City *of* Tigard

Tigard Business Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	DECEMBER 5, 2023 - 6:30 p.m. Business Meeting **Revised 12/4/23 to Add Item No. 2 - Proclamation Supporting the Local Climate Action Summit at COP28**
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with Oregon House Bill 2560, 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 by noon the day before the meeting date.
- 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 by video through the Teams app. Go to this link to learn how to participate by video: December 5, 2023 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/4445/66).

Upon request, the City will 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 21 (1st Tuesdays) and Channel 28 (2nd & 4th Tuesdays) 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 - PROCLAMATION SUPPORTING THE LOCAL CLIMATE ACTION SUMMIT AT COP28

3. PUBLIC COMMENT

   A. Follow-up to Previous Public Comment

   B. Public Comment – Written

   C. Public Comment – In Person

   D. Public Comment – Phone-In

E. Public Comment – Video

4. CITY MANAGER REPORT **6:45 p.m. estimated time**

5. LEGISLATIVE PUBLIC HEARING: CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES COMPLIANCE PROJECT PHASE II **6:50 p.m. estimated time**

6. ANNUAL JOINT MEETING WITH THE TIGARD TRANSPORTATION ADVISORY COMMITTEE **7:30 p.m. estimated time**

7. NON-AGENDA ITEMS

8. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. 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.

9. ADJOURNMENT **7:50 p.m. estimated time**

AIS-5360 **5.**

Business Meeting

Meeting Date: 12/05/2023

Length (in minutes): 40 Minutes

Agenda Title: Legislative Public Hearing: Climate Friendly and Equitable Communities Compliance Project Phase II

Authored By: Schuyler Warren

Presented By: Senior Planner Schuyler Warren

Item Type: Motion Requested
Ordinance
Public Hearing - Legislative

Public Hearing Legal Ad Required?: Yes

Publication Date:

Information

EXPLANATION OF ISSUE

Consider adoption of legislative amendments to the Tigard Community Development Code to implement parking lot design standards to comply with OAR 660-012.

ACTION REQUESTED

The Planning Commission unanimously adopted a recommendation to adopt and has forwarded it to Council. The Community Development team recommends adoption of the amendments to bring the city into compliance with state law.

BACKGROUND INFORMATION

The text amendments to the Tigard Community Development Code that are included in the Parking Reform Compliance Phase II 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 originally 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 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 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 city is not yet required to comply with the provisions in these rules. The city will be required to comply with these rules at the time of the next major Transportation System Plan update, currently scheduled for 2026.

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. The first phase of this work was completed when the Tigard City Council adopted amendments to remove minimum parking requirements on December 5, 2022.

The second phase of the work, and the one considered with this agenda item, is focused on the way that parking areas are designed and developed. This work ensures that parking areas produce fewer greenhouse gas emissions, decrease the impact of urban heat island effect, and reduce conflicts between vehicles, pedestrians, and bicyclists to help support active transportation goals. Lastly, the standards require the provision of electric vehicle charging readiness for parking lots over a certain size.

The state's requirements related to parking lot design were originally required to be adopted prior to June 30, 2023. With the adoption of temporary rules in April 2023, the state allowed cities to apply for an extension to this and certain other deadlines. The city requested an extension to December 31, 2023, to comply with these rules while technical fixes to the original rules were being developed and adopted.

The City's proposed code amendments are compliant with the technical fixes to the CFEC rules by the Land Conservation and Development Commission, due to be formally adopted in November 2023.

Dates of Previous and Potential Future Considerations
December 6, 2022 - CFEC Compliance Project Phase I adoption

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
These amendments are in compliance with the city's Comprehensive Plan, as demonstrated in the findings. They are also aligned with other adopted policies, including the Strategic Plan and Council Goals.

ALTERNATIVES & RECOMMENDATION

The Planning Commission and the Community Development team recommend that Council adopt the amendments.

The Council could opt to make further amendments or to not adopt the amendments. These options would mean the city would be out of compliance with state law.

ADDITIONAL RESOURCES

Attachments

Ordinance
Attachment 1
CFEC Planning Commission Findings
Presentation

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 23-

AN ORDINANCE AMENDING THE TIGARD COMMUNITY DEVELOPMENT CODE TO INCLUDE CERTAIN MINIMUM DESIGN STANDARDS FOR PARKING AREAS IN COMPLIANCE WITH THE STATE OF OREGON TRANSPORTATION PLANNING RULE

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 Land Conservation and Development Commission adopted technical fixes to amend the Transportation Planning Rule on November 2, 2023; and

WHEREAS, the adopted rules require the City of Tigard to amend the Tigard Community Development Code to include certain minimum design standards for parking areas; 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 6, 2023 and recommended by unanimous vote that Council approve the proposed amendments; and

WHEREAS, the Tigard City Council held a public hearing on December 5, 2023 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 3: 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 _____, 2023

_____
Carol A. Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2023.

_____
Heidi Lueb, Mayor

Approved as to form:

_____
City Attorney

_____
Date

CFEC Parking Compliance Project Phase II

Strikethrough

December 5, 2023

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 ***are***~~should be~~:

1. Limited in scale;

2. ~~Appropriately located to increase safety and~~ ***Designed to*** minimize conflicts with ***active transportation modes***~~non-motorized vehicles and pedestrians~~; and

~~3. Adequately maintained; and~~

3~~4~~. Designed ~~in a manner~~ to mitigate heat island effects or generate sustainable power.

