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KEIZER PLANNING COMMISSION MEETING AGENDA

Wednesday, September 14, 2022 @ 6:00 p.m.

Keizer Civic Center

- 1. CALL TO ORDER**
- 2. WELCOME TO YOUTH COUNCILOR AMANPREET SANDHU**
- 3. APPROVAL OF MINUTES – August 2022**
- 4. APPEARANCE OF INTERESTED CITIZENS**
This time is made available for those who wish to speak about an issue that is not on the agenda.
- 5. PUBLIC HEARING: None**
- 6. NEW-OLD BUSINESS: Parking Reform**
- 7. STAFF REPORT**
- 8. COUNCIL LIAISON REPORT**
- 9. COUNCIL REPRESENTATIVE: Ron Bersin, Monday, September 19**
- 10. NEXT MEETING ~ October 12, 2022**
- 11. ADJOURN**



**KEIZER PLANNING COMMISSION
MEETING MINUTES
Wednesday, August 10, 2022 @ 6:00 pm
Keizer Civic Center**

CALL TO ORDER: Chair Matt Lawyer called the meeting to order at 6:00 pm.

ATTENDANCE:

Present:

Matt Lawyer, Chair
Jeremy Grenz, Vice Chair
Ron Bersin
Sarah Hutches
Jane Herb
Mo Avishan (6:04)

Absent:

Francisco Saldivar

Council Liaison Present:

None

Staff Present:

Shane Witham, Planning Director
Shannon Johnson, City Attorney

APPROVAL OF MINUTES: Commissioner Grenz moved for approval of the April 2022 Minutes. Commissioner Herb seconded. Motion passed as follows: Lawyer, Grenz, Bersin, Herb and Hutches in favor with Saldivar absent and Avishan absent at time of vote.

APPEARANCE OF INTERESTED CITIZENS: None

PUBLIC HEARING: None

NEW/OLD BUSINESS: Climate Friendly Equitable Communities Rulemaking: Bill Holmstrom and Evan Manvel from the Department of Land Conservation and Development gave a slide presentation that explained that the rules are necessary because missing pollution reduction targets will have a detrimental effect on Oregon and inequity in land use and transportation policies and practice need to be remedied. They explained that areas subject to the rules contain over 60% of Oregon's population and 70% of the jobs, and clarified the two categories of rulemaking. They then covered how the proposed rules will meet Oregon's pollution reduction goals and targets, provided information regarding scenario planning, updated land use and transportation rules and climate friendly areas. They also offered options for climate friendly areas, reviewed parking mandates, management and provisions, and discussed electric vehicle charging, transportation planning, and the implementation timeline.

Following the slide presentation Mr. Holmstrom and Mr. Manvel explained that timelines can be adjusted and that ODOT has funding available to help with updating of Transportation System Plans which will need to be done after doing the work discussed above. They fielded questions from Planning Commission regarding the impact of

teleworking on greenhouse goals, the equity of requiring conduit for electric vehicle charging in multifamily units, and pollution caused by production of energy.

STAFF REPORT: Planning Director Shane Witham reported that Chick Fil-A had opened this past week and permits have come in for the apartment complex at Verda and Chemawa. He explained amenities that will be included in the complex including a historical sign showing the original building and extensive landscaping. Planning Commissioners voiced concern over various areas of town where development is taking place and the negative impact that will have on traffic.

COUNCIL LIAISON REPORT: None.

COUNCIL REPRESENTATIVE: Jane Herb will report to Council on August 15

ADJOURN: The meeting adjourned at 7:22 p.m.

Next Meeting:
September 14, 2022

Minutes Approved: 9-14-22



DLCD



Source: ODOT



Source: Metro

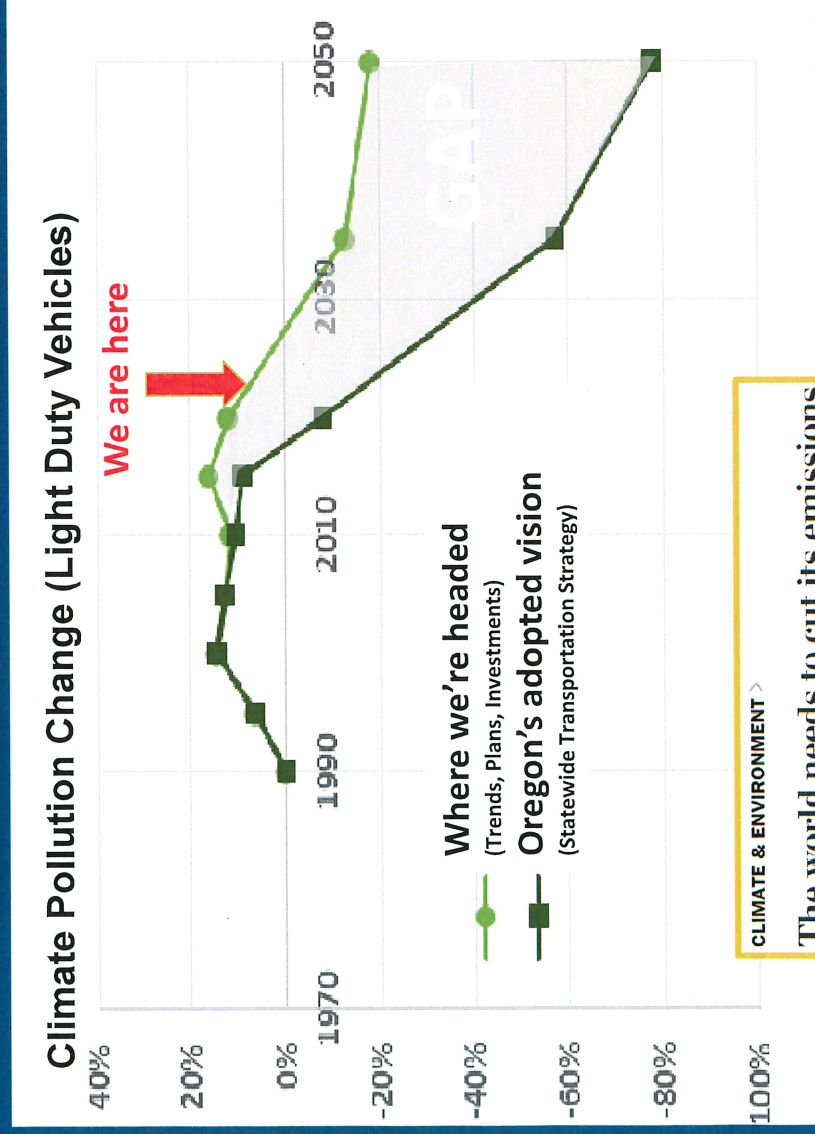
Climate-Friendly and Equitable Communities

