



# April 2024 City Council and Planning Commission Joint Work Session

Parking Reform  
Climate-Friendly and Equitable Communities (CFEC)

The Climate-Friendly & Equitable Communities (CFEC) rules created by the State of Oregon require 48 cities and parts of counties in metropolitan areas to make significant changes to their regulations around:

- land use and development
- parking requirements
- transportation system planning
- expanded regional coordination



# CFEC Parking Reform Timing

Gladstone requested and was approved for the alternative date of December 31, 2024



## **After December 31, 2022**

No mandates near frequent transit

No mandates for facilities for people with disabilities, childcare, single-room occupancy, affordable housing, public housing, units under 750 sq feet, shelters

No mandates higher than 1/unit for multifamily

## **By March 31, 2023**

Conduit for EV charging in 40% MF parking spaces

## **By June 30, 2023**

\*unless adjusted by approved alternative date

Implement other rules, including adopting one of three reform approaches

# How Much Does Parking Cost?

Building a Parking Space (not including land/opportunity cost)

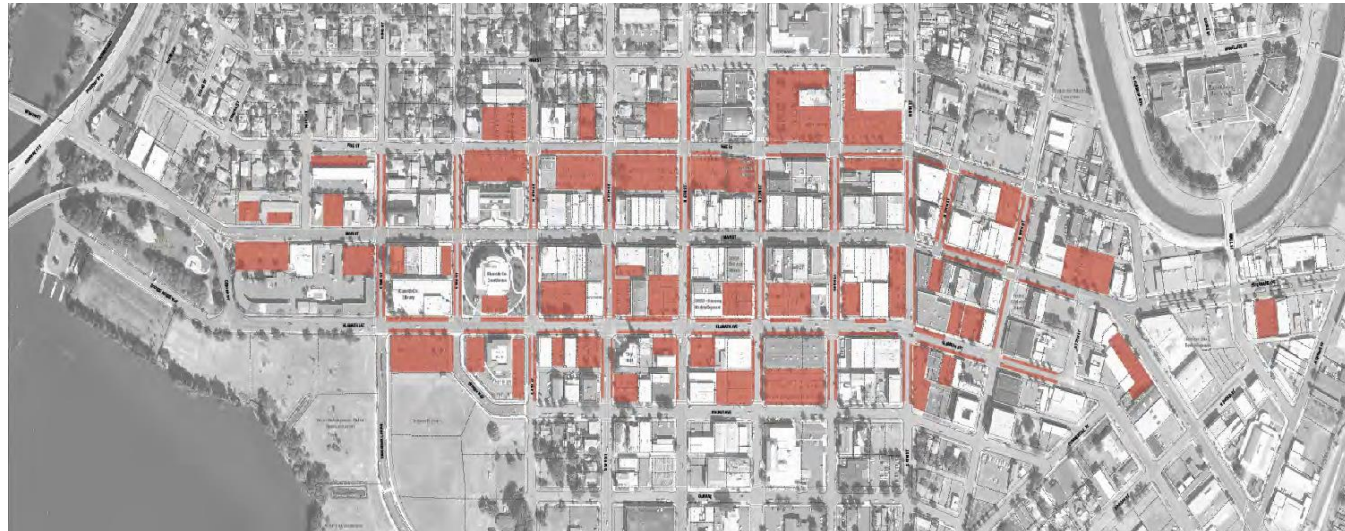
Eugene: \$42,000/space in a parking garage (2018)

Corvallis: \$11,000/space in a surface lot (including land) (2020)  
\$62,000/space in a garage (including land, debt)

Surface off-street (average): \$1,500 - \$12,000 (2020)

Residential garage (average): \$15,000 - \$50,000 (2020)

Most cities  
have a parking  
*management*  
problem, not a  
parking *supply*  
shortage



# Parking in Gladstone Downtown Core



Source: Gladstone Staff



**GLADSTONE**  
Oregon

# Parking in Gladstone Downtown Core

5pm to 5:45pm Tuesday, April 16th

12:15pm to 12:45pm Thursday, April 18th

## 251 Parking Spaces in the Study Area

On Tuesday night, 164 were available.

