



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

September 28, 2022

12:00 p.m. CITY COUNCIL WORK SESSION

As the state and community recover from the COVID-19 pandemic, City Council meetings will continue to be held in hybrid format using in person and virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

Meeting of September 28, 2022; Her Honor Mayor Lucy Vinis Presiding

Councilors

Claire Syrett, President
Mike Clark
Randy Groves
Jennifer Yeh

Matt Keating, Vice President
Greg Evans
Emily Semple
Alan Zelenka

12:00 p.m. CITY COUNCIL WORK SESSION

1. **WORK SESSION: Climate-Friendly and Equitable Communities Rules: Parking Regulations**
2. **WORK SESSION: Sister Cities Review Discussion**

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

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September 28, 2022 Work Session

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Discussion and Initiation of Land Use Code Changes Related to Climate-Friendly and Equitable Communities Parking Rules

Meeting Date: September 28, 2022
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Lydia Bishop
Contact Telephone Number: 541-682-5482

ISSUE STATEMENT

This work session will provide City Council details regarding parking requirements included in the State's recently adopted Climate-Friendly and Equitable Communities rules. To meet the State-mandated timeline for adoption of some of these rules, staff is requesting that Council initiate a land use code amendment to implement the required parking changes, including changes to electric vehicle ready parking spaces.

BACKGROUND

On September 12, 2022, staff provided a high-level overview of the State's recently adopted Climate-Friendly and Equitable Communities rules. Council questions related to the parking requirements will be addressed at this work session, and the remainder in a memorandum to Council. A similar presentation was provided to the Eugene Planning Commission on August 23, 2022.

At Council's work session, parking rules were previewed, and staff noted that these rules are the first of the Climate-Friendly and Equitable Communities rules that will require adoption. As noted at that work session, some rules go into effect by the end of this calendar year without a requirement for a code amendment, some rules related to provision of conduit for electric vehicle (EV) charging stations will be applicable by the end of March, and land use code changes eliminating or reducing minimum off-street parking requirements must be adopted and effective by June 30, 2023. The deadlines and associated requirements are described below, unless the Department of Land Conservation and Development approves an alternative date. Requesting an alternative date is addressed below. The Oregon Administrative Rules (OARs) specific to these requirements are included as Attachment A, and Department of Land Conservation and Development's Climate-Friendly and Equitable Communities rules Implementation Guide is included as Attachment B.

December 31, 2022: After this date, the City is required to implement the following requirements when reviewing development applications:

- The City may not enforce parking mandates on a lot or parcel that includes lands within one-half mile of a frequent transit corridor, defined as transit lines with four or more stops at peak times (see Attachment C);
- The City may not require parking for the following uses:
 - Facilities and homes designed to serve people with disabilities;
 - Childcare facilities;
 - Single-room occupancy housing;
 - Affordable housing (housing available to rent or buy by households with income that does not exceed 80% of AMI, or spaces in manufactured dwelling parks available for rent by households with income that does not exceed 100% AMI);
 - Publicly supported housing (multi-unit rental housing that receives financial assistance from the state or federal government);
 - Emergency and transitional shelters for people experiencing homelessness;
 - Domestic violence shelters; and
 - Dwelling units less than 750 square feet in size.
- The City may not require more than one off-street parking space per unit for residential developments with more than one unit on a single legally established property.

March 31, 2023 – By this date, the City must require the provision of electric vehicle charging capacity to accommodate 40% of parking spaces for new multi-unit developments and new mixed-use developments that include multi-unit dwellings and private commercial space. This is proposed to be codified concurrently with the parking rules.

June 30, 2023 - The City must amend the land use code to incorporate the parking requirements that became effective December 31, 2022, to implement parking regulation improvements, and to adopt one of two parking reform approaches to reduce or eliminate minimum off-street parking requirements.

Parking Regulation Improvements:

- Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;
- Allow property owners to redevelop existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities.

For both types of improvements above, the City's land use regulations must allow property owners to go below existing mandated minimum parking requirements, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.

- Adopt policies and land use regulations that:
 - Allow and encourage the conversion of existing underused parking areas to other uses; and
 - Allow and facilitate shared parking.
- New development that includes more than one-quarter acre of surface parking must provide one of the following:

- Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property, or pay \$1,500 per space into a fund dedicated to equitable solar or wind energy development;
- Actions to comply with OAR 330-135-0010 which are specific to green energy technology or woody biomass energy technology; or
- Tree canopy covering at least 50% of parking lot at maturity, no more than 15 years after planting.
- Developments with more than one-quarter acre of surface parking must also provide:
 - Street trees along driveways but not along drive aisles;
 - Street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities;
 - A tree canopy plan in coordination with EWEB, including pre-design, design, building, and maintenance phases;

In providing trees noted above, the following standards must be met:

- The tree spacing and species planted must be designed to maintain a continuous canopy and the code must provide clear and objective standards to achieve such a canopy. Trees must be planted and maintained to maximize their root health and chances of survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The City shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure compliance with tree planting and maintenance provisions.
- The City must establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.

Parking Maximums in Climate Friendly Areas and Regional and Town Centers

The City must set the following parking maximums for climate friendly areas, and areas and on lots or parcels that include lands within one-half mile of frequent transit corridors.

- Parking maximums shall be no higher than 1.2 off-street parking spaces per studio-unit and two off-street parking spaces per non-studio residential unit in a multi-unit development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums include visitor parking.
- Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses.
- For land uses with over 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.
- The City must consider setting parking maximums equal to or less than 150% of parking mandates in effect on January 1, 2020. If the City sets higher parking maximums, it must adopt findings explaining the decision to do so. However, the maximums set out above may not be exceeded in climate-friendly areas or within one-half mile of transit corridors.
- Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from these calculations.

Reduction of Parking Mandates

As discussed at the September 12, 2022, work session and mentioned above, the focus of the State's rules is to eliminate or significantly reduce parking minimums. There are two approaches to meeting this requirement, and the second approach is divided into two options:

First Option: Eliminate Parking Minimums Citywide:

The most straightforward option provided in the State rules is to repeal all parking mandates throughout the City. This would eliminate the City requirements to provide a minimum number of parking spaces for any use and allow the market, the developer, or lending institution to dictate the number of parking spaces provided for development. If the City chooses this option, no further action, other than codification, is necessary to comply with the climate-friendly parking rules.

It should be noted that when the City adopts climate-friendly areas, if the City does not choose this first option and opts for either of the second options (A or B) below, staff may need to return after climate friendly areas are adopted to re-evaluate parking.

Second Option (A): Fair Parking Policy Approach

This option requires cities reduce parking mandates for certain types of development and in key areas. A fair parking policy approach shall include at least three of the following five provisions:

1. Require that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. The city may exempt townhouses from this requirement. Unbundled parking means that parking spaces for each unit in a development be rented, leased, or sold separately from the unit itself. The renter, lessor or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.
2. Require that parking spaces serving leased commercial developments be unbundled.
3. Require that for employers of 50 or more employees who provide free or subsidized parking for their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking (whichever is greater) to employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking.
4. A tax on the revenue from commercial parking lots collecting no less than 10% of income, with revenues dedicated to improving transportation alternatives to drive-alone travel.
5. A reduction in parking mandates for new multifamily residential development to no higher than one-half space per unit, including visitor parking.

Second Option (B): Reduced Regulation Parking Management

The reduced parking management approach requires all the following:

1. Repeal all parking mandates within one-half mile pedestrian travel of climate-friendly areas;
2. Repeal all parking mandates for transit-oriented development and mixed-use development;
3. Repeal parking mandates for group quarters including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
4. Repeal parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments with five or more units on a lot or parcel;

5. Repeal parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years. The City may require registration of a building as vacant two years prior to waiving parking mandates;
6. Repeal requirements to provide additional parking for change of use or redevelopment;
7. Repeal parking mandates for expansion of existing business by less than 30 percent of a building footprint,
8. Repeal parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
9. Repeal parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 sq feet of floor space;
10. Repeal parking mandates for developments built under Oregon Residential Reach Code;
11. Repeal parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system;
12. Repeal parking mandates for schools;
13. Repeal parking mandates for bars and taverns;
14. Set parking maximums consistent with OAR 660-012-0415(1), which requires cities set parking maximums in climate-friendly areas and in regional centers and town centers regardless of population;
15. Designate of at least one residential parking district or parking benefit district where on-street parking is managed through permits, payments, or time limits.

With both Second Options A and B, the following requirements are also applicable:

- Price at least 10% of on-street parking spaces and report the percentage of on-street parking spaces that are priced as provided in OAR 660-012-0900. Residential parking permits priced at lower than \$15 per month, 50 cents per day, or equivalent do not count towards the total.
- Garages and carports may not be required for residential developments;
- Garage parking spaces shall count towards off-street parking mandates;
- Provision of shared parking shall be allowed to meet parking mandates;
- Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any parking is provided on site, required parking for parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;
- Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development;
- Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking mandates;
- Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking mandates;
- Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities;
- Any reductions above shall be cumulative and not capped; and

- Parking for multi-family residential units in the areas in OAR 660-012-0440 be unbundled parking.

Alternative Timelines

The City may propose an alternative date in lieu of the deadlines noted above for some of the parking rules. Timelines for mandates that automatically go into effect by the end of the year are not adjustable, but the parking regulation improvements and mandates may be considered for an alternative date. The Statutes specifying what criteria must be met for consideration of an alternative date are included as Attachment D. However, considering how quickly the City has to adopt these parking mandates, it may be necessary to continue with the process to adopt the new rules while simultaneously developing a proposal for an alternative date.

Next Steps

Due to the timelines to comply with these rules, staff will be recommending Council initiate a land use code amendment to adopt the climate-friendly parking requirements, including provisions related to electric vehicle charging. As a land use decision, a public hearing before the Planning Commission is required prior to Council's public hearing. If Council directs staff to initiate a land use code amendment, staff intends to schedule a public hearing with the Eugene Planning Commission prior to the end of the year to receive public testimony and to obtain a recommendation from the Planning Commission. Staff anticipates returning to City Council for a public hearing on the proposed code changes and the Planning Commission's recommendation in the first quarter of 2023.

PREVIOUS COUNCIL DIRECTION

[September 12, 2022](#) While no specific direction was provided at this work session, staff provided an overview of the Climate-Friendly and Equitable Communities rules and previewed the parking rules that are the subject of this agenda item summary.