Keizer Planning Commission

August 2022

Why these Rules?

Missing Oregon's Pollution Reduction Targets Has Real Costs



CLIMATE & ENVIRONMENT >

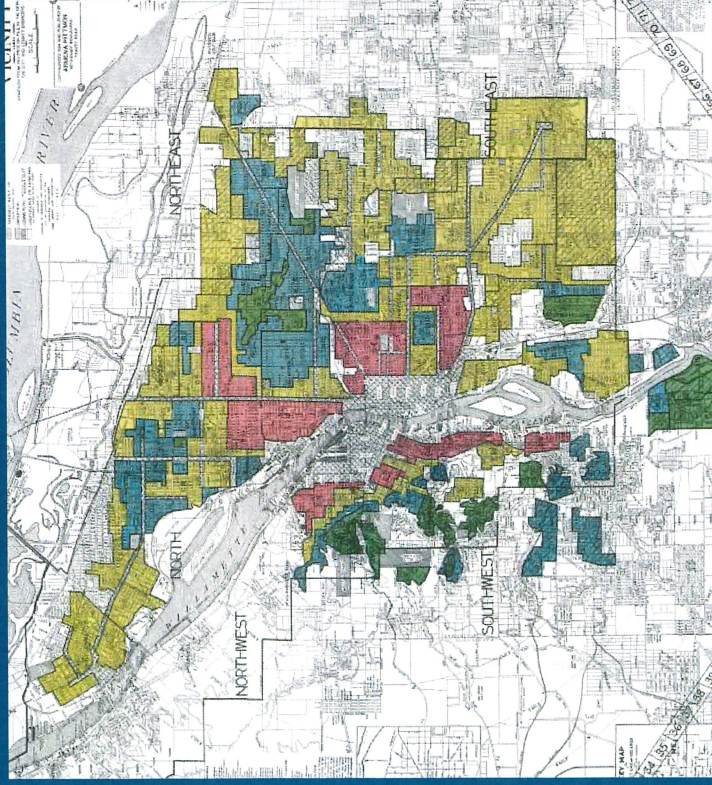
The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

Highway Trust Fund for off-road. Photo was an estimate, not a final plan and more



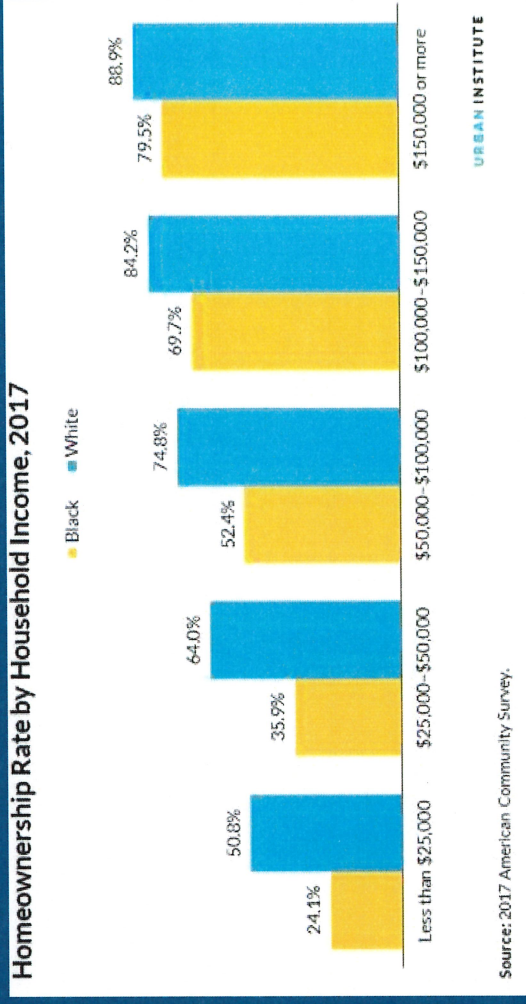
Why these Rules?

Inequity from Land Use and Transportation Policies, Practice



1938 federal Home Owners' Loan Corporation redlining map

Green = best, Blue = "still desirable" Yellow = "Definitely declining" Red = "hazardous" dsl.richmond.edu/panorama/redlining



Intergenerational wealth transfers through homes, thus:

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

The homeownership gap is wider than when race-based discrimination against homebuyers was legal.

