



Eugene City Council

101 W 10th Ave., Suite 203
Eugene, OR 97401
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

November 13, 2023

7:30 p.m. CITY COUNCIL MEETING

City Council meetings will be held in hybrid format using virtual and in-person 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 November 13, 2023;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Randy Groves, President
Lyndsie Leech
Jennifer Yeh
Mike Clark

Matt Keating, Vice President
Emily Semple
Alan Zelenka
Greg Evans

7:30 p.m. CITY COUNCIL MEETING

1. PLEDGE OF ALLEGIANCE TO THE FLAG
2. CEREMONIAL MATTERS
 - A. Native American Heritage Month
 - B. Transgender Day of Remembrance
3. COMMITTEE REPORTS AND ITEMS OF INTEREST
4. CONSENT CALENDAR 1
 - A. Approval of City Council Minutes
 - September 11, 2023 Work Session
 - October 11, 2023 Work Session and Urban Renewal Agency Meeting
 - October 16, 2023 Public Hearing
 - October 18, 2023 Work Session
 - October 25, 2023 Work Session
 - B. Approval of City Council Tentative Agenda
5. ACTION: An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan Diagram to Redesignate the Property Identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600 from Campus Industrial to Light Medium Industrial and Rezone the Property from E-1 Campus Employment to I-2 Light-Medium Industrial

6. ACTION: An Ordinance Concerning Climate Friendly & Equitable Communities Parking Standards; Amending Sections 9.0500, 9.2160, 9.2430, 9.2450, 9.2751, 9.2775, 9.3030, 9.3116, 9.3125, 9.3155, 9.3165, 9.3515, 9.3625, 9.3631, 9.3715, 9.3811, 9.3815, 9.3910, 9.3915, 9.3950, 9.3970, 9.5150, 9.5200, 9.5350, 9.5450, 9.6105, 9.6205, 9.6410, 9.6415, 9.6420, 9.6430, 9.6435, 9.6440, 9.6794, 9.6810, 9.6815, 9.6820, 9.8030, 9.8615, and 9.9500 of the Eugene Code, 1971; and Providing an Effective Date.

7. PUBLIC FORUM

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.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Televisión, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Pledge of Allegiance to the Flag

Meeting Date: November 13, 2023
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Cherish Bradshaw
Contact Telephone Number: 541-682-8340

ISSUE STATEMENT

In honor of Veterans Day on November 11, there will be a reciting of the Pledge of Allegiance to the Flag.

BACKGROUND

Per City Council Operating Agreements, formal council meetings will begin with a voluntary recitation of the Pledge of Allegiance to the Flag at those meetings closest to the following holidays: Memorial Day, Veterans Day, Flag Day, and the Fourth of July.

According to the United States Code, Title 4 (U.S. Flag Code), the Pledge "...should be rendered by standing at attention and facing the flag with the right hand over the heart. When not in uniform, men should remove any non-religious headwear with their right hand and hold it at the left shoulder, the hand being over the heart. Persons in uniform should remain silent, face the flag, and render the military salute."

The Pledge is as follows: *"I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."*

FOR MORE INFORMATION

Staff Contact: Cherish Bradshaw, Assistant, Mayor and Council Support
Telephone: 541-682-8340
Staff E-Mail: cabradshaw@eugene-or.gov

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Ceremonial Matters

Meeting Date: November 13, 2023
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Cherish Bradshaw
Contact Telephone Number: 541-682-8340

ISSUE STATEMENT

This item is to acknowledge awards and achievements and inform the public of proclamations by the Mayor. No action is required by the City Council.

BACKGROUND

Per City Council Operating Agreements, at the first regular meeting of each month, the first agenda item shall be used to acknowledge special recognition or awards given to the City of Eugene or for the Mayor to read proclamations which serve to encourage and educate the community. Proclamations shall be made and placed on the agenda at the discretion of the Mayor.

The following proclamations for the month of November will be read during the November 13, 2023 meeting:

- November 1, 2023 – Native American Heritage Month
- November 20, 2023 – Transgender Day of Remembrance

Current and previous proclamations are available on the City's [Proclamation webpage](#).

ATTACHMENTS

- A) Native American Heritage Month Proclamation
- B) Transgender Day of Remembrance Proclamation

FOR MORE INFORMATION

Staff Contact: Cherish Bradshaw, Assistant, Mayor & Council Support
Telephone: 541-682-8340
Staff E-Mail: cabradshaw@eugene-or.gov

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

WHEREAS: Native American Awareness Week began in 1976 in the United States, and recognition was expanded by Congress and approved by the President of the United States in August 1990, designating the month of November as National American Indian Heritage Month; and

WHEREAS: The history and culture of our world has been significantly influenced by Indigenous peoples. We honor Indigenous peoples, their ancestral homes, lifeways, and recognize their contributions historically, today, and in the future of our community. We are aware that Tribal peoples across the nation continue to add to all aspects of our society. Their customs and traditions are respected and celebrated as part of a rich legacy throughout the nation; and

WHEREAS: Indigenous peoples are inheritors and practitioners of unique cultures and ways of relating to people, animals, and the environment. They have retained social, cultural, economic, and political characteristics that are distinct from those of the dominant society in which they live; and

WHEREAS: The City of Eugene recognizes the inherent political sovereignty of all federally recognized Tribal Nations and their citizens who live in the State of Oregon and across the nation. They continue to make contributions in our communities here and across the lands; and

WHEREAS: Tribes from the Eugene area, including Chafan, Chelamela, Kalapuya, and Molalla peoples, ceded their lands to the United States and signed onto the Willamette Valley Treaty (also known as the Kalapuya Etc. Treaty) in 1855. The Tribal peoples were then removed to the Grand Ronde Reservation in 1856. Many of these peoples are now citizens of the Confederated Tribes of Grand Ronde and the Confederated Tribes of Siletz Indians; and

WHEREAS: In honor of Native American Heritage Month, the City of Eugene supports the truth-telling of Native histories and is dedicated to actively listening, learning, building trust, and collaborating with local Tribal Nations and Indigenous communities; and committed to working with Tribal Nations and Indigenous communities to uplift traditional rights, unique Tribal histories, and Indigenous cultural traditions.

NOW, THEREFORE, I, Lucy Vinis, Mayor of the City of Eugene, Oregon, do hereby proclaim November 2023, to be

“Native American Heritage Month”

in Eugene and encourage all community members to recognize and support the history, cultures, and sovereignty of Indigenous peoples in Oregon and around our globe.

Mayor Lucy Vinis
City of Eugene
November 1, 2023

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

WHEREAS: Transgender Day of Remembrance honors the lives that were lost in the past year to anti-transgender violence, violence born of ignorance and prejudice; and

WHEREAS: The federal government has recognized Transgender Day of Remembrance on the twentieth day of November; and

WHEREAS: Transgender and gender diverse people contribute greatly to our community's rich diversity and prosperity; and

WHEREAS: The City of Eugene has a long-standing tradition of upholding the dignity of all individuals, supporting legal equality and fair treatment for all citizens, and ensuring that acts of neglect and violence toward any segment of the population will not be tolerated; and

WHEREAS: The City of Eugene reaffirms the community's commitment to ensuring diversity, social justice, equity and mutual respect throughout our community; and

WHEREAS: The City of Eugene proudly states that we support our transgender and gender diverse community members.

NOW, THEREFORE, I, Lucy Vinis, Mayor of the City of Eugene, Oregon, do hereby proclaim November 20, 2023 to be

“Transgender Day of Remembrance”

in Eugene, Oregon, and encourage all community members to join in this special observance, work toward eliminating discrimination on all levels, and promote understanding.

Mayor Lucy Vinis
City of Eugene
November 20, 2023

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of City Council Minutes

Meeting Date: November 13, 2023
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 4A
Staff Contact: Sara McKinney
Contact Telephone Number: 541-682-5042

ISSUE STATEMENT

This is a routine item to approve City Council minutes.

BACKGROUND

Per City Council Operating Agreements, written minutes shall be taken for all City Council meetings in accordance with the Oregon Attorney General's Public Records and Meetings Manual. The minutes must give a true reflection of the matters discussed but need not be a full transcript, verbatim or recording.

As a matter of courtesy and efficiency a councilor should notify the Mayor and other councilors that they intend to propose an amendment to the minutes and should propose replacement text in advance of the meeting at which those minutes are scheduled to be approved. If the proposed amendment is a simple factual, grammatical, or spelling correction, the amendment may be proposed without consulting the minutes recorder. If the proposed amendment is substantive in nature or seeks to clarify the speaker's intent, the councilor should notify the minutes recorder and request verification of the proposed amendment.

SUGGESTED MOTION

Move to approve the minutes for the work sessions, meetings, and public hearings on September 11, 2023, October 11, 2023, October 16, 2023, October 18, 2023, and October 25, 2023.

ATTACHMENTS

- A. September 11, 2023 Work Session
- B. October 11, 2023 Work Session and Urban Renewal Agency Meeting
- C. October 16, 2023 Public Hearing
- D. October 18, 2023 Work Session
- E. October 25, 2023 Work Session

FOR MORE INFORMATION

Staff Contact: Sara McKinney, Deputy City Recorder

Telephone: 541-682-5042

Staff E-Mail: smckinney@eugene-or.gov

MINUTES

**Eugene City Council
Work Session
Eugene, Oregon 97401**

**September 11, 2023
5:30 p.m.**

Councilors Present: Emily Semple, Matthew Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, Lyndsie Leech, and Randy Groves

Mayor Vinis opened the September 11, 2023, work session of the Eugene City Council in a hybrid format at 101 W 10th Avenue, Eugene OR 97401.

1. WORK SESSION: City Manager Updates

City Manager Medary provided information about emerging topics including the PeaceHealth University District hospital closure and the proposed Eugene Emeralds stadium.

Councilor Discussion:

- Councilor Groves – asked what an emergent situation would mean for Eugene Springfield Fire given the PeaceHealth University District emergency room closure; noted his concern about access to local hospitals during a seismic event; asked if the closure will require Eugene Springfield Fire to handle emergent transports from University District to RiverBend; asked if other hospitals may be interested in locating to Eugene; noted that finding a suitable replacement will take significant time.
- Councilor Leech – expressed disappointment with the planned closure; asked how the behavioral health unit will operate; asked about changes to wait times at RiverBend; asked how the hospital’s financial situation factored into the decision.
- Councilor Clark – expressed disappointment with the planned closure; asked if the plan to have some services remain at University District could lengthen the time needed to secure another provider for that hospital; asked if the people of Eugene are better served by the Johnson Behavioral Unit staying with University District or moving to RiverBend; asked how the closure will affect wall time; asked how the City plans to negotiate with PeaceHealth, the county, and other relevant agencies.
- Councilor Zelenka – asked how longer drive times will affect patient outcomes; noted the City has excellent Emergency Medical Technician staff; asked how staff plans to cross the river in the event of a bridge failure; noted difficulties recruiting a new hospital to the area given the presence of two hospitals in Springfield; asked if the Oregon Health Authority can prevent the closure.
- Councilor Evans – asked about the reaction of the University of Oregon; asked if other health providers are interested in moving into the area.
- Councilor Semple – noted the hospital closure will be hard on those who have transportation insecurity; noted that longer drive times may affect patient outcomes.
- Councilor Keating – expressed disappointment with the planned closure; asked if the Oregon Health Authority can stop or delay the closure; asked how the Behavioral Health Unit factors into contingency plans; noted his previous visit to the emergency room for

- care; asked how transport is arranged from local urgent care centers to available emergency rooms; asked how to expand the capacity of local urgent care centers.
- Councilor Groves – noted his concern for local firefighters and healthcare workers; stated his preference for increased communications with PeaceHealth.
 - Mayor Vinis – asked if there will be support from Oregon Health Authority to help the City during the transition; asked how to expand the capacity and authority of local urgent care centers.
 - Councilor Semple – asked about the capacity at McKenzie-Willamette Medical Center.
 - Councilor Leech – noted a behavioral health unit is not a replacement for inpatient psychiatric hospitalization.
 - Councilor Clark – asked if Lane County will have further discussions about the potential baseball stadium before the end of the month; asked if the County had formally approached the City about partnering with the City.
 - Councilor Groves – asked for a list of funding options; asked if the community funding available as part of the University of Oregon land swap could be used for the stadium; noted the value of the Eugene Emeralds to the community.
 - Councilor Zelenka – noted general fund dollars would not be available for stadium funding due to budget shortfalls; noted the Eugene Emeralds have an additional 30-million-dollar funding shortfall; noted Council has not received a comprehensive business plan for the stadium; stated he is against the City selling land as a revenue source.
 - Councilor Keating – noted he has provided announcing services for the Eugene Emeralds; asked if the Downtown Urban Renewal District can be expanded to include the fairgrounds; asked if the revenue team has considered using concession or ticket fees.
 - Mayor Vinis – noted there is not time to pass a bond before the Eugene Emeralds deadline with Major League Baseball; noted an interest in re-investigating the suitability of PK Park.
 - Councilor Semple – asked if the Eugene Emeralds have been asked about where to source the funds.
 - Councilor Keating – noted the County and City will not be able to meet Major League Baseball’s deadlines and will need more time.
 - Councilor Groves – asked for a list of potential funding sources.
 - Councilor Evans – asks if there is a business plan for the stadium; noted there is a need for concrete numbers before moving forward.
 - Councilor Yeh – noted the Eugene Emeralds have not made an official ask for funding; noted the need for funding throughout the community.
 - Councilor Semple – stated doubts that the City will be able to find 15 million in extra money given current budget shortfalls.
 - Councilor Zelenka – asked about the plan to pay the balance on the new City Hall building.
 - Mayor Vinis – clarified that Council is asking for a list of revenue sources; asked whether that can be included in the revenue committee presentation.
 - Councilor Evans – asked for the final deadline from Major League Baseball.
 - Councilor Leech – asked for the timeline for the presentation on revenue committee findings.
 - Councilor Keating – asked if there has been a final decision on the proposed location for the stadium.
 - Councilor Zelenka – noted that due to Major League Baseball requirements, the costs for the stadium are not negotiable.

The meeting was adjourned at 7:03 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Cherish Bradshaw)

Link to the webcast of this City Council meeting [here](#).

MINUTES

**Eugene City Council
Work Session and
Urban Renewal Agency Meeting
Eugene, Oregon 97401**

**October 11, 2023
12:00 p.m.**

Councilors Present: Emily Semple, Matt Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, Lyndsie Leech, and Randy Groves

Mayor Vinis opened the October 11, 2023, meeting of the Eugene Urban Renewal Agency in a virtual format.

1. WORK SESSION: Riverfront Parcel 3A

Agency Director, Sarah Medary, introduced Development Programs Manager, Amanda D'Souza, Development Analyst, Dylan Huber-Heidorn, and Senior Planner, Jeff Gepper, who presented information on Riverfront Parcel 3A.

A. WORK SESSION and ACTION: Downtown Riverfront Development Atkins Dame Terms

Councilor Discussion:

- Councilor Semple – asked if the project will fail if any of the three suggestion motions fail; asked if the developer can just walk away if the motions do not pass; stated concerns over gentrification; believes that more commercial and retail sites in the Riverfront area would bring more housing; is concerned about the lack of grocery stores within safe walking distance; asked if the bus lines would service the area; asked how many square feet are being devoted to office space and if that space is included in the MUPTE; stated her confusion over how this would tie the Riverfront into the rest of the city; asked about other commercial projects in the Riverfront area.
- Councilor Groves – asked staff to discuss how adding any level of housing into the market will impact the housing market; asked if market-rate housing is important to support commercial development; asked if there is any work being done to analyze a crossing from the Riverfront development and Whole Foods.
- Councilor Evans – asked if site 6 will be commercial, retail or office space; asked if the decreased demand for office space is reflected in the updated maps; noted the shift to online shopping, which does not support increased commercial retail development.
- Councilor Zelenka – supports increased housing in downtown; asked why the suggestion motion increases to 275 instead of the 237 units proposed; would prefer that the motion reflect the actual number of units; commended Atkins Dame for their execution of this project.
- Councilor Keating – asked if the southern access parking is the property that was part of the land swap with the University of Oregon; asked if parcel 2 is

the only planned affordable housing; asked if there is a plan for mixed-income housing; asked staff to discuss any known plans for Lane Transit District to expand bus service in the Riverfront area; asked if the Riverfront is considered a top tier transportation route; asked if the term “or hotel” can be removed from the proposed language regarding Riverfront parcel 3A.

- Councilor Evans – stated Eugene needs more hotel spaces; noted that adding hotel space is critical for increasing tourism; stated that tourism helps support commercial development.
- Councilor Zelenka – noted that the language “or hotel” applies to only parcel 3A; stated the developer plans to build housing, not a hotel; believes that there is a need for more hotels in the area.
- Councilor Evans – would like there to be maximum flexibility in the development plan regardless of the parcel location.

MOTION: Councilor Groves, seconded by Councilor Keating, move to direct the Agency Director to revise the DDA to allow up to 275 housing units on Parcel 3A.

- Councilor Zelenka – asked for a friendly motion to change the allowed units to 237 and remove the “or hotel”.

MOTION TO AMEND: Councilor Zelenka, seconded by Councilor Keating, move to amend the motion to state “up to 240 housing units on parcel 3A” and remove “or hotel”.

- Councilor Semple – does not support removing “or hotel” from the language; asked if the developer can change the plans to increase the number of units proposed; is in favor of approving a higher number of housing units.
- Councilor Yeh – asked if staff recommend leaving “or hotel” in the terms.

VOTE ON MOTION TO AMEND: FAILED 2:6 (opposed by Councilors Clark, Evans, Groves, Leech, Semple, and Yeh.)

MOTION: Councilor Zelenka, seconded by Councilor Keating, move to amend the main motion to allow up to 240 housing units on parcel 3A.

VOTE: FAILED 2:6 (opposed by Councilors Clark, Evans, Groves, Leech, Semple, and Yeh.)

VOTE ON MAIN MOTION: PASSED 8:0

Mayor Vinis adjourned the Eugene Urban Renewal Agency meeting and called the October 11, 2023, work session of the Eugene City Council to order.

B. ACTION: An Ordinance Concerning the Skinner Butte Height Limitation Area and Downtown Riverfront Special Area Zone, Amending Figures 9.3155(3) and 9.6715(3) of the Eugene Code, 1971.

MOTION: Councilor Groves, seconded by Councilor Keating, move to adopt An Ordinance Concerning the Skinner Butte Height Limitation Area, Amending Figure 9.3155(3) and Figure 9.6715(3) of the Eugene Code, 1971.

Councilor Discussion:

- Councilor Semple – is concerned about the frequency at which Council is revisiting the height amendment; believes it would be more efficient to eliminate or raise the height limitation; asked if views of the butte from a distance are being considered.

VOTE: PASSED 6:2 (opposed by Councilors Keating and Semple)

C. WORK SESSION and POSSIBLE ACTION: MUPTE Application – Riverfront Parcel 3A

MOTION: Councilor Groves, seconded by Councilor Keating, move to adopt A Resolution Approving a Multiple-Unit Property Tax Exemption for Residential Property Located on Lot 1 of the Town Run Plat in Eugene, Oregon (Assessor’s Map 17-03-31-11, Tax Lot 14200) (Applicant Eugene Riverfront District LLC).

Councilor Discussion:

- Councilor Semple – expressed concerns about how MUPTE fees are used; would like to see more affordable housing results from MUPTEs that have been passed; asked how the affordable housing fee will be used; stated concern about the impacts of tax breaks on the general fund.
- Councilor Keating – asked when the last time the MUPTE fee structure was adjusted; believes the MUPTE fee is not sufficient and should be adjusted to provide more incentives for developing mixed income housing.
- Councilor Clark – noted that the buy-out option was not in the original MUPTE plan; noted that only one MUPTE in Eugene has built affordable units; believes Council should revisit the MUPTE affordable housing buy-out option.
- Councilor Zelenka – noted that the MUPTE program was paused in 2013-2014 for modifications; believes that the fee provides more benefit for Council to direct middle housing projects; noted that affordable housing included in a MUPTE development is only guaranteed affordable for the life of the MUPTE, which is ten years; stated that projects completed with funds in the affordable housing trust fund could lock in affordable housing for 20-30 years.
- Councilor Groves – is in favor of the MUPTE fee option; stated that having a fund to direct funding to low-income housing providers is beneficial; noted that percentage stays with inflation.

VOTE ON MOTION: PASSED 7:1 (opposed by Councilor Zelenka)

2. WORK SESSION: Finance and Revenue Update

City Manager, Sarah Medary, gave a brief introduction regarding revenue and reduction and introduced Chief Financial Officer, Twylla Miller, who presented a finance and revenue update.

Councilor Discussion:

- Councilor Clark – acknowledged that there is a short-term budget issue; stated that the long-term issue is an imbalance by the quantity and value of property; stated the most critical goals are to increase the value of current property in the city and grow the amount of properties that are subject to property tax; believes that the long-term solution is to increase the amount of taxable properties.
- Councilor Keating – stated a desire to increase revenue streams to support vital services; stated he would like to explore heavy vehicle tax or a delivery service fee, a short-term rental service fee for out of state users, and a natural gas supply tax.
- Councilor Zelenka – stated that service fees and restaurant tax are controversial; stated concerns around creating taxes or fees that do not generate a lot of revenue; stated that a \$1 per garbage can fee has been explored previously.
- Councilor Semple – noted concerns over a prepared food tax and how that could impact Supplemental Nutrition Assistance Program (SNAP) recipients.
- Councilor Clark – would like to see the number of taxpayers increased, not the tax rate; is in favor of incentivizing annexation into the City for residents in the River Road and Santa Clara neighborhood.
- Councilor Keating – stated support for an increased animal license fee with low-income exemptions.

MOTION: Councilor Groves, seconded by Councilor Keating, moved to schedule a work session as soon as possible to discuss the potential of referring a capital bond to the voters that would support the construction of sports facilities in Eugene, such as a multi-purpose stadium, regional pickle ball courts, and sports fields at Golden Gardens, and direct the City manager to provide at the Council work session financial information, options, and other information she deems relevant regarding a potential bond measure.

Councilor Discussion:

- Councilor Groves – stated his intent is to bring this discussion to a public conversation due to a large amount of communication Council has received from the public.
- Councilor Zelenka – stated support for the Eugene Emeralds stadium; asked to clarify if bond proceeds can be used for a private facility for pickleball at Lane Community College; would rather see a conversation regarding the Eugene Emeralds stadium only; asked staff to clarify who would own the land and building proposed for the new pickleball facility.

MOTION and VOTE: Councilor Keating , seconded by Councilor Semple, move to extend the meeting by ten minutes. **VOTE: PASSED 8:0**

- Councilor Keating – is concerned about using City funds to support a pickleball facility; supports the motion to increase health and wellness.
- Councilor Yeh – is concerned that the City has been approached for financial support for two facilities without proper information or presentation; does not believe Council should dedicate funds to projects without a full understanding of the projects; supports having a discussion regarding the topic; asked staff to clarify the timing for a bond; asked if an additional work session regarding the bond is necessary.
- Councilor Semple – stated that the community has brought the topic of pickleball to Council previously; believes a pickleball facility could benefit the community; stated the motion is only to have a work session regarding the topics; stated that the discussion has an urgency due to the Eugene Emeralds timelines.
- Councilor Groves – stated the work session is meant to gather more information and understanding for what the community needs are for low-cost health and fitness activities.

VOTE ON MAIN MOTION: PASSED 8:0

Mayor Vinis adjourned the meeting at 1:41 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Sara McKinney)

Link to the webcast of this City Council meeting [here](#).

MINUTES

**Eugene City Council
Public Hearing
Eugene, Oregon 97401**

**October 16, 2023
5:30 p.m.**

Councilors Present: Emily Semple, Matt Keating, Alan Zelenka, Jennifer Yeh, Lyndsie Leech, and Randy Groves
Councilors Absent: Mike Clark and Greg Evans

Mayor Vinis opened the October 16, 2023, meeting of the Eugene City Council in a hybrid in-person and virtual format at 101 W 10th Avenue, Eugene OR 97401.

1. PUBLIC HEARING: An Ordinance Concerning Low-Income Rental Housing Property Tax Exemptions and Amending Sections 2.937, 2.938, 2.939 and 2.940 of the Eugene Code, 1971.

Mayor Vinis opened the public hearing.

Assistant City Manager, Kristie Hammitt, introduced the topic and provided background information.

1. Jeffrey Albanese – spoke in support of the proposed ordinance.

Mayor Vinis closed the public hearing.

2. PUBLIC HEARING: An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan Diagram to Redesignate the Property Identified as Assessor’s Map 17-04-32-14, Tax Lot 00200 and Assessor’s Map 17-04-32-13, Tax Lot 00600 from Campus Industrial to Light Medium Industrial and Rezone the Property from E-1 Campus Employment to I-2 Light-Medium Industrial.

Mayor Vinis opened the public hearing.

Assistant City Manager, Kristie Hammitt, introduced the topic and provided background information.

Councilor Groves disclosed previous discussions with the applicant, Cintas.

Mayor Vinis disclosed a previous discussion with the applicant, Cintas.

Teresa Bishow provided the applicant statement on behalf of Cintas.

1. Tim Kidd – spoke in favor of the proposed ordinance.
2. Adam Dimmering – spoke in favor of the proposed ordinance.

3. Patrick Flanagan – spoke in favor of the proposed ordinance.

Mayor Vinis closed the public hearing and the record for this code amendment and noted that deliberations and possible action for this item is scheduled for November 13, 2023.

3. PUBLIC HEARING: An Ordinance Adopting An Amended Urban Renewal Plan For The Riverfront Urban Renewal District.

Mayor Vinis opened the public hearing.

Assistant City Manager, Kristie Hammitt, introduced the topic and provided background information.

1. Allen Hancock – spoke in favor of the proposed ordinance.
2. Don Heady – spoke in favor of the proposed ordinance.
3. Tiffany Edwards – spoke in favor of the proposed ordinance.
4. John Barofsky – spoke in favor of the proposed ordinance.
5. Katie Wilgus – spoke in favor of the proposed ordinance.
6. Molly Goulet – spoke in favor of the proposed ordinance.

Mayor Vinis closed the public hearing.

Councilor Discussion:

- Councilor Groves – asked staff to provide information regarding bicycle and pedestrian crossing project eligibility.
- Councilor Keating – asked staff if the Riverfront area was considered for a new baseball stadium for the Eugene Emeralds.

Mayor Vinis adjourned the meeting at 6:18 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Sara McKinney)

Link to the webcast of this City Council meeting [here](#).

MINUTES

**Eugene City Council
Work Session
Eugene, Oregon 97401**

**October 18, 2023
12:00 p.m.**

Councilors Present: Emily Semple, Matt Keating, Lyndsie Leech, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, and Randy Groves

Mayor Vinis opened the October 18, 2023, work session of the Eugene City Council in a virtual format.

1. WORK SESSION: Public Health Industrial Development Standards

City Manager, Sarah Medary, introduced Land Use Supervisor, Reid Verner, and Building Permit Services Director, Lydia Bishop, who provided a presentation on public health and industrial standards.

Councilor Discussion:

- Councilor Groves – asked staff about the buffer zone ; noted that the JH Baxter contamination impacted the land that was considered the buffer zone; stated that preventing similar contamination issues in the future is important.
- Councilor Clark – asked about the measurable effects in residential areas around the JH Baxter contamination; would like more information on the distance of measurable effects from JH Baxter in a future work session; stated that the residents of Eugene want Council to protect them from another situation like JH Baxter; stated that public health overlay buffer zones could be in contrast to the urban density goal; requested the percentage of buildable land supply that would be impacted by the buffer zone.
- Councilor Zelenka – stated that the standards are meant to prevent another contamination event like JH Baxter; would like more information and development of this topic.
- Mayor Vinis – asked staff if the new standards would apply to existing businesses.
- Councilor Leech – asked if the City can enforce an insurance requirement or mitigation effort to assist with any future occurrences.
- Councilor Groves – stated that the contamination from JH Baxter has been found a block away from the site, and the contamination may go further; noted this topic is part of three Council work sessions that resulted from a work session poll 1) tools and strategies for addressing toxic polluters, 2) risk bonds, and 3) public health overlay zone; stated that a public health overlay zone could be time and cost prohibitive, but the buffer zone approach may be feasible; stated the goal is to allow responsible commerce while protecting residents.

- Councilor Keating – stated that in 2019 a Lane Regional Air Protection Agency air monitoring station one mile from JH Baxter recorded a spike in naphthalene that coincided with an alleged air quality violation by JH Baxter; stated that Department of Environmental Quality identified JH Baxter as the likely cause of source of dioxin soil residues and polychlorinated biphenyls in local ground water.
- Councilor Clark – asked staff to discuss land use process for prohibiting housing adjacent to existing industry; asked if there is a process that identifies potentially hazardous areas; asked if there is a mechanism in the land use code that prevents housing in a location that could be potentially hazardous.
- Councilor Keating – stated that pollutants can permeate multiple miles; cited an Oregon Health Authority study that indicates cancer rates in west Eugene are slightly higher than other areas of the city.
- Councilor Groves – stated that the intention of the work session polls for the three topics mentioned previously were meant to work together; would like a wrap up of all three parts of this topic, showing how they work together; stated the public health overlay zone intent was to also include housing tracks that would be on top of existing industry.

MOTION and VOTE: Councilor Groves, seconded by Councilor Keating, move to direct the City Manager to initiate a land use code amendment to implement public health industrial development standards.

VOTE: PASSED 8:0

2. **WORK SESSION: Gas Stations**

City Manager, Sarah Medary, introduced Senior Planner, Jeff Gepper, who presented information on the environmental and public health impact of gas stations.

Councilor Discussion:

- Councilor Yeh – asked staff if a pause on new gas stations would be as difficult as a complete ban.
- Councilor Groves – would support a temporary pause on new gas stations to provide time for research; asked if a ban would apply to private trucking firms with private fueling stations; is concerned about bans on private fueling stations; asked if there has been any research regarding hydrogen cells and including them in this work; would like to be flexible and consider alternative fuel options in this process.
- Councilor Keating – is concerned that a gas station could still be built in South Eugene with the proposed buffer zones.

