



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

April 17, 2024

12:00 p.m. CITY COUNCIL WORK SESSION

City Council Wednesday work sessions are held using virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

**Meeting of April 17, 2024;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Matt Keating, President
Jennifer Yeh
Mike Clark
Lyndsie Leech

Randy Groves, Vice President
Alan Zelenka
Greg Evans
Emily Semple

12:00 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Transportation SDC Project List Update**
- 2. WORK SESSION: An Ordinance Concerning Parking and Amending Sections 5.225, 5.265, 5.335, 5.990, and 5.995 of the Eugene Code, 1971.**

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 Television, Canal 21 de Comcast y son retransmitidas durante la semana.

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April 17, 2024 Work Session

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Transportation SDC Project List Update

Meeting Date: April 17, 2024
Department: Public Works Engineering
www.eugene-or.gov

Agenda Item Number 1
Staff Contact: Rob Inerfeld
Contact Telephone Number: 541-682-5343

ISSUE STATEMENT

On November 26, 2018, the City Council adopted a new Transportation Systems Development Charge (SDC) Methodology and [Transportation SDC Project Plan \(Project Plan\)](#). Since the Project Plan was adopted, many projects in the plan have been completed and new projects have emerged that enhance system capacity that are not in the plan but are otherwise consistent with transportation SDC funding eligibility. These new projects will help meet city goals related to economic development, land use, safety, community livability and climate mitigation. Staff will provide an update on implementation of the Project Plan and an overview of projects that could potentially be added to the plan. Based on City Council feedback, staff may bring a Project Plan update to a future council meeting for action.

BACKGROUND

Systems development charges provide a means of funding capital improvements that provide capacity in infrastructure systems needed to serve growth. SDCs are collected by the City of Eugene to fund capital projects in four primary infrastructure systems: wastewater, stormwater, parks and recreation, and transportation. SDCs must be expended on capital projects related to the system for which they are collected. Examples of the types of transportation projects funded in part by transportation SDCs include urban standards upgrades, traffic signal improvements, protected bike lanes, and shared use paths.

In order to charge an SDC fee to new development, the City must adopt a methodology that establishes the SDC rates to be charged. The SDC charges are comprised of two components - an improvement and a reimbursement component – for each system’s SDC. These two components recognize that capacity to meet the needs of growth is provided in two forms – new capacity-increasing capital improvements and reimbursement for extra capacity built in the past in systems and paid for by the general community. The improvement component of SDC funds may be spent only on capacity-increasing projects. The reimbursement component of SDC funds may be spent on capacity-increasing and rehabilitation projects.

Oregon Revised Statutes (ORS) 223.309 requires the adoption of a plan that lists the projects the agency intends to fund with the improvement component of the system development charges. While there is a formal process to modify the SDC methodology, the agency may modify the Project Plan list at any time.

Council adopted the Transportation SDC Charge Methodology and Transportation SDC Project Plan in 2018. The Transportation SDC Methodology and Project Plan are key to funding and implementing the Eugene 2035 Transportation System Plan (TSP) that was adopted in 2017. The TSP is a component of Envision Eugene, the city's vision for community growth and development. The TSP is tentatively scheduled to be updated by 2029 pursuant to coordination and funding from Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) related to the Climate Friendly and Equitable Communities administrative rules. Work on the TSP update is expected to begin in 2026.

Since the Transportation SDC Project Plan was adopted in 2018, approximately \$6.6 million in Transportation SDCs has been expended on constructing projects in the plan. An additional amount of around \$6.5 million in Transportation SDCs has been programmed for transportation projects in the CIP.

After adoption of the TSP and Transportation SDC Project Plan, the Urban Growth Boundary (UGB) expansion for the Clear Lake area took place. The TSP was subsequently amended to add these projects but they are still not in the SDC Project Plan, which means that growth-related transportation projects in this area are not currently eligible for transportation SDCs. The TSP projects in the Clear Lake UGB expansion area are an upgrade of Clear Lake Road from Terry Street to Highway 99, extension of existing Terry Street north to Clear Lake Road, and an extension of Terry Street from Clear Lake Road to Airport Road.

Other projects that are not in the Transportation SDC Project Plan have emerged as community priorities due to safety and accessibility. These include a new shared use path along N. Delta Road and a walking and biking path on Howard Avenue connecting to two schools. The two path projects have received grants that provide most of the funding and SDCs could be used to pay for the city's local match commitment. While these projects are not in the city's TSP, projects in the Transportation SDC Project Plan are not required to be in the TSP if they are consistent with the policies and other key elements of the TSP.