B. Parking structures ***are***~~should~~:

1. ***Designed with*** ~~Include~~ pedestrian-friendly ground floor façades; and

2. ***Designed to*** ~~M~~***m***inimize conflicts ***with active transportation modes*** at ingress and egress points.

C. Off-street bicycle parking areas ***are***~~should be~~:

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

2. Located ***and designed*** to ***discourage theft and optimize*** ~~ensure~~ ***user*** safety, ***comfort, and*** ~~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 ***in this Title***.

B. Unlisted uses. Where a use is 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.

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

(i) Parking spaces contained in a parking structure;

(ii) Market-rate paid parking spaces;

(iii) Designated carpool or vanpool spaces;

(iv) Designated accessible parking spaces;

(v) Fleet vehicle storage; and

(vi) 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 ***must comply with*** ~~are subject to~~ the following ***standards***:

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 lanes 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.

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 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.

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

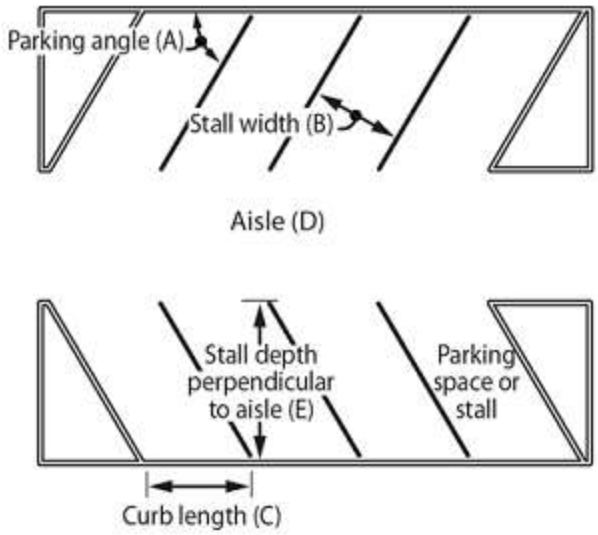


Table 18.410.2 Minimum Parking Space and Aisle Dimensions					
Angle (A)	Stall Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	22 ft. 6 in.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17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

L. Electrical Service Capacity. Electrical service capacity, as defined by ORS 455.417, must be provided to new off-street parking spaces in compliance with the standards of this subsection. Adjustments to the standards of this subsection are prohibited.

1. Non-residential development and residential or mixed-use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.

2. Residential or mixed-use developments with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on the site.

3. Small form residential or rowhouse development is exempt from the provisions of this subsection.

M. Tree Canopy. Tree canopy must be provided over parking areas in compliance with the standards of this subsection. Tree canopy values are credited at 75 percent of their listed canopy area in the Tigard Urban Forestry Manual (UFM) tree list or at 75 percent of the area calculated using the method described in Section 13 of the UFM.

1. Developments with off-street parking areas less than 20,000 square feet in size, as measured using the method provided in Section 18.40.150, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.

2. Developments with off-street parking areas of 20,000 square feet or more, as measured using the method provided in Section 18.40.150, must meet one of the following:

a. The development provides a minimum effective tree canopy coverage of 40 percent over all parking areas.

b. The development provides a minimum effective tree canopy coverage of 30 percent over all parking areas in addition to solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the same site.

c. The development provides solar panels with a generation capacity of at least 0.5 kilowatt per parking space above the parking area. In this case, no minimum tree canopy requirement applies.

d. The development provides a minimum effective tree canopy coverage of 30 percent over all parking areas and the applicant has paid the Parking Climate Fee, as provided in the Tigard Fees and Charges Schedule.

3. Parking areas for small form residential, cottage clusters, courtyard units, quads, and rowhouses are exempt from the standards of this subsection, but must meet any tree canopy standards provided in the

applicable development standards chapter in Chapter 18.200, Residential Development Standards.

N. Employee parking. Developments or uses that provide 50 or more designated employee parking spaces must provide preferential parking spaces for carpool or vanpool vehicles. Parking spaces are considered designated for employee parking when they are restricted to the exclusive use of employees through signage, access control, or other means.

O. Maximum coverage. For developments with 65,000 square feet or more of floor area on a site, the total area of surface parking must not exceed the total square footage of floor area on that site.

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.

D. Electrical service capacity. The electrical service capacity requirements of Section 18.410.030.L apply to new parking structures.

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 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.

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***		
Use Category	***Vehicle Maximum***	***Bicycle Minimum***
Residential Use Category		
Residential Use	***See applicable housing type development standards chapter in***	

Table 18.410.3 ***Vehicle and Bicycle Parking Quantity Standards***		
Use Category	***Vehicle Maximum***	***Bicycle Minimum***
	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***
Colleges	***1.0/3.3 students/staff***	***1.0/3.0 students/staff***
Community Services	***2.5/1,000***	***0.3/1,000***
Cultural Institutions	***3.5/1,000***	***1.0/1,000***
Day Care	***Home: None*** ***Commercial: 2.7/1,000***	***Home: None*** ***Commercial: 1.5/classroom***
Emergency Services	***3.5/1,000***	***0.5/1,000***
Medical Centers	***2.7/1,000***	***0.2/1,000***
Postal Services	***3.0/1,000***	***0.3/1,000***
Religious Institutions	***1.0/1.7 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:*** ***1.0/classroom*** ***Elementary/JR:*** ***6.0/classroom*** ***SR:*** ***6.0/classroom***
Social/Fraternal Clubs/Lodges	***12.0/1,000 main assembly area***	***2.0/1,000 main assembly area***
Temporary Shelter	***None***	***1.0/5 beds***
Commercial Use Categories		
Adult Entertainment	***3.5/1,000*** ***1.0/1.25 seats***	***0.5/1,000*** ***1.0/20 seats***