Rules Apply in Oregon's Metropolitan Areas

These contain
over 60% of
Oregon's
population and
70% of jobs





Two Categories of Rulemaking

Performance monitoring
and reporting under both

**Regional plans to
achieve pollution
reduction targets**

**Land use and
transportation rules
reducing pollution and
promoting equity**

Meeting Oregon's Pollution Reduction Goals

Legislative Climate Goals and Policy
ORS 468A.205

Transportation – largest source

38% of all climate pollution

Statewide Transportation Strategy

Regional Scenario Plans
for metro areas to meet specific targets

**Local Transportation System Plans,
Development Codes, and
Comprehensive Plans**

Other actions:
cleaner fuel,
vehicles, transit,
state networks,
pricing, etc.

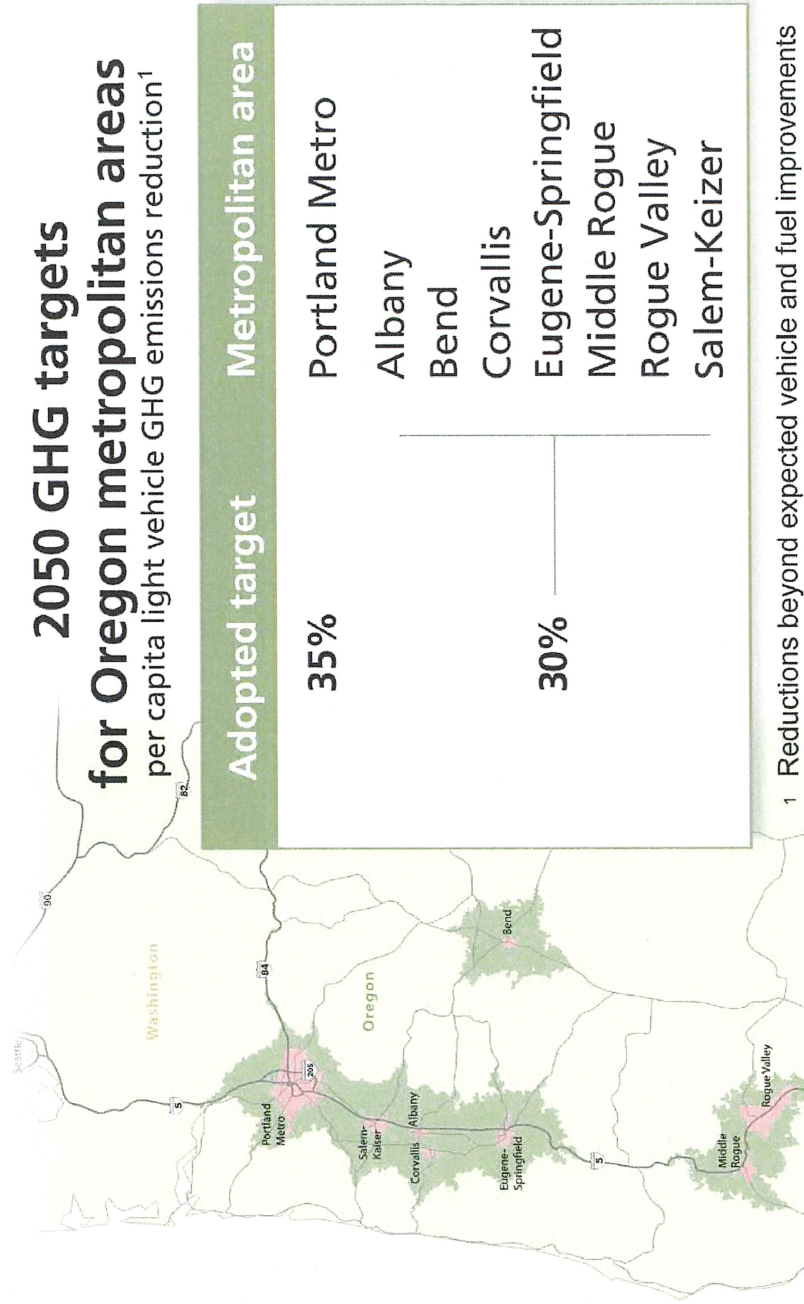
Other
sectors
62%

DEQ
rules

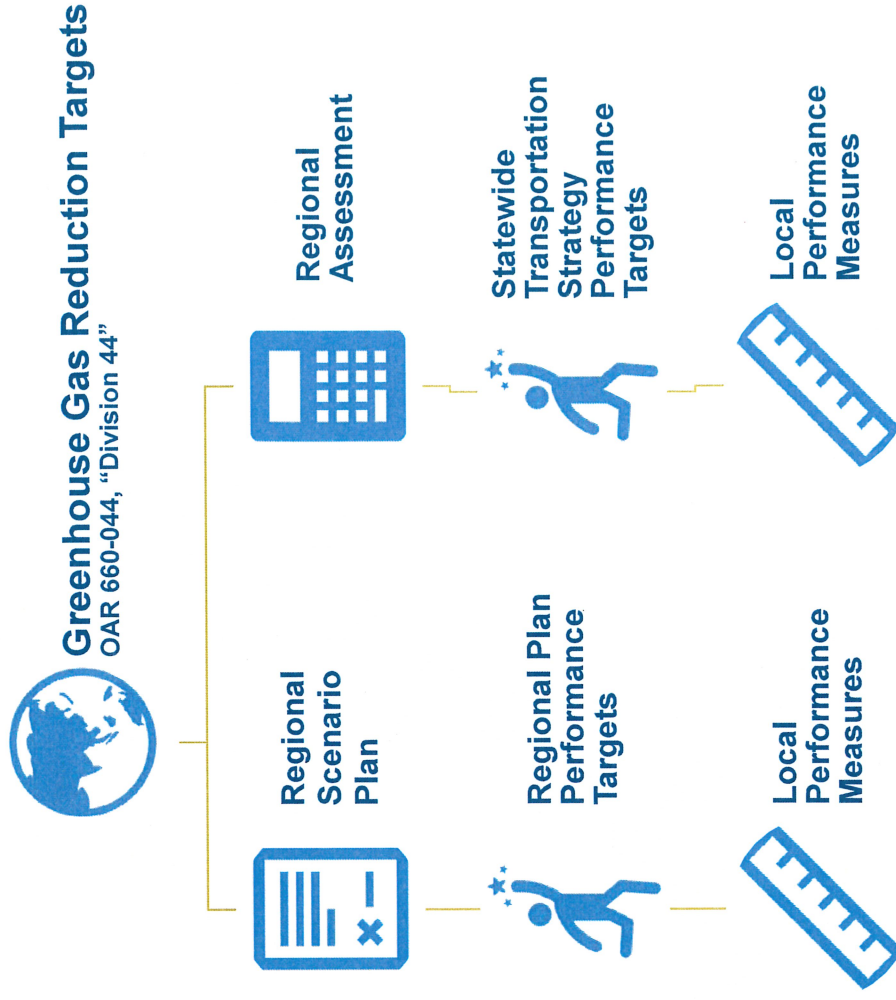
Building
efficiency

Power
sources
etc.

