

**ADMINISTRATIVE ORDER NO. 58-25-08**  
**of the**  
**Traffic Engineer of Public Works Maintenance's Traffic Operations Team**  
**of the City of Eugene**

**CONCERNING ON-STREET PARKING ON GREENWICH AVENUE**

**The Traffic Engineer of Public Works Maintenance's Traffic Operations Team of the City of Eugene finds that:**

**A.** Under the provisions of Chapter IV, Section 16 of the Eugene Charter of 2002, the City Manager is designated as the administrative head of the City and is specifically authorized to enforce all ordinances of the City. In addition, EC 5.040 authorizes the City Manager or the Manager's designee to "establish, maintain, remove, or alter... parking areas and time limitations, including the form of permissible parking" and to "impose conditions upon which the streets and other public property may be used for parking." EC 5.055 sets forth the criteria the City Manager or the City Manager's designee should consider when taking administrative action authorized by EC 5.040.

**B.** On August 5, 2020, the City Manager issued Administrative Order No. 58-20-17 granting the Executive Director of the Public Works Department the authority to exercise all of the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971. That Order also granted the Executive Director of the Public Works Department the authority to further delegate those duties and responsibilities to such person or persons qualified to perform the delegated duties.

**C.** On August 6, 2020, the Executive Director of the Public Works Department issued Administrative Order No. 58-20-18 granting the City Engineer the authority to perform the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971. That Order also granted the City Engineer the authority to further delegate those duties and responsibilities to such person or persons qualified to perform the delegated duties.

**D.** On August 11, 2020, the City Engineer issued Administrative Order No. 58-20-19 granting the Traffic Engineer of Public Works Maintenance's Traffic Operations Team the authority to perform the duties and responsibilities specifically defined as those of the City Manager in Sections 5.040, 5.045 and 5.050 of the Eugene Code, 1971.

**E.** For purposes of public health, safety, and welfare, it is necessary to remove and modify parking on a portion of Greenwich Avenue.

**F.** In making the decision, I have considered all the applicable criteria set forth in EC 5.055. The following findings support my decision to limit parking in this area to two-hour time-limited parking between the hours of 7:00 a.m. and 11:00 p.m., Monday through Sunday, except legal holidays. The two-hour parking signs will be clearly marked as tow-away zones if the time limit is exceeded.

*(a) Traffic engineering principles and traffic investigations.*

- i. Classification – The portion of Greenwich Avenue between Kalmia Street and Canterbury Street as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment is approximately 28 feet wide with parking on both sides of the street, allowing approximately 14 feet of roadway for two-way travel in a residential area. Sidewalks are present on the north side of the street segment: starting at the intersection with Kalmia Street heading east approximately 433 feet and resuming at the intersection with Impala Avenue heading east approximately 106 feet. On the south side of the street segment, the sidewalk starts at the intersection with Kalmia Street heading east approximately 85 feet. There are no bike lanes.
- ii. Vehicle Crashes - There was one motor vehicle crash reported between 2007 and 2022 on the portion of Greenwich Avenue between Kalmia Street and Canterbury Street with moderate injury.

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

There are no such standards, limitations or rules that apply.

*(c) Other recognized traffic control standards.*

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

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

The City's 2035 Transportation System Plan does not include any policies that specifically relate to the provision of or removal of on-street parking in residential areas. Roadway and Parking Policy No. 1 a "Complete Streets Policy," is to "Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment." Limiting parking to only the parking needed to ensure a transportation network that allows safe travel for automobiles and emergency responders, bicycles, walking, transit, is consistent with this policy.

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

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.*

Removal and modification of parking allowances on Greenwich Avenue is needed for more efficient use of the roadway by ensuring adequate vehicle turnover for residents and guests of the neighborhood.

*(g) The use of abutting property.*

The abutting land use is zoned Public Land and Low-Density Residential.

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

- i. By Ordinance No. 20181, the City Council adopted the Street Classification Map that designated Greenwich Avenue as a local street. By Resolution 4608, the City Council adopted the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways. Parking is an optional feature on streets.
- ii. There are sidewalks present on both sides of the street. Sidewalks are present on the north side of the street segment: starting at the intersection with Kalmia Street heading east approximately 433 feet and resuming at the intersection with Impala Avenue heading east approximately 106 feet. On the south side of the street segment, the sidewalk starts at the intersection with Kalmia Street heading east approximately 85 feet. There are no bike lanes. This order will not impact, and may improve, accessibility of use by pedestrians.