Table 18.410.3 Vehicle and Bicycle Parking Quantity Standards		
Use Category	**Vehicle Maximum**	**Bicycle Minimum**
Animal-Related Commercial	**4.0/1,000**	**0.3/1,000**
Bulk Sales	**1.3/1,000**	**0.3/1,000**
Commercial Lodging	**1.2/room**	**1.0/10 rooms**
Custom Arts and Crafts	**5.0/1,000**	**0.3/1,000**
Eating and Drinking Establishments [1]	**Fast food: 12.4/1,000** **Other: 19.1/1,000**	**All: 1.0/1,000**
Indoor Entertainment	**5.4/1,000** **Theater: 1.0/2.5 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**	**1.0/10 seats or 40 ft of bench**
Motor Vehicle Sales/Rental	**1.3/1,000 but no less than 4**	**0.2/1,000 sales area**
Motor Vehicle Servicing/Repair	**2.3/1,000 but no less than 4**	**0.2/1,000**
Non-Accessory Parking	**None**	**None**
Office	**Non-medical: 3.4/1,000** **Medical: 4.9/1,000**	**Non-medical: 0.5/1,000** **Medical: 0.4/1,000**
Outdoor Entertainment	**4.5/1,000**	**0.4/1,000**
Outdoor Sales	**1.3/1,000 sales area**	**0.1/1,000 sales area**
Personal Services	**3.0/1,000** **Bank with drive-through: 5.0/1,000**	**All: 1.0/1,000**
Repair-Oriented Retail	**4.0/1,000**	**0.3/1,000**
Sales-Oriented Retail	**5.0/1,000**	**0.3/1,000**
Self-Service Storage	**1.0/4 storage units**	**1.0/40 storage units**
Vehicle Fuel Sales	**4.0 + 2.0/service bay**	**0.2/1,000**
Industrial Use Categories		

Table 18.410.3 ***Vehicle and Bicycle Parking Quantity Standards***		
Use Category	***Vehicle Maximum***	***Bicycle Minimum***
General Industrial	***None***	***0.1/1,000***
Heavy Industrial	***None***	***0.1/1,000***
Industrial Services	***1.2/1,000***	***0.1/1,000***
Light Industrial	***None***	***0.1/1,000***
Railroad Yards	***None***	***None***
Research and Development	***3.0/1,000***	***0.5/1,000***
Warehouse/Freight Movement	***<150,000 sq ft: 0.8/1,000*** ***>150,000 sq ft: 0.4/1,000***	***All: 0.1/1,000***
Waste-Related	***7.0***	***None***
Wholesale Sales	***1.2/1,000***	***0.1/1,000***
Other Use Categories		
Agriculture/Horticulture	***None***	***None***
Cemeteries	***None***	***None***
Detention Facilities	***None***	***1.0/2.5 beds***
Heliports	***None***	***None***
Mining	***None***	***None***
Transportation/Utility Corridors	***None***	***None***
Wireless Communication Facilities	***None***	***None***

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

~~**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***~~			

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
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 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

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**
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 1.0/5 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 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
Transportation/Utility Corridors	None	None	None
Wireless Communication Facilities	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.■

Omnibus Amendments

18.40.150 Parking Lots

Parking lot area is the sum of all paved surfaces on a development site that are designed for vehicle access, storage, maneuvering, and loading, inclusive of curbs, landscape islands, and the first five feet of any other landscape area adjacent to the paved areas. Paved areas for the exclusive use of pedestrians or bicycles, paved areas underneath conditioned space within a building, and parking structures of two stories or more, are excluded from this calculation, even if they are contiguous with the parking lot. See Figure 18.40.22.

18.230.040 Development Standards

E. Pedestrian access.

1. Paths must provide pedestrian access from public sidewalks ***and transit facilities*** 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.

3. Paths must extend to the perimeter property line to provide pedestrian access to existing or planned ***active transportation***~~pedestrian~~ facilities on adjacent properties~~, such as trails or public access easements~~.

4. Paths must be constructed with a hard surface material and have a minimum unobstructed width of five feet.

F. Vehicle and bicycle parking.

6. The maximum number of off-street vehicle parking spaces is 1.2 spaces per studio unit and 1.5 spaces per non-studio unit. An additional 1 space per 10 dwelling units may be included for visitor parking.

18.320.040 Development Standards

C. Pedestrian access.

1. Paths must provide safe and convenient pedestrian access from public sidewalks ***and transit facilities*** abutting the site to all required building entrances on the site. A minimum of one path is required for every 200 linear feet of street frontage.

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

3. Paths must extend to the perimeter property line to provide access to existing or planned ***active transportation***~~pedestrian~~ facilities on adjacent properties, ~~such as trails or public access easements,~~ where practicable.

4. Paths must be constructed with a hard surface material and have a minimum unobstructed width of five feet.

18.330.040 Development Standards

E. Pedestrian access.

1. Paths must provide safe and convenient pedestrian access from public sidewalks ***and transit facilities*** abutting the site to all required building entrances on the site. A minimum of one path is required for every 200 linear feet of street frontage.