COUNCIL OPTIONS

1. Direct the City Manager to initiate a land use code amendment to comply with the electric vehicle charging and parking Climate-Friendly and Equitable Communities rules.
2. Direct the City Manager to initiate a land use code amendment to comply with electric vehicle charging and the State option to eliminate minimum parking City-wide, consistent with the Climate-Friendly and Equitable Communities rules.
3. Direct the City Manager to initiate a land use code amendment to comply with electric vehicle charging and the State option to adopt either the Fair Parking Pricing Policy approach or Reduced Regulation Parking Management approach, consistent with the Climate-Friendly and Equitable Communities rules.

CITY MANAGER RECOMMENDATION

The City Manager recommends the Council adopt one of the motions provided below.

SUGGESTED MOTIONS

1. Move to direct the City Manager to initiate a land use code amendment to comply with the electric vehicle charging and parking Climate-Friendly and Equitable Communities rules.
or
2. Move to direct the City Manager to initiate a land use code amendment to comply with the electric vehicle charging and the State option to eliminate minimum parking City-wide, consistent with the Climate-Friendly and Equitable Communities rules.
or
3. Move to direct the City Manager to initiate a land use code amendment to comply with electric vehicle charging and the State option to adopt either the Fair Parking Pricing Policy approach or Reduced Regulation Parking Management approach, consistent with the Climate-Friendly and Equitable Communities rules.

ATTACHMENTS

- A. Climate-Friendly and Equitable Communities Oregon Administrative Rules for Parking
- B. Department of Land Conservation and Development's Climate-Friendly and Equitable Community Implementation Guide
- C. Map of Areas within ½ Mile Proximity to LTD Frequent Transit Corridors
- D. Climate-Friendly and Equitable Communities Effective and Alternative Date Process

FOR MORE INFORMATION

Staff Contact: Lydia Bishop
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Staff E-Mail: lbishop@eugene-or.gov

Department of Land Conservation and Development Climate-Friendly and Equitable Communities Implementation website: <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

660-012-0400**Parking Management**

(1) OAR 660-012-0400 through OAR 660-012-0450 apply to:

(a) Cities within metropolitan areas; and

(b) Portions of counties in a metropolitan area within an urban growth boundary, where the population of the unincorporated area within the urban growth boundary is 5,000 or more, and the area is served with urban water and sanitary services.

(2) Cities and counties shall adopt comprehensive plans and land use regulations that implement provisions of OAR 660-012-0405 through OAR 660-012-0415.

(3) Cities and counties shall remove parking mandates as directed under OAR 660-012-0420. In lieu of removing parking mandates, cities and counties may amend their comprehensive plans and land use regulations to implement the provisions of OAR 660-012-0425, OAR 660-012-0430, OAR 660-012-0435, OAR 660-012-0440, OAR 660-012-0445, and OAR 660-012-0450.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022

LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0405**Parking Regulation Improvements**

(1) Cities and counties shall adopt land use regulations as provided in this section:

(a) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and

(c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.

(2) Cities and counties shall adopt policies and land use regulations that allow and encourage the conversion of existing underused parking areas to other uses.

(3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.

(4) Cities and counties shall adopt land use regulations for any new development that includes more than one-quarter acre of surface parking on a lot or parcel as provided below:

(a) Developments must provide one of the following:

(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. In lieu of installing solar panels on site, cities may allow developers to pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;

(B) Actions to comply with OAR 330-135-0010; or

(C) Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.

(b) Developments must provide street trees along driveways but are not required to provide them along drive aisles; and

(c) Developments must provide street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities.

(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.

(e) In providing trees under subsections (a), (b) and (c), the following standards shall be met. The tree spacing and species planted must be designed to maintain a continuous canopy. Local codes must provide clear and objective standards to achieve such a canopy. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions.

(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0410

Electric Vehicle Charging

(1) This rule applies to cities within a metropolitan area.

(2) Cities shall ensure new development supports electric vehicle charging pursuant to amendments to the state building code adopted pursuant to ORS 455.417.

(3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012, ORS 197.712 & ORS 455.417

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0415

Parking Maximums and Evaluation in More Populous Communities

(1) Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland Metropolitan Area, shall set parking maximums in climate-friendly areas and in regional centers and town centers, designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map. Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440.

(a) Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;

(b) Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;

(c) For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building;

(d) In setting parking maximums, cities and counties shall consider setting maximums equal to or less than 150 percent of parking mandates in their adopted land use regulations in effect as of January 1, 2020. A city or county that sets a higher parking maximum must adopt findings for doing so. In no case shall the city or county exceed the limits in subsections (a) through (c) in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440; and

(e) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

(2) Cities with populations over 200,000 shall, in addition to the requirements in section (1) of this rule:

(a) Study the use of priced on-street timed parking spaces in those areas subject to OAR 660-012-0435 or 660-012-0440. This study shall be conducted every three years or more frequently. Cities shall adjust prices to ensure availability of on-street parking spaces at all hours. This shall include all spaces in the city paid by minutes, hours, or day but need not include spaces where a longer-term paid residential permit is required;

(b) Use time limits or pricing to manage on-street parking spaces in an area at least one year before authorizing any new structured parking on city-owned land including more than 100 spaces in that area after March 31, 2023;

(c) Adopt procedures ensuring prior to approval of construction of additional structured parking projects of more than 300 parking spaces designed to serve existing uses, developer of that parking structure must implement transportation demand management strategies for a period of at least six months designed to shift at least 10 percent of existing vehicle trips ending within one-quarter mile of the proposed parking structure to other modes; and

(d) Adopt design requirements requiring applicants to demonstrate that the ground floor of new private and public structured parking that fronts a public street and includes more than 100 parking spaces would be convertible to other uses in the future, other than driveways needed to access the garage.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0420

Exemption for Communities without Parking Mandates

(1) Cities and counties that adopt land use regulations that do not include parking mandates are exempt from OAR 660-012-0425 through OAR 660-012-0450.

(2) Cities and counties that retain land use regulations with parking mandates shall conform with OAR 660-012-0425 through OAR 660-012-0450.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0425

Reducing the Burden of Parking Mandates

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties shall adopt and enforce land use regulations as provided in this section:

(a) Garages and carports may not be required for residential developments;

(b) Garage parking spaces shall count towards off-street parking mandates;

(c) Provision of shared parking shall be allowed to meet parking mandates;

(d) Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any parking is provided on site, required parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;

(e) Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development;

(f) Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking mandates;

(g) Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking mandates; and

(h) Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities.

(3) Any reductions under section (2) shall be cumulative and not capped.

(4) Cities and counties shall require the parking for multi-family residential units in the areas in OAR 660-012-0440 be unbundled parking.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0430

Reduction of Parking Mandates for Development Types

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties may not require more than one parking space per unit in residential developments with more than one dwelling unit on a single legally-established property.

(3) Cities and counties may not require parking for the following development types:

(a) Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400;

(b) Child care facility as defined in ORS 329A.250;

(c) Single-room occupancy housing;

(d) Residential units smaller than 750 square feet;

(e) Affordable housing as defined in OAR 660-039-0010;

(f) Publicly supported housing as defined in ORS 456.250;

(g) Emergency and transitional shelters for people experiencing homelessness; and

(h) Domestic violence shelters.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012, ORS 197.712, ORS 329A.250, ORS 443.400 & ORS 456.250

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0435

Parking Reform in Climate Friendly Areas

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties shall adopt land use regulations addressing parking mandates in climate-friendly areas as provided in OAR 660-012-0310. Cities and counties in Metro shall adopt land use regulations addressing parking mandates in regional centers and town centers designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map. In each such area, cities and counties shall either:

(a) Remove all parking mandates within the area and on parcels in its jurisdiction that include land within one-quarter mile distance of those areas; or

(b) Manage parking by:

(A) Adopting a parking benefit district with paid on-street parking and some revenues dedicated to public improvements in the area;

(B) Adopting land use amendments to require no more than one-half off-street parking space per dwelling unit in the area; and

(C) Adopting land use regulations without parking mandates for commercial developments.

(3) Cities and counties that opt to retain parking mandates under OAR 660-012-0400 shall require the parking for multi-family residential units in the areas listed in section (2) be unbundled parking.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022

LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0440

Parking Reform Near Transit Corridors

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties may not require parking spaces for developments on a lot or parcel that includes lands within three-quarters mile of rail transit stops.

(3) Cities and counties may not enforce parking mandates for developments on a lot or parcel that includes lands within one-half mile of frequent transit corridors, including:

(a) Priority transit corridors designated under OAR 660-012-0710;

(b) Corridors with bus service arriving with a scheduled frequency of at least four times an hour during peak service; and

(c) Corridors with the most frequent transit route or routes in the community if the scheduled frequency is at least once per hour during peak service.

(4) Cities and counties may use either walking distance or straight-line distance in measuring distances in this rule.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022

LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0445

Parking Management Alternative Approaches

(1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420, cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a) or a reduced regulation parking management approach as provided in subsection (b).

(a) A fair parking policy approach shall include at least three of the following five provisions:

- (A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;
 - (B) A requirement that parking spaces serving leased commercial developments be unbundled parking;
 - (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
 - (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
 - (E) A reduction of parking mandates for new multifamily residential development to no higher than one-half spaces per unit, including visitor parking.
- (b) A reduced regulation parking management approach shall include all of the following:
- (A) A repeal of all parking mandates within one-half mile pedestrian travel of climate-friendly areas;
 - (B) A repeal of parking mandates for transit-oriented development and mixed-use development;
 - (C) A repeal of parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
 - (D) A repeal of parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;
 - (E) A repeal of parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years. Cities and counties may require registration of a building as vacant two years prior to the waiving of parking mandates;
 - (F) A repeal of requirements to provide additional parking for change of use or redevelopment;
 - (G) A repeal of parking mandates for expansion of existing businesses by less than 30 percent of a building footprint;
 - (H) A repeal of parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
 - (I) A repeal of parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space;
 - (J) A repeal of parking mandates for developments built under the Oregon Residential Reach Code;
 - (K) A repeal of parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;
 - (L) A repeal of parking mandates for schools;
 - (M) A repeal of parking mandates for bars and taverns;
 - (N) Setting parking maximums consistent with OAR 660-012-0415(1), notwithstanding populations listed in that section; and
 - (O) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through permits, payments, or time limits.
- (2) Cities and counties may change their selection between subsections (1)(a) and (b) at any time.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

660-012-0450

Parking Management in More Populous Communities

(1) Cities with populations over 100,000 shall either:

(a) Adopt land use regulations without parking mandates; or

(b) Price at least 10 percent of on-street parking spaces, and report the percentage of on-street parking spaces that are priced as provided in OAR 660-012-0900. Residential parking permits priced at lower than \$15 per month, 50 cents per day per space, or equivalent amounts do not count towards this total.