The other community priority proposed to be added to the Transportation SDC Project Plan is the Beltline Local Arterial Bridge. This longstanding regional priority is in the TSP and is a partnership with ODOT and Lane County. The new bridge would be multimodal and provide an alternative to the older Beltline bridges in the event of an earthquake or other emergency. TSDC funds could potentially be used as a match for a state or federal grant opportunity but would not comprise a major share of project funding.

Staff have provided a list of proposed projects to be added to the SDC Project Plan with information on proposed eligibility at Attachment A.

RELATED CITY POLICIES

Eugene 2035 Transportation System Plan

- Goal 1: Create an integrated transportation system that is safe and efficient; supports the Metro Plan's land use diagram, Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene's target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.

Climate Action Plan 2.0

- Action T1: COE to build and complete 261 transportation projects that enhance bicycle, pedestrian and rail facilities in Eugene included in the TSP.

Vision Zero Action Plan – Strategies

- **Reduce potential for conflict between users.** Decreasing the possibility that street users can come into conflict is the first line of defense against crashes. This means providing separated space for people walking, biking, driving and taking transit along the street. At intersections, this may mean separating potentially conflicting movements by time so two parties are not using the same space at the same time.
- **Slow vehicle speeds.** When crashes do occur, they are less serious at slower speeds. Because not all crashes can be avoided, slowing speeds will decrease the severity of injuries and lead to fewer fatalities. Increased speed enforcement and changes to street designs can both help to decrease speeds on Eugene's streets. Lowered speed limits may also address speeds but must be paired with either enforcement or street design, ideally with both.

City of Eugene 2023 – 2026 Strategic Plan

- Strategic Goal: Advance climate action and community resilience to natural and human caused disasters.
 - High-Impact Action: Decrease transportation-related emissions and make the transportation network diverse and adaptable through continued implementation of the Eugene 2035 Transportation System Plan and related compact development actions in Envision Eugene.

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

This is an informational session. Based on Council discussion, staff may return with proposed modifications to the Transportation SDC Project Plan for potential action.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

No action requested.

ATTACHMENTS

A. Proposed projects to be added to Transportation SDC Project Plan

FOR MORE INFORMATION

Staff Contact: Rob Inerfeld, Transportation Planning Manager

Telephone: 541-682-5343

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

Attachment A

Draft list of proposed projects to be added to
Transportation SDC (TSDC) Project Plan

Multimodal Projects:

- Clear Lake Road Complete Street Upgrades (Approx. \$3,213,000 of eligible SDC costs)
- Terry Street Extension – existing terminus to Clear Lake Road (Approx. \$2,709,000)
- Terry Street Extension – Clear Lake Road to Airport Road (Approx. \$5,481,000)
- Beltline Local Arterial Bridge (Approx. \$5,000,000)

Shared Use Paths:

- N. Delta Road Path – Stapp Drive to Ayres Road (Approx. \$450,000)
- Howard Avenue – River Road to Howard Elementary School (Approx. \$550,000)

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: An Ordinance Concerning Parking and Amending Sections 5.225, 5.265, 5.335, 5.990, and 5.995 of the Eugene Code, 1971.

Meeting Date: April 17, 2024
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Jeff Petry
Contact Telephone Number: 541-682-5079

ISSUE STATEMENT

City Council provided direction to staff to identify regulatory gaps to address repeat parking violators. The proposed traffic code amendments related to parking were presented at the November 8, 2023 City Council Work Session. Additional Chapter 5 code amendments related to meter rates and parking fine maximums were also included in the proposed ordinance to address limitations in the Parking Enterprise Fund recovery plan for the 2023-2025 Biennial Budget. A public hearing was held on February 20, 2024 on the proposed traffic code amendments and one person testified in support of the proposed ordinance. At the March 11, 2024 potential action session, Council directed the City Manager to schedule this work session for Council discussion of, and potential revisions to, the proposed ordinances.

BACKGROUND

The work session is split into two sections that cover several Chapter 5 code amendments. One section will discuss proposed Chapter 5 code amendments to support the financial stability of the Parking Enterprise Fund. The other section will discuss proposed Chapter 5 code amendments presented to Council at the November 8, 2023 work session on repeat parking violators.

Parking Enterprise Fund

The Parking Enterprise Fund is a dedicated fund that accounts for the City's off-street garages and lots and on-street parking meters, time limit zones, and residential permits, as well as city-wide parking enforcement and parking adjudication services. The 2023-2025 Biennium Budget included meter rate and parking fine increases to align to parking demand and encourage legal parking behavior. The proposed code amendments that support the Parking Enterprise Fund are:

1. *Amending the code to remove the \$2.00 maximum charge for on-street hourly parking, which was set in 1986.*

This proposed code amendment would allow meters to align hourly rates with parking demand and City climate and transportation policies. Parking rates are set through a public administrative order process.