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

3. Paths must extend to the perimeter property line to provide access to existing or planned ***active transportation***~~pedestrian~~ facilities on adjacent properties, ~~such as trails or public access easements,~~ where practicable.

4. Paths must be constructed with a hard surface material and have a minimum unobstructed width of five feet.

18.420.060 Tree Canopy Standards

B. An urban forestry plan is required to demonstrate compliance with site and parking lot tree canopy standards and must meet the requirements of UFM Sections 10 through 13. An urban forestry plan must:

4. Demonstrate compliance with parking lot tree canopy standards ***of Subsection 18.410.030.M***, where applicable~~, by providing the minimum effective tree canopy cover of 30% for all parking areas, including parking spaces and drive aisles. Only the percentage of tree canopy directly above parking areas may count toward meeting this standard~~; and

18.660.070 Site Design Standards

D. Off-street vehicle parking and loading.

1. Quantity. The maximum quantity standard***s*** for off-street parking ***areas are***~~is~~ provided in Table 18.410.3. ***Adjustments to maximum parking quantity standards are prohibited.*** ~~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.

2. Size. Off-street parking spaces must be a minimum of 7.5 feet in width and 17.5 feet in length.

3. Location. Off-street parking and loading areas, except those within parking structures, must be located behind a building or at least 35 feet away from all street property lines. For purposes of this chapter, a parking structure includes an individual garage associated with a residential use.

4. Screening. Off-street parking and loading areas not located behind a building, except those within parking structures, must be screened as required by Paragraph 18.660.070.F.4.

5. Landscaping.

a. Off-street parking areas 20,000 square feet in size or more, as measured using the method provided in Section 18.40.150, must meet the standards of Paragraph 18.410.030.M.2.

b. Off-street parking areas with more than 10 spaces, ***but less than 20,000 square feet in area,*** except those that are covered or within parking structures, are subject to the following standards as shown in Figure 18.660.2:

i. ~~a.~~ One landscaped island with a tree must be provided at the end of each row of parking and at intervals of at least every five spaces within

each row of parking. A landscaped area that runs the entire length of a row of parking may be provided instead of the required landscaped islands but must contain at least the same number of trees as the islands.

ii. ~~b.~~ All required landscaped areas must be a minimum of 90 square feet in size for single-loaded parking rows or 180 square feet in size for double-loaded parking rows. The required landscape area must be a minimum of five feet, as measured in any horizontal direction from the inside of any proposed curb.

iii. ~~c.~~ All required landscaped areas must be protected from vehicle overhang through the use of wheel stops.

iv. ~~d.~~ All required and proposed trees must have a minimum caliper of 1.5 inches at the time of planting and meet the standards in Section 13 Part 2 and Appendix 3 of the Tigard Urban Forestry Manual for soil volume and species. All required trees must be maintained in good health and be replaced as needed to meet the parking area landscaping standards into perpetuity.

v. ~~e.~~ A required landscaped area may be used to meet the city's stormwater standards.

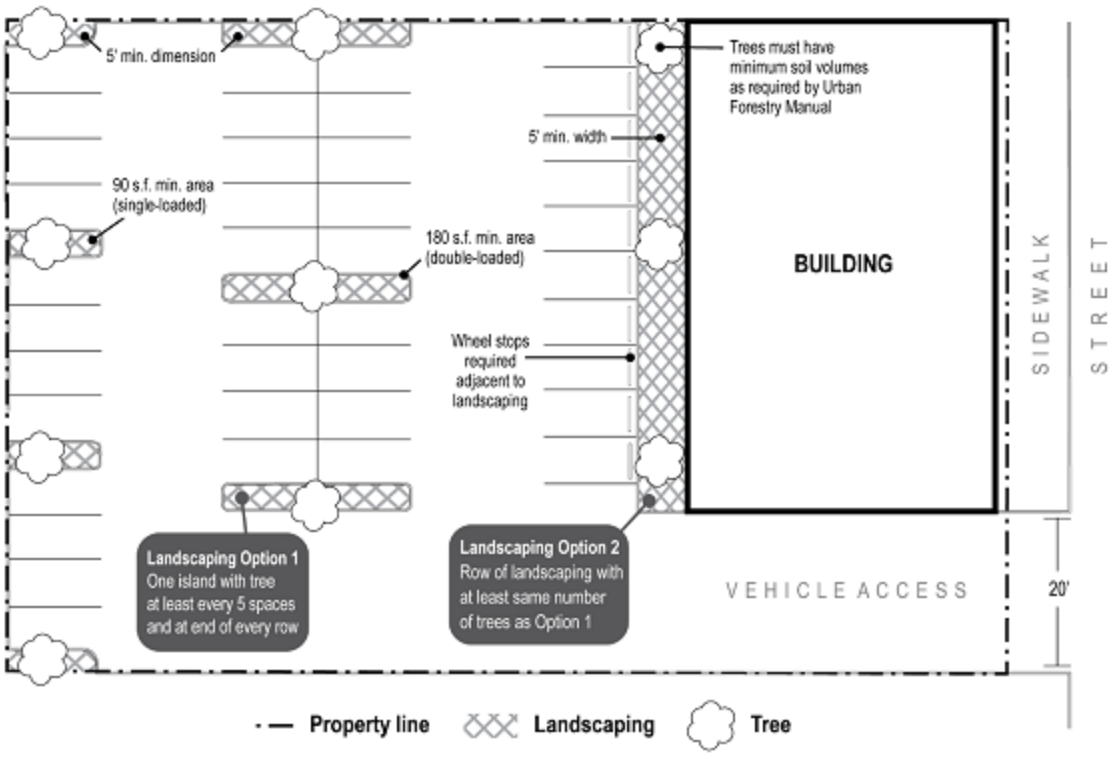
6. Vertical clearance. Off-street parking areas must have a minimum vertical clearance of 7 feet. Off-street loading areas must have a minimum vertical clearance of 15 feet.

