Importance Due to Deadlines

- Reform minimum parking requirements and parking management (Choice of pathways)
- Update parking lot standards (Required in all cases)


By 12/31/22
By 6/30/23
Path 1
Remove all parking requirements
Adopt parking lot standards
No further action needed
Adopt parking maximums*
Path 2
Reduce or remove certain parking requirements
Adopt parking lot standards
Adopt all:
• No small unit residential minimums
• No parking minimums for redev.
• Remove some comm. minima
• Reduce certain minimums
• Meter some on-street res. parking
Adopt parking maximums*
Path 3
Reduce or remove certain parking requirements
Adopt parking lot standards
Adopt 3 of 5:
• Unbundle res. parking
• Unbundle comm. parking
• Require commute benefits
• Tax on parking lot revenue
• Reduce apartment minimums
Adopt parking maximums*


By 12/31/22
By 6/30/23
Path 1
Remove all parking requirements
Adopt parking lot standards
No further action needed
Adopt parking maximums*
Path 2
Reduce or remove certain parking requirements
Adopt parking lot standards
Adopt all:
• No small unit residential minimums
• No parking minimums for redev.
• Remove some comm. minima
• Reduce certain minimums
• Meter some on-street res. parking
Adopt parking maximums*
Path 3
Reduce or remove certain parking requirements
Adopt parking lot standards
Adopt 3 of 5:
• Unbundle res. parking
• Unbundle comm. parking
• Require commute benefits
• Tax on parking lot revenue
• Reduce apartment minimums
Adopt parking maximums*

Why Was Path 1 Recommended?

- Supported by committees
- Aligns with City policies and goals
- Simplifies code for applicants – single approach
- Allows market determination of appropriate parking counts
- Avoids overparking

Why Are Paths 2 or 3 Not Recommended?

- 62% of city will be parking-exempt with these paths anyway
- The remaining 38% is mainly lower-density residential
- Creates barriers to development
- Move us in opposite direction of last decade of work to make code more streamlined, clear, equitable

Tigard Precedents – Triangle and Downtown

- Tigard Triangle Lean Code included no parking requirements
- Development has continued apace, with parking included
- Analysis shows developments build just under old minimum
- Developments get creative with shared parking
- Fosters a more walkable development pattern
- Reduces unnecessary expense

Summary of Code Changes – Chapter 18.410

- Updated purpose statements
- Removed all minimum parking requirements
- Reorganized for clarity
- Clarified which standards apply to which type of parking
- Consolidated standards
- Removed on-street parking credit

Summary of Code Changes – Omnibus

- Updated definitions
- Added definitions for terms – garage, carport, parking lot
- Updated references to be more broad
- Removed minimum parking requirements for housing
- Clarified language on garages and carports
- Removed some outdated standards for mobile homes
- Fixed an error where ADU was still listed as an application type

Recommendation

- Planning Commission unanimously recommend City Council adopt.

Thank You

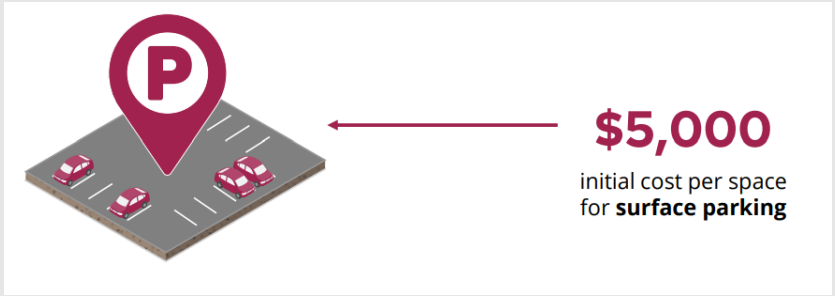
Discussion and questions

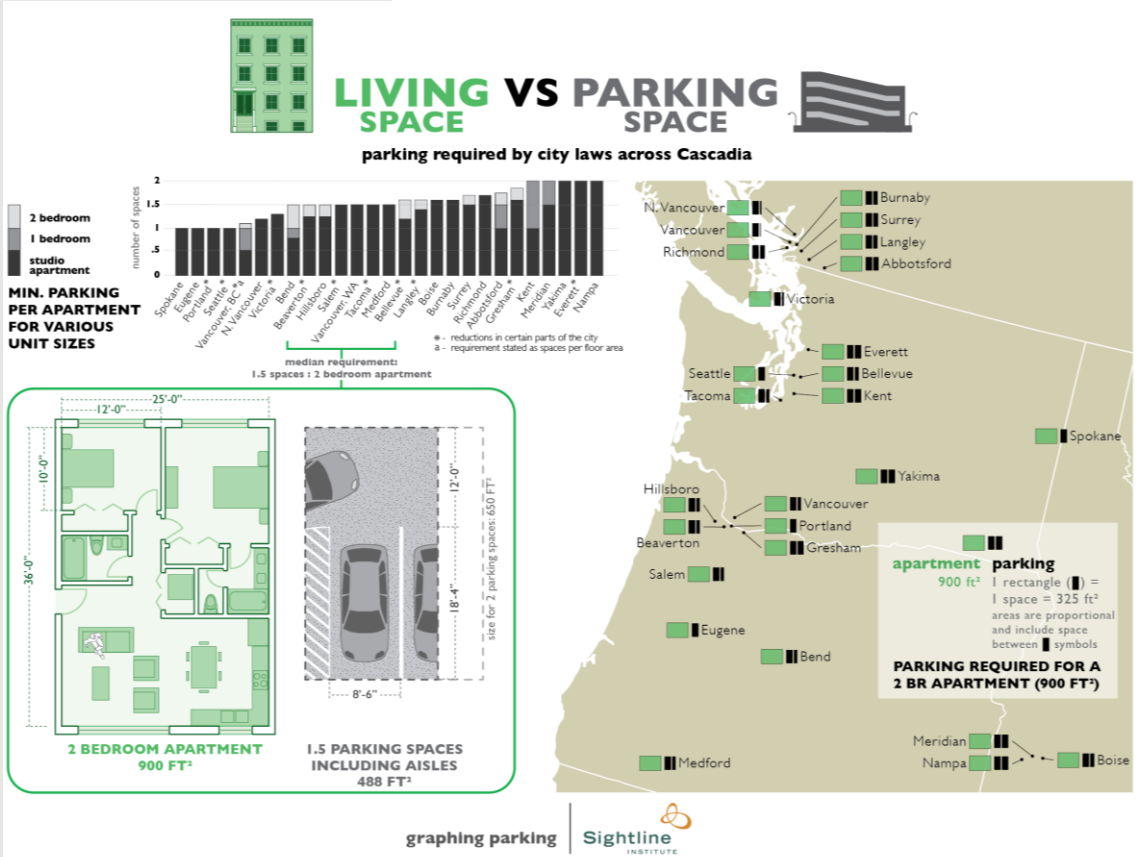
Background

- Climate Friendly and Equitable Communities Rulemaking
- Began with Gov. Brown's Executive Order 20-04 (May 2020)
  - Goal 1: reduce Greenhouse Gas emissions
  - Goal 2: promote equity in transportation and land use planning
- Rulemaking started in 2020
- Adopted by LCDC on 7/21/22

