

Climate-Friendly and Equitable Communities

Parking Reform Community Survey

Reducing pollution from transportation is the primary goal of a new State of Oregon strategy: Climate-Friendly and Equitable Communities (CFEC). ***These state regulations require the City of Eugene to change its approach to minimum off-street parking requirements for new development.*** To choose the best strategy, the City is reaching out and listening to residents and business owners.

To learn what's already happened with local regulations (for example, in January of this year the City eliminated minimum off-street parking requirements for new development in areas with frequent transit service), additional actions the City will take to meet CFEC goals, and sign up for e-updates, please visit the CFEC webpage at www.eugene-or.gov/5022/Climate-Friendly-Rules.

To submit this survey, please scan and email your completed survey to LRausch@eugene-or.gov or mail to c/o Leah Rausch, Associate Planner, 99 W. 10th Avenue, Eugene, OR 97401.

When using a car, what destinations do you most need convenient, off-street parking, such as a driveway space, parking lot, or garage? (Select all that apply.)

- Work
- Home
- School
- Shopping (groceries, pharmacy, etc.)
- Appointments (doctor, professional services, etc.)
- Visiting family and friends
- Outdoor recreation (trailheads, river access, etc.)
- I don't have a car
- I have a car, but I rarely use it within the city
- Somewhere else (please specify) _____

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Parking Reform Options

An important part of CFEC implementation is reducing minimum off-street parking requirements for new development within City limits. The State of Oregon is requiring significant changes because major studies have determined that parking requirements increase the cost of housing and the amount of emissions from transportation.

As Eugene decides how to approach parking reform, it is important to align any changes with the City’s Triple Bottom Line Framework. The Framework helps the City to explore the impacts, benefits, and trade-offs of policy decisions.



The Framework includes:

- **Environmental Health:** How would this proposal affect environmental health and our ability to effectively address climate change?
- **Economic Prosperity:** How would this proposal affect the local economy and what are its costs to the community, now and over the long-term? How does this proposal support responsible stewardship of public resources?
- **Social Equity:** How would this proposal affect community relationships, effective government, social justice, and overall livability? Does the proposal account for differing impacts on community members?

With this framework in mind, please indicate your agreement with the following statements:

When considering Environmental Health, the City should reform off-street minimum parking requirements to...

Questions	Definitely agree	Somewhat agree	Neutral	Somewhat disagree	Definitely disagree
Encourage more climate-friendly transportation options (like walking, biking, and transit)					
Reduce the reliance on personal vehicles					
Create opportunities for trees, gardens, and other open space amenities on individual lots					
Reduce the available space that is dedicated to paved, off-street vehicle parking					

Are there other Environmental Health outcomes the City should prioritize? If so, please share below.

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When considering Economic Prosperity, the City should reform off-street minimum parking requirements to...

Questions	Definitely agree	Somewhat agree	Neutral	Somewhat disagree	Definitely disagree
Support convenient and safe business access for people walking, biking, and taking the bus					
Support convenient business access for people driving					
Create opportunities for more housing and commercial uses on individual lots					
Allow for more efficient uses of private and public properties and resources					
Reduce barriers and costs to new development					

Are there other Economic Prosperity outcomes the City should prioritize? If so, please share.

When considering Social Equity, the City should reform off-street minimum parking requirements to...

Questions	Definitely agree	Somewhat agree	Neutral	Somewhat disagree	Definitely disagree
Ensure changes are applied equally across all neighborhoods in Eugene					
Ensure changes impact residents in an equitable way, considering race, income, and other characteristics of neighborhoods					
Treat areas that are far from transit access differently than those with convenient transit access					
Support affordable and diverse housing choices					

Are there other Social Equity outcomes the City should prioritize? If so, please share.

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As required by the State, CFEC Parking Reform will reduce or remove off-street parking requirements for new development within city limits. The City of Eugene recognizes there are potential trade-offs of these reforms.