(2) Cities may change their selection made between subsections (1)(a) or (b) at any time.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

Climate-Friendly and Equitable Communities Implementation Guide



This document provides guidance for cities and counties within metropolitan areas that are expected to implement the Climate Friendly and Equitable Communities rules. The information provided in this document are **based on the version of the temporary rules adopted by the Land Conservation and Development Commission on May 19, 2022**. This guide is for information and is not determinative regarding the content or applicability of the adopted rules.

Pages 1-3 contain an overview of the implementation and reporting requirements of the CFEC rules. The table of implementation dates on pages 3-8 shows the year in which these requirements become applicable, grouped by metropolitan area. The task summaries on pages 9-12 outline the sections of the Division 12 rules that are involved with the CFEC major task groups.

Alternative Dates: Cities, counties, or Metro may optionally propose alternative implementation dates for some deadlines as provided in OAR 660-012-0012(3). Alternative dates would be submitted to the department, reviewed against criteria, and approved by the DLCD Director. Alternative compliance dates for Eugene-Springfield and Salem-Keizer metropolitan area would use this process and the work program process for scenario planning in OAR 660-044-0100. Rules that **can** be modified through this process are in italics in the guide.

Division 12 Exemption: The DLCD Director may grant a full or partial exemption from Division 12 to cities with a population under 10,000 within the urban area (OAR 660-012-0055(7)). The exemption must be requested by the jurisdiction. Exemptions granted shall last for a specified period.

Major Task Groups

Requirements for the implementation of each task are outlined in the schedule. Details of the rules involved with each task are listed after the schedule table.

CFA Study – Study potential climate-friendly areas (CFA) (660-012-0315).

CFA Codes – Designate and make comprehensive plan, zoning map and code changes to implement climate-friendly areas (660-012-0320).

Parking A – For new development applications, apply reduced parking mandates near frequent transit and for certain development types

(code changes not mandatory; may apply 660-012-0430 and 0440 directly).

Parking B – Implement parking regulation improvements, and parking mandate reform (660-012-0400 through 0450).

TSP Updates – These rules only apply at the time of a major update to a transportation system plan (TSP).

TPR Development Regulations – Transportation Planning Rules (TPR) related regulations; required with major transportation system plan updates, no specific update timeline unless indicated. Implement commercial and residential land use regulations (660-012-0330), and bicycle parking (660-012-630).

HNA – Housing Needs Analysis (HNA) (Also known as a Housing Capacity Analysis, or HCA). Update required by OAR Chapter 660-008-0045 for cities over 10,000 population. HNA within Metro must be updated every 6 years; outside of Metro must be updated every 8 years.

HNA is an additional task that is not part of Climate-Friendly and Equitable Communities.

Individually Applicable Rules

Rules separate from the major task groups and with their own applicability date are listed below and in the schedule.

EV Conduit – Cities only; for new multifamily and multi-use development applications, require 40% of spaces have conduit to serve electric vehicle charging (OAR 660-012-0410); implement by March 31, 2023 per OAR 660-012-0012(5)(d); either directly apply state administrative rules or amend local development standards.

Transportation Modeling – transportation modeling or analysis used for a land use decision must comply with OAR 660-012-0210; decision must not increase VMT per capita; effective as of June 30, 2024 per OAR 660-012-0012(5)(a).

Performance Standards – Implement multiple transportation performance standards for plan amendments and development review per OAR 660-012-0215; effective as of June 30, 2025 per OAR 660-012-0012(4)(b).

Additional CFA Designations for UGB Expansions is required beginning June 30, 2027 (OAR 660-008-0010(3)).

Note: **TSP Update** and **TPR Development Regulations** apply to **all** jurisdictions in the table listed below. The proposed rules do not establish an implementation deadline if ‘TSP Update’ and ‘TSP Development Regulations’ are not shown in the schedule. They are **not** exempt from these requirements. A deadline for these tasks may be established through approval of alternate compliance dates.

TPR Reporting

660-012-0900 requires cities and counties outside of Metro to submit yearly reports. The reporting requirements are listed in the row of each metropolitan area (light blue background). The designation of major reports in this guide are based on expected dates of RTP updates. The timing of a major report will be as determined by actual RTP adoption (OAR 660-012-0900(5)). The reporting requirement applies to each jurisdiction individually, although jurisdictions may coordinate to submit one report for the metropolitan area. Inside Metro, annual reporting will be completed by Metro (cities and counties **not** required to submit individual reports).

Population Growth

Attachment B

Climate-Friendly Areas- 660-012-0310(3)(a) and (b) allows two years for jurisdictions that surpass population thresholds of 5,000 or 10,000 to comply with the CFA regulations to which they become subject. Additionally, 660-008-0010(2) requires the designation of additional climate friendly areas as cities over 10,000 grow, in conjunction with required HNA updates.

Parking – 660-012-0012(4)(f)(A) allows one year for jurisdictions that surpass population thresholds in 660-012-0400 to comply with the parking rules to which they become subject.

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Albany Area	TPR major report (5/31) ¹		TPR minor report (5/31)		TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Albany	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	<i>Performance Standards</i>	2028 HNA Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Benton County, Linn County, Marion County (none are more than 5,000 population inside UGB)			Transportation Modeling	<i>Performance Standards</i>		
Jefferson, Tangent, and Millersburg	Parking A	EV Conduit Parking B	Transportation Modeling	<i>Performance Standards</i>		

¹ Next expected RTP updates: 2022: Central Lane, Corvallis; 2023: Albany, Salem-Keizer; 2024: Middle Rogue; 2025: Bend, Rogue Valley. TPR major report expected the year following adoption of RTP update. Future RTP updates expected every 4 years.

	2022	2023	2024	2025	2026-2028	2029
Bend Area	TPR minor report (5/31)		TPR minor report (5/31)	TPR minor report (5/31)	TPR minor report (major report 2026) (5/31)	TPR minor report (5/31)
Bend	Parking A	CFA Study EV Conduit Parking B	CFA Codes HNA Transportation Modeling	Performance Standards	Additional CFA for UGB expansions after June 2027, and with HNA Updates	TSP TPR Dev. Regs.
Deschutes County ²	Parking A	Parking B	Transportation Modeling	Performance Standards		TSP TPR Dev. Regs.
Central Lane	Scenario Plan work program (6/30) Scenario Plan (12/31)		TPR minor report (5/31)	TPR minor report (5/31)	Scenario Plan code amendments and TSP (12/31) TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Coburg	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards	TSP (2026) TPR Dev. Regs.	
Eugene Springfield	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Springfield HNA Performance Standards	TSP (2026) TPR Dev. Regs. Eugene 2026 HNA Additional CFA for UGB expansions after June 2027	
Lane County ³	Parking A	Parking B	Transportation Modeling	Performance Standards	TSP (2026) TPR Dev. Regs.	

² Deschutes Co. population within UGBs in the metropolitan area is >5,000. However, CFA study and codes are not assumed to be applicable because the county does not provide urban services to these areas (660-012-0310(2)).

³ Lane Co. population within UGBs in the metropolitan area is >5,000. However, CFA study and codes are not assumed to be applicable because the county does not provide urban services to these areas (660-012-0310(2)).

Task Summaries

Parking A

Reduced Mandates – OAR 660-012-0430 and 660-012-0440

Effective date December 31, 2022 per OAR 660-012-0012(5)(e)– applies to development applications submitted after that date; either directly apply state administrative rules or amend local development standards

- Reduced mandates for specific developments – cannot mandate more than 1 space/unit for residential developments with more than 1 unit
- No mandates for small units, affordable units, childcare, facilities for people with disabilities, shelters
- Reform near transit - no parking mandates allowed within $\frac{3}{4}$ mile of light or heavy rail stations or $\frac{1}{2}$ mile of frequent transit corridors

Parking B

Parking Regulation Improvement - 660-012-0405

By June 30, 2023 per OAR 660-012-0012(4)(f) - amend development standards

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underutilized parking for other uses
- Allow and facilitate shared parking
- Parking lots more than $\frac{1}{4}$ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented developments.

Parking Maximums and Evaluation in More Populous Cities – 660-012-0415

By June 30, 2023 per OAR 660-012-0012(4)(f)

- Cities >25,000 population in metro or >100,000 outside set certain parking maximums in specified areas
- Cities >200,000 population also:
 - Study use of on-street timed parking in CFA and transit areas (660-012-0435 & 0440)
 - Implement parking management before authorizing new 100+ stall parking garages
 - Implement TDM management strategies before authorizing new 300+ stall garages
 - adopt design requirements so ground floor of parking garage convertible to other uses

Parking Mandate Reform

Effective date March 31, 2023 per OAR 660-012-0012(4)(f)

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal all parking mandates within the jurisdiction	Reduce parking burdens – adopt eight land use regulations related to reduced mandates based on factors such as shared parking, solar panels, parking space accessibility, on-street parking; unbundling of parking from rent for multifamily units near transit (660-012-0425)	
	Cities pop. 100,000+ adopt on-street parking prices for 5/10% of total on-street parking supply by September 30, 2023/2025 (660-012-0450; effective dates per OAR 660-012-0012(4)(g))	
	<p align="center">Parking Management Alternative Approaches <i>Choose ONE of the following (Option 2 -or- 3).</i></p> <p align="center"><i>Policies to take effect no later than June 30, 2023 (effective date per OAR 660-012-0012(4)(f))</i></p>	
	<p align="center">Option 2 660-012-0445(1)(a) - <i>Adopt at least 3 of 5 policies below</i></p>	<p align="center">Option 3 660-012-0445(1)(b) - <i>Adopt regulations minimizing or exempting required parking for 15 development types (summarized below)</i></p>
no additional action needed	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for redevelopments/additions.</p> <p>Adopt parking maximums.</p> <p>No parking mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>