MOTION: Councilor Keating, seconded by Councilor Groves, move to initiate a land use code amendment that: 1) prohibits new gas stations within 500 feet of any dwelling or an educational facility; 2) requires any new gas station to provide a minimum of one electric vehicle charging station for every four fuel pumps; 3) requires any expansion of an existing gas station, fuel distribution facility, or fuel storage facility to provide a minimum of two electric vehicle charging stations; and 4)

defines necessary terms such as gas station, EV (electric vehicle) station and educational facility.

Councilor Discussion:

- Councilor Clark – stated that the potential dangers of charging stations is not known yet; asked staff if there is market research on how the prevalence or scarcity of gas stations impacts price of gas; wants more information before taking in any action; is concerned how a pause or ban on new gas stations could impact gas prices.
- Councilor Semple –believes that there are enough gas stations in Eugene; would prefer an outright ban on new stations; asked to make a friendly amendment to change the motion from 500-feet to 1,000-feet.
- Councilor Evans – asked staff about the legality of a moratorium, both time-limited and permanent; asked if the word “suspension” would be more appropriate for a temporary pause in permitting new gas stations; asked staff about the potential negative impacts of lithium batteries; asked if other alternative energy sources can be considered in powering electric vehicles; would like more information about the negative impacts of production and use of lithium batteries.
- Councilor Zelenka – believes that the restrictions in this motion would be the same as banning gas stations; stated that charging a vehicle at a gas station would subject those people to the health risks posed by gas stations; stated that the market will dictate the transition from gas stations to charging stations without action from City Council; stated that enacting a ban will push people to outlying areas and create more greenhouse gases; is concerned about the potential divisive impact of a gas station ban.
- Councilor Yeh – believes that there are two issues in this motion, the safety of gas station locations and electric vehicle charging; stated that these issues should not be tied together; would prefer not to sit at a gas station to charge her vehicle; is not prepared to make decisions at this work session but would be supportive of a temporary pause on new gas stations while information is gathered.
- Councilor Groves – has more questions about this subject before voting for a ban; asked staff to perform market research on how limiting new gas station construction will impact gas prices; asked staff to bring back information regarding what the per capita rate of gas stations is in the nation and how Eugene compares; does not believe Council has enough information to make decisions at this work session.
- Councilor Clark – stated that everything has risks; asked staff how much risk gas stations pose compared to other businesses; would like more information about this topic.
- Councilor Zelenka – stated that a new Department of Environmental Quality regulation scheduled for 2024 will significantly reduce gas nozzle emissions; believes that new construction gas stations would allow for newer and safe technology; stated that hydrogen is likely to be at gas stations in the future; stated that the Pacific Northwest was just granted \$1 billion for a hydrogen hub and potentially for transportation use; supports developing an electric vehicle charging plan with EWEB.
- Councilor Leech – is in favor of preventing new construction of gas stations for public health and climate reasons; would be in support of separating the gas station

and electric vehicle topics; would like to look at planning for electric vehicle charging city-wide; would like more information regarding hydrogen as a fuel source; would like more information about the potential impact on gas prices; would support a pause on new gas station construction while information is gathered.

- Councilor Semple – stated that the restrictions would essentially ban new gas stations; would like to divide the motion into separate issues; believes that it would be easier to move forward on electric vehicle charging stations than to ban gas stations; is concerned about the impact on air and water quality from gas stations; believes it would make more sense to restrict how close gas stations can be located to each other; believes that another work session is needed on this topic.

MOTION TO SUBSTITUTE: Councilor Semple, seconded by Councilor Groves, move to substitute to direct the City Manager to come back for a second work session on this topic at the earliest possible time.

- Councilor Keating – stated that this topic is an urgent matter; stated that gas stations release toxic emissions and increase vehicular traffic; stated the six percent increase in gas stations the last few years is a good reason to pause new construction of gas stations and to require electric vehicle charging at gas stations; stated that these restrictions would reduce the exposure to toxic chemicals for 90 percent of the community; stated that 80 percent of gas stations will be unprofitable in the next decade; is in support of moving the work session to a date certain.
- Councilor Evans – stated that the meeting needs to be extended; noted that there is another topic, Neighborhood Planning, on the agenda that needs to be addressed; believes another work session is needed for this topic with the information requested from staff in this work session.

MOTION AND VOTE: Councilor Evans, seconded by Councilor Groves, move to extend the meeting by ten minutes. **VOTE: PASSED 8:0**

- Councilor Zelenka – asked staff to bring back an estimated impact of a 500- or 1000-foot buffer on the available land to build a new gas station; asked staff to bring back information on a proposed Department of Environmental Quality emissions rules for leaking tanks; will bring back a motion to direct the City Manager to develop an electric vehicle charging plan for the City of Eugene and for the potential for a hydrogen station; would like the electric vehicle charging plan to be moved up in the work queue.

MOTION TO SUBSTITUTE RESTATED: Councilor Semple, seconded by Councilor Groves, move to substitute to direct the City Manager to come back for a second work session on this topic at the earliest possible time. **VOTE: PASSED 8:0**

VOTE ON THE MOTION AS SUBSTITUTED: PASSED 7:1 (opposed by Councilor Clark)

Mayor Vinis adjourned the meeting at 1:37 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Sara McKinney)

Link to the webcast of this City Council meeting [here](#).

MINUTES

**Eugene City Council
Work Session
Eugene, Oregon 97401**

**October 25, 2023
12:00 p.m.**

Councilors Present: Emily Semple, Matt Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, Lyndsie Leech, and Randy Groves

Mayor Vinis opened the October 25, 2023, work session of the Eugene City Council in a virtual format.

1. ACTION: An Ordinance Concerning Low-Income Rental Housing Property Tax Exemption and Amending Sections 2.937, 2.938, 2.939 and 2.940 of the Eugene Code, 1971.

Assistant City Manager, Matt Rodrigues, provided background information about the Low-Income Rental Property Tax Exemption and Amending Sections 2.937, 2.938, 2.939 and 2.940 of the Eugene Code, 1971.

MOTION and VOTE: Councilor Groves, seconded by Councilor Keating, move to adopt the Ordinance Concerning Low-Income Rental Housing Property Tax Exemption and Amending Sections 2.937, 2.938, 2.939 and 2.940 of the Eugene Code, 1971, included as Attachment A to this Agenda Item Summary.

VOTE: PASSED 8:0

2. WORK SESSION: Presentation of Initiative Petition 2023-2 to Council

Assistant City Manager, Matt Rodrigues, gave a brief introduction to Petition 2023-2 and introduced City Recorder, Katie LaSala, who provided a presentation of initiative petition 2023-2 to Council.

Councilor Discussion:

- Councilor Groves – asked to confirm that if this passes, Eugene would have a different voting system than other non-Eugene related items on the ballot; is concerned this will add confusion for voters; believes that a change in the voting method should be for an entire area or not at all.
- Councilor Semple – asked if this voting method would apply to EWEB or national voting options; is not in favor of making a motion at this work session.
- Councilor Keating – supports expanding participation in elections; asked if this voting method would also alter the timeline for campaigning; asked staff to confirm that the May primary would occur in November; is concerned about financial impacts of this change; would like another work session scheduled to discuss options further; concerned about the confusion this method could cause for voters.

- Councilor Zelenka – is not in favor of this voting method; believes this will create confusion for voters; asked what the timeline for Council to take action would be; asked how the voters’ pamphlet would be impacted by this change; asked if the May voters’ pamphlet would still be produced; asked if the November voters’ pamphlet would include explanation of the new method; does not intend to support the change.
- Councilor Clark – stated he has spoken with the Score Then Automatic Runoff (STAR) Voting petitioners; is not in favor of the change in voting method; is concerned about the potential increase in negative campaigning.
- Councilor Leech – asked staff what alternative measures could be considered; noted that avoiding a separate runoff election may be beneficial; is concerned about having two separate methods of electing; would like another work session to learn more; stated that the costs could increase with this method; stated that runoffs provide a time for candidates to solidify their campaign and stance on issues.
- Councilor Yeh – asked what action Council needs to take to today; is in favor of doing nothing; is not opposed to further conversations on the subject.
- Councilor Semple – is concerned about negative campaigning; asked if candidates would still have to register in September; is concerned about the longer campaign timeline; would be more supportive if the County or the State were using the same method; not in favor of pursuing action at this time.
- Councilor Zelenka – is concerned about the negative campaigning impact; asked staff to explain how an automatic runoff process would work; asked the City Attorney to confirm that an alternative measure must propose substantive changes to the current system; asked how substantial the difference must be in a proposed alternative measure; would like to schedule another work session to discuss the topic; believes there is a benefit to Council taking a stance on this issue.
- Councilor Groves – explained the automatic runoff process; believes the Score Then Automatic Runoff (STAR) Voting process is confusing; will make a motion for another work session on this topic; is concerned about the limited amount of time that Council has available in their schedule to discuss the topic further.
- Councilor Keating – would like a motion made to include another work session before the February 21, 2024 deadline for action; believes that Council has a responsibility to the public to weigh-in on the topic; will look at other municipalities and their experiences with similar voting methods; is concerned about confusion that this method could create; asked staff for the vote result for the last time Score Then Automatic Runoff (STAR) voting was on the Lane County ballot.
- Councilor Evans – asked if this item got enough signatures to be on a Lane County ballot previously; stated that this method has discouraged voters from voting in other municipalities and has had a negative impact on underrepresented and underserved voters; would support another work session discussion on the topic.
- Councilor Clark – noted that the previous attempt to get this on the ballot for Eugene did not get enough qualified signatures; believes that the County’s method for qualifying signature by sampling created an error; believes that the petitioners have earned the right to be on the ballot; is opposed to this method for voting.
- Councilor Zelenka – is concerned that the complexity of the method will cause confusion; is not in favor of this method.

- Mayor Vinis – noted that the cost, complexity, and length of election campaigning would be a negative impact.

MOTION and VOTE: Councilor Groves, seconded by Councilor Keating, move to direct City Manager to schedule an additional work session for Council to discuss options in a period of time that allows for modifications or a second proposal.

VOTE: PASSED 7:1 (opposed by Councilor Semple)

Mayor Vinis adjourned the meeting at 12:43 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Sara McKinney)

Link to the webcast of this City Council meeting [here](#).

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: November 13, 2023
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 4B
Staff Contact: Katie LaSala
Contact Telephone Number: 541-682-5010

ISSUE STATEMENT

This is a routine item to approve the City Council Tentative Working Agenda.

BACKGROUND

Per City Council Operating Agreements, at each regular meeting of the Council, the City Manager shall present the Tentative Agenda. This shall be placed on the Consent Calendar. If there are any concerns about the items on the Tentative Agenda, it may be removed at the request of any councilors from the Consent Calendar and discussed separately.

COUNCIL OPTIONS

The council may choose to approve, amend or not approve the tentative agenda.

SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

ATTACHMENTS

A. City Council Tentative Working Agenda

FOR MORE INFORMATION

Staff Contact: Katie LaSala, City Recorder
Telephone: 541-682-5010
Staff E-Mail: klasala@eugene-or.gov



City Council Tentative Agenda

Updated November 9, 2023

City Council meetings will continue to be held using hybrid and virtual meeting technology. Materials and information about how to access these meetings will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>.

November 2023					
Date	Day	Time	Title	Length	Dept. Contact
13-Nov	Monday	5:30 pm	Sustainability Commission Annual Report and Work Plan (Work Session)	45 mins	Danielle Klinkebiel, PW
			Human Rights Commission Annual Report (Work Session)	45 mins	Drae Charles, CS
<i>Expected Absence: Councilor Semple</i>			<i>Work Session Location: Public via Virtual Only</i>		
13-Nov	Monday	7:30 pm	Pledge of Allegiance in recognition of Veteran's Day		
			Ceremonial Matters		
			Committee Reports and Items of Interest		
			Cintas Metro Plan Amendment & Zone Change (File: MA 23-4/Z 23-6) (Possible Action)		
			Climate Friendly and Equitable Communities Parking Reform Land Use Code Amendments (Possible Action)		
Public Forum	Jeff Gepper, PDD	Reid Verner, PDD			
<i>Expected Absence: Councilor Semple</i>			<i>Location: Public via Virtual & Council Chambers, Room 114</i>		
15-Nov	Wednesday	12 pm	Riverfront Urban Renewal Amendment (Work Session)	45 mins	Amanda D'Souza, PDD
			Sports Bond Discussion (Work Session)	45 mins	Staff
<i>Expected Absence: Councilor Semple</i>			<i>Work Session Location: Virtual Only</i>		



Work Session



Action



Public Hearing



Public Forum



Consent Calendar











Committee Reports/Items of Interest












Ceremonial Matters





Pledge of Allegiance

20-Nov	Monday	5:30 pm	 No public hearing scheduled		
<i>Location: Public via Virtual & Council Chambers, Room 114</i>					
22-Nov	Wednesday	12 pm	No meeting scheduled		
27-Nov	Monday	5:30 pm	 Riverfront Urban Renewal Amendment (Work Session, Possible Action)	45 mins	Amanda D'Souza, PDD
			 IGR Policies and Priorities 2024 (Work Session)	45 mins	Ethan Nelson, CS
<i>Work Session Location: Public via Virtual Only</i>					
27-Nov	Monday	7:30 pm	 Committee Reports and Items of Interest		
			 Res. Annexing Land at 594 River Loop 1 (Compeau; A 23-4) (Consent Calendar 2)		Shawn Burgett, PDD
			 Res. Annexing Land at 661 Bushnell Lane (661 Bushnell; A 23-5) (Consent Calendar 2)		Shawn Burgett, PDD
			 Res. Annexing Land at 37 Bushnell Lane (37 Bushnell; A 23-6) (Consent Calendar 2)		Shawn Burgett, PDD
			 Public Forum		
<i>Location: Public via Virtual & Council Chambers, Room 114</i>					

December 2023					
Date	Day	Time	Title	Length	Dept. Contact
6-Dec	Wednesday	5:30 pm	<i>Budget Committee Meeting</i>		Christina Wozniak, CS
<i>Budget Committee Location: Virtual Only</i>					
11-Dec	Monday	5:30 pm	 Risk Bond follow-up discussion (Work Session)	45 mins	Ian Penn, PW
			 TBD (Work Session)	45 mins	Staff
<i>Work Session Location: Public via Virtual Only</i>					

11-Dec	Monday	7:30 pm	 Committee Reports and Items of Interest  Res. Annexing Land at 3633 Coburg Road (3633 Coburg Road; A 23-7) (Consent Calendar 2)  City of Eugene Supplemental Budget (Public Hearing and Action)  Urban Renewal Agency Supplemental Budget (Public Hearing and Action)  Urban Renewal Agency Annual Financial Report (Action)  City of Eugene Annual Comprehensive Financial Report (ACFR) (Action)  Public Forum		Shawn Burgett, PDD
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Location: Public via Virtual & Council Chambers, Room 114

13-Dec	Wednesday	12 pm	 Arts and Economic Prosperity Update (Work Session)  TBD (Work Session)	45 mins 45 mins	Isaac Marquez, LRCS Staff
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Work Session Location: Virtual Only

Note: Council Break December 14 – January 8

UPCOMING PUBLIC HEARINGS			
Date/Time	Topic/Title	Description	Staff Contact
		proposed ordinances will be posted online: https://www.eugene-or.gov/1781/Proposed-Ordinances	

Approved Work Session Polls to be Scheduled	Councilor	Date Approved
Gas Stations – Oct 18; <i>follow-up work session TBD</i>	Keating	4/15/22
Persistent Violators, Chronic Behavioral Problems and Open-Air Drug Use – Nov 8	Groves	8/28/23

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan Diagram to Redesignate the Property Identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600 from Campus Industrial to Light Medium Industrial and Rezone the Property from E-1 Campus Employment to I-2 Light-Medium Industrial

Meeting Date: November 13, 2023
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 5
Staff Contact: Jeff Gepper
Contact Telephone Number: 541-682-5282

ISSUE STATEMENT

The City Council is scheduled to take action on a Metro Plan Amendment to change the plan designation from Campus Industrial to Light Medium Industrial, with a concurrent Zone Change from E-1 Campus Employment to I-2 Light-Medium Industrial, for two vacant tax lots located in between Owen Loop South and West 11th Avenue/Highway 126. A map of the subject property and zoning is provided in Attachment A and the ordinance is provided in Attachment B.

BACKGROUND

The Cintas applications include a privately initiated, site-specific Metro Plan Amendment (MA 23-4) and a concurrent Zone Change (Z 23-6). The applications would change the Metro Plan's land use designation of the property from Campus Industrial to Light Medium Industrial. This amendment to the Metro Plan Diagram is necessary for the applicant's concurrent request to rezone the subject property from E-1 Campus Employment to I-2 Light-Medium Industrial. The applicant's desired zoning of I-2 Light-Medium Industrial is inconsistent with the current Campus Industrial land use designation on the Metro Plan Diagram. For this reason, the applicant is seeking a change to the Metro Plan Diagram to establish consistency between their desired zoning and the Metro Plan's land use designation for the subject property.

The subject property consists of two vacant tax lots located in between Owen Loop South and West 11th Avenue/Highway 126 (Assessor's Map / Tax Lot: 17-04-32-14 / 00200 and 17-04-32-13 / 00600). The subject property is within an area known as the Greenhill Technology Park and includes a total of 9.9 acres. The subject property also has two overlay zones, the /CAS Commercial Airport Safety and /WB Wetland Buffer overlay zones. This request is only to change the plan designation and base zoning and has no impact on the existing overlay zones.

While the zone and designation change would allow the property to be used for any of the listed uses within the I-2 zone, the applicant has specifically requested the Metro Plan Amendment and

Zone Change to allow for the development of a “Cleaning and Dyeing Plant.” The applicant for this project is Cintas, a corporate entity providing uniform provision and cleaning, as well as other business services. Cintas is seeking this change to locate a new facility within the City of Eugene where they have a large customer base. More about their business proposal and operational characteristics are available in the application materials.

Regardless of the applicant’s intent to develop a Cintas facility on the subject property, the change in zoning from E-1 to I-2 will alter the allowed uses in general for the subject property. For ease of reference, a comparison table of allowed uses in the E-1 and I-2 zones was provided as Attachment C to the Agenda Item Summary for Council’s public hearing held on [October 16, 2023](#).

The criteria for this Metro Plan Amendment and Zone Change are set forth at Eugene Code (EC) Sections [9.7735](#) and [9.8865](#). <https://eugene.municipal.codes/EC/9.3020> Findings demonstrating compliance with the approval criteria for this Metro Plan Amendment and Zone Change are attached as Exhibit C to the ordinance (Attachment B).

More information about the proposal, including any testimony received to date, is available at: <https://pdd.eugene-or.gov/LandUse/SearchApplicationDocuments?file=MA-23-0004>

PROCEDURAL SUMMARY

This Metro Plan Amendment and Zone Change application follows the Metro Plan Amendment Procedures of the Eugene Code starting at Eugene Code Section (EC) [9.7700](#). These applications are subject to the approval criteria at [EC 9.7735](#) and [EC 9.8865](#). Due to the site-specific nature of this application, this is a quasi-judicial land use decision, procedures for which begin at [EC 9.7065](#). Public notice for these applications has therefore been provided in accordance with Eugene Code, and the initial public hearing was conducted by the Eugene Planning Commission on [September 26, 2023](#). No written public testimony has been received for these applications to date. Following the public hearing, the Planning Commission deliberated and unanimously voted to recommend approval of the requested Metro Plan Amendment and Zone Change. The City Council held a public hearing on this application on [October 16, 2023](#). The applicant and applicant’s representative provided testimony in support of the change at the public hearing. No other written or verbal testimony, other than the applicant’s statements in support of the request, has been received to date.

A complete set of record materials for this Metro Plan Amendment and Zone Change are available for review at Planning and Development Department at 99 West 10th Avenue. The City Council has also been provided with a copy of the application file and record. As a courtesy, some of the materials are also available for review online [here](#).

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

The City Council may:

1. Adopt the ordinance as proposed in Attachment B to this AIS.
2. Adopt the ordinance with specific modifications as determined by the City Council.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance as provided in Attachment B.

SUGGESTED MOTION

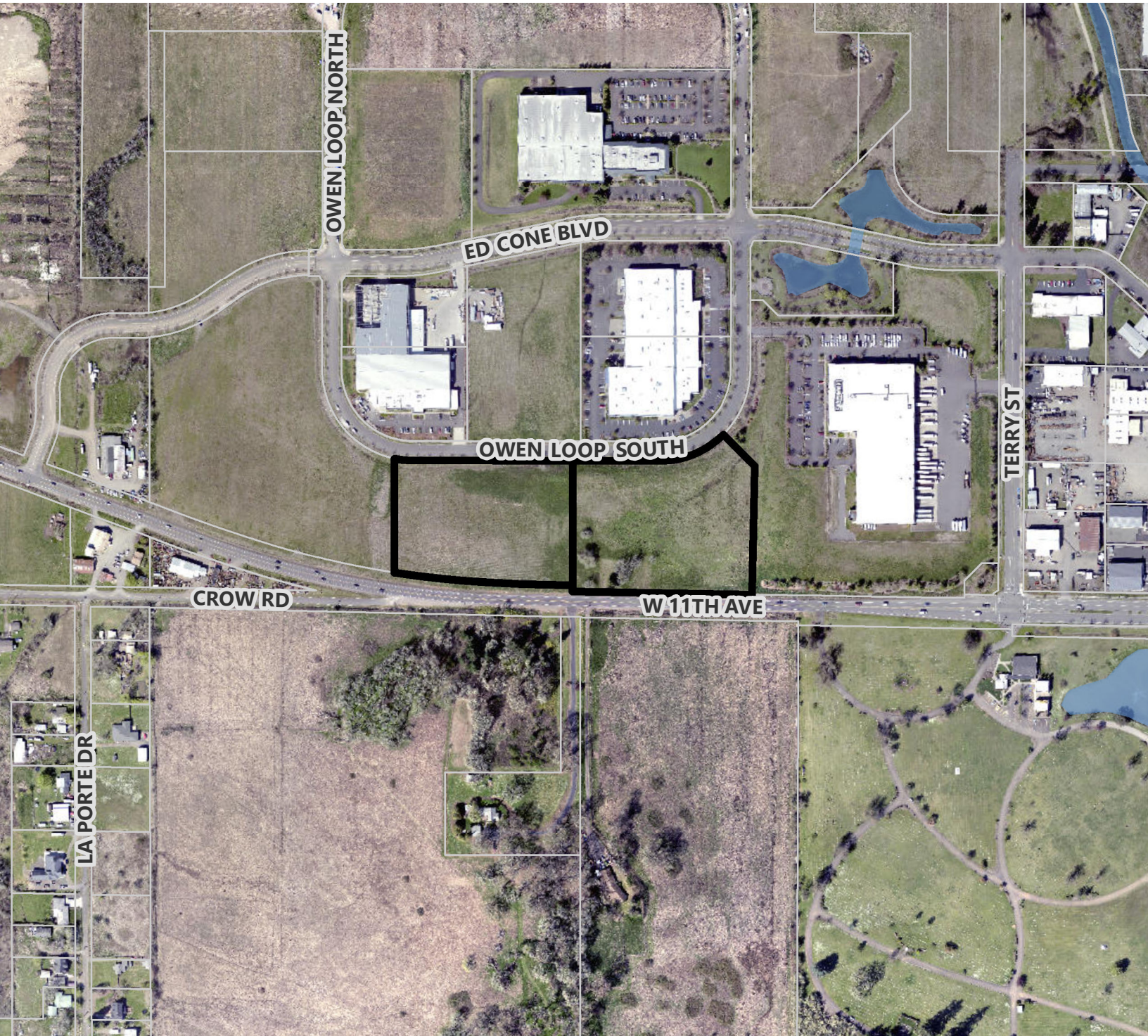
Move to adopt an Ordinance amending the Eugene-Springfield Metropolitan Area General Plan Diagram to Redesignate the Property Identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600 from Campus Industrial to Light Medium Industrial and Rezone the Property from E-1 Campus Employment to I-2 Light-Medium Industrial.




ATTACHMENTS

- A. Map of the Subject Property and Zoning
- B. Ordinance with Exhibits:
 - Exhibit A: Metro Plan Amendment Map
 - Exhibit B: Zone Change Map
 - Exhibit C: Findings

FOR MORE INFORMATION

Staff Contact: Jeff Gepper, Senior Planner
Telephone: 541-682-5282
Staff E-Mail: JGepper@eugene-or.gov



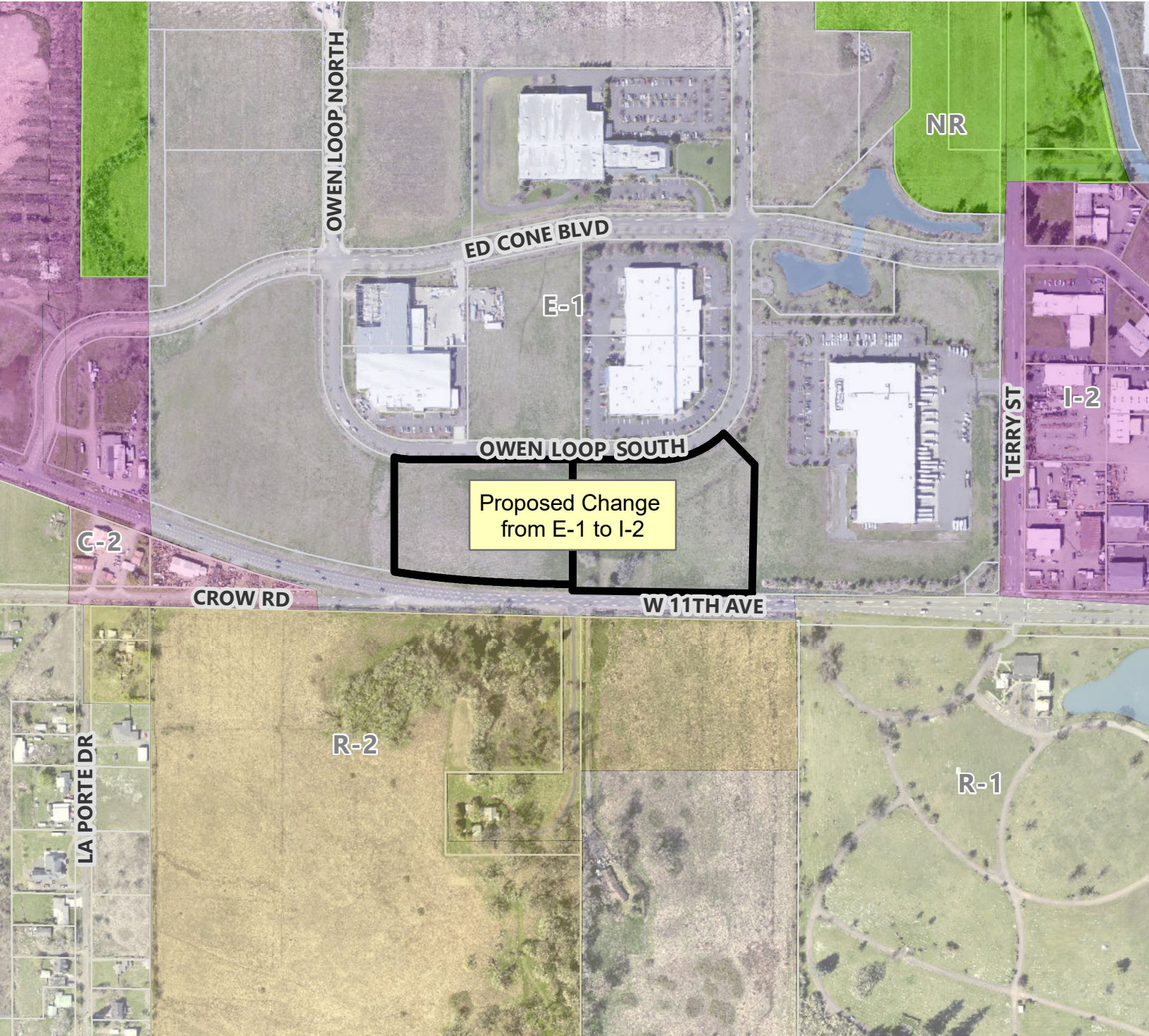
-  Subject Property
-  Taxlots
-  Eugene UGB










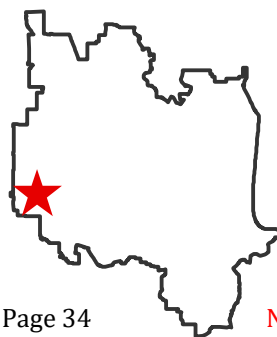
Caution: This map is based on imprecise source data, subject to change, and for general reference only.

Created on 9/14/2023
by City of Eugene Planning Division





-  Subject Property
-  C-2 Community Commercial
-  E-1 Campus Employment
-  I-2 Light-Medium Industrial
-  NR Natural Resource
-  R-1 Low-Density Residential
-  R-2 Medium-Density Residential



Caution: This map is based on imprecise source data, subject to change, and for general reference only.

Created on 9/14/2023
by City of Eugene Planning Division



ORDINANCE NO. _____

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN DIAGRAM TO REDESIGNATE THE PROPERTY IDENTIFIED AS ASSESSOR'S MAP 17-04-32-14, TAX LOT 00200 AND ASSESSOR'S MAP 17-04-32-13, TAX LOT 00600 FROM CAMPUS INDUSTRIAL TO LIGHT MEDIUM INDUSTRIAL AND REZONE THE PROPERTY FROM E-1 CAMPUS EMPLOYMENT TO I-2 LIGHT-MEDIUM INDUSTRIAL.

The City Council of the City of Eugene finds as follows:

A. On July 14, 2023, Cintas Corporation submitted an application for a Type I amendment to the Plan Diagram for the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and a concurrent zone change to redesignate and rezone the property identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600. The applicant requested a Metro Plan designation change from the Campus Industrial designation to a Light Medium Industrial designation. The zone change requested by the applicant would change the base zone of the subject property from E-1 Campus Employment to I-2 Light-Medium Industrial.

