



**GLADSTONE CITY COUNCIL AND PLANNING COMMISSION
WORK SESSION AGENDA
CIVIC CENTER COUNCIL CHAMBERS
April 23, 2024 - 5:30 PM**

5:30 p.m.

CALL TO ORDER
ROLL CALL
FLAG SALUTE

The City of Gladstone is abiding by guidelines set forth in House Bill 2560, which requires the governing body of the public body, to extent reasonably possible, to make all meetings accessible remotely through technological means and provide opportunity for members of general public to remotely submit oral and written testimony during meetings to extent in-person oral and written testimony is allowed. Therefore, this meeting will be open to the public both in person and virtually using the Zoom platform.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/87193970985?pwd=eSWGkcpZJUIwAC6MtkNGmenQld5jLA.2IdbUDMYq0FlcWjA>

Passcode: 788468

Or One tap mobile :

+16694449171,,87193970985#,,,,*788468# US; +17193594580,,87193970985#,,,,*788468# US

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

+1 669 444 9171 US; +1 719 359 4580 US

Webinar ID: 871 9397 0985

Passcode: 788468

The public is welcome to attend the Work Session in person, or on-line however, no public comment will be allowed.

1. CLIMATE FRIENDLY & EQUITABLE COMMUNITIES RELATED TO OREGON ADMINISTRATIVE RULE (OAR) 66-012-0012 PARKING REFORM

Jacque Betz, City Administrator, and Heather Austin, 3-J Consulting, will review options for the City Council and Planning Commission to consider regarding regulations around land use and development, parking requirements, transportation system planning, and expanded regional coordination.

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Upcoming Meeting Dates:

- May 14, 2024 – Regular City Council Meeting – 6:30 p.m.
- May 22, 2024 – City Council – Gladstone School Board Meeting at Gladstone High School Demonstration Building – 5:30 p.m.
- May 28, 2024 – City Council Work Session – 5:30 p.m.

MEETING ACCESSIBILITY SERVICES AND AMERICANS WITH DISABILITIES ACT (ADA) NOTICE

The Civic Center is ADA accessible. Hearing devices may be requested from the City Recorder at least 48 hours prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder at bannick@ci.gladstone.or.us. Staff will do their best to respond in a timely manner and to accommodate requests.



Gladstone Parking Reform

A joint work session of the City Council and Planning Commission
April 23, 2024

Background:

The purpose of this joint work session is to provide the Gladstone City Council and Planning Commission information regarding the city's obligations and options for State mandated parking reform. The two bodies will be asked to discuss the available options as they pertain to future development in Gladstone.

The City Council will provide direction to staff at their meeting on May 14th as to which option to pursue. Parking reform measures, including updates to the Title 17 of the Gladstone Municipal Code, are required to be completed by December 31, 2024.

The [Climate-Friendly & Equitable Communities](#) (CFEC) rules created by the State of Oregon require cities and counties in metropolitan areas to make significant changes to their regulations around land use and development, parking requirements, transportation system planning, and expanded regional coordination.

These new rules have several areas of focus:

- Parking Management Reform
- Climate Friendly Areas (Gladstone Town Center project)
- Preparing for Electric Vehicles
- Planning for Future Transportation

Each of these areas require cities to change their existing rules and policies.

What does it mean for Gladstone?

Gladstone must implement the CFEC rules and regulations within specific timeframes. The city must implement changes in its approach to parking by December 2024.

Some of the changes, including the elimination of parking minimums near frequent transit service (McLoughlin Blvd) and requiring EV ready parking in new developments, have already been implemented, though Development Code updates are still needed and will be packaged with other parking reform measures.

In addition to parking reform, the City of Gladstone is engaged in designating a Town Center boundary and regulations to comply with Climate Friendly Areas requirements. This project will be completed by June 2025.

Future work will include coordinating with the city's Traffic Safety Commission to update the city's Transportation System Plan (TSP) to align with the requirements of the Climate Friendly and Equitable Communities rules (work to begin mid-2026).

