



Welcome to Parking Reform Webinar

Purposes

Understand the rules

Where is more guidance needed? Or
rules adjustments?

Primary audience

How/when to ask questions

at end of each rule

raise hand or chat question

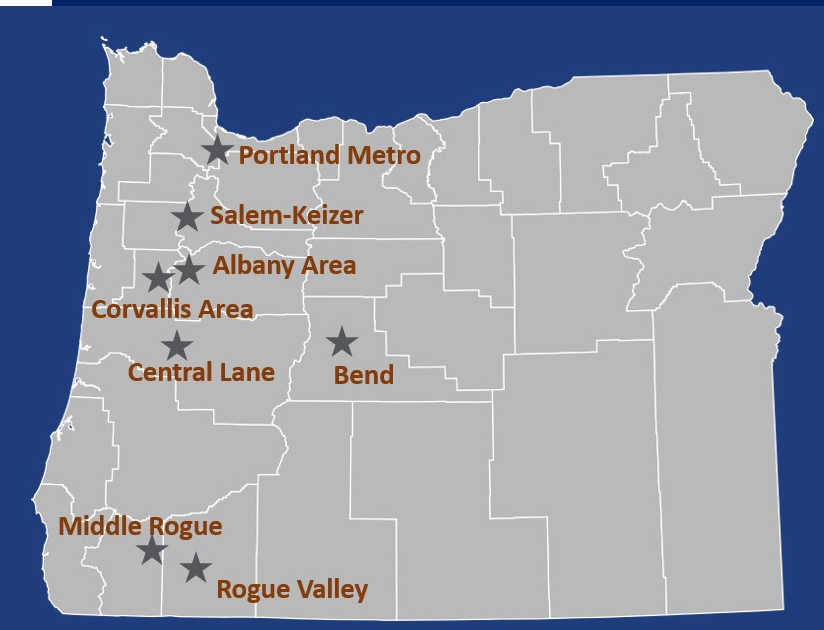
Being recorded



Webinar Structure

- 9:05** **Jurisdictions included**
- 9:10** **Implementation timing**
- 9:15** **Rules structure; definitions**
- 9:20** **Rules even if repealing mandates
(0405 through 0415)**
- 9:35** **Rules for those retaining mandates
First to be effective (0430 and 0440)**
- 10:00?** **Others (0425, 0445, 0450)
Finally (0435)**

Parking Reform Jurisdictions Included



48 Cities in Oregon's Eight MPOs

3 Counties – Clackamas, Washington, Marion

660-012-0400

(1) OAR 660-012-0400 through OAR 660-012-0450 apply to:

- (a) Cities within metropolitan areas; and
- (b) Portions of counties in a metropolitan area within an urban growth boundary, where the population of the unincorporated area within the urban growth boundary is 5,000 or more, and the area is served with urban water and sanitary services.

660-012-0100

(4) The director may grant a whole or partial exemption from the requirements of this division to **cities and counties with a population of less than 10,000** within the urban area... The director shall use the criteria and process as provided in OAR 660-012-0055(7) to decide to approve an exemption.



Parking Reform

Timing

OAR 660-012-0012

After December 31, 2022

No mandates near frequent transit

No mandates for facilities for people with disabilities, childcare, single-room occupancy, affordable housing, public housing, units under 750 sq feet, shelters

