

# Proposed Parking Reform

## Climate-Friendly and Equitable Communities Rules



### State Mandated Rules

On July 21, 2022, the Oregon Land Conservation and Development Commission (LCDC) adopted administrative rules that were developed through a rulemaking project called Climate Friendly and Equitable Communities (CFEC). The [CFEC rules](#) aim to reduce greenhouse gas (GHG) pollution from transportation while increasing housing choices and creating more equitable outcomes for Oregonians. These rules came in response to Governor Kate Brown's Executive Order 20-04, which directed State agencies to reduce climate pollution.

There are several components to the new State rules that will require updates to Salem's land use and transportation plans and regulations. Many of the rules align with the work already accomplished through the [Our Salem project](#) as well as the ongoing work to implement the [Climate Action Plan](#). The City is working to implement the rules, which mandate parking reforms.

### Parking Reform

The CFEC rules require changes to how the City regulates and manages parking in Salem. The City must implement [one of several parking reform options](#) by June 30, 2023, unless an extension is approved by the State.

#### *Proposal: Eliminate Off-Street Parking Requirements Citywide*

Staff plans to bring a code amendment to the City Council that proposes to eliminate all minimum off-street parking requirements citywide in early 2023. This proposal was recommended by the Climate Action Plan Committee on November 7, 2022, following a staff presentation. (Eliminating all minimum parking requirements citywide is considered "option 1" in staff's presentation.)

The proposal (**Option 1**):

- Aligns with **Climate Action Plan Strategy** TL40: *Amend City code to eliminate parking minimums throughout Salem, with priority focus along Cherriots' Core Network*
- Allows the **market** to determine parking amounts (*parking maximums still apply*)
- Can be **implemented** relatively quickly through a code amendment without additional staff or resources
- Allows the City to **voluntarily** explore and implement other parking reforms in the rules (*see "other options" below*)

#### *Other Options*

If the City does not eliminate all minimum off-street parking requirements, it must implement other parking reforms, which are summarized below. These other options would require additional staff, resources, and time to implement.

- **Paid parking:** Price at least 10% of all on-street parking (*deadline is Sept. 30, 2025*)
- **Unbundled parking:** Require that the cost of parking for multifamily housing near transit and in walkable, mixed-use areas be separated from the cost of renting or buying a dwelling unit
- **Parking reductions:** Allow for reductions in parking requirements in exchange for solar/wind capacity, car-sharing spaces, electric vehicle charging stations, and accessible dwelling units
- **Reduced parking:** Reduce/eliminate parking requirements in walkable, mixed-use areas

In addition to those reforms listed above, the City would need to implement one of the two options below if it does not eliminate all minimum off-street parking requirements.

- **Option 2:** Pick at least three of the following:
  - Unbundle parking for all multifamily citywide; unbundle parking for all leased commercial developments citywide; require large employers to provide a commute benefit to employees; create a tax on commercial parking lot revenue reduce parking requirements for all multifamily housing to 0.5 spaces per unit.
- **Option 3:** Eliminate minimum off-street parking requirements for many uses and in more locations, including:
  - Transit-oriented/mixed-use development, schools, bars, group quarters, studios/one-bedroom apartments, vacant buildings, change of use/redevelopment, business expansions, historic districts/buildings, small businesses, developments seeking or built under Leadership in Energy and Environmental Design/Reach Code, and all uses within ½ mile of walkable, mixed-use areas

### *Other Mandated Parking Reforms*

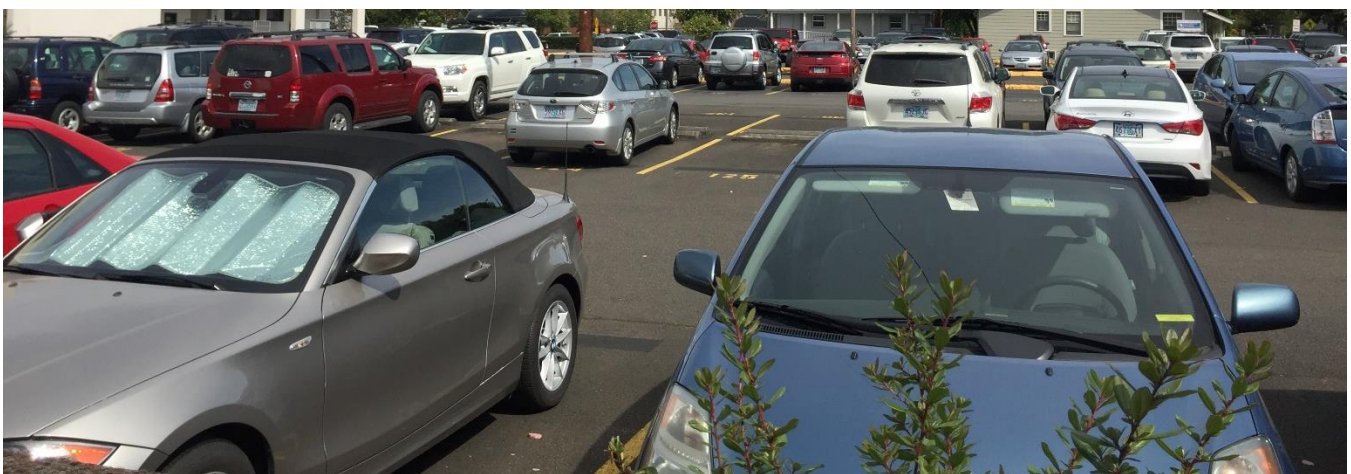
In addition to the options included in the CFEC, several other parking changes are mandated without any choices. They include revising the maximum amount of off-street parking spaces that are allowed; allowing the redevelopment of existing parking areas for bicycle- and transit-oriented facilities like bus shelters; and allowing and encouraging the redevelopment of underused parking.

### *Parking Changes Already Implemented*

The State rules required early implementation of certain parking reforms. These have been implemented by the City through a code amendment:

- Removing minimum off-street parking spaces for certain uses – such as shelters, residential care facilities, and affordable housing – and in locations near 15-minute transit service.
- Requiring electrical vehicle charging conduit to be installed for 40% of the parking spaces provided on a site for a new multifamily or mixed-use building.

Those changes went into effect on December 28, 2022.



### **Contact Us**

Eunice Kim, Long-Range Planning Manager, [ekim@cityofsalem.net](mailto:ekim@cityofsalem.net), 503-540-2308

Julie Warncke, Transportation Planning Manager, [jwarncke@cityofsalem.net](mailto:jwarncke@cityofsalem.net), 503-588-6211