Parking is Expensive

Parking has a high cost in terms of both land usage and dollars



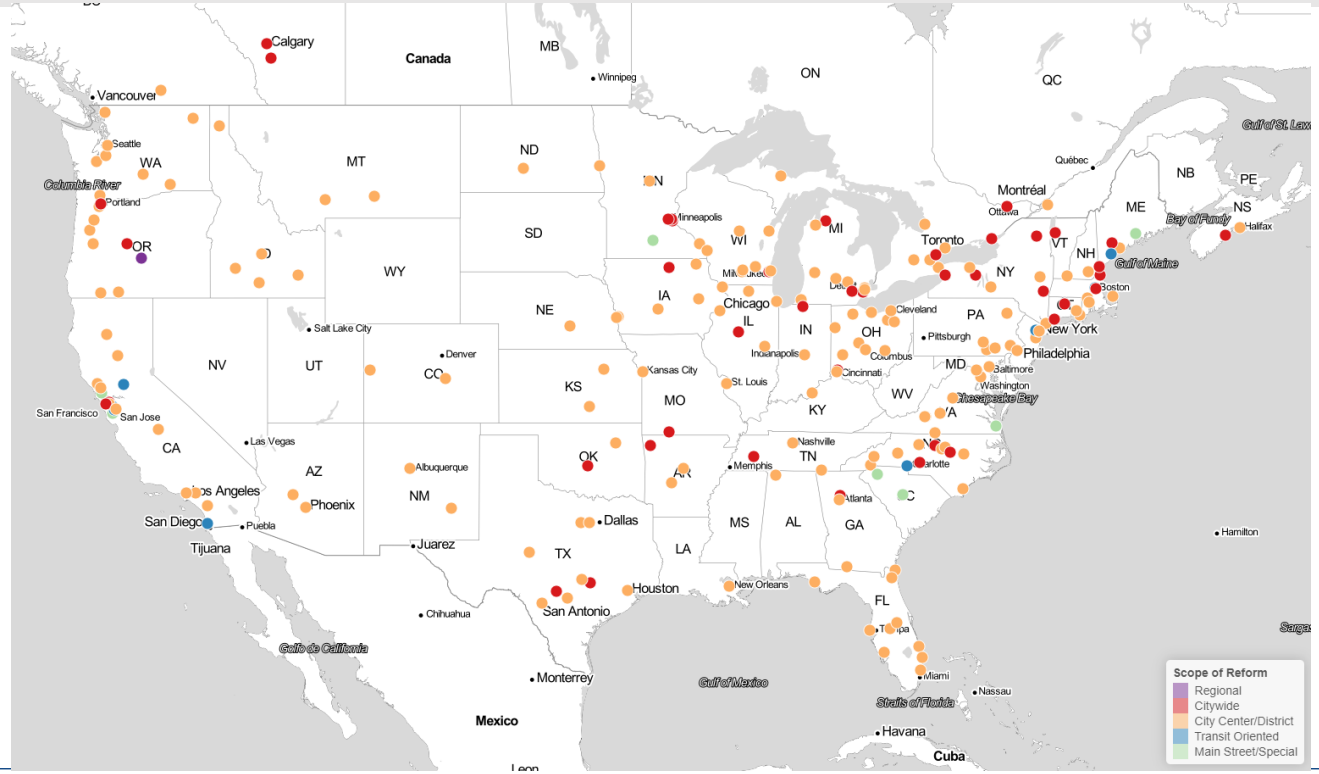


Average parking requirement for apartments is more than half the apartment's square footage

Cities Removing Parking Requirements

- Beaverton
- Milwaukie
- West Linn
- Bend
- Corvallis
- Millersburg
- Portland
- We are hearing that more are headed this direction, but are yet to start the work

Precedents Exist Across the Country



CITY OF Tigard

Cities With No Minimum Parking Requirements

- Raleigh, NC (2022)
- Minneapolis, MN (2021)
- St. Paul, MN (2021)
- Bridgeport, CT (2021)
- New Haven, CT (2021)
- Richmond, VA (2021)
- Ann Arbor, MI (2022)
- South Bend, IN (2021)
- Alameda, CA (2021)
- Jackson, TN (2021)
- Dunwoody, GA (2019)
- Auburn, ME (2022)
- Many more currently in adoption process:
- Cambridge, MA
- San Jose, CA
- Culver City, CA

Impacts of Removing Parking Requirements Buffalo Case Study

- Found overall 21% reduction in off-street parking after removing parking requirements
- Mixed-use developments in transit corridors are most likely to reduce parking counts
- Market continues to provide off-street parking due to demand

Daniel Baldwin Hess & Jeffrey Rehler (2021) Minus Minimums, Journal of the American Planning Association, 87:3, 396-408

Two Areas of Rulemaking

Regional plans to achieve pollution reduction targets

Land use and transportation rules reducing pollution and promoting equity

Two Areas of Rulemaking

Regional plans to achieve pollution reduction targets

Land use and transportation rules reducing pollution and promoting equity

Outreach Summary

- Compressed compliance timetable - rules adopted 7/25/22
- Significant stakeholder feedback during rules adoption
- CD team briefings:
  - Tigard Transportation Advisory Committee - 9/7/22
  - Tigard Planning Commission - 9/19/22
- Compliance projects have limited engagement opportunity

Two Types of Parking Reform Rules

Required in all instances

Required only if city chooses not to remove minimum parking requirements

Parking Lot Standards – Required in All Instances

By June 30, 2023

- Adopt improved parking lot standards
  - EV-ready parking lots
  - Choice of:
    - Minimum amount of solar cover or
    - Minimum amount of tree canopy
- Allow redevelopment of parking

Path 1



Path 2



Path 3



Parking Maxima– Required in All Instances

By June 30, 2023

- Adopt parking maxima
  - Tigard already has parking maximums
  - Part of Metro Urban Growth Management Functional Plan
  - Could opt to lower maximums, cannot raise.
  - Could opt for no action on this item at this time

Path 1



Path 2



Path 3



Parking Reform Phase I – Required for Paths 2 and 3

By December 31, 2022

- No minimum parking requirements in 2040 Centers and ¼ mile from them - Washington Sq., Downtown, Triangle, King City, Progress Ridge
- Or:
  - adopt parking benefit district in each 2040 center
  - remove all commercial parking requirements and
  - reduce parking minimum for residential to 0.5/unit

Path 1

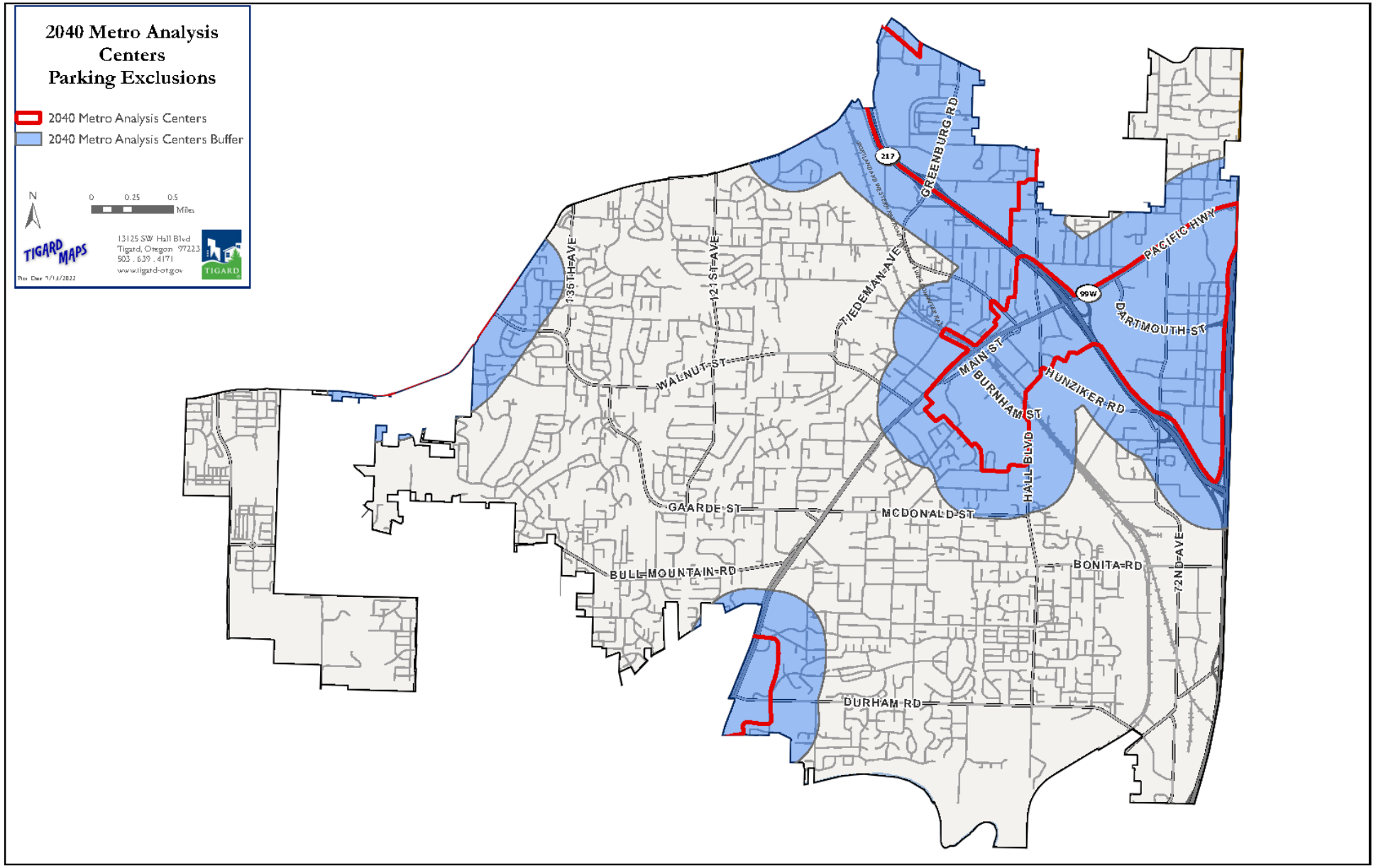


Path 2



Path 3




2040 Metro Analysis Centers
Parking Exclusions
2040 Metro Analysis Centers
2040 Metro Analysis Centers Buffer
N
0
0.25
0.5
Miles
TIGARD MAPS
13125 SW Hall Blvd
Tigard, Oregon 97223
503 . 639 . 4171
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DURHAM RD