7. Circulation. Off-street parking and loading areas must be designed to prevent vehicles from backing into the street unless approved by the City Engineer.

8. Surface material. Off-street parking areas, except those that are covered or within parking structures, must be paved, graveled, or utilize a turf grid or open joint pavers. Covered or structured off-street parking areas and all off-street loading areas must be paved.

9. Electrical Service Capacity. Off-street parking areas must meet the standards of Subsection 18.410.030.L.

Figure 18.660.2 Parking Area Landscaping Standards



E. Public bicycle parking.

1. Quantity. The minimum quantity standard for public bicycle parking is provided in Table 18.660.5. There is no maximum quantity standard for public bicycle parking. Public bicycle parking is defined as bicycle racks or lockers that are available for use by members of the public, including but not limited to visitors, employees, and residents.

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

SECTION I. APPLICATION SUMMARY

CASE NAME: **PARKING REFORM COMPLIANCE PHASE II PROJECT**

CASE NO.: **Development Code Amendment (DCA)** **DCA2023-00001**

PROPOSAL: The City of Tigard proposes legislative amendments to the Tigard Community Development Code (TCDC) to amend parking lot design standards in order to comply with the mandatory Climate Friendly and Equitable Communities Rules adopted by the State of Oregon's Land Conservation and Development Commission (OAR 660-012-0400).

The proposed text amendments for the Planning Commission's review 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; 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. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends the City Council adopt the proposed amendments, 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 Phase II 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 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 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, in particular minimum off-street parking requirements. Most development codes across the country mandate off-street parking for uses and development. One of the issues is that these minimum parking standards are based on flawed or outdated analyses of actual parking need. In December of 2022, the Tigard City Council voted to abolish minimum parking requirements for development.

The second phase of the work related to parking reform is focused on the way that parking areas are designed and developed. This work ensures that parking areas produce fewer greenhouse gas emissions, decrease the impact of urban heat island effect, and reduce conflicts between vehicles, pedestrians, and bicyclists to help support active transportation goals. Lastly, the standards require the provision of electic vehicle charging readiness for parking lots over a certain size.

The state's requirements related to parking lot design were originally required to be adopted prior to June 30, 2023. With the adoption of temporary rules in April 2023, the state allowed cities to apply for an extension to this and certain other deadlines. The city requested an extension to December 31, 2023 to comply with these rules while technical fixes to the original rules were being developed and adopted.

The City's proposed code amendments are compliant with the technical fixes to the CFEC rules by the Land Conservation and Development Commission, due to be formally adopted in November, 2023.

Summary of Code Changes

The code changes associated with this project are minimal. They are focused almost exclusively on the design of parking lots, particularly related to greenhouse gase emissions reductions, pedestrian safety, connectivity, tree canopy, electric vehicle readiness, and maximum parking requirements.

Chapter 18.410 Off-Street Parking and Loading

This chapter was amended to provide a clearer purpose statement; standards for tree canopy, electric vehicle readiness, and employee parking areas; and to reduce maximum parking allowances.

Chapter 18.40 Measurements

This chapter was amended to add a description of how to measure parking lot area to align with state standard.

Chapter 18.220 Apartments
Chapter 18.320 Commercial Development Standards
Chapter 18.330 Industrial Development Standards

These chapters were amended to provide additional connectivity standards for parking lot areas and transit.

Chapter 18.420 Landscaping and Screening

This chapter was amended to clarify the provision of tree canopy in parking areas.

Chapter 18.660 Tigard Triangle Plan District

This chapter was amended to bring the parking lot design standards into compliance with the state rules.

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.

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 19, 2023. A minimum of two public hearings will be held. The first hearing before the Planning Commission was held November 6, 2023 and the second hearing will be held before the City Council on December 5, 2023. 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 finds the proposed code amendments are consistent with applicable Statewide Planning Goals.

OREGON ADMINISTRATIVE RULES CHAPTER 660 DIVISION 12
These code amendments had been made to comply with the specific rules in OAR 660-012-405 through 415.

FINDING: The code amendments proposed comply with OAR 660-012-405 through 415 by adopting parking lot design standards related to tree canopy provision, pedestrian connectivity, electric vehicle charging, and maximum parking allowances.

CONCLUSION: Based on the findings above and the related findings below, the Planning Commission finds 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.

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 19, 2023. A minimum of two public hearings will be held. The first hearing before the Planning Commission was held November 6, 2023 and the second hearing will be held before the City Council on December 5, 2023. 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 amendment is 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 6, 2023, and December 5, 2023. 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 are 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.

SECTION VI. PUBLIC COMMENTS

No public comments have been received to date.