Meeting Oregon's Climate Pollution Reduction Targets



Planning to Meet Climate Pollution Reduction Targets



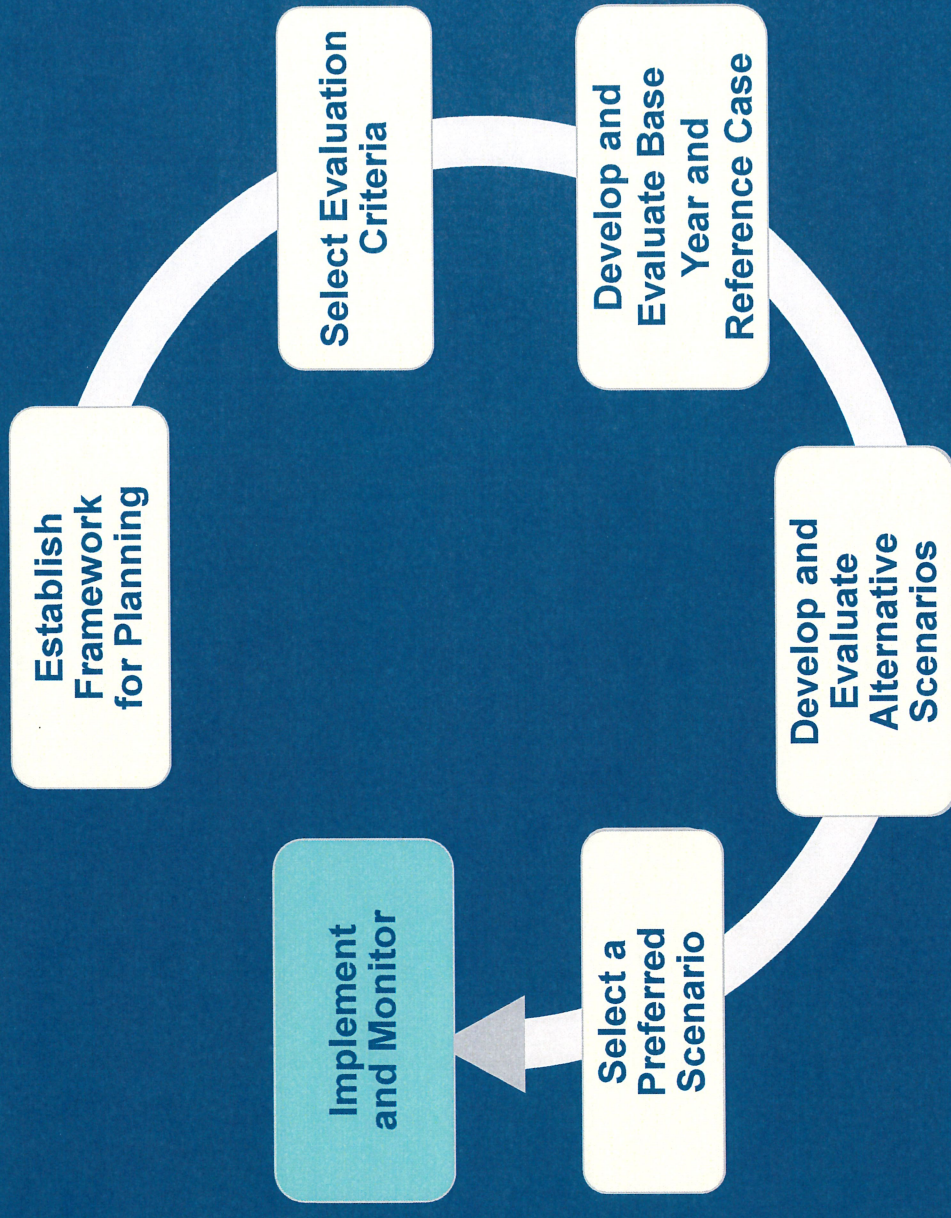
Regional Scenario Planning

Local governments develop regional plans to meet pollution reduction targets

Adopt actions into local plans

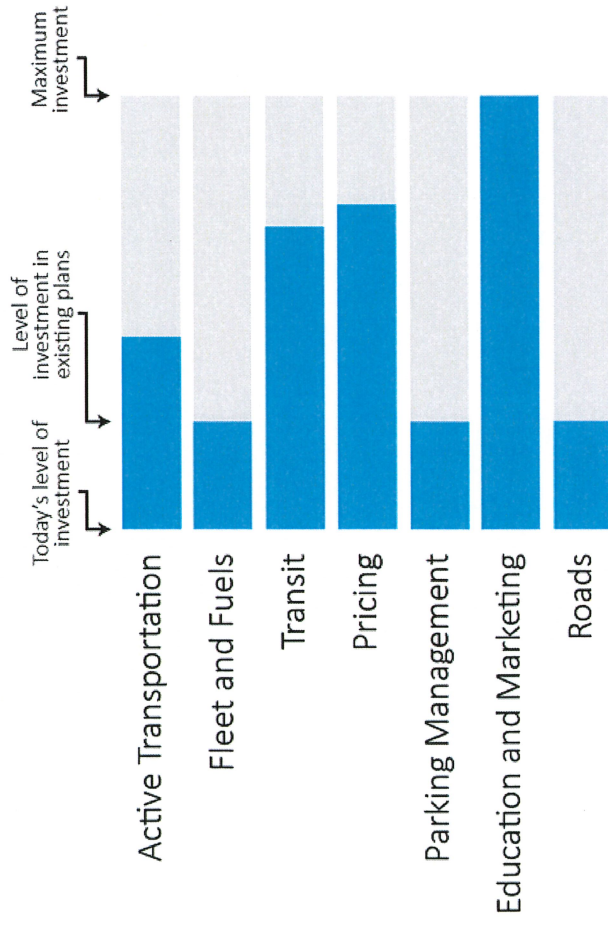
Salem/Keizer and Eugene/Springfield

Others as resources allow

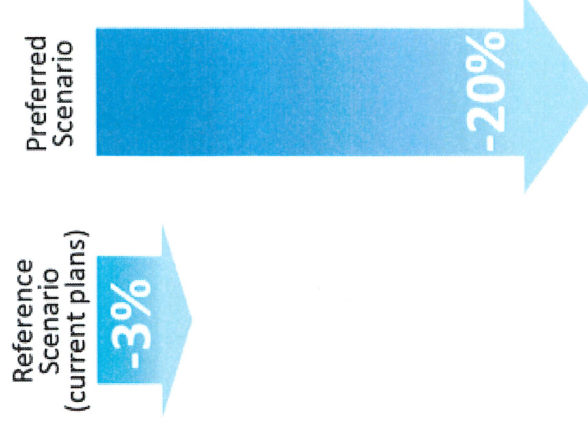