Three Options for CFEC Parking Reform in Gladstone:

- Option 1: Repeal all parking mandates citywide (13 cities have committed to this option)
 - Easiest to implement
 - Repealing mandates does not mean no parking- the market will still demand parking be provided with most developments
- Option 2: Fair Policies (1 city, Sherwood, has committed to this option)
 - In addition to the “required parking reforms” discussed below, cities will choose two of the following five options (and must choose at least one of the first three):
 - Rent parking separate from residential units (“unbundle parking”)
 - Rent parking separate from commercial spaces (“unbundle parking”)
 - Require large employers (50+ employees) who provide free or subsidized parking to their employees at the workplace to provide a flexible commuter benefit of \$50/month or the fair market value of parking, whichever is greater, to those employees eligible for free or subsidized parking who regularly commute via other modes instead of using vehicle parking
 - Tax on commercial parking lot revenues
 - Reduce required parking for multifamily to 0.5 spaces/unit
- Option 3: Reduced Red Tape
 - In addition to the “required parking reforms” discussed below, cities will do all of the following:
 - No parking mandates for:

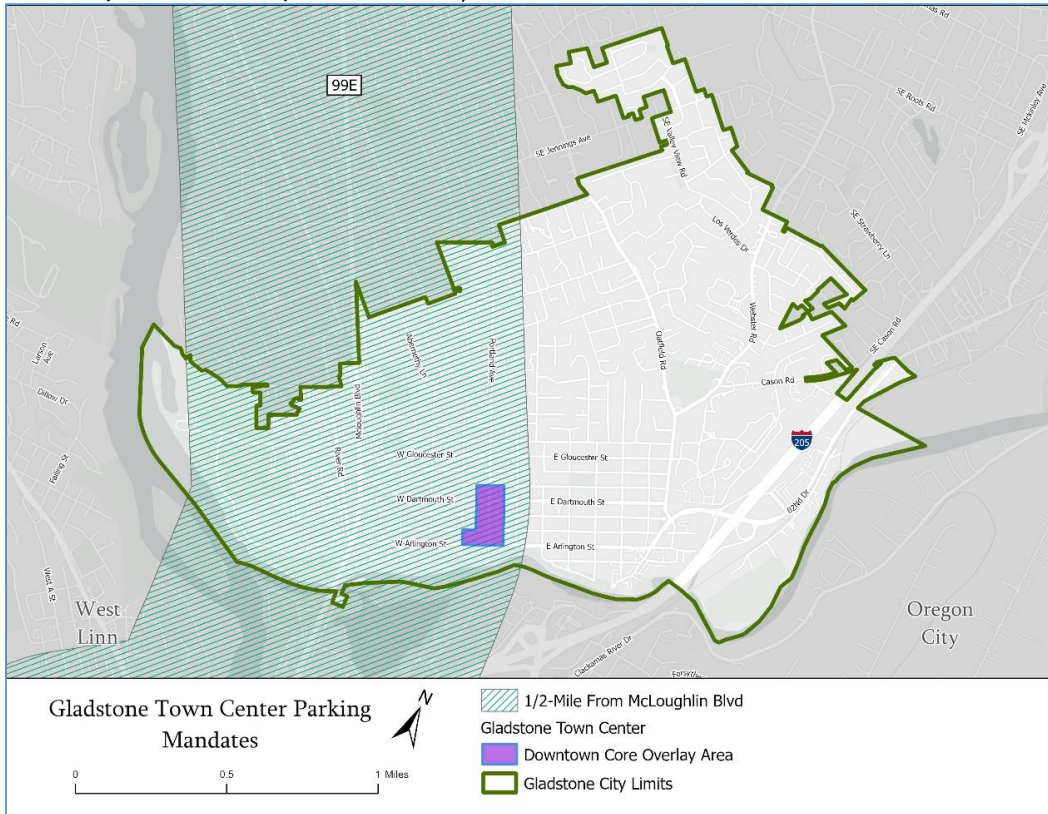
- Schools
- Studio/one bedroom dwellings
- Dormitories/group quarters
- Transit-oriented development/mixed-use
- Bars and taverns
- Change of use of, or redevelopment of, buildings vacant for more than two years. Cities and counties may require registration of a building as vacant two years prior to the waiving of parking mandates
- Change of use or redevelopment where at least 50 percent of the building floor area is retained
- Expansion of existing businesses by less than 30 percent of a building footprint;
- Buildings within a National Historic District, on the National Register of Historic Places, or identified as a designated or contributing structure on a local inventory of historic resources or buildings
- Commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space
- Developments built under the Oregon Residential Reach Code
- Developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;
- Implementation of at least one pricing mechanism, either:
 - Designation of at least one residential parking district or parking benefit district where on-street parking is managed through paid permits, meters, or other payments; or
 - Requirements that parking for multifamily housing units be unbundled parking upon lease renewal or sale

