

**ADMINISTRATIVE ORDER NO. 53-22-02**  
**of the**  
**City Manager of the City of Eugene**

**REGARDING THE OPPORTUNITY TO COMMENT ON A PROPOSAL  
TO AMEND THE PARKING FEE SCHEDULE.**

**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 (EC), the City Manager has adopted the City's Parking Fee Schedule (the Fee schedule). The current Fee Schedule was adopted on June 24, 2019 by Administrative Order No. 53-19-08-F.

**B.** In determining whether to amend the Fee Schedule, I have considered the applicable criteria of EC 2.020(2), 5.055 and EC 5.285(7). (See Findings attached as Exhibit B to this Order).

**C.** Based on my consideration of the factors listed above, as discussed in the Findings attached as Exhibit B to this Order, I propose to replace the Fee Schedule with an updated Fee Schedule as set forth in the Notice attached as Exhibit A to this Order.

**On the basis of these findings, I order that:**

**1.** A copy of this Order with its exhibits shall be provided to the Mayor and City Councilors; and

**2.** A Notice substantially conforming to the Notice attached as Exhibit A shall be made available to any persons who have requested such notice and posted at two locations at City Hall.

**Dated this** 2nd **day of** May \_\_\_\_\_, **2022.**

  
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jtp



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**Sarah Medary**  
**City Manager**

**NOTICE OF OPPORTUNITY TO COMMENT ON A PROPOSAL TO AMEND THE PARKING FEE SCHEDULE**

Pursuant to the provisions of Sections 2.020, 5.040, 5.285(5), and 5.335(1) and (2) of the Eugene Code, 1971, and as a result of an investigation of the revenue needs of the City in providing parking services, the City Manager is proposing amend the Parking Fee Schedule. The current parking rates and the proposed rates to be charged are set out below. (Proposed additions and new fees are shown in blue underlined text; deletions are shown with ~~red strikethrough~~.)

**A. MUNICIPAL PARKING DISTRICT:**

	<b><u>Rates:</u></b>	
	<u>Monthly Rate</u>	<u>Rideshare</u>
<b>1. Off-Street Parking - Permit Fees:</b>		
Structures:		
Overpark, Lot 56	\$70.00	\$35.00
Broadway Place, South, Lot 55	\$60.00	<del>\$30.00</del> <u>n/a</u>
Broadway Place, North, Lot 57	\$60.00	<del>\$30.00</del> <u>n/a</u>
Pearl St., Lot 58	\$68.00	<del>\$34.00</del> <u>n/a</u>
Parcade, Lot 59	\$60.00	\$30.00
Hult Center Garage, Lot 60	\$54.00	<del>\$27.00</del> <u>n/a</u>
Library Garage, Lot 54	\$50.00	n/a
<del>Butterfly Lot Garage, Lot 66</del>	<del>\$66.00</del>	<del>\$33.00</del>
13 <sup>th</sup> & Olive Garage, Lot 13	\$39.00	n/a
Surface Lots:		
<u>City Hall</u> , 829 Pearl, Lot 53	\$60.00	<del>\$30.00</del> <u>n/a</u>
Train Depot, Lot 61	\$100.00	n/a
<u>Municipal Court</u> , 1102 Lincoln, Lot 52	\$44.00	<del>\$22.00</del> <u>n/a</u>
<u>Municipal Court</u> , 1102 Lincoln, Lot 52u	\$54.00	<del>\$27.00</del> <u>n/a</u>
Ferry Street Bridge, Lot 64	\$60.00	n/a
<del>MGP, Lot 65</del>	<del>\$45.00</del>	<del>n/a</del>
Riverfront <u>4<sup>th</sup> &amp; Mill</u> <del>Northwest</del> , Lot <u>73</u> <del>7</del>	\$30.00	n/a
Riverfront <u>East</u> , <del>Northeast</del> , Lot 74	<del>\$30</del> <u>60</u> .00	<del>n/a</del>
<del>Riverfront South, Lot 75</del>	<del>\$30.00</del>	<del>n/a</del>
<del>Riverfront RR, Lot 76</del>	<del>\$30.00</del>	<del>n/a</del>
1060 Olive, Lot 51	\$100.00	n/a

**A. MUNICIPAL PARKING DISTRICT:**

**Rates:**

Monthly Rate

Rideshare

Carpool (3 or more – [only applies to Overpark and Parcade garages](#))

\$0.00

[n/a](#)

Annual Bicycle Locker Fee: \$60.00  
(Bicycle lockers are available at limited locations.)

