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November 16, 2021

Eugene Planning Commission

DELIVERED VIA EMAIL

**Re: Middle Housing Code Changes —
Resources for Eliminating Parking Minimums**

Dear Eugene Planning Commission:

Eugene need not be a trailblazer, nor do we need to reinvent the wheel. All we need to do is to follow the good efforts of other communities across the nation.

As Strong Towns explains, “Parking minimums are local laws that require private businesses and residences to provide at least a certain number of off-street parking spaces. These requirements are one of the most significant factors shaping how our cities are built and laid out. At Strong Towns, we believe that every community with mandatory parking minimums on its books should seek to abolish them. These rules are not only unnecessary: they are destructive of our communities’ financial strength and resilience. It’s time to put an end to parking minimum laws and allow our cities to become productive places again.”

Following is a collection of resources explaining ways in which parking minimums degrade our community and models for how we can successfully eliminate these.

For BEST,

A handwritten signature in black ink that reads "Rob Zako".

Rob Zako
541-343-5201
rob@best-oregon.edu

Building a successful community by bringing people together
to promote transportation options, safe streets, and walkable neighborhoods.

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CFEC RAC Meeting #7, Item 5: Parking and Electric Vehicle Charging Rules

Oregon Dept. of Land Conservation & Development, 8/11/21

www.oregon.gov/lcd/LAR/Documents/2021-08-18_CFECCRAC7Packet.pdf#page=18

As detailed in the RAC #6 memo and presentation, parking reform is an opportunity to advance Oregon's goals to reduce climate pollution and increase equity.

Reforming how we manage parking – and letting the diversity of people's circumstances and parking demands be served by a broad diversity of developments and parking supply – can free up resources and land for other uses our communities are clamoring for, such as more affordable housing, more viable small local businesses, and additional parks.

The draft rules draw upon research, experience and earlier work and policies from around the country and the world. It builds on Oregon House Bill 2001 (2019) which removed parking mandates for granny flats/accessory dwelling units, administrative rules (OAR Chapter 660, Division 46) limiting parking mandates for traditional middle housing types like duplexes, House Bill 2180 (2021) requiring electric vehicle capacity in new construction, New Zealand's policy repealing parking mandates, and various codes from Oregon, Washington, Michigan, and California.

A critical point to reiterate: removing parking mandated by government does not stop parking from being provided by the market. ...

Salem 2021 Unified Development Code (UDC) Update

Salem Planning Commission

www.cityofsalem.net/Pages/salem-planning-commission.aspx

... On October 5th the Planning Commission held a public hearing to consider the proposed amendments to the UDC and the corresponding zone change. The Commission voted to recommend City Council approval of the proposal, subject to additional recommended revisions identified by staff and the following further revisions recommended by the Planning Commission:

- Middle housing off-street parking. Remove minimum off-street parking requirements for middle housing. This applies to townhouses, two family uses, three family uses, four family uses, and cottage clusters.
- Multi-family off-street parking. Reduce the minimum off-street parking requirement for multiple family uses to one space per dwelling unit. ...

Bend Comprehensive Plan and Bend Development Code to Implement HB 2001

Bend City Council, 9/15/21

https://bend.granicus.com/MinutesViewer.php?view_id=9&clip_id=666&doc_id=3852b485-2859-11ec-88a7-0050569183fa

How the Twin Cities Abolished Parking Minimums (And How Your City Can, Too)

Kea Wilson, *Streetsblog USA*, 9/2/21

usa.streetsblog.org/2021/09/02/how-the-twin-cities-abolished-parking-minimums-and-how-your-city-can-too

The Twin Cities' victory over mandatory parking minimums was won by smart, persistent organizing among advocates and well-informed electeds — and other large U.S. communities should be bold in considering similar policies, the architects of the reform say.

In a 6-1 city council vote, the city of St. Paul said it would “fully eliminate off-street parking minimums for real estate developments ... modernizing [their] zoning codes and aligning them with best practices for land use while reducing administrative burdens for small businesses and developers.”

That seismic shift came on the heels of a similar announcement from sister city Minneapolis, whose own council unanimously voted in May to stop subsidizing the storage of private automobiles. The city had previously identified parking minimums as a barrier to achieving its goal of reducing greenhouse gas emissions 80 percent by 2040 and committed to eliminating them at some point, but did not actually enact the ban city-wide until now. ...

Ending Parking Minimums

Strong Towns, 7/19/21

www.strongtowns.org/parking

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It's time to put an end to parking minimum laws and allow our cities to become productive places again. ...