Climate-Friendly Areas

CFA Study 660-012-0315 Due December 31, 2023 per 660-012-0012(5)(b)	CFA Codes 660-012-0320 via 660-012-0315(6) Due Date December 31, 2024 per 660-012-0012(4)(c)	
<ul style="list-style-type: none"> CFA location and size standards per 660-012-0310(1) <u>>10,000 population</u> Dwelling Unit Capacity of at least 30% of current housing needs analysis (660-012-0315(1); capacity calculated per methodology in 660-012-0315(2)) <u>Population 5,000 -10,000</u> Designate at least 25 acres of CFA (660-012-0315(3)) Displacement analysis, fair and equitable outcomes plan, and narrative summary of public engagement (660-012-0315(4)) 	<i>Required for all CFAs:</i> <ul style="list-style-type: none"> Allowed uses per 660-012-0320(2) Inclusion of existing residential and employment zones without zoning amendments per 660-012-0320(3) Prioritization of public buildings, open spaces per 660-012-0320(4) Block length maximums per 660-012-0320(5) Address other requirements per 660-012-0320(7) Eliminate mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units (660-012-0435) 	
	Housing and Employment Targets 660-012-0320(8) or (9)	
	Option A Residential minimum density standards and allowed building height not less than specified by OAR 660-012-0320(8)	Option B Standards other than Option A proposed by jurisdiction that achieve target dwelling unit and employment per acre

Transportation System Plan Update

- TSP updates may use 660-012-0015 if 660-018-0020 is notice provided by December 31, 2022 (OAR 660-012-0012(2)(a)).
- Minor TSP updates need not meet all updated requirements if the updated portions of the plan meet new requirements, and 660-018-0020 notice is provided by June 30, 2027 (OAR 660-012-0012(2)(b)).
- Compliance deadline for Eugene-Springfield and Salem -Keizer determined by 660-044-0015 Scenario Planning.
- Cities and Counties over 5,000 population and outside the Portland metropolitan areas must adopt major TSP update by December 31, 2029 (OAR 660-012-0012(4)(a)).

Generalized Scope and Process

- Overall TSP update requirements (660-012-0100 and 0105)
- Public Engagement and Equity
 - TSP Planning Engagement generally (660-012-0120)
 - Equity and Underserved Populations (660-012-0125, identifying underserved populations; 660-012-0130, Decision-Making; 660-012-0135, Equity Analysis)

- System Inventories and Existing Conditions
 - General inventory requirements (660-012-0150)
 - Planning Area (660-012-0110)
 - Land use assumptions (660-012-0340) - future land use assumptions at approximately a block-by-block level of detail
 - Modal inventory requirements: Pedestrian (660-012-0505); Bicycle (660-012-0605); Transit (660-012-705); Streets and Highways (660-012-0805)
 - Funding projections (660-012-0115)
- Goals, Targets, and Project Prioritization
 - VMT Targets – base year and horizon year (660-012-0160)
 - Adoption of Transportation Performance Standards (660-012-0215)
- TSP Contents
 - Modal design and planning requirements: Pedestrian (660-012-0510); Bicycle (660-012-0610); Transit (660-012-710); Streets and Highways (660-012-0810)
- TSP Contents (continued)
 - Modal projects: Pedestrian (660-012-0520); Bicycle (660-012-0620); Transit (660-012-720); Streets and Highways (660-012-0820)
 - Transportation Options Planning (660-012-0145) – transportation demand management, transit options and incentives
 - Enhanced review of select roadway projects (660-012-0830) – for facilities that may increase driving capacity
 - Prioritization framework (660-012-0155)
 - Unconstrained Project List (660-012-0170) – combination of modal projects; must meet VMT per capita targets from 660-012-0160; Project Prioritization Framework (660-012-0155)
 - Financially-Constrained Project List (660-012-0180)
 - Created from unconstrained list per procedures in 660-012-0180(3)
 - Sum of projects on list not to exceed 125% of funding available from 660-012-0115

Transportation Planning Rule Development Regulations

Land use requirements (660-012-0330)

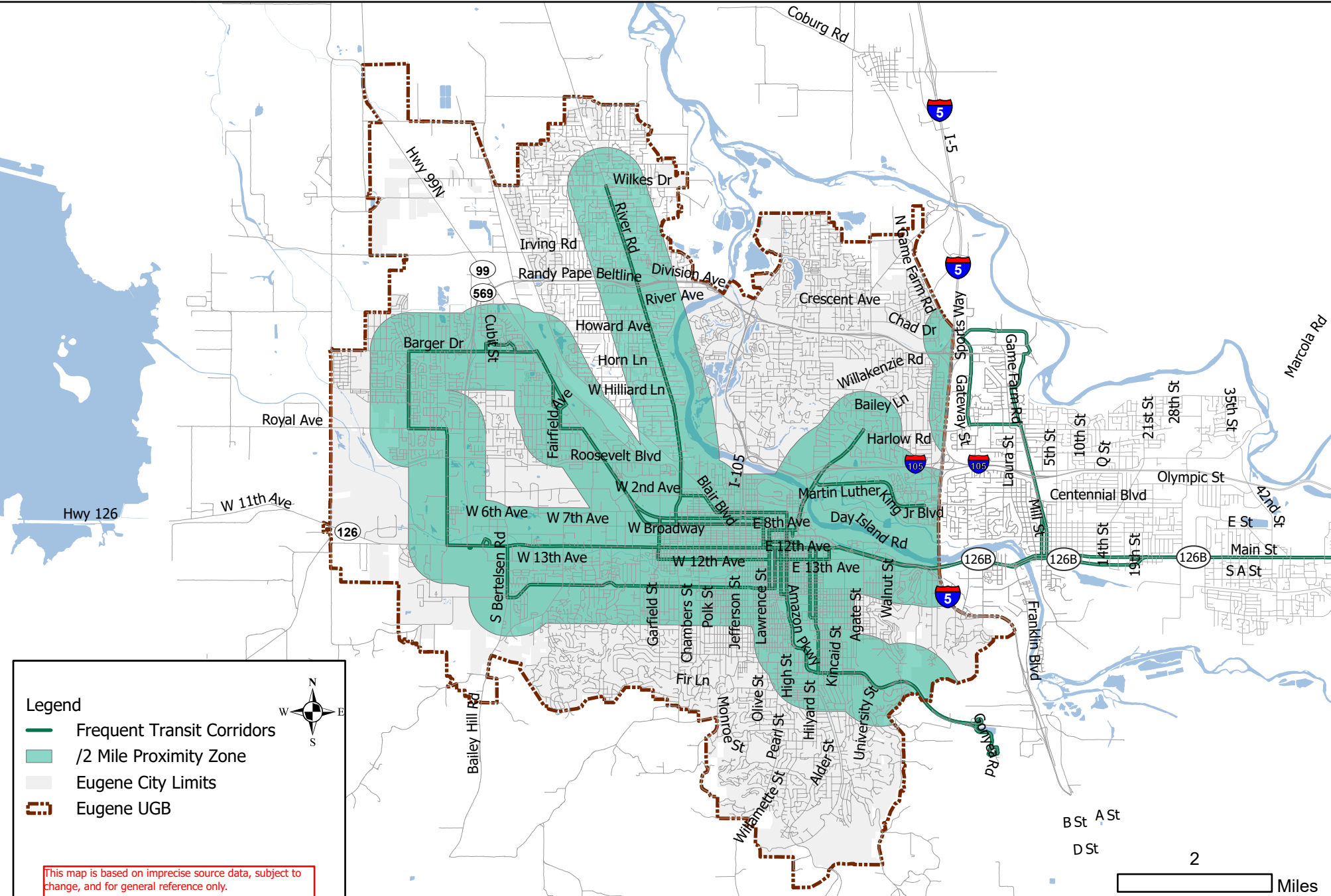
Effective date per 660-012-0012(4)(e) – TSP Adoption

- Neighborhood circulation (660-012-0330(3))
- Mixed use and commercial districts (660-012-0330(4))
- Slow streets for neighborhoods ((660-012-0330(5))
- Auto-oriented land uses ((660-012-0330(6))
- Low car districts (cities of 100k+, 660-012-0330(7))
- Protection of transportation facilities ((660-012-0330(8))

Bicycle Parking (660-012-0630)

Effective date - TSP Adoption (OAR 660-012-0330(4)(g))

Areas within 1/2 Mile Proximity of LTD Frequent Transit Corridors



660-012-0012**Effective Dates and Transition**

(1) The rules in this division adopted on July 21, 2022, and amendments to rules in this division adopted on that date, are effective August 17, 2022, except as provided in this rule.

(2) A city or county subject to the requirements as provided in OAR 660-012-0100 may make interim updates to the local transportation system plan using requirements as provided in OAR 660-012-0015 if the city or county:

(a) Has submitted notice of the proposed change to the comprehensive plan to the department as provided in OAR 660-018-0020 no later than December 31, 2022; or

(b) The interim update is not a major transportation system plan update as provided in OAR 660-012-0105, and the city or county has submitted notice of the proposed change to the comprehensive plan to the department as provided in OAR 660-018-0020 no later than June 30, 2027. Interim updates must comply with applicable requirements in this division within the scope of the transportation system plan amendment but need not bring the entire transportation system plan in compliance with all applicable regulations.

(3) Cities, counties, or Metro may choose to propose alternative dates in lieu of the effective dates or deadlines in section (4) of this rule.

(a) A submitted proposal for alternative dates shall include:

(A) A description of any work already underway to begin complying with the new or amended requirements of this division;

(B) Proposed dates for accomplishing requirements in lieu of effective dates or deadlines provided in this rule; and

(C) A schedule for updating local transportation system plans to comply with new or amended requirements of this division.

(b) Proposed alternative dates must demonstrate consistent progress toward meeting the updated requirements of this division. Proposed alternative dates must include at least some work implemented by December 31, 2023. Proposed alternative dates must include completion of all elements included in the alternative dates, except for a major update to the transportation system plan, by June 30, 2027.

(c) Proposed alternative dates should be designed to sequence work in a logical progression, considering acknowledged plans, other work, and the work of other jurisdictions within the metropolitan area. Cities and counties in a metropolitan area may submit joint proposed alternative dates for a metropolitan area.

(d) Proposed alternative dates may not be submitted to the department after January 31, 2023.

(e) Local governments in regions required to submit a work program as provided in OAR 660-044-0015 may submit a single combined work program that proposes alternative dates as provided in this rule and meets the requirements as provided in OAR 660-044-0100. Notwithstanding subsection (d), the combined work program must be submitted by the date provided in OAR 660-044-0015.

