

To: Planning Commission

From: Jay Higgins, Senior Transportation Planner

Date: 8/17/2023

Subject: Work session – Discussion of Draft Code - Climate Friendly and Equitable Communities proposed code changes

This work session provides an opportunity for staff and members of the Planning Commission to discuss draft Comprehensive Plan Amendments for Climate Friendly and Equitable Communities (CFEC) and Clear Vision Area requirements.

Background

The Department of Land Conservation and Development adopted Climate Friendly and Equitable Communities (CFEC) rules on July 22, 2022. These rules change the review of local parking standards and regulations after December 31, 2022. Gresham is currently implementing these parking rules by Administrative Policy to remove parking requirements near transit, remove parking requirements for community beneficial uses and reduce required parking for multi-family development to one space per unit when far from transit. New parking lots must have a percentage of Electric Vehicle ready spaces, with conduit and capacity available. The City is adopting these changes into the Development Code to make it easier for staff to explain requirements to developers and for developers and property owners to find the information.

In addition to Development Code changes for CFEC, the Clear Vision Area requirements will be removed from the development code and moved to the Public Works Standards. Changes to the code are due to feedback from developers and staff concerns over a limited modification process for the Clear Vision Area. Initiation of changes to the Comprehensive Plan Volume 3: Development Code was approved by Council July 18, 2023.

Summary of Proposed Comprehensive Plan Amendments

CFEC Parking Changes

- Removes parking requirements near transit
- Removes parking requirements for community beneficial uses (day cares, affordable housing, shelters, group homes)
- Reduces required parking for multi-family development to one space per unit when far from transit
- Adjusts parking maximums for some commercial and residential uses

Changes to Section 9.0800 are related to the CFEC rules passed by the State. CFEC rules prohibit cities in eight metropolitan areas of the state to require parking when a property is within $\frac{3}{4}$ miles of a light rail station, or $\frac{1}{2}$ mile of frequent bus service. Parking maximums near transit can be no more than 1.2 spaces for studios, 2 spaces for other units, and 5 spaces per 1000 square feet for retail and commercial developments. A new digital mapping layer has been added to Gresham Map resources online to help developers and property owners know where these “no required parking areas” are located.

Parking cannot be required with certain community beneficial uses regardless of location. Community beneficial uses include residential units under 750 square feet, affordable units, childcare, facilities for people with disabilities, and shelters.

Parking requirements for multi-family development can be no more than one space per unit when far from transit.

CFEC Electric Vehicle Readiness

CFEC rules require that newly constructed parking areas in multifamily developments add conduit and electrical capacity to prepare for a future with more electric vehicles. CFEC rules increase Building Code requirements for multifamily developments from 20% of parking spaces to 40% of parking spaces.

Clear Vision Area

The Clear Vision Area is needed at the intersection of streets with railroads, driveways, and other streets so that users can see one another as they approach potential conflict points. The Clear Vision Area has had minimal impacts to past development due to larger lot sizes. As lot sizes have shrunk, the Clear Vision Area has become more impactful on corner lots and alleys of denser developments.

Measuring the Clear Vision Area from the curb of the street allows the Clear Vision Area provisions to be enforced in the street right-of-way and on private property. A similar sized triangle area adjusted to the curb reduces the impact on private property, but retains the vision area needed to see users prior to arriving at the edge of the right-of-way. Engineering staff concurred that the proposed changes retain safe sight lines for vehicles, pedestrians, and bicyclists.

Next Steps

A draft timeline for adoption of the proposed Comprehensive Plan amendments is outlined below.

Schedule

September 5, 2023: City Council - Work Session
September 25, 2023: Planning Commission - Public Hearing
November 7, 2023: City Council - Public Hearing