B. On September 26, 2023, the Eugene Planning Commission held a public hearing on the application. The Eugene Planning Commission recommended that the Eugene City Council amend the plan diagram for the Metro Plan as shown in Exhibit A and rezone the subject property as shown in Exhibit B.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The Plan Diagram for the Eugene-Springfield Metropolitan Area General Plan is amended to redesignate the property identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600, from Campus Industrial to Light Medium Industrial, as depicted on Exhibit A attached hereto and incorporated herein by reference.

Section 2. The property identified as Assessor's Map 17-04-32-14, Tax Lot 00200 and Assessor's Map 17-04-32-13, Tax Lot 00600, is rezoned from E-1 Campus Employment with /CAS Commercial Airport Safety Overlay Zone and /WB Wetland Buffer Overlay Zone to I-2 Light-Medium Industrial with /CAS Commercial Airport Safety Zone Overlay Zone and /WB Wetland Buffer Overlay Zone, as depicted on Exhibit B attached hereto and incorporated herein by this reference.

Section 3. The findings set forth in the attached Exhibit C are adopted in support of this Ordinance.

Section 4. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct, and independent provision and that holding shall not affect the validity of the remaining portions of this Ordinance.

Passed by the City Council this

_____ day of _____, 2023.

City Recorder

Approved by the Mayor this

_____ day of _____, 2023.

Mayor


Proposed Metro Plan Designation

Attachment B

Cintas - City Files: MA 23-4 & Z 23-6
Metro Plan Amendment & Zone Change

Exhibit A



 Property to be redesignated from Campus Industrial to Light Medium Industrial on the Metro Plan's Plan Diagram




Proposed Zone Change

Cintas - City Files: MA 23-4 & Z 23-6
Metro Plan Amendment & Zone Change

Exhibit B



 Property to be rezoned from E-1 Campus Employment with /CAS Commercial Airport Safety Overlay Zone and /WB Wetland Buffer Overlay Zone to I-2 Light-Medium Industrial with /CAS Commercial Airport Safety Overlay Zone and /WB Wetland Buffer Overlay Zone



**FINDINGS IN SUPPORT OF AMENDING THE EUGENE-SPRINGFIELD
METROPOLITAN AREA GENERAL PLAN DIAGRAM TO REDESIGNATE THE
PROPERTY IDENTIFIED AS ASSESSOR’S MAP 17-04-32-14, TAX LOT 00200 AND
ASSESSOR’S MAP 17-04-32-13, TAX LOT 00600 FROM CAMPUS INDUSTRIAL TO
LIGHT MEDIUM INDUSTRIAL AND REZONE THE PROPERTY FROM E-1 CAMPUS
EMPLOYMENT TO I-2 LIGHT-MEDIUM INDUSTRIAL**

APPLICATION OVERVIEW

Name (File Numbers): Cintas (MA 23-4 / Z 23-6)

Map No. / Tax Lots: 17-04-32-14 / 00200 and 17-04-32-13 / 00600

The applicant is seeking an amendment to the land use diagram for the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and a concurrent Zone Change. The requested changes are outlined in Table 1, below.

Cintas Metro Plan Amendment & Zone Change			
Application	Current	Proposed	Acres
Metro Plan Amendment	Campus Industrial	Light Medium Industrial	9.9
Zone Change	E-1 Campus Employment	I-2 Light-Medium Industrial	9.9

Table 1: Current/Proposed Plan Designations and Zoning (No changes to the existing /CAS Commercial Airport Safety or /WB Wetland Buffer Overlay Zones are proposed)

The subject property is located between Owen Loop South and West 11th Avenue/Hwy 126 in the far west of the City. It consists of two separate tax lots with one owner. The application was initiated by the property owner, as well as Cintas Corporation, who plans on locating a new facility on the subject property and is a co-applicant for the application.

FINDINGS

This request for a Metro Plan Amendment (Type I) is subject to the land use application procedures in the Eugene Code (EC) 9.7700-9.7735. The applicant has also requested a Zone Change. Consistent with EC 9.8855(4), the requested zone change is being processed concurrently and in accordance with the Metro Plan Amendment procedures. There is no applicable refinement plan that requires amendment as part of this request.

The following findings address compliance with the applicable approval criteria at EC 9.7735 and EC 9.8865. Those criteria are provided below (in **bolded text**), including findings addressing compliance with each.

METRO PLAN AMENDMENT

The applicant's requested Metro Plan Amendment proposes to change the land use designation of the subject property from Campus Industrial to Light Medium Industrial. The amendment qualifies as a Type I Metro Plan amendment as it only involves a change to the land use diagram and no text amendments to the Metro Plan are proposed or required. The following findings address the applicable approval criteria for the Metro Plan Amendment:

EC 9.7735 (1): The proposed amendment is consistent with the relevant Statewide Planning Goals.

Goal 1: Citizen Involvement - To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

The City's provisions for citizen involvement ensure the opportunity for community members to be involved in all phases of the planning process and set out requirements for such involvement. The proposal does not include any changes to the City's citizen involvement program. The City's land use code implements Statewide Planning Goal 1 through its noticing requirements, which for this request has included the following:

- A pre-application neighborhood/applicant meeting (06/06/2023).
- Notice to the Oregon Department of Land Conservation and Development (08/22/2023).
- Referrals and notice sent to Lane County, the City of Springfield, Oregon Department of Transportation, Lane Council of Governments, and Oregon Department of Fish and Wildlife. (08/17/2023).
- Public notice for the Planning Commission public hearing to consider the applications, which includes mailing notice to interested parties and adjacent property owners (08/24/2023); posting of the notice on-site (09/05/2023); and, publishing the notice in a local newspaper (09/06/2023).

Consideration of the plan amendment and zone change began with a Planning Commission public hearing on September 26, 2023, which provided an opportunity for members of the public to provide oral testimony in addition to written comments. Following consideration and deliberations, the Planning Commission recommended that the City Council approve the amendment to the land use diagram. The Eugene City Council then held its own public hearing to consider the proposal. Notice of the City Council's public hearing was provided consistent with the requirements of the Eugene Code.

Based on these findings, the amendment is consistent with Statewide Planning Goal 1.

Goal 2: Land Use Planning - To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The Statewide Planning Goal 2 coordination requirement is met when the City engages in an exchange, or invites such an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of its citizens. To comply with the Goal 2 coordination requirement, the City provided notice of the proposal and an opportunity to comment to entities including, but not limited to: Lane County, Lane Council of Governments, City of Springfield, the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

In accordance with Statewide Planning Goal 2, the requested Metro Plan Amendment is being processed according to Eugene's land use code, which specifies the procedure and criteria for consideration of the request. The requested Metro Plan Amendment qualifies as a Type I Metro Plan amendment as defined in EC 9.7705 because the only requested change is to the Metro Plan's land use diagram, for lands located wholly within the City of Eugene. Consistent with EC 9.7715(1), the request for an amendment was initiated by a representative of the property owner. In accordance with EC 9.7705(1), this Type I amendment requires approval by City of Eugene only. The subject property is entirely within the Eugene City limits and there is no regional impact associated with this request to amend the Metro Plan land use designation.

As the application follows the procedural requirements established by Eugene's land use code, and there are no exceptions to Statewide Planning Goal 2 required, the plan amendment is consistent with Statewide Planning Goal 2.

Goal 3: Agricultural Lands - To preserve agricultural lands.

The Metro Plan Amendment will only affect properties located within the City of Eugene and therefore does not affect any lands designated by the comprehensive plan for agricultural use. To the extent that there are properties within the City currently zoned for agricultural use, this Metro Plan Amendment does not change the zoning of those properties or force a discontinuance of agricultural practices. For these reasons, the Metro Plan Amendment is consistent with Statewide Planning Goal 3.

Goal 4: Forest Lands - To preserve forest lands.

The Metro Plan Amendment will only affect properties located within the City of Eugene and therefore does not affect any lands designated by the comprehensive plan for forest use. The Metro Plan Amendment is therefore consistent with Statement Planning Goal 4

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces - To protect natural resources and conserve scenic and historic areas and open spaces.

The City has adopted regulations consistent with the requirements of Goal 5 to protect the Willamette River and other waterways. There are Goal 5 resources located on the subject property as identified in the West Eugene Wetlands Plan. However, these are identified as “filled” wetlands and the Metro Plan Amendment will have no direct impact on the wetlands. Regardless of the subject property’s filled wetlands, the property includes the /WB Wetland Buffer Overlay Zone, which is an implementing measure for wetland protection for wetlands within the West Eugene Wetlands Plan. The existing /WB Overlay Zone is proposed to remain. The /WB protections predate the City’s adopted /WR Water Resource Overlay Zone, which implements some of the City’s Goal 5 protections. Nothing in the Metro Plan Amendment changes or affects the applicability of the City’s independently applicable Goal 5 regulations; specifically, nothing in the Metro Plan Amendment amends or affects the applicability of the City’s adopted and acknowledged Goal 5 protective measures.

The following relevant OAR provisions therefore apply:

OAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

(a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;

This Metro Plan Amendment constitutes a Post-Acknowledgement Plan Amendment (i.e. “PAPA”). However, nothing in the Metro Plan Amendment creates or amends the City’s list of Goal 5 resources. The Metro Plan Amendment also does not amend an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5.

Goal 6: Air, Water and Land Resources Quality - To maintain and improve the quality of the air, water and land resources of the state.

The change to the Metro Plan diagram does not impact existing regulations that implement the protections for air, water, and land resources. Any future development will be subject to City regulations and other state and federal requirements, ensuring that future developments will be consistent with this Goal. Based on these findings, the Metro Plan amendment is consistent with Statewide Planning Goal 6.

Goal 7: Areas Subject to Natural Hazards - To protect people and property from natural hazards.

Statewide Planning Goal 7 requires that local government planning programs include provisions to protect people and property from the following natural hazards: floods, landslides, earthquakes and related hazards, tsunamis, coastal erosion, and wildfires. Goal 7 prohibits development in natural hazard areas without appropriate safeguards. The subject property is not located within known areas of natural disasters or hazards. The subject property is outside the flood zone and is not subject to hazards normally associated with wildfires or tsunamis. Other hazards can be mitigated at the time of development based on applicable land use code provisions, building codes, and building techniques. The amendment to the Metro Plan diagram does not affect the City's restrictions on development in areas subject to natural disasters and hazards. Based on these findings, the amendment is consistent with Statewide Planning Goal 7.

Goal 8: Recreational Needs - To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Statewide Planning Goal 8 ensures the provision of recreational facilities to Oregon citizens and is primarily concerned with the provision of those facilities in non-urban areas of the state. The Metro Plan diagram amendment does not affect the City's provisions for, or access to, recreation areas, facilities, or recreational opportunities. Therefore, Statewide Planning Goal 8 does not apply.

Goal 9: Economic Development - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Statewide Planning Goal 9 requires cities to evaluate the supply of commercial and industrial land relative to community economic objectives. This amendment to the Metro Plan diagram is only related to lands designated as industrial. The Administrative Rule for Statewide Planning Goal 9 (OAR 660 Division 9) requires that the City provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies. The Employment Lands Supply Study 2012-2032 (ELSS) is included as Appendix B in the City's comprehensive plan, Envision Eugene, and complies with the requirements of Goal 9 and the corresponding Administrative Rule.

The ELSS classifies the subject property as "Vacant Employment Lands." See Employment Land Supply (2012) Figure 5, map tile 13 of 18. Based on this classification, the subject property was included in the inventory of developable employment lands within Eugene's Urban Growth Boundary. While the application proposes to change the land use designation for the subject property from Campus Employment to Light Medium Industrial, both designations are classified as industrial, and the land remains industrially designated. Therefore, the amendment to the Metro Plan land use diagram redesignating the subject property will have no impact on the City's adopted supply of industrially designated land.

Further, the diagram amendment does not add or subtract any industrial land from the adopted inventories. For the purposes of the City's ELSS, all industrial land use designations (Campus, Light-Medium, and Heavy) are grouped together. Therefore, properties within the broad category of industrial can be re-designated to another type of industrial without changing the amount of industrial land in the City's inventory. In this case, a re-designation from Campus Industrial to Light Medium Industrial results in no net change to the City's adopted inventory of industrially designated land.

OAR 660-009-0010(4) also includes specific requirements for changes in plan designation that involve land in excess of two acres within an existing urban growth boundary from an industrial use designation to a non-industrial use designation, or another employment use designation to any other use designation. While the subject property exceeds two acres, the change is from one industrial designation (Campus) to another industrial designation (Light Medium). Therefore, the requirements of OAR 660-009-0010(4) do not apply.

The requested Metro Plan Amendment will not adversely impact the City's ability to provide opportunities for a variety of economic activities. In the application materials, the applicant addresses the economic benefits of the redesignation: specifically, that it would allow the development of a large Cintas facility which would provide economic benefits and employment opportunities. Further contextual analysis demonstrating how the amendment supports Statewide Planning Goal 9 generally is included in the applicant's narrative.

Based on these findings, the amendment is consistent with Statewide Planning Goal 9.

Goal 10: Housing - To provide for the housing needs of citizens of the state.

The subject property does not include any lands designated for residential use in the City's Buildable Lands Inventory (BLI). Therefore, the proposal does not include any changes that would impact the availability of residential lands for housing, nor does it impact the City's ability to provide for housing needs in the future. Based on these findings, Statewide Planning Goal 10 does not apply.

Goal 11: Public Facilities and Services - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The Metro Plan Diagram amendment does not affect the City's provision of public facilities and services. Based on this finding, Statewide Planning Goal 11 does not apply. However, as identified under Criterion EC 9.8865(3) in the Zone Change Evaluation below, the City Council finds that all necessary public services exist, are readily available, or are in close proximity to the subject property. Additionally, at the time of future development, the adopted development standards for "improvements" at EC 9.6505 require that all development shall make and be served with infrastructure improvements for water, sewer, streets, alleys, sidewalks, bicycle paths, and accessways.

Goal 12: Transportation - To provide and encourage a safe, convenient and economic transportation system.

Goal 12 requires a determination of whether the Metro Plan Amendment will significantly impact an existing or planned transportation facility. OAR 660-012-0060, the Transportation Planning Rule (TPR), implements Goal 12 for amendments to the Metro Plan diagram, such as this application. The TPR contains the following requirement:

OAR 660-012-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

The applicant submitted a TPR analysis, prepared by Kelly Sandow, PE, of Sandow Engineering, to demonstrate consistency with Statewide Planning Goal 12 requirements and the Eugene 2035 Transportation System Plan (TSP). The analysis calculated an assumed “worst-case development” scenario for the existing and proposed land use designations and zoning to quantify potential transportation impacts for a 20-year planning horizon. The assumption was based on the total site area, a rate of development based on proposed zoning and a high traffic impact use allowed in the existing (E-1) and proposed (I-2) zone. The result of the Transportation Engineer’s calculation is that development under the proposed designation and

zoning would potentially generate fewer peak hour trips compared to the existing designation and zoning.

The City Council accepts and adopts the applicant's TPR analysis, which concludes that the amendment and zone change will not significantly affect the operation of the studied intersections, in accordance with OAR 660-012-0060(1). This is supported by findings included within the analysis that verify the amendment and zone change do not significantly affect any transportation facility, citing compliance with OAR 660-012-0060(1)(a) through (c). The City Council finds that because OAR 660-012-0060(1) is satisfied and there is no significant effect, the remaining OAR subsections (2) through (11) do not apply.

Based on these findings, the amendment is consistent with Statewide Planning Goal 12.

Goal 13: Energy Conservation - To conserve energy.

The amendment to the Metro Plan's land use diagram will not amend or otherwise involve any land use regulations that implement this Goal. Therefore, Statewide Planning Goal 13 does not apply.

Goal 14: Urbanization - To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The Metro Plan diagram amendment only applies to land already within the city limits and therefore does not affect the City's provisions regarding the transition of land from rural to urban uses. Based on this finding, Statewide Planning Goal 14 does not apply.

Goal 15: Willamette River Greenway - To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The Metro Plan Amendment does not affect the City's Willamette River Greenway regulations, nor is the subject property located within the adopted Willamette River Greenway boundary. Based on this finding, Statewide Planning Goal 15 does not apply.

Goals 16 – 19: Estuarine Resources; Coastal Shorelands; Beaches and Dunes; and Ocean Resources

There are no estuarine, beach and dune, coastal, or ocean resources related to subject property. Based on this finding, Statewide Planning Goals 16 through 19 do not apply.

Based on the findings above, the Metro Plan Amendment complies with the Statewide Planning Goals and the approval criterion at EC 9.7735(1) is met.

EC 9.7735(2): The proposed amendment does not make the Metro Plan internally inconsistent.

No policies within the Metro Plan appear to serve as mandatory approval criteria for this application, nor do any Metro Plan policies appear to be directly relevant to this site-specific Metro Plan Diagram amendment. Therefore, the amendment does not present any conflict with Metro Plan policies nor make the Metro Plan internally inconsistent. Based on these findings, this criterion is met.

EC 9.7735(3): When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.

The city-specific local comprehensive plan for the City of Eugene is the Envision Eugene Comprehensive Plan. The following policies from the Envision Eugene (EE) Comprehensive Plan provide general support for the amendment to the Metro Plan diagram:

EE Policy 3.15: Adequate Land Supply. Designate an adequate number of sites within the urban growth boundary to accommodate growing local businesses and new targeted industries, especially a diversified manufacturing base that includes advanced manufacturing, food and beverages, wood products manufacturing, regional distribution, trade, and services such as offices, software developers, educational technology, corporate headquarters, and other employment uses.

EE Policy 3.22: West Eugene Employment Areas. Protect industrial areas in west Eugene, while supporting their evolution into diverse places of commerce with a flexible regulatory approach that offers a broad mix of employment and industrial uses, thereby accommodating increased employment densities and services to surrounding neighborhoods.

Each of the policies above comes from Economic Development Chapter of the Envision Eugene Comprehensive Plan. The applicant contends that the amendment will allow the expansion of an existing industrial business (Cintas) within the City of Eugene, which is supported by Policies 3.15 and 3.22. The amendment also results in the property remaining an industrial designation and opportunities and thus is supported by Policies 3.15 and 3.22. While the applicant has a specific development plan, the amendment and concurrent zone change expands the number of permitted industrial uses (see EC Table 9.2450 for a complete list of permitted uses in the Employment and Industrial Zones). Based on these facts, the amendment and concurrent zone change are generally supported by the Economic Development policies cited above.

The Transportation Chapter of Envision Eugene states that the Eugene 2035 Transportation System Plan (TSP) serves as the transportation element for the comprehensive plan. As noted in the findings related to Statewide Planning Goal 12, the Metro Plan Diagram amendment is consistent with the City's TSP, and therefore consistent with the transportation element of

Envision Eugene. No transportation policies appear to be directly relevant to this site-specific Metro Plan Amendment, nor do they serve as mandatory approval criteria for the amendment.

Based on these findings, the amendment is consistent with Envision Eugene, the Envision Eugene Comprehensive Plan, the City's local comprehensive plan.

ZONE CHANGE

The applicant's request includes a concurrent zone change from E-1 Campus Employment to I-2 Light-Medium Industrial, to bring the zoning of the subject property into conformance with the proposed Light Medium Industrial plan designation. The following findings address the applicable approval criteria for the Zone Change request:

EC 9.8865(1): The proposed change is consistent with applicable provisions of the Metro Plan. The written text of the Metro Plan shall take precedence over the Metro Plan diagram where apparent conflicts or inconsistencies exist.

According to EC 9.2410, the requested I-2 zone implements the Metro Plan's Light Medium Industrial land use designation. Therefore, the Zone Change is consistent with the redesignation of the subject property as Light Medium Industrial. There are no Metro Plan policies that serve as mandatory approval criteria for this Zone Change or require further analysis beyond that provided above for the Metro Plan Amendment.

Based on these findings, and with concurrent approval of the Metro Plan Amendment, this criterion is met.

EC 9.8865(2): The proposed zone change is consistent with applicable adopted refinement plans. In the event of inconsistencies between these plans and the Metro Plan, the Metro Plan controls.

The subject property is within the area of the West Eugene Wetlands Plan, an applicable refinement plan. This refinement plan does not contain a land use diagram, and therefore the Zone Change relies on the land use designation set forth by the Metro Plan's land use diagram, as discussed above. In addition, the Zone Change does not propose any change to the existing Wetland Buffer (/WB) Overlay Zone applicable to the subject property that implements relevant wetland protections identified in the West Eugene Wetlands Plan. It is also important to note that the West Eugene Wetlands Plan identifies all wetlands on the subject property as "filled" and not protected. No other policies or provisions of any applicable refinement plan appear to serve as mandatory approval criteria for this Zone Change.

Based on these findings, and with concurrent approval of the amendment to the Metro Plan Amendment, this criterion is met.

EC 9.8865(3): The uses and density that will be allowed by the proposed zoning in the location of the proposed change can be served through the orderly extension of key urban facilities and services.

Key urban facilities and services are defined in the Metro Plan as: wastewater service, stormwater service, transportation, water service, fire and emergency medical services, police protection, City-wide parks and recreation programs, electric service, land use controls, communication facilities, and public schools on a district-wide basis (see Metro Plan, page V-3).

The City Council finds that subject property is already served by key urban services and facilities, or those services and facilities can be extended to the subject property, as more particularly described below.

Wastewater: Public wastewater service is currently available to the subject property from wastewater lines located in Owen Loop South. Wastewater standards will be reviewed at the time of future development for any extension of service to the subject property.

Stormwater: The Greenhill Technology Park has a combination of stormwater systems located within the area, including, but not limited to, swales, ponds, pipes, and culverts, which were required and implemented as part of the original subdivision process (City File S 93-36). The applicant's narrative details specific design considerations based on the existing, filled wetlands, previous land use requirements, and state/federal requirements. Stormwater standards will be reviewed at the time of future development of the subject property.

Streets: The subject property has public street frontage on West 11th Avenue, also known as Highway 126, and Owen Loop South. Compliance with applicable street and access connection standards will be addressed at the time of future development.

Solid Waste: Collection service is provided by private entities. Regional disposal sites and the Short Mountain Landfill are operated by Lane County.

Water and Electric: Water and electrical services, operated by Eugene Water and Electric Board (EWEB) are available for extension to the property. Any future development will require coordination with EWEB staff to ensure that water and electric services comply with City standards and EWEB requirements.

Public Safety: Police protection for the subject property is consistent with service provision through the City. Fire protection will be provided by Eugene Springfield Fire. Emergency medical services are currently provided on a regional basis by the cities of Eugene and Springfield.

Transportation: The subject property is accessible to pedestrians, bicycles, and vehicles via the surrounding network of streets and transportation infrastructure. Transit services are available along West 11th Avenue.

Parks and Recreation: Parks and recreation programs are provided on a City-wide basis. The inclusion of the subject property in the City is sufficient evidence to demonstrate the minimum level of this key urban service is met.

Planning and Development Services: Planning and building permit services are provided for all properties located within the urban growth boundary by the City of Eugene. The Eugene Code, 1971, Chapter 9, will provide the required land use controls for future development of the subject property.

Communication: A variety of telecommunication providers offer communications services throughout the Eugene/Springfield area. Therefore, these services are available, and this key urban service requirement is met.

Public Schools: The subject property is within Eugene School District 4J. As access to schools is evaluated on a district wide basis, the property's location within the school district is sufficient evidence to demonstrate the minimum level of this key urban service is met.

Based on these findings, this criterion is satisfied.

EC 9.8865(4): The proposed zone change is consistent with the applicable siting requirements set out for the specific zone in:

(b) EC 9.2430 Employment and Industrial Zone Siting Requirements.

The specific siting standards for the I-2, Light-Medium Industrial zone are listed under EC 9.2430(3) and provided for ease of reference below.

EC 9.2430(3): I-2 Light – Medium Industrial. This zone is limited to areas designated Light-Medium Industrial in the comprehensive plan or those that meet all of the following minimum siting requirements:

- (a) Access to arterial streets without undue negative impact on residential streets.**
- (b) No more than 5 acres.**
- (c) Sufficient street frontage to accommodate structures, parking, and access in character with adjacent non-industrial properties.**

According to these siting requirements, I-2 zoning is limited to areas designated Light-Medium Industrial and the subject property will be designated Light-Medium Industrial with approval of the concurrent Metro Plan Amendment. As such, the alternative siting standards on lands not designated Light-Medium Industrial at EC 9.2430(3)(a)-(c) above, do not apply.

Based on these findings, with concurrent approval of the Metro Plan Amendment, the siting requirements of EC 9.2430 are satisfied, and this criterion is met.

EC 9.8865(5): In cases where the NR zone is applied based on EC 9.2510(1)(b), the property owner shall enter into a contractual arrangement with the city to ensure the area is maintained as a natural resource area for a minimum of 50 years.

This criterion does not apply because the zone change will not apply the NR zone.

OAR 660-012-0060 - Transportation Planning Rule

While not an approval criterion included in Eugene Code, Zone Change applications are required to demonstrate compliance with the State's Transportation Planning Rule under OAR 660-012-0060. Consistent with the City Council's findings of compliance with Statewide Planning Goal 12 above, incorporated herein by reference, the Zone Change is consistent with the Transportation Planning Rule.

CONCLUSION

Based on the available information and evidence, and the preceding findings of compliance with the applicable approval criteria, the City Council finds that the Metro Plan Amendment and Zone Change comply with all applicable approval criteria.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: An Ordinance Concerning Climate Friendly & Equitable Communities Parking Standards; Amending Sections 9.0500, 9.2160, 9.2430, 9.2450, 9.2751, 9.2775, 9.3030, 9.3116, 9.3125, 9.3155, 9.3165, 9.3515, 9.3625, 9.3631, 9.3715, 9.3811, 9.3815, 9.3910, 9.3915, 9.3950, 9.3970, 9.5150, 9.5200, 9.5350, 9.5450, 9.6105, 9.6205, 9.6410, 9.6415, 9.6420, 9.6430, 9.6435, 9.6440, 9.6794, 9.6810, 9.6815, 9.6820, 9.8030, 9.8615, and 9.9500 of the Eugene Code, 1971; and Providing an Effective Date.

Meeting Date: November 13, 2023
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 6
Staff Contact: Reid Verner
Contact Telephone Number: 541-682-5534

ISSUE STATEMENT

The City Council is requested to take action on an ordinance adopting Climate Friendly and Equitable Communities (CFEC) Parking Reform Land Use Code Amendments (CA 23-1). For ease of reference, the proposed ordinance and legislative findings are included as Attachment A.

BACKGROUND

In March 2020, Governor Kate Brown issued an Order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and to mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities. The Executive Order is intended to help advance the State's adopted goal of reducing greenhouse gas emissions 75 percent below 1990 levels by 2050, while also increasing participation and engagement opportunities for underserved communities that have historically experienced discrimination and racism in land use and transportation planning policies and decisions throughout Oregon. In response, the Oregon Land Conservation and Development Commission (LCDC) developed and adopted a set of administrative rules, known as the Climate Friendly and Equitable Communities Rules, or CFEC. The CFEC rules require cities to take actions to help meet emission reduction goals through changes to local transportation and housing planning systems. Many of the CFEC requirements align with the City's goals regarding climate action, housing production, and transportation.

The CFEC parking rules require Eugene to either adopt land use changes to eliminate minimum off-street parking requirements Citywide (Option 1, Attachment A), or to take a

multifaceted approach and adopt land use and other City code changes to eliminate parking requirements for certain uses and in certain locations through implementation of either a fair parking policy approach or a reduced regulations parking management approach, and to adopt changes to parking programs, policies and pricing (Options 2A and 2B).

Land Use Code Amendment Procedures

The proposed land use code amendments are subject to the City's Type V application procedures (EC 9.7500 through EC 9.7560), as well as the approval criteria in EC 9.8065. These application procedures provide for a legislative review of changes to the land use code. The process includes public notice and hearing before the Planning Commission, which forwards a recommendation to the City Council for a final public hearing and action. A more detailed summary of the adoption process to date is provided below.

Staff presented an overview of all the CFEC rules, including parking requirements, to the Eugene Planning Commission on [August 23, 2022](#). A similar overview presentation was provided to the Eugene City Council on [September 12, 2022](#). Staff provided the City Council with a detailed overview of CFEC parking and electric vehicle (EV) charging rules at the [September 28, 2022](#) work session. At that work session the City Council voted to initiate a land use code amendment to implement the required parking changes. On [November 22, 2022](#), staff returned to the Planning Commission to discuss details of the parking and electric vehicle charging requirements in the CFEC rules. The CFEC team provided an update on implementation of all projects associated with CFEC to the Planning Commission on [April 11, 2023](#) and to the City Council on [May 8, 2023](#).

The Planning Commission held a work session on the proposed CFEC Parking Reform Code Amendments on [June 13, 2023](#) and held a public hearing on the proposed amendments on [June 27, 2023](#). One interested party appeared at the public hearing and testified in favor of the proposed code amendments. Following the public hearing, the Planning Commission record was held open until 5 pm on July 5, 2023. No additional testimony was received during the open record period. On [August 1, 2023](#), the Planning Commission voted to recommend adoption of the CFEC Parking Reform Land Use Code Amendments by the City Council.

The City Council held a work session on the Ordinance implementing the CFEC Parking Reform Land Use Code Amendments on [September 13, 2023](#), and a public hearing on [September 18, 2023](#). Council received testimony from four speakers during the public hearing. Three speakers spoke in favor of the ordinance, and one speaker was neutral but expressed some concerns. Notice of the Council's public hearing was provided according to the City's Type V (legislative) land use application procedures at EC 9.7545. This includes notice sent to Eugene neighborhood organizations, the Oregon Department of Land Conservation and Development, Lane County, the City of Springfield, and other community groups and interested parties who have requested notice.