(f) The director shall review the proposed alternative dates to determine whether the proposed alternative dates meet the following criteria:

(A) Ensures urgent action;

(B) Coordinates actions across jurisdictions within the metropolitan area;

(C) Coordinates with work required as provided in OAR 660-044-0100;

(D) Sequences elements into a logical progression; and

(E) Considers availability of funding and other resources to complete the work.

(g) Upon the director finding the proposed alternative dates meet the criteria in (f), the alternative dates shall be used.

(h) The director may modify alternative dates at any time as necessary to achieve the purposes of this division.

(4) The dates in this section apply unless alternative dates are approved by the director as provided in section (3).

(a) Cities outside the Portland Metropolitan Area with a population over 5,000 in the urban area, and counties outside the Portland Metropolitan Area with an unincorporated population over 5,000 in the urban area, must adopt a major transportation system plan update as provided in OAR 660-012-0105 by December 31, 2029.

(b) The provisions of OAR 660-012-0215 requiring the adoption of multiple transportation performance standards take effect on June 30, 2025.

(c) A city or county that is subject to the requirements of OAR 660-012-0310 shall adopt land use requirements for climate-friendly areas and a climate-friendly comprehensive plan element as provided in OAR 660-012-0315 by December 31, 2024.

(d) Metro shall amend the urban growth management functional plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require local government adoption of Region 2040 centers and land use regulations as described in the acknowledged urban growth management functional plan. Within the Metro urban growth boundary, a county with planning jurisdiction in unincorporated areas provided with urban water, sanitary sewer, stormwater, and transportation services, or a city shall comply with the adopted requirements of the urban growth management functional plan by December 31, 2025.

(e) Cities and counties shall adopt land use regulations to meet the requirements of OAR 660-012-0330 no later than the date of adoption of a major transportation system plan update as provided in OAR 660-012-0105.

(f) Cities and counties shall adopt comprehensive plan amendments and land use regulations meeting requirements provided in OAR 660-012-0400, OAR 660-012-0405, and OAR 660-012-0415 through OAR 660-012-0450 no later than June 30, 2023, except as provided below. If a city or county has not done so, it may not apply parking mandates after that date.

(A) Cities and counties that pass population thresholds in OAR 660-012-0400, OAR 660-012-0415, or OAR 660-012-0450 must adopt comprehensive plan amendments and land use regulations meeting requirements within 12 months of passing those population thresholds.

(B) If cities and counties adopt an approach in OAR 660-012-0445, policies must take effect no later than June 30, 2023.

(C) Cities and counties adopting an approach in OAR 660-012-0435 shall do so concurrently with adoption of any climate-friendly area under OAR 660-012-0315.

(g) Cities choosing to report on the share of on-street parking spaces that are priced as provided in OAR 660-012-0450(1)(b) must:

(A) Demonstrate at least five percent of on-street parking spaces are priced by September 30, 2023; and

(B) Demonstrate at least 10 percent of on-street parking spaces are priced by September 30, 2025.

(5) The following dates may not be adjusted through proposed alternative dates as provided in section (3):

(a) The provisions of OAR 660-012-0210 take effect June 30, 2024.

(b) A city or county that is subject to the requirements of OAR 660-012-0310 shall submit a study of climate-friendly areas as provided in OAR 660-012-0315(4) and (5) by December 31, 2023.

(c) The provisions of OAR 660-012-0310(4)(a) and (b) take effect June 30, 2023.

(d) Cities shall implement the requirements for electric vehicle charging as provided in OAR 660-012-0410 no later than March 31, 2023.

(e) Cities and counties shall implement the requirements of OAR 660-012-0430 and 660-012-0440 when reviewing development applications submitted after December 31, 2022.

(6) Cities and counties with voter-approved bond-funded projects where the election occurred before January 1, 2022 may use approved bond funding as a factor when prioritizing projects in an unconstrained project list as provided in OAR 660-012-0170(4).

(7) The first reporting year for the reporting requirements provided in OAR 660-012-0900 is 2023, with reports due no later than May 31, 2024.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.712, ORS 197.296 & ORS 455.417

History:

[LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022](#)

[LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022](#)

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Sister Cities Review Discussion

Meeting Date: September 28, 2022
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Jason Dedrick
Contact Telephone Number: 541-682-5033

ISSUE STATEMENT

This work session is an opportunity for council to receive an overview of the Sister Cities program and to have a discussion about the program going forward.

BACKGROUND

Program Overview

The Sister Cities program has been part of City of Eugene government since 1961, when Chinju (Jinju), South Korea became Eugene's first sister city. Eugene also has sister city relationships with Kathmandu, Nepal (1975) and Kakegawa, Japan (1979). The City of Eugene recently suspended its relationship with Irkutsk, Russia (1988). Each sister city relationship was created by Council action (see Attachment A).

The sister cities movement supports cooperative agreements between towns and cities (and sometimes counties) in geographically and politically distinct areas to promote cultural and commercial ties. There are over 500 sister city programs throughout the United States linked with over 140 countries around the world. Most of these programs, including the City of Eugene's, are members of Sister Cities International, the national membership organization for sister cities established by President Eisenhower in 1956.

In Eugene, each Sister City is represented locally by a Sister City Committee that enters into a contract with the City of Eugene, which includes a scope of services (Attachment B provides an example for Kathmandu, which is identical to the other Sister City contracts). These groups coordinate volunteer efforts, assist with inbound and outbound official delegation visits and organize cultural events and activities. The City of Eugene has provided varying levels of support to sister city efforts over the decades. Funding for FY23 includes up to \$10,000 for each Sister City Committee. Annually, the City also pays membership dues to Sister Cities International (\$1,030 in FY23) and incurs some direct expenditures when delegation visits occur.

Examples of recent expenditures by Eugene's Sister City Committees include the following:

- Costs associated with delegation visits (lodging, meals, gifts, etc.)
- Host family stipends (hosting youth from the sister cities)
- Outreach events/celebrations (supplies and materials)
- Meeting materials/printing fees

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- Website fees
- Bank fees (checking accounts, etc.)
- Legal fees (501c3 certification, by-laws, etc.)

As part of the contract requirements, each committee provides an annual report documenting recent activities, an accounting of how funds were expended, board and membership details, any plans for upcoming delegation visits and the opportunity to share other plans for the upcoming year (Attachment C includes the most recent reports from three of the associations). Staff support for the Sister Cities program is limited, primarily confined to contract administration.

The City of Eugene also has a “Friendly City” relationship with Ogaki City, Japan (2015), however there is no contract or funding associated with this relationship and Council did not take any formal action. The City occasionally receives suggestions for additional sister city relationships, most recently with cities in Ukraine and Colombia.

As noted above, many other jurisdictions in the United States have sister city programs. While there are many different approaches, these programs are typically structured in one of three ways:

- 1) No city funding for associations and limited staff support (Portland, Salem, all cities in Washington state; many larger cities)
- 2) Limited city funding and limited staff support (Eugene)
- 3) Increased city funding and dedicated staffing (typically mid-sized and larger cities)

Eugene Sister City Relationships

Chinju, South Korea (Eugene-Jinju Sister City Committee)

Chinju, also spelled Jinju city, is in southern South Korea around 250 miles south Seoul, along the Nam River. Chinju is a transportation junction connecting the surrounding provinces and is the economic and cultural center of the western counties of South Kyŏngsang province. Chinju Agricultural College is located in the community. A national park encompassing Mount Chiri (6,283 feet) and the surrounding area is northwest of the city. An old city, Chinju has many historical remains. Its 2020 population was estimated at 359,661.

One of the notable activities of the association is their annual youth exchange where youth from both countries stay with host families. The most recent delegation trip to Chinju was in 2016 and the most recent delegation to visit Eugene was in 2017.

Kathmandu, Nepal (Eugene-Kathmandu Sister City Association)

Kathmandu, also spelled Katmandu, or Kantipur, is the capital of Nepal. Its population in 2021 was estimated at 845,767. The city lies near the confluence of the Baghmati and Vishnumati rivers, at an elevation of 4,344 feet above sea level. The present name refers to a wooden temple (kath, “wood”; mandir, “temple” or “edifice”) said to have been built in the 16th century from the wood of a single tree, and it is believed to remain in the central square. The city has become an

important business and commercial center, and many of the townspeople are engaged in agriculture. Tribhuvan University was chartered in 1959.

The association serves as a cultural hub for the Nepalese community in Eugene and annually hosts picnics, educational and cultural events. In lieu of formal delegation visits, recent years have featured technical exchanges with staff from Eugene-Springfield Fire conducting trainings for Kathmandu staff both in Eugene (2019) and in Kathmandu (2017, 2020). The last formal delegation visit to Eugene was in 2018 with the last delegation trip to Kathmandu occurring in 2014.

Kakegawa, Japan (Eugene-Kakegawa Sister City Committee)

Kakegawa is a city in western Shizuoka Prefecture, Japan. As of 2020, the city had an estimated population of 114,954. It is bordered to the south by the Pacific Ocean. Kakegawa has a mixed economy that includes green tea production and processing, as well as several light industrial complexes. Major products include telecommunications equipment and electronics, cosmetics, automotive components and musical instruments. The Kakegawa area has been a regional commercial center and developed as a castle town. Kakegawa Castle was built in the Bunmei era (1469-1487).

The association is an active sponsor and organizer of cultural and informational events in Eugene. In addition, it has worked to foster business partnerships between Eugene and Kakegawa. A formal delegation trip to Kakegawa was planned for 2020 but cancelled. The most recent delegation trip to Kakegawa was 2016, with the most recent delegation trip from Kakegawa to Eugene occurring in 2018.

Irkutsk, Russia (Eugene-Irkutsk Sister City Committee)

Note - the Sister City relationship with Irkutsk was suspended by City Council on July 18, 2022

Irkutsk is one of the largest cities in Siberia, with a population of 643,796 (2021). Known as the "Paris of Siberia" It is more than 3,000 miles from Moscow by rail. The city lies at the Angara River, 45 miles below its outflow from Lake Baikal, the world's largest freshwater lake. The Irkut River, from which the town takes its name, is a small river which joins the Angara directly opposite the town. Irkutsk is home to many colleges and universities, including Irkutsk State University. The Irkutsk Hydroelectric Power Station was the first cascade hydroelectric power station in the Irkutsk region.

