

ADMINISTRATIVE ORDER NO. 53-24-05-F
of the
City Manager of the City of Eugene

TEMPORARY FEE ORDER TO INSTITUTE A FEE FOR EVENT VISITOR PERMIT PARKING IN THE TEMPORARY TRACK & FIELD EVENT PARKING DISTRICT AND PROVIDING FOR AN AUTOMATIC REPEAL OF THAT FEE.

The City Manager of the City of Eugene finds as follows:

A. Pursuant to Section 2.020 and Chapter 5 of the Eugene Code, 1971, the City Manager has adopted the City’s Parking Fee Schedule (the Fee Schedule). The current Fee Schedule was adopted on June 1, 2024, by Administrative Order No. 53-24-06-F.

B. Notwithstanding the adopted Parking Fee Schedule, it is necessary to adopt a temporary parking fee order due to the formation of the Temporary Track & Field Event Parking District (“the Temporary District” which was created to better manage parking issues during the 2024 U.S. Olympic Team Trials – Track & Field event. The Temporary District was established by Administrative Order No. 53-24-04 and is depicted on the boundary map attached as Exhibit A to this Order. The Temporary District provides for the issuance of event visitor parking permits in the Temporary District for the time period beginning at 12:01 a.m. on June 19, 2024, and ending at 11:59 p.m. on June 30, 2024. Only residential/guest parking permit holders and event visitor parking permit holders will be allowed to park on the street in the Temporary District between the hours of 7:00 a.m. and 11:00 p.m. Administrative Order No. 58-24-04 also provides that event visitors wishing to park in the Temporary District must pay event visitor parking permit fees as established in accordance with Section 2.020 and Chapter 5 of the Eugene Code, 1971.

C. On May 13, 2024, I issued Administrative Order No. 53-24-05, ordering that notice be given of the opportunity to submit written comments on my proposal to set a temporary parking fee to park in the Temporary District. The Notice specified that comments on the proposed fee would be received for 15 days from May 14, 2024, the posting date of the Notice. The written comments received during the public comment period are addressed in the City Manager’s Findings Supporting Proposed Fees for Parking Services attached as Exhibit B to this Order.

D. Based on my investigation pursuant to the provisions of Sections 2.020 and 5.055 of the Eugene Code, 1971, and after considering the comments that were submitted, I find that the temporary parking fee to park in the Temporary District should be established as proposed.

On the basis of these findings, I order that the temporary parking fee to park in the Temporary District is as follows:

Notwithstanding any other parking fees established by Administrative Order and applicable to the area established as the Temporary Track & Field Event Parking District by Administrative Order No. 53-24-04 and depicted on the boundary map attached as Exhibit A to this Order (Temporary District), the fee for an event visitor

parking permit authorizing on-street parking in the Temporary District between the hours of 7:00 a.m. and 11:00 p.m. during the time period beginning at 12:01 a.m. on June 19, 2024, through 11:59 p.m. on June 30, 2024, is \$25.00 per day.

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Dated and effective this 5th day of June, 2024.