Parking Rule Requirements and Timelines

As staff has previously discussed with Council, the parking and electric vehicle charging mandates in the CFEC rules have three sets of deadlines. The first two are already in effect

and took no Council action but are proposed for codification in this ordinance. The first CFEC rules are largely associated with eliminating required parking within one half mile of frequent transit corridors and went into effect on January 1, 2023. The second set of rules became effective on March 1, 2023. These require 40 percent of new parking spaces to have infrastructure for electric vehicle charging stations for multi-unit developments. The third and final set of CFEC rules are the primary subject of this ordinance. These rules implement Option 1 and would remove parking mandates City-wide. This leaves the decision about whether or how much parking to provide up to the developer, lending institution, or others associated with the project. These rules must be in effect by December 31, 2023.

Written Testimony

All written testimony and record materials received to date are available on the City's CFEC Project Website, including the written testimony received following the September 18, 2023 public hearing, identified as [Testimony Batch #5](#). The full record of materials submitted to date regarding these CFEC Parking Code Amendments has been provided to Council electronically, with hard copies placed in the Council offices. As new written testimony is received, it will be provided to the Council in batches for consideration. Interested parties can send their comments to CFECParking@eugene-or.gov.

RELATED CITY POLICIES

While the CFEC rules are a directive of the State, Eugene has a long history of supporting efforts to address climate change. There is also overlap between the Climate-Friendly and Equitable Communities goals and several City plans and projects that have been approved or adopted by City Council and which support compact development, climate resiliency, increasing the share of trips made by non-auto modes, and removing barriers to equity and housing affordability. Examples include:

- The [Eugene Community Climate Action Plan 2.0](#) and [Climate Recovery Ordinance](#) (including a goal to reduce greenhouse emissions on average by 7.6 percent every year)
- The [Envision Eugene Recommendation](#) and [Community Vision](#) (including to “provide housing affordability for all income levels,” “plan for climate change and energy resiliency” and “promote compact urban development and efficient transportation options” as three of its seven pillars).
- Mixed-use center/corridor planning
- Coordinated land use/transportation planning (including the [Eugene 2035 Transportation System Plan](#) and [Moving Ahead](#))
- A strong focus on facilitating [downtown development](#) through a coordinated and comprehensive approach that includes regulatory, financial and facilitatory incentives.
- Eugene's land use code already includes numerous provisions aimed at reducing off-street parking, including: parking exemptions for the entire downtown, the west university area and the Blair Boulevard historic commercial area; parking maximums for certain uses; specific parking reductions for nodal development areas; shared parking; exemptions from parking requirements for middle housing along the bus rapid transit

corridor and for income-qualified middle housing; and an on-street parking credit for middle housing.

PREVIOUS COUNCIL DIRECTION

[September 12, 2022, Work Session](#)

Council held a work session regarding the Climate Friendly and Equitable Communities overview and requirements.

[September 28, 2022, Work Session](#)

Council held a work session regarding the Climate Friendly and Equitable Communities Rules: Parking Regulations, and passed the following motion:

Move to direct the City Manager to initiate a land use code amendment to comply with electric vehicle charging and parking Climate Friendly and Equitable Communities rules and to apply for an alternative timeline to allow for additional community engagement. *(Motion passed 4:3)*

[May 8, 2023, Work Session](#)

Council held a work session regarding the Climate Friendly and Equitable Communities Implementation Update.

[September 13, 2023, Work Session](#)

Council held a work session regarding the Climate Friendly and Equitable Communities Parking Reform Land Use Code Amendments. Councilors asked some questions that are addressed in the memorandum provided as Attachment B to this AIS.

[September 18, 2023, Public Hearing](#)

Council held a public hearing regarding the Climate Friendly and Equitable Communities Parking Reform Land Use Code Amendments. Council received testimony from four speakers during the public hearing on this subject.

COUNCIL OPTIONS

The City Council may:

1. Adopt the Ordinance included as Attachment A to this AIS.
2. Amend the Ordinance included as Attachment A to this AIS.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends Option 1; adopt the ordinance included as Attachment A to this AIS.

SUGGESTED MOTION:

Move to adopt an Ordinance concerning Climate Friendly & Equitable Communities Parking Standards included as Attachment A to this AIS.

ATTACHMENTS

- A. Proposed Ordinance: An Ordinance Concerning Climate Friendly & Equitable Communities Parking Standards; Amending Sections 9.0500, 9.2160, 9.2430, 9.2450, 9.2751, 9.2775, 9.3030, 9.3116, 9.3125, 9.3155, 9.3165, 9.3515, 9.3625, 9.3631, 9.3715, 9.3811, 9.3815, 9.3910, 9.3915, 9.3950, 9.3970, 9.5150, 9.5200, 9.5350, 9.5450, 9.6105, 9.6205, 9.6410, 9.6415, 9.6420, 9.6430, 9.6435, 9.6440, 9.6794, 9.6810, 9.6815, 9.6820, 9.8030, 9.8615, and 9.9500 of the Eugene Code 1971; and Providing an Effective Date.
 - Exhibit A: Figure 9.6410(1)(b)
 - Exhibit B: Figure 9.6420(3)(c)2.
 - Exhibit C: Findings
- B. Memorandum Responding to Councilor Questions from the September 13, 2023 Work Session and Public Testimony from the September 18, 2023 Public Hearing

FOR MORE INFORMATION

Staff Contact: Reid Verner, Land Use Supervisor
Telephone: 541-682-5534
Staff E-Mail: RVerner@Eugene-or.gov

DLCD Climate Friendly and Equitable Communities Implementation website:
<https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

Eugene's Climate Friendly and Equitable Communities Implementation website:
<https://www.eugene-or.gov/5022/Climate-Friendly-Rules>

ORDINANCE NO. _____

AN ORDINANCE CONCERNING CLIMATE FRIENDLY & EQUITABLE COMMUNITIES PARKING STANDARDS; AMENDING SECTIONS 9.0500, 9.2160, 9.2430, 9.2450, 9.2751, 9.2775, 9.3030, 9.3116, 9.3125, 9.3155, 9.3165, 9.3515, 9.3625, 9.3631, 9.3715, 9.3811, 9.3815, 9.3910, 9.3915, 9.3950, 9.3970, 9.5150, 9.5200, 9.5350, 9.5450, 9.6105, 9.6205, 9.6410, 9.6415, 9.6420, 9.6430, 9.6435, 9.6440, 9.6794, 9.6810, 9.6815, 9.6820, 9.8030, 9.8615, and 9.9500 OF THE EUGENE CODE, 1971; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 9.0500 of the Eugene Code, 1971, is amended by adding the definition of “Dwelling, Studio-Unit”; and amending the definitions of “Loading Space” and “Structured Parking” to provide as follows:

9.0500 Definitions.

Dwelling, Studio-Unit. A dwelling unit that is part of a multi-unit dwelling and consists of a room and a separate bathroom.

Loading SpaceArea. An off-street ~~space~~area or loading dock that abuts a street, alley, or other appropriate means of ingress and egress, and which is on the same lot as a main building or which is contiguous to a group of buildings, used for the temporary parking of commercial vehicles while loading or unloading.

Structured Parking. A publicly or privately owned structure having ~~one~~two or more ~~tiers~~of heightlevels, designed and used for parking 4 or more motor vehicles.

Section 2. The “Motor Vehicle Related Uses” Section of Table 9.2160 in Section 9.2160 of the Eugene Code, 1971, is amended to provide as follows:

9.2160 Commercial Zone – Land Use and Permit Requirements.

Table 9.2160 Commercial Zone Land Uses and Permit Requirements

	C-1	C-2	C-3	GO
Motor Vehicle Related Uses				
Structured Parking, up to two levels not directly related to a primary use on the same development site		P	P	P
Structured Parking, three or more levels not directly related to a primary use on the same development site		C	P	C

Section 3. Subsection (3)(c) of Section 9.2430 of the Eugene Code, 1971, is amended to provide as follows:

9.2430 Employment and Industrial Zone Siting Requirements.

In addition to the approval criteria in EC 9.8865 Zone Change Approval Criteria, the following siting requirements apply:

- (3) *I-2 Light - Medium Industrial*. This zone is limited to areas designated Light-Medium Industrial in the comprehensive plan or those that meet all of the following minimum siting requirements:
- (a) Access to arterial streets without undue negative impact on residential streets.
 - (b) No more than 5 acres.
 - (c) Sufficient street frontage to accommodate structures, ~~parking~~, and access in character with adjacent non- industrial properties.

Section 4. The “Motor Vehicle Related Uses” section of Table 9.2450 in Section 9.2450 of the Eugene Code, 1971, is amended to provide as follows:

9.2450 Employment and Industrial Zone Land Use and Permit Requirements.

Table 9.2450 Employment and Industrial Zone Land Use and Permit Requirements				
	E-1	E-2	I-2	I-3
Motor Vehicle Related Uses				
Structured Parking, up to two levels not directly related to a primary use on the same development site	P	P	P	
Structured Parking, three or more levels not directly related to a primary use on the same development site	P	P	P	

Section 5. Subsection (18)(a)10. of Section 9.2751 of the Eugene Code, 1971, is amended to provide as follows:

9.2751 Special Development Standards for Table 9.2750.

(18) *Alley Access Lots in R-1.*

(a) *General Standards.*

10. *Parking Spaces.* ~~The minimum number of required off street parking spaces is as provided in Table 9.6410 Required Off-Street Motor Vehicle Parking.~~ There shall be a maximum of 2 parking spaces on the lot.

Section 6. Subsections (5)(d)2. and (5)(d)5. of Section 9.2775 of the Eugene Code, 1971, are amended to provide as follows:

9.2775 Residential Flag Lot Standards for R-1, R-2, R-3 and R-4.

(5) *Development Standards.*

(d) *Minimum Paving and Landscaping.*

1. Except as provided in subsection (e) below for accessory dwellings, the minimum paving of the driveway used for access shall be as follows:

1 rear lot	12 feet
2 to 4 rear lots	20 feet* (Street may be required.)

* If approved by the planning director as necessary to preserve existing natural features, paving width may be reduced to 17½ feet, except for the first 25 feet back from the sidewalk if both sides of the driveway are landscaped in accordance with a landscape plan.

2. Driveways serving the flag lots and parking areas shall be constructed of at least 4 inch thick Portland Cement concrete, or 2½ inch compacted asphaltic concrete mix on 6 inches of ¾ minus compacted crushed rock base, or an approved equal. Base placement of driveways and parking areas shall be approved by the city manager prior to final surfacing. If an abutting property's access drive is used:

~~a. An~~ access easement-maintenance agreement is required, which shall be recorded in the Lane County office of Deeds and Records, ~~and~~

~~b. The abutting property shall meet off-street parking requirements for that property~~

3. If access is provided via an existing unimproved alley, a petition for improvement is required. The alley must be able to provide automobile and emergency vehicle access to a public street.

4. Whether or not the portion of the flag lot with public street frontage is used for access, it shall remain free of structures and be available for possible future access to a public street.

5. On Each a rear lot or parcel, ~~shall have 2 off-street~~ parking spaces shall be located outside of the pole portion of the flag lot.

Section 7. Subsection (3) of Section 9.3030 of the Eugene Code, 1971, is amended to provide as follows:

9.3030 Required Provisions of a Special Area Zone Ordinance.

Each S Special Area zone is established by an ordinance that contains the following sections:

(3) Development Standards ~~containing development standards~~ governing factors that are necessary to achieve the purpose of the S Special Area zone such as required ~~off-street parking,~~ landscaping, setbacks, and building height limitations.

Section 8. Subsection (2) of Section 9.3116 of the Eugene Code, 1971, is amended to provide as follows:

9.3116 Special Use Limitation for Table 9.3115.

(2) *Churches, Synagogues and Temples.* These uses will be allowed only with a CUP_ ~~and subject to the following standards:~~

~~(a)~~ Primary and accessory structures associated with the religious use are limited in size, at the ground floor, to no more than 10,000 square feet.

~~(b) Minimum requirements for on-site parking are reduced to 1 parking space per 300 square feet of floor area.~~

Section 9. Section 9.3125 of the Eugene Code, 1971, is amended by deleting subsection (2)(b)3. and renumbering subsection (2)(b)4. as subsection (2)(b)3. to provide as follows:

9.3125 S-CN Chase Node Special Area Zone Development Standards.

(2) *Standards Applicable in C, HDR/MU and HDR Subareas.*

(b) *Streetscapes.*

1. *Street Trees.* Street tree requirements are specified in EC 7.280 Street Tree Program – Policies, Standards, Procedures, and rules issued thereunder.

2. *Structured Parking.* Structured parking that abuts a street shall have at least 50 percent of the ground floor street frontage developed for office, retail, residential, or

other pedestrian-oriented uses. This standard does not apply to parking facilities that are totally underground.

~~3. *On-Street Parking Allowance.* On-street parking spaces that directly abut a development site can be used by the development on the site to satisfy a portion of the off-street parking requirements. If two properties abut a space, both properties may count the space toward their respective requirements. If on-street spaces are not marked, the number of spaces shall be determined by measuring the curb frontage in feet and dividing by 20 feet. The curb frontage shall exclude driveways and areas where parking is not permitted.~~

4.3. *Trash Pickup.* Trash receptacles shall be served from the alley for all sites that abut an alley.

Section 10. Subsections (11)(b) and (11)(c) of Section 9.3155 of the Eugene Code, 1971, are amended to provide as follows:

9.3155 S-DR Downtown Riverfront Special Area Zone General Development Standards (applicable to all property).

(11) *Delivery and Loading Areas.* All delivery and loading areas in the S-DR/MU subdistrict shall meet the following standards:

- (a) Maneuvering and circulation related to delivery and loading is not permitted between the street and the portion of a building used to comply with building setback requirements.
- (b) All loading ~~spaces~~ areas shall be off the street ~~, shall be in addition to required motor vehicle parking spaces,~~ and shall be served by service drives, alleys, private accessways, or maneuvering areas so that no backward movement or other vehicle maneuvering within a street will be required.
- (c) All off-street loading ~~spaces~~ areas shall be on interior service courts, alleys, or screened from view from all adjacent property lines according to EC 9.6210(4), High Wall Landscape Standards (L-4).

Section 11. Section 9.3165 of the Eugene Code, 1971, is amended by: amending the section heading; amending subsection (1); amending Table 9.3165(1); deleting subsection (1)(a); amending subsection (1)(b); re-lettering subsection (1)(b) as (1)(a); re-lettering subsection (1)(c) as (1)(b); re-lettering subsection (1)(d) as (1)(c); re-lettering subsection (1)(e) as (1)(d); amending subsection (2); and amending subsection (4) as follows:

9.3165 S-DR Downtown Riverfront Special Area Zone Parking Requirements Standards.

(1) ~~Required~~ *Off-Street Motor Vehicle Parking Standards*. Within the S-DR Zone, the ~~minimum and~~ maximum parking standards in Table EC 9.3165(1) apply instead of the standards in Table EC 9.6410.

Use	Minimum Number of Off-Street Parking Spaces	Maximum Number of Off-Street Parking Spaces
Residential	Except as permitted through Adjustment Review pursuant to EC 9.8030(10)(a), the minimum number of required parking spaces shall be 0.75 parking spaces per dwelling unit or 0.50 parking spaces per dwelling unit for housing that is limited to occupancy by low income persons as defined at EC 2.910.	Except for required parking spaces for persons with disabilities, <u>a maximum of 1.2 parking spaces are allowed per studio-unit and</u> a maximum of 2.25 parking spaces are allowed per dwelling unit.
Non-Residential	No minimum	Except for required parking for persons with disabilities, and spaces within structured parking with two or more levels, the maximum number of parking spaces is 1 parking space per every 250 square feet of gross floor area.

~~(a) Location of Required Off-Street Parking. Required off-street parking shall be located on the development site, anywhere within the S-DR Zone boundary, or within ¼ mile (or 1,320 feet) of the S-DR Zone boundary as measured along the route of the shortest existing~~

~~public way or private street, in accordance with EC 9.6410(1)(a).~~

~~(b)~~(a) *Location of On-Site Surface Parking.* New on-site surface parking shall be accessory to a primary use on the same development site and may be located only on:

1. Parcels with frontage on the street adjacent to the existing railroad corridor;
2. Parcels that take access from an alley;
3. Parcels where the on-site parking is located behind the building or, if there is no alley access, to the side of the building.

On-site surface parking does not include underground, structured, courtyard, tuck-under, and podium parking. On-street parking spaces within the public right-of-way and on-site parking spaces for persons with disabilities are exempt from this requirement. The provisions at EC 9.6420(1), (3), ~~(56)~~, and ~~(67)~~ do not apply to vertically stacked parking facilities in the S-DR Zone. ~~Each vertically stacked parking space counts toward the minimum off-street parking requirement in EC 9.3165(1).~~

~~(c)~~(b) *Siting and Design.* The provisions at EC 9.6415(2); EC 9.6420(1), (2), (3)(a), (3)(b),(3)(e), ~~(45)~~, ~~(56)~~, and ~~(67)~~, apply to the siting and design of parking and loading facilities in the S-DR Zone.

~~(d)~~(c) *Parking Access.* Parking access must be consistent with the below requirements:

1. Driveways and access connections shall be no more than 20 feet wide.
2. No more than two access connections per tax lot for lots less than 60,000 square feet in size and no more than three access connections per tax lot for lots more than 60,000 square feet in size shall be allowed, except as provided at EC 7.410.
3. Driveways and access connections are not permitted within 50 feet of any intersection of two or more streets, as measured from the nearest property corner abutting the intersection.

~~(e)~~(d) *Parking Area Landscaping.* Except as provided in (2) below, the parking area landscaping standards at EC 9.6205 and EC 9.6420(3) apply to off-street parking areas in the S-DR Zone, except the parking area standards at EC 9.6420(3)(c), which are not applicable in the S-DR Zone. All surface parking areas shall have a landscaped bed around the perimeter measuring 5 feet in width and landscaped to a minimum of the L-2 standard.

(2) *Temporary Parking.* Temporary parking areas are exempt from the requirements at EC 9.6420(3) ~~through and (45)~~ and EC 9.6791 through EC 9.6797.

(4) *Adjustment Review.* As an alternative to the number of bicycle parking spaces that are required under (3) above ~~or the number of off-street parking spaces that are required under (1)~~

~~above~~, an applicant may apply for approval of an adjustment through the Adjustment Review process based on the criteria at EC 9.8030(9) ~~or EC 9.8030(10)(a)~~.

Section 12. Subsection (7) of Section 9.3515 of the Eugene Code, 1971, is amended to provide as follows:

9.3515 S-HB Blair Boulevard Historic Commercial Special Area Zone – Development Standards.

The design standards set forth in this section apply to all property within the S-HB zone. In the event any of the development standards of this section conflict with the general development standards of this land use code, the standards in this section control. Property within this zone is also subject to the historic property alteration Type II review and historic property moving and demolition procedures and criteria in this land use code. Alterations shall be in character with the structure's original stylistic integrity as described in the city landmark nomination.

(7) *Parking.* ~~Off-street parking requirements shall be eliminated when necessary to preserve historic landscape materials or unique historic features to allow for the adaptive re-use of historic buildings or when provision of off-street parking prevents such compatible uses.~~ Within the S-HB zone there shall be no significant expansion of off-street parking. Business shall be encouraged to share off-street parking areas. On-site parking is best achieved at the side or rear of historic structures. Large historic shade trees shall not be removed to make way for parking lots. Existing parking lots shall be evaluated and design considerations shall be sought to make them more compatible with the character of the S-HB zone.

Section 13. Section 9.3625 of the Eugene Code, 1971, is amended by deleting subsection (3)(d)3.; and amending subsection (7) to provide as follows:

9.3625 S-JW Jefferson Westside Special Area Zone Development Standards.

(3) *Alley development standards.*

(d) For a dwelling whose primary vehicle access is an alley:

~~3. One on-site parking space, accessible from the alley, per dwelling is required. This parking requirement does not apply to an additional single-unit dwelling, as described at EC 9.3615(2).~~

(7) *Parking Standards.*

~~(a) Except as provided in (3)(d)(3) above, each dwelling shall have one on-street or on-site vehicle parking space for every three bedrooms, rounded up to the next whole number (i.e. a four-bedroom dwelling must have at least two parking spaces). For purposes of this subsection, each uninterrupted twenty feet of lot line that abuts a street right-of-way where parking is legal within the entirety of that twenty feet shall count as one on-street parking space. The twenty feet may not include any portion of a curb cut.~~

~~(b) No portion of a vehicle parking area may be located in the area defined by the Street Setback minimum standard (i.e., from which structures, other than permitted intrusions, are excluded) or between the street and the residential building façade that faces, and is closest to, the street. (See Figure 9.3625(7)(b)).~~

Section 14. Section 9.3631 of the Eugene Code, 1971, is amended by deleting subsection (1)(b); and re-lettering subsections (1)(c) through (1)(h) to provide as follows:

9.3631 Special Standards for Table 9.3630.

(1) (a) Lot frontage requirements may be met by a lot that abuts a street or an alley continuously for the required length indicated in Table 9.3630.

~~(b) A lot must be of sufficient size and/or have sufficient on-street parking to meet applicable vehicle parking requirements under EC 9.3625(3)(b)(4) or EC 9.3625(7) for one dwelling, or all existing dwellings on the lot at the time the lot is created, whichever is greater.~~

~~(e)~~(b) *Rectilinear shape.* A lot line segment is a portion of the boundary line of a lot that is bounded on each end by an angle and that contains no angles within the line segment. (The point at which a straight line intersects a curved line is considered an angle.)

1. All lot line segments must be straight lines and intersect at right angles (90 degrees).

2. *Exceptions.*

a. Lot line segments may intersect at an angle between 85 and 95 degrees to the extent that will produce a lot with at least four sides and a lot boundary with fewer angles than could be accomplished using only right angles.

b. An angle between 45 and 135 degrees is allowed where a new lot line intersects a lot line segment that existed prior to December 14, 2009, and the existing lot line segment did not intersect both its adjoining lot line segments at right angles.

~~(d)~~(c) A lot's boundaries must be sufficient to fully encompass a rectangle of the following size:

1. Alley access only lots: 45'x35'
2. Other lots: 5'x45'

(See Figure 9.3631(1)(d)(e))

~~(e)~~(d) *Minimum interior lot dimension.* (See Figure 9.3631(1)(d)(e)). The minimum distance between any two non-intersecting lot line segments is 35 feet when measured by a straight line that does not begin or end at an intersection of any two lot line segments and that lies entirely within the lot's boundaries.

~~(f)~~(e) The Property Line Adjustment provisions at EC 9.8400 through 9.8420 are available within the S-JW zone only for adjustment of a portion of a lot line that existed in its current location as of December 14, 2009. Such lot lines may be adjusted by up to 5 feet, measured perpendicularly from the lot line's current location, and consistent with all other applicable lot standards. A Property Line Adjustment allowed under this section may be up to 10 feet if the adjustment is necessary to accommodate an encroachment that existed as of December 14, 2009,.

~~(g)~~(f) A lot must have the capacity for vehicular access from an alley or street consistent with access standards in the EC.

~~(h)~~(g) The creation of a new flag lot is prohibited in the S-JW Jefferson Westside Special Area Zone.

Section 15. Section 9.3715 of the Eugene Code, 1971, is amended by amending subsection (1); deleting subsection (1)(a); renumbering subsection (1)(b) as (2); renumbering subsection (1)(b)1. as (2)(a); renumbering subsection (1)(b)2. as (2)(b); renumbering subsection (1)(b)3. as (2)(c); renumbering subsection (1)(b)4. as (2)(d); renumbering subsection (1)(b)5. as (2)(e); renumbering subsection (2) as (3); renumbering subsection (3) as (4); amending subsection (4)(b); and renumbering subsection (4) as (5) to provide as follows:

9.3715 S-RP Riverfront Park Special Area Zone – Development Standards.

In order to allow an overall development that is consistent with the purpose and intent of the S-RP Riverfront Park Special Area Zone as well as its unique location adjacent to the Willamette River and Millrace, the following development standards shall prevail. In the event the development standards here conflict with the general standards of this land use code, the standards provided here supersede any conflicting provisions.

(1) *Parking Requirements.* ~~The parking requirements for new construction provided here attempt to balance encouragement of use of alternative travel modes with the need for~~

~~automobile storage; more parking than the minimums specified here may need to be provided.~~ Parking and off-street loading areas shall be designed, laid out, and constructed in accordance with the parking area design, improvements, buffering, and dimensions as specified in EC 9.6420 Parking Area Standards. ~~Required parking shall be determined for each separate occupancy within a building or on a development site. For example, in a combined industrial and office business, parking shall be required for the industrial use at a ratio of one space per 500 square feet and the office portion at one space per 400 square feet.~~ Required parking shall be located within 400 feet of structures to be served unless a greater separation is specifically approved through the master development plan approval process. For that portion of the special area zone located between the Willamette River and the railroad tracks, up to 50 percent of the required parking may be provided north of the Willamette River if approved through the master site plan approval process as outlined in EC 9.3725 S-RP Riverfront Park Special Area Zone Review Procedures. ~~Required parking may be provided through joint use of parking facilities, subject to the requirements of EC 9.6430 Shared Off-Street Parking.~~

~~(a)~~ Required parking shall be provided at the following ratios, rounded up to the nearest whole number:

- ~~1. Industrial uses — 1 for each 500 square feet of gross floor area.~~
- ~~2. Retail uses — 1 for each 300 square feet of gross floor area.~~
- ~~3. Office uses — 1 for each 400 square feet of gross floor area.~~
- ~~4. University uses — 1 for each 400 square feet of gross floor area.~~
- ~~5. Multiple-unit dwellings — 1 for each dwelling unit, plus 1 guest parking space for each 3 units.~~

~~(b)~~ (2) Bicycle parking: Bicycle spaces shall be provided as follows:

- ~~1.~~ (a) Non-residential uses – the minimum number of spaces shall equal ~~12~~⁵ percent of the maximum number of ~~off-street~~^{required-automobile} motor vehicle spaces ~~calculated pursuant to EC 9.6410.~~
- ~~2.~~ (b) Multiple-unit dwellings – 1 space per unit.
- ~~3.~~ (c) Locking and cover shall be provided for all required spaces.
- ~~4.~~ (d) Required spaces shall be located no farther than ~~2 times~~ 100 feet from a ~~the distance between building entrances used by automobile occupants and the automobile parking spaces closest to those entrances.~~
- ~~5.~~ (e) Each required space must be at least 6 feet long and 2 feet wide, with a minimum overhead clearance of 6 feet.

~~(2)~~ (3) *Setback Requirements.* Development within the S-RP zone shall comply with the following setbacks:

- (a) All structures, parking areas, streets, and access drives shall maintain a minimum setback of 35 feet from the top of the south bank of the Willamette River. A map indicating

the location of the top of the south bank is on file with the city's planning and development department.

(b) All structures, parking areas, streets, and access drives shall maintain a minimum setback of 15 feet from the south side of the bicycle path located (or as to be relocated) adjacent to the top of the river bank. If the setback specified herein requires a greater distance than the 35 feet specified under Section 9.3715(23)(a), the greater distance shall be maintained.

(c) Solar access shall be provided to at least 60 percent of the following designated areas:

1. The south bank of the Willamette River.
2. The bicycle path located (or as to be relocated) adjacent to the top of the river bank.
3. The Autzen Stadium footbridge protection area defined in Section 9.3715(23)(e) below.
4. Active recreation areas defined in the master site plan.

The solar access required herein shall be provided at noon from February 21 to October 21 of any year. If building setbacks necessary to ensure this solar access are greater than would otherwise be required, the greater setback shall be required.

(d) The Millrace shall be maintained as an open channel through the S-RP zone with the following setbacks:

1. No structure, street, access drive, or parking area shall be located adjacent to the east Millrace outfall within the area defined by the bicycle path as it existed on May 11, 1987. This area is indicated on the map referenced in subsection (23)(a) of this section.
2. No structure, street, access drive, or parking area shall be located within 15 feet of the top of the banks of the Millrace in all areas within the S-RP zone except for the area described under EC 9.3715(23)(d)(1) above where a greater setback is required. Except for the east Millrace outfall area described under EC 9.3715(23)(d)(1) above, street or access drive crossings that are needed for circulation may be approved as part of the master development plan.

(e) All structures and parking areas shall maintain a setback of 50 feet on both sides of a straight line between the existing pedestrian underpass under the railroad tracks and the Autzen Stadium footbridge to provide visual linkage between the two structures. This area is indicated on the map referenced in subsection (23)(a) of this section.

(f) Multiple-unit dwellings shall have interior yards of not less than 10 feet between buildings, without regard as to the location of the property line, or no interior yards required if the buildings abut or have a common wall, except where a utility easement is recorded adjacent to an interior lot line, in which event there shall be an interior yard of no less than the width of the easement.

(g) Except as provided above, all structures other than multiple-unit dwellings shall have no setback requirements.

Public improvements, including pedestrian and bicycle trails, public plazas, and similar amenities, but excluding roads and parking areas, are exempt from the setback requirements specified above.

~~(3)~~(4) *Required Building Separation and Profile Offsets.* All buildings located within 75 feet of the top of the south bank of the Willamette River shall observe the following profile and separation requirements:

- (a) The maximum building profile as seen from end to end of the side(s) facing the river shall not exceed 200 lineal feet in total horizontal length.
- (b) Any building elevation parallel to the river shall not continue along an uninterrupted, continuous plane for more than 100 feet. For the purpose of this requirement, an uninterrupted, continuous plane is a wall having no variation in exterior surface along its length of more than 5 feet as measured at a perpendicular line from the plane of the wall.
- (c) Each building shall be separated by at least 50 feet from an adjoining building, measured parallel to the river.

No building shall have a total horizontal length of more than 300 feet as measured on its longest axis.

~~(4)~~(5) *Coverage Requirements.* Coverage requirements within the S-RP zone shall be as follows:

- (a) For that portion of a development site allocated for multiple-unit residential use, the maximum permitted coverage by buildings and structures shall be 50 percent.
- (b) For that portion of a development site allocated for all uses other than multiple-unit residential, at least 40 percent of that portion of the site to be developed shall be landscaped with living plant materials. Natural areas (e.g., along the Millrace or from the top of the bank along with the Willamette River south) may be included in the 40 percent computation. The amount of open space may be reduced to 30 percent if 40 percent of the ~~required~~ parking for the development or phase thereof is provided either below grade, at grade but under a structure, or in a parking structure.