On Thursday afternoon, 134 were available.

	Available		Taken		Available		Taken	
Exeter	19	5			15	6		
			3	1				
Dartmouth	16	4			7	9		
			9	7				
Clarendon	11	10			15	13		
			7	7				
Berkeley	6	12			12	6		
			5	5				
Arlington	13	1			26	1		

Portland Ave Spaces | Portland Ave | Side Street Spaces

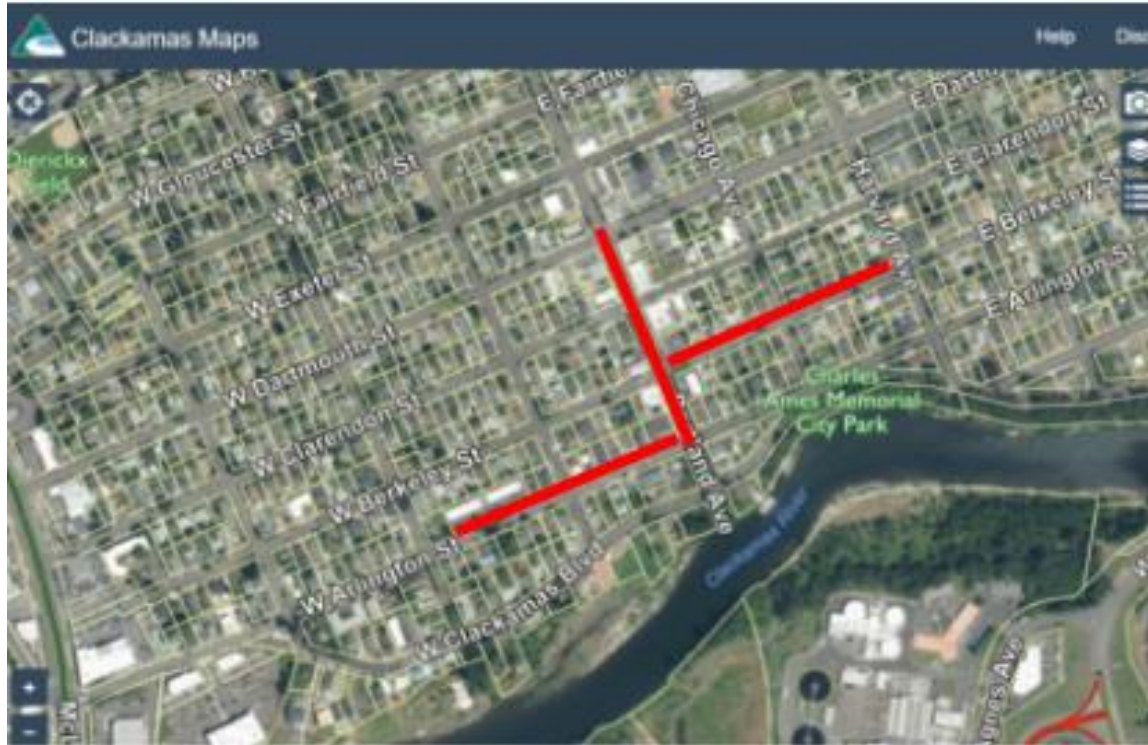
	Available		Taken		Available		Taken	
Exeter	18	6			17	4		
			2	2				
Dartmouth	14	6			4	12		
			4	12				
Clarendon	11	10			10	18		
			4	10				
Berkeley	7	11			6	12		
			3	7				
Arlington	9	5			25	2		
			4	6				

Portland Ave Spaces | Portland Ave | Side Street Spaces

library lot  
1 open  
7 taken  
(1ADA)

Source: Gladstone Staff

# Parking: Gladstone Downtown Core vs. Costco



700' in Gladstone:

- North to South: Dartmouth to Arlington
- West to East: Beatrice to Portland
- West to East: Portland to Harvard



