

## 10 pros & cons of eliminating off-street parking requirements

| Arguments for Eliminating Parking Requirements                         | Reasons to Preserve Parking Requirements   |
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| Helps right-size parking   | While right-sizing is consistent with Bend’s Transportation System Plan policy #39, which requires a data-driven approach based on behavior and parking demand, no such data supports total elimination of parking requirements.   |
| Prevents wasting space   | Bend has reduced off-street parking standards and added “credits” to prevent “wasted space” since 2006.  |
| Less vehicle storage needed  | Bend has a high rate of vehicle ownership (2.2/household) due to outdoor recreation opportunities, winter weather, and limited public transit. Vehicle ownership has gone up and less parking won’t push people out of their cars.   |
| Improves equity for people without cars                                | Only 5% of Bend households do not have a car. Since home prices and rents are set by the market and not by construction costs, eliminating off-street spaces benefits developers and landlords, not owners or renters.   |
| Helps people with low-income, those with disabilities, and the elderly | Housing units without parking discriminate against these groups; if they have cars, either they won’t have access to those units or the units won’t meet their needs (e.g., a person with disabilities may need parking near the door).  |
| Removes cost barrier   | For single-family and middle-housing types of homes, surface parking is less than 1% of building costs, while garages make up less than 4% of costs. Small savings on the cost of off-street spaces is offset by the marketing problem of renting or selling units without parking.  |
| Allows more housing  | In-fill housing has already occurred in Bend without eliminating parking requirements, and few in-fill opportunities remain. Cities that incentivize redevelopment have seen housing that was affordable replaced with expensive new housing. Bend needs to preserve existing affordable housing and avoid gentrification. |
| Incentivizes alternative transportation                                | A long list of existing incentives has failed to generate a shift in how people get around.  |
| Supports Urbanism movement   | Bend remains a suburban-style city without a true urban core. Most new housing will be built at the edge of the city. Less parking won’t change this.  |
| Promotes walkable neighborhoods  | To be walkable, neighborhoods need “work” and “retail” elements. Efforts to add them to existing neighborhoods has not and will not happen for financial feasibility reasons.  |