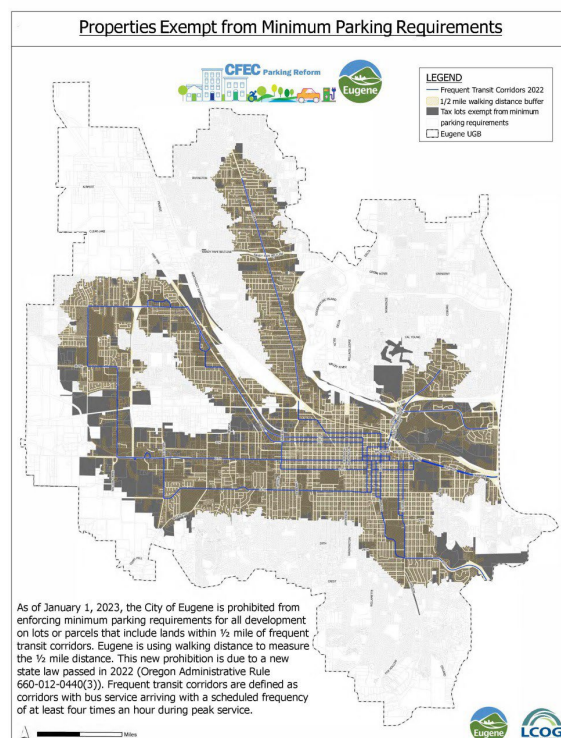
What concerns, if any, do you have about parking reform?

As of January 1, 2023, the City can no longer require off-street parking for new developments within 1/2 mile walking distance of frequent transit corridors.

The map at right shows the lots (in brown) where there are no minimum off-street parking requirements for new development. You can view the full-size map online at www.eugene-or.gov/5022/Climate-Friendly-Rules.

Additionally, the City can no longer require off-street parking for certain types of development, like affordable housing, dwellings under 750 sq. ft., childcare facilities, facilities for people with disabilities, and shelters. This is effective across the entire city, regardless of transit access.

The State has required that Eugene make additional reforms. The City has two basic options for city-wide parking reform:



OPTION 1: REMOVE OFF-STREET PARKING MINIMUMS CITY-WIDE

- Most straightforward option
- Same rules for all areas of the entire city Increases flexibility for how land is used
- Applies to new development only

OPTION 2: CREATE NEW PARKING REGULATIONS & PROGRAMS

- Increased complexity and cost to implement
- Regulations manage parking based on use and location
- Requires new regulations, programs, and compliance monitoring
- Impacts to both new and existing development

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Knowing that off-street parking cannot be required near transit or for certain uses (described above), the City should implement:

- Option 1: Remove Off-Street Parking Minimums City-wide
- Option 2: Create New Parking Regulations & Programs
- I'm not sure (please describe why) _____

If the City chooses Option 2 (Create New Parking Regulations & Programs), there are a variety of policies that may be implemented. Please indicate your agreement with the following policy choices:

Questions	Definitely agree	Somewhat agree	Neutral	Somewhat disagree	Definitely disagree
Landlords should charge for parking and housing separately for all existing and new multi-unit housing					
The City should introduce a new tax on commercial parking lot revenue					
The City should not require off-street parking for studio and one-bedroom units					
The City should not require off-street parking for certain uses, such as small businesses, energy efficient buildings, bars, and schools					

Please share any other feedback for City staff on CFEC Parking Reform:

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Demographics

It's important that the City hears from residents across Eugene with a diversity of viewpoints, identities, and experiences. Your optional response to the following demographic questions will help us to understand how well this survey represents our whole community.

Please indicate your race/ethnicity. Select all that apply.

- Black or African American
- Indigenous (including Tribes, American Indian/Alaska Native, and Hawaii Native)
- Hispanic, Latina/o/x
- Asian or Pacific Islander
- Arabic, North African, or Middle Eastern White or Caucasian
- Prefer not to say

Please indicate your housing status:

- Homeowner
- Renter
- Unhoused, couch surfing, or other temporary shelter

Which City ward do you live in? Find out online here: www.eugene-or.gov/532/Find-Your-Ward

- Ward 1
- Ward 2
- Ward 3
- Ward 4
- Ward 5
- Ward 6
- Ward 7
- Ward 8
- I'm not sure

In addition to race, ethnicity, and housing status, the State of Oregon has identified other groups that deserve attention on transportation and land use planning due to historic and current discrimination.

Please indicate if you identify with one of the following groups (select all that apply).

- Immigrants, including undocumented immigrants and refugees
- People with limited English proficiency
- People with disabilities
- Low-income and low-wealth community members Single parents
- LGBTQ+ community members
- Young people (18 and under)
- Older adults (65 and older)