700' at Costco:

- Pretty average distance to an available parking space



# Why Reform Parking?

- Parking uses a lot of land
- Parking is a significant expense and displaces housing
- Many parking spots are underused

There is significant room to more precisely meet demand and reduce excess costs

# Parking is Usually Unbundled and is Not Paid for Separately

96-99% of parking is bundled, meaning:

- Higher rents and home prices
- Lower paychecks
- Non-drivers subsidize drivers

The economy picks up the tab for free parking- an enormous inducement to drive

## More Parking



## More Driving

Bundled parking correlates with:

- Higher car ownership
- Higher rates of driving even with same car ownership

# Parking Reform in Oregon has:

- Spurred small business development
- Spurred small-scale housing
- Helped affordable housing



A DOWNTOWN APARTMENT PROJECT, ABOUT TO BE SCRAPPED, RETURNS WITH 40 PERCENT MORE HOMES



# Improving Parking Management



Implement best practices for parking code details



Cities choose a parking reform approach



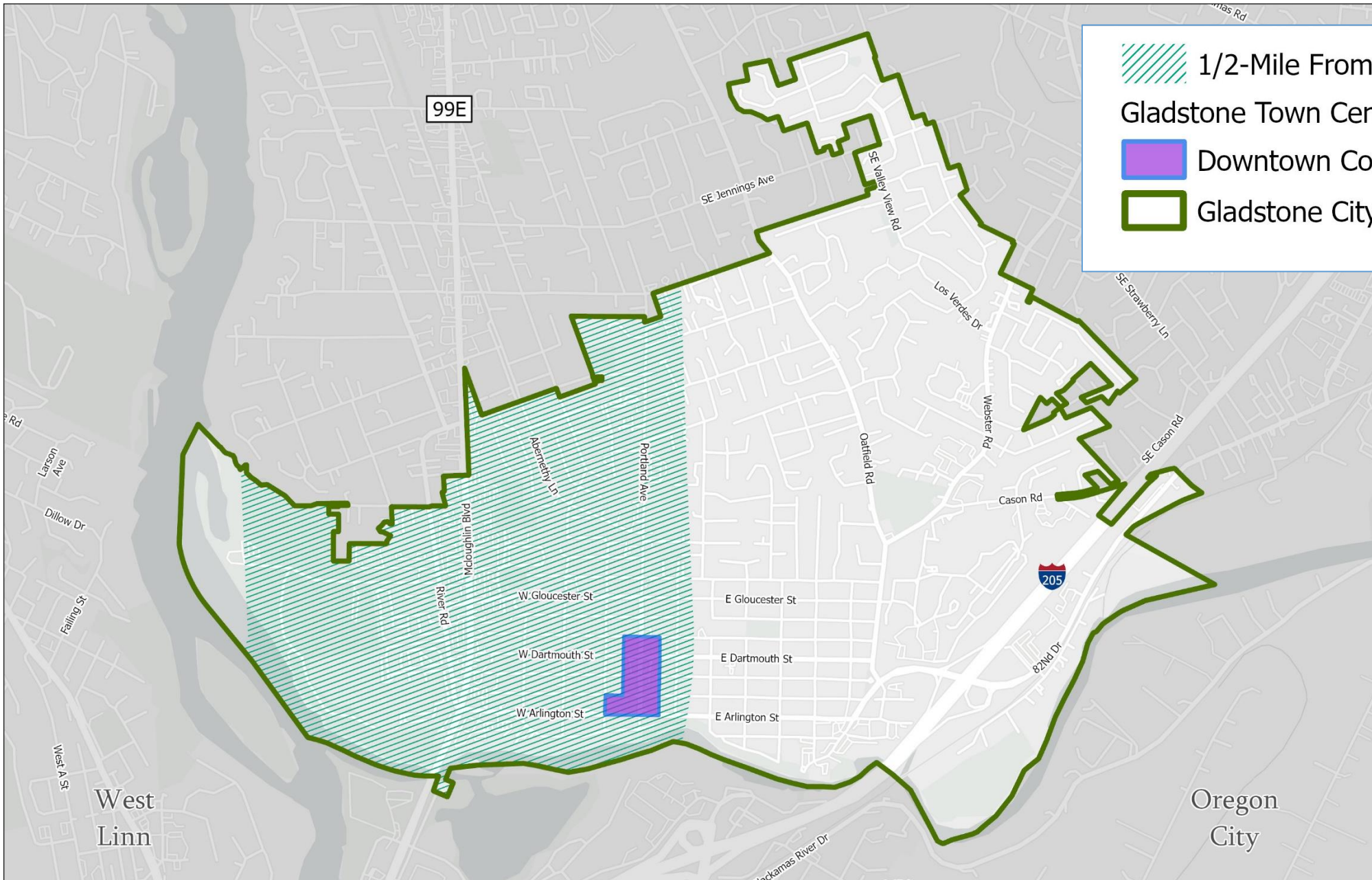
Populous communities do more parking management