**A. MUNICIPAL PARKING DISTRICT:**

**Rates:**

Overpark/Parcade Monthly Rate

All Other Municipal Parking District Off-Street Parking Facilities Rideshare

**2. Off-Street Parking - Other Fees:**

Daily\*  
*\*(Parking rate for less than a full day is prorated.)*

\$8.00

[\\$8.00](#)

Hourly \*  
*\*(Parking rate for less than a full hour is prorated)*

[See Section 3.3](#)

[\\$1.20 \(maximum hourly rate\)](#)

Daily reserved space(s)

\$10.00

[\\$10.00](#)

Special Event Parking:\*  
*\*Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. [See Section 3.2.](#)*

For events taking place at non-City facilities

\$10.00

[\\$10.00](#)

For events taking place at City facilities

\$6.00

[\\$6.00](#)

~~Meter spaces in off-street facilities with a maximum hourly rate of~~

~~\$1.20~~

Parking Access Card (non-refundable)

\$15.00

[\\$15.00](#)

Permit replacement

\$10.00

[\\$10.00](#)

### 3. Off-Street Parking - Restrictions and Exceptions:

3.1 Paid Hours: Except ~~as provided in~~ ~~for~~ Special Event permits by contract with the City, contracts with the City encompassing payment for parking, and legal holidays as defined in ORS 187.010 (which includes Sundays), the permits and/or other fees set forth in Sections 1 and 2 are required when parking between the hours of 7:00 a.m. and 6:00 p.m. If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

3.2 Special Event Parking: A Special Event permit by contract with the City, a contract with the City encompassing payment for parking, or payment of a Special Event Parking fee as set forth in ~~Sections 1 and~~ Section 2 shall be required for any day of the year, including those hours after 6:00 p.m. and holidays (including Sunday) when a Special Event is being held. Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. Payment of a Special Event Parking fee is required for all vehicles entering a parking facility or lot when notice that Special Event rates are in effect is posted at the entrance of a parking facility or lot. Possession of another parking permit and/or validation does not supersede the requirement for payment of a Special Event Parking fee.

3.3 Overpark/Parcade Hourly Rates: ~~Notwithstanding the fee required under Section 2 above for non-metered off-street parking facilities, no fee is required for the first hour a vehicle is parked in a non-metered parking space in-~~ The rates for hourly parking in the Overpark Garage (Lot 56) and Parcade Garage (Lot 59) ~~will round down to the nearest hour to calculate the hourly rate to determine whole dollar amount due. The rate schedule is~~ are as follows:-

<u>Time:</u>	<u>Amount Due</u>
<u>0-59 Minutes</u>	<u>\$0.00</u>
<u>1 hour – 1 hour and 59 minutes</u>	<u>\$1.00</u>
<u>2 hours – 2 hours and 59 minutes</u>	<u>\$2.00</u>
<u>3 hours – 3 hours and 59 minutes</u>	<u>\$3.00</u>
<u>4 hours – 4 hours and 59 minutes</u>	<u>\$4.00</u>
<u>5 hours – 5 hours and 59 minutes</u>	<u>\$5.00</u>
<u>6 hours or more, daily rate of</u>	<u>\$8.00</u>

3.4 Parking Validations: The City ~~will~~ may sell ~~accept~~ validation coupons for up to 3 hours of parking in designated parking locations or accept validation coupons purchased by a vendor. ~~The~~ A vendor may purchase validation coupons is ~~is~~ is ~~for~~ for 50% off of the current hourly rate for parking ~~at designated off-street parking facilities.~~

3.5 Bulk Permits: Subject to permit availability as determined by the City's Parking Manager, a 20% bulk purchase discount is available for the purchase of 100 or more monthly parking permits in a single lot or garage.

The City's Parking Manager may grant an additional 10% discount to a bulk permit purchaser who has implemented and has in place for its employees an alternative modes

transportation program approved by the City’s Parking Manager. An approved alternative modes transportation program may consist of, but is not limited to, participation in a mass transit pass program for employees, bicycle accommodations for employees, or participation in a Carpool/rideshare program, and designation of an Alternative Modes Coordinator.

3.6 Train Depot Lot: The Train Depot Lot, Lot 61, is designated as a transportation parking lot that meets the 24 hour needs of the passenger train service and is regulated at all times, including holidays. The hourly parking rate is \$1.20 with a maximum 24 hour rate of \$8.00.

3.7 Reserved Parking Space(s): Parking spaces reserved in accordance with the City’s reserved parking space application and procedure, or by separate contract with the City, incur an additional monthly charge of 50% of the established monthly permit rate.