No mandates higher than 1/unit for multifamily

By March 31, 2023

Conduit for EV charging in 40% MF parking spaces

By June 30, 2023

**unless adjusted by approved alternative date*

Implement other rules, including adopting one of three reform approaches

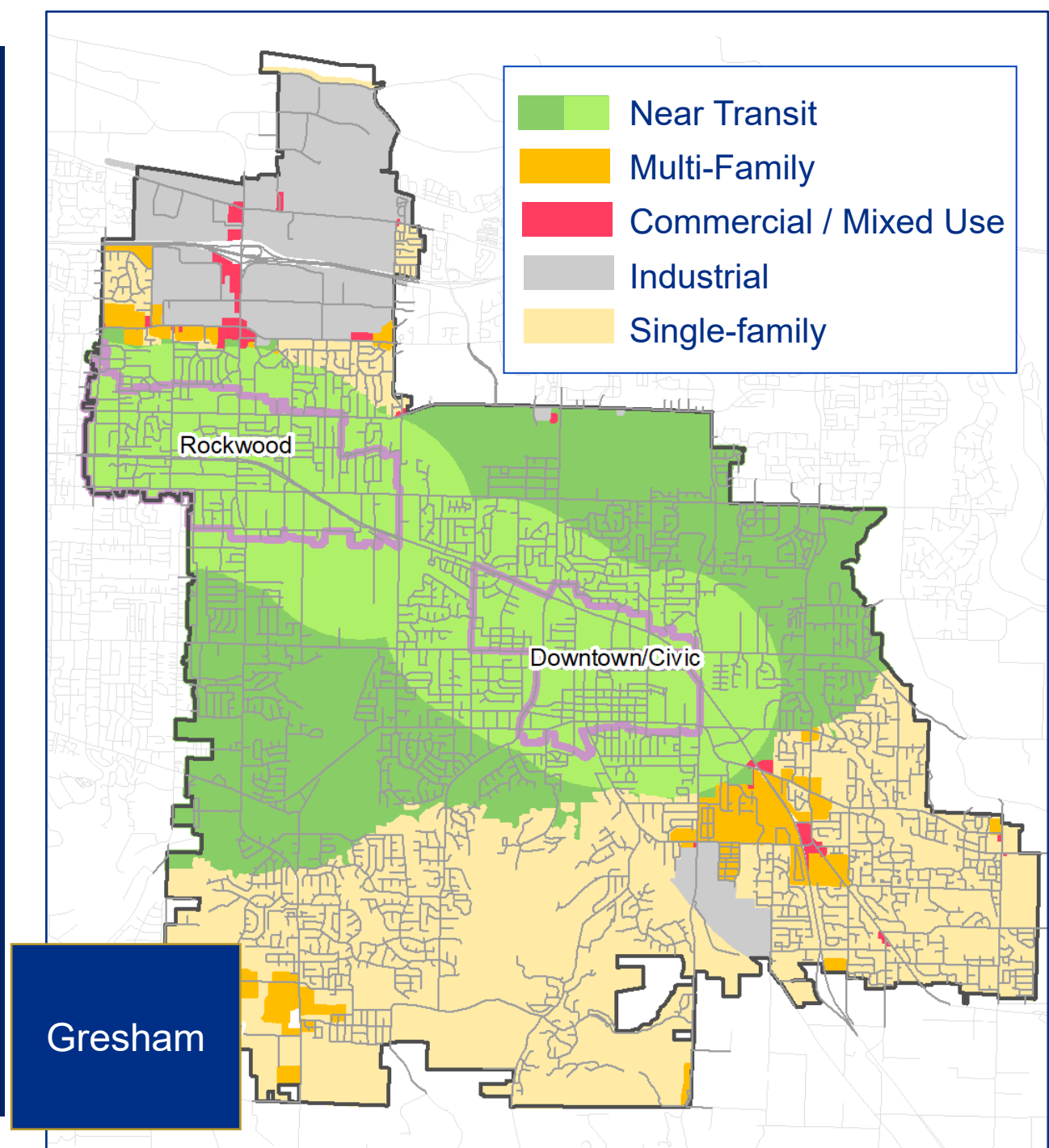
When adopting Climate-Friendly Areas

Take one of two approaches in each area

On designation of Priority Transit Corridors

Ensure compliance with reform near frequent transit

Some reforms
geographic;
some
jurisdiction-
wide





Rules Structure

OAR 660-012

- 0005 Definitions
- 0012 Applicability and deadlines

- 0400-0450 Parking reform**

- 0405 Parking regulation improvements
- 0410 Electric vehicle conduit
- 0415 Parking maximums
and 200,000+ pop. provisions

- 0420 Those repealing mandates are done

- 0425-0445 For those who retain, more items

- 0450 Just for cities over 100,000+ pop.
*if they retain mandates



Definitions

660-012-0005



“**Commercial parking lot**” means a site without a primary use where vehicle parking spaces are rented or leased. It does not include shared parking.

“**Parking benefit district**” means a designated area where some of the revenues from parking fees or permits for public parking within the designated area are dedicated to public improvements in the area.

“**Parking mandates**” means requirements to include a minimum number of off-street parking spaces with development or redevelopment, or a fee-in-lieu of providing parking for residential development.

“**Parking maximums**” means limits on the number of off-street parking spaces that can be included in a development.



“**Parking spaces**” means on and off-street spaces designated for automobile parking, **other than parking spaces reserved for carpools, vanpools, or parking under the Americans with Disabilities Act.**

“**Shared parking**” means parking spaces used to meet the parking mandates for two or more uses, structures, or parcels of land, to the extent that the owners or operators show the overall demand for parking spaces can be met by the shared parking.