Parking Reform Phase I – Required for Paths 2 and 3

By December 31, 2022

- No minimum parking requirements near transit
  - Within ¾ mile of WES rail stops
  - Within ½ mile of frequent service transit
- No minimum parking for certain developments
  - Small units, affordable housing, shelters, childcare facilities, treatment facilities

Path 1

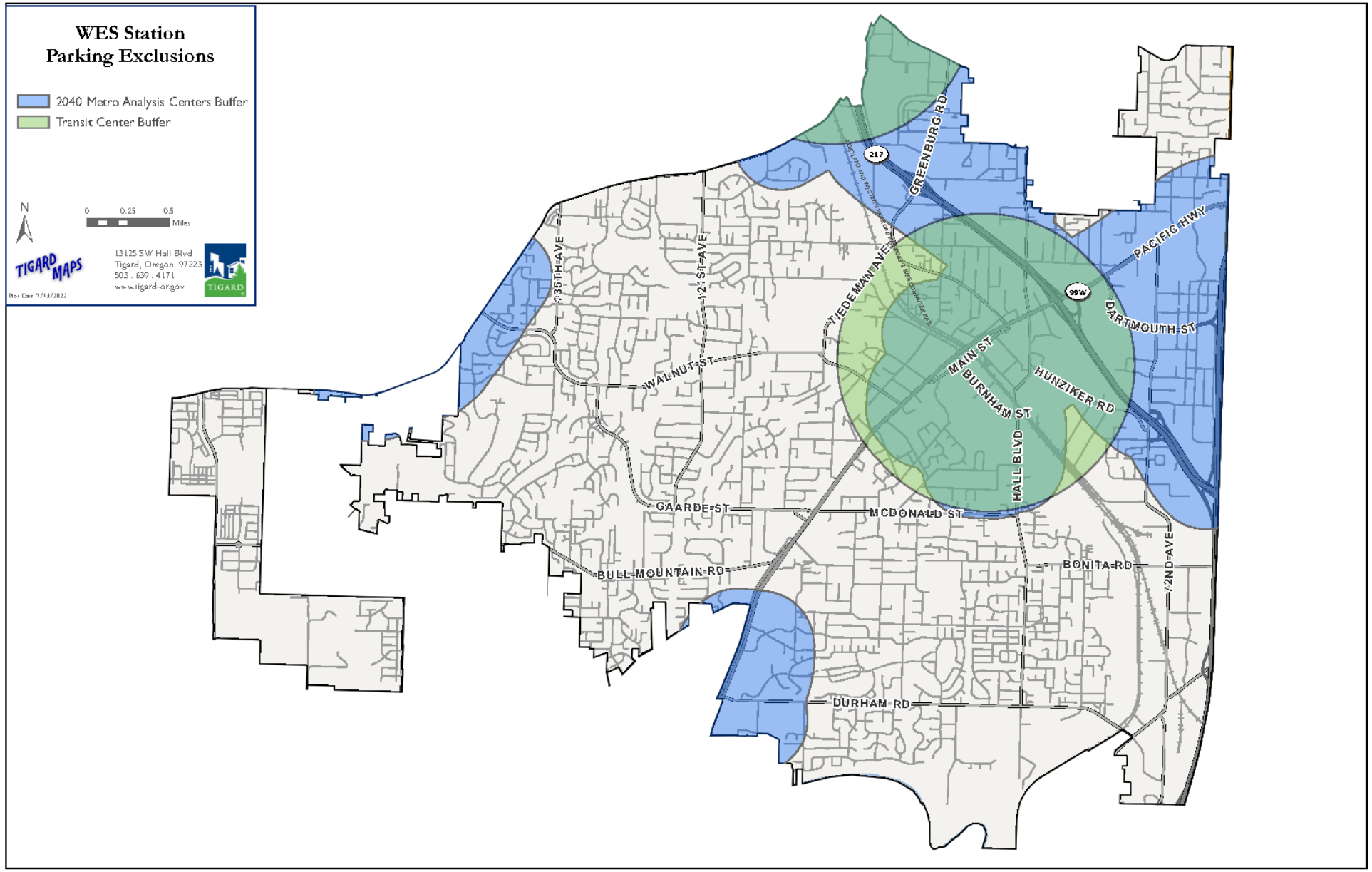


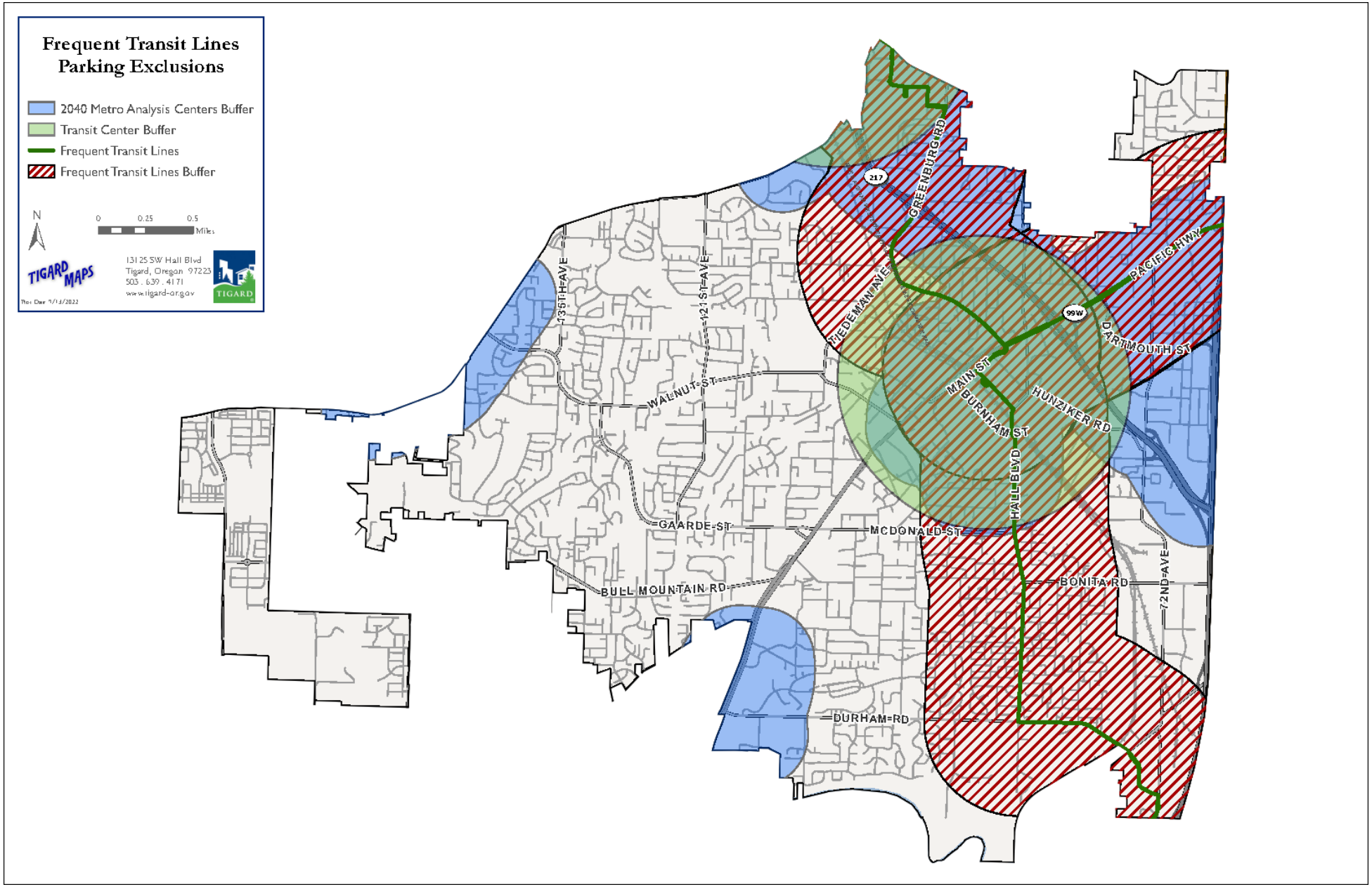
Path 2

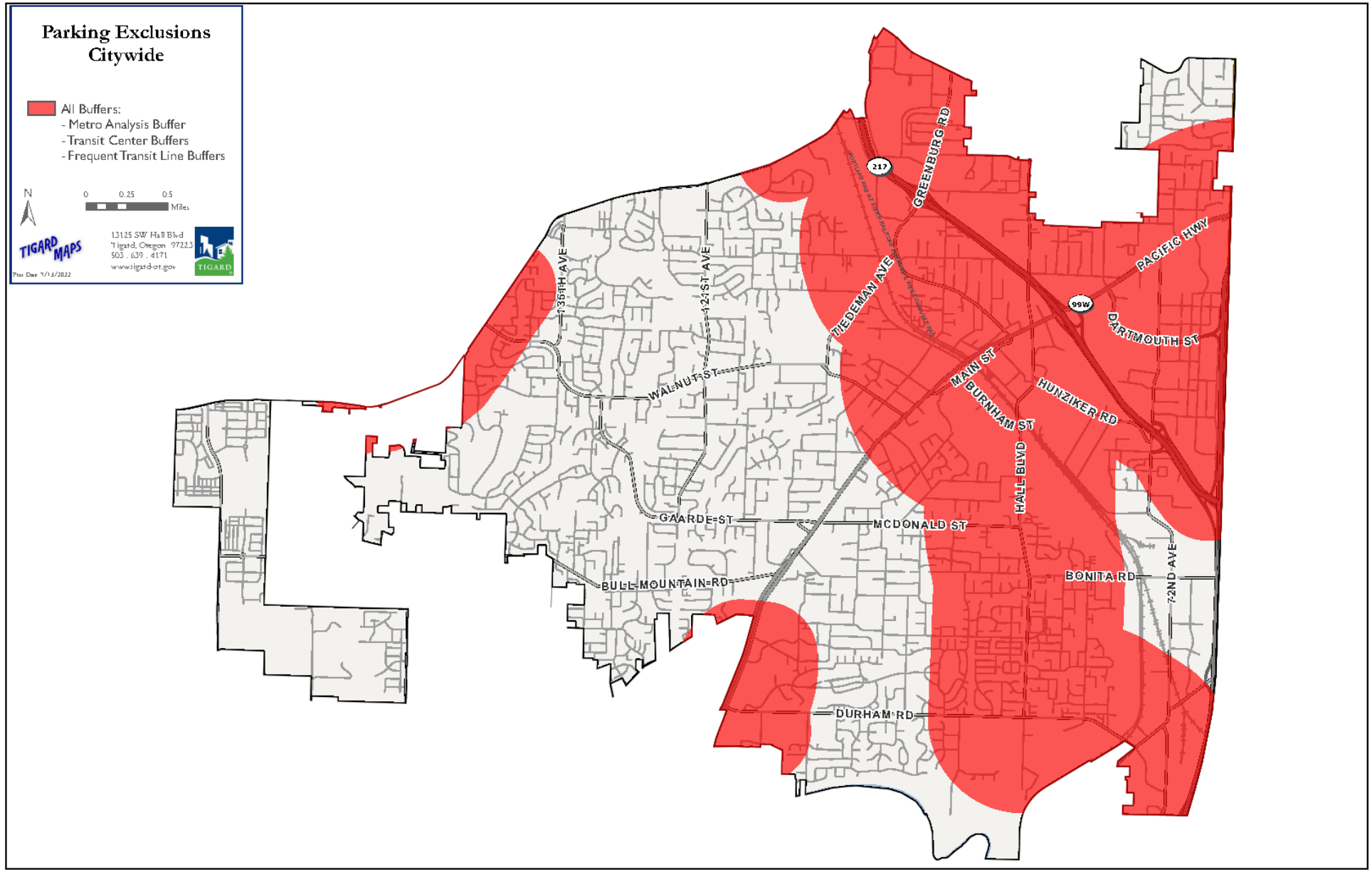


Path 3




WES Station
Parking Exclusions
2040 Metro Analysis Centers Buffer
Transit Center Buffer
N
0 0.25 0.5
Miles
TIGARD MAPS
Plot Date 7/13/2022
13125 SW Hall Blvd
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DURHAM RD


Frequent Transit Lines
Parking Exclusions
2040 Metro Analysis Centers Buffer
Transit Center Buffer
Frequent Transit Lines
Frequent Transit Lines Buffer
N
0
0.25
0.5
Miles
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MCDONALD ST
BULL MOUNTAIN RD
BONITA RD
72ND AVE
DURHAM RD


Parking Exclusions
Citywide
All Buffers:
- Metro Analysis Buffer
- Transit Center Buffers
- Frequent Transit Line Buffers
N
0 0.25 0.5
Miles
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DURHAM RD

Parking Reform Phase I – Required for Paths 2 and 3

By December 31, 2022

- Reduce parking requirements to no more than 1 space per residential unit citywide

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Paths 2 and 3

By June 30, 2023

- Must allow shared parking
- Allow parking off-site, up to 2,000 feet away
- Reduce by 1 parking space for every 3kW solar
- Reduce by 1 space for each car-sharing space
- Reduce by 2 spaces for every EV charger
- Reduce by 1 space for every two accessible units

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Paths 2 and 3

By June 30, 2023

- Must require parking be unbundled within all transit corridors
  - Within ¾ mile of WES rail stops
  - Within ½ mile of frequent service transit

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Path 2

By June 30, 2023

- Extend parking requirement exemption buffer around 2040 centers from ¼ mile to ½ mile
- No parking requirements for all transit-oriented development and mixed-use development
- No parking requirements for group quarters
- No parking requirements for studios, one-bedrooms, and condos in multi-unit development