Public amenities such as plazas, pedestrian or bicycle trails, and similar improvements shall be considered open space when computing coverage. When computing coverage within the S-RP zone, structures owned by the Oregon State System of Higher Education and in existence as of May 11, 1987 shall not be included.

Section 16. Subsection (5) of Section 9.3811 of the Eugene Code, 1971, is amended to provide as follows:

(5) *Churches, Synagogues and Temples.* Permitted conditionally in areas designated for Low Density Residential use, ~~subject to the following standards~~ so long as :

~~(a) the P~~ primary and accessory structures associated with the religious use are limited in size, at the ground floor, to no more than 10,000 square feet.

~~(b) Minimum requirements for on-site parking are reduced to 1 parking space per 300 square feet of floor area.~~

Section 17. Section 9.3815 of the Eugene Code, 1971, is amended by amending subsection (2)(c); deleting subsection (2)(e)4.; renumbering subsection (2)(e)5. as (2)(e)4.; and amending subsection (3)(i) to provide as follows:

9.3815 S-RN Royal Node Special Area Zone Development Standards – General.

(2) *Development Standards Applicable in the LDR, MDR, RMU, CMU and MSC Subareas.*

(c) *Parking.*

~~1. On-Street Parking.~~ On-street parking is required:

~~a.1.~~ On at least one side of the street on all local streets within the plan area, and

~~b.2.~~ In accordance with, and where specifically indicated on Map 9.3815(2)(c)1 S-RN Royal Node Special Area Zone On-Street Parking.

~~2. On-Street Parking Allowance. Except within the S-RN/LDR area, on-street parking spaces that directly abut a development site can be used by the development on the site to satisfy a portion of the off-street parking requirements. If two properties abut a space, both properties may count the space toward their respective requirements. If on-street spaces are not marked, the number of spaces shall be determined by measuring the curb frontage in feet and dividing by 20 feet. The curb frontage shall exclude driveways and areas where parking is not permitted.~~

(d) *Trash Pickup.* Trash receptacles shall be served from the alley for all sites that abut an alley.

(e) *Multi-Unit Development.* With the following exceptions, Multi-Unit Development Standards in EC 9.5500 shall be applied to new multi-unit development within the S-RN Special Area Zone:

1. Except as provided in EC 9.3816(5), setback sidewalks, a minimum of 5 feet in width, are required along all public streets within and abutting the development site.

2. Setback sidewalks, a minimum of 5 feet in width, are required along all private streets serving development of 20 or more units.

3. Sidewalks may be designed as curbside walks along portions of public or private streets that provide parallel on-street parking within parking bays. Where this option is used, canopy street trees shall be planted within the planting strip areas created by the parking bays with an average spacing of 50' along the full length of the street.

~~4. On-street parking spaces adjacent to the street frontage of a building shall be counted toward meeting the off-street parking requirement. If two properties abut a space, both properties may count the space toward their respective requirements. If on-street spaces are not marked, the number of spaces shall be determined by measuring the curb frontage in feet and dividing by 20 feet. The curb frontage shall exclude driveways and areas where parking is not permitted.~~

5.4. Roofs pitches must have gable, hip, or gambrel forms. Minimum roof pitch for all structures except manufactured homes shall be 4 inches of vertical rise for each 12 inches of horizontal width, and with a minimum 6-inch overhang.

(3) *Development Standards Applicable in Specific Subareas of the S-RN Zone.*

(i) Parking and Loading. Within the RMU, CMU and MSC subareas, in addition to the standards beginning at EC 9.6100 Purpose of Bicycle Parking Standards and EC 9.6400 Purpose of Motor Vehicle Parking and Loading Standards, ~~the following standards apply:~~

~~1. M~~otor vehicle parking, maneuvering and circulation is not permitted between the street and the portion of a building that is used to comply with building setback requirements.

~~2. For commercial uses, including commercial uses in mixed use buildings:~~

~~a. No parking spaces are necessary if 8 or fewer parking spaces are otherwise required.~~

~~b. If 9 or more parking spaces are otherwise required, the required parking can be reduced by 4 spaces if the business provides a minimum of 2 of the amenities described in EC 9.3815(3)(h)(2), above.~~

Section 18. The “Motor Vehicle Related Uses” section of Table 9.3910 in Section 9.3910 of the Eugene Code, 1971, is amended to provide as follows:

9.3910 S-W Whiteaker Special Area Zone – Land Use and Permit Requirements.

Table 9.3910 S-W Whiteaker Special Area Zone Uses and Permit Requirements

	S-W
Motor Vehicle Related Uses	
Structured Parking, up to two levels not directly related to a primary use on the same development site	P
Structured Parking, three or more levels not directly related to a primary use on the same development site	C

Section 19. Subsection (5) of Section 9.3915 of the Eugene Code, 1971, is amended to provide as follows:

9.3915 S-W Whiteaker Special Area Zone Development and Lot Standards.

Except as provided in subsections (5) to (13) of this section, sections 9.6000 to 9.6885 General Standards for All Development in this land use code shall apply within this S-W zone. In the event of a conflict between the general development standards of this land use code and the standards set forth in this section, the specific provisions of this section shall control.

(5) *Parking.* Off-street parking shall be ~~provided~~ constructed in accordance with applicable provisions of this land use code, ~~including provisions for shared parking and parking within 1000 feet of the development site, except that there shall be no off-street parking required for motor vehicles for up to 6 residential dwellings that are part of a mixed use development.~~

Section 20. Subsection (7) of Section 9.3950 of the Eugene Code, 1971, is amended to provide as follows:

9.3950 Purpose of S-WS Walnut Station Special Area Zone.

The purpose of the Walnut Station Special Area Zone is to implement the vision of the Walnut Station Specific Area Plan to facilitate development of a mixed use center. The S-WS standards implement a form-based approach, which emphasizes the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and

types of streets and blocks. The intent of a form-based code is to achieve a predictable built environment with a focus on providing quality public spaces. Design objectives of the S-WS zone include:

(7) ~~Provide adequate parking while i~~ncorporating features that reduce the need for use of automobiles for travel within the Special Area Zone.

Section 21. Section 9.3970 of the Eugene Code, 1971, is amended by amending subsections (4)(a), (5)(b), and (5)(c) to provide as follows:

9.3970 S-WS Walnut Station Special Area Zone Development Standards Applicable to All Properties in the Walnut Station Special Area Zone.

(4) *Parking Requirements.*

(a) ~~Required~~ Off-street motor vehicle parking. The following ~~minimum and~~ maximum parking standards apply instead of the standards in Table 9.6410. The provisions in ~~EC 9.6410(1)(a) through (c),~~ EC 9.6415(1) through (3), and EC 9.6420(1), (2), (3)(a), (b), and (e), and (4) through (9), ~~(5), and (6),~~ apply to the siting and design of parking and loading facilities in the Walnut Station area. Uses not listed do not have a parking ~~requirement~~ maximum.

Use	Minimum Number of Off-street Parking Spaces	Maximum Number of Off-Street Parking Spaces
Residential	No off-street parking spaces are required for accessory dwellings. Except as provided in an adjustment pursuant to EC 9.8030(29), the minimum number of required parking spaces for all other residential uses shall be .5 parking spaces per dwelling unit.	Except for required parking spaces for persons with disabilities, <u>a maximum of 1.2 parking spaces are allowed per studio-unit and a</u> maximum of 2.25 parking spaces are allowed per <u>other</u> dwelling unit.
Non-Residential Uses	Except as provided in an adjustment pursuant to EC 9.8030(29), the minimum number of required parking spaces shall be 1 parking space for every 660 square feet of gross floor area.	Except for required parking spaces for persons with disabilities, spaces provided in park and ride lots operated by a public transit agency, and spaces within structured parking with two or more levels, the maximum number of parking spaces is 1 parking space per every 250 square feet of gross floor area.

(5) *Delivery and Loading Areas.*

(a) Maneuvering and circulation related to delivery and loading is not permitted between the street and the portion of a building that is used to comply with building setback requirements.

(b) All loading ~~spaces~~areas shall be off the street, ~~shall be in addition to required off-street parking spaces,~~ and shall be served by service drives, alleys, private accessways and maneuvering areas so that no backward movement or other vehicle maneuvering within a street will be required.

(c) All off-street loading ~~spaces~~areas shall be on interior service courts or screened from view from all adjacent property lines according to EC 9.6210(4) High Wall Landscape Standard (L-4).

Section 22. Section 9.5150 of the Eugene Code, 1971, is amended by deleting subsection (5) and renumbering subsections (6) through (10) to provide as follows:

9.5150 Collection Center, Collection of Used Goods Standards.

(1) Collection of used goods shall be conducted in connection with collection centers as defined in this land use code.

(2) Traffic circulation and vision clearance (both on-site and at entry locations) shall not be impeded by the collection center's location, donated materials storage, or any other activities associated with the use.

(3) Collection center siting shall meet all requirements of the fire marshal's office for access and separation for both the center and nearby structures.

(4) The collection center shall not be located in the public right-of-way.

~~(5) The collection center shall not use on-site parking spaces required for other uses.~~

~~(6)~~(5) An attendant shall be present at all times donated goods can be accepted.

~~(7)~~(6) The collection center attendant shall maintain the area around the center.

~~(8)~~(7) No outside storage of donated materials shall be allowed.

~~(9)~~(8) No processing, sale, or distribution of collected materials shall be allowed.

~~(10)~~(9) There shall be at least 10 feet between the collection center and all residentially zoned property lines.

Section 23. Section 9.5200 of the Eugene Code, 1971, is amended by deleting subsection (1) and renumbering subsections (2) through (4) to provide as follows:

9.5200 Day Care, Small (4 to 16 people served) Standards.

These standards apply to small, (4 to 16 people served) day care operations in residential zones where the Land Uses and Permit Requirements Table for the applicable zone indicates that the use(s) “permitted subject to zone verification and EC 9.5000 to 9.5850.”

~~(1) In addition to the standard required parking for other uses on the property, 1 off street parking space is required per each outside employee.~~

~~(2)~~(1) Education programs offered as a primary activity or specialized training in activities such as dance, drama, music or religion shall be limited to preschool children.

~~(3)~~(2) At least 1 of the business owners of a day care service serving 4 to 16 people in R-1 and R-2 zones shall reside in the building.

~~(4)~~(3) No overnight care permitted without a conditional use permit.

Section 24. Section 9.5350 of the Eugene Code, 1971, is amended by amending subsection (5); deleting subsection (10), and renumbering subsections (11) through (13) to provide as follows:

9.5350 Home Occupation Standards.

Except for garage sales lasting no more than 3 consecutive days no more than 3 times in a year, and day care facilities, which are exempt, home occupations shall be subject to the following standards:

(5) The home occupation shall not generate excessive traffic, ~~on-street parking~~, glare, heat, electromagnetic interference or other emissions that are perceptible beyond the home occupation property. There shall not be regular freight truck delivery more than twice a week.

~~(10) Parking shall be provided as required in conjunction with the dwelling.~~

~~(11)~~(10) A resident of the dwelling shall be employed in the home occupation.

~~(12)~~(11) There shall be no motor vehicle or motorcycle repair except to vehicles owned by persons residing on the property.

~~(13)~~(12) A home occupation shall not be permitted in a dwelling located on a flag lot.

Section 25. Section 9.5450 of the Eugene Code, 1971, is amended by deleting subsection (3) and renumbering subsections (4) through (7) to provide as follows:

9.5450 Model Home Sales Office Standards.

(1) A model home sales office may be used as a gathering point for personnel provided the personnel works in the subdivision or manufactured home park within which the model home is located.

(2) All office activities shall be located entirely within the dwelling or garage; no outside equipment or material storage on the development site other than as necessary to complete construction of the units in that subdivision.

~~(3) — There shall be off-street parking spaces for all personnel and business vehicles associated with the model home.~~

~~(4)~~(3) The model home shall be located in the subdivision or manufactured home park under development.

~~(5)~~(4) There shall be no detrimental effect on the residential character of the surrounding neighborhood through excessive traffic, violation of the city's noise or other performance standards, excessive late or early hours of operation, or other activities that are incompatible with adjacent residential uses.

~~(6)~~(5) All signs shall comply with the EC 9.6650 Residential Sign Standards.

~~(7)~~(6) The model home use shall be discontinued when all the homes in the subdivision or manufactured home park have been sold.

Section 26. The “Motor Vehicle Related Uses” Section of Table 9.6105(5) in subsection (5) of Section 9.6105 of the Eugene Code, 1971, is amended to provide as follows:

9.6105 Bicycle Parking Standards.

(5) *Minimum Required Bicycle Parking Spaces.* The minimum required number of bicycle parking spaces shall be calculated according to Table 9.6105(5) Minimum Required Bicycle Parking Spaces.

Table 9.6105(5) Minimum Required Bicycle Parking Spaces

Uses	Required Bicycle Parking (Minimum 4 bicycle spaces required unless – 0 – is indicated.)	Type and % of Bicycle Parking
Motor Vehicle Related Uses		
Structured Parking, up to two levels not directly related to a primary use on the same development site	10% of auto spaces	100% long term
Structured Parking, three or more levels not directly related to a primary use on the same development site	10% of auto spaces.	100% long term

Section 27. The “Off-Street Loading Spaces in E-1 EC 9.6415(2)(b)” section of Table 9.6205 in Section 9.6205 of the Eugene Code, 1971, is amended to provide as follows:

9.6205 Landscape Standards.

The landscape standards reflected in Table 9.6205 and EC 9.6207 – 9.6255 establish minimum landscape requirements that apply to any development, except:

- (1) Building alterations.
- (2) Site improvements not listed in Table 9.6205.
- (3) Change of use.

Table 9.6205 Landscaping Required by this Land Use Code							
	L-1 Basic	L-2 Low Screen	L-3 High Screen	L-4 High Wall	L-5 Partial Screen Fence	L-6 Full Screen Fence	L-7 Massed
Off-Street Loading SpacesAreas in E-1 EC 9.6415(2)(b)				x			

Section 28. Section 9.6410 of the Eugene Code, 1971, is amended by: amending subsection (1); renumbering Figure 9.6410(1)(c) as shown in Exhibit A to this Ordinance; amending subsection (2); deleting the lead-in paragraph in subsection (3); deleting subsections (3)(a) and (3)(b); amending subsections (3)(c)1. and (3)(c)2.; renumbering subsection (3)(c) as (2)(c); amending subsection (3)(d) and renumbering it as (2)(d); deleting subsection (3)e; adding subsection (2)(e); adding a new subsection (3); amending Table 9.6410; deleting subsections (4) through (6); and deleting Figure 9.6410(6)(b) (including both the Overview Figure and the Map Tiles), to provide as follows:

9.6410 Motor Vehicle Parking Standards.

(1) ~~Location of Required Standards for Off-Street Parking Spaces. Required off-street parking shall be on the development site or within 1/4 mile or 1320 feet of the development site that the parking is required to serve.~~

~~(a) All required parking shall be under the same ownership as the development site served, except through a city approved agreement that binds the parking area to the development site. The off-street parking space requirement for a multi-unit dwelling may be satisfied through an agreement that provides parking located on another multi-unit dwelling's development site only if the party requesting approval demonstrates that, after the agreement is executed, both development sites will meet the current code's minimum off-street parking space requirement. Each parking space provided through a city approved agreement must have a permanent sign of at least 1 square foot that indicates the name or address of the multi-unit dwelling for which the parking is reserved.~~

~~(b) (a) Except as provided in EC 9.2751(15)(c)(3) Driveways and Parking Areas in R-3 and R-4, parking areas may be located in required setbacks only as permitted in EC 9.6745 Setbacks – Intrusions Permitted.~~

~~(c) (b) Tandem parking spaces may be utilized to meet off-street parking requirements for multi-unit dwellings in the R-3 and R-4 zones within the boundaries of the city recognized~~

West University Neighbors and South University Neighborhood Association. Those tandem spaces may only be located in an underground parking area or at least 30 feet from a public street within a parking area that can be accessed only from an alley. (For tandem parking on alleys, see Figure 9.6410(1)(b)). ~~Tandem parking spaces may not be utilized to meet off-street parking requirements for other types of development in any area.~~ One tandem space shall be counted as two parking spaces when calculating the maximum number of off-street motor vehicle spaces. Tandem spaces shall not be allowed for studio-units or 1- or 2-bedroom dwellings.

(2) *Maximum Number of Off-Street Motor Vehicle Parking Spaces.*

(a) Except for required parking spaces for persons with disabilities, spaces provided in park and ride lots operated by a public transit agency, and spaces within structured parking with 2 or more levels, the maximum number of parking spaces ~~for non-residential uses shall be calculated in accordance with Table 9.6410 Maximum Off-Street Motor Vehicle Parking may not exceed 125 percent of the minimum spaces required by EC 9.6410(3) Minimum Number of Required Off-Street Parking Spaces,~~ unless an adjustment is granted according to EC 9.8030(10) Motor Vehicle Parking and Loading Standards Adjustment. This standard does not apply to existing parking areas that are not expanded.

(b) Regardless of the limitations contained in EC 9.6410(2)(a) above, at least 2 parking spaces may be constructed on a development site.

~~(3) *Minimum Number of Required Off-Street Parking Spaces.* Except as provided in this section, or in an adjustment pursuant to EC 9.8030(10) Motor Vehicle Parking and Loading Standards Adjustment, the minimum number of required off-street parking spaces shall be calculated as provided in Table 9.6410 Required Off-Street Motor Vehicle Parking.~~

~~(a) A parking reduction of up to 50% of the minimum requirement in the /ND overlay zone and up to 25 percent of the minimum requirement in all other zones is allowed as a right of development. In addition to these reductions, a parking reduction of 25% of the minimum required off-street parking is allowed for shared off-street parking. (See EC 9.6430)~~

~~(b) For any use located in the C-1 zone:~~

~~1. No parking spaces are necessary if 8 or fewer parking spaces are otherwise required.~~

~~2. If 9 or more parking spaces are otherwise required, the required parking can be reduced by 4 spaces if the business contributes towards providing urban amenities such as benches, low level lights, a bus shelter, or other open space improvements in the area.~~

~~(c)~~ (c) Motor vehicle parking at Autzen Stadium Complex shall comply with:

1. So long as a city-approved intergovernmental agreement incorporating a transportation demand management plan for Autzen Stadium complex is in effect ~~a minimum of 4,749 vehicle parking spaces are required to be provided on the Autzen Stadium Complex site or within 1000' of that site.~~ parking provided for the Autzen Stadium Complex shall be exempt from the maximum parking limitations in EC Table

9.6410. All ~~required~~ parking shall be owned by the state of Oregon, except through a city-approved agreement that binds the parking area to the Autzen Stadium Complex.

2. If the above referenced intergovernmental agreement is not in effect, the Autzen Stadium Complex shall be ~~required~~ limited to no more than ~~to provide~~ 1 vehicle parking space for each 4.4 seats.

~~(d)~~(d) When calculating the maximum number of off-street parking spaces ~~requirements~~ for an outdoor restaurant or any eating and drinking establishment that includes permanent outdoor seating, the outdoor seating floor area and outdoor non-seating floor area may be included in the calculation, ~~up to 20 outdoor seats shall be exempt from the calculations.~~

~~(e) The off-street parking requirements of Table 9.6410 Required Off-Street Motor Vehicle Parking do not apply to a new building, building addition, or building alteration owned by the Eugene School District 4J and located on the Edison Elementary School site (map/tax lot 18-03-05-13-08300) if a proposed Transportation Demand Management (TDM) plan has been approved by the city. Eugene School District 4J shall submit a TDM plan to the city for review and approval prior to submittal of a building permit for a new building, building addition, or building alteration on the Edison Elementary School site that would trigger the off-street parking requirements of Table 9.6410. The TDM plan shall contain strategies for reducing motor vehicle use and parking demand generated by the development and shall establish benchmarks by which the program's effectiveness will be measured annually. The TDM plan shall include, but need not be limited to: strategies to address the use of street parking, Safe Routes to School planning, and the promotion of bicycling, walking, busing and carpooling to school.~~

(e) When calculating the maximum number of allowed off-street motor vehicle parking spaces using Table 9.6410 Maximum Off-Street Motor Vehicle Parking, fractional parking spaces shall be rounded up to the nearest whole number (for example, a maximum number of 3.4 off-street parking spaces will be rounded up to 4).

(3) Accessible Parking Required for Certain Developments.

(a) Except as provided in subparagraphs (b) and (c) of this subsection (3), developments subject to EC 9.2173 Commercial Zone Development Standards – Large Commercial Facilities, EC 9.2463 Employment and Industrial Zone Development Standards – Large Facilities, or EC 9.5500, Multiple-Unit Standards, must provide a minimum of one off-street van-accessible parking space that complies with the design requirements for van-accessible parking spaces included in the technical codes adopted by the City Manager pursuant to EC 8.010.

(b) Developments located in the Downtown and West University Automobile Parking Exempt Areas, as depicted on Map 9.6410(4)(a), are exempt from the requirements of subparagraph (a) of this subsection (3).

(c) Developments located in the Blair Boulevard Historic Commercial Automobile Parking Exempt Area as depicted on Map 9.6410(4)(b), are exempt from the requirements of subparagraph (a) of this subsection (3).

Table 9.6410 ~~Required~~ Maximum Off-Street Motor Vehicle Parking

Uses	Minimum <u>Maximum</u> Number of Required Off-Street Parking Spaces
Agricultural, Resource Production and Extraction	
Agricultural Use and Community and Allotment Garden	0 <u>N/A</u>
Display and Sale of Agricultural Products, primarily based on products raised or grown on the premises	1.25 per each 660 square feet of floor area.
Horticultural Uses. Examples include field crops, orchards, berries, and nursery or flower stock.	1.25 per each 660 square feet of floor area.
Eating and Drinking Establishments	
Bar and Tavern	1.25 per each 66 square feet of seating floor area plus 1.25 for each 440 square feet of non- seating floor area.
Delicatessen	1.25 per each 66 square feet of seating floor area plus 1.25 for each 440 square feet of non- seating floor area.
Restaurant	1.25 per each 66 square feet of seating floor area plus 1.25 for each 440 square feet of non- seating floor area.
Specialty Food and Beverage. Examples include a bagel, candy, coffee, donut, and ice cream store. Products manufactured on-site shall comply with manufacturing allowances for food and beverage products.	1.25 per each 66 square feet of seating floor area plus 1.25 for each 440 square feet of non- seating floor area.
Education, Cultural, Religious, Social and Fraternal	
Artist Gallery/Studio	1.25 per each 275 square feet of floor area.
Ballet, Martial Arts, Dance and Gymnastics School/Academy/ Studio	1.25 per each 80 square feet of dance area.

Church, Synagogue, and Temple, including associated residential structures for religious personnel	1. <u>25</u> per 4 fixed seats, 1. <u>25</u> per 8 feet of bench length, or 1. <u>25</u> per every 28 square feet in areas where no permanent seats are maintained in the main auditorium (sanctuary or place of worship). If religious services operate concurrently with other activities, user may include additional parking at 1. <u>25</u> per 40 square feet for the space used concurrently.
Club and Lodge of State or National Organization	1. <u>25</u> per 4 fixed seats, 1. <u>25</u> per 8 feet of bench length, or 1. <u>25</u> per every 28 square feet where no permanent seats or benches are maintained in the main auditorium.
Community and Neighborhood Center	1. <u>25</u> per 4.5 seats or 1. <u>25</u> per 28 square feet of assembly area where there are no fixed seats.
Library	1. <u>25</u> per each 275 square feet of floor area.
Museum	1. <u>25</u> per each 275 square feet of floor area.
School, Business or Specialized Educational Training (excludes driving instruction)	1. <u>25</u> per every 3.5 classroom seats.
School, Driving (including use of motor vehicles)	1. <u>25</u> per each 2000 square feet of floor area
School, Public or Private (Elementary School)	1. <u>25</u> space per 8 students of design capacity as determined by the school.
School, Public or Private (Middle School)	1. <u>25</u> space per 9 students of design capacity as determined by the school.
School, Public or Private (High School)	1. <u>25</u> space per 3.5 students of design capacity as determined by the school.
University or College	1. <u>25</u> per every 3.5 full time equivalent students.
Entertainment and Recreation	
Amusement Center (Arcade, pool tables, etc.)	1. <u>25</u> per each 80 square feet of floor area.
Arena (Both indoors & outdoors)	1. <u>25</u> per each 4.5 seats.
Athletic Facilities and Sports Clubs	
– Playing Court	<u>2.25</u> 1.8 per each playing court.

– Viewing Area	1. <u>25</u> per each 4.4 seats, 9.6 feet of bench length, or 31 square feet of gross floor area.
– Locker Room, Sauna, Whirlpool, Weight Room, or Gymnasium	1. <u>25</u> per each 83 square feet of gross floor area.
– Lounge or Snack Bar Area	1. <u>25</u> per each 66 square feet of gross floor area.
– Pro Shops or Sales Area	1. <u>25</u> per each 330 square feet of gross floor area.
– Swimming Pool	1. <u>25</u> per each 220 square feet of pool surface area.
Athletic Field, Outdoor	0 <u>N/A</u>
Bowling Alley	6.75 <u>5.4</u> per each bowling lane.
Equestrian Academy and Stable	1. <u>25</u> per 3.5 classroom seats or 1. <u>25</u> per every 3 stables.
Equestrian Trail	0 <u>N/A</u>
Golf Course, Miniature Indoor	1. <u>25</u> per each 80 square feet of floor area.
Golf Course, Miniature Outdoor	1. <u>25</u> per each 80 square feet of floor area.
Golf Course, with or without country club	1. <u>25</u> per 3 golf holes plus 1 per each 2 employees.
Golf Driving Range	1. <u>25</u> per each 80 square feet of floor area.
Park and Playground	0 <u>N/A</u>
Race Track, including drag strip and go-cart track	1. <u>25</u> per 4.5 seats
Theater, Live Entertainment	1. <u>25</u> per 4.5 seats.
Theater, Motion Picture	1. <u>25</u> per 4.5 seats.
Financial Services	
Automated Teller Machine (ATM)	0 <u>N/A</u>
Bank, Savings and Loan Office, Credit Union	1. <u>25</u> per each 330 square feet of floor area.
Government	
Government Services, not specifically listed in this or any other uses and permits table	1. <u>25</u> per each 330 square feet of floor area.
Information Technology Services	
All uses in this category	1. <u>25</u> per each 275 square feet of floor

	area.
Lodging	
Bed and Breakfast Facility	1.25 per guest bedroom for facilities with 5 or more guest rooms.
Homeless Shelter in existence as of January 1, 1984	1.25 per 40 beds
Homeless Shelter not in existence as of January 1, 1984	1.25 per 40 beds
Hotel, Motel, and similar business providing overnight accommodations	1.25 per guest room.
Recreational Vehicle Park, may include tent sites (See EC 9.5600)	1.25 per each 660 square feet of floor area.
Manufacturing	
All Uses in this category, excluding storage	1.25 per each 550 square feet of floor area.
Storage	1.25 per each 1650 square feet of floor area.
Medical, Health, and Correctional Services	
Blood Bank	1.25 per each 330 square feet of floor area.
Correctional Facility, excluding Residential Treatment Center	1.25 per 5.5 beds.
Hospital, Clinic or other Medical Health Treatment Facility (including mental health) in excess of 10,000 square feet of floor area	1.25 per each 200 square feet of floor area or 1.35 per bed.
Hospital, Clinic or other Medical Health Treatment Facility (including mental health) 10,000 square feet or less of floor area	1 per each 200 square feet of floor area or 1.68 35 per bed.
Laboratory – Medical, Dental, X-Ray	1.25 per each 330 square feet of floor area.
Meal Service, Non Profit	1.25 per each 330 square feet of floor area.
Nursing Home	1.25 per 4 beds.
Plasma Center, must be at least 800 feet between Plasma Center	1.25 per each 330 square feet of floor area.
Residential Treatment Center	1.25 per 5.5 beds.
Motor Vehicle Related Uses	
Car Wash	N/A-0-

Motor Vehicle Sales/Rental/Service, excluding motorcycles, recreational vehicles and heavy trucks	1. <u>25</u> per each 330 square feet of floor area.
Motorcycle Sales/Rental/Service	1. <u>25</u> per each 330 square feet of floor area.
Parking Area not directly related to a primary use on the same development site	N/A
Parts Store	1. <u>25</u> per each 330 square feet of floor area.
Recreational Vehicle and Heavy Truck, Sales/Rental/Service	1. <u>25</u> per each 440 square feet of floor area.
Repair, includes paint and body shop	1. <u>25</u> per each 660 square feet of floor area.
Service Station, includes quick servicing	1. <u>25</u> per each 660 square feet of floor area.
Structured Parking, up to two levels, not directly related to a primary use on the same development site	N/A
Structured Parking, three or more levels not directly related to a primary use on the same development site	N/A
Tires, Sales/Service	1. <u>25</u> per each 660 square feet of floor area.
Transit Park and Ride, Major or Minor, only when shared parking arrangement with other permitted use	N/A
Transit Park and Ride, Major or Minor	N/A
Transit Station, Major or Minor	N/A
Office Uses	
All Uses in this category	1. <u>25</u> per each 330 square feet of floor area
Personal Services	
Barber, Beauty, Nail, Tanning Shop	1. <u>25</u> per 330 square feet of floor area.
Day Care Facility (Not associated with a residence)	1. <u>12-9</u> per employee.
Dry Cleaner	1. <u>25</u> per each 660 square feet of floor area.
Film, Drop-off/Pick-up	1. <u>25</u> per each 660 square feet of floor area.
Locksmith Shop	1. <u>25</u> per each 660 square feet of floor area.
Laundromat, Self-Service	1. <u>25</u> per each 330 square feet of floor area.
Mailing and Packaging Service	1. <u>25</u> per each 660 square feet of floor area

Shoe Repair Shop	1. <u>25</u> per each 330 square feet of floor area.
Tailor Shop	1. <u>25</u> per each 330 square feet of floor area.
Residential	
Dwelling	
Single-Unit Dwelling	1 per dwelling. <u>N/A</u>
Single-Unit Dwelling – Flag Lot	N/A 2 per dwelling.
Accessory Dwelling (Either attached or detached from primary single-unit dwelling on same lot)	N/A 0
Townhouse (see (6) below)	N/A 1 per dwelling.
Duplex (see (6) below)	N/A 1 per dwelling.
Triplex (see (6) below)	N/A Lots under 3,000 square feet: 1 space per triplex. Lots 3,000 square feet to 4,999 square feet: 2 spaces per triplex. Lots 5,000 square feet and over: 3 spaces per triplex.
Fourplex (see (6) below)	N/A Lots 3,000 square feet to 4,999 square feet: 2 spaces per fourplex. Lots 5,000 square feet to 6,999 square feet: 3 spaces per fourplex. Lots 7,000 square feet and over: 4 spaces per fourplex.
Cottage Cluster (see (6) below)	N/A 1 per dwelling
Multiple-Unit Dwellings not specifically addressed elsewhere in this Table.	<u>1.2 spaces for each studio-unit</u> <u>1.25 spaces per 1- or 2- bedroom dwelling unit</u> <u>2 spaces per 3- or more bedroom dwelling unit</u>

Multiple-Unit Dwellings in the R-3 and R-4 zones within the boundaries of the City recognized West University Neighbors and South University Neighborhood Association	1 space for each studio, 1 bedroom or 2 bedroom dwelling 1.5 spaces for each 3 bedroom dwelling* *.5 spaces required for each additional bedroom beyond a 3 bedroom dwelling. Fractions of .5 or more are rounded up to the next whole number. Rounding shall occur after the total number of minimum spaces is calculated for the multi-unit development. One tandem space shall be counted as two parking spaces. Tandem spaces shall not be allowed for studio or 1- or 2- bedroom dwellings.
Multiple-Unit Subsidized Low-Income Housing in any area (see (5) below)	.67 per dwelling or 3 spaces, whichever is greater
Multiple-Unit Subsidized Low-Income Senior Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Multiple-Unit Subsidized Low-Income Disabled Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Multiple-Unit Subsidized Low-Income Senior Housing Partial in any area (see (5) below)	.67 per dwelling or 3 spaces, whichever is greater
Multiple-Unit Subsidized Low-Income Specialized Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Manufactured Home Park	1.25 per dwelling.
Controlled Income and Rent Housing (CIR) where density is above that usually permitted in the zoning, yet not to exceed 150%	1.25 per dwelling.
Assisted Care & Day Care	
– Assisted Care (5 or fewer people living in facility and 3 or fewer outside employees on site at any one time)	1.25 for each 4 beds.
– Assisted Care (6 or more people living in facility)	1.25 for each 4 beds.
– Day Care (4 to 16 people served)	1.12-9 for each employee not living in home on site at the same time.