“**Unbundled parking**” (we’ll return to this)



0405

Parking Regulation Improvements

- (1) Cities and counties shall adopt land use regulations as provided in this section:
 - (a) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools; (*in TPR previously*)
 - (b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and (*transit in TPR previously*)
 - (c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.
- (2) Cities and counties shall adopt policies and land use regulations that allow and encourage the conversion of existing underused parking areas to other uses.
- (3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.



0405

Parking Regulation Improvements

- (4) Cities and counties shall adopt land use regulations for any new development that includes more than one-quarter acre of surface parking on a lot or parcel as provided below:
 - (a) Developments must provide one of the following:
 - (A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. In lieu of installing solar panels on site, cities may allow developers to pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;
 - (B) Actions to comply with OAR 330-135-0010; or
 - (C) Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.
 - (b) Developments must provide street trees along driveways but are not required to provide them along drive aisles; and
 - (c) Developments must provide street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities.
**version of this in TPR previously*



0405

Parking Regulation Improvements

- (d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.
- (e) In providing trees under subsections (a), (b) and (c), the following standards shall be met. The tree spacing and species planted must be designed maintain a continuous canopy. Local codes must provide clear and objective standards to achieve such a canopy.

Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions.

- (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. **from previous TPR*

0410

EV conduit



Source: State of California

- (1) This rule applies to cities within a metropolitan area.
- (2) Cities shall ensure new development supports electric vehicle charging pursuant to amendments to the state building code adopted pursuant to ORS 455.417.
- (3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.



0415


Parking maximums

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 regional centers and town centers**, designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map.

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.**

- (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 development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;



0415

Parking maximums

- (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;
- (d) In setting parking maximums, cities and counties shall consider setting maximums equal to or less than 150 percent of parking mandates in their adopted land use regulations in effect as of January 1, 2020. A city or county that sets a higher parking maximum must adopt findings for doing so. In no case shall the city or county exceed the limits in subsections (a) through (c) 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; and
- (e) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

0420-0450:

Parking reform options

1
No Mandates

0420

Repeal parking mandates

Nothing further

2
Fair Parking Policies

0425: Reducing burden of existing mandates (how mandates can be met, reductions, etc.)

0430: Types of developments without mandates and maximum multifamily mandate of one space/unit

0435: Parking reform in climate-friendly areas

0440: Parking reform near priority transit corridors

0445: Reform approaches

Fair parking policies
Choose at least 3 of 5

0450: Most populous: price a percentage of on-street spaces

3
Reduced Regulation

Reduced regulation in more areas and for more types



0430

Reduction of Mandates for Development Types

*OAR 660-012-0012(5)(e) Cities and counties **shall implement** the requirements of OAR 660-012-0430 and 660-012-0440 when reviewing development applications submitted after December 31, 2022.*

- (2) Cities and counties may not require more than one parking space per unit in residential developments with more than one dwelling unit on a single legally-established property.
- (3) Cities and counties may not require parking for the following development types:
 - (a) Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400;


0430

Reduction of Mandates for Development Types

[Cities and counties may not require parking for the following development types:]

- (b) Childcare facility as defined in ORS 329A.250;
- (c) Single-room occupancy housing;
- (d) Residential units smaller than 750 square feet;
- (e) Affordable housing as defined in OAR 660-039-0010;
- (f) Publicly supported housing as defined in ORS 456.250;
- (g) Emergency and transitional shelters for people experiencing homelessness; and
- (h) Domestic violence shelters.



0440

Parking Reform Near Transit Corridors

- (2) Cities and counties may not require parking spaces for developments on a lot or parcel that includes lands within three-quarters mile of rail transit stops.
- (3) Cities and counties may not enforce parking mandates for developments on a lot or parcel that includes lands within one-half mile of frequent transit corridors, including:
 - (a) Priority transit corridors designated under OAR 660-012-0710;
 - (b) Corridors with bus service arriving with a scheduled frequency of at least four times an hour during peak service; and
 - (c) Corridors with the most frequent transit route or routes in the community if the scheduled frequency is at least once per hour during peak service.
- (4) Cities and counties may use either walking distance or straight-line distance in measuring distances in this rule.