Path 1

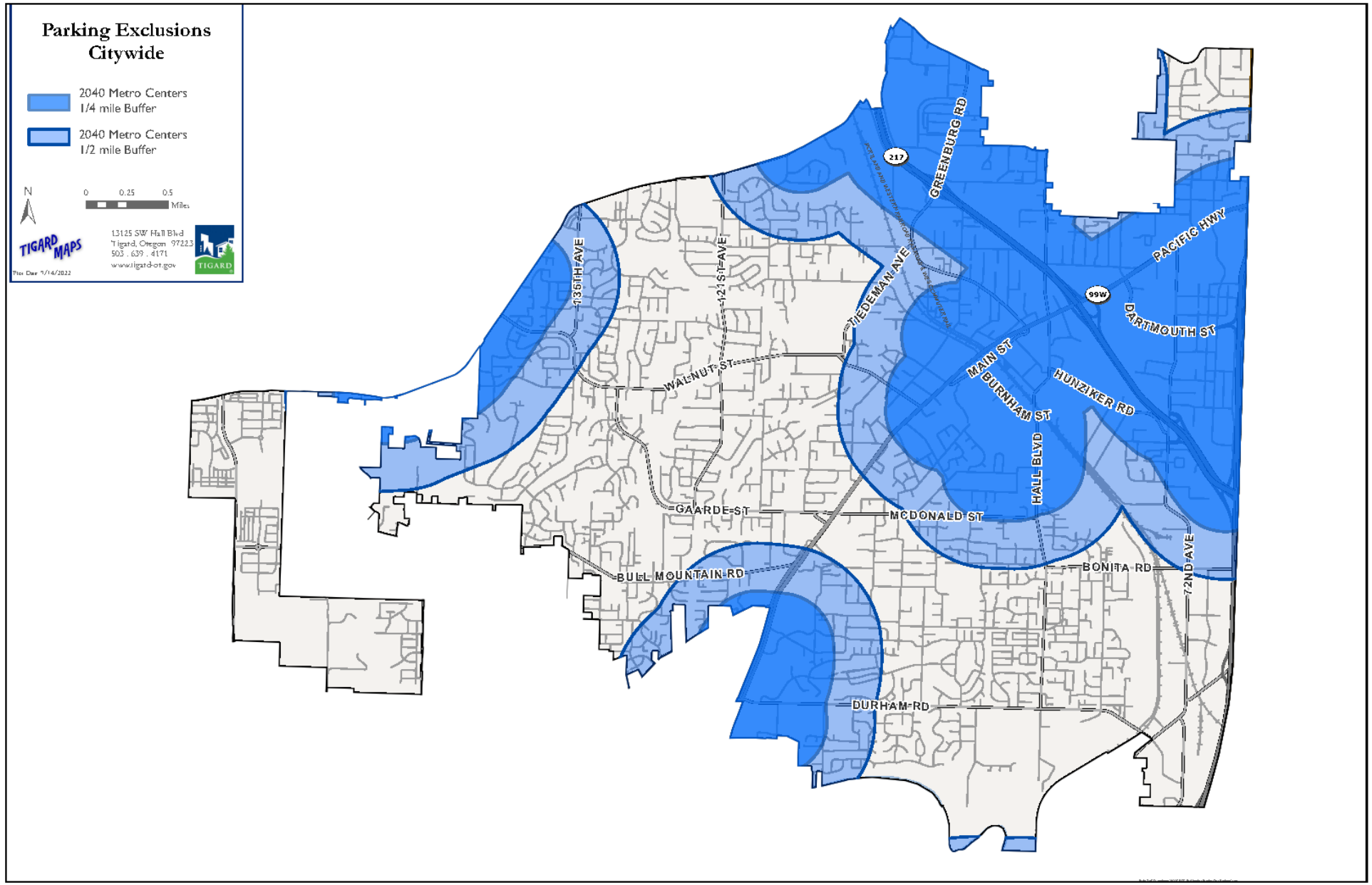


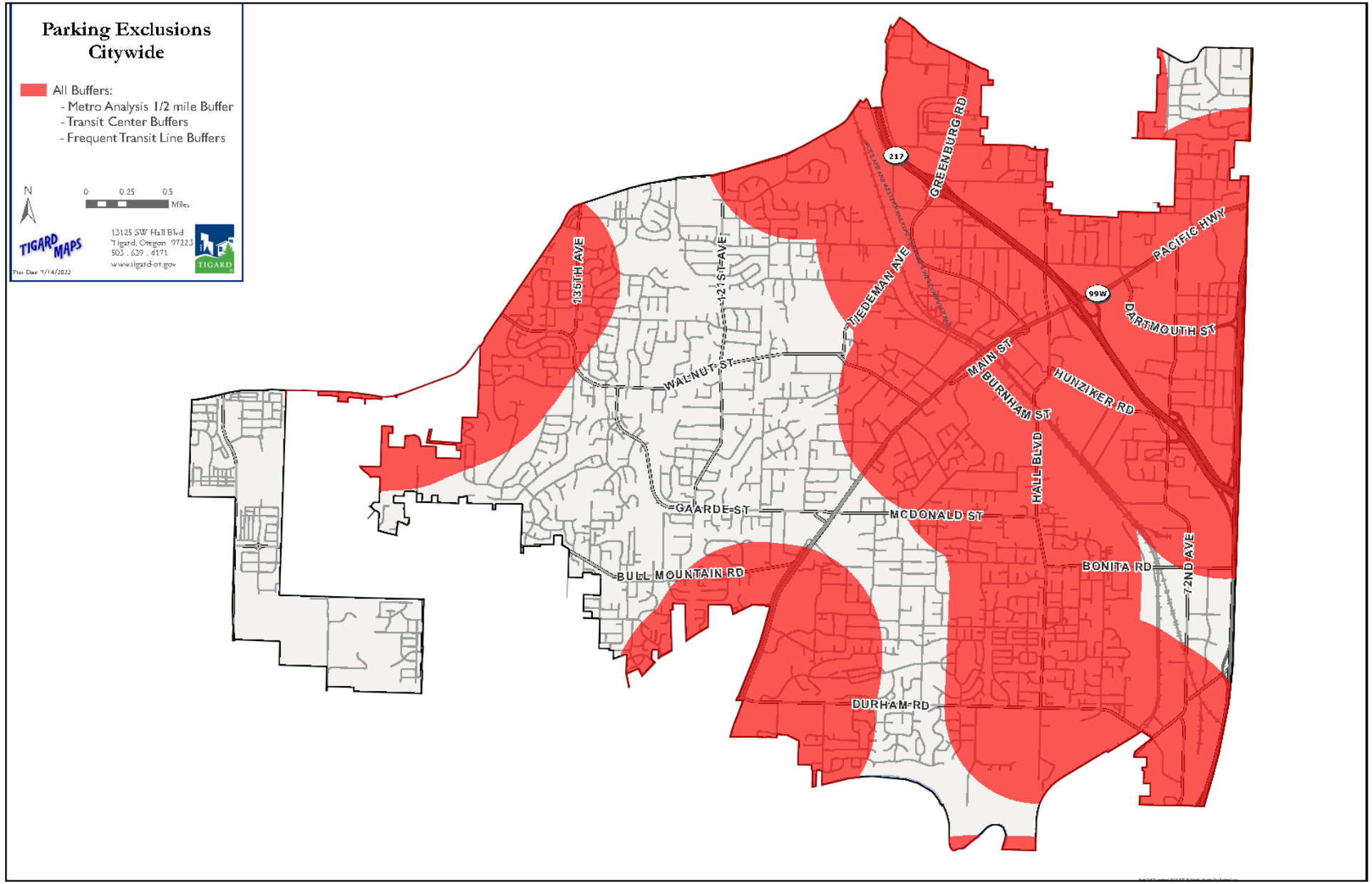
Path 2



Path 3




Parking Exclusions
Citywide
2040 Metro Centers
1/4 mile Buffer
2040 Metro Centers
1/2 mile Buffer
N
0
0.25
0.5
Miles
TIGARD MAPS
Plot Date: 7/14/2022
13125 SW Hall Blvd
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DARTMOUTH ST
MAIN ST
BURNHAM ST
HUNZIKER RD
HALL BLVD
MCDONALD ST
BONITA RD
72ND AVE


Parking Exclusions
Citywide
All Buffers:
- Metro Analysis 1/2 mile Buffer
- Transit Center Buffers
- Frequent Transit Line Buffers
N
0
0.25
0.5
Miles
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BONITA RD
72ND AVE

Parking Reform Phase 2 – Required for Path 2

By June 30, 2023

- No parking requirements for redevelopment of buildings vacant for two years or more
- No parking requirements for changes of use or redevelopment
- No parking requirements for additions of 30% or less in building area

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Path 2

By June 30, 2023

- No parking requirements for historic buildings
- No parking requirements for commercial properties with 10 employees or less or 3,000 square feet or less
- No parking requirements for buildings constructed under the Oregon Reach Code
- No parking requirements for LEED buildings

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Path 2

By June 30, 2023

- No parking requirements for schools
- No parking requirements for bars and taverns