<b>4. On-Street Parking Fees - Meters:</b>	<b><u>Rates:</u></b>
60.0 minutes* .....	\$1.35
<i>*(Parking rate for less than 60 minutes is prorated.)</i>	
5 hours .....	\$6.75
10 hours .....	\$13.50

Except for event parking or when a temporary parking space rental permit has been issued, the above rates apply when parking a vehicle in a metered on-street parking space identified in the Meter Inventory maintained in the City’s Parking Services Office between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, except on legal holidays as defined in ORS 187.010 (which includes Sundays). If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

<b>5. On-Street Parking – Other Fees:</b>	<b><u>Rates:</u></b>
Residential Permit, Zone A.....	\$40.00 per year
Residential Permit, Zone B, C Homeowner* .....	\$40.00 per year
Residential Permit, Zone B, C Quarterly.....	\$99.00 per Quarter
Residential Permit, Zone E.....	\$40.00 per year
Residential Permit, Zone F.....	\$40.00 per year
Residential Permit, Zone G.....	\$40.00 per year
Residential Permit, Zone H.....	\$150.00 per Quarter
Residential Permit, Zone J .....	\$40.00 per year
Commuter Permit:	
Zone C .....	\$55.00 per month
Zone D.....	<del>\$75</del> 125.00 per month
Zone 40.....	\$55.00 per month
<u>Zone 50.....</u>	<u>\$10.00 per month</u>
Shared Car Permit .....	\$40.00 per year

**5. On-Street Parking – Other Fees:**

**Rates:**

Delivery Permit .....	\$240.00 per year
Bus Permit Parking.....	\$1,200 per year
Temporary Parking Space Rental Permit:	
Daily .....	\$15.00 per space
Weekly.....	\$75.00 per space
Monthly .....	\$225.00 per space
Residential Permit Zones.....	\$5.00 per day per space
Permit replacement.....	\$10.00
Maintenance Vehicle Parking Permit.....	\$1,200 per year
Media Vehicle Parking Permit .....	\$500 per year

\*For purposes of this fee schedule, “homeowner” means:

(a) An owner/occupant who (1) is an owner of record of the property as shown on the most recent Lane County Assessor’ s tax roll, and (2) occupies a dwelling on the property for a minimum of 6 months of each calendar year; or

(b) A person who does not own the property but has resided at the address associated with the property for more than four years.

Prior to permit issuance, a “homeowner” must provide the city with two forms of documentation to verify the applicable occupancy/residency requirement. Acceptable documentation includes voter’s registration, driver’s license, homeowner’s insurance, income tax filing, and/or utility bill. A “homeowner” under subsection (a) of this provision must also provide the city with a copy of the property deed to verify ownership.

**B. CAMPUS PARKING DISTRICT:**  
**(As defined in Administrative Order 53-08-03)**

**Rates:**

**1. Off-Street Parking – Other Fees:**

Daily .....	\$8.00
Special Event Parking:*	
<i>*Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. <a href="#">See section 2.2.</a></i>	
For events taking place at non-City facilities .....	\$16.00
For events taking place at City facilities.....	\$10.00
Meter spaces in off-street facilities with a maximum hourly rate of	\$2.00

**2. Off-Street Parking - Restrictions and Exceptions:**

**2.1 [Paid Hours:](#)** Except for Special Event permits by contract with the City, contracts with the City encompassing payment for parking, and legal holidays as defined in ORS 187.010 (which includes Sundays), the permits and/or other fees set forth in Sections 1 and 2 are required when parking between the hours of 7:00 a.m. and 6:00 p.m. If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the preceding Friday shall be a legal holiday.

**2.2 [Special Event Parking:](#)** A Special Event permit by contract with the City, a contract with the City encompassing payment for parking, or payment of a [Special Event Parking](#) fee as set forth in Sections 1 ~~and 2~~ shall be required for any day of the year, including those hours after 6:00 p.m. and holidays (including Sunday) when a Special Event is being held. Notice that Special Event rates are in effect will be posted at the entrance of the parking facility or lot. [Payment of a Special Event Parking fee is required for all vehicles entering a parking facility or lot when notice that Special Event rates are in effect is posted at the entrance of a parking facility or lot. Possession of another parking permit and/or validation does not supersede the requirement for payment of a Special Event Parking fee.](#)

**3. On-Street Parking Fees - Meters:**

**Rates:**

60.0 minutes* .....	\$2.00
<i>*(Parking rate for less than 60 minutes is prorated.)</i>	
5 hours .....	\$10.00
10 hours .....	\$14.00

**3.1 [Paid Hours:](#)** Except for event parking or when a temporary parking space rental permit has been issued, the above rates apply when parking a vehicle in a metered on-street parking space identified in the Meter Inventory maintained in the City’s Parking Services Office between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, except on legal holidays as defined in ORS 187.010 (which includes Sundays). If a holiday (other than Sunday) falls on Sunday, the succeeding Monday shall be a legal holiday. If a holiday falls on Saturday, the

preceding Friday shall be a legal holiday.