The association often provides translation services for visitors to Eugene, particularly those traveling from Irkutsk on business. They also serve as a resource for artists and musicians travelling to Eugene. The most recent formal delegation from Irkutsk to visit Eugene was in 2018, with the most recent delegation to visit Irkutsk from Eugene occurring in 2006.

This is the first Council work session broadly focused on the Eugene Sister Cities program as a whole and an opportunity for council to discuss the program going forward.

Related Work Sessions

February 28, 2022 City Council Meeting

Discussion about the Russian invasion of Ukraine and potential implications on the sister city relationship with Irkutsk occurred during Committee Reports and Items of Interest and following Public Forum, where testimony was received on this topic.

March 14, 2022 City Council Meeting

Mayor Vinis provided an update that she sent a letter to the Mayor of Irkutsk condemning the Russian invasion of Ukraine. The mayor shared that she also received a letter from the Consul General of Ukraine in San Francisco and provided a response.

June 13, 2022 City Council Meeting

Discussion during Committee Reports and Items of Interest regarding scheduling a work session to consider the City of Eugene's ongoing relationship with the Sister City of Irkutsk. Mayor Vinis shared that President Zelenskyy of Ukraine asked mayors to sever their relationships with Russia during the US Conference of Mayors.

July 18, 2022 City Council Work Session

Council discussed the future of the Eugene-Irkutsk Sister City Committee in light of the Russian war in Ukraine. Council voted to suspend the City's relationship with Irkutsk.

PREVIOUS COUNCIL DIRECTION

This is the first Council Work Session broadly focused on the entire Sister Cities program.

COUNCIL OPTIONS

Informational only.

ATTACHMENTS

- A. City Council Actions Creating Sister City Relationships
- B. Sister Cities Contract Scope of Work
- C. FY22 Annual Reports: Jinju, Kathmandu, Irkutsk (Kakegawa not submitted)

FOR MORE INFORMATION

Staff Contact: Jason Dedrick
Telephone: 541-682-5033
Staff E-Mail: jdedrick@eugene-or.gov

RESOLUTION NO. 2459A RESOLUTION ACCEPTING THE INVITATION OF THE CITY
OF KATHMANDU, NEPAL, TO BECOME A SISTER-CITY.

The Common Council of the City of Eugene recognizes and endorses the Sister-City program, with the hope that it will lead to a lasting friendship between the people of Kathmandu and the people of the City of Eugene; and,

The Council, on behalf of the citizens of Eugene, wish to enter into a Sister-City relationship for the purpose of creating greater understanding between our two cities and nations,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF Eugene, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Common Council, on behalf of the City of Eugene, hereby accepts the invitation of the City of Kathmandu, Nepal, to be-

representative of the City of Eugene to implement and carry out this Sister-City program.

Section 3. The City Recorder is hereby directed to forward copies of this Resolution to the Mayor of Kathmandu, to the offices of Sister-Cities International in Washington, D.C., and to the American Embassy in Kathmandu.

RESOLUTION NO. 2991

A RESOLUTION ACCEPTING THE INVITATION OF THE CITY
OF KAKEGAWA, JAPAN, TO BECOME A SISTER CITY.

The City Council of the City of Eugene recognizes and endorses the Sister City program, with the hope that it will lead to a lasting friendship between the people of Kakegawa and the people of the City of Eugene.

The Council, on behalf of the citizens of Eugene, wish to enter into a Sister City relationship for the purpose of creating greater understanding between our two cities and nations.

NOW, THEREFORE,-

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The City Council, on behalf of the City of Eugene, hereby accepts the invitation of the City of Kakegawa, Japan, to become its Sister City.

Section 2. The Mayor is hereby authorized to act as the official representative of the City of Eugene to implement and carry out this Sister City program.

Section 3. The City Recorder is hereby directed to forward copies of this Resolution to the Mayor of Kakegawa, to the offices of Sister Cities International in Washington, D.C., and to the American Embassy in Kakegawa.

The foregoing Resolution adopted the 30th day of August, 1978.


City Recorder

Resolution.

RESOLUTION NO. 4070

SUBJECT

A resolution of the Council of the City of Eugene, Oregon extending and invitation to the City of Irkutsk, USSR, to become a sister city and inviting the people of Irkutsk, USSR, to participate in said program

Submitted December 9, 1987

Passed 12/9/87

Rejected _____

Deferred To _____

COUNCIL MINUTES

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RESOLUTION No. 4070

RESOLUTION OF THE COUNCIL OF THE CITY OF EUGENE, OREGON
EXTENDING AN INVITATION TO THE CITY OF IRKUTSK, U.S.S.R.,
TO BECOME A SISTER CITY AND INVITING THE PEOPLE OF
IRKUTSK, U.S.S.R., TO PARTICIPATE IN SAID PROGRAM.

WHEREAS, the City of Eugene, Oregon believes firmly in the ability of humankind to improve the present and future world by increasing knowledge and appreciation of citizens in all countries; and

WHEREAS, a people to people program is acknowledged as a positive means to permit cultural, educational, scientific, professional, economic, technical, youth, and other enriching exchanges between nations; and

WHEREAS the City of Eugene is interested in affiliating with the City of Irkutsk, U.S.S.R., for purposes of initiating such programs and activities as will help create greater understanding, friendship, and appreciation between the peoples of our two cities and nations;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, OREGON:

THAT the Council expresses its most sincere intent to join with Irkutsk as a sister city.

BE IT FURTHER RESOLVED, that the warmest greetings and desire to build strong bridges of understanding be extended from the City Council of Eugene to the City Council and citizens of Irkutsk, U.S.S.R.

Copies of this resolution are to be sent to the Mayor and City Council of the city of Irkutsk, U.S.S.R., Sister Cities International in Washington, D.C., the Embassy of the Soviet Union in Washington, D.C., and the U.S. Embassy in the Soviet Union.

ADOPTED by the City Council this 9th day of December, 1987.

3. SUGGESTED ORDINANCE REGARDING FENCING OF JUNK YARDS - A PROPOSED ORDINANCE WHICH WOULD REQUIRE FENCING OF JUNK YARDS AND OTHER AREAS WHERE JUNK, TRASH, LUMBER AND OTHER PRODUCTS ARE STORED, WAS PRESENTED TO THE COMMITTEE. IT WAS STATED THAT A PORTION OF THIS PROPOSED ORDINANCE RESTATES THE STATE LAW AS IT REGARDS AUTO WRECKERS, AND ANOTHER PORTION WOULD APPLY TO ZONES IN WHICH NON-CONFORMING USES EXIST, WHILE STILL A THIRD PORTION APPLIES TO ALL PERSONS ANYWHERE WITHIN THE CITY.

SOME QUESTIONS WERE ASKED AS TO WHAT BUSINESSES MIGHT OR MIGHT NOT FIT WITHIN THE VARIOUS CLASSIFICATIONS, AND AS TO WHETHER THE PROPOSED ORDINANCE MIGHT BE TOO COMPREHENSIVE. QUESTIONS WERE ALSO ASKED ON THE REQUIREMENTS FOR WALLS OR HEDGES, AND IN WHAT MANNER THESE WALLS OR HEDGES MIGHT BE MAINTAINED. IT WAS BASICALLY AGREED THAT THE FENCES SHOULD BE AESTHETICALLY MAINTAINED, THAT THE SHRUBS SHOULD BE EVERGREEN IN CHARACTER. SOME QUESTIONS WERE ALSO HAD ON WHAT ZONES THE PROPOSED ORDINANCE MIGHT APPLY, AND SOME CONCERN WAS EXPRESSED REGARDING THE POSSIBILITY OF FENCES IN THE INDUSTRIAL AREA.

FOLLOWING THE DISCUSSION IT WAS RECOMMENDED THE MATTER BE REFERRED TO THE PLANNING COMMISSION FOR STUDY. MOTION CARRIED UNANIMOUSLY.

IT WAS MOVED BY MR. SHEARER SECONDED BY MRS. LAURIS THAT ITEM 3 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

- 2 4. SUGGESTED ORDINANCE PROHIBITING PARKING OF TRUCKS AND COMMERCIAL VEHICLES ON THE STREETS - A SUGGESTED ORDINANCE WHICH WOULD REQUIRE ALL TRUCKS, COMMERCIAL VEHICLES AND ALL OTHER MOTOR VEHICLES, EXCEPT PASSENGER VEHICLES, PICKUP TRUCKS, MOTOR SCOOTERS AND MOTORCYCLES TO BE KEPT OFF THE RESIDENTIAL STREETS, EXCEPT FOR A PERIOD NOT TO EXCEED TWO HOURS OR EXCEPT WHILE ENGAGED IN LOADING AND UNLOADING, WAS PRESENTED.

SOME DISCUSSION WAS HAD ON THE PROPOSED ORDINANCE AND WHY THE ENFORCEMENT OF THE EXISTING ORDINANCE WHICH PROHIBITS PARKING OVERNIGHT ON THE STREETS IS NOT POSSIBLE. FOLLOWING SOME GENERAL DISCUSSION ON THIS IT WAS RECOMMENDED THIS BE HELD FOR FURTHER STUDY. MOTION CARRIED UNANIMOUSLY.

IT WAS MOVED BY MR. SHEARER SECONDED BY MRS. LAURIS THAT ITEM 4 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

- 3 5. SISTER-CITY PROGRAM WITH CHINJU, KOREA - THE COMMITTEE CONSIDERED THE ADVISABILITY OF ENGAGING IN A SISTER-CITY PROGRAM WITH THE CITY OF CHINJU, KOREA. VARIOUS COMMENTS WERE MADE BY REPRESENTATIVES OF THE COMMITTEE, IN WHICH IT WAS POINTED OUT THAT SUCH A PROGRAM WAS DESIGNED TO BE MUTUALLY BENEFICIAL AS TO TRADE AND COMMERCE, THAT IT HAS WORKED TO A BENEFIT TO THE CITIES WHICH HAVE ENGAGED IN THE PROGRAM TO THIS DATE, AND THAT THE WHOLE TOWN, INCLUDING THE CITY PROPER, THE BUSINESSMEN, AND SCHOOL CHILDREN COULD ENGAGE IN THE PROGRAM.

FOLLOWING SOME GENERAL DISCUSSION ON THIS IT WAS RECOMMENDED THAT THE PROPER ACTIONS BE TAKEN TO PUT THE SISTER-CITY PROGRAM INTO OPERATION WITH THE SISTER-CITY TO BE THE CITY OF CHINJU, KOREA. MOTION CARRIED UNANIMOUSLY.