## No mandates for:

- Development near Transit
- Affordable housing
- Publicly subsidized housing
- Residential units <750 sq feet
- Single-room occupancy
- Childcare facilities
- Emergency, transitional, domestic violence shelters
- Facilities/residences for people with disabilities and in treatment

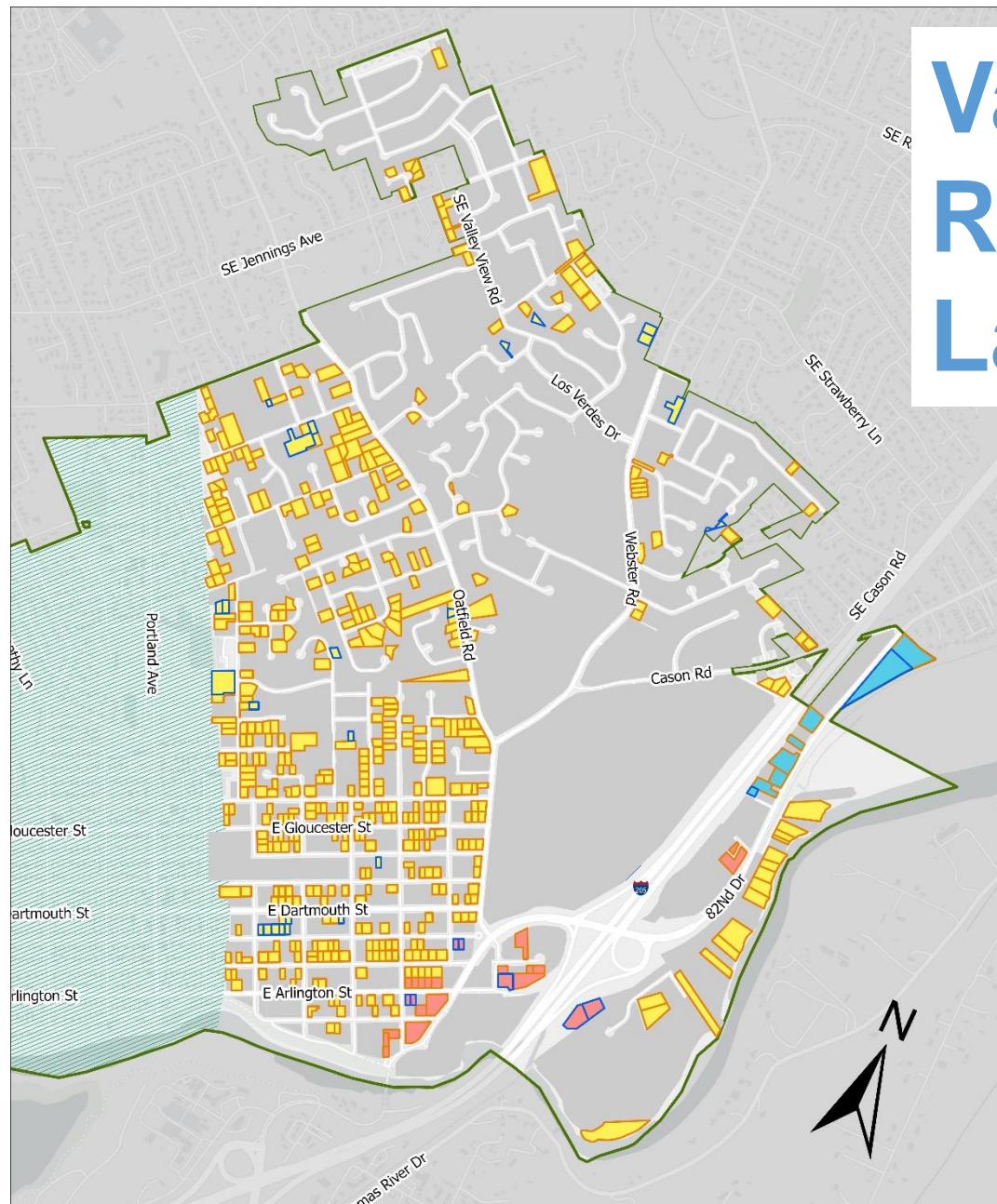
**No more than one space/unit for multifamily may be mandated**