**4. On-Street Parking – Other Fees:**

**Rates:**

Residential Permit, Zone A.....	\$40.00 per year
Residential Permit, Zone B, C Homeowner* .....	\$40.00 per year
Residential Permit, Zone B, C Quarterly.....	\$99.00 per Quarter
Residential Permit, Zone E.....	\$40.00 per year
Residential Permit, Zone F.....	\$40.00 per year
Residential Permit, Zone G.....	\$40.00 per year
Residential Permit, Zone H.....	\$150.00 per Quarter
Residential Permit, Zone J .....	\$40.00 per year
Commuter Permit:	
Zone C .....	\$55.00 per month
Zone D.....	<del>\$75</del> 125.00 per month
Zone 40.....	\$55.00 per month
Zone S (Edison School).....	\$0.00 per year
Shared Car Permit .....	\$40.00 per year
Delivery Permit .....	\$240.00 per year
Temporary Parking Space Rental Permit:	
Daily .....	\$15.00 per space
Weekly.....	\$75.00 per space
Monthly .....	\$225.00 per space
Residential Permitted Zones.....	\$5.00 per day per space
Media Vehicle Parking Permit .....	\$500 per year
Maintenance Vehicle Parking Permit.....	\$1,200 per year

\*For purposes of this fee schedule, “homeowner” means:

(a) An owner/occupant who (1) is an owner of record of the property as shown on the most recent Lane County Assessor’s tax roll, and (2) occupies a dwelling on the property for a minimum of 6 months of each calendar year; or

(b) A person who does not own the property but has resided at the address associated with the property for more than four years.

Prior to permit issuance, a “homeowner” must provide the city with two forms of documentation to verify the applicable occupancy/residency requirement. Acceptable documentation includes voter’s registration, driver’s license, homeowner’s insurance, income tax filing, and/or utility bill. A “homeowner” under subsection (a) of this provision must also provide the city with a copy of the property deed to verify ownership.



Comments on the proposed parking fees may be submitted in writing to Jeff Petry, Parking Services Manager, Planning & Development Department, 99 West 10th Avenue, Eugene, Oregon 97401, or via e-mail to [parking@ci.eugene.or.us](mailto:parking@ci.eugene.or.us). To be considered, written and e-mail comments must be received within 15 days from the date of posting as indicated below. If the City Manager chooses to take action after considering the comments received, proposed or modified fees will be adopted by administrative order.

**Sarah Medary, City Manager**

**Date of Posting: May 2, 2022.**

## CITY MANAGER' S FINDINGS

### Investigation of Revenue Needs of Parking Services Pursuant to EC 2.020(2), 5.055, and 5.285(7)

In determining whether to amend the Fee Schedule, the City Manager has considered the applicable criteria of EC 5.055 and EC 5.285(7). Pursuant to EC 2.020, the City Manager has also considered the applicable policies, enactments and directives of the City Council, the amount charged for these services by the City in the past, the full costs of providing the services supported by the fees, the amounts charged by other comparable providers, and the revenue needs of the City as determined by the adopted City budget.

#### **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;**

The City of Eugene has adopted financial and transportation-related plans and policies, including Financial Management Goals & Policies (FY 2022 Adopted Budget), Climate Recovery Ordinance (2016), and Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access ways.

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.

##### *Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time.

The Capital Improvements Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The rate adjustments in this administrative order will provide the financial resources for the Parking Enterprise Fund to cover current operating expenses and build a reserve for future capital improvement projects.

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

1. Reduce community fossil fuel use by 50% of 2010 levels by 2030.
2. 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%
3. City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
4. Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendment to parking fee schedule will provide additional resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursue Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

**(b) The amount charged by the city in the past;**

The parking fee adjustment are in line with past fee charges.

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

The Parking Enterprise has experienced a significant drop in revenue due to the impact of COVID 19 on parking demand. The changes in this administrative order will allow the Parking Fund to streamline operations and reduce administrative expenses to meet adopted budget estimates.

**(d) The amounts charged by other comparable providers; and,**

The City of Eugene's Parking Services program is an 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 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.**

The Parking Enterprise has experienced a significant drop in revenue due to the impact of COVID 19 on parking demand. The changes in this administrative order will allow the Parking Fund to streamline operations and reduce administrative expenses to meet adopted budget estimates.