How Parking Destroys Cities: Parking requirements attack the nature of the city itself, subordinating density to the needs of the car

Michael Manville, *The Atlantic*, 5/18/21

www.theatlantic.com/ideas/archive/2021/05/parking-drives-housing-prices/618910

Lewis Mumford was suspicious of parking. "The right to access every building in a city by private motorcar," he wrote in *The City in History*, "in an age when everyone owns such a vehicle, is actually the right to destroy the city." Jane Jacobs, who disagreed with Mumford on many counts, agreed here. Parking lots, she said in *The Death and Life of Great American Cities*, were "border vacuums": inactive spaces that deadened everything around them. ...

Parking Requirements: Cheaper Driving for Costlier Development

Strong Towns, 5/26/21

<https://www.strongtowns.org/journal/2021/5/26/parking-requirements-cheaper-driving-for-costlier-development>

Back in the sixties, writers like Lewis Mumford and Jane Jacobs recognized that parking lots are dead spaces that destroy the spirit of a city. Fast-forward 60 years later and we have yet to resolve the issue, as driving has become required for many living situations and most cities in the United States.

...

Everyone Agrees California's Parking Laws Are Bad for Cities. So Why Do Planners Like Them?

Henry Grabar, *Slate*, 5/13/21

slate.com/business/2021/05/california-parking-minimums-planners-housing-ab1401.html

... "The bottom line is, we need to prioritize people over cars," Friedman told me this week. That sounds like a metaphor until you've tried to build a small apartment building in a city with high parking requirements. In much of California, parking really does take the place of new housing.

If parking minimums are so bad, then why do we have them? There are two common explanations. One is that well-meaning traffic engineers believed that they could force the private sector to solve the mess of curbside parking chaos, and local politicians are now afraid of risking a dreaded "parking shortage" by letting the market decide how much parking is necessary. A more cynical take is that neighborhoods use parking as a value-neutral argument to stop new development, effectively banning low-income and infill housing without having to say so. ...

Cities Need Housing. Parking Requirements Make it Harder

Laura Friedman and Donald Shoup, CityLab, 4/26/21

www.bloomberg.com/news/articles/2021-04-26/to-save-the-planet-kill-minimum-parking-mandates

There's a crisis plaguing cities throughout the U.S. that's driving up poverty, homelessness and carbon emissions. It lowers quality of life, brings respiratory illness and makes cities less affordable. It also makes our streets more dangerous — and it's entirely preventable.

The culprit: minimum parking requirements, which force developers to set aside vast amounts of valuable land and construction budgets to create vehicle parking for residential and commercial buildings alike. These outdated planning policies make it difficult to build more multi-family homes within urban boundaries, fueling an unprecedented housing shortage that is entirely artificial in origin. ...

Surrendering Our Cities to Cars Would Be a Historic Blunder: Communities shouldn't give back the street space that they reclaimed during the pandemic

Janette Sadik-Khan and Seth Solomonow, *The Atlantic*, 4/16/21

www.theatlantic.com/ideas/archive/2021/04/cars-will-take-streets-back-unless-cities-act-quickly/618615

... To serve their residents well, U.S. cities can't just return to the pre-pandemic norm. They need to come back more resilient, more sustainable, more economically connected, and more equitable. Reclaiming city streets from the domination of cars is never easy, but it will never be easier than it is right now.

People Over Parking: Planners are reevaluating parking requirements for affordable housing

Jeffrey Spivak, *Planning Magazine*, Oct. 2018

www.planning.org/planning/2018/oct/peopleoverparking

... Over the past three years, a Minnesota-based smart-growth advocacy organization called Strong Towns has compiled, through crowdsourcing, more than 130 examples of communities across the country addressing or discussing parking minimum reforms. And that list hasn't captured all the cities taking actions.

Communities are reforming these regulations in a variety of ways. ...

Reinventing Parking

Paul Barter, Reinventing Parking

www.reinventingparking.org/p/about.html

Are you a Parking Change-maker? Reinventing Parking is here to help.

The Reinventing Parking website and podcast offer ideas to help you work locally to prevent parking policy from getting in the way of all the other good things we want from our cities.

Reinventing Parking offers real solutions to parking problems but NOT via plentiful and cheap parking. ...

Topic: Parking Minimums

Planetizen

www.planetizen.com/tag/parking-minimums

- **How to Abolish Parking Minimums: Lessons from the Twin Cities**

Cities around the country are eliminating parking minimums in an effort to reduce the costs of housing construction and encourage car-free living.