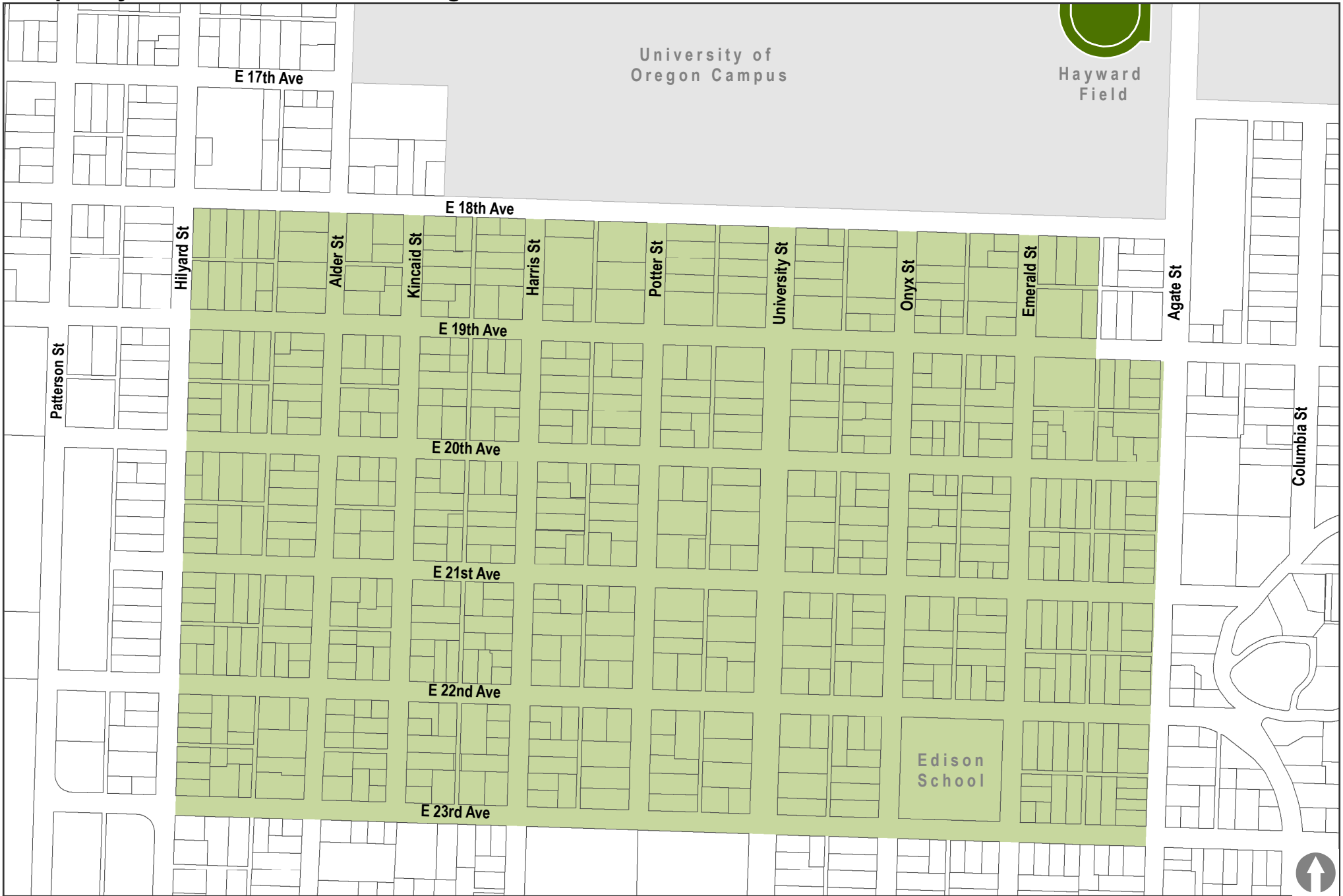
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Sarah Medary
City Manager

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Temporary Track & Field Event Parking District



 Temporary Track & Field Event Parking District

Caution: This map is based on imprecise source data, subject to change, and for general reference only.

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 City of Eugene
 Planning and Development
 May 23, 2016

CITY MANAGER' S FINDINGS

Investigation of Revenue Needs of Parking Services Pursuant to EC 2.020(2) and 5.055 and Responses to Public Comments

Pursuant to Sections 2.020(2) and 5.055 the City Manager has considered the following criteria in determining parking services fees:

2.020 City Manager - Authority to Set Fees and Charges.

- (2) Unless the city manager determines in writing that consideration of one or more of the following factors is irrelevant or inapplicable, in determining the amount of any such fee the city manager shall consider:

(a) **Applicable policies, enactments and directives of the council.**

Findings: The **Financial Management Goals & Policies (FMGP)** in the FY 2022 Adopted Budget provide the framework and direction for financial planning and decision making by the City Council, City Boards, Commissions and Committees, and City staff. They are designed to ensure the financial integrity of the City and a service delivery system that addresses the needs and desires of Eugene's citizens and policies are periodically updated to reflect changes in Council policy, legal and professional requirements, and changes in accepted industry practices. The City Council adopted the Financial Management Goals and Policies on April 8, 1996. Minor edits have occurred since initial adoption. These include approval of the Debt Issuance Guidelines on May 14, 2007, and the Unappropriated Ending Fund Balance Policy (B.7.) in July 2007.

FMGP A. Resource Planning and Allocation Policies

Policy B.4. (Enterprise Funds)

Whenever financially feasible, business-type activities which receive their funding principally through user charges, will be established as Enterprise Funds if doing so will facilitate rate setting for cost recovery and provide information to determine the efficiency and effectiveness of operations.

The **Climate Recovery Ordinance** includes four goals:

- Reduce community fossil fuel use by 50% of 2010 levels by 2030.
- Reduce total community greenhouse gas emissions to an amount that is no more than the city of Eugene's average share of a global atmospheric greenhouse gas level of 350 ppm, which was estimated in 2016 to require an annual average emission reduction level of 7.6%
- City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The proposed event visitor parking fee will provide additional resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by creating a Temporary Track & Field Event Parking District ("the Temporary District") abutting a large international event at Hayward Field.