Sample Actions in a Scenario Plan

Overview: A balanced approach



How much does the preferred scenario reduce greenhouse gas emissions?





Updated Land Use and Transportation Rules

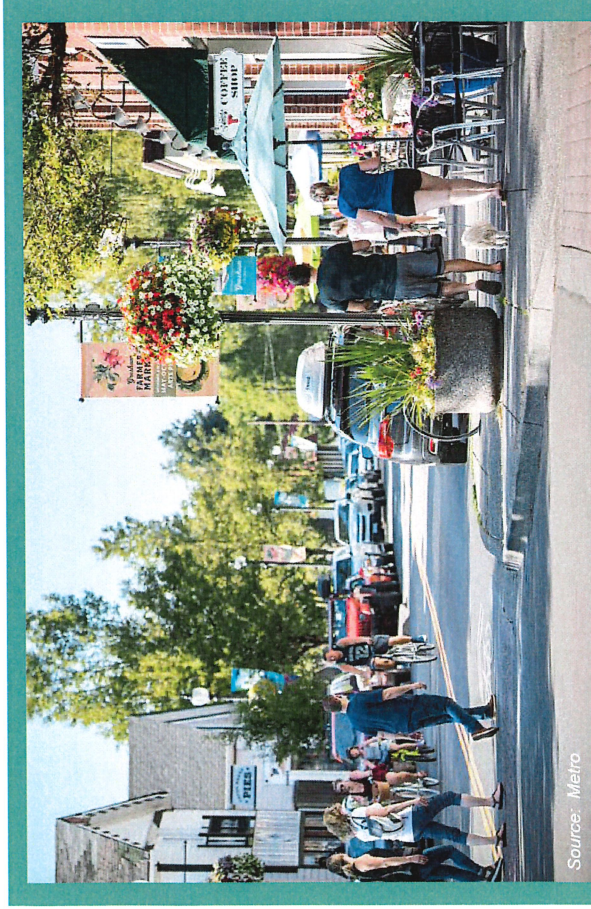
Focus Areas

Land Use/Building

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

Transportation

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



Source: Metro

What is a Climate Friendly Area?