0425

Reducing the Burden of Parking Mandates



Source: Pexels

- (1) Cities and counties shall adopt and enforce land use regulations as provided in this section:
 - (a) Garages and carports may not be required for residential developments;
 - (b) Garage parking spaces shall count towards off-street parking mandates;
 - (c) Provision of shared parking shall be allowed to meet parking mandates;
 - (d) Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any parking is provided on site, required parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;
 - (e) Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development;

0425

Reducing the Burden of Parking Mandates



Source: Pexels

- (f) Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking mandates;
 - (g) Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking mandates; and
 - (h) Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities.
- (3) Any reductions under section (2) shall be cumulative and not capped.
- (4) Cities and counties shall require the parking for multi-family residential units in the areas in OAR 660-012-0440 be **unbundled parking**.



Unbundled parking

OAR 660-012-0005(57)

“Unbundled parking” means a requirement that parking spaces for each unit in a development be rented, leased or sold separately from the unit itself.

The parking space(s) must be rented, leased, or sold at market rates for comparable local off-street parking.

The renter, lessor, or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.

Residential

Oakland, Seattle, Bellevue (downtown), Santa Monica, San Francisco, Berkeley

Commercial

Seattle, Santa Monica

Three Main Reform Options

Simple Approach

1

Repeal parking mandates

Fair Pricing

2

Reduce parking mandates for certain **types** of development and in key **areas**

and adopt fair parking **policies**

Reduced Regulation

3

Further reduce parking mandates for **types** of development and in more **areas**



0445

Options 2 and 3

- (1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420, cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a), or a reduced regulation parking management approach as provided in subsection (b).

[.....]

- (2) Cities and counties may change their selection between subsections (1)(a) and (b) at any time.



0445

Option 2

“Fair Parking
Policy Approach”

- (a) A fair parking policy approach shall include at least **three of the following five** provisions:
 - (A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;
 - (B) A requirement that parking spaces serving leased commercial developments be unbundled parking;
 - (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
 - (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
 - (E) A reduction of parking mandates for new multifamily residential development to no higher than one-half spaces per unit, including visitor parking.



0445

Option 3
“Reduced
Regulation”
approach

- (b) A reduced regulation parking management approach shall include **all of the following**:
 - (A) A repeal of all parking mandates within one-half mile pedestrian travel of climate-friendly areas;
 - (B) A repeal of parking mandates for transit-oriented development and mixed-use development;
 - (C) A repeal of parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
 - (D) A repeal of parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;
 - (E) A repeal of parking mandates for 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;
 - (F) A repeal of requirements to provide additional parking for change of use or redevelopment;
 - (G) A repeal of parking mandates for expansion of existing businesses by less than 30 percent of a building footprint;



0445

Option 3
“Reduced
Regulation”
approach

- (H) A repeal of parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
- (I) A repeal of parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space;
- (J) A repeal of parking mandates for developments built under the Oregon Residential Reach Code;
- (K) A repeal of parking mandates for 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;
- (L) A repeal of parking mandates for schools;
- (M) A repeal of parking mandates for bars and taverns;
- (N) Setting parking maximums consistent with OAR 660-012-0415(1), notwithstanding populations listed in that section; and
- (O) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through permits, payments, or time limits.

0450

Most Populous Cities (100,000+ pop.)

Choose:



**Plenty of Existing
Parking Approach**

no parking mandates
for new development

**In Some Areas, Parking is Limited
and Has Value Approach**

price 5% of on-street parking spaces
by Sept 30, 2023

and

price 10% of on-street parking spaces
by Sept 30, 2025



0450

More Populous Communities

- (1) Cities with populations over 100,000 shall either:
 - (a) Adopt land use regulations without parking mandates; or
 - (b) Price at least 10 percent of on-street parking spaces, and report the percentage of on-street parking spaces that are priced as provided in OAR 660-012-0900. Residential parking permits priced at lower than \$15 per month, 50 cents per day per space, or equivalent amounts do not count towards this total.

- (2) **Cities may change their selection** made between subsections (1)(a) or (b) at any time.

0012(4)(g) Cities choosing to report on the share of on-street parking spaces that are priced as provided in OAR 660-012-0450(1)(b) must:

- (A) Demonstrate at least five percent of on-street parking spaces are priced by September 30, 2023;
- (B) Demonstrate at least 10 percent of on-street parking spaces are priced by September 30, 2025.

0435 Climate-Friendly Areas



Cities and counties shall adopt land use regulations addressing parking mandates in **climate-friendly areas** as provided in OAR 660-012-0310. Cities and counties in Metro shall adopt land use regulations addressing parking mandates in **regional centers** and **town centers** designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map.