(b) The amount charged by the city in the past.

Findings: The proposed event visitor parking fee is consistent with other fees, such as parking at nearby meters, and builds the current rate based on cost recovery needs.

(c) The full costs of providing the service supported by the fee.

Findings: The proposed event visitor parking fee is intended to offset the full cost of providing the event parking district and to mitigate parking in a neighborhood abutting a large event.

(d) The amounts charged by other comparable providers.

Findings: The City of Eugene's Parking Services program operates a Parking Enterprise Fund that is responsible for the operations and maintenance of on-street parking system, the off-street parking system, and adjudication services. In Oregon, there is not a comparable municipal provider. However, the proposed rates are in line with the parking fees at the University of Oregon and downtown private parking operators.

(e) The revenue needs of the city as determined by the adopted city budget.

Findings: The proposed event visitor parking fee is intended to offset the expenses of the Temporary District.

Factors listed in (a) – (e) above that are irrelevant or inapplicable in determining the amount of the fees, if any, are listed here:

5.055 Criteria for Administrative Actions. The administrative action of the city manager or the manager's designee shall be based upon consideration of:

(a) Traffic engineering principles and traffic investigations.

Findings: Not applicable.

(b) Standards, limitations, and rules promulgated by the Oregon Transportation Commission or the Oregon Public Utility Commission or their successors.

Findings: Not applicable.

(c) Other recognized traffic control standards.

Findings: The City will apply the Manual on Uniform Traffic Control Devices for size, type and location for temporary sign installation.

(d) The city's adopted transportation-related plans and policies.

Findings: The proposed event visitor parking fee is consistent with the following Goals, Policies, and Potential Actions in the Eugene 2035 Transportation System Plan, adopted by City Council on June 26, 2017.

Roadway and Parking Policies

Potential Actions for Roadway and Parking Policies

Requiring ongoing transportation demand management (TDM) for large attractions and employment centers at times and locations where such measures are necessary to reduce congestion or optimize limited parking.

TRANSPLAN TDM Policy #2 Parking Management Policy Definition/Intent states:

“Parking management strategies address both the supply and demand for vehicle parking. They contribute to balancing travel demand within the region among the various modes of transportation available. To promote parking equity in the region, consideration should be given to applying parking management strategies at a region-wide level, in addition to downtown centers.

It further identifies Parking Management Demand Strategy 2.2 “Shift free parking areas to paid parking where appropriate.”

The proposed event visitor parking fee associated with the Temporary District will provide vehicle demand management, including fewer vehicles seeking free parking in the neighborhood, per the described policies.

(e) Existing state and local laws regulating use of public ways.

Findings: The use of the City’s public ways for parking is regulated at the local level. EC 5.040(1)(h)(5) and EC 5.040(1)(p) establish authority to manage parking.

(f) The efficient use of the public way by the public.

Findings: The temporary modification of parking allowances on the streets are needed for more efficient use of the roadway for managing curbside parking during a large-scale event.

(g) The use of abutting property.

Findings: Adequately serving the adjoining property owners and all roadway users was a critical consideration in the process of balancing everyday use of the right of way with peak parking loads very close to available supply. The proposed

event visitor parking fee in conjunction with the Temporary District will maintain residential and visitor parking options and manage event parking demand.

(h) The intensity of use of the street by vehicles and pedestrians.

Findings: The City considered the conditions of the streets for the proposed event visitor parking fee and determined that the proposed fee will impact, or be affected by, the intensity of use of the street by vehicles and pedestrians. The proposed fee in conjunction with the Temporary District will maintain residential and visitor parking options and manage event parking demand.

(i) The physical condition and characteristics of the street and abutting property.

Findings: The abutting streets include designated parking spaces and the proposed fee does not change their status.

(j) Emergencies.

Findings: The proposed event visitor parking fee will not impact emergency response services.

(k) The public health, safety and welfare.

Findings: The proposed event visitor parking fee will not impact public health and safety.

(l) Special events of community interest including parades and public gatherings.

Findings: The proposed event visitor parking fee will assist in managing parking demand for a large event held near the Temporary District.

(m) Construction within or adjacent to the street.