IT WAS MOVED BY MR. SHEARER SECONDED BY MRS. LAURIS THAT ITEM 5 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

- 4 6. OFFER TO PURCHASE PROPERTY LOCATED AT 3RD AVENUE AND FERRY STREET - A PROPOSAL TO PURCHASE A PARCEL OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF 3RD AND FERRY AND EMBRACING PART OF LOTS 1, 4 AND 5 IN BLOCK 6 OF THE ORIGINAL PLAT OF THE CITY OF EUGENE WAS PRESENTED TO THE COMMITTEE. FOR THE PARCEL ON WHICH THE OFFER WAS MADE, WHICH IS SEMI-TRIANGULAR IN SHAPE, THE LONGEST PORTION BEING 160 FEET BY APPROXIMATELY 80 FEET, AND REDUCING TO APPROXIMATELY 12 FEET, THE SUM OF \$5700 WAS OFFERED. THE COMMITTEE GAVE CONSIDERATION TO THE POSSIBILITY THAT THIS PROPERTY MIGHT BE NECESSARY FOR AN OFF-RAMP FOR THE 1ST-4TH AVENUE CONNECTOR, AND INDICATED THAT SINCE THE CITY'S PLANS ARE SOMEWHAT INDEFINITE AT THIS TIME, THAT IT BE RECOMMENDED THAT THE OFFER BE REJECTED. MOTION CARRIED UNANIMOUSLY.

IT WAS MOVED BY MR. SHEARER SECONDED BY MRS. LAURIS THAT ITEM 6 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

- 5 7. PRESENTATION OF ROUGH DRAFT OF AGREEMENT BETWEEN THE CITY OF EUGENE AND SCHOOL DISTRICT #4 REGARDING PARK AND SCHOOL FACILITIES - A ROUGH DRAFT OF A PROPOSED POLICY AGREEMENT BETWEEN THE ABOVE GOVERNMENTAL AGENCIES WAS PRESENTED TO THE COMMITTEE FOR THEIR STUDY. NO FORMAL ACTION WAS TAKEN ON THE PROPOSAL.

IT WAS MOVED BY MR. SHEARER SECONDED BY MR. MOLHOLM THAT ITEM 7 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

- 6 8. PAVING ALLEY BETWEEN 11TH AND 12TH AVENUES AND BETWEEN OLIVE AND CHARNELTON STREETS - THE COMMITTEE MEMBERS VIEWED THE NORTH-SOUTH ALLEY IN THE ABOVE DESCRIBED BLOCK AND NOTED THAT IT WAS APPARENTLY HEAVILY USED AND IS IN SERIOUS NEED OF PAVING, AND RECOMMENDED THAT THE PAVING OF THE ABOVE DESCRIBED ALLEY BE ACCOMPLISHED. MOTION CARRIED UNANIMOUSLY.

IT WAS MOVED BY MR. SHEARER SECONDED BY MR. MOLHOLM THAT ITEM 8 OF THE COMMITTEE REPORT BE APPROVED. MOTION CARRIED.

EXHIBIT B
Eugene/Kathmandu Sister City Committee Program Activities

The Eugene/Kathmandu Sister City Committee will provide the following services and activities for the City of Eugene Sister City relationship with Kathmandu, Nepal.

Eugene/Kathmandu Sister City Committee will coordinate volunteer efforts and provide organizational direction and support for the program.

The Eugene/Kathmandu Sister City Committee must provide an annual report of program to the City at the end of the month of March of the active contract year.

The Eugene/Kathmandu Sister City Committee will report to the City Manager Office and City Council on exchange activities.

The Eugene/Kathmandu Sister City Committee will coordinate the logistics, events, home stays and follow up for all official delegations to and from Eugene.

The Eugene/Kathmandu Sister City Committee will provide pre-delegation language and cultural orientation to city officials and citizen delegates.

The Eugene/Kathmandu Sister City Committee will assist with visa arrangements and logistics for official delegates (as necessary), and coordinate production of official visit biographical documentation.

The Eugene/Kathmandu Sister City Committee will suggest appropriate gifts from the City for official visits or visits by Kathmandu city officials.

The Eugene/Kathmandu Sister City Committee provides informal translation services for official documents received and sent by the City and informal interpreting services for City officials during delegation visits.

The Eugene/Kathmandu Sister City Committee provides "ambassador" orientation for citizen delegates on how to best represent the City of Eugene.

The Eugene/Kathmandu Sister City Committee assists local citizens to communicate or network in working with international visitors

The Eugene/Kathmandu Sister City Committee will make presentations to the public and city officials on trips and related activities.

The Eugene/Kathmandu Sister City Committee will coordinate "local counter part" exchanges between city officials or community members with visiting delegates (e.g., law, business, government)

EXHIBIT C

City of Eugene Commitments

In order to support the Eugene Sister Cities Program the City of Eugene agrees to continue to provide the following:

- Official city representative to attend official inbound delegation visits major events;
- Access to and tours of City facilities for official inbound delegation visits;
- Formally invite inbound delegations to attend city council meetings;
- Purchase gifts for each official delegation to and from Eugene, within an agreed upon price range which is not to exceed \$150 on an annual basis;
- Resource and informational brochures on City events and facilities for visiting delegations;
- Opportunities to include Sister City event information in the weekly council and media packets;
- Staff support for the mayor and city councilors who participate in Sister City program events and/or visits; and
- Use of city vehicles for local transportation needs only when operated by a qualified city employee.

AMENDMENT NO. ELEVEN

City of Eugene Contract No. 2009-03518B

This Amendment is made to the Contractual Agreement dated January 16, 2009 between the City of Eugene (City) and Eugene-Kathmandu Sister City Committee (Contractor).

The City finds it necessary to amend this contract in the following manner.

1. **Duration.** The term of this contract shall be extended to June 30, 2022.
2. **Compensation.** The City shall pay the Contractor a total of ten thousand dollars (\$10,000.00) for this contract period (July 1, 2021 – June 30, 2022) to be paid upon receipt of invoice. Payments are contingent on the receipt of annual report as referenced below.
3. **Annual Report.** Contractor shall submit annual report for the July 1, 2021 – June 30, 2022 period by June 30, 2022. Report shall include:
 - List of Contractor board members
 - Membership numbers
 - Detailed account of how funds distributed by the City are being used
 - General program updates
 - Updates on delegation visits or other significant events
 - Anticipated program changes
 - Proposed work plan for the upcoming year (July 1, 2022 – June 30, 2023 (FY 23))
 - Anything else Contractor would like the City to know
4. **Official Delegation Trips.** Contractor shall work with the City to select dates for both outgoing and incoming official delegation trips. For outgoing trips, Contractor shall create a briefing document that details delegation trip itinerary, including who participants will meet with, the cost of the trip and a biography and qualifications of those leading the delegation. For outgoing trips, Contractor shall send an invitation and briefing document to staff for distribution to elected officials no later than 90 days in advance of the first date of travel required for the delegation trip. Contractor shall provide a detailed accounting of revenue and expenses within 45 days of the conclusion of any official delegation trips.
5. **Board Membership.** Contractor shall notify City of any changes in Board membership.
6. **Notices.** Any notices or correspondence with the City shall be directed to:

Jason Dedrick
Policy Analyst, City of Eugene, City Manager's Office
101 West 10th Ave, Suite 203
Eugene, OR 97401

ANNUAL REPORT TO THE CITY OF EUGENE

JULY 1, 2021-JUNE 30, 2022



Eugene Jinju Sister City group membership event-Oregon Asian Celebration, July 31, 2021. Pictured are Jhea-Whan Hong, Candace Shorack, Yesenia Flores, Megan Hazlehurst, Suny Hong, and Kiwon Rhew.

After being postponed twice in 2021 due to Covid related restrictions for group events, the Oregon Asian Celebration was held outdoors in the summer -a 1st in the organization's 36-year history! Our summer booth offered information on our group's activities as well as kimchee making demonstrations! We were happy that 12 of our membership volunteers helped to staff this booth.

Cancelled Youth Exchanges

For the third year (again due to Covid-19 travel restrictions, Health Authority recommendations for both the United States and Republic of South Korea) we have not organized, received or sent our groups of youth travelers. Youth exchange groundwork -travel education, trip planning, informational meetings, inbound activity scheduling- did not take place. Normally, recruitment efforts begin in January and the debriefing of the youth exchange travel experience culminates in September.

Plans for our next Youth Exchange

1. In response to Youth Ambassador feedback recommending that Jinju students learn more about Oregon history and culture, we planned a trial “Big City Tour” in Portland for 2020. (In recent years, they have toured Seattle.) This will be our plan for our next Big City Tour as we resume.
2. Continue partnership with Eugene Parks for rafting the McKenzie River.
3. Due to an on-going mismatch between numbers of Korean students and local students, it has become difficult to find enough host families and volunteers to ensure that all students’ accommodations, chaperoning, and a viable activity schedule take place. The Board decided to limit the exchange to 4 students from each city.
4. Ongoing discussion has led to a proposal to simply receive the 4 inbound students. This proposal is to establish a workable solution to an increasing problem: we need to install volunteers-with knowledge of Asia and youth travel as well as seriously interested high school age students who have the wherewithal to travel.
5. We will continue our recruiting strategy which has been to rely on High School program connections and the Asian Celebration booth informational outreach as promoting our youth exchange program.

International Sister City Communications

With the Oregon22 World Championship event rescheduled for July 15-24, 2022, our group kept the Jinju City staff informed as to their possible attendance. Invitations were expressed on February 4, 2022. Perhaps the expense of the tickets, lack of lodging for Jinju City officials, and the timing of their visit weren’t favorable for a well-planned trip. In South Korea, the National and local elections have taken place this summer, and many offices are changing hands. The Jinju City officials indicated that this wasn’t good timing for an official visit to Eugene, Oregon.

In response to the Beginning of the Russian Ukraine war, our EJSC President, Candace Shorack, in representation of our Eugene Sister Cities alliance, recommended a letter be sent by our Mayor to our sister city, Irkutsk, Russia. This letter was drafted in support of

peace through citizen diplomacy. The message relayed, 'if and when Irkutsk citizens felt in opposition to the attacks upon the neighboring nation of Ukraine, these citizens be allowed to protest peacefully without penalty...', thereby helping to solve problems with peace -not war. The letter was sent March 7, 2022.