Path 1

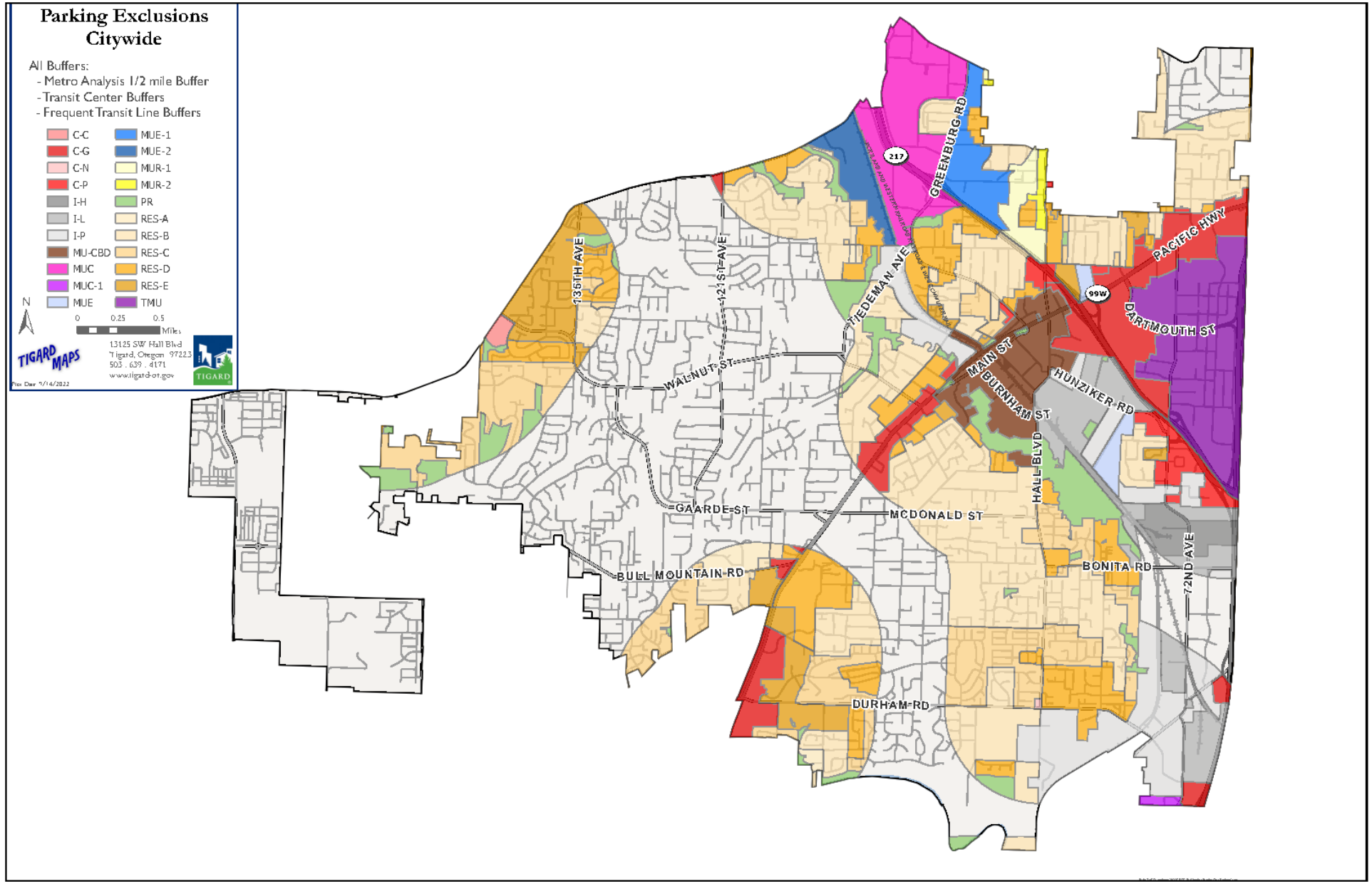


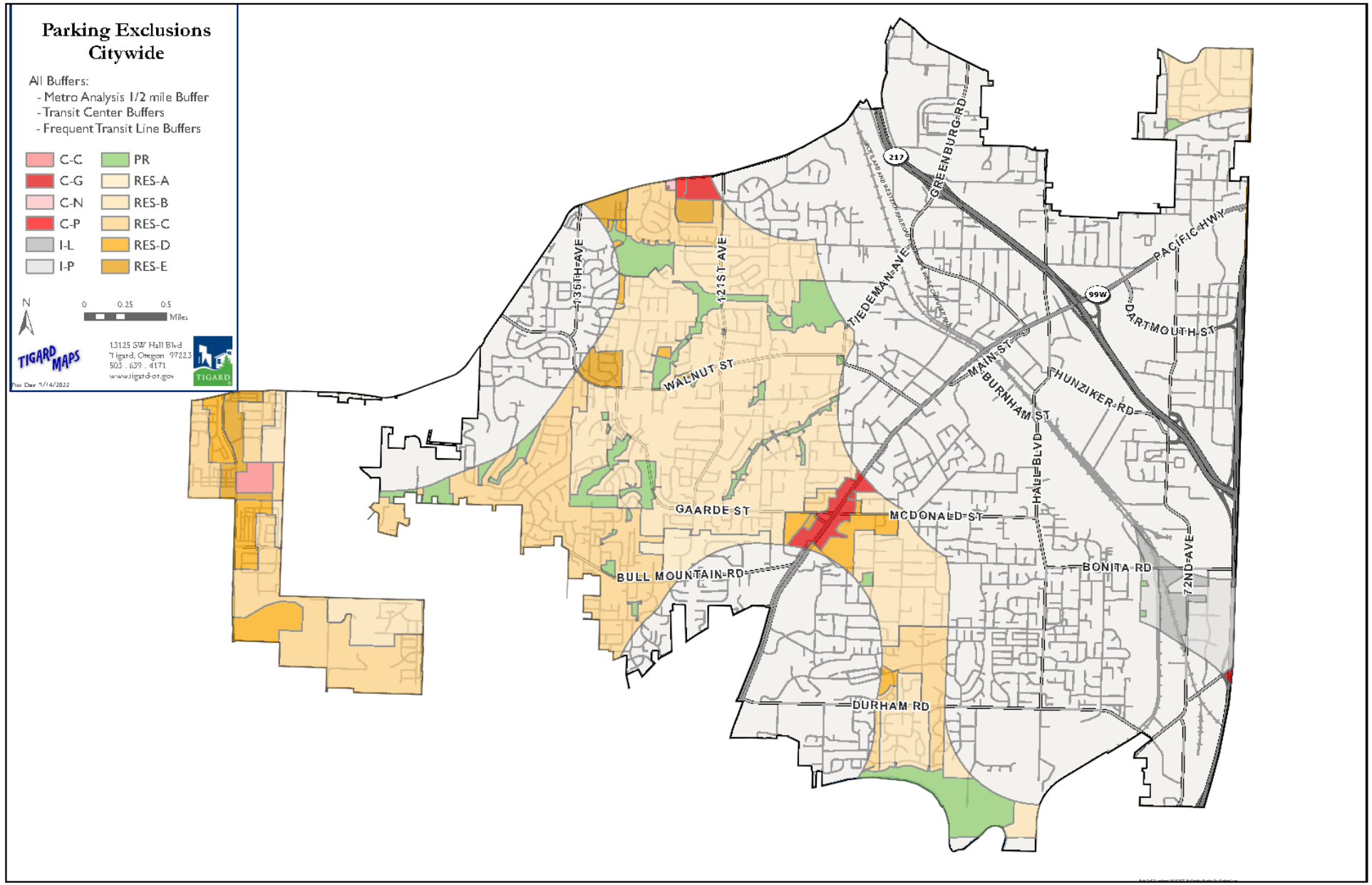
Path 2



Path 3




Parking Exclusions
Citywide
All Buffers:
- Metro Analysis 1/2 mile Buffer
- Transit Center Buffers
- Frequent Transit Line Buffers
C-C
C-G
C-N
C-P
I-H
I-L
I-P
MU-CBD
MUC
MUC-1
MUE
MUE-1
MUE-2
MUR-1
MUR-2
PR
RES-A
RES-B
RES-C
RES-D
RES-E
TMU
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Parking Exclusions
Citywide
All Buffers:
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C-C
C-G
C-N
C-P
I-L
I-P
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RES-A
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RES-C
RES-D
RES-E
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Impact of Geographic Exclusions – Paths 2 and 3

Excluded Totals

- 62% of city excluded from minimum parking requirements
- Including:
  - All mixed-used districts: Triangle, WaSq, Downtown
  - All of Heavy Industrial Zone
  - Most of Light Industrial and Industrial Park
  - Most of General Commercial

Impact of Geographic Exclusions – Paths 2 and 3

What Could Be Regulated

- 38% of city where parking requirements are allowed is overwhelmingly zone Residential
- Even within this area, parking requirements would very limited for most housing types

Parking Reform Phase 2 – Required for Path 3

By June 30, 2023

- Unbundle parking for residential units
- Unbundle leased commercial parking
- Require a flexible commute benefit for businesses with more than 50 employees
- Adopt a tax on parking lot revenue
- Require no more than ½ space per unit for housing other than single detached houses