- Imagine downtowns and neighborhood centers
- Walkable area with a mix of residential, office, retail, services, and public uses
- High-quality pedestrian, bicycle, and transit services
- Parking is well-managed



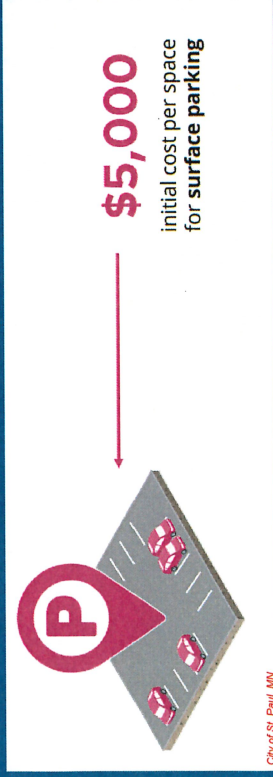
Source: DLCD

Additional rule provisions Climate-Friendly Areas

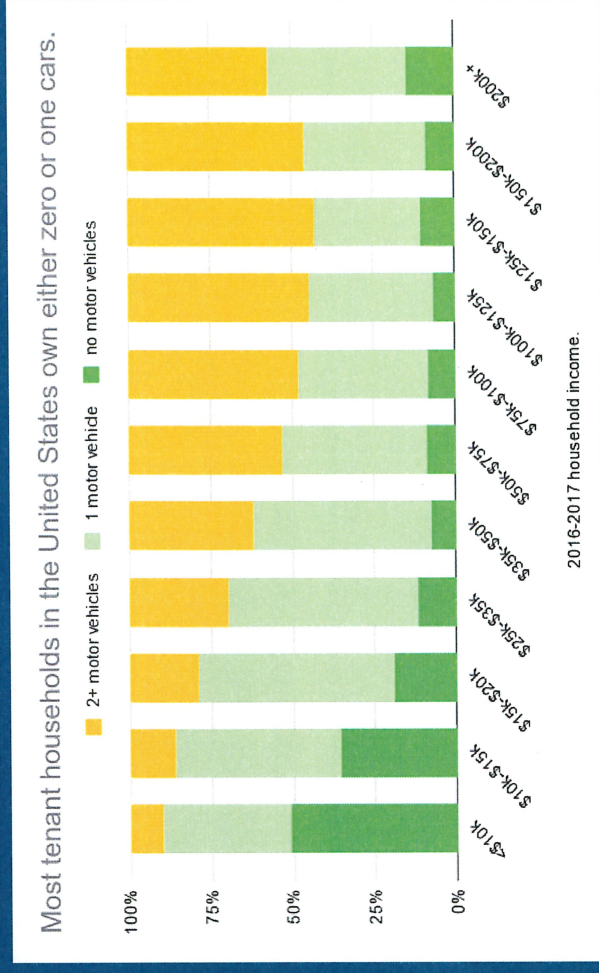
- Sized so zoned building capacity in combined Climate-Friendly Area(s) can accommodate 30+% of community housing needs
(or 25 acres for cities 5,000–10,000 population)
- May include abutting high density residential or employment areas
- Local governments may choose prescriptive or outcome-based standards (next slide)

Prescriptive Option			Outcomes Option
Population	Climate Friendly Area Size	Minimum Density (for single-use residential) Maximum Allowed Building Height No Less Than (for at least one CFA per community if multiple CFAs)	Target Development Level
5,001 – 9,999	25+ acres	15 dwelling units/net acre 50 feet	20 homes and jobs/net acre
10,000 – 24,999	Could fit 30% of housing	15 dwelling units/net acre 50 feet	20 homes and jobs/net acre
25,000 – 49,999	Could fit 30% of housing	20 dwelling units/net acre 60 feet	30 homes and jobs/net acre
50,000+	Could fit 30% of housing	25 dwelling units/net acre 85 feet	40 homes and jobs/net acre

Reforming Costly Parking Mandates



Mandates can prevent housing from being built; parking is a significant cost and displaces housing footprint



Source: Sightline Institute using Census data

People with no cars or few cars are subsidizing parking for those with many

Reforming Costly Parking Mandates

Corvallis data

Use	% of all city area
Driveways	3.3%
Parking lots	7.2%
On-street parking	Some part of 9.7% for roads

Parking uses huge amount of land,
making areas less walkable

Parking behaviour: Bundled parking and travel behavior in American cities

Michael Manville*, Miriam Pinski
UCLA Luskin School of Public Affairs, Los Angeles, CA 90095, USA

ARTICLE INFO

Keywords:
Parking

ABSTRACT

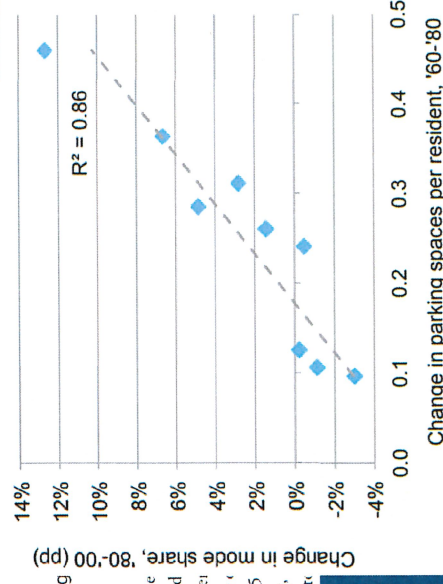
We investigate the relationship between bundled residential parking and travel behavior, with a particular focus on the cost of parking. When the cost of parking is bundled with housing, the cost of parking falls. These lower costs are less than households without parking, and we examine empirically, in this article, the relationship between bundled parking and travel behavior. We use data from the 2000 American Housing Survey. We find that bundled parking is associated with a 1.5% increase in the probability of owning a car, and a 1.5% decrease in the probability of owning a car.