**Required Updates to  
Parking Mandates  
(already in effect,  
code updates needed)**



-  1/2-Mile From McLoughlin Blvd
-  Gladstone Town Center
-  Downtown Core Overlay Area
-  Gladstone City Limits

# Vacant and Redevelopable Land with Zoning



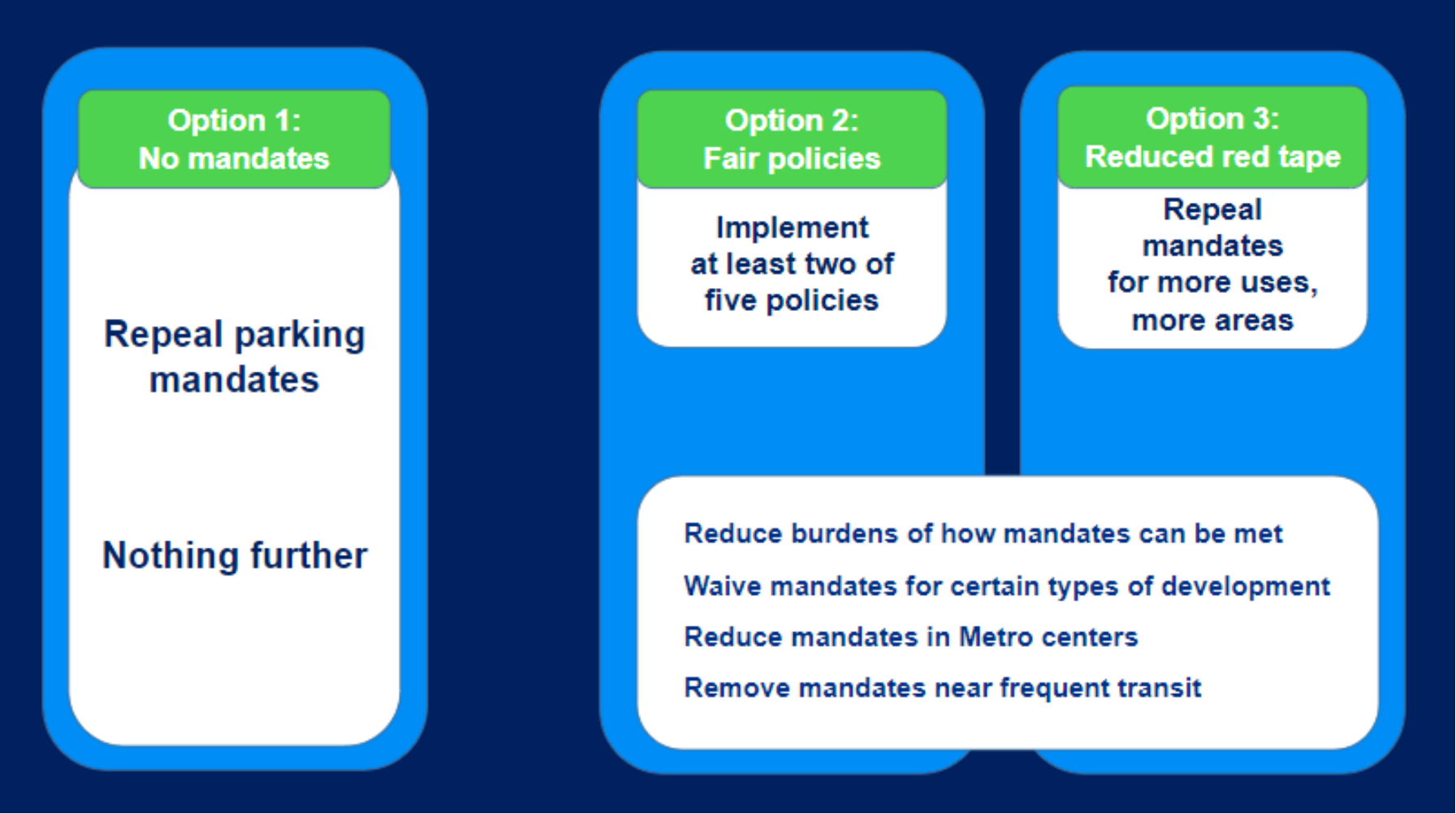
Source: 3J Consulting GIS

# Required Implementation of Best Practices for Parking

- Garages and carports can't be required
- Leased or off-site parking can meet parking requirements
- New large parking lots provide solar or trees, and have walkability features
- Ease conversion of existing parking lots
- EV conduit for 40% of units in multifamily



# 3 Options for Remaining Parking Reform:



# With Option 2 or Option 3, you have two options for the Gladstone Town Center:

**Option 1:** Remove all parking mandates inside and within ¼-mile of GTC;  
or

**Option 2:** Manage parking by:

- Adopting a parking benefit district with paid on-street parking and some revenues dedicated to public improvements in the area;
- Requiring no more than one-half off-street parking space per dwelling unit in the area that is not a townhouse or rowhouse; and
- Removing parking mandates for commercial developments.

# Option 2: Fair Policies

## Implement at least two

(must include at least one of the first three)

