

ADMINISTRATIVE ORDER NO. 58-25-19
of the
Traffic Engineer of Public Works Maintenance's Traffic Operations Team
of the City of Eugene

**ESTABLISHING A RESIDENTIAL PERMIT PARKING ZONE FOR A
PORTION OF EMERALD STREET**

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. Pursuant to the above authority, the City Manager adopted Administrative Order No. 58-16-20-F, adopting Residential Permit Parking Zone Regulations R-5.040.

C. 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.

D. 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.

E. 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.

F. Administrative Rule R-5.040-C provides that the Traffic Engineer may establish a residential permit parking zone upon the application by an owner/resident or, in an area for which no owner/resident application has been received, provided that: (a) establishment of the zone is necessary in order to meet the objectives of the policies set forth herein; (b) the proposal would

meet the criteria for approval set forth in R-5.040-F had an application been submitted; and, (c) failure to establish the zone would create a hardship for residents in the area or contribute to traffic congestion in the area.

G. For purposes of public health, safety, and welfare, it is necessary to establish a portion of Emerald Street as a residential permit parking zone.

H. In making the decision, I have considered all the applicable criteria set forth in EC 5.055 and R-5.040-F. The following findings support my decision to establish Emerald Street between E 23rd Avenue and E 24th Avenue as a residential permit parking zone classified as Zone A.

EC 5.055 Criteria for Administrative Action

(a) Traffic engineering principles and traffic investigations.

- i. Classification - The portion of Emerald Street between E 23rd Avenue and E 24th Avenue 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 30 feet wide with parking both sides of the street, allowing approximately 16 feet of roadway for two-way travel. Sidewalks are present on the east side of the street segment from the intersection with E 23rd Avenue heading south approximately 390 feet. Sidewalks are present on the west side of the street segment from the intersection with E 23rd Avenue heading south approximately 390 feet. There are no bike lanes.
- ii. Vehicle Crashes - There were no motor vehicle crashes reported between 2007 and 2022 on the portion of Emerald Street between E 23rd Avenue and E 24th Avenue.

(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 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, and freight 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.

Modification of parking allowances on Emerald Street via the establishment of a residential permit parking zone is needed for more efficient use of the roadway by ensuring adequate vehicle turnover rate of non-resident vehicles, and access to preferential long-term parking for residents of the area.

(g) The use of abutting property.

The abutting land use is zoned as low-density residential. Although not directly abutting the specific portion of Emerald Street, there is a parcel of land bounded by E 23rd Avenue, Emerald Street, E 22nd Avenue, and Onyx Street that is zoned as public land. Edison Elementary School sits on this parcel of land.

(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 Emerald Street 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 on both sides of the street segment. 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 Emerald Street between E 23rd Avenue and E 24th Avenue 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 30 feet wide with parking both sides of the street, allowing approximately 16 feet of roadway for two-way travel. Sidewalks are present on the east side of the street segment from the intersection with E 23rd Avenue heading south approximately 390 feet. Sidewalks are present on the west side of the street segment from the intersection with E 23rd Avenue heading south approximately 390 feet. There are no bike lanes.

- ii. The abutting properties on the eastern side of the street segment include six single-family homes with limited paved parking surfaces. The western side of the street segment includes six single-family homes with limited paved parking surfaces.

(j) Emergencies.

- i. Emergency service vehicles are accommodated through bi-directional travel on Emerald Street. The addition of regulated parking, including a residential permit zone, will not impact travel and deployment of emergency vehicles.
- ii. This portion of Emerald Street 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 unequitable access to parking. In addition, enforcement of pre-existing parking limitations has created undue hardships for residents in terms of adequate and equitable vehicle parking options.

(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 Emerald Street as shown in Exhibit A.

(m) Construction within or adjacent to the street.

No construction is currently taking place on the portion of Emerald Street 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 are 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 be incorporated into Residential Permit Parking Zone A and shall allow two-hour public parking between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, except legal holidays and except Zone A permitted vehicles.

(2) *The vehicle type and purpose;*

Two-hour parking provides vehicle access in the area. The residential permit zone allows abutting properties to obtain a residential parking permit to override the two-hour parking restriction. However, residential parking permit-holders must still follow other parking regulations, including but not limited to provisions relating to vehicle storage on the street.

(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 is residentially zoned and the public parking areas are intended to serve that use.

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

Existing parking includes eight surface parking areas belonging to adjacent homes and on-street parking on both sides of the street.

(6) *The demand for operating revenues, the costs of operations and enforcement;*

Removal and modification of parking is not anticipated to significantly impact operating revenues.

(7) *The use of parking regulations to promote city adopted goals and policies;*

Modification of parking is consistent with City-adopted goals and policies. 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, and freight is consistent with this policy.

(8) *Abuse by applicants of any parking-related permits;*

Abuse by applicants of any residential parking permit, defined as violations in R-5.040-K, may be subject to revocation of their permit. Written notification of the revocation shall be given to the permittee by certified mail, return receipt requested, or by personal delivery thereof, directing that the permit be returned to the City within the time and in the manner indicated therein. Failure to surrender a revoked permit shall constitute a separate violation of these regulations.

