

Improved Parking Management and Electric Vehicle Charging

As part of the Climate-Friendly and Equitable Communities rulemaking, DLCD is considering updating parking rules in Oregon's eight metropolitan areas and supporting 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 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. Rules should reflect that.

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

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

The rules give communities **options** to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require **more populous cities do more** management of on-street parking, through studying parking usage and using permits or meters to manage location or time-specific demand. 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 **50% of new residential parking spaces be capable of electric vehicle charging** (with conduit and electric capacity, but not yet wiring or chargers). Electric vehicles are a key part of meeting Oregon's climate pollution reduction goals.

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 publications, staff and grants to help with this.

Draft Rule Language is available at www.oregon.gov/lcd/LAR/Pages/CFEC.aspx

Questions?

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