April 17, 2024 Work Session – Item 2

2. *The Eugene Code sets maximum parking fine levels that guide the Presiding Judge of the Municipal Court in setting a lower presumptive parking fine schedule. The current maximum parking fine levels were set in Eugene Code in the 1980s. While the current presumptive parking fine schedule was adjusted in fall 2023 to increase meter and time-limit violations from \$16 to \$25 per violation, an overall fine schedule adjustment cannot happen because the proposed presumptive fines bump up against the maximum fine levels set in Eugene City Code. The overall fine schedule was last adjusted in 2010.*

With this proposed code amendment, staff will propose to the Presiding Judge an increase in parking presumptive fines that increases “bad parking behavior” from \$25 to \$50 per violation, increases blocking a bike lane from \$40 to \$250, and increases blocking an Lane Transit District (LTD) bus stop from \$50 to \$250. The current maximums set in Chapter 5 code either do not allow for the proposed presumptive fine increase or do not allow the proposed presumptive fine increases to double after 30 days. Parking fines doubling after 30 days is a common policy to encourage parking fine payment and/or appeal a parking fine.

A second factor in the proposed maximum fine increase is the (Matthew Knight) Arena Impact Mitigation Agreement that was signed in 2008. In this agreement between the City of Eugene, University of Oregon, and Fairmount Neighbors Association, parking fines will double for all posted arena events. However, the City is not able to double the event parking fine after 30 days because of Chapter 5’s code maximums for parking fines. One example is a time limit violation. The code sets a maximum of \$50 for this parking violation. The presumptive fine is currently \$25 for a time limit violation, which doubles to \$50 during posted arena events. Because the event fine level is equal to the code maximum fine level, the City is not able to double the unpaid fine after 30 days. A second example is the proposed bike lane and LTD stop presumptive fine increase to \$250. In the event parking district, the bike lane and LTD stop presumptive fine doubles to \$500 and then \$1,000 if not paid or appealed within 30 days. However, the code maximum for a bike lane violation is \$100 and LTD bus stop violation is \$50.

Council Work Session on Repeat Parking Violators

The City continues to hear from community members still experiencing ongoing serious impacts to public safety, sanitation, access, business operations, livability and community perception. Most of the public concern centers on recurring experiences with unintended uses of public spaces, and accumulated debris. City Council provided direction to staff to identify regulatory gaps to address repeat parking violators. The proposed traffic code amendments related to parking were:

3. *Amend Eugene Code (EC) [5.265](#) (Parking Time Limit) to address same-day returns to block. The code currently allows a vehicle to park in a two-hour signed, on-street parking space then move at least two blocks away, at which point the vehicle can return to the same parking space. Amending the code to limit a vehicle to parking once per day for the maximum time allowed would reduce repeat citations on the same block face.*

This proposed Chapter 5 code amendment would address parking behaviors in areas that are posted with time-limited parking signs (e.g. two-hour residential zones). Nearly all the City’s

time-limited parking signs are located in the neighborhoods around the downtown and campus areas, with a few streets near Sheldon High School and west Eugene business areas. There is ambiguity to enforcing the time-limit violation and the City has lost Municipal Court appeals for this violation. This proposed code amendment would clarify the code and parking behavior for the parking customer and reduce parking appeals.

4. *Amend the code to allow for a vehicle to be impounded after a third violation of [5.225\(3\)\(e\)](#) within a 90-day period. Eugene Code (EC) 5.225(3)(e) prohibits motorbus, motor truck, recreational vehicle, or trailer with Public Utility Commission (PUC) license from parking on either side of the street in front of or adjacent to a residence, motel, apartment house, hotel or other place with sleeping accommodations between the hours of 10:00 p.m. and 6:00 a.m. of the following day. Currently, the penalty for violating this provision is a parking fine.*

This proposed Chapter 5 code amendment would provide a stronger incentive for the specified larger sized vehicles to not park overnight in places of sleeping accommodations within a 90-day period.

5. *Amend EC 5.225 to prohibit a vehicle from “blocking a mailbox” and authorize the vehicle to be impounded immediately if blocking a mailbox.*

This proposed Chapter 5 code amendment would address community wide concerns about vehicles blocking access to mailboxes for mail delivery service.