Path 1



Path 2



Path 3



Parking Reform Phase 2 – Required for Path 1

By June 30, 2023

- Remove all minimum parking requirements

Path 1



Path 2



Path 3

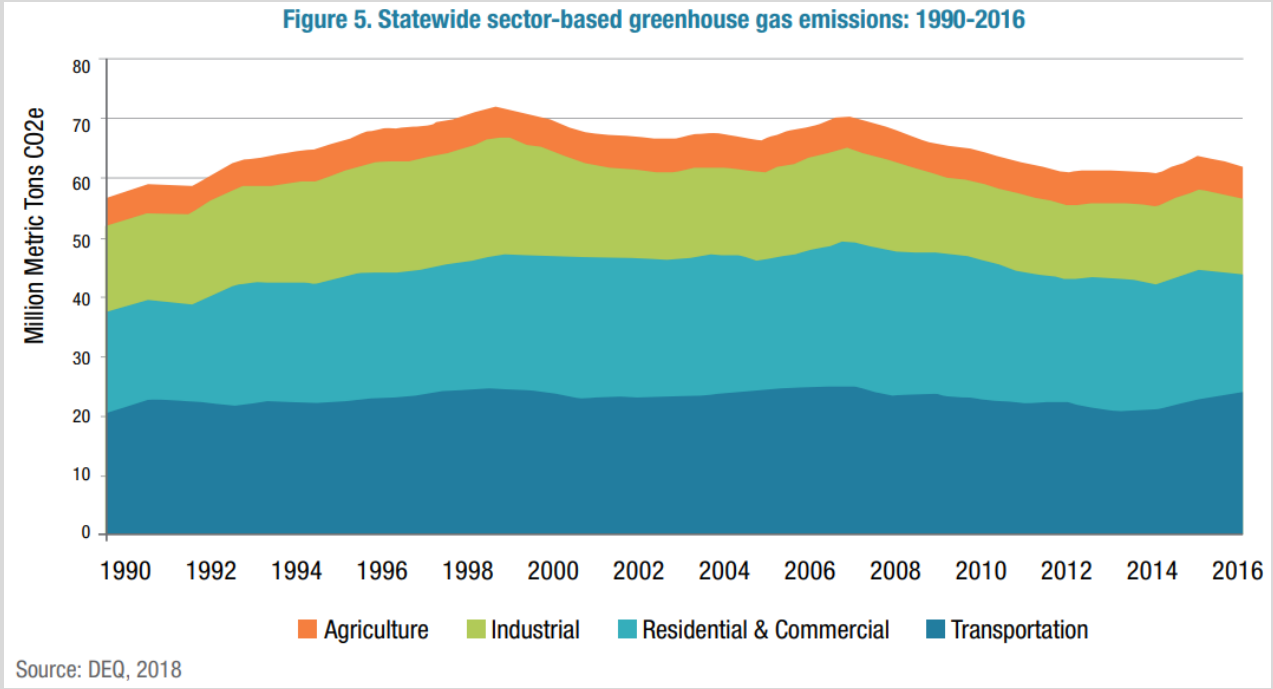


Why Are These Rules Needed?

Nationally, transportation creates about **27%** of total U.S. greenhouse gas emissions.

From 1990 to 2020, transportation emissions increased more than any other sector.

In Oregon, transportation creates **40%** of GHG emissions.



Why Are These Rules Needed?

As a state, we are missing greenhouse gas reduction and climate mitigation targets.

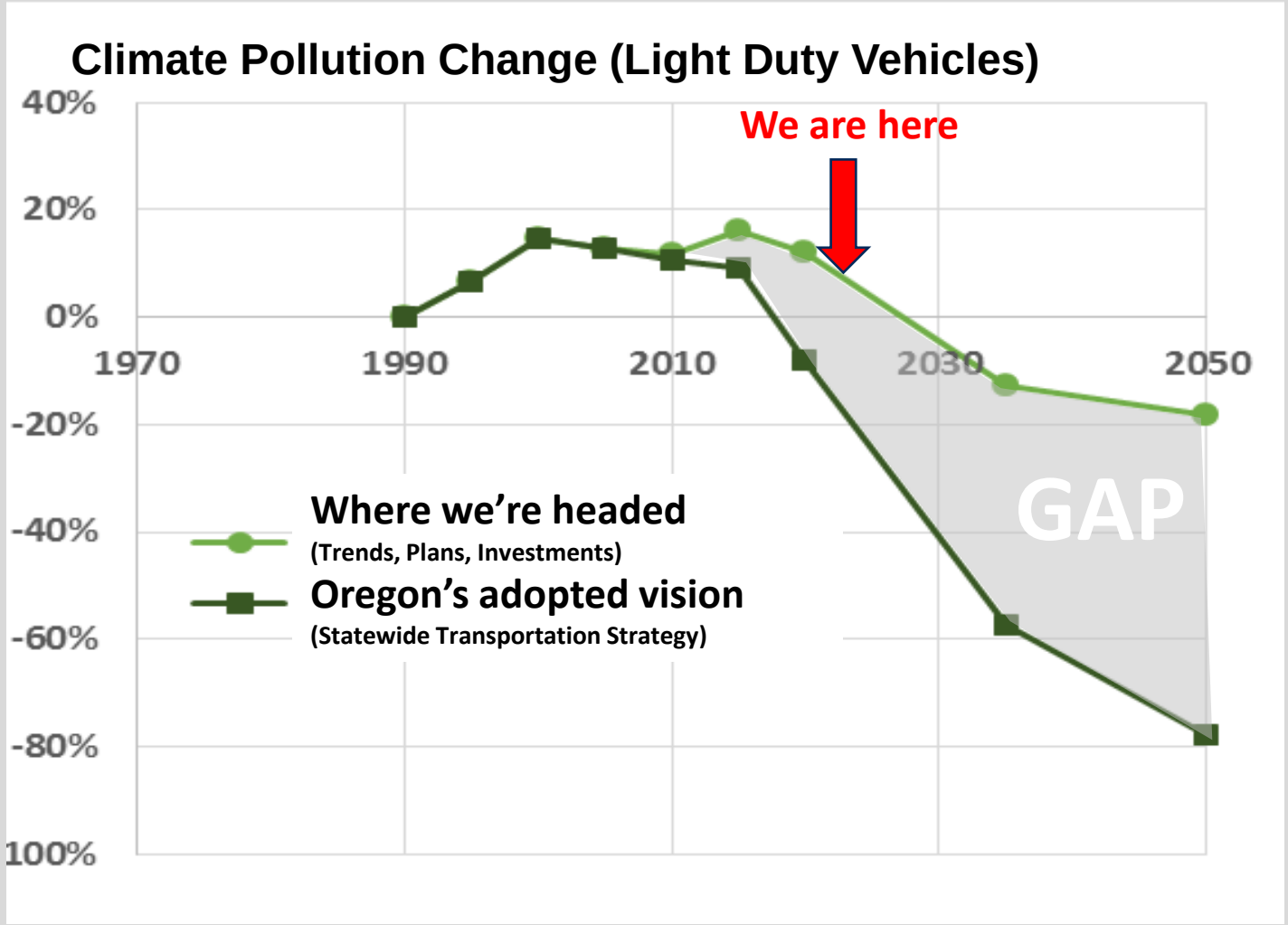
The climate crisis is worsening and acute action is needed.

CLIMATE & ENVIRONMENT >

The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

"We're just so far off track," says one co-author, calling for bolder and more urgent action from major emitters.

By Brady Dennis



Climate Impacts Are Real

2020 Oregon wildfires led to total loss of four towns, the deaths of 11 Oregonians, loss of over 5,000 homes and businesses, displacement of thousands of people in the midst of a pandemic, and destruction of over 1,200,000 acres of forest, at a total estimated cost of over $1.15 billion.

2020 flooding in Northeast Oregon led to the death of one Oregonian, hundreds of millions in damages, and the closure of one of the state's two major interstate corridors, impacting commerce and travel.

2021 heat wave lasting more than three days led to the deaths of at least 116 Oregonians in what Multnomah County officials described as a "mass casualty event".