In each such area, cities and counties shall either:

- (a) Remove all parking mandates **within the area and** on parcels in its jurisdiction that include land within **one-quarter mile distance of those areas**; or
- (b) Manage parking by:
 - (A) Adopting a **parking benefit district** with paid on-street parking and some revenues dedicated to public improvements in the area;
 - (B) Adopting land use amendments to require **no more than one-half off-street parking space per dwelling unit** in the area; **and**
 - (C) Adopting land use regulations without parking mandates for **commercial developments**.

Final Questions?

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oregon.gov/lcd/CL/Pages/CFEC.aspx

Office Hours
Sept 12 2-3:30 pm

Guidance and Assistance

- [pdf](#) Local government tasks and deadlines overview
- [pdf](#) Slideshow Overview of CFEC (contact staff for a PowerPoint version)
- [pdf](#) Parking reform requirements overview
- [pdf](#) St Paul Minnesota slides on Parking Reform
- [pdf](#) Guidance on OAR 660-012-0440, Parking Reform Near Transit
- [pdf](#) Guide to Managing Residential Parking

Funding for Implementation

- [pdf](#) Implementation assistance and timelines from DLCD and ODOT.
- Various agencies are working to identify more resources as well.

Plain Language Rule Summaries

- [pdf](#) Six-Page Overview of the Rules
- [pdf](#) One-Page Summary of the Rulemaking
- [pdf](#) Climate-Friendly Areas
- [pdf](#) Transportation Planning Rules Update
- [pdf](#) Regional Planning for Climate Pollution Reduction
- [pdf](#) Parking Reform and Electric Vehicle Conduit

E-mail Updates

Click to [subscribe](#) to email updates about this implementation work, including when resources are published, question and answer sessions, and more.

Improving Parking Management

Independent variable	Individual R Square	Stepwise R Square
Gravity measure of transit frequency	55.5%	55.5%
Percent of units designated affordable	27.6%	67.1%
Average occupied bedroom count	34.3%	73.7%
Gravity measure of intensity (population + jobs)	53.3%	76.2%
Units per residential square feet	17.1%	78.7%
Average rent	6.7%	80.0%
Parking price as a fraction of average rent	18.1%	81.0%

Table 1: Independent Variables and Summary of Regression Results.

- ✓ **No mandated parking within 1/2 mile of frequent transit 3/4 mile of rail**
Scheduled at least four times an hour or most frequent 1+ times/hr
- ✓ Mandates capped at 1 space per multifamily unit
- ✓ No mandates for <750 sq ft units; single-room occupancy
- ✓ No mandates for affordable housing, shelters, facilities for people with disabilities, child care

Reduced Parking Mandates for Areas

Areas with reduced mandates

No mandates $\frac{1}{2}$ mile around
frequent transit corridors
($\frac{3}{4}$ mile of mile rail stops)

In **Climate-Friendly Areas**, choose:

- (a) No mandates
- (b) Parking benefit district +
no commercial mandates +
no residential mandates $> \frac{1}{2}$ space/unit

Independent variable	Individual R Square	Stepwise R Square
Gravity measure of transit frequency	55.5%	55.5%
Percent of units designated affordable	27.6%	67.1%
Average occupied bedroom count	34.3%	73.7%
Gravity measure of intensity (population + jobs)	53.3%	76.2%
Units per residential square feet	17.1%	78.7%
Average rent	6.7%	80.0%
Parking price as a fraction of average rent	18.1%	81.0%

Table 1: Independent Variables and Summary of Regression Results.





Option 2 Fair Pricing

Select at least 3:

Parking rented separate from units,
residential

Parking rented separate from units,
commercial

Flexible commute benefits
(parking cash out)

Tax on parking lot revenue

Mandates no higher than 0.5 space/unit
multifamily



Option 3 Reduced Red Tape

No mandates:

- Studios/one bedrooms
- Dormitories/group quarters
- Transit-oriented/mixed-use
- New uses/expansions
- Buildings in historic districts
- LEED/Reach Code
- Buildings vacant 2+ years
- Small businesses
- Schools
- Bars
- ½ mile around Climate-Friendly Areas

Also:

- Cap requirements 1 space/unit multifamily
- Adopt parking maximums
- One residential/benefit district



Improving Parking Management

Overview

- ✓ **Implement best practices for parking code details**
- ✓ **Cities choose a parking reform approach**
- ✓ **Populous communities do more parking management**