ATTACHMENTS:

Attachments:

1. Draft Text Amendments – strikethrough
2. Draft Text Amendments – clean



October 17, 2023

PREPARED BY: Schuyler Warren
Senior Planner

DATE



October 17, 2023

APPROVED BY: Tom McGuire
Assistant Community Development Director

DATE

Nathan C. Jackson — November 21, 2023

APPROVED BY: Nathan Jackson — DATE
Planning Commission President

Legislative Hearing:
Climate Friendly and Equitable Communities

Parking Reform

Parking Lot Design Standards

December 5, 2023

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
- Rules adopted July 21, 2022
- Technical fixes adopted November 2, 2023

Updated State Transportation Planning Rules

Two Major Deadlines Related to Parking Reform

- Phase I - Reform minimum parking requirements and parking management by January 1, 2023
- Phase II – Reform parking lot design standards by January 1, 2024 (Tigard was granted extension from June 30, 2023)

What's Included in Parking Lot Design Reform?

- Tree canopy requirements
- Pedestrian access and safety requirements
- Electric vehicle charger requirements
- Maximum parking requirements

Tree Canopy Requirements

- Parking lots must include minimum tree canopy unless:
  - Minimum solar generation is provided, or
  - An energy fund fee is paid.
- Climate connection: parking lots create heat island impacts that exacerbate heat events, whereas trees reduce heat island and act as a carbon sink.

Pedestrian Access Requirements

- Parking lots must include street like features that are pedestrian friendly.
- Climate connection: developments should make it comfortable and safe for patrons who choose non-motorized travel options, to reduce greenhouse gas emissions.

Electric Vehicle Charger Requirements

- Residential and mixed-use must provide electric vehicle charging capacity at minimum number of parking spaces.
- Climate connection: electric vehicles can reduce greenhouse gas emissions generated from automobile travel

Maximum Parking Requirements

- Developments are subject to maximum amounts of off-street parking.
- Climate connection: over-providing parking encourages more driving over other mode choices, increasing greenhouse gas emissions.

Summary of Code Changes

- Chapter 18.410 – Off-street Parking and Loading
  - Tree canopy, EV charging, maximum parking standards
- Omnibus changes
  - Parking lot measurement
  - Pedestrian path standards
  - Cleanup

Recommendation

- Staff recommend Planning Commission forward a recommendation to adopt to City Council.

Changes Since Planning Commission Version

- Clarified electric vehicle rule application to mixed-use
- Added provision for developments over 65,000 square feet

Thank You

Discussion and questions

AIS-5384 **6.**

Business Meeting

Meeting Date: 12/05/2023

Length (in minutes): 20 Minutes

Agenda Title: Annual Joint Meeting with the Tigard Transportation Advisory Committee

Authored By: Dave Roth

Presented By: TTAC Chair Ruth Harshfield and Vice Chair Michael Hendrickson

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

This is the joint meeting of the Tigard Transportation Advisory Committee (TTAC) and the Tigard City Council as described in the TTAC Bylaws Section XI, Item C.

ACTION REQUESTED

No action requested. Discussion only.

BACKGROUND INFORMATION

The Tigard Transportation Advisory Committee (TTAC) meets annually with the City Council to share information and receive feedback. The TTAC is staffed by Dave Roth, Principal Transportation Planner, and is currently chaired by Ruth Harshfield. Michael Hendrickson is the vice chair.

The perspectives of TTAC members represent a diverse range of viewpoints. The committee plans to provide Council with a review of work completed in 2023 and a look forward to its priorities and interests for 2024 and beyond.

Highlights from 2023 include:

- Implementation of Tigard's Complete Streets Policy
- Committee input on several capital projects, long-range planning efforts, and neighborhood safety traffic concerns
- Providing letters of support for several important transportation funding grant applications
- Providing input on the Hall Blvd Corridor Vision planning work
- Providing input on implementation of new statewide Climate Friendly and Equitable Communities rules
- Providing input on the rollout of Tigard's new 20 mph neighborhood posted speed project
- Providing input to TriMet on development of the Forward Together service plan
- Sub-committee support updating Tigard's bike map
- Sub-committee support on the Downtown Parking Study
- Participation in the annual "Move 4 May" programming
- Volunteer support for Safe Routes to School events
- Volunteer support for e-bike demos and valet bike parking at the El Tigre festival

For 2024, committee members are looking forward to supporting continued implementation of the 2040 Transportation System Plan, supporting the Safe Streets and Roads for All project, supporting the Electric Mobility and Curbside Management Strategy, supporting efforts to address sidewalk gaps across the city, planning additional "Tigard on the Move" events, planning a summer project tour, and ensuring that Tigard's diverse transportation needs – particularly those of vulnerable road users – are represented and met through city decisions and investments.

Dates of Previous and Potential Future Considerations
The Tigard Transportation Advisory Committee (TTAC) previously held its annual joint meeting with the City Council on:

- September 16, 2014
- October 20, 2015
- October 18, 2016
- October 24, 2017
- December 11, 2018
- November 12, 2019
- December 1, 2020
- December 14, 2021
- December 6, 2022

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
1. Tigard Strategic Plan (2020)

- Action 1.4.a: Intentionally create an environment that fosters participation from all members of our community.
- Objective 2.1 Create a well-connected pedestrian network that links all Tigard residents and businesses
- Objective 2.2: Tigard's pedestrian network is attractive, accessible, safe, and well-maintained
- 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.
- Action 3.3.d: Ensure transportation investments and improvements are providing equitable benefits & impacts to the entire population.
- Action 3.3.f: Increase the weight equity holds when making capital improvement and transportation project prioritizations.

2. Tigard Complete Streets Policy (2019)
Tigard's Complete Streets Policy envisions a vibrant and healthy community where people of all ages and abilities can travel safely, efficiently, and comfortably on a well-connected and optimized multi-modal network of roads, trails, and paths.