Bundled parking and vehicle ownership: Evidence from the American Housing Survey

Michael Manville

University of California, Los Ang
mkm253@cornell.edu

Abstract: This article estimates the effect of bundled parking on vehicle ownership. Using data from the American Housing Survey, I show that the probability of owning a car is 1.5% higher for households with bundled parking, and 1.5% lower for households without bundled parking. These results are likely to be driven by the fact that bundled parking is more expensive than parking in other locations.



Parking mandates can lead to
more car ownership and driving



DLCD

Improving Parking Management

- No parking mandates near frequent transit
- No mandates for shelters, small units, affordable or public housing, childcare, facilities for people with disabilities
- Mandates no higher than one space/unit multifamily
- Cities choose an approach:

1

**Repeal
parking
mandates**

2

**Adopt at least
three fair
parking policies
(e.g. unbundling,
flexible commute
benefit)**

3

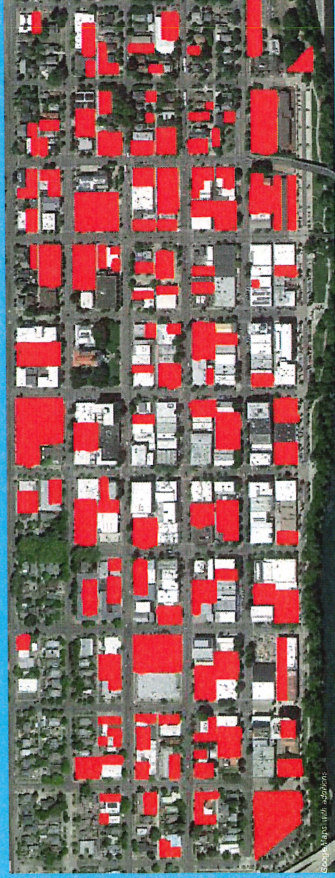
**Remove mandates
for more dev't
types and near
climate-friendly
areas**

Best Practices

- Facilitate shared parking
- Convert underused parking
- Larger parking lots provide tree canopy or solar panels
- No garage requirements
- Incentives for car share, EV charging, accessible housing units
- Some parking maximums

Over 100,000 population

- If retaining mandates, price 5% of on-street parking spaces at least 50 cents/day by Sept 30, 2023 and 10% of spaces by Sept 30, 2025



Land used for parking in downtown Corvallis

Other Parking Provisions

Electric Vehicle Charging



New multifamily and multi-use development must include electrical conduit to serve 40% of parking spaces

Minimum five residential units
Charging stations, wiring, and power not required

Stronger planning for:

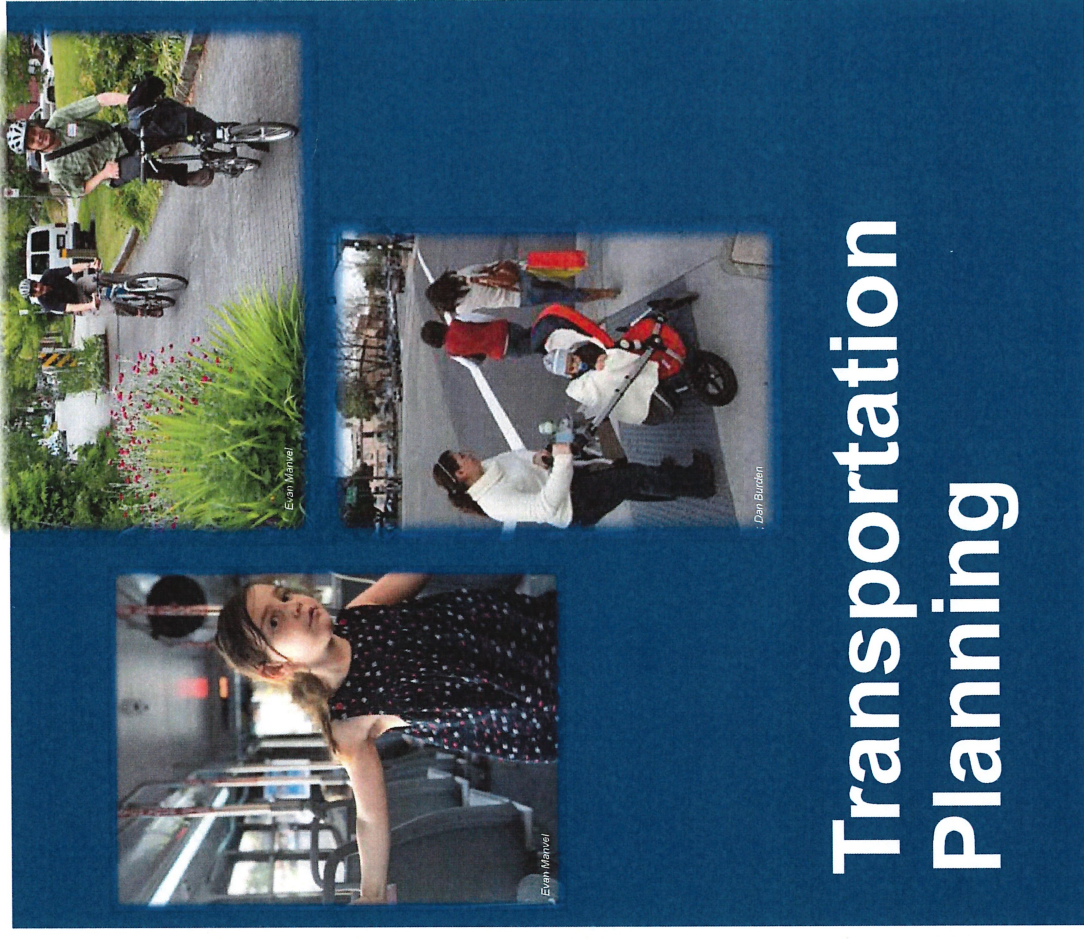
- Pedestrian
- Bicycle
- Public Transportation