Findings: Not Applicable

(n) When establishing conditions upon the use of parking in the public way and city-owned parking facilities:

1. Applicable and appropriate time limits.

Findings: The proposed event visitor parking fee will work in conjunction with the Temporary District's time limits to manage parking demand from the large event at Hayward Field.

2. The vehicle type and purpose.

Findings: The proposed event visitor parking fee will apply to all vehicles.

3. The relative, seasonal and special event demands for parking spaces within the areas of the requested parking.

Findings: The proposed event visitor parking fee will work in conjunction with the Temporary District to manage parking demand from the large event at Hayward Field.

4. The other public uses for the property.

Findings: The proposed event visitor parking fee will work in conjunction with the Temporary District to manage parking demand from the large event at Hayward Field.

5. The location and physical characteristics of the parking area or facility.

Findings: The proposed event visitor parking fee will work in conjunction with the Temporary District to manage parking demand for on-street parking in an existing residential parking area stemming from the large event at Hayward Field.

6. The demand for operating revenues, the costs of operations and enforcement.

Findings: The proposed event visitor parking fee is intended to offset the expenses associated with the Temporary District.

7. The use of parking regulations to promote city adopted goals and policies.

Findings: The proposed fee amendments is consistent with the following Goals, Policies, and Potential Actions in the Eugene 2035 Transportation System Plan, adopted by City Council on June 26, 2017.

Roadway and Parking Policies
Potential Actions for Roadway and Parking Policies

Requiring ongoing transportation demand management (TDM) for large attractions and employment centers at times and locations where such measures are necessary to reduce congestion or optimize limited parking.

TRANSPLAN TDM Policy #2 Parking Management Policy
Definition/Intent states:

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It further identifies Parking Management Demand Strategy 2.2 “Shift free parking areas to paid parking where appropriate.”

The proposed event visitor parking fee associated with the Temporary District will provide vehicle demand management, including fewer vehicles seeking free parking in the neighborhood, per the described policies.

8. Abuse by applicants of any parking-related permits.

Findings: The proposed event visitor parking fee in conjunction with the Temporary District will work with parking related permits and minimize potential abuses.

9. The impact on nearby commercial uses.

Findings: The proposed event visitor parking fee will not impact nearby commercial uses as there are on-street parking options abutting the commercial areas.

10. The ease of enforcing the provisions of this chapter.

Findings: The proposed event visitor parking fee can be enforced with existing staff resources.

11. The availability of other parking spaces.

Findings: The proposed event visitor parking fee does not impact the availability of other parking spaces and actively managed event parking demand.

RESPONSES TO PUBLIC COMMENTS

Seven comments were submitted in response to the Notice of Proposed Parking Fee Amendments issued pursuant to Administrative Order No. 53-24-05. A summary of the comments and my responses is set out below.

Comments supporting the Admin Order. Three people submitted comments in support of the temporary event parking district and temporary event parking permit fee.

Response: No changes are being made as a result of these comments.

Comment concerning the Fairmount Neighbors Association. One person asked if the City reached out to the Fairmount Neighborhood to include that area in the temporary event district.

Response: City staff contacted the Fairmount Neighbors Association prior to adoption of a similar temporary event district in 2022 and the Fairmount Neighbors Association did not want to be included in the 2022 temporary event district or in future discussions because they already have an established event parking district tied to the basketball arena. No changes are being made as a result of these comments.

Comment concerning Zone A parking permits. One person had a question about whether Zone A residential parking permits were valid for use in the temporary event district and wanted to confirm they did not have to buy an event permit.

Response: Valid Zone A, H, and guest permits may be used to park in the temporary event district between the hours of 7am and 11pm and no additional event permit is required. No permit is necessary to park in the temporary event district between the hours of 11pm and 7am. No changes are being made as a result of these comments.

Comment concerning the revenue and estimated costs. One person requested information on how much revenue was generated by the temporary event fee established in 2022 and what are the expected costs associated with the 2024 temporary event district.

Response: In 2022, total revenue collected from the temporary parking permit fee was \$36,250. In 2024, the City expects a similar amount of revenue and forecast about \$2000 in expenses. No changes are being made as a result of these comments.

Comment concerning shuttles and guaranteeing a parking space. One person asked if residents can be guaranteed a parking space in front of their residence. They also had questions regarding requiring and funding of event shuttles.

Response: Event shuttles are provided by Track Town USA and available throughout the event for attendees. Implementation of the temporary the event parking district in 2022 reduced the number of vehicles in the neighborhood and encouraged the use of shuttle systems. However, the City cannot guarantee the availability of any particular on-street parking space. No changes are being made as a result of these comments.