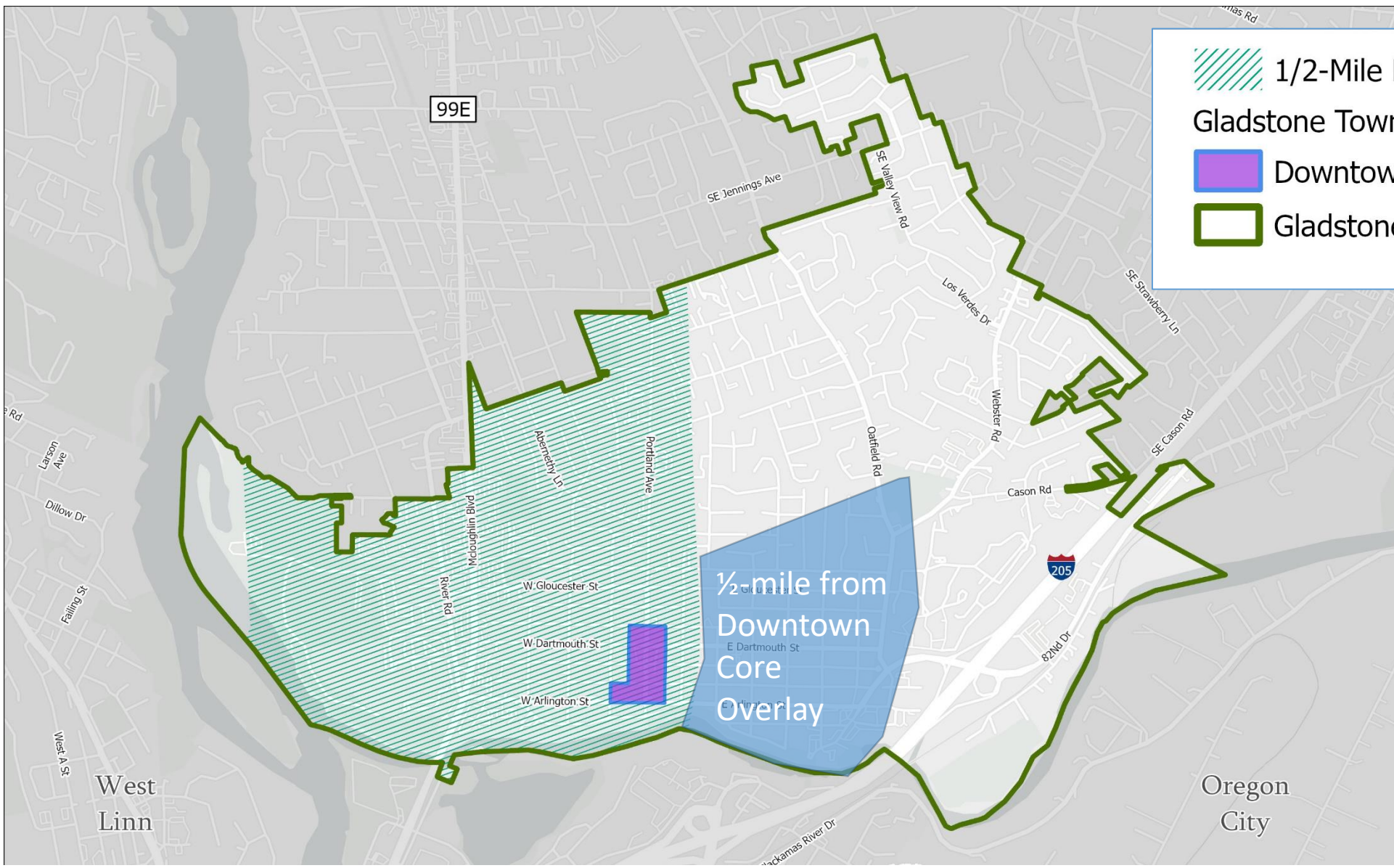
- Parking rented separate from units, residential
- Parking rented separate from units, commercial
- Flexible commute benefits (parking cash out) of \$50+/month if parking free at employer
- Tax on parking lot revenue
- Mandates no higher than 0.5 space/unit multifamily





# Option 3: Reduced Red Tape

## No mandates

- Studios/one bedrooms
- Dormitories/group quarters
- Transit-oriented/mixed-use
- New uses/expansions
- Buildings in historic districts
- LEED/Reach Code
- Buildings vacant 2+ years
- Small businesses (<10 employees, <3000 sq ft)
- Schools
- Bars
- ½ mile around Metro town centers

**Also:** One residential/benefit district or unbundled parking for residential



-  1/2-Mile From McLoughlin Blvd
-  Gladstone Town Center
-  Downtown Core Overlay Area
-  Gladstone City Limits

1/2-mile from  
Downtown  
Core  
Overlay

# What are other Oregon cities doing?

## Option 1: No mandates citywide

- Albany
- Ashland
- Beaverton
- Bend
- Central Point
- Corvallis
- Eugene
- Grants Pass
- Lake Oswego
- Milwaukie
- Gold Hill
- Millersburg
- Portland
- Salem
- Springfield
- Tigard
- Tualatin
- West Linn
- Wilsonville