Maintaining a presence via local support of Fellow Organizations, Connections to National organizations, and social media

Dis-Orient Film Festival

Each year Eugene-Jinju Sister City Committee is a sponsor for this annual festival.

Sister Cities International

1. Registration information from January 2022" New Year's Traditions around the World" webinar (Sister City youth programs in San Diego, California; Lexington, Kentucky; Tacoma, Washington; and Fort Worth, Texas) shared with our EJSC Board via our group Facebook site by Allyson Hazlehurst.
2. Information about May 2021 "Youth Leadership Summit" shared with prospective 2020 Youth Ambassadors.
3. Eugene Jinju Sister City Committee's Facebook site has traditionally been full of Youth Exchanges photos and posts. In the past year, we relied on news articles, information from Greg Caldwell, Oregon Honorary Consul newsletter representing the Korean American communities in both Washington and Oregon, updates from Sister Cities International for Facebook posts.
- 4.

COVID-19 Pandemic Board Activities

1. ZOOM Board Meetings: July-Dec. 2021, an in-person Board meeting for August 2021, and all others, Zoom up to the present date. The November Zoom meeting included two Jinju City committee members.
2. Comprehensive review of website designers took place over the course of 4 meetings. A web designer was agreed upon, voted upon/thereby elected to utilize skills to build our new website. She will be paid as agreed upon. Her name is Megumi Yaginata Maris and she is now a member of our committee.
3. Many changes took place in our roles. We have added a treasurer. A previous member has become "ad-hoc" or available but not in attendance of all business. Another has left our group, after serving our community work generously. We have another new member -who was a past years' youth delegate! Our President has become the secretary and our vice president has become our groups' president! Our membership is approximately 25 at this time.
4. Liability insurance renewal was paid: \$674.95 on Nov. 4, 2021. Our group is grateful to maintain this policy despite activity limitations due to Covid related restrictions upon many of our previously held events.

Immediate Plans and Needs

1. -Continue the update work our website for easier public access to our programs.
2. -Craft the new approach for our local youth travel exchange program recruitment
3. -Promote Korean language learning opportunities by publicizing local opportunities
4. -update and rewrite portions of the EJSC bylaws
5. Communicate among all four Eugene Sister Cities -Irkutsk, Russia, Katmandu, Nepal, Kakogawa, Japan and Jinju, South Korea and in conjunction with City of Eugene Landscape Architect in order to locate a site and plant a permanent marker to recognize these 4 sister cities. A seed fund of \$5,000. is available re: the Sister City Foundation Ruth Bascom bequest.

Report submitted by Allyson Kim Hazlehurst, President, Eugene Jinju Sister City June 2022

On behalf of these contractor Board members:

Kiwon Rhew

Yesenia Flores

Suny Hong

Jhea Wan Hong

Monte Hazlehurst

Candace Shorack

Jessry Smith

Jin Soo Lee

Megumi Yaginata Maris

Eugene-Kathmandu Sister City Association

Annual Report July 1, 2021 - June 30, 2022

Due to the continuing COVID pandemic, the Association did not conduct any of their regular annual events or any special activities during the 2021-22 period.

Organization

In early 2021, several Board members/officers provided notice that they would not continue in their Board roles after August 2021. These members included Harvey Blustain (President), Yiyakchu Thapa (Vice President), Malinda Blustain (Secretary), and Rama Bajracharya (Member at large). The plan was that new Board members and officers would be elected at the annual meeting, scheduled for August 2021.

That August annual meeting, normally held in conjunction with the annual picnic, was cancelled due to COVID concerns and, as a result, the election of Board members and officers was completed in late August at a special meeting held on a zoom call.

Board members elected at that meeting for the July 2021 - June 2022 period are as follows:

- Ken Beeson (President, Treasurer)
- Kanti Karki, Jan Mascall, Vicki Elmer, Basanta Pathak (Members at large)

(Ken Beeson had been serving as Treasurer since early 2020 and agreed to retain that role until the next annual meeting and officer election in August 2022.)

An annual meeting is currently planned in August 2022 at which time Board members and officers will be elected including Vice President, Treasurer, Secretary and additional Members at Large.

It's also noted that the Association is a 501(c)(3) certified corporation under IRS rules and regulations. All required filings with the IRS and the Oregon Department of Justice are current and in order.

Finances

\$25,325.43 Bank Balance July 1, 2021
\$35,325.43 Bank Balance June 30, 2022

Expenditures: There were no expenditures in the period.

Income: A grant of \$10,000 was received from the City of Eugene in June 2022.

Membership

The Association does not have a formal membership or annual dues. However, our event invitation list includes over 100 email addresses and we continue to maintain a Facebook page with 195 followers.

Program/Event Plans for the FY 23 period.

The Association's annual meeting and picnic is currently scheduled for August 21, 2022 and, as noted, election of officers and board members will be held at that time.

A Dashain celebration is tentatively planned in October 2022. Dashain is a major Hindu festival held annually that celebrates the victory of good over evil. Although the Association didn't have this event in 2020 and 2021 due to the pandemic, we have historically celebrated this festival locally for many years.

Regular Board meetings will be held at least quarterly after the August meeting once a larger Board is in place. These Board meetings will provide a forum and opportunity for determining future special events and/or activities for the Association.

Thank You

As always, the Association greatly appreciates the on-going support of the City of Eugene and we expect (as noted above) during the 2022 - 2023 period to reinstitute our annual events and begin work on special events. We look forward to revitalizing and continuing our relationship of almost 50 years.

Submitted by,

Ken Beeson, President

Eugene-Irkutsk Sister City Committee:

July 1, 2021- June 30, 2022 Annual Report

1. Contract Board Members

- a. Galina Groza, President
- b. Yuri Pantioukhin, Vice President
- c. Adele Glover, Secretary-Treasurer

2. Membership Numbers

- a. 15-35

3. Distribution of Funds

- a. Exchange expenses
 - i. Lodging (if not home stays)
 - ii. Meals
 - iii. Transportation
 - iv. Gifts for official delegation
 - v. Fees for filing annual documents
 - vi. Public meetings (official and non-official)
 - vii. Tours of coast, Mckenzie River
 - viii. Chamber of Commerce
 - ix. Meetings requested by delegation, such as municipal and state government, forest management and equipment, educational institutions (K-higher ed), environment, technology, Eugene Library, Hult Center, Food for Lane County, parks, Sanipac (landfill, recycling)
 - x. Recreation: community events, music, arts, sports

4. General Program Updates

- a. On February 8th and 9th, 2020, the Ilim Group from the Irkutsk Region (similar to a large state), arrived to meet with Peterson Pacific Corporation. The three officials represented the Dept. of Logging and the Dept. of Paper Production of that region. They were looking for chippers for their paper mills, checking different forest machine companies in the US. Yuri Pantioukhin (Forest Machines), from Irkutsk, and a representative of Peterson, was informed by these officials that the funding for such equipment was officially approved, but because of US sanctions the deal could not be closed at this time. The US International Paper Company has a 51% interest in the Ilim Group.

5. Updates on Delegation Visits/Significant Events

- a. At the end of February, there is an annual Logger's Conference. Peterson designed the first machine, a "grinder", which creates biofuel chips, enough to heat a town of 45,000 people, October-May, working nonstop. While the conference ran from 2011-2019, the 2021 conference was impacted by COVID-19; few people attended. When Irkutsk Mayor Kondrashov visited Eugene before he left office in 2015, he met with Peterson officials to discuss purchase of "grinders" for landfills. Although funds have been allocated for five grinders (at \$1.5M each), in January, 2022, sanctions prevented shipment. When Irkutsk officials expressed interest in the problem of landfill waste, Peterson, in less than a year, designed a landfill waste machine to reduce the life of a two-year landfill into a 10-year life landfill.

6. Anticipate Program Changes

- a. Given the impact of the sudden, intense Russian invasion of Ukraine, the usual mutual cultural exchanges of the past would be risky to facilitate at this time. Nevertheless, the internet is a means of communication between Eugene and Irkutsk. A letter of introduction between Mayor Lucy Vinis and Mayor Ruslan Nikolaevich Bolotov would be a possible step, as there have been no formal introductions yet.

7. Proposed Work Plan for Upcoming Year - July 1, 2022-June 30, 2023

- a. In the past, there have been exchanges, youth art, medical library information sharing, correspondence between schools/institutions/workers. These exchanges didn't require travel. However it's done, a dialogue is important.

8. Comment from Contractor

- a. As a first-generation American from a line of Ukrainians who came from different areas in eastern Ukraine, I grew up in San Francisco in the 1940's where signs of World War II were everywhere; blackouts, rations, army personnel equipment near my home, strings of black mines in the Bay, and gunmounts along the beach, and warnings of enemy submarine. Finally, in 1945 over a loudspeaker in a downtown department store we heard "The War is over", followed by soldiers, sailors, and shoppers flocking to Market Street, shouting, kissing, and hugging.

Growing up, though, there were dark clouds of a Cold War, the McCarthy Era, the Wall, and bomb shelters. In 1983, "Star Wars" was the issue threatening a nuclear incident, maybe war. So, in 1986, when I read a Register Guard article about a small group of people wanting to form a sister city alliance with a city in the Soviet Union, I joined because I had two sons whom I didn't want to be victims of any kind of nuclear war.

In 1988, the Eugene-Irkutsk Sister City Committee was created and we hosted an official Soviet delegation headed by Mayor Yuri Shkuropat. Mayor Brian Obie was the head of the Eugene delegation to Irkutsk. The Protocol was signed, stipulating that our focus was cultural exchanges to promote friendship and understanding. We had a volunteer sister city committee; the Irkutsk Mayor's office coordinated all exchanges. Irkutsk is near the Taiga, the largest forest in the world, near Lake Baikal, the largest fresh-water lake in the world...a perfect match for Oregonians. Mayor Shkuropat called this relationship a "wedding". All of our delegations enjoyed extraordinary Siberian hospitality.

After 46 years of this wedding, I am sad to witness the Russian invasion of Ukraine threaten so many people with catastrophe.

Now my questions are 1) how do we handle this tragedy? and 2) what is the role that citizen diplomacy can continue to play in the hope for peace?

We are indebted to our mayors and city councilors who have supported such efforts. Thank you from all of us who have experienced such courage and generosity.

Galina Groza
Presiden Eugene-Irkutsk Sister City Committee
July 14, 2022