



# Parking Reform Summary

August 9, 2023

## Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

## Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

## Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

## How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

## Questions?

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## Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

**0430** Cannot mandate more than 1 space/unit for residential developments with more than 1 unit  
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

**0440** No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

### 0410 Electric Vehicle Charging *\*due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

## Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

### 0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

### 0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas (additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

### 0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	Option 2 enact at least two of five policies	Option 3 all of the below
	1. Unbundle parking for residential units	No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.  No additional parking for changes in use, redevelopments, expansions of over 30%.  No mandates within ½ mile of climate-friendly areas, Metro 2040 centers.  Designate district to manage on-street residential parking, or unbundle parking multi-family.
	2. Unbundle leased commercial parking	
3. Flexible commute benefit for businesses with more than 50 employees		
4. Tax on parking lot revenue		
5. No more than ½ parking space/unit mandated for multifamily development		