



DLCD and LCDC developed the Climate-Friendly and Equitable Communities program to support communities taking action to meet Oregon’s climate pollution reduction targets while providing more housing and transportation choices and improving equitable outcomes.

DLCD is providing this resource as part of our technical assistance program. Please see our website at www.oregon.gov/lcd/CL/Pages/CFEC for more information or to sign up for notices.

Application and Deadline for Action

Section (1) states the rule applies to:

Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland metropolitan area.

As of December 2023, the department believes that includes Bend, Eugene, Salem, Clackamas and Washington Counties, and twelve cities in the Portland metro area: Portland, Gresham, Hillsboro, Beaverton, Tigard, Lake Oswego, Oregon City Tualatin, West Linn, Wilsonville, Forest Grove, and Happy Valley.

OAR 660-012-0012(4)(f) requires:

Cities and counties shall adopt comprehensive plan amendments and land use regulations meeting requirements as provided in ... OAR 660-012-0415 ... no later than June 30, 2023...

Jurisdictions may apply for an extension or “alternative date,” as explained in [other guidance](#).

Where Maximums Apply

The second part of section (1) lists where cities and counties must set maximums:

... in climate-friendly areas and in Metro Region 2040 centers.

Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440. Cities and counties that have designated priority transit corridors under OAR 660-012-0710 may set parking maximums in those corridors in place of the corridors identified in OAR 660-012-0440(3)(b) and (c).

The department interprets this set of areas to adequately cover the “appropriate locations” all cities are required to set parking maximums for under OAR 660-012-0405(5), “Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.”

The climate-friendly areas maximums should take effect concurrently with the designation of climate-friendly areas under OAR 660-012-0315.

Metro Region 2040 centers is a term defined in OAR 660-012-0005(24), and generally corresponds to the designations on the Metro Title 6 map.

The “transit corridors and rail stop areas listed in OAR 660-120-0440” means rail stops in (2) of that rule, designated priority transit corridors under OAR 660-012-0710 in (3)(a) of that rule, and frequent transit corridors as defined by service levels in (3)(b) and (c). As an alternative, cities and counties can set parking maximums along priority transit corridors designated under OAR 660-012-0710 (usually during a major TSP update) instead of the corridors determined by frequency of transit service. This provides more long-term certainty about where the parking maximums apply since transit service can change.

Section (1)(a): Residential

- (a) *Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit housing development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;*

The department considers “multi-unit housing development” in this context to refer to developments with five or more units in a single building on a single lot or parcel.

This section confusingly includes a reference to the location of where these apply, “in climate-friendly areas and within one-half mile walking distance of priority transit corridors.” This is errata and is expected to be fixed in a rules revision.

That locational criteria is later overridden by subsection (d), which requires subsections (a) through (c) to apply, “in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440.”

Section (1)(b): Commercial and Retail

- (b) *Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;*

Local codes may define these categories.

For Portland Metro jurisdictions, maximums in the Regional Transportation Functional Plan [Table 3.08 – 3](#) continue to apply, though local governments should make adjustments to 5 or below for retail/commercial and banks with drive-ins (from 5.1 and 5.4, respectively).

Section (1)(c): Extremely Large Buildings

- (c) *For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building; and*

This is similar in scale to City of Gresham code in 9.0852. It should be read as an additive restriction to (a) and (b). The measurement of 65,000 square feet should be at the lot level, and can be interpreted by a local as either gross or net floor area. Surface parking should be measured inclusive of all surface area on which a vehicle is designed to maneuver/on which a vehicle can drive, including all parking stalls, all drives and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth. Paved areas not for use by passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.

Section (1)(d): Exception for Non-Surface Parking

(d) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

This is a common code provision to allow additional parking if it is provided in a land-efficient manner.

For other use types, or areas outside those areas, cities and counties have broad discretion on parking maximums.

Section 2

Section 2 of OAR 660-012-0415 applies only to cities with populations over 200,000. As of December 2023, that includes only Portland. This guidance does not currently cover that section.

What Do Cities and Counties Have to Do?

Cities and counties must amend their local codes with the new parking standards by June 30, 2023 or an approved alternative date. OAR 660-012-0012(4)(f) notes “If a city or county has not done so, it may not apply parking mandates after that date.”

Model Language for Development Code

Code language will vary in each community’s parking code language and parking table. Department staff are available to review your community’s code and suggest language for consideration.

Resources and Contact Information

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Disclaimer

This document aims to provide more details about the rules, and how the department intends to administer the rules. Nothing in this document should be construed as Oregon Administrative Rules. A current copy of the adopted Transportation Planning Rules should be acquired from the [Oregon Secretary of State](#) and used to fulfill planning requirements.

Rule Language: OAR 660-012-0415(1)

0415: Parking Maximums and Evaluation in More Populous Communities

- (1) Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland metropolitan area, shall set parking maximums in climate-friendly areas and in Metro Regional centers. Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440. Cities and counties that have designated priority transit corridors under OAR 660-012-0710 may set parking maximums in those corridors in place of the corridors identified in OAR 660-012-0440(3)(b) and (c).
 - (a) Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit housing development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;
 - (b) Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;
 - (c) For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building; and
 - (d) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

History:

[LCDD 9-2023, amend filed 11/07/2023, effective 11/07/2023](#)

[LCDD 5-2023, temporary amend filed 05/12/2023, effective 05/12/2023 through 11/07/2023](#)

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)