*Cities and counties may change their selection between options 2 and 3 at any time.

Required Parking Reform in Gladstone (in addition to Option 2 or 3 requirements):

- All new multifamily and mixed-use with more than 5 dwelling units must provide “electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all vehicle parking spaces” (already implemented and enforced during building permit review, development code update needed)

- No parking mandates within ½-mile of McLoughlin Blvd (high frequency transit corridor) (identified by a green swath in image at right, already implemented, development code update needed)



Also required with Option 2 or 3:

- No parking mandates for:
 - Affordable housing
 - Publicly subsidized housing
 - Residential units <750 square feet in size
 - Single-room occupancy
 - Childcare facilities
 - Emergency, transitional, domestic violence shelters
 - Facilities/residences for people with disabilities and in treatment
- Multifamily parking requirement reduced from 1.5 spaces/unit to 1 space/unit
- Garages and carports may not be required
- Parking requirements may be met by off-site or leased parking
- Parking reductions for parking lots providing: solar or wind power, dedicated car-sharing spaces, EV charging stations

- Shared parking and garages permitted to meet mandates (Gladstone's Development Code already allows these)

Options for Parking Reform in the new Gladstone Town Center:

Within the Gladstone Town Center (once adopted), the city may either:

- Remove all parking mandates inside of and within ¼-mile of the Town Center (Gladstone Town Center boundary will likely fall within transit exception area); or,
- Adopt a parking benefit district with paid on-street parking (some revenues dedicated to public improvement in the area) with maximum mandate of 0.5 spaces/dwelling unit (non-townhouse) and no parking mandates for commercial developments.