6. *Amend the code to add to EC 5.225 the vehicle discharge violation found in EC 4.860(g), which would enable Neighborhood Service and Parking Services Officers to address these discharging vehicles and to remediate the situation.*

In June 2023, the City Council added this proposed provision to EC 4.860 (Certain Activities on Streets, Sidewalks, Accessways, and Shared-Use Paths). Since only police officers can enforce EC 4.860, this proposed code amendment would add an identical provision to Chapter 5, allowing parking control officers to address parked vehicle drainage of sewage and graywater.

A proposed ordinance is included as Attachment A.

RELATED CITY POLICIES

City of Eugene [Strategic Plan 2023-2026](#) – The proposed update aligns with the following areas of the City’s strategic plan:

Urgent Community Needs

- Increase sense of safety.
- Mitigate the impacts of homelessness on unhoused individuals and the community.
- Increase the vibrancy, economic vitality, and livability of downtown.
- Improve support for local businesses and the business environment.

2035 Transportation System Plan

- Roadway and Parking Policies
 - (6) Continually optimize the efficiency of the transportation system through Transportation System Management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this Transportation System Plan (TSP).
- Potential Actions for Roadway and Parking Policies
 - (L) Periodically review and update the City Code and administrative rules in the downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:
 - Aligning metered parking prices with demand.

Financial Management Goals & Policies in the Fiscal Year (FY) 2023-2025 Biennial Budget

Policy B.4: Enterprise Funds

Whenever financially feasible, business-type activities which receive their funding principally through user charges will be established as Enterprise Funds if doing so will facilitate rate-setting for cost recovery and provide information to determine the efficiency and effectiveness of operations.

Climate-Friendly and Equitable Communities

On November 13, 2023, the Eugene City Council adopted [Ordinance No. 20699](#) to implement city-wide parking reform in alignment with state requirements. This decision eliminates minimum off-street parking requirements citywide, effective December 31, 2023. Additionally, the adopted changes to the land use code include the following parking regulation improvements:

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New developments with parking lots more than ½ half acre in size must install 40 percent tree canopy OR solar panels; require street trees along driveways
- Establish parking maximums in appropriate locations
- Codify required parking reforms that have already taken effect, including new electric vehicle charging requirements

Over time, the reforms will result in more city-wide on-street parking management.

PREVIOUS COUNCIL DIRECTION

April 26, 2021 Work Session

Staff presented a plan to address vehicle camping in commercial/industrial and proposed code amendments for parking and storage of vehicles on streets.

June 14, 2021 Public Hearing

The City Council heard public testimony on the ordinance that would amend City code regarding parking and storage of vehicles on streets.

June 21, 2021 City Council Meeting

The City Council approved an ordinance that amended City code regarding parking and storage of vehicles on streets.

Motion Passed 7:1 (Opposed by Councilor Keating)

November 8, 2023 Work Session

Direct the city manager to prepare an ordinance and schedule a public hearing to amend Chapter 5 of the Eugene Code to address repeat parking violations.

Motion Passed 8:0

February 20, 2024 Public Hearing

One person testified in support of the proposed ordinance.

March 11, 2024 Meeting

The City Council directed the City Manager to schedule a work session for Council discussion of, and potential revisions to, the proposed ordinance.

Motion Passed 7:1 (Opposed by Councilor Clark)

COUNCIL OPTIONS

1. Adopt the ordinance as proposed in Attachment A to this AIS.
2. Direct the City Manager to make specific modifications to the ordinance and to schedule City Council action on the modified ordinance.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

If the City Council is satisfied with the ordinance as proposed, the City Manager recommends adoption of the ordinance as provided in Attachment A. If, after Council's discussion, the Council would like the proposed ordinance revised, the City Manager recommends that the Council direct specific modifications be made to the ordinance and returned to Council for action.

MOTION OPTIONS

1. Move to adopt an Ordinance amending sections 5.225, 5.265, 5.335, 5.990, and 5.995 of the Eugene Code, 1971 as set forth in Attachment A to this AIS.

OR

2. Move to direct the City Manager to modify the proposed ordinance to [insert requested modifications, *i.e.* delete section X, change section Y, *etc.*] and to schedule Council action on the modified ordinance.

April 17, 2024 Work Session – Item 2

ATTACHMENTS

- A. Ordinance Amending Parking Code sections 5.225, 5.265, 5.335, 5.990, and 5.995 of the Eugene Code, 1971.