– Day Care (17 or more people served)	1.12-9 for each employee not living in home on site at the same time.
Rooms for Rent	
– Boarding and Rooming House	1.25 per guest room.
– Campus Living Organizations, including Fraternities and Sororities	1.25 for each 3 occupants for which sleeping facilities are provided.
– Single Room Occupancy	1.25 per dwelling (4 single rooms are equal to 1 dwelling).
– University and College Dormitories	1.25 for each 3 occupants for which sleeping facilities are provided.
Trade (Retail and Wholesale)	
Agricultural Machinery Rental/Sales/Service	1.25 per each 440 square feet of floor area.
Appliance Sales/Service	1.25 per each 660 square feet of floor area.
Boat and Watercraft Sales/Service	1.25 per each 660 square feet of floor area.
Building Materials and Supplies	1.25 per each 660 square feet of floor area.
Convenience Store	1.25 per each 330 square feet of floor area.
Equipment, Light, Rental/Sales/Service	1.25 per each 440 square feet of floor area.
Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales	1.25 per each 440 square feet of floor area.
Furniture and Home Furnishing Store	1.25 per each 660 square feet of floor area.
Garden Supply/Nursery	1.25 per each 660 square feet of floor area.
General Merchandise (includes supermarket and department store)	1.25 per each 330 square feet of floor area.
Hardware/Home Improvement Store	1.25 per each 660 square feet of floor area.
Healthcare Equipment and Supplies	1.25 per each 330 square feet of floor area.
Liquor Store	1.25 per each 330 square feet of floor area.
Manufactured Dwelling Sales/Service/Repair	1.25 per each 330 square feet of floor area.

Office Equipment and Supplies	1. <u>25</u> per each 330 square feet of floor area.
Outdoor Merchandise Display	– 0 –
Plumbing Supplies and Services	1. <u>25</u> per each 660 square feet of floor area.
Retail Trade when secondary, directly related, and limited to products manufactured, repaired, or assembled on the development site	1. <u>25</u> per each 330 square feet of floor area.
Shopping center with at least one supermarket or variety store and 50,000 square feet of gross floor area	1. <u>25</u> per each 330 square feet of floor area.
Specialty Store (An example includes a gift store)	1. <u>25</u> per each 330 square feet of floor area.
Storage Facility, Household/Consumer Goods	1. <u>25</u> per each 330 square feet of floor area of the office space.
Wholesale, Warehousing, and Distribution	1. <u>25</u> per each 1650 square feet of floor area.
Utilities and Communication	
Amateur Radio Antenna Structure (See EC 9.5050)	N/A –0–
Broadcasting Studio, Commercial and Public Education	1. <u>25</u> per each 330 square feet of floor area.
Electrical Substation	N/A –0–
Fiber Optic Station	N/A –0–
Pump Station	N/A –0–
Telecommunication Facility (Refer to EC 9.5750)	N/A –0–
Water Reservoir, elevated above ground level	N/A –0–
Other Commercial Services	
Building Maintenance Service	1. <u>25</u> per each 550 square feet of floor area.
Catering Service	1. <u>25</u> per each 550 square feet of floor area.
Cemetery, Includes crematoria, columbaria, or mausoleums	1. <u>25</u> per each full-time employee.
Collection Center, Collection of Used Goods (See EC 9.5150)	–0– N/A
Garbage Dump, sanitary landfill	1. <u>25</u> per each 550 square feet of floor area.
Heliport and Helistop	Parking requirements determined based on a Type III review.

Home Occupation (See EC 9.5350)	0 <u>N/A</u>
Kennel	1.25 per 550 square feet of floor area.
Model Home Sales Office (See EC 9.5450)	1.25 per 330 square feet of floor area.
Mortuary	1.25 per 4 fixed seats or 8 feet of bench length or every 28 square feet in main auditorium where no permanent seats or benches are maintained (sanctuary or place of worship).
Photographers' Studio	1.25 per each 550 square feet of floor area.
Picture Framing and Glazing	1.25 per each 550 square feet of floor area.
Printing, Blueprinting, Duplicating	1.25 per each 550 square feet of floor area.
Publishing Service	1.25 per each 550 square feet of floor area.
Temporary Activity (See EC 9.5800)	– 0 –
Train Station	Parking requirements <u>Maximum</u> determined based on a Type II or Type III review.
Upholstery Shop	1.25 per each 550 square feet of floor area.
Veterinarian Service	1.25 per each 250 square feet of floor area.
Wildlife Care Center	1.25 per each 660 square feet of floor area.

~~(4) — Parking Exempt Areas. Uses within the parking exempt areas are not subject to the requirements of EC 9.6410(3) Minimum Number of Required Off-Street Parking Spaces:~~

~~(a) — Downtown and West University, as depicted on Map 9.6410(4)(a).~~

~~(b) — Blair Boulevard Historic Commercial area as depicted on Map 9.6410(4)(b).~~

~~(5) — Special Standards for Table 9.6410. For Multiple Unit Subsidized Low Income Housing, Subsidized Low Income Senior Housing, Subsidized Low Income Senior Housing Partial, and Subsidized Low Income Specialized Housing, the following standards apply:~~

~~(a) — At the time of building permit submittal, the applicant must submit documentation demonstrating that the housing units will be used for the intended population for a minimum of ten years. Such documentation may include, but is not limited to, an application form submitted to receive subsidy from the city or state.~~

~~(b) — Upon a change in occupancy from subsidized housing to another use, the minimum number of required off-street parking spaces is as required for the new use.~~

~~(6) — Special Standards for Middle Housing.~~

~~(a) — On Street Parking Credit.~~

~~1. A credit for on-street parking shall be granted as provided in subsection 2 of this section.~~

~~2. If on-street parking spaces meet all the standards in subparagraphs a — d below, they may be counted toward the minimum off-street parking requirement for a middle housing development.~~

~~a. Any length of an on-street parking space is abutting the middle housing development site. If two middle housing development sites abut a space, both sites may count the space toward their respective requirements.~~

~~b. The space is in a location where on-street parking is permitted by the City of Eugene.~~

~~c. The space must be a minimum of 22 feet long.~~

~~d. The space must not obstruct a required Vision Clearance Area.~~

~~3. The portion of a street abutting a middle housing development site is not eligible for on-street parking credits if:~~

~~a. The portion of the street abutting a middle housing development does not meet the paving width standards in EC 9.6870 and is not a City of Eugene right-of-way or maintained by the City of Eugene; or~~

~~b. The portion of the street abutting a middle housing development is subject to metered or timed parking restrictions imposed by the City of Eugene, other than residential parking permit programs.~~

~~(b) — Proximity to Transit. No off-street parking spaces are required for middle housing dwelling units on lots located within ¼ mile walking distance from an EmX station, as shown on the overview map and map tiles that together comprise Figure 9.6410(6)(b), Middle Housing Parking Incentive — Proximity to Transit.~~

~~(c) — Reduced Parking for Income-Qualified Middle Housing. When at least 50 percent of the dwelling units in a duplex, triplex, fourplex, townhouse project, or cottage cluster qualify as income-qualified middle housing, the minimum off-street parking requirement shall be reduced by one space per income-qualified unit. In calculating the number of income-qualified middle housing units, fractional dwelling units shall be rounded down to the nearest whole number (for example, 50 percent of the units in a triplex equals 1.5 units, so at least 1 unit must be income-qualified to for the triplex to qualify for the parking reduction pursuant to this subparagraph).~~

~~(d) — Conversions. No additional off-street parking spaces shall be required for middle housing conversion.~~

Section 29. Subsection (3) of Section 9.6415 of the Eugene Code, 1971, is amended to provide as follows:

9.6415 Loading and Drive-Through Design Standards.

(3) *Loading and Service Drives.* All loading ~~spaces~~areas for commercial and employment and industrial buildings and uses shall be off the street, ~~shall be in addition to required off-street parking spaces,~~ and shall be served by service drives and maneuvering areas so that no backward movement or other vehicle maneuvering within a street, other than an alley, will be required.

Section 30. Figure 9.6420(3)(c)2. is amended as shown in Exhibit B to this Ordinance, and Section 9.6420 of the Eugene Code, 1971, is amended by: amending subsection (1)(a); amending Table 9.6420(1); amending subsection (3)(a)1.; amending subsections (3)(a)2.a., (3)(a)2.b., and (3)(a)2.d.; amending subsection (3)(c)2.; adding a new subsection (4); renumbering subsection (4) as (5); amending subsection (5) and renumbering it as (6); renumbering subsection (6) as (7); and adding subsections (8) and (9) to provide as follows:

9.6420 Parking Area Standards.

(1) *Dimensions and Striping.* All parking spaces shall be striped or marked in a manner consistent with Table 9.6420(1) Motor Vehicle Parking Dimensions. All tandem parking spaces shall be striped and marked in a manner consistent with Table 9.6420(1) Motor Vehicle Parking Dimensions for Tandem Parking. (See Figure 9.6420(1) Motor Vehicle Parking Dimensions.)

(a) *Carpool and Vanpool Parking.* New commercial ~~and employment and industrial~~ developments with ~~20 or more employee parking spaces shall designate at least 5 percent of the employee parking spaces~~ designated employee parking areas shall provide preferential parking for carpools ~~and~~ vanpools ~~parking~~. Employee carpool and vanpool parking shall be located closer to the building entrance or the employee entrance than other employee parking with the exception of parking for those with disability permits. The carpool/vanpool spaces shall be clearly marked "Reserved – Carpool/Vanpool Only" by use of signs painted on the parking spaces or posted.

Table 9.6420(1) Motor Vehicle Parking Dimensions (Dimensions in Feet)					
Parking Angle in Degrees	Minimum Stall Width	Minimum Stall Depth	Minimum Clear Aisle Width	Stall Distance at Bayside	Minimum Clear Bay Width
Parallel	8.0	7.5	12.0	15 <u>20</u> .0	19.5

	8.0	8.0	12.0	22.0	20.0
30 degrees/single	8.0	*14	12.0	15.0	26.0
	8.0	16.0	12.0	16.0	28.0
	8.5	16.4	12.0	17.0	28.4
	9.0	16.8	12.0	18.0	28.8
	9.5	17.3	12.0	19.0	29.3
	10.0	17.7	12.0	20.0	29.7
30 degrees/tandem	8.0	30.8	12.0	15.0	—
	8.0	32.0	12.0	16.0	—
	8.5	32.8	12.0	17.0	—
	9.0	33.6	12.0	18.0	—
	9.5	34.6	12.0	19.0	—
	10.0	35.4	12.0	20.0	—
45 degrees/single	8.0	*16.0	12.0	10.6	28.0
	8.0	18.4	14.0	11.3	32.4
	8.5	18.7	13.5	12.0	32.2
	9.0	19.1	13.0	12.7	32.1
	9.5	19.4	13.0	13.4	32.4
	10.0	19.8	13.0	14.1	32.8
45 degrees/tandem	8.0	35.1	12.0	10.6	—
	8.0	36.8	14.0	11.3	—
	8.5	37.4	13.5	12.0	—
	9.0	38.2	13.0	12.7	—
	9.5	38.8	13.0	13.4	—
	10.0	39.6	13.0	14.1	—
60 degrees/single	8.0	*16.7	15.0	8.6	31.7
	8.0	19.7	19.0	9.2	38.7
	8.5	20.0	18.5	9.8	38.5
	9.0	20.3	18.0	10.4	38.3
	9.5	20.5	18.0	11.0	38.5
	10.0	20.8	18.0	11.5	38.8

60 degrees/tandem	8.0	37.0	15.0	8.6	—
	8.0	39.4	19.0	9.2	—
	8.5	40.0	18.5	9.8	—
	9.0	40.6	18.0	10.4	—
	9.5	41.0	18.0	11.0	—
	10.0	41.6	18.0	11.5	—
90 degrees/single	8.0	*15.0	22.0	8.0	37.0
	8.0	18.0	25.0	8.0	43.0
	8.5	18.0	25.0	8.5	43.0
	9.0	18.0	24.0	9.0	42.0
	9.5	18.0	24.0	9.5	42.0
	10.0	18.0	24.0	10.0	42.0
90 degrees/tandem	8.0	33.0	22.0	8.0	—
	8.0	36.0	25.0	8.0	—
	8.5	36.0	25.0	8.5	—
	9.0	36.0	24.0	9.0	—
	9.5	36.0	24.0	9.5	—
	10.0	36.0	24.0	10.0	—
<p>Shaded figures are the minimum dimensions for compact parking spaces. Any minimum parking dimensions, such as stall width, may be exceeded. All spaces shall be clearly marked as compact parking spaces if any of the parking dimensions are less than that shown in the unshaded area. All tandem spaces must be marked as such.</p> <p>* For non-parallel parking spaces that are created to serve a multi-unit dwelling and that are located directly off an alley with a right-of-way width of 14-feet or less, the minimum stall depth for compact parking space shall be increased to the minimum stall depth indicated for a non-compact space with a minimum stall width of 8-feet.</p>					

(2) *Drainage.* All parking areas, except those in conjunction with a single-unit or duplex dwelling, shall be graded so as not to drain storm water over the public sidewalk or onto any abutting property. Drainage improvements shall be provided as required by the stormwater provisions of EC 9.6790 to 9.6797.

(3) *Landscape Standards.*

(a) Applicability of Parking Area Landscape Standards.

1. General Provisions. Subject to any exceptions therein, the standards in subparagraphs (b) – (e) apply to ~~all~~ parking and loading areas, including carports, that provide for 3 or more spaces and to all vehicle use and/or loading areas that exceed 500 square feet, except for the following:

- a. A parking area for a single-unit dwelling, accessory dwelling, or middle housing.
- b. A structured parking area. See subsection (3)(f).
- c. A legal non-conforming parking area. See subsection (3)(a)(2).

2. Provisions Applicable to Legal Non-Conforming Parking Areas. Parking areas with legal non-conforming landscaping are subject to the following parking area landscape standards:

a. When a new building is constructed, the parking area landscape standards in subparagraphs (b) – (e) shall apply to ~~a portion of the parking area sufficient to meet the requirements of EC 9.6410(3) Minimum Number of Required Off-Street Parking Spaces and to any additional-new~~ parking area proposed by the applicant to serve the ~~entire~~ building.

b. When a building is expanded, the parking area landscape standards in subparagraphs (b) – (e) shall apply to ~~a portion of the parking area that is sufficient to meet the requirements of EC 9.6410(3) Minimum Number of Required Off-Street Parking Spaces for the expanded area of the building and to any additional-new~~ parking area proposed by the applicant to serve the expanded area of the building.

c. When a legal non-conforming parking area is physically expanded in size (not simply changed to increase, decrease, or reconfigure the number of parking spaces) the parking area landscape standards in subparagraphs (b) – (e) shall apply only to the expanded portion of the parking area.

d. When a legal non-conforming gravel parking area is paved, the parking area landscape standards in subparagraphs (b) – (e) shall apply only to the newly paved portion of the parking area.

(c) Parking Area Landscaping Along Street and Driveway Entrances.

1. Parking areas within 50' of a street, except an alley, shall provide a landscape strip between the street and the parking areas as follows:

a. In all areas except in the /TD overlay zone, a landscape strip at least 7 feet in width shall be provided.

b. Within a /TD overlay zone, a landscape strip at least 5 feet in width shall be provided.

c. Landscape strips along a street may be pierced by pedestrian and vehicular accessways. Landscape strips along a street shall be landscaped according to the

standards in EC 9.6210(2) Low Screen Landscape Standard (L-2). (See Figure 9.6420(3)(c)1. Parking Area Landscaping Along a Street and Figure 9.6420(3)(c)2. Parking Area Landscaping Along a Driveway Entrance.)

2. Parking area driveway entrances, except at alleys, shall be provided with a landscape strip at least 7 feet in width, measured from the outside edges of 6 inch wide curbs, and the full length of the parking stall, between the entry drive and the parking area to heighten entryway visibility and improve parking area circulation. Entrance driveway landscape strips shall be landscaped according to the standards in EC 9.6210(2) Low Screen Landscape Standard (L-2) ~~except the height of the low screen within vision clearance area shall not exceed 18 inches.~~ (See Figure 9.6420(3)(c)2. Parking Area Landscaping Along a Driveway Entrance.)

(4) Large Parking Areas.

(a) Except as provided in subparagraph (c) of this subsection (4), in addition to applicable provisions contained elsewhere in this code, the standards in subparagraphs (d)-(f) of this subsection (4) apply to any development that includes surface parking area of more than 21,780 square feet on a development site.

(b) For purposes of this subsection (4), a surface parking area shall be measured around the perimeter of all surface parking spaces and include drive aisles, maneuvering areas, required interior parking area landscaping, required curbs, and any driveways that provide direct access to parking spaces. Pedestrian paths and walkways, stormwater detention facilities that are not part of required interior parking area landscaping, and marked pedestrian crossings may be excluded from the surface parking area measurement.

(c) The requirements of this subsection (4) do not apply to structured parking, loading areas, or any surface parking area in existence as of XXXX XX, 20XX [Effective Date of Ordinance].

(d) A development that includes surface parking area of more than 21,780 square feet on a development site must comply with one of the following:

1. Solar panels. Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space. Panels may be located anywhere on the development site.

2. Public building. A development that includes a public building as defined in OAR 330-135-0020 may comply with the requirements of Chapter 330, Division 135 of the Oregon Administrative Rules

3. Tree canopy plan. To comply with this requirement, a tree canopy plan must be provided at the time of development. The tree canopy plan must be signed by a licensed landscape architect or certified arborist and demonstrate the following:

a. A tree canopy covering at least 40 percent of the surface parking area will be achieved no more than 15 years after planting.

b. Tree species must be selected from the list of tree species adopted by the City Manager pursuant to EC 7.280 and EC 2.019, or the plant materials list adopted by the City Manager pursuant to EC 9.6207 and EC 2.019.

c. Development of a tree canopy plan must be done in coordination with the local electric utility provider. To demonstrate compliance with this requirement, documentation from the local electric utility provider and an Oregon licensed landscape architect or certified arborist must be provided at the time of development documenting how the developer will coordinate with the local electric utility provider during pre-design, design, building, and maintenance phases of the development.

e. Tree Canopy Calculation Requirements:

1. Calculations used to determine canopy coverage must be measured using a plan view of the tree canopy plan and must be based on the expected diameter of the tree crown at 15 years.

2. Existing trees to be preserved may be counted utilizing their canopy diameter at the time of submission of the tree canopy plan.

(e) Driveways. The following standards apply to new driveways:

1. In lieu of canopy trees required for landscaping requirements at EC 9.6205, trees must be provided along driveways at a spacing that will achieve a continuous canopy within 15 years after planting. Tree species must be selected from the list of tree species adopted by the City Manager pursuant to EC 7.280 and EC 2.019, or the plant materials list adopted by the City Manager pursuant to EC 9.6207 and EC 2.019. When trees of different size categories are planted next to each other the lesser of the two spacing requirements shall apply unless documentation from an Oregon licensed landscape architect or certified arborist is provided that states that an alternative spacing will achieve a closed canopy within 15 years after planting.

2. Street-like Design Features. Driveways must include curbs and pedestrian facilities that prioritize a pedestrian environment by meeting the following standards:

a. Except where interrupted by drive aisles or other driveways, parking area driveway entrances shall include a landscape strip at least 7 feet in width along the full length of the driveway. Driveway landscape strips shall be landscaped according to the standards in EC 9.6210(2) Low Screen Landscape Standard (L-2) except the required trees must be provided in accordance with EC 9.6420(4)(d)3. The width of a driveway landscape strip shall be measured from the outside edges of the curbs.

b. On-site pedestrian paths, a minimum of 5 feet in width, are required on at least one side along the entire length of the driveway. Required on-site pedestrian paths shall provide a connection between a public way and a main building entrance or an internal on-site pedestrian path that complies with the requirements of EC 9.6730. On-site pedestrian paths shall be constructed of concrete, a comparable hard surface material, or any pervious surface that complies with the Americans with Disabilities Act.

c. Pedestrian paths that cross vehicle use areas must be raised to curb height or constructed with a contrasting paving material to indicate a pedestrian crossing area. Striping alone is not allowed.

(f) *Planting and Tree Care Standards.* In addition to the requirements at EC 9.6220 and 9.6225, the following requirements apply to trees required by this subsection (4).

1. At the time of planting, trees used to comply with the requirements of this subsection (4) must be fully branched and must be at least 6 feet in height or have a minimum trunk diameter of 2 inches.

2. Ongoing maintenance of trees required by this subsection (4) is the responsibility of the property owner.

3. Tree planting and maintenance must meet or exceed the 2021 American National Standards Institute A300 standards.

4. Any trees used to comply with this standard shall be replaced at a ratio of 1:1 within one calendar year of removal.

~~(4)~~(5) *Lighting.* Parking area lights shall conform with the standards in EC 9.6725 Outdoor Lighting Standards.

~~(5)~~(6) *Loading and Service Drives.*

(a) When 3 or more parking spaces or ~~a 1 or more~~ 1 loading ~~spaces~~ Area are provided on a development site, except those provided in conjunction with a single-unit dwelling or middle housing on a single lot and those located along alleys, they all shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide safety for traffic ingress and egress, and safety of pedestrian and vehicular traffic on the site. In no case shall two-way and one-way driveways be less than 20 feet wide and 12 feet wide respectively. ~~Up to 2 existing parking spaces serving an existing single-unit dwelling or duplex are not included in the total number of spaces at the time of redevelopment, if the existing spaces are in a different location than new parking spaces and the single-unit dwelling or duplex will remain on the development site.~~

(b) No service drive is required for parking spaces located along alleys.

~~(6)~~(7) *Surfacing and Bumpers.*

(a) All parking areas that contain 3 or more parking spaces, access aisles, service drives, or loading areas on a development site, except those in conjunction with single-unit or duplex residences, shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement concrete or other approved materials. Other approved materials may include pervious paving materials.

(b) Areas on a development site used for the outdoor sale of vehicles are required to be paved, except for areas used for the sales or storage of tracked heavy equipment, mobile homes, or manufactured homes. A paved access aisle a minimum of 12 feet in width is required adjacent to all unpaved long-term vehicle storage spaces.

(c) All parking areas that contain 3 or more parking spaces on a development site or have outdoor vehicle sales, except those required in conjunction with a single-unit or duplex dwelling, shall provide a substantial bumper at least 2 feet from the protected area that will prevent vehicles from encroachment on abutting property or into required landscape beds or required pedestrian paths.

(8) Electric Vehicle Charging.

(a) The requirements of this subsection (8) apply to:

1. New multi-use dwellings; and

2. New mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units.

(b) The developments described in subparagraph (a) of this subsection (8), shall include electrical service capacity as defined in ORS 455.417 to support electrical vehicle charging for 40 percent of all parking spaces on the development site.

(c) Electric Vehicle Charging stations and ancillary equipment are permitted within required parking landscaping areas. If Electric Vehicle Charging stations and/or ancillary equipment are located within required parking area landscaping areas, the stations and/or equipment, when viewed from above, shall not constitute more than 10 percent of the total area of required parking area landscaping.

(d) Electric Vehicle Charging stations and ancillary equipment are permitted within required setbacks if the height of the charging station and/or ancillary equipment is no more than 42 inches.

(e) Any signage associated with Electric Vehicle Charging shall comply with the Sign Standards beginning at EC 9.6600.

(9) Parking Areas for Large Developments.

For new developments that include more than 65,000 square feet of floor area, the total surface parking area may not be greater than the floor area of the building. The "total surface parking area" for a development subject to the requirements of this subsection (9) shall be measured around the perimeter of all new surface parking spaces and include drive aisles, maneuvering areas, required interior parking area landscaping, required curbs, and any driveways that provide direct access to parking spaces. Pedestrian paths and walkways, stormwater detention facilities that are not part of required interior parking area landscaping, and marked pedestrian crossings may be excluded from the surface parking area measurement.

Section 31. Section 9.6430 of the Eugene Code, 1971, is amended to provide as follows:

9.6430 Shared Off-Street Parking.

When 2 or more uses share common parking facilities, the ~~total~~maximum number of allowed parking spaces ~~required~~ shall be the sum of all the spaces required~~allotted~~ for those uses

individually. ~~unless a reduction is allowed under EC 9.6410(3)(a), or an adjustment is authorized pursuant to the criteria of EC 9.8030(10)(c) of this land use code.~~

Section 32. Subsection (6) of Section 9.6435 of the Eugene Code, 1971, is amended to provide as follows:

9.6435 Special Event Permanent Parking Facilities.

(6) *Minimum Number of Trees.* Trees shall be provided on the development site in the amounts described in EC 9.6420(~~3~~)(b), but need not be evenly distributed throughout the parking area.

Section 33. Section 9.6440 of the Eugene Code, 1971, is amended to provide as follows:

9.6440 Adjustments to Motor Vehicle Parking and Loading Standards.

Adjustments may be made to the standards in EC 9.6410(~~2~~), 9.6415, 9.6420(3), and through 9.6435 if consistent with the criteria in EC 9.8030(10) Motor Vehicle Parking and Loading Standards Adjustments of this land use code.

Section 34. Subsection (2)(d) of Section 9.6794 of the Eugene Code, 1971, is amended to provide as follows:

9.6794 Stormwater – Oil Control

(1) *Purpose.* The purpose of EC 9.6794 is to protect the city's stormwater system from oil and grease from stormwater runoff of impervious surface areas on properties that produce high concentrations of these pollutants.

(2) *Applicability.* Oil control standards set forth in EC 9.6794(3) apply to:

(a) All new commercial and employment and industrial development with parking lots that store wrecked or impounded vehicles; or

(b) Any development that would result in an expected daily traffic count greater than one hundred vehicles per 1,000 square feet of gross building area, based on the most recent version of The Institute of Transportation Engineers' Trip Generation Manual; or

(c) Any development that would result in 100 or more off-street parking spaces; or

(d) Any commercial or employment and industrial development that receives an adjustment approving the installation ~~of 125 percent or more of~~ more than the minimum maximum off-street parking spaces ~~required-allowed~~ by EC 9.6410(~~3~~2), ~~Minimum-Maximum~~ Number of ~~Required~~ Off-Street Parking Spaces and that adjustment will result in, at least, a total of 10 parking spaces.

Section 35. Subsection (4) of Section 9.6810 of the Eugene Code, 1971, is amended to provide as follows:

9.6810 Block Length.

(4) Block length may be adjusted in accordance with EC 9.8030(~~2938~~) for applications proposing housing to be reviewed with clear and objective approval criteria.

Section 36. Subsection (2)(i) of Section 9.6815 of the Eugene Code, 1971, is amended to provide as follows:

9.6815 Connectivity for Streets.

(2) *Street Connectivity Standards.*

(i) Street connectivity standards may be adjusted in accordance with EC 9.8030(~~2938~~) for applications proposing housing to be reviewed with clear and objective approval criteria.

Section 37. Subsection (6) of Section 9.6820 of the Eugene Code, 1971, is amended to provide as follows:

9.6820 Cul-de-Sacs or Emergency Vehicle Turnarounds.

(6) Cul-de-sacs or emergency vehicle turnarounds standards may be adjusted in accordance with EC 9.8030(~~2938~~) for applications proposing housing to be reviewed with clear and objective approval criteria.

