

**ADMINISTRATIVE ORDER NO. 53-21-02**  
**of the**  
**City Manager of the City of Eugene**

**ESTABLISHMENT OF A TEMPORARY EVENT PARKING DISTRICT  
WITHIN THE SOUTH UNIVERSITY NEIGHBORHOOD ASSOCIATION  
(SUNA) AREA.**

**The City Manager 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. Pursuant to that authority, the City Manager issued Administrative Order No. 58-92-07-F, adopting Residential Permit Parking Zone Regulations.

**B.** Pursuant to Administrative Rule R-5.040, the Traffic Engineer has established Residential Permit Parking (RPP) Zone A (Administrative Order No. 58-10-17) and RPP Zone H (Administrative Order No. 58-15-32) for property located within the South University Neighborhood Association area.

**C.** In order to accommodate the need for extra parking, and parking enforcement efficiency during the 2021 Olympic Trials, establishment of the Temporary Track & Field Event Parking District in portions of RPP Zone A and RPP Zone H ("the temporary District") is necessary. Only residential/guest permit parking and event visitor permit parking will be permitted in the temporary District during the dates set forth in this Order.

**D.** In making the decision, I have considered all of the criteria set forth in EC 5.055. The following findings as well as the findings attached as Exhibit B support my decision to establish a Temporary Track & Field Event Parking District in portions of RPP Zone A and RPP Zone H:

- 1) The temporary District will not change the use of abutting property. Residential parking permits and free guest parking permits remain valid in the relevant residential zones during the duration of the temporary District.
- 2) The temporary District will provide vehicle demand management, reducing the number of vehicle trips in the temporary District by drivers seeking free parking in the neighborhood. The temporary District will reduce the intensity of use of the street by vehicles and pedestrians by managing parking demand stemming from the Olympic Track and Field Trials event.

- 3) The temporary District is appropriate given the size and scope of the 2021 U.S. Olympic Track and Field Trials event which will be held just a few blocks to the north of the district. The parking time limits associated with the temporary District are consistent with the parking time limits associated with the Arena Parking District, Residential Permit Zone J, created to mitigate events at Matthew Knight Arena through Administrative Order #58-15-33.
- 4) The event permit revenue collected from the temporary District is expected to offset the additional costs of operating the temporary District.
- 5) The City will create, manage, and enforce permits for the temporary neighborhood event parking district. All parking citations are adjudicated through the Eugene Municipal Court.
- 6) There are commercial uses on a half block of E. 19th Avenue, between Agate Street and Agate Alley. There is on-street and free parking located within a block to the west of the commercial district. The temporary District will have a minimal impact on the commercial uses along E. 19<sup>th</sup> Avenue.

**On the basis of these findings and the findings attached as Exhibit B, I order that:**

1. The area depicted on the map attached to this Order as Exhibit A, and described more specifically below, is established as Temporary Track & Field Event Parking District (“the temporary District”) for the time period beginning at 12:01 a.m. on June 16, 2021, and ending at midnight on June 29, 2021.

Boundary Description of the Temporary District:

- The south side of E. 18th Avenue from the east side of Hilyard Street to the west side of Agate Alley
  - The west side of Agate Alley to the south side of E. 19th Avenue
  - The south side of E. 19th Avenue to the west side of Agate Street
  - The west side of Agate Street to the south side of 23rd Avenue
  - The south side of 23rd Avenue to the east side of Hilyard Street
  - The east side of Hilyard Street to the south side of E. 18th Avenue
2. Notwithstanding Administrative Order Nos. 58-10-17 and 58-15-32, which established provisions for public parking in Zone A and Zone H, between the hours of 7:00 a.m. and 11:00p.m., no public parking is permitted in the temporary District; only those with residential/guest parking permits or event visitor parking permits will be permitted to park in the temporary District between the hours of 7:00 a.m. and 11:00p.m.
  3. The City of Eugene may issue up to 400 event visitor parking permits per day for the temporary District.

4. Event visitor parking permits are valid only in the temporary District and only between the hours of 7:00 a.m. to 11:00 pm.
5. Creation of the temporary District shall have no impact on the regulations or permit fees applicable to persons residing in or owning residential property within the temporary District.
6. Creation of the temporary District shall have no impact on City-issued right of way and traffic control plans related to the 2021 Olympic Trials, and the City of Eugene shall be responsible for parking enforcement in the temporary District.
7. Event visitor parking permit fees for the temporary District shall be established in accordance with Section 2.020 and Chapter 5 of the Eugene Code, 1971.
8. This Administrative Order and the temporary District shall become effective at 12:01 a.m. on June 16, 2021 and shall automatically be repealed at midnight on June 27, 2021.

Dated this 14 day of May, 2021.