3. TTAC Bylaws: SECTION I.D CHARGE AND DUTIES
TTAC serves in an advisory role to staff and Council on a broad range of relevant transportation issues reflecting city priorities and work program capacity, which may include, but is not limited to:

1. Complete Streets Policy implementation
2. Project prioritization for funding in the Capital Improvement Program
3. Preparation of multimodal transportation system plans and corresponding transportation financing/capital investment programs

4. Developing funding mechanisms and sources to implement transportation projects
5. Traffic safety
6. Input on project development and concept design

ALTERNATIVES & RECOMMENDATION

No action requested. Discussion only.

ADDITIONAL RESOURCES

Attachments

Presentation



City *of* Tigard

Annual Report to City Council

Tigard Transportation Advisory Committee (TTAC)

December 5, 2023

Agenda

- What is the Transportation Advisory Committee?
- 2023 Year in Review
- Looking Forward to 2024
- Discussion and Q & A

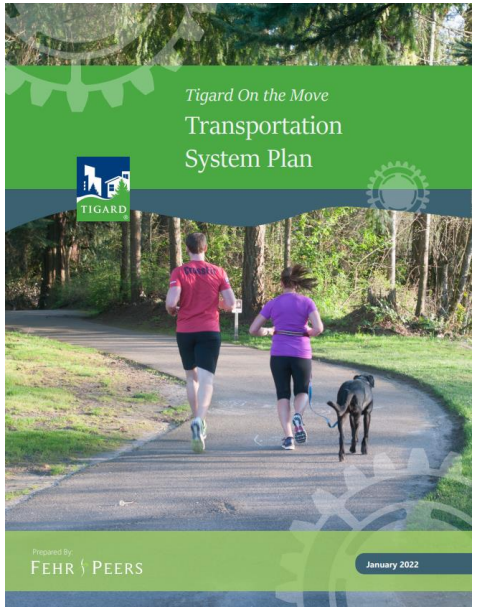


Tigard Transportation Advisory Committee

- One of Tigard's 12 Boards and Commissions
- 11 voting members
- Monthly hybrid meetings on the first Wednesday of each month at the Tigard Public Library
- Committee accepts public comment and input

Tigard Transportation Advisory Committee (cont.)

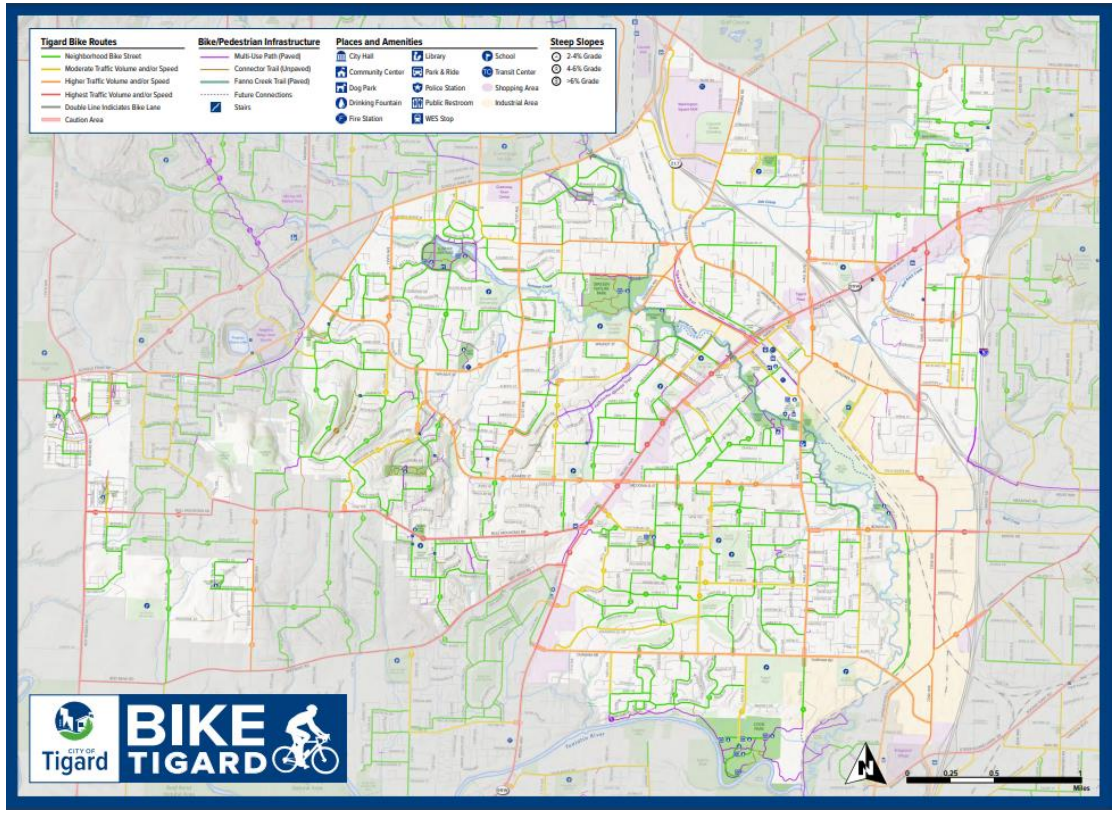
- **Advises staff and Council on:**
  - Complete Streets policy implementation
  - Capital project and program development
  - Transportation System Plan (TSP) implementation
  - Transportation safety issues and/or concerns