Section 38. Section 9.8030 of the Eugene Code, 1971, is amended by amending subsection (10)(a); deleting subsections (10)(a)1. through (10)(a)4.; adding new subsections (10)(a)1. through (10)(a)3.; deleting subsection (10)(d); renumbering subsection (10)(e) as (10)(d); amending subsection (29); and deleting subsection (38) as follows:

9.8030 Adjustment Review – Approval Criteria.

The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

(10) *Motor Vehicle Parking and Loading Standards Adjustment.* Where this land use code provides that the motor vehicle parking standards may be adjusted, the standards may be adjusted upon finding the applicable corresponding criteria are met.

(a) Maximum Number of ~~Required~~ Off-Street Parking Spaces. Except within a /TD Overlay Zone, an adjustment that approves installation up to 120 percent of the maximum spaces permitted by EC 9.6410(2), Maximum Number of Off-Street Parking Spaces, may be allowed, if all of the following criteria are met: ~~Adjustments may be made to the required number of off-street parking space provisions of EC 9.6410 based on the following criteria:~~

1. Additional parking is necessary to meet the parking demand for a specific use as demonstrated by a parking- traffic study prepared by a traffic engineer.

2. At least 60 percent of the parking lot is allocated and striped for compact cars; or the tree canopy coverage of all surface area parking, as calculated at EC 9.6420(4)(a)2, is equal to or greater than 50% and meets the requirements of EC 9.6420(4)(a)2.

3. A proposed Transportation Demand Management (TDM) Program has been approved by the city that contains strategies for reducing vehicle use and parking demand generated by the development and establishes benchmarks by which the program's effectiveness will be measured annually.

~~1. Except as provided in subsection (a)2., below, the minimum required off-street parking spaces may be reduced by up to 50 percent when the applicant for a development can demonstrate, in a parking-traffic study prepared by a traffic engineer, that both of the following conditions exist:~~

~~a. The use of alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum city parking requirements.~~

~~b. A proposed Transportation Demand Management (TDM) Program has been approved by the city that contains strategies for reducing vehicle use and parking demand generated by the development and establishes benchmarks by which the program's effectiveness will be measured annually. The city may waive the preparation of a TDM plan if the requirement set forth in EC 9.8030(10)(a)1.a. can otherwise be satisfied.~~

~~2. Within the S-DR zone, the minimum required off-street parking spaces may be reduced by up to 35 percent when the applicant for a development can demonstrate that, in a parking-traffic study prepared by a transportation engineer, that the following conditions exist:~~

~~a. Market conditions, use of alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum city parking requirements.~~

~~b. A proposed Transportation Demand Management (TDM) Program has been approved by the city that contains strategies for reducing vehicle use and parking demand generated by the development and establishes benchmarks by which the program's effectiveness will be measured annually. The city may waive the preparation of a TDM plan if the requirement set forth in EC 9.8030(10)(a)2.a. can otherwise be satisfied.~~

~~3. In the case of an existing use proposing to provide a transit stop and related amenities such as a public plaza, pedestrian sitting areas, transit supportive development, and additional landscaping, the number of required off-street parking spaces may be reduced by up to 10 percent.~~

~~4. Except within a /TD overlay zone, an adjustment that approves installation up to 150 percent of the minimum spaces required by EC 9.6410(3), Minimum Number of Required Off-Street Parking Spaces, may be allowed, if all of the following are met:~~

- ~~a. Additional parking is necessary to meet the parking demand for a specific use.~~
- ~~b. Shared use of parking is not available or adequate to meet the demand.~~
- ~~c. At least 60 percent of the parking lot is allocated and striped for compact cars.~~
- ~~d. An employee-based Transportation Demand Management Program has been approved by the city, and annual reports thereon are subsequently provided to the city.~~

~~(d) Shared Off-Street Parking. The shared off-street parking space requirements of EC 9.6430 may be adjusted as follows:~~

~~1. Joint Use at Different Times. The joint use of required facilities at different times may be allowed provided all of the following exist:~~

- ~~a. The applicant shows there will be no substantial conflict in the principal operating hours of the buildings or uses for which the joint parking use is proposed.~~
- ~~b. The parking facility will be within 1/4 mile or 1,320 feet of buildings or uses it will serve.~~
- ~~c. The parties involved in the joint parking facility agree to the joint use arrangement in a legal document approved by the city attorney.~~
- ~~d. The legal document is recorded in the office of the Lane County recorder and a copy filed with the city's Building and Permit Services Division.~~

~~2. Joint Use Simultaneously. The simultaneous joint use of required facilities may be allowed provided all of the following exist:~~

- ~~a. No more than 2 uses under separate ownership or occupancy shall be involved.~~

~~b. The uses will occur on the same development site.~~

~~c. It can be reasonably anticipated that a number of customers or clients will be served by both uses while on the development site.~~

~~The determination of the number of required off-street parking spaces under 1. or 2. of this subsection shall be based on a review of Table 9.6410 Required Off-Street Motor Vehicle Parking, operating characteristics and the conditions noted above.~~

~~(de) Special Event Permanent Parking Facilities.~~ The standards of EC 9.6435 for permanent parking facilities for special events may be adjusted provided the proposal results in the development of attractive, safe, and efficient special event parking areas.

~~(29) S-WS Walnut Station Special Area Zone Off-Street Parking Spaces Adjustment.~~ An adjustment allowing a 25 percent reduction in the minimum required off-street parking spaces pursuant to EC 9.3970(4)(a), if the applicant demonstrates that a proposed Transportation Demand Management (TDM) Program approved by the city contains strategies for reducing vehicle use and parking demand generated by the development and establishes benchmarks by which the program's effectiveness will be measured annually. Street Standards Adjustment. Where this land use code provides that street standards may be adjusted, the standards may be adjusted upon a demonstration by the applicant that the requested adjustment is consistent with the following:

(a) The applicant has submitted a report prepared by an Oregon licensed civil engineer that demonstrates it is not technically or financially feasible to construct the street in accordance with adopted plans and policies, and the adopted "Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways, and Accessways."

(b) The adjustment is necessary due to at least one of the following conditions:

1. Existing on-site or off-site geologic or topographic conditions, or existing wetlands designated for protection by the City of Eugene; or

2. Existing development on lands abutting the development site.

~~(38) Street Standards Adjustment.~~ ~~Where this land use code provides that street standards may be adjusted, the standards may be adjusted upon a demonstration by the applicant that the requested adjustment is consistent with the following:~~

~~(a) The applicant has submitted a report prepared by an Oregon licensed civil engineer that demonstrates it is not technically or financially feasible to construct the street in accordance with adopted plans and policies, and the adopted "Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways, and Accessways."~~

~~(b) The adjustment is necessary due to at least one of the following conditions:~~

~~1. Existing on-site or off-site geologic or topographic conditions, or existing wetlands designated for protection by the City of Eugene; or~~

~~2. Existing development on lands abutting the development site.~~

Section 39. Section 9.8615 of the Eugene Code, 1971, is amended by deleting subsection (3) and renumbering subsections (4) through (16) to provide as follows:

9.8615 Temporary Manufactured Dwelling Hardship Permit Approval Criteria.

A temporary manufactured dwelling hardship permit shall be granted if all of the following are met:

~~(3) An on-site parking space in addition to that required for the primary dwelling unit must be provided if the resident of the temporary manufactured dwelling owns or operates a vehicle.~~

~~(4)~~(3) The temporary manufactured dwelling is limited to a single-wide manufactured dwelling with no more than two bedrooms.

~~(5)~~(4) The temporary manufactured dwelling must be set back a minimum of 10 feet from the primary dwelling and all interior property lines.

~~(6)~~(5) The temporary manufactured dwelling must be located to the rear of the primary dwelling unit (except on corner lots).

~~(7)~~(6) A pedestrian and vehicular access drive to the temporary manufactured dwelling (capable of supporting the weight of emergency vehicles) shall be maintained for the purposes of emergency access and future removal of the manufactured dwelling.

~~(8)~~(7) The placement of the temporary manufactured dwelling shall not require a permanent foundation, filling, or grading.

~~(9)~~(8) The temporary manufactured dwelling must be screened from abutting properties with a 75 percent opaque site-obscuring fence, wall, or vegetation 6 feet in height. This requirement can be met by existing or new materials.

~~(10)~~(9) The temporary manufactured dwelling must be equipped with skirting that in design, color, and texture appears to be an integral part of the adjacent exterior wall of the manufactured dwelling.

~~(11)~~(10) The temporary manufactured dwelling must be connected to an on-site sewer system serving an existing dwelling on the same lot.

~~(12)~~(11) Construction and installation of plumbing, gas, piping, electrical equipment, wiring, tie-downs, over-the-top ties, and skirting must comply with all applicable federal, state and local rules and regulations.

~~(13)~~(12) Temporary manufactured dwellings must comply with the solar access setback standards with respect to structures on adjacent lots.

~~(14)~~(13) The temporary manufactured dwelling must comply with all applicable federal, state, and local special flood hazard area rules and regulations.

~~(15)~~(14) Within 60 days of the date that the hardship for which a temporary manufactured dwelling hardship permit has been issued ceases, the temporary manufactured dwelling must be disconnected from the sewer system and all utilities, and removed from the lot.

~~(16)~~(15) The temporary manufactured dwelling must be a manufactured home or a mobile home as defined in section 9.0500.

Section 40. Section 9.9500 of the Eugene Code, 1971, is amended to provide as follows:

9.9500 Adopted Plan Policies.

(1) The adopted plan policies set forth in the sections beginning at EC 9.9500 shall be used when applicable for purposes of evaluating applicable adopted plan policies pertaining to subdivisions, partitions, and site review.

~~(2) However, i~~n accordance with Metro Plan Policy A.9, a maximum residential density established by an adopted plan policy set forth in EC 9.9500 through EC 9.9710 may not be applied to an application proposing middle housing. For purposes of this section, a maximum residential density includes but is not limited to, a minimum lot size requirement, a limit on the number of dwelling units per acre, or another similar regulation that has the effect of limiting residential density.

(3) References to “adequate” or “sufficient” off-street parking in an adopted plan policy set forth in EC 9.9500 through EC 9.9710 means the amount of off-street parking as determined by the property owner or developer consistent with he requirements of this code and applicable state law.

Section 41. Notwithstanding the provisions of any uncodified ordinance or final land use decision establishing an H-Historic District or an S-H Historic Special Area Zone, minimum off-street parking requirements are not applicable to properties located within an H-Historic District or an S-H Historic Special Area Zone.

Section 42. The findings set forth in Exhibit C attached to this Ordinance are adopted as findings in support of this Ordinance.

Section 43. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction,

such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof. Further, if this Ordinance is remanded by to the City Council for further action by the Oregon Land Use Board of Appeals, those sections, subsections, sentences, clauses, phrases, or portions that do not require actions on remand shall be deemed separate, distinct, and independent provisions and such remand shall not affect their validity or effect.

Section 44. This Ordinance shall take effect pursuant to Section 32 of the Eugene Charter 2002, or on December 31, 2023, whichever is later.

Passed by the City Council this
___ day of _____, 2023

Approved by the Mayor this
___ day of _____, 2023

City Recorder

Mayor

Tandem Parking on Alleys Figure 9.6410 (1)(b)

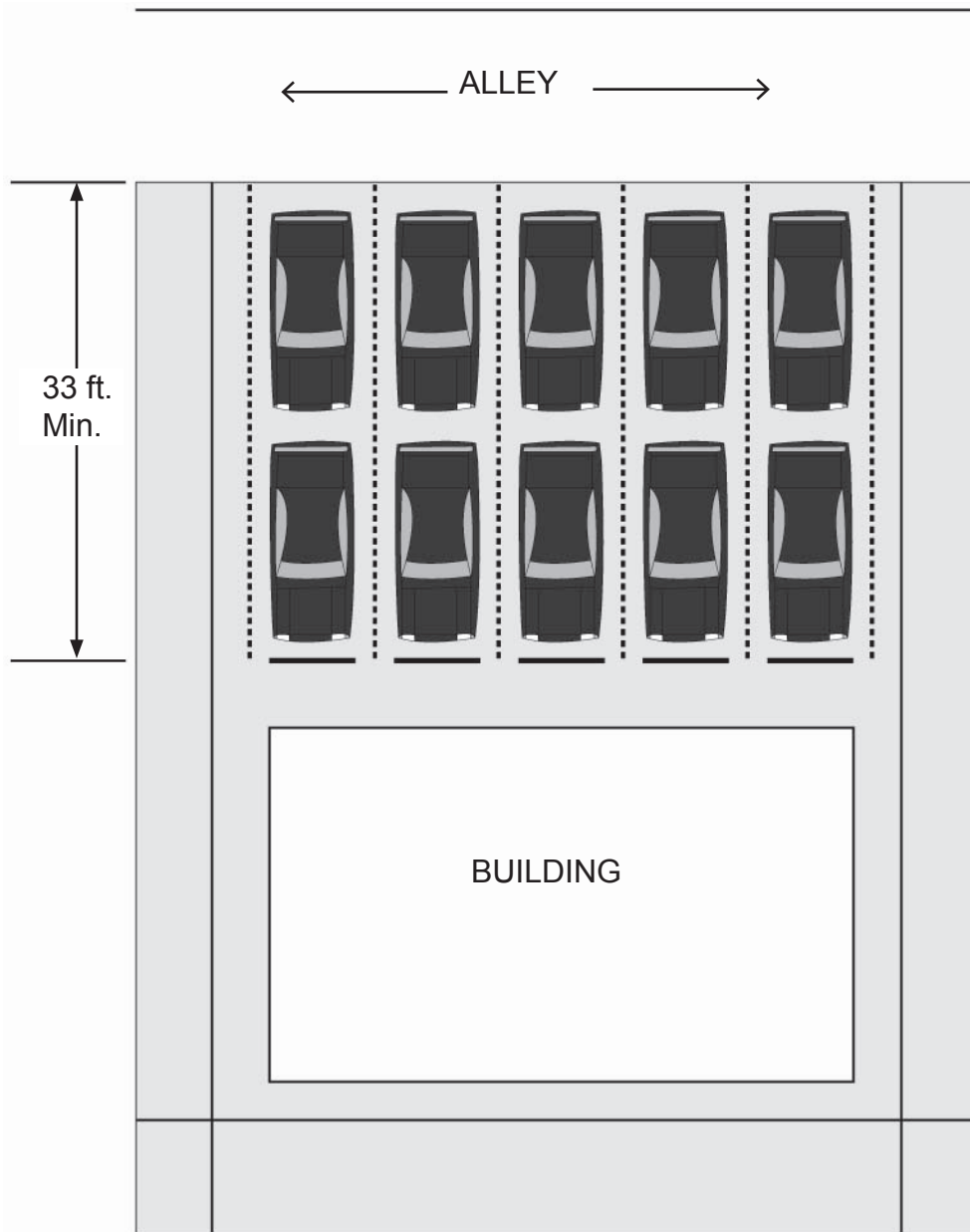
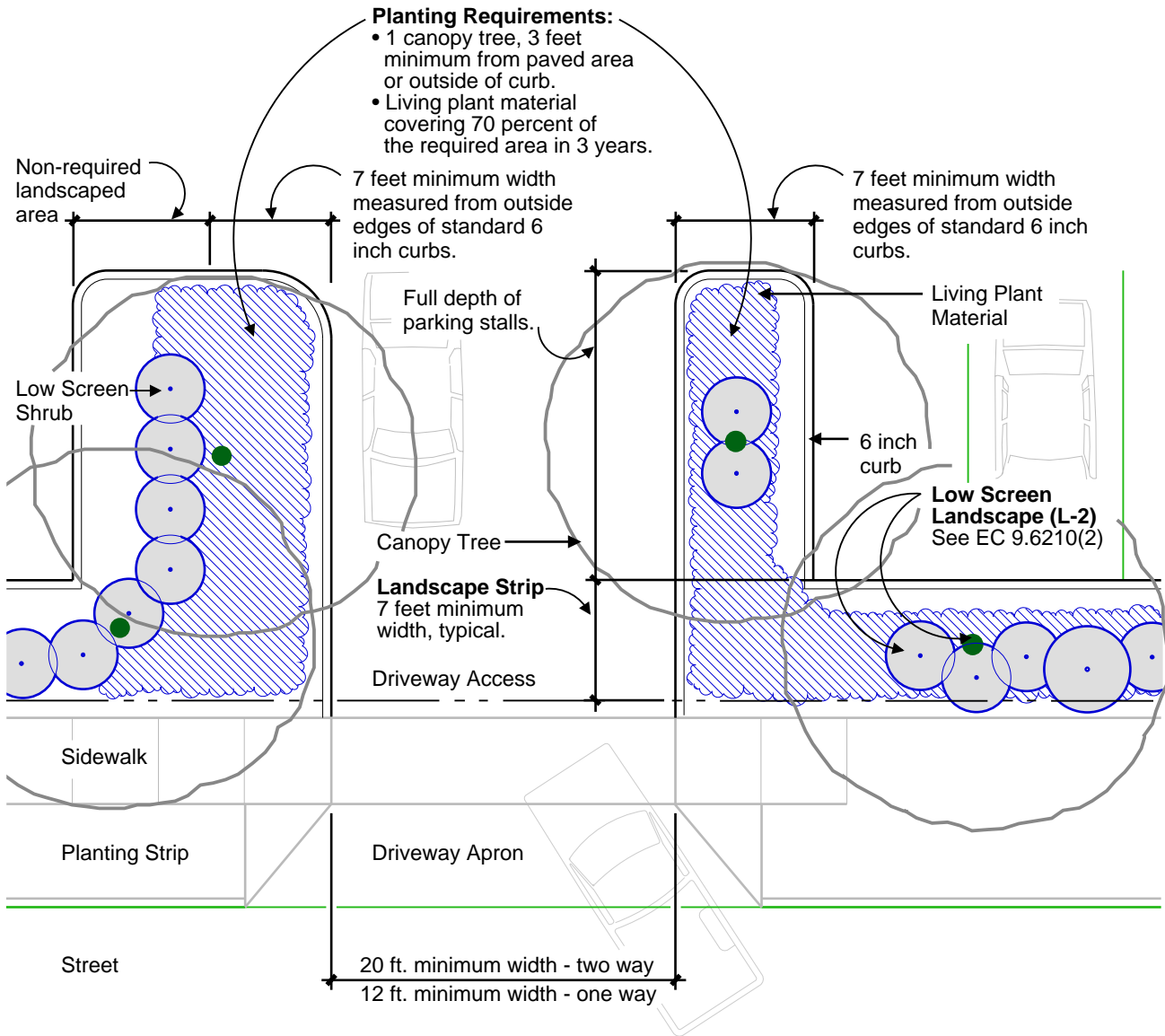


Figure 9.6420(3)(c)2

Parking Area Landscaping Along a Driveway Entrance



City of Eugene

Climate-Friendly & Equitable Communities Parking Reform Land Use Code Amendments (CA 23-1)

LEGISLATIVE FINDINGS

Introduction/Overview

The Climate-Friendly & Equitable Communities (CFEC) Parking Reform Land Use Code Amendment project is intended to update Eugene's land use code to comply with the State of Oregon's CFEC rules regarding off-street parking regulations and requirements.

In March 2020, Governor Kate Brown issued an Executive Order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities. The Executive Order articulates that it is intended to help advance the state's adopted goal of reducing greenhouse gas emissions 75 percent below 1990 levels by 2050, while also increasing participation and engagement opportunities for underserved communities that have historically experienced discrimination and racism in land use and transportation planning policies and decisions throughout the state. In response, the Oregon Land Conservation and Development Commission adopted the CFEC administrative rules, located in Chapter 660, division 12 of the Oregon Administrative Rules, that articulate required changes to local transportation and housing planning systems.

CFEC Parking Reform Land Use Code Amendments (CA 23-1):

The proposed changes to the City's land use code ("CFEC Parking Reform Land Use Code Amendments" or "the amendments") will eliminate minimum off-street parking requirements City-wide, require the installation of canopy trees or solar charging panels for large parking areas, impose off-street parking maximums in certain circumstances, and require installation of electric vehicle charging conduit for 40% of off-street parking spaces in multi-unit and mixed-use developments that include five or more dwelling units. The amendments also include other changes as needed to implement the CFEC Rules and to clarify definitions and development standards for off-street parking areas.

CFEC Parking Reform Land Use Code Amendment Findings

Eugene Code (EC) Section 9.8065 sets out the following approval criteria (in ***bold and italic***) for a land use code amendment.

EC 9.8065(1) The amendment is consistent with applicable statewide planning goals adopted by the Land Conservation and Development Commission.

Based on the findings under each of the Statewide Planning Goals 1 through 19 below, the amendments are consistent with the goals and this criterion is satisfied.

Statewide Planning Goals

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The City's acknowledged procedures for adoption of legislative land use decisions, located in EC 9.7050 and 9.7500 through 9.7560, ensure the opportunity for community members to be involved in all phases of the legislative land use decision process and set out the requirements for such involvement. The CFEC Parking Reform Land Use Code Amendments ("the amendments") do not amend or change the City's adopted citizen involvement program. The process for adoption of the CFEC Parking Reform Land Use Code Amendments complies with Goal 1 because it is consistent with the City's acknowledged procedures for legislative land use decisions.

In addition to compliance with the City's acknowledged legislative land use decision procedures, the City also conducted significant public involvement related to the amendments. To provide more opportunities for meaningful and inclusive public engagement than would have been achievable under the original parking reform adoption deadline of June 30, 2023, staff applied for and received a six-month timeline extension from the Oregon Department of Land Conservation and Development (DLCD). The new DLCD-approved December 31, 2023, deadline for compliance specifically provided for additional time for public engagement. As noted in the City's timeline extension request, the focus of the outreach was intended to be on centering the voices of underserved populations and distributing information about the City's options for compliance with the CFEC Rules broadly across the community.

To that end, from March through May of 2023, the City hosted nine individual stakeholder interviews, facilitated small group conversations with 62 participants, facilitated discussions with people at two tabling events attended by 180+ participants, hosted a virtual information session with 18 participants, and collected 437 online survey responses. Public engagement included proactive outreach to Black, Indigenous, and other communities of color, the LGBTQ+ community, Spanish speaking residents, people experiencing disabilities, neighborhood groups, and groups affiliated with affordable housing, transportation, environment, and development.

As discussed below, notices of the proposed Code Amendments were provided in accordance with EC 9.7520 Public Hearing Notice (Planning Commission) and EC 9.7545 Public Hearing Notice (City Council). Notice of the public hearings was provided to Eugene neighborhood organizations, the Oregon Department of Land Conservation and Development, Lane County, the City of Springfield, and other community groups and interested parties who have requested notice. Notice of the public hearings was also published in the Register Guard according to Eugene Code requirements.

In addition to the required noticing, information about the project, including the public hearing process, was published on the project website and was highlighted in the June edition of the EUG Planning Newsletter, an e-newsletter which is sent to nearly 18,000 subscribers, and News to Build On, the Building and Permit Services e-newsletter that goes out to over 900 subscribers. Additionally, informational emails and courtesy hearings notices were sent out to stakeholders and community members who participated

in the public engagement process, including those who attended the public webinar, partners roundtables, stakeholder interviews, ADA focus group and the BIPOC/LGBTQ+ event.

On May 23, 2023, the City provided notice of the proposed CFEC Parking Reform Land Use Code Amendments to DLCDC. A public hearing conducted by the Planning Commission was held on June 11, 2022. Notice of the public hearing was sent in accordance with Type V notice procedures referenced above, on May 23, 2023. Following deliberations, the Planning Commission voted to recommend that the City Council approve the CFEC Parking Reform Code Amendments on August 1, 2023.

These processes afforded ample opportunity for citizen involvement consistent with Goal 1. Therefore, the amendments are consistent with Statewide Planning Goal 1.

Goal 2 - Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Eugene's land use code specifies the formal adoption procedures and approval criteria that were used in considering the CFEC Parking Reform Land Use Code Amendments. These findings and the record show that there is an adequate factual basis for the Code Amendments. The Goal 2 coordination requirement is met when the City engages in an exchange, or invites such an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of citizens.

To comply with the Goal 2 coordination requirement, the City engaged in an exchange about the subject of these amendments with affected governmental units. Specifically, the City provided notice of the proposed action and opportunity to comment to the Oregon Department of Land Conservation and Development (DLCDC), Lane County, and the City of Springfield. There are no exceptions to Statewide Planning Goal 2 required for the CFEC Parking Reform Code Amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

Goal 3 - Agricultural Land: To preserve and maintain agricultural lands.

The CFEC Parking Reform Land Use Code Amendments will only affect properties located within the City of Eugene and therefore do not affect any lands designated by the comprehensive plan for agricultural use. To the extent that there are properties within the City currently zoned for agricultural use, the code amendments do not force a discontinuance of agricultural practices. For these reasons, the amendments are consistent with Statewide Planning Goal 3.

Goal 4 - Forest Land: To conserve forest lands.

The CFEC Parking Reform Land Use Code Amendments will only affect properties located within the City of Eugene and therefore do not affect any lands designated by the comprehensive plan for forest use. The amendments are therefore consistent with Statewide Planning Goal 4.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.

ORAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

These CFEC Parking Reform Land Use Code Amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site and do not amend the acknowledged urban growth boundary. Therefore, the proposed amendments are consistent with Statewide Planning Goal 5.

Goal 6 - Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water, and land resources of the state.

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water, and land from impacts from those discharges. The CFEC Parking Reform Land Use Code Amendments do not affect the City's ability to provide for clean air, water or land resources. Additionally, the amendments are required by and implement the CFEC Rules which are intended to reduce greenhouse gases, which will help maintain and improve air quality. Therefore, the amendments are consistent with Statewide Planning Goal 6.

Goal 7 - Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, wildfires and earthquakes and related hazards. The CFEC Parking Reform Land Use Code Amendments do not make changes to policies or regulations that protect people and property from natural hazards. Therefore, the amendments are consistent with Statewide Planning Goal 7.

Goal 8 - Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Goal 8 ensures that recreational facilities are provided to Oregon citizens and is primarily concerned with the provision of recreational facilities in non-urban areas of the state. The CFEC Parking Reform Land Use Code Amendments do not affect the City's provisions for, or citizen's access to, recreation areas, facilities,

or recreational opportunities. Therefore, the amendments are consistent with Statewide Planning Goal 8.

Goal 9 - Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Goal 9 requires cities to evaluate the supply and demand of commercial land relative to community economic objectives. The CFEC Parking Reform Land Use Code Amendments, which will apply only within the City, will not rezone or re-designate any properties, and do not impact the supply of industrial or commercial lands. In addition, by eliminating off-street parking requirements, the amendments allow owners of commercially and industrially zoned property to dedicate more of their property to commercial and industrial facilities as opposed to surface parking. Therefore, the amendments are consistent with Statewide Planning Goal 9.

Goal 10 - Housing: To provide for the housing needs of the citizens of the state.

Goal 10 requires the City to provide an adequate supply of buildable land to accommodate the City's estimated housing needs for a 20-year planning period. The *Envision Eugene Residential Land Supply Study (2012-2032)* was adopted by the City of Eugene in 2017 as a refinement of the *Envision Eugene Comprehensive Plan* and complies with the requirements of Goal 10 and Chapter 660, Division 008 of the Oregon Administrative Rules.

The *Envision Eugene Residential Land Supply Study* includes an inventory of buildable lands for residential use. According to the Residential Land Supply Study, there is sufficient buildable residential land to meet the identified land need. The CFEC Parking Reform Land Use Code Amendments do not impact the City's supply of residential buildable land. No land is being re-designated from a residential use to a non-residential use, and the amendments do not otherwise diminish the amount of land available for residential use.

Goal 10 also requires the City to conduct a Housing Needs Analysis (HNA) to assess whether the City's estimated housing needs for a 20-year planning period can be satisfied. The *Envision Eugene Residential Land Supply Study* includes an HNA that forecasts that Eugene's population will increase by 33,778 people between 2012 and 2032. Based on the HNA analysis, Eugene will need 15,105 dwellings to accommodate this growth.

The CFEC Parking Reform Land Use Code Amendments do not impact the City's supply of residential buildable land. The Code Amendments do not include any amendments to plan designations, existing zoning, or the City's adopted buildable lands inventory. No land is being rezoned or re-designated from a residential use to a non-residential use, and the code amendments do not otherwise diminish the amount of land available for residential use. Rather, the CFEC Parking Reform Land Use Code Amendments are intended to reduce barriers to the development of housing by removing requirements to provide a minimum number of off-street parking spaces. In addition, by eliminating off-street parking requirements, the amendments allow owners of residentially zoned property to potentially dedicate more of their property to units of housing as opposed to surface parking.

For all the reasons outlined above, the amendments are consistent with Statewide Planning Goal 10.

Goal 11 - Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The CFEC Parking Reform Land Use Code Amendments do not affect the planning or development of future public facilities or services. The code amendments do not make changes to the City's provision of public facilities and services or to the currently adopted Eugene/Springfield Public Facilities and Services Plan (PFSP). Consistent with the PFSP, the City will continue to plan and develop public facilities to support the land uses designated in the City's acknowledged comprehensive plan. The amendments do not change the allowed uses or densities for any properties within the City and therefore the amendments will not result in an increase in demand on the City's public facilities and services. By removing off-street parking requirements, the amendments may allow more units of housing or additional commercial or industrial facilities to be developed on properties zoned and designated for those uses; however, the additional development must still comply with the property's allowed density and all other applicable development standards. Therefore, the amendments are consistent with Statewide Planning Goal 11.

Goal 12- Transportation: To provide and encourage a safe, convenient and economic transportation system.

Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR Chapter 660, Division 12. Eugene's 2035 Transportation System Plan provides the policy framework through which the TPR is implemented at the local level. The TPR includes the following requirements at OAR 660-012-0060:

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant*

effect of the amendment.

- (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or,*
- (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

The TPR requires that land use changes that would significantly affect a transportation facility provide mitigation measures to address the anticipated impacts. The CFEC Parking Reform Land Use Code Amendments will not significantly affect a planned or existing transportation facility, and no changes to existing, adopted land use designations or zoning of properties are proposed. The amendments will not change the functional classification of an existing or planned transportation facility, nor change any standards implementing a functional classification system. Further, because the amendments do not alter or affect the land uses allowed, the amendments will not result in levels of travel or access which are inconsistent with the functional classification of an existing or planned transportation facility or degrade the performance standards of an existing or planned transportation facility so that it will not meet the performance standards identified in the City's adopted transportation system plan.