Also plan for freight, car travel

Connected, safe, and complete networks

Prioritize:

- Climate friendly areas
- Neighborhoods with underserved populations
- Access to key destinations



Inventory existing conditions,
key destinations, and gaps

Plan for a complete, low
stress network, prioritized
projects

Require bicycle parking

Identify priority transit
corridors



Transportation Planning

Specific Provisions

Project selection is based on a variety of factors

- Projects across a city must work to meet climate goals

Measuring success

- Look at two or more measures, not only moving cars

Significant street expansions

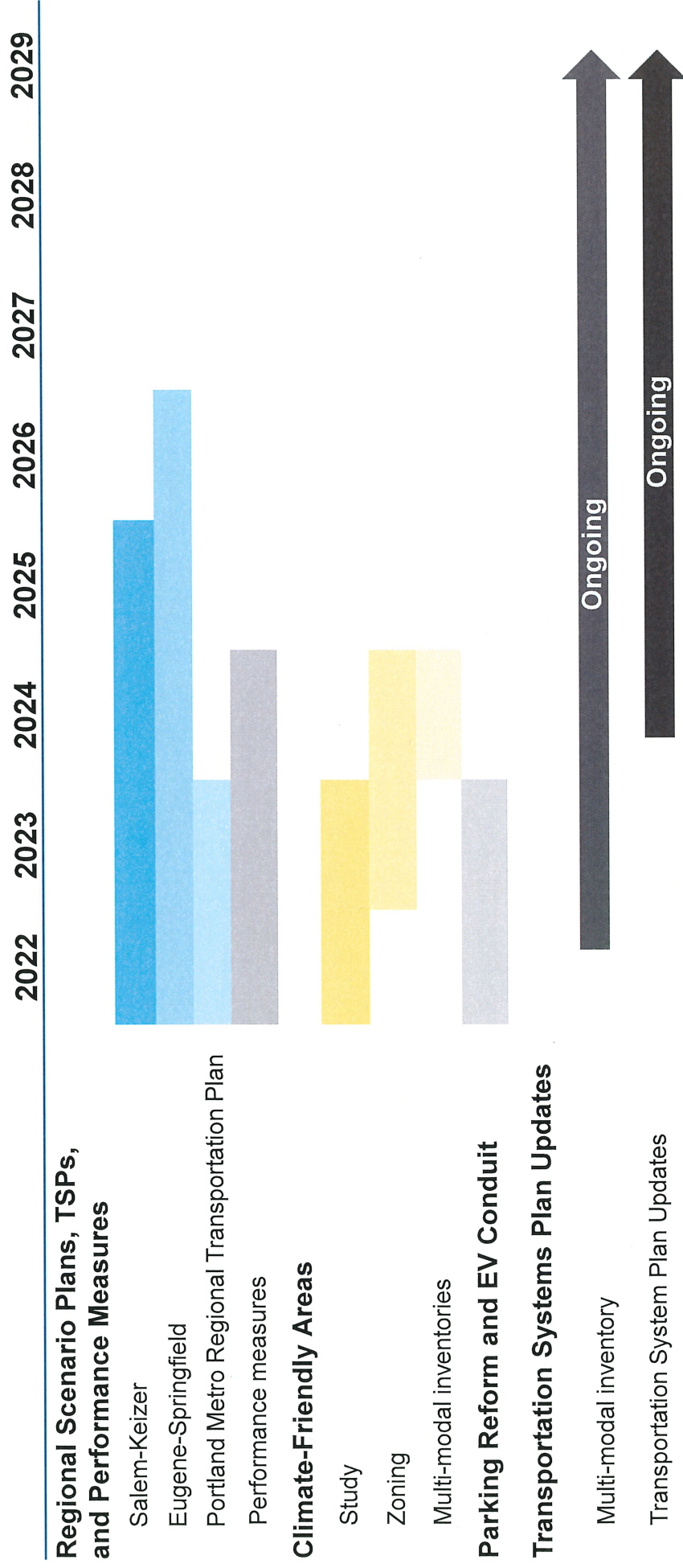
- Review alternatives
- Engage the public



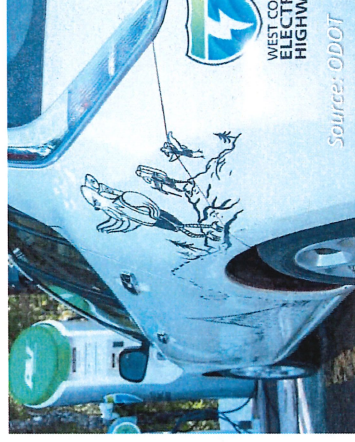
Transportation Planning

Project Selection

Implementation Timeline



**Learn
More
Online**
Search "DLCD CFEC"
Local Staff Contact
Shane Witham



Sign up for email updates
oregon.gov/LCD/CL/Pages/CFEC.aspx