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

- i. The portion of Greenwich Avenue between Kalmia Street and Canterbury Street as shown in Exhibit A is classified as a local street with a speed limit of 20 miles per hour. The street segment is approximately 28 feet wide with parking on both sides of the street, allowing approximately 14 feet of roadway for two-way travel in a residential area. Sidewalks are present on both sides of the street segment. Sidewalks are present on the north side of the street segment: starting at the intersection with Kalmia Street heading east approximately 433 feet and resuming at the intersection with Impala Avenue heading east approximately 106 feet. On the south side of the street segment, the sidewalk starts at the intersection with Kalmia Street heading east approximately 85 feet. There are no bike lanes.
- ii. The southern side of the street segment includes 2 single-family homes with paved driveways, and a planting strip which separates the street from a single-story public utility building on the abutting property. The northern side of the street segment includes 8 single-family homes with paved driveways.

*(j) Emergencies.*

- i. Emergency service vehicles are accommodated through bi-directional travel on Greenwich Avenue. Removal and modification of parking will provide additional room for travel and deployment of emergency vehicles.
- ii. Greenwich Avenue is not designated as an emergency ice or snow removal route.

*(k) The public health, safety and welfare.*

Extended on-street parking taking place in this area has resulted in unsafe vehicle passage and decreased access for residential and public utility uses.

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

There are no special events of community interest that occur on the portion of Greenwich Avenue as shown in Exhibit A.

*(m) Construction within or adjacent to the street.*

No construction is currently taking place on the portion of Greenwich Avenue as shown in Exhibit A. The order will not impede, and may improve, access for the purpose of construction.

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

*(1) Applicable and appropriate time limits;*

EC 5.135(1) prohibits the storage of a motor vehicle or personal property on the street for more than 72 hours. There is no additional time limits proposed for this area where parking is to be allowed (except as described at the end of this order and noted in Exhibit A).

EC 5.040 authorizes the City Manager or the Manager's designee to take administrative action establishing parking area time limitations, including the form of permissible parking, and imposing conditions upon which the streets and other public property may be used for parking. Notwithstanding any other administrative action to the contrary, the portions of the streets described below and depicted on the map attached as Exhibit A to this Order shall allow two-hour time-limited parking from 7:00 a.m. to 11:00 p.m., Monday through Sunday, except legal holidays. The two-hour parking signs will be clearly marked as tow away zones if the time limit is exceeded.

*(2) The vehicle type and purpose;*

Parking for residences and public utilities supports the intended land use.

*(3) The relative, seasonal and special event demands for parking spaces within the areas of the requested parking;*

This Order is not a response to a request for new / additional parking spaces.

*(4) The other public uses for the property;*

The area includes a parcel of public land intended for use by a public utility organization.

*(5) The location and physical characteristics of the parking area or facility;*

Existing parking includes on-street parking on both sides of the street.

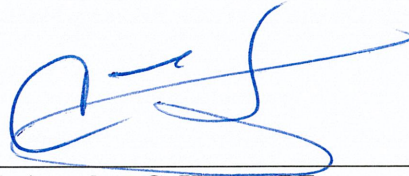
- (6) *The demand for operating revenues, the costs of operations and enforcement;*
- i. Removal and modification of parking is not anticipated to significantly impact operating revenues.
  - ii. The City has resources to enforce this area. If resources are not available for enforcement, then the parking restrictions may be revisited.
- (7) *The use of parking regulations to promote city adopted goals and policies;*  
Removal and modification of parking is consistent with City-adopted goals and policies.
- (8) *Abuse by applicants of any parking-related permits;*  
Not applicable.
- (9) *The impact on nearby commercial uses;*  
There are no nearby commercial uses on the portion of Greenwich Avenue between Kalmia Street and Canterbury Street.
- (10) *The ease of enforcing the provisions of this chapter; and*  
City staff prefer to establish parking time limits rather than prohibit parking entirely. The City has resources to enforce this area. If resources are not available for enforcement, then the parking restrictions may be revisited.
- (11) *The availability of other parking spaces.*
- i. Parking is available on adjacent private property.
  - ii. Time-limited parking will create vehicle turnover on the street.

**On the basis of these findings, I order that:** Parking on the portion of Greenwich Avenue between the intersection of Kalmia Street and Canterbury Street as shown in Exhibit A to this Order shall be restricted to two-hour time-limited parking only in the green areas of Greenwich Avenue shown on the attached Exhibit A to this Order. This is more specifically described as follows:

- a. Only two-hour parking shall be permitted from 7:00 a.m. to 11:00 p.m., enforced as a tow-away zone, except legal holidays, on the south side of Greenwich Avenue from approximately 113 feet east of the intersection of Greenwich Avenue and Kalmia Street to approximately 100 feet east of Impala Avenue.

No parking of any kind shall be permitted on areas of Greenwich Avenue not addressed in section a above.