- (9) *The impact on nearby commercial uses;*
There are no nearby commercial uses.
- (10) *The ease of enforcing the provisions of this chapter; and*
i. The provisions of this chapter can be enforced, as the new addition to the residential parking permit Zone A is located adjacent to currently enforced residential parking permit zones.
- (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.

R-5.040-F Criteria for Approval

- (a) *Whether there is consistently a significant amount of long-term spill-over parking from nearby high employment sites or traffic generators*
This portion of Emerald Street is within 10 blocks of the University of Oregon campus, which is a significant generator of both traffic and long-term spill-over parking. Much of the area to the north and west of the segment in question has already been incorporated into Zone A due to the parking-intensive nature of areas near to campus.
- (b) *Whether residents frequently find it difficult to park on-street within close proximity to their residences*
Residents have voiced an interest in designating the area as a residential permit parking zone, motivated in part due to the difficulty in finding on-street parking in this area.
- (c) *The proximity of public transportation to the area*
The nearest available LTD bus line travels along Hilyard Street, approximately 8 blocks from the portion of Emerald Street in question.
- (d) *The desire and/or need of residents of the area for establishment of permit parking zones*
Residents of the area have voiced a desire to establish it as a residential permit parking zone. From a neighborhood survey of 12 residents of the area, 11 voted in favor of designating the area as a residential permit program zone, and 1 voted against.
- (e) *The local and area-wide needs with respect to clean air, and the requirements of federal and state laws and regulations*
Establishing the aforementioned area as Zone A is not expected to significantly impact greenhouse gas emissions.
- (f) *Whether the designation may result in a reduction in total vehicle miles driven within the City*
Establishing the aforementioned area as Zone A is not expected to significantly impact the total number of vehicle miles driven within the city.

(g) The zone is a minimum of one block and is in a residential area

Zone A currently encompasses several city blocks within residential areas, and this addition to the residential permit parking zone will further expand it.

(h) The ability of the City to recover all costs associated with the establishment of the permit parking zones through permit fees and fines for violations thereof

The City is able to recover costs associated with the establishment of the permit parking zone due to its location to existing regulated parking areas.

On the basis of these findings, I order that:

1. Notwithstanding any other Administrative Order to the contrary, the area of Emerald Street between E 23rd Avenue and E 24th Avenue attached hereto and incorporated herein as Exhibit A is hereby established as Residential Permit Parking Zone A. This is more specifically described as follows:
 - a. The east side of Emerald Street south of E 23rd Avenue from the intersection with E 23rd Avenue traveling south to the intersection with E 24th Avenue is established as Zone A.
 - b. The west side of Emerald Street south of E 23rd Avenue from the intersection with E 23rd Avenue traveling south to the intersection with E 24th Avenue is established as Zone A.
2. The area designated as Zone A on Exhibit A and specifically described above shall allow two-hour public parking between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, except legal holidays and except Zone A permitted vehicles, unless otherwise prohibited by prior standing provisions. This is more specifically described as follows:
 - a. Only two-hour parking between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, shall be permitted on the east side of Emerald Street south of E 23rd Avenue from approximately 110 feet south of E 23rd Avenue traveling south to approximately 50 feet north of the intersection of Emerald Street and E 24th Avenue, except for holidays and Zone A permitted vehicles.
 - b. Only two-hour parking between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday shall be permitted on the west side of Emerald Street south of E 23rd Avenue from approximately 56 feet south of E 23rd Avenue traveling south to approximately 90 feet north of the intersection of Emerald Street and E 24th Avenue, except for holidays and Zone A permitted vehicles.
3. Persons residing in or owning residential property within Zone A designated herein may apply for a permit entitling the holder thereof to preferential long-term parking within the designated zone. Permit fees shall be established in accordance with Section 2.020 and Chapter 5 of the Eugene Code, 1971. Permits are issued in accordance with Administrative Order 58-16-20-F for residential permit parking zone regulations administrative rule R-5.040.

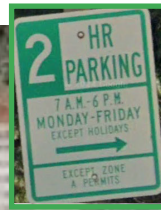
4. If, by action of a hearing official having jurisdiction to review this administrative order, any portion of the administrative order is stricken or the boundaries of Zone A is modified, such action by the hearings official shall have no effect on the validity of any other section or provision hereof, all of which shall remain in full force and effect.

Dated and effective this 16th day of July, 2025.



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

Please extend 2Hr Parking 7am-6pm Mon-Fri Except Hol Except Zone A Permits (R7-45L,R,D,-E) on Emerald between E 23rd Ave and E 24th Ave



R7-45L,R,D-E

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit <-- (R7-45L-E) located on the west side of Emerald St 56' south of E23rd Please number #49079

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit --> (R7-45R-E) located on the east side of Emerald St 110' south of E 23rd Please number #49077

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit <--> (R7-45D-E) located on the west side of Emerald St 190' south of E 23rd Please number #49081

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit <--> (R7-45D-E) located on the east side of Emerald St 190' south of E 23rd Please number #49075

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit --> (R7-45R-E) located on the west side of Emerald St 90' north of E 24th Please number #49083

Please install new "2HR Parking 7am-6pm Monday-Friday Exc Hol Except Zone A Permit <-- (R7-45L-E) located on the east side of Emerald St 50' north of E 24th Please number #49073