Streetsblog USA, 9/7/21

www.planetizen.com/news/2021/09/114592-how-abolish-parking-minimums-lessons-twin-cities

- **Answers to 12 Questions About California Assembly Bill 1401**
Assembly Bill 1401, one of the most closely-watched land use bills in the California State legislature this year, would remove parking requirements in "High Quality Transit Areas" statewide.
Donald Shoup, 6/15/21
www.planetizen.com/features/113688-answers-12-questions-about-california-assembly-bill-1401
- **The Pretext Problem: The Pitfalls of Planning While Bargaining**
Lots of planning is discretionary. Cities and developers negotiate what builders will do for cities in exchange for the right to build, creating an incentive for bad rules, eroding the public's faith in zoning, and enabling political corruption.
Michael Manville, 6/9/21
www.planetizen.com/features/113615-pretext-problem-pitfalls-planning-while-bargaining
- **Planners Working on Parking Reform Legislation in Raleigh**
Raleigh, North Carolina is the latest in a series of cities pursuing a significant departure from the 20th century planning status quo.
The News & Observer, 6/4/21
www.planetizen.com/news/2021/06/113551-planners-working-parking-reform-legislation-raleigh
- **Parking Minimums on the Chopping Block in Richmond, Virginia**
Richmond, Virginia has decided to study the idea of removing parking minimums to lower the cost of housing and make more efficient use of land in the city.
Richmond Times-Dispatch, 6/2/21
www.planetizen.com/news/2021/06/113531-parking-minimums-chopping-block-richmond-virginia
- **How Planners Can Help the Dallas Food Scene Flourish**
Dallas is amidst a process for electing a new City Council, and one local writer sees the transition as an opportunity to present an ambitious agenda for also overhauling the city's local dining scene.
Dallas Observer, 5/12/21
www.planetizen.com/news/2021/05/113285-how-planners-can-help-dallas-food-scene-flourish
- **California Bill Would Eliminate Parking Requirements Near Transit**
The bill's author and housing advocates argue that easing parking requirements would ease the state's affordable housing crisis and promote the state's climate goals.
Los Angeles Times, 5/6/21
www.planetizen.com/news/2021/05/113233-california-bill-would-eliminate-parking-requirements-near-transit
- **Transitional Housing Project Rejected Due to Parking Concerns**
The nonprofit developer of a transitional housing project in Dorchester, Massachusetts argues that most residents of the proposed project won't own cars, but neighbors worry the added density will put a strain on local parking.
Universal Hub, 5/6/21
www.planetizen.com/news/2021/05/113235-transitional-housing-project-rejected-due-parking-concerns
- **How Parking Reform Changed Development in Buffalo**
New research quantifies the effect of parking reforms implemented by the city of Buffalo in 2017.
Sidewalk Talk, 4/8/21
www.planetizen.com/news/2021/04/112901-how-parking-reform-changed-development-buffalo
- **Fixing Decades-Old Parking Regulations in Dallas**
Dallas has launched an effort to reform its "burdensome" parking policies, which have been left largely in the hands of local development districts.
D Magazine, 3/8/21
www.planetizen.com/news/2021/03/112635-fixing-decades-old-parking-regulations-dallas

- **Bend City Councilmember Advocates for Parking Reform**
Elected in November and already proposing bold reforms in parking policy in the city of Bend, Oregon.
The Bulletin, 2/22/21
www.planetizen.com/news/2021/02/112313-bend-city-councilmember-advocates-parking-reform
- **Context for Sacramento's Decision to End Single-Family Zoning**
In January, the Sacramento City Council took first steps toward ending single-family zoning citywide. The decision has provoked controversy that is influencing the next steps in the process.
Los Angeles Times, 2/11/21
www.planetizen.com/news/2021/02/112205-context-sacramentos-decision-end-single-family-zoning
- **What Are Parking Requirements?**
Parking requirements determine by law the amount of parking developers must include when building new developments. Though a standard of zoning and development codes nationwide, parking requirements are undergoing a process of reform.
James Brasuell, 1/31/21
www.planetizen.com/definition/parking-requirements
- **Berkeley to Remove Parking Requirements for Residential Properties**
Berkeley is the second city in Northern California to approve landmark zoning reforms so far in 2021.
Streetsblog USA, 1/27/21
www.planetizen.com/news/2021/01/112016-berkeley-remove-parking-requirements-residential-properties
- **Citywide Zoning Reforms Approved for Sacramento**
The Sacramento City Council took steps toward an updated General Plan that includes a variety of innovative planning proposals, including the elimination of single-family zoning by allowing up to four dwelling units on all residential parcels.
Sacramento Bee, 1/20/21
www.planetizen.com/news/2021/01/111948-citywide-zoning-reforms-approved-sacramento
- **Is the Era of Over-Parking Over?**
Cities like Vancouver are rethinking parking minimums as they try to meet climate goals, reduce traffic, and reallocate street space to other modes.
Sightline Institute, 1/11/21
www.planetizen.com/news/2021/01/111808-era-over-parking-over
- **Statewide Zoning Changes Adopted in Oregon to Limit Parking, Add Missing Middle**
The state of Oregon made planning history in 2019 by adopting House Bill 2001, paving the way for the state to preempt local exclusionary zoning laws. Now, over a year later, the state land use board has decided how to implement that goal.
Sightline Institute, 12/15/20
www.planetizen.com/news/2020/12/111546-statewide-zoning-changes-adopted-oregon-limit-parking-add-missing-middle