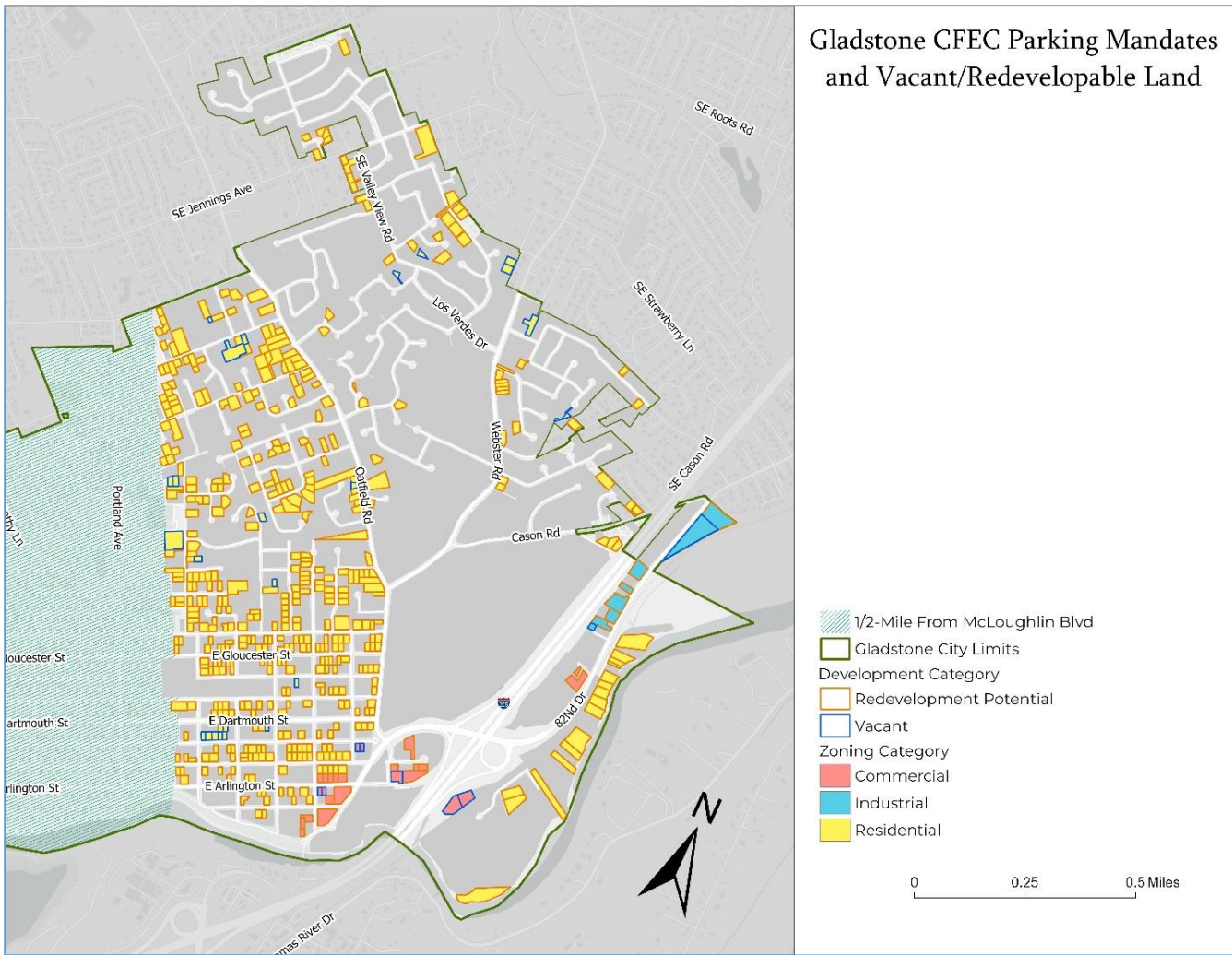
If the city chooses Option 2 or 3, where in the city would parking mandates be effective?

Outside of the transit exclusion area, most parcels in Gladstone that are vacant or have redevelopment potential (land value is greater than building value) are in the R-7.2 and R-5 zoning west of Oatfield Road. A few small commercial and industrial parcels near 82nd Drive may also have parking mandates (see map of vacant and redevelopable parcels below).

It is hard to say exactly which parking mandates could be retained if the city chooses to pursue Option 2 or 3. Depending on the size/location of the Town Center boundary, and if the city decides to implement no parking mandates within ¼-mile of the Town Center boundary, many of these parcels may be covered by that exception area.

If the city pursues Option 2 or 3, east of the transit exclusion area (and likely outside of the ¼-mile Town Center buffer):

- Some residential developments over 750 square feet in size could still be required to provide 1 parking space per dwelling unit.
- Depending on the option chosen, some commercial or industrial developments near 82nd Drive could still be required to provide parking at levels determined by the development code, minus any reductions mentioned previously (wind or solar power, EV charging, designated shared-vehicle parking, etc.)



Conclusion:

As a metro area city, Gladstone is required to choose one of 3 parking reform options and implement the option (update the development code) by the end of 2024.

The city may choose to pursue Option 1 and repeal all parking mandates. This does not mean parking will not be provided, but rather it will be market driven. Any parking provided will still be required to meet the city’s design and dimensional standards (stall width and depth, aisle depth, curbs, landscaping, etc.). Option 1 is a popular choice among metro-area cities.

Options 2 and 3 provide the city the ability to retain some parking mandates in some areas of the city and would particularly apply to residential development east of the transit exclusion area and west of Oatfield Road, as well as a handful of commercial and industrial sites along 82nd Drive. Options 2 and 3 are much less popular among metro-area cities. They would each require a lengthy analysis and careful development code amendments to ensure full compliance with state regulations. Several cities have determined that after transit exclusions and town center/climate-friendly area exclusions and buffers, the areas of the city where parking mandates would still apply are so limited that maintaining mandates seems unreasonable.