



Advancing Eugene's climate action, housing, and transportation goals

The City of Eugene has heard through years of engagement efforts that residents want more housing choices, more transportation options, more green space, less pollution, and more equitable outcomes. To accomplish this and implement new state ***Climate-Friendly and Equitable Communities*** rules, the City is changing its **approach to off-street minimum parking requirements**.

Parking Reform

Rethinking how we plan for parking

Reduced off-street minimum parking requirements won't mean that developers can't build parking. Instead, each project can choose the best use for their space – that may still include parking, but it could also be more housing, commercial, or natural space. Most people who build housing will continue to provide some parking, but it will be based on what the people who live on the property need rather than what the City requires.



Off-street parking typically includes driveways, surface parking lots, and parking garages.

The state requirements for parking reform include a few policy packages to choose from. To inform this choice, the City of Eugene is looking at the trade-offs of parking requirements with other City priorities.

So, what do off-street parking requirements have to do with climate action, housing, and equity?

- Required parking makes housing expensive – parking adds \$142 per month to rent, on average
- Surface parking takes up a lot of space – space that could be used for housing, open space, or businesses
- A surplus of parking incentivizes driving – even when we could walk, bike, or take the bus
- Parking creates more distance between destinations – making walking or biking feel less appealing or less safe

Climate-Friendly and Equitable Communities (CFEC) is a multi-year State of Oregon strategy to advance climate action, housing, and transportation goals. Parking Reform is the first set of state requirements to be implemented on a local level and listening to your recommendations on parking reform options for new development is essential at this early stage.

The Details

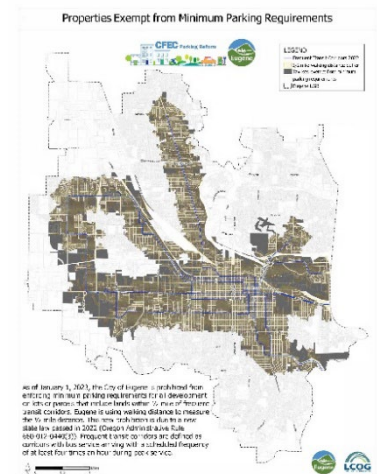
Required changes and policy options



Eugene has already made certain required changes to minimum parking and electric vehicle (EV) charging capacity requirements. Additional amendments to the Eugene land use code are due at the end of 2023.

December 31, 2023: Reduced or Removed Parking Minimums

- New residential development applications may include a minimum off-street parking requirement of no more than 1 parking space/dwelling for those with more than 1 dwelling
- No minimum off-street parking requirements for:
 - Properties located within 1/2 mile walking distance of frequent transit corridors ([see map at right](#))
 - Specific desired types of development like day care, facilities for people with disabilities, shelters, affordable housing, and dwellings less than 750 square feet



Lots shown in brown are within 1/2 mile walking distance of a frequent transit corridor. The City can no longer require parking for new development in these areas.

March 31, 2024: New EV Charging Requirements

- New private multi-unit residential or mixed-use developments with 5+ dwellings must install electrical service capacity to accommodate 40% of all vehicle parking spaces

December 31, 2023: Parking Reform City-wide

The City must adopt land use code changes implementing one of three policy packages, summarized in the table below.

Option 1 Remove Off-Street Parking Minimums Citywide	Option 2A	Option 2B
	Introduce Specific Parking Reforms & Regulations	
	Select More Parking Reforms & Management Programs	Remove Minimums for Certain Uses & Locations
Most straightforward	Increased complexity and cost to implement	
Same rules for the entire city	Regulations depend on use and location	
Increased flexibility for development	Requires new regulations and compliance monitoring	
New development only	Existing development potentially impacted	

The following page provides more detail on the requirements of Options 2A and 2B.

The Details

Required changes and policy options



If the City does not eliminate all minimum off-street parking requirements (Option 1), it must implement other parking reforms, which are summarized below. These other options would require additional staff, resources, and time to implement.

- **Paid Street Parking:** Price at least 10% of all *on-street* parking (deadline is Sept. 30, 2025)
- **Parking Reductions:** Allow for reductions in parking requirements in exchange for providing solar/wind capacity, car-sharing spaces, electric vehicle charging stations, and accessible dwelling units
- **Reduced Parking:** Reduce/eliminate parking requirements in designated [Climate-Friendly 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 through Option 1.

- **Option 2A:** Pick at least two of the following:
 - Unbundle parking for all multi-unit housing citywide, which means that landlords must separate the cost of parking from the cost of renting or buying a dwelling unit
 - 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 multi-unit housing to 0.5 spaces per unit
- **Option 2B:** Implement at least one pricing mechanism, either: designate at least one parking district or unbundle parking for all multi-unit housing citywide; and eliminate minimum off-street parking requirements for many uses and in more locations, including:
 - Mixed-use development, schools, bars, group quarters, studios/one-bedroom apartments, vacant buildings, change of use/redevelopment, business expansions, historic districts/buildings, small businesses, and developments seeking or built under Leadership in Energy and Environmental Design/Reach Code.

Take Our Survey

The state requirements for parking reform include a few policy packages to choose from, as outlined above. To inform this choice, the City is reaching out and listening to residents to better understand the trade-offs of parking requirements with other local priorities and values.

Visit engage.eugene-or.gov/CFEC to complete the survey. Your feedback helps us to align our parking reform strategy with the best community outcomes!