DD

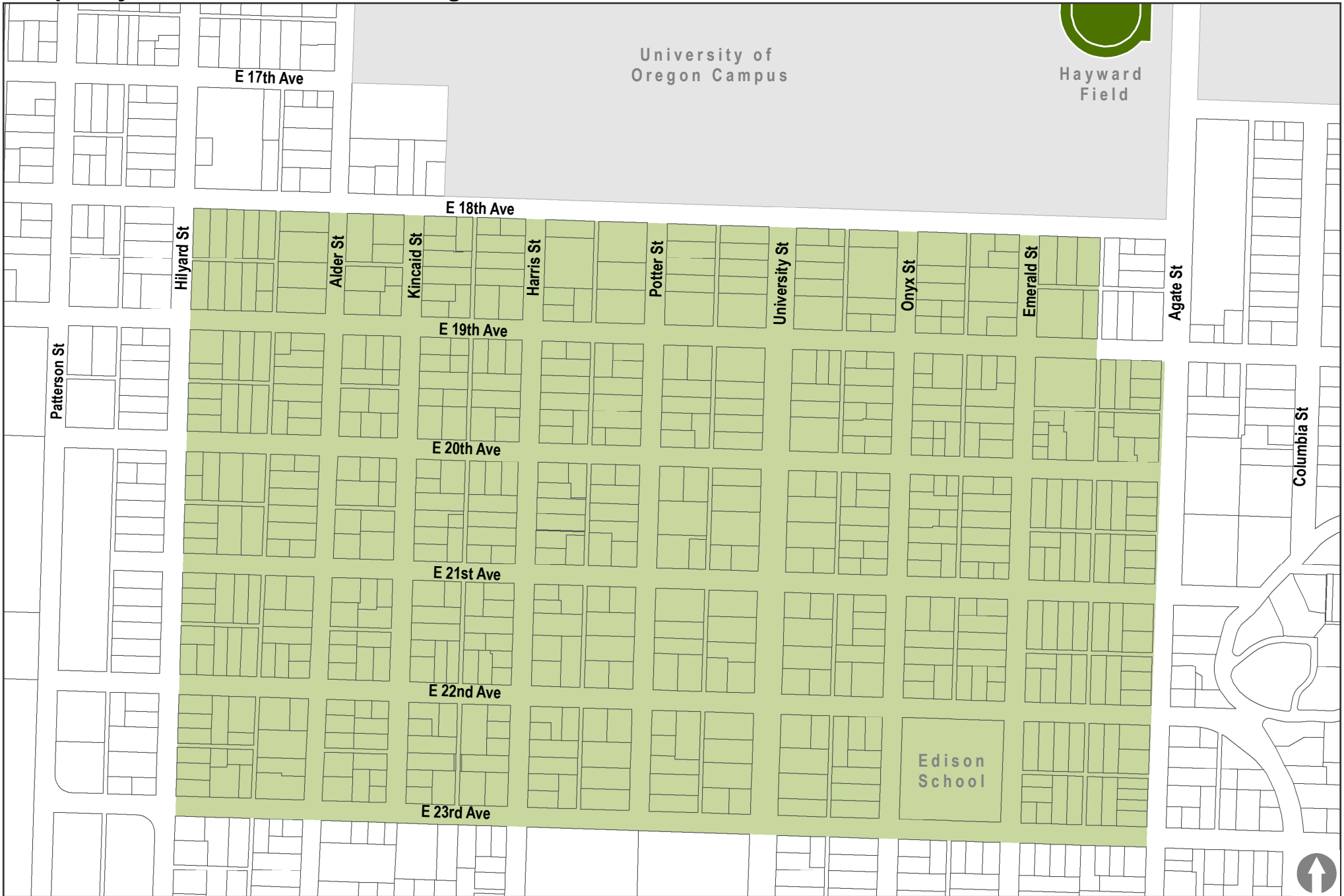


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**Sarah J. Medary**  
**City Manager**

# Temporary Track & Field Event Parking District


Exhibit A



 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



The following findings of the City Manager support adoption of a Temporary Track & Field Event Parking District (temporary District) and reflect the City Manager's consideration of the following:

**(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 proposed fees to park in the temporary District are set at a level that is intended to offset the expense of designating the temporary event parking district's traffic control plan for event parking signs and reader boards at the entering streets to the temporary event district.

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

Findings: The proposed temporary District 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 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: Not applicable.

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

Findings: Not applicable.

**(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 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 proposed 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 are designated parking spaces and the temporary District does not change their status.

**(j) Emergencies.**

Findings: The temporary District will not impact emergency response services.

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

Findings: The proposed temporary District will not impact public health and safety.

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

Findings: The temporary District 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 temporary District's time limits will aid in City staff's management of parking demand from the large event at Hayward Field.

**2. The vehicle type and purpose.**

Findings: The temporary District 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 temporary District will aid in City staff's management of parking demand from the large event at Hayward Field.

**4. The other public uses for the property.**

Findings: The temporary District will aid in City staff's management of parking demand from the large event at Hayward Field.

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

Findings: The temporary District will aid in City staff's management of parking demand from the large event at Hayward Field in an existing residential parking area for on-street parking.

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

Findings: The fee amendment proposed in conjunction with the temporary District is intended to offset the expenses associated with the temporary event parking district.

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

Findings: The temporary District 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.

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

The proposed 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 temporary District will work with parking related permits and minimize potential abuses.

**9. The impact on nearby commercial uses.**

Findings: The temporary District 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 temporary District can be enforced with existing staff resources per the provisions of this chapter.



**11. The availability of other parking spaces.**

Findings: The temporary District does not impact the availability of other parking spaces and actively managed event parking demand.