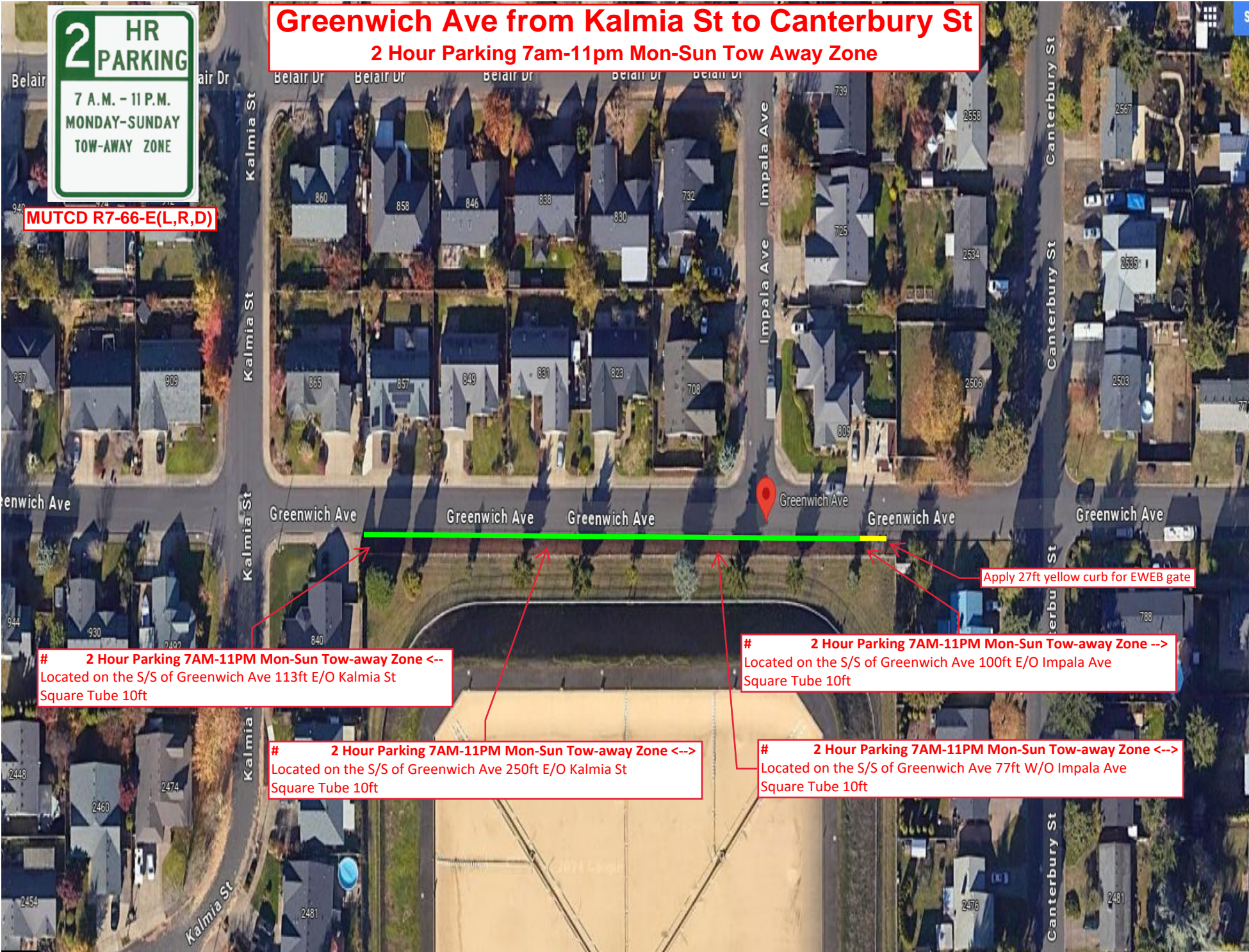
Dated and effective this 25<sup>th</sup> day of April, 2025.



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**Christopher C. Henry, PE**  
Traffic Engineer of Public Works Maintenance's  
Traffic Operations Team





**2 HR PARKING**  
7 A.M. - 11 P.M.  
MONDAY-SUNDAY  
TOW-AWAY ZONE

MUTCD R7-66-E(L,R,D)

**Greenwich Ave from Kalmia St to Canterbury St**  
**2 Hour Parking 7am-11pm Mon-Sun Tow Away Zone**

Apply 27ft yellow curb for EWEB gate

# **2 Hour Parking 7AM-11PM Mon-Sun Tow-away Zone <--**  
Located on the S/S of Greenwich Ave 113ft E/O Kalmia St  
Square Tube 10ft

# **2 Hour Parking 7AM-11PM Mon-Sun Tow-away Zone <-->**  
Located on the S/S of Greenwich Ave 250ft E/O Kalmia St  
Square Tube 10ft

# **2 Hour Parking 7AM-11PM Mon-Sun Tow-away Zone -->**  
Located on the S/S of Greenwich Ave 100ft E/O Impala Ave  
Square Tube 10ft

# **2 Hour Parking 7AM-11PM Mon-Sun Tow-away Zone <-->**  
Located on the S/S of Greenwich Ave 77ft W/O Impala Ave  
Square Tube 10ft