**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.**

Not Applicable

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

Not Applicable

(c) **Other recognized traffic control standards.**

Not Applicable

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

The City of Eugene has adopted financial and transportation-related plans and policies, including Financial Management Goals & Policies (FY 2022 Adopted Budget), Climate Recovery Ordinance (2016), and Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access ways.

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.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvements Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The rate adjustments in this administrative order will provide the financial resources for the Parking Enterprise Fund to cover current operating expenses and build a reserve for future capital improvement projects.

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

1. Reduce community fossil fuel use by 50% of 2010 levels by 2030.
2. 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%
3. City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
4. Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendment to parking fee schedule will provide additional resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursue Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

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

Not Applicable

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

Not Applicable

**(g) The use of abutting property.**

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.

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

Not Applicable

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

Not Applicable

**(j) Emergencies.**

Not Applicable

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

The fee schedule amendment will not impact public health and safety.

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

Not Applicable

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

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;**
- 2. The vehicle type and purpose;**
- 3. The relative, seasonal and special event demands for parking spaces within the areas of the requested parking;**
- 4. The other public uses for the property;**
- 5. The location and physical characteristics of the parking area or facility;**

Criteria 5.055(n) 1-5 are not applicable.

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

The Parking Enterprise Fund accounts for revenue and expenses associated with on-street regulated parking, off-street parking lots and garages, parking administration, parking enforcement, parking maintenance, and municipal court adjudication services. The fee adjustments in this administrative order will provide additional operating revenue necessary to cover costs of operations and enforcement services.

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

The City of Eugene has adopted financial and transportation-related plans and policies, including Financial Management Goals & Policies (FY 2022 Adopted Budget), Climate Recovery Ordinance (2016), and Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access ways.

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.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvements Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and

service needs will be estimated and reviewed annually.

The rate adjustments in this administrative order will provide the financial resources for the Parking Enterprise Fund to cover current operating expenses and build a reserve for future capital improvement projects.

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

1. Reduce community fossil fuel use by 50% of 2010 levels by 2030.
2. 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%
3. City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
4. Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendment to parking fee schedule will provide additional resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursue Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

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

Not applicable.

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

The fee adjustments will support nearby commercial uses by adjusting up and down various rates to meet parking demand.

**10. The ease of enforcing the provisions of this chapter; and**

Not Applicable.

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

The City of Eugene is one provider of downtown and campus area parking options. There are many private and public parking lot options.



**5.285 Charges for Off-Street Parking.**

(7) When establishing charges within the limits of subsections (5) and (6) of this section, the following shall be considered:

**(a) The transportation and economic development goals adopted by the city council;**

The City of Eugene has adopted financial and transportation-related plans and policies, including Financial Management Goals & Policies (FY 2022 Adopted Budget), Climate Recovery Ordinance (2016), and Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access ways.

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.

*Policy D.1. (Capital Improvement Program)*

The City will plan for capital improvements over a multi-year period of time. The Capital Improvements Program (CIP) will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs will be estimated and reviewed annually.

The rate adjustments in this administrative order will provide the financial resources for the Parking Enterprise Fund to cover current

operating expenses and build a reserve for future capital improvement projects.

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

1. Reduce community fossil fuel use by 50% of 2010 levels by 2030.
2. 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%
3. City of Eugene owned facilities and operations are to be carbon neutral by 2020, meaning no net release of greenhouse gas emissions.
4. Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.

The amendment to parking fee schedule will provide additional resources for the Parking Enterprise Fund to work towards the Climate Recovery Ordinance goals by increasing usage of electrical vehicle charging stations, converting building systems that are higher users of fossil fuels (e.g. chillers, lights) to more efficient and lower fossil fuel use building systems, and pursue Parksmart certification (certification program for sustainable and innovating parking structures) for parking garages.

**(b) The demand for public parking;**

In the spring of 2020, the impact of COVID 19 and resulting stay home orders was immediate. Parking demand dropped precipitously. Over the last 18 months, demand has gradually increased but not to pre-Covid levels. The rate adjustments in this admin order reflect the lower parking demand in two downtown parking structures.

**(c) The ability of the city to meet the financial obligations of existing or proposed parking facilities.**

The fee amendment will provide resources to manage and balance the Parking Enterprise Fund. Adjusting the hourly rates will allow the City to move towards cashierless parking option in the Overpark and Arcade Garages. Not having a contract for cashier services will save the Parking Fund over \$100,000 per year, after accounting for cashierless system investments.

- (d) When considering the charges for facilities in proximity to the Hult Center, the level of tax support the city provides to that center.**

The hourly rate changes for the Parcade Garage will not impact the level of tax support provided to the Hult Center.