The CFEC Rules also include specific requirements under the TPR for off-street parking reforms. The following findings address those specific requirements under OAR 660-012-0012 in more detail with respect to the CFEC Parking Reform Land Use Code Amendments.

OAR 660-012-0012(4)(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."

OAR 660-012-0012(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."

The City of Eugene applied for and received approval for an alternative date of December 31, 2023, to comply with the requirements in OAR 660-012-0012(4)(f).

OAR 660-012-0400(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."

The CFEC Parking Reform Land Use Code Amendments remove parking mandates as directed under OAR 660-012-0420, therefore the City is not required 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.

OAR 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-half acre of new 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 new parking space. 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 new 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 40 percent of the new parking lot area at maturity but no more than 15 years after planting.

(b) Developments must provide either trees along driveways or a minimum of 30 percent tree canopy coverage over parking areas. Developments are not required to provide trees along drive aisles. The tree spacing and species planted must be designed to maintain a continuous canopy, except when interrupted by driveways, drive aisles, and other site design considerations; and

(c) Developments must provide pedestrian facilities between building entrances and pedestrian facilities in the adjacent public right-of-way.

(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) and (b) the following standards shall be met. 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.

The CFEC Parking Reform Land Use Code Amendments implement the requirements in OAR 660-012-0405 by including the required parking regulation improvements, eliminating minimum off-street parking requirements City-wide, requiring the installation of canopy trees or solar charging panels for large parking areas, and by establishing off-street parking maximums City-wide.

OAR 660-012-0410(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."

The CFEC Parking Reform Land Use Code Amendments implement the requirements of ORS 445.417 for multi-unit and mixed-use developments with five or more dwelling units, by requiring that 40 percent of all vehicle parking spaces associated with those uses be serviced by electric vehicle charging conduit, in compliance with OAR 660-012-0410(3).

OAR 660-012-0415: Parking Maximums and Evaluation for 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; and

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

The CFEC Parking Reform Land Use Code Amendments comply with the requirements in OAR 660-012-0415 by setting appropriate off-street parking maximums City-wide and ensuring that land uses with more than 65,000 square feet of floor area are limited to no more surface parking area than the floor area of the buildings on site. The code amendments exempt structured parking from these calculations in accordance with the OAR 660-012-0405(1)(d).

Therefore, the CFEC Parking Reform Land Use Code Amendments are consistent with Statewide Planning Goal 12.

Goal 13 - Energy Conservation: To conserve energy.

Goal 13 provides guidance on the management of land and land uses to maximize the conservation of energy. The CFEC Parking Reform Land Use Code Amendments would eliminate minimum off-street parking requirements citywide, require the installation of tree canopy or solar panels for larger parking areas, impose off-street parking maximums in certain circumstances, and require installation of electric vehicle charging conduit for 40% of off-street parking spaces in multi-unit and mixed-use developments that include five or more dwelling units. Therefore, the amendments are consistent with Statewide Planning Goal 13.

Goal 14 - Urbanization: To provide for an orderly and efficient transition from rural to urban land use.

The CFEC Parking Reform Land Use Code Amendments are specific to land already zoned and designated for urban uses. The amendments do not affect the transition from rural to urban land uses, as all the property affected by the amendments is located within the City limits. The CFEC Parking Reform Code Amendments are therefore consistent with Statewide Planning Goal 14.

Goal 15 - Willamette River Greenway: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The CFEC Parking Reform Code Amendments do not contain any changes to the City's Willamette River Greenway regulations; therefore, Statewide Planning Goal 15 does not apply.

Goal 16 through 19 (Estuarine Resources, Coastal Shorelands, Beaches and Dunes. and Ocean Resources):

There are no coastal, ocean, estuarine, or beach and dune resources related to the lands affected by CFEC Parking Reform Land Use Code Amendments. Therefore, these goals are not relevant, and the

amendments will not affect compliance with Statewide Planning Goals 16 through 19.

EC 9.8065(2): [The amendments are] consistent with applicable provisions of the comprehensive plan and applicable adopted refinement plans.

The following findings address relevant portions of the City's comprehensive plan, specifically including adopted policies and relevant text from the *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)*, the adopted and acknowledged regional comprehensive plan, the *Envision Eugene Comprehensive Plan (Envision Eugene)*, the Eugene-specific adopted and acknowledged comprehensive plan, the *Eugene 2035 Transportation System Plan (2035 TSP)*, the transportation element of Eugene's comprehensive land use plan, and applicable adopted refinement plans.

Eugene-Springfield Metropolitan Area General Plan (Metro Plan)

The *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)* functions as a component of the City's overall comprehensive plan and addresses a variety of land use planning responsibilities that remain regional in nature between Lane County, Springfield and Eugene. To the extent that the following policies include considerations or requirements relevant to the CFEC Parking Reform Land Use Code Amendments, those policies are addressed with further findings below. As these findings demonstrate, the amendments are consistent with, and supported by, the applicable provisions of the *Metro Plan*.

Metro Plan Policies

Residential Land Use and Housing Element

A.10 Promote higher residential density inside the UGB that utilized existing infrastructure, improves the efficiency of public services and facilities, and conserves rural resource lands outside the UGB.

A.17 Provide opportunities for a full range of choice in housing type, density, size, cost, and location.

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements City-wide. Requiring that residentially zoned land be devoted to off-street parking limits options for the development and redevelopment of such parcels. Additionally, removing off-street parking requirements City-wide allows for higher density developments that utilize existing infrastructure and provides opportunities for a full range of choice in housing, density, size, cost, and location. The amendments do not change the total allowed density on any property; however, by removing off-street parking requirements, the amendments may allow for additional units of housing to be developed on a property (in the area where surface parking would previously have been required), consistent with the allowed density for the property and all other applicable development standards.

Environmental Design Element

E.3 The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping area (where feasible) and new streets and reconstruction of major arterials within the UGB.

E.8 Site planning standards developed by local jurisdictions shall allow for flexibility in design that

will achieve site planning objectives while allowing for creative solutions to design problems.

In order to comply with the CFEC Rules, the amendments include requirements to provide canopy tree coverage or solar panels for new large parking areas (more than ½ acre in size). Additionally, the removal of off-street parking requirements allows for more flexibility in design, in which may allow property owners and developers to choose to retain trees or other open areas on a site that would have previously been used to meet mandatory off-street parking requirements.

Transportation Element

F.7 Increase the use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.

The removal of off-street parking requirements will allow property owners and developers to determine the appropriate amount of off-street parking to provide based on site design, customer base, and other market demands. The City already implements parking management strategies such as metered parking, and commercial and residential parking permits. The amendments do not make changes to any of the City's parking management programs, nor do they regulate the or prohibit the creation or adoption of new parking management strategies or areas.

Based on the findings provided above, the amendments are consistent with and supported by the applicable provisions of the *Metro Plan*.

Envision Eugene Policies

Overall Economic Development Objectives

3.6 Responsible economic development. Support economic development initiatives that reflect long-term priorities, improve community resilience to climate change and natural hazards, improve energy efficiency or reduce greenhouse gas emissions, and enhance opportunities to borrow, rent, or otherwise make better use of underutilized public and private assets.

As addressed in the findings regarding Goal 9 above and incorporated herein, the CFEC Parking Reform Land Use Code Amendments support economic development by removing minimum off-street parking requirements, allowing for property owner and developers to better utilize public and private assets. As addressed in the findings regarding Goal 13, and incorporated herein, the canopy tree or solar panel requirements for new large parking areas will improve community resilience to climate change, improve energy efficiency, and reduce greenhouse gas emissions. Therefore, the amendments are consistent with and supported by the applicable *Envision Eugene* policies.

Eugene 2035 Transportation System Plan

Transit Policies

1. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.

The proposed amendments will remove minimum off-street parking requirements, which will allow for property owners and/or developers to choose to not provide off-street parking on properties within the City, including property located near public transit lines. Fewer off-street parking choices will likely incentivize community members to use public transit, therefore, the amendments are consistent with and supported by this 2035 TSP transit policy.

Pedestrian Policies

1. *Encourage walking as the most attractive mode of transportation for short trips (e.g., within one half miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.*

The proposed amendments will remove minimum off-street parking requirements, which will allow for property owners and/or developers to choose to not provide off-street parking on properties within the City, including properties located near activity centers, key corridors, or transit lines. When off-street parking is not provided, people are more likely to walk to their destination. Therefore, the amendments are consistent with and supported by this 2035 TSP pedestrian policy.

The preceding findings demonstrate that the CFEC Parking Reform Code Amendments are consistent with, and supported by, the applicable provisions of the comprehensive plan.

Applicable Refinement Plans

The following findings further demonstrate consistency of the CFEC Parking Reform Land Use Code Amendments with applicable provisions from the City's locally adopted refinement plans. Adopted refinement plans with policies that address off-street motor vehicle parking include the *Downtown Plan, Downtown Riverfront Specific Area Plan, Fairmount/University of Oregon Special Area Study, Jefferson/Far West Refinement Plan, Laurel Hill Plan, 19th Avenue and Agate Special Area Study, River Road-Santa Clara Urban Facilities Plan, Riverfront Park Study, West University Refinement Plan, Westside Neighborhood Plan, and Willakenzie Area Plan*. Each of these refinement plans are addressed in more detail below.

In accordance with the CFEC Rules, the City Council interprets references to "adequate" or "sufficient" off-street parking in any adopted refinement plan to mean "adequate" or "sufficient" off-street parking as determined by the property owner or developer consistent with the requirements of the Eugene Code, 1971 and applicable state law. Therefore, the City Council finds that a development application that is not required by the Eugene Code to include off-street parking and does not propose off-street parking is consistent with refinement plan policies requiring or referencing "adequate" or "sufficient" parking.

Downtown Plan

Building a Downtown

Policy 3. Facilitate downtown development by re-designating and rezoning underutilized properties, such as surface parking lots, to a commercial land use designation and a commercial zone such as C-2 or C-3.

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements

City-wide. Without off-street parking requirements property owners and/or developers can choose to devote space that had been used for surface parking lots to other commercial uses. Therefore, the amendments are consistent with, and supported by, this Downtown Plan policy.

Downtown Riverfront Specific Area Plan

Policies

General – *New development shall promote the vision of the Downtown Riverfront as a unique, sustainable neighborhood through the implementation of a network of public and private open space areas that include parks, green infrastructure, urban agriculture, enhanced habitat, gathering spaces, and interpretive sites.*

Urban Design – *New development shall promote an active, diverse, green, mixed-use neighborhood and strive for excellence in site and building design.*

Infrastructure – *Encourage non-vehicular transportation by accommodating multi-modal pedestrian transportation amenities and through the design of a pedestrian-friendly street network.*

Open Space – *Public and private open space areas shall be designed to emphasize connectivity, permeability, diversity, and sustainability.*

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements city-wide, and therefore allow property owners and/or developers to choose to provide more open space areas on a development site instead of the off-street parking that was previously required by the land use code. The removal of off-street parking requirements will allow for more flexibility in building and site design, which creates more opportunity and flexibility to design and build more diverse, green, mixed-use neighborhoods, more pedestrian amenities, and more permeable and sustainable open space areas. Therefore, the amendments are consistent with, and supported by, these Downtown Riverfront Specific Area Plan policies.

Fairmount/University of Oregon Special Area Study

Transportation Policies

1. *To reduce reliance on the automobile and the effect of on-street parking and automobile storage, and to encourage increased use of alternative forms of transportation through such means as:*
 - a. *maintaining and expanding a system which provides safe and pleasant areas;*
 - b. *providing a bikeway system which is safe and ties in with the rest of the City's system; and*
 - c. *providing convenient public transportation for those who live and work in the area.*

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements city-wide. Developments without off-street parking are more likely to attract users and residents who use public transportation, the bikeway system, or other non-vehicular means of transportation, therefore reducing reliance on the automobile. The amendments are consistent with this Fairmount/University of Oregon Special Area Study Transportation policy.

East Campus Area Policies

- 4. The City shall encourage the University to develop its high- and medium- density residential units with concern for adequate parking and appropriate parking solutions, regard for landscaping, and consideration of the impact on the rest of the neighborhood.*

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking *requirements*, but nothing in the amendments prevents the University from providing off-street parking. Nor do the amendments prevent the City from encouraging the University to develop its high- and medium- density residential units with concern for adequate parking and appropriate parking solutions. The amendments do not apply off-street parking maximums to structured parking which allows the University and others to utilize structured parking as a parking solution. Therefore, the amendments are consistent with this Fairmount/University of Oregon Special Area Study East Campus Area policy.

Parking Policies.

Steps shall be taken to gain better use of existing off-street parking areas and to discourage long-term storage of vehicles on the street. (Policy 1)

The adverse effects of motor vehicle parking shall be mitigated as much as possible. (Policy 3)

Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood by mitigating parking impacts on the surrounding neighborhood as directed by the City. (Policy 4)

The Council finds that the best use of off-street parking areas is not necessarily motor vehicle parking. In some cases, the best use of off-street parking areas will be another use, such as trees, landscaping, open space, or additional units of housing. The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements and therefore allow property owners and developers to gain better use of existing off-street parking areas by converting those areas into additional housing or open space, consistent with code requirements and the zoning designation of the property, if they so choose. Additionally, existing parking management strategies have been implemented within the study area to discourage long-term storage of vehicles on the street. The proposed amendments will mitigate the adverse effects of large off-street motor vehicle parking areas by requiring canopy trees or solar panels. The amendments apply City-wide, and therefore do not centralize demand for street parking in any particular area or neighborhood of the City. The amendments are therefore consistent with these Fairmount/University of Oregon Special Area Study policies.

Jefferson/Far West Refinement Plan

Land Use Element, Residential

Encourage a mixture of housing densities and types to allow a diverse population group to live within the area. (Policy 3)

The CFEC Parking Reform Land Use Code Amendments encourage a mixture of housing densities and types by removing minimum off-street parking requirements from the land use code. Minimum off-street parking space requirements often pose an obstacle for infill developments that would provide for a mixture of housing densities and types by requiring that available space be devoted to off-street parking

rather than more residential dwelling units and/or residential amenities. Therefore, the amendments are consistent with, and generally supported by, this Jefferson/Far West Refinement Plan policy.

West 11th Avenue/Garfield Street Commercial Area

The City shall encourage the consolidation of off-street parking, the reduction of access points and, therefore, turning movements, and the grouping of compatible commercial uses.

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements city-wide. As a result of the removal of off-street parking requirements, commercial uses will have more flexibility in site design, including the design of off-street parking areas allowing for the reduction of access points and turning movements. Therefore, the amendments are consistent with, and supported by, this Jefferson/Far West Refinement Plan policy.

West Low-Density Residential Area

Promote development of public and quasi-public uses in the area that will minimize conflicts with adjacent residential areas by encouraging shared use of existing parking facilities and allowing inter-agency agreements to account for parking requirements.

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements, which will allow for new developments and redevelopments to share the use of existing parking facilities. Nothing in the amendments discourages shared use of existing parking facilities or disallows inter-agency agreements regarding parking requirements. Therefore, the amendments are consistent with, and supported by, this Jefferson/Far West Refinement Plan policy.

The preceding findings demonstrate that the proposed amendments are consistent with, and generally supported by, the Jefferson/Far West Refinement Plan policies.

Laurel Hill Plan

Transportation Policies. All future construction in the Valley or East Laurel Hill shall include adequate off-street parking to accommodate not only permanent residents but a reasonable number of visitors.

As noted previously, and in accordance with the CFEC Rules, the City Council interprets “adequate off-street parking” as used in this Laurel Hill Plan policy to mean the amount of off-street parking as determined by the property owner or developer consistent with the requirements of the Eugene Code, 1971 and applicable state law. Therefore, the amendments are consistent with this Laurel Hill Plan policy.

19th and Agate Special Area Study

19th and Agate Special Area Study and Agate Commercial Area. Allow flexibility in the way required off-street parking is met for businesses in the 19th and Agate Commercial Area. (Policy 2)

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements City-wide and allow flexibility for businesses in the 19th and Agate Commercial Area to

provide off-street parking. Therefore, the amendments are consistent with, and generally supported by, this 19th and Agate Special Area Study policy.

River Road-Santa Clara Urban Facilities Plan

Residential Land Use Policies

2.0 Provide a diversity of housing types in the area. Available techniques include encouraging reinvestment and rehabilitation of existing housing stock and the use of development standards that provide for clustering or planned unit development.

Minimum off-street parking space requirements often pose an obstacle for clustered infill developments that would provide for a diversity of housing types by requiring that available space be devoted to off-street parking rather than more residential dwelling units and/or residential amenities. The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements; therefore, the amendments are consistent with, and supported by, this River Road-Santa Clara Urban Facilities Plan Residential Land Use policy.

Riverfront Park Study

Land Use. Development standards within the SD, Special Development District, applied to the Riverfront Park, shall be designed to: Recognize that proximity to alternative transportation facilities may provide opportunities to reduce parking requirements for certain industrial uses.

The amendments remove minimum off-street parking requirements City-wide and provide opportunities for property owners and developers to reduce the amount of parking provided. Therefore, the amendments are consistent with, and generally supported by this Riverfront Park Study policy.

West University Refinement Plan

Transportation & Parking Policies

- 1. The use of bicycles, mass transit, walking, carpooling, and other appropriate alternative modes of transportation, especially by employees in the plan area, shall be actively encouraged and provided for in order to reduce automobile dependence and alleviate traffic and parking problems.*
- 4. The adverse effects of motor vehicle movement and parking shall be mitigated as much as possible.*
- 6. Steps shall be taken to gain better usage of existing off-street parking facilities in the plan area.*

The CFEC Parking Reform Land Use Code Amendments remove minimum off-street parking requirements city-wide. Fewer off-street parking choices will likely incentivize and encourage community members to use bicycles, public transit, carpools, or walking to get to their destination. The Council finds that the best use of off-street parking areas is not necessarily motor vehicle parking. In some cases, the best use of off-street parking areas will be another use, such as trees, landscaping, open space, or additional units of housing. The amendments will allow property owners and developers to gain better use of existing off-street parking areas by converting those areas into additional housing or open space, consistent with code requirements and the zoning and designation of the property, if they so choose. The City already implements parking management strategies such as metered parking, and commercial and residential parking permits, in order to mitigate the effects of parking. The amendments do not make changes to any

of the City's parking management programs, nor do they regulate the or prohibit the creation or adoption of new parking management strategies or areas.

Neighborhood Design Policies

2. *Elements that are detrimental to neighborhood identity, character, and livability, such as large parking facilities and the use of motor vehicle, shall be discouraged.*

The CFEC Parking Reform Land Use Code Amendments remove off-street parking requirements and for those owners and/or developers who choose to build large surface parking lots, the amendments require canopy tree coverage or solar panels for new surface parking areas of more than ½ acre in size. Additionally, the removal of off-street parking requirements allows for more flexibility in site design, which may allow property owners and developers to choose to retain trees or other open areas on a site that would have previously been used to meet mandatory off-street parking requirements.

Land Use Policies

3. *The City will update its Land Use Code and that effort shall particularly take into account the need to: review parking requirements for residential development with the purpose of reducing the required number of spaces per unit in the plan area.*

The CFEC Parking Reform Land Use Code Amendments are intended to reduce barriers to the development of housing by removing requirements to provide a minimum number of off-street parking spaces for developments city-wide, including residential developments. In addition, by eliminating off-street parking requirements, the amendments allow owners of residentially zoned property to potentially dedicate more of their property to units of housing as opposed to surface parking.

Therefore, the amendments are consistent with, and supported by, these West University Refinement Plan policies.

Westside Neighborhood Plan

Transportation and Traffic Element Policies

4. *Recognize the negative impacts that insufficient parking in and close to the Westside Neighborhood can have on the vitality of commercial activities and the character of residential areas within the Westside Neighborhood.*
 - 4.1 *Consider the potential impacts changes to the downtown parking program may have on the type and amount of on-street parking in the Westside Neighborhood.*
 - 4.2 *Carefully evaluate parking variances, especially as they might impact the eastern portion of the Westside Neighborhood.*

In accordance with the CFEC Rules, the City Council finds that off-street parking as determined by the property owner or developer consistent with the requirements of the Eugene Code, 1971 and applicable state law constitutes "sufficient" parking. The City already implements parking management strategies such as metered parking, and commercial and residential parking permits in order to mitigate the effects of on-street parking. The CFEC Parking Reform Land Use Code Amendments do not make changes to any of the City's parking management programs, nor do they regulate or prohibit the creation or adoption of new parking management strategies or areas. The amendments do not make changes to any downtown

parking programs. The amendments do not make changes to the process or approval criteria for obtaining a variance to motor vehicle parking standards. Therefore, the amendments are consistent with these Westside Neighborhood Plan policies.

Willakenzie Area Plan

Land Use Policies and Proposed Actions

Policy 3. Retain existing significant vegetation whenever possible to provide buffering between residential and nonresidential uses, as well as between low-density and higher density residential uses.

General Commercial and Industrial Policies and Proposed Actions

Policy 1.2. Amend code provisions for parking lot buffering to provide for a more effective means of screening parking and on-site circulation from view.

The CFEC Parking Reform Land Use Code Amendments add to the existing landscaping and buffering requirements in the City's land use code for off-street parking areas, by providing additional standards for canopy tree coverage or solar panels for new large parking areas. Additionally, the removal of minimum off-street parking requirements will allow more flexibility to retain existing vegetation which often would be removed to make room for the required off-street parking. Therefore, the amendments are consistent with, and generally supported by, these Willakenzie Area Plan policies.

EC 9.8065(3): In the case of establishment of a special area zone, [the amendments are] consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.

The CFEC Parking Reform Land Use Code Amendments do not establish a special area zone. Therefore, this criterion does not apply.

MEMORANDUM

To: Eugene Mayor and City Council

From: Reid Verner, Senior Planner and BPS Land Use Supervisor

Date: November 1, 2023

Subject: Memorandum Responding to Councilor Questions from the September 13, 2023 Work Session and to Public Testimony from the September 18, 2023 Public Hearing

This memo provides information in response to questions raised at the Council work session and the public hearing on the Climate Friendly and Equitable Communities (CFEC) Parking Reform Land Use Code Amendments (City File #CA 23-1).

Research and Implementation of Option 2A or 2B

At the September 13, 2023, Work Session, Councilor Zelenka asked staff to provide an analysis on how much time and effort it would take to consider Option 2A or 2B. Due to the complexity of the CFEC rules contained in Option 2A or 2B, staff estimates it would take at least one additional year before returning to Council with code packages implementing either Option. This is due in part to the need for additional public involvement and community engagement to receive feedback on the different options. Continuing to evaluate CFEC parking rules would necessitate other projects, such as the Public Health Industrial Development Standards, be delayed. Both Options 2A and 2B would require additional enforcement, meaning existing Parking and Code Compliance enforcement staff would have to be re-directed from their current assignments, or additional staffing resources in these areas would need to be added.

As a reminder about the elements of Options 2A and 2B, implementation of either would require:

- Price at least 10% of on-street parking spaces in the City by September 30, 2025. Residential parking permits priced at lower than \$15 per month, 50 cents per day, or equivalent do not count towards the required percentage;
- Garages and carports may not be required for residential developments;
- Garage parking spaces must count towards off-street parking mandates;
- Provision of shared parking must be allowed to comply with 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 more 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;
- 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;
- 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;
- 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.

The individual options themselves are as follows:

Option 2A: Fair Parking Policy Approach

The “Fair Parking Policy Approach” requires the City to reduce parking mandates for certain types of development and in key areas. Some provisions included in this approach would require amendments beyond the land use code, and adoption of this approach would require staff to develop new enforcement tools beyond those currently in use.

A fair parking policy approach must include at least two of the following five provisions, including one provision from the first three:

1. Require that parking spaces for each residential unit in developments with five or more leased or sold residential units on a lot or parcel be unbundled parking. The city may exempt townhouses from this requirement. Note: “unbundled parking” means paying for parking separately from paying for the rent, lease or purchase of a residential or commercial unit, with the option to not use and pay for parking.
2. Require that parking spaces serving leased commercial developments be unbundled.
3. Require that 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. Require a tax on revenue from commercial parking lots collecting no less than 10% of income, with revenues dedicated to improving transportation alternatives to drive-alone travel.
5. Require a reduction in parking mandates for new multi-unit housing to no higher than one-half space per unit, including visitor parking.

Option 2B: Reduced Regulation Parking Management

The “Reduced Regulation Parking Management” approach requires repealing off-street parking minimums for an expanded list of uses, as well as implementing at least one pricing mechanism. This option would require the City implement all the following:

1. Repeal all parking mandates within one-half mile pedestrian travel of climate-friendly areas;
2. Repeal parking mandates for all the following:
 - Mixed-use developments;
 - Group quarters including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
 - Studio apartments, one-bedroom apartments and condominiums in residential developments with five or more units on a lot or parcel;
 - Change of use of, or redevelopment of, buildings vacant for more than two years.
 - Provision of additional parking for change of use or redevelopment;
 - Expansion of existing business by less than 30 percent of a building footprint,
 - Buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
 - Commercial properties that have fewer than ten on-site employees or less than 3,000 square feet of floor space;
 - Developments built under Oregon Residential Reach Code;
 - Developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system;
 - Schools;
 - Bars and taverns;
3. Implementation of at least one pricing mechanism, either:
 - Designation of at least one residential parking district or parking benefit district where on-street parking is managed through paid permits, meters, or other payments.
 - Requirements that parking for multi-unit housing be unbundled parking.

Tax on Commercial Parking Lot Revenue

At the September 13, 2023, Work Session, Councilor Evans asked how a tax on parking lot revenue, as required as part of Option 2A, would work and what benefits it would provide. The CFEC rules specify that the tax collect no less than 10 percent of the income from commercial parking lot revenue, and mandates that revenues from the tax be dedicated to improving transportation alternatives to drive-alone travel. If the City includes the tax as a part of implementing CFEC Option 2A, those funds could only be used for improving transportation alternatives. Additionally, instituting a tax on commercial parking lot revenue would require changes outside of the land use amendment process.

Unbundling

At the September 13, 2023 Work Session, Councilor Keating asked about studies from other areas that had instituted unbundling, and how it impacts renters.

To be clear, the proposed ordinance implementing Option 1 does not require unbundling. The CFEC rules include unbundling as one of the policy choices to comply with either Option 2A or 2B. The unbundling rules require that any lease or rental agreement established after the effective date of the ordinance to unbundle, or separate, parking from the rental or lease of the tenant space. This rental/lease ordinance is intended to implement unbundled parking policies for existing developments. This would not invalidate the terms of any existing contracts. The intent of unbundling is to remove the requirement to pay for parking from those tenants that don't use motor vehicles. Unbundling would require code changes to the rental housing as well as the land use code. The unbundling requirement is also designed to apply to existing development. This would take considerable staff time to implement, and likely be considered burdensome to existing property owners and tenants.

Some cities, including Seattle, Berkley, San Francisco, Oakland, Santa Monica, and Bellevue have adopted some unbundling provisions as a part of larger parking reform projects. However, these are recent changes and, any empirical evidence on the impact of the required unbundling is not evident. Scholars estimate that unbundling would result in lower rent costs for those people who don't rely on automobile transportation. However, feedback received from community members included the concerns that landlords wouldn't necessarily lower rents if they were required to start charging separately for parking spaces.

Electric Vehicle Charging

At the September 13, 2023 Work Session, several Councilors raised concerns about the availability of adequate Electric Vehicle (EV) Charging Stations. While the proposed parking code amendments would remove the requirement to provide off-street parking, there are other factors, including market and lending requirements that typically drive the development of off-street parking. In fact, while a large part of the City and a handful of uses are exempt from providing parking as of January 1, 2023, most developments continue to provide off-street parking. As the CFEC rules require EV charging conduit for 40% of parking spaces built for multi-unit developments, there will likely be a significant increase in the number of parking spaces that will be ready for EV charging stations in the future. Additionally, the City can add additional EV charging stations in structured parking garages as demand increases. Eugene can also provide EV charging in the public right-of-way, as the City of Portland did [earlier this year](#).

River Road/Santa Clara Streets Under Lane County Jurisdiction

At the September 18, 2023 Public Hearing, public testimony was submitted by Jon Belcher, though neutral to the CFEC Parking Reform Land Use Code Amendments, raised concerns that about the impacts additional on-street parking could have on the River Road/Santa Clara streets that are under Lane County Jurisdiction.

Due to the proximity to frequent transit corridors, much of the River Road/Santa Clara area will be exempt from off-street parking requirements, regardless of what CFEC option is adopted. Some County streets are not fully improved and lack on-street parking infrastructure. Further, the City of Eugene can't enforce parking rules on County streets. This has been an ongoing issue and is an issue both the City and County leadership acknowledge. The municipalities will continue to look for solutions, including intergovernmental agreements and jurisdictional transfer, to be able to respond to impacts of development to the neighborhoods.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Public Forum

Meeting Date: November 13, 2023
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 7
Staff Contact: Sara McKinney
Contact Telephone Number: 541-682-5042

ISSUE STATEMENT

This item allows members of the public the opportunity to express opinions and provide information to the council. Testimony presented during the Public Forum should be on city-related issues and should not address items which have already been heard by a Hearings Official, items on the present agenda as a public hearing item, or items related to a quasi-judicial matter after the official record has been closed.

BACKGROUND

Per City Council's operating agreement, speakers at the Public Forum will be limited to two and a half minutes and the Public Forum will be limited to 90 minutes total. Speakers will be randomized, and no persons will be allowed to submit a "Request to Speak" form 30 minutes prior to the start of the meeting. Persons wishing to speak must sign up to do so not later than 5 minutes after the meeting has been opened by the Mayor or presiding officer.

At the end of the Public Forum each member of the Council has the opportunity to respond to comments made during the Public Forum. The time allocated to each member of the Council for such responses shall be up to three minutes.

FOR MORE INFORMATION

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