2023 Year in Review

- Tigard Bike Map Update
- Move 4 May
- Hall Blvd Corridor Vision





TIGARD

2023 Year in Review (cont.)

- 20 mph speed zone planning and rollout
- Input on long-range planning projects
- Input on capital projects and programs
- Support for transportation grants



2023 Year in Review (cont.)

- TriMet Forward Together
- Downtown Parking Committee
- River Terrace Planning Commission Tour

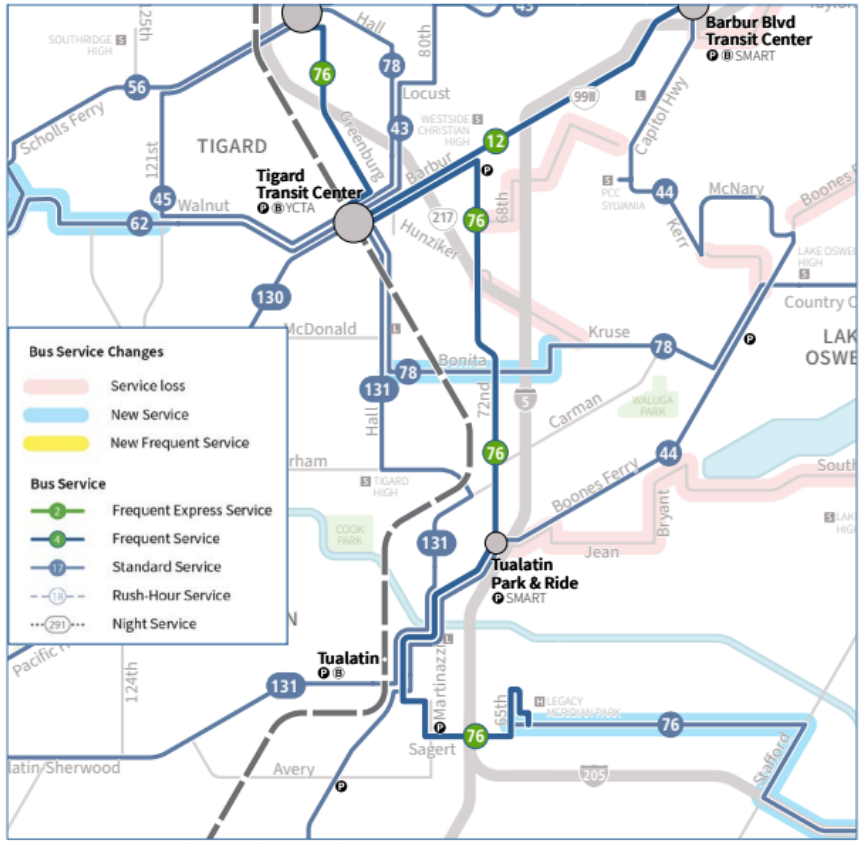
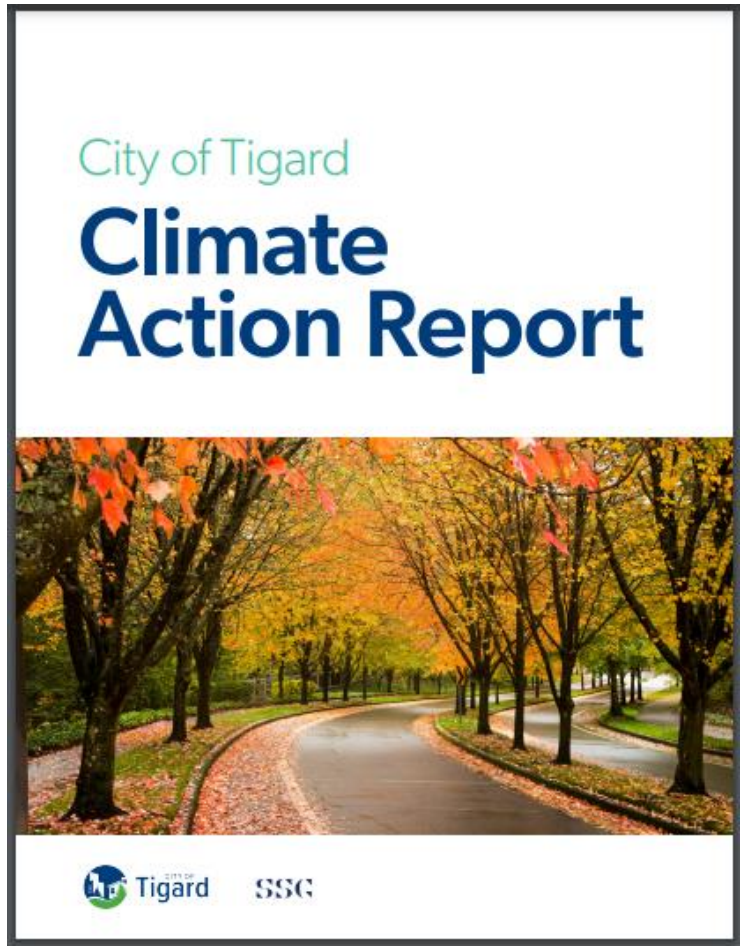


Figure 32: **Forward Together Draft Service Concept** - Southeast Tigard and Durham

Looking Forward to 2024

- 2040 TSP Implementation
- Safe Streets and Roads for All
- Electric Mobility and Curbside Management Strategy
- Summer Project Tour
- Sidewalk Gap Inventory Update & Future Funding
- More “Tigard on the Move” Speaker Events
- Climate and Transportation



Discussion