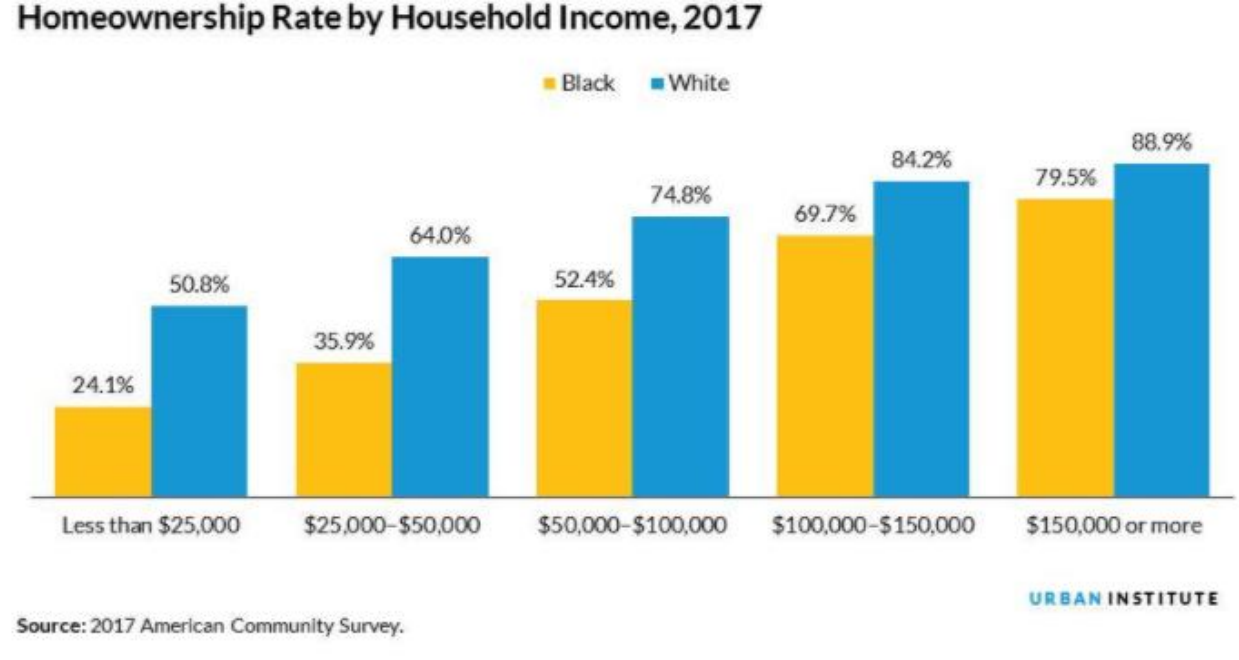




Equity Impacts

Research by Portland State University's Dr. Vivek Shandas and others shows that the impacts of extreme weather and climate change are disproportionately borne by communities of color.

Transportation systems have disproportionately impacted communities of color, displacing and dividing them, and creating unhealthy living conditions.



Nationally,
71.9% of white households own homes
41.8% of Black households own homes

Updated Land Use and Transportation Rules

Land Use/Building

- Designate walkable climate-friendly areas
- Reform parking management
- Support electric vehicle charging

Transportation

- Plan for high quality pedestrian, bicycle, and transit infrastructure
- Remove sole focus on motor vehicle congestion standards
- Prioritize projects meeting climate/equity outcomes

AIS-5073 **7.**

Business Meeting

Meeting Date: 12/13/2022

Length (in minutes): 40 Minutes

Agenda Title: Presentation of External Financial Audit by Moss Adams

Authored By: Eric Kang

Presented By: Eric Kang

Item Type:

Public Hearing

Legal Ad Required?:

Publication Date:

Information

EXPLANATION OF ISSUE

Present to the City Council the Annual Comprehensive Financial Report (ACFR) along with other related communication and results from the external financial audit for the city and the Tigard Town Center Development Agency for the fiscal ear ending June 30, 2022. The presentation may include recommendations for opportunities for improvement noted by Moss Adams during the course of the audit.

ACTION REQUESTED

No action required. Management, and the external auditors from Moss Adams will present the ACFR and results from the audit to council.

BACKGROUND INFORMATION

Oregon Revised Statutes 297.425 requires that every city publish a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States of America (GAAP) and audited in accordance with auditing standards generally accepted by a firm of licensed certified public accountants.

Moss Adams, the city's external audit firm, performed an audit of the city's financial operations for fiscal year ending June 30, 2022. They reported their findings to the Audit Committee on December 1, 2022. Their reports are included in the city's Annual Comprehensive Financial Report (ACFR) and the TCDA financial report, which will be finalized and delivered to the council December 13, 2022. Moss Adams will provide an overview of audit procedures performed and highlight areas with opportunities for improvement or best practices.
The documents associated with this agenda item will be sent to the council prior to the council meeting. These documents are still to be finalized and will be completed by the city and auditors on December 13, 2022. They include the Annual Comprehensive Financial Report for the year ended June 30, 2022, the Tigard Town Center Development Agency financial statements for the year ended June 30, 2022, the letter from the auditor to "Those Charged with Governance", and the auditor's presentation.

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

N/A

Attachments

FY22 Audit Results

MOSSADAMS

City of Tigard

June 30, 2022 Audit Results

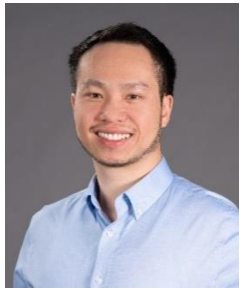
December 13, 2022



YOUR DEDICATED TEAM







KEITH SIMOVIC

Engagement Reviewer
And Partner

KEVIN MULLERLEILE

Concurring Reviewer

HARVEY WANG

Audit Manager

Nature of Services Provided

1. Independent Auditors' Report on the government wide and fund financial statements of the City of Tigard.
2. Assistance with, and technical review of the City's ACFR for compliance with GAAP as well as GFOA Certificate of Excellence requirements
3. Report of Independent Auditors' on Internal Control Over Financial Reporting and on Compliance in Accordance with *Government Auditing Standards*
4. Disclosures and Independent Auditors' Comments Required by the Minimum Standards for Audits of Oregon Municipal Corporations
5. Independent Auditors' Report on the government wide and fund financial statements of the Town Center Development Agency
6. Communication to Those Charged with Governance

Audit Process







Internal Controls

- Includes IT
- Revenues / cash receipting
- Cash disbursements
- Payroll
- Capital assets
- Financial close & reporting

Analytical Procedures

- Revenue and expenses
- Trends, comparisons, and expectations

Substantive Procedures

- Confirm account balances
- Vouch to supporting documentation
- Representations from attorneys and management
- Examine objective evidence

Audit Opinion/ Reports

Financial Statements	Government Auditing Standards Report	Oregon Minimum Audit Standards Report	Single Audit Report
Unmodified (clean) opinion on financial statement	No findings	Compliance findings noted – see subsequent slides	American Rescue Plan Act program - to be completed subsequent to the issuance of the ACFR

Required Communication

- Auditor’s responsibility under auditing standards
- **Significant accounting policies – adoption of GASB 87**
- Management judgments & accounting estimates
- **Audit adjustments – none noted**
- Management’s consultation with other accountants
- No disagreements with management
- No difficulties in performing the audit
- **Audit observations and recommendations – No material weaknesses noted**

Findings and Best Practices

BEST PRACTICES

- Cash controls
  - Formally document the review and approval of the City's year end cash and investments by fund worksheet. (repeat comment)

- Investments in the local government investment pool (LGIP)
  - ORS 294.810 limits the amount a local government can invest in the LGIP, which is adjusted each year by the State Treasury. We recommend the City monitor the limits and adjust the amounts invested with the LGIP to be in compliance with ORS 294.810.

Findings and Best Practices

BEST PRACTICES

- Investment of funds
  - ORS 294.035 limits the types of investments that a local government can invest in, including setting a limit for the rating of those investments by Moody's, S&P and Fitch. At June 30, 2022, the City invested in certain corporate bonds that were below the State of Oregon requirements.

- IT change management policy
  - Recommend management to adopt a formal change management policy to guide future system changes. (repeat comment)

- Procurement
  - Recommend the City to provide ongoing training to procurement staff on documentation requirements of sole sourced contracts in accordance with ORS 297B.075.

Acknowledgements

Thank you Cindy Trimp, Eric Kang, Amy Lawson, Debbie Smith-Wagar, and staff for their excellent facilitation of the audit process.

- The audit progressed on time and in an orderly fashion; all requested schedules and draft financial statements were received on a timely basis.
- All personnel across all departments were courteous, responsive, and fulfilled all our requests in a timely manner.
- ‘Tone at the Top’ and attitude from management was one of helpfulness, candor, and openness in response to audit requests and discussion points.

MOSSADAMS

Thank You