## Option 2: Fair Policies

- Sherwood

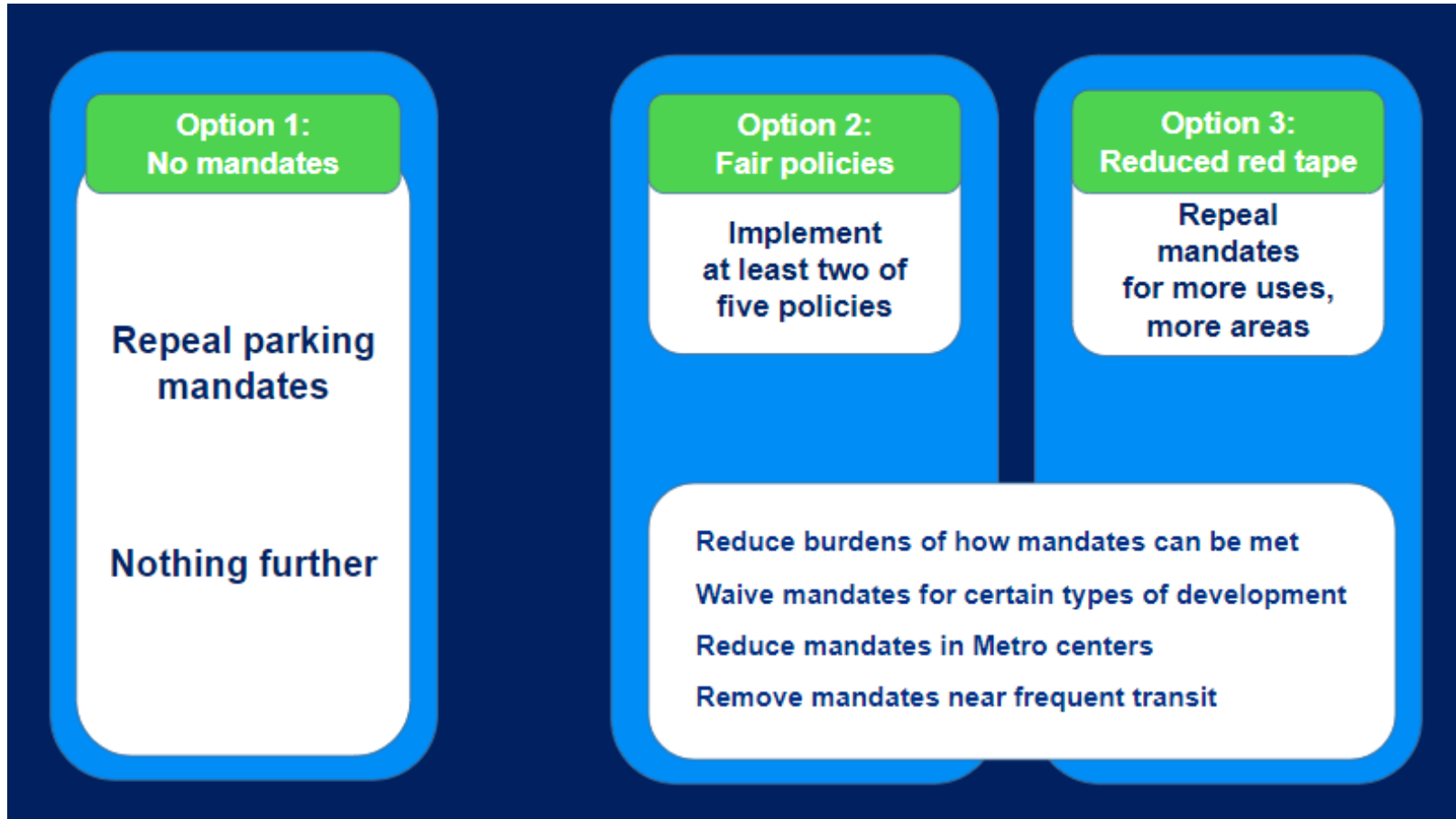
## Option 3: Reduced Red Tape

- Oregon City

## Option 2 or 3

- Hillsboro

# Discussion: Which Option Should Gladstone Pursue?



## Next Steps:

City Council will provide direction on preferred option at their meeting on May 14, 2024

-----

Work to establish the Gladstone Town Center is in progress

