



Improved Parking Management and Electric Vehicle Charging

The Climate-Friendly and Equitable Communities rules reduce costly parking mandates in Oregon's eight metropolitan areas, and support electric vehicle charging.

Why Reform?

Housing Costs, Pollution, Walkability, Equity, and More

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character.

Parking mandates push uses apart, making areas less walkable. They also force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly from development to development; about one-sixth of Oregon renter households own zero vehicles.



New Rules: Decrease Costly Parking Mandates, Particularly for Certain Types of Development and in Certain Areas

The rules encourage the diversity of parking needs to be met by the diversity of development. The rules reduce costly parking mandates for desired **types** of development, such as smaller housing types, small businesses, and historic buildings. Rules also reduce mandates in certain **areas**, where parking demand is lower per unit: areas with concentrated jobs and housing, and walkable areas well-served by transit.

The rules give communities **options** to reform parking. Those who adopt best practice parking policies would get more flexibility. The rules require **Oregon's most populous cities to do more** if they choose to keep costly mandates, by charging at least 50 cents per day for 5%, and eventually 10%, of on-street parking spaces. Good parking management reduces how much non-drivers subsidize those who drive.

The rules address negative impacts of large parking lots by requiring lots be designed to be pedestrian-friendly and include either solar power or trees. The rules also would require **40% of new parking spaces in multifamily housing have conduit for electric vehicle charging** (just conduit, not chargers).

Common Concerns: Parking with Disabilities, Parking Supply, and Areas of High Demand

The rules would *not* limit required parking for people with mobility-related disabilities.

Removing requirements to include parking in each development does not mean no parking will be built. Two decades of experience with lower parking mandates have demonstrated lender requirements and market dynamics usually result in parking being built. However, just like today's parking rules, cities must sometimes deal with "spillover" parking, and where more people are trying to park than spaces exist. This calls for improved management of on-street parking spaces, not one-size-fits-all mandates. DLCD has resources to help with this.

Rules Language is available at <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

Questions?

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