FOR MORE INFORMATION

Staff Contact: Jeff Petry, Curbside & Admin Services Director
Telephone: 541-682-5079
Staff E-Mail: jpetry@eugene-or.gov

ORDINANCE NO. _____

AN ORDINANCE CONCERNING PARKING AND AMENDING SECTIONS 5.225, 5.265, 5.335, 5.990, AND 5.995 OF THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 5.225 of the Eugene Code, 1971, is amended by amending subsection (2)(i); amending subsection (2)(j); adding subsection (2)(k); amending subsection (6); adding a new subsection (8); and renumbering subsection (8) as (9) to provide as follows:

5.225 Prohibited Stopping, Standing and Parking.

(2) Except to momentarily pick up or discharge a passenger, no person shall stand or park a vehicle in such a manner or location that it constitutes a hazard to public safety or an obstruction to vehicle, bicycle or pedestrian traffic on the street, which shall include, but not be limited to, standing or parking:

(i) Other than a motorbus, in a bus stop which has been designated by official signs or, other than a taxicab, in a taxicab stand which has been designated by official signs, or at any time in interference with any motorbus or taxicab waiting to enter or about to enter the officially designated space; ~~or~~

(j) A motorbus or taxicab on a street in a business district at a place other than a bus stop or taxicab stand, respectively; or

(k) In a manner that blocks or restricts access to a mailbox.

(6) In the event a vehicle has been found standing or parked in violation of subsections (1) and or (2) of this section, in addition to issuance of a citation for the violation, a police officer, parking control officer or community service specialist may order the vehicle impounded.

(8) An operator shall not, while a vehicle is parked, drain, or cause or permit to be drained, sewage, graywater, or the drainage from a cesspool, septic tank, recreational or camping vehicle waste holding tank or other contaminated source, upon any street, sidewalk, accessway, or shared-use path, the associated stormwater drainage system, or adjacent wetlands. A violation of this section is deemed an immediate risk to public health and safety and, in addition to the issuance of a citation for the violation, a recreational or camping vehicle is subject to immediate impoundment in accordance with EC 5.693 through 5.980 and the administrative rules adopted pursuant thereto.

~~(8)~~ (9) The above provisions are in addition to the Oregon Vehicle Code laws prohibiting parking.

Section 2. Section 5.265 of the Eugene Code, 1971, is amended to provide as follows:

5.265 Parking Time Limit.

(1) Maximum parking time limits designated by sign for a block shall apply to parking in the block, not merely to parking in one or more particular parking spaces in the block.

(2) Once a vehicle has been parked for the ~~designated~~ maximum parking time limit designated by sign for the block, the vehicle must be moved at least two blocks from the original parking location, and may not be parked on the original block at any time prior to 12:00 a.m. the following day (for example, a vehicle that was parked for the maximum time allowed in a particular block on Thursday could not be parked on that block again until 12:00 a.m. on Friday).

(3) For purposes of this section, ~~t~~The operator of the vehicle or its registered owner shall be regarded as prima facie in charge of it.

Section 3. Subsection (1) of Section 5.335 of the Eugene Code, 1971, is amended to provide as follows:

5.335 On-Street Parking Meter Rates.

(1) The minimum ~~and maximum~~ charges for on-street parking in parking meter zones ~~is~~are hereby established at ~~between \$0.25 and \$2.00~~ for one hour.

Section 4. Section 5.990 of the Eugene Code, 1971, is amended by amending subsection (2); adding a new subsection (3); amending subsection (3) and renumbering it as subsection (4); renumbering subsection (4) as subsection (5); adding a new subsection (6); renumbering subsection (5) as (7); and amending subsection (6) and renumbering it as (8) to provide as follows:

5.990 Penalties – Specific.

(1) Except as may be limited by Charter, violations of ORS provisions adopted by reference in section 5.005 of this Code are offenses against the city and are punishable up to the maximum amounts established by order of the Municipal Court Judge, which amounts shall not exceed the maximum amounts established under state law.

(2) Except as provided in subsection (3) of this section, ~~v~~Violation of sections 5.060 to 5.150, 5.160, subsections (1) and (2) of section 5.225, 5.540, 5.555, and subsections (3) and (4) of section 5.980 is punishable by fine not to exceed ~~\$100.00~~ 500.00.

(3) Violation of EC 5.225(1)(i), EC 5.225(3)(j), and EC 5.705(1) is punishable by fine not to exceed \$1000.00.

(43) Violation of sections 5.285 or 5.385, shall be punishable by a fine not exceeding ~~\$25.00~~200.00.

(54) In addition to or in lieu of a penalty for a bicycle violation, the municipal judge may prohibit the operation of a bicycle used in the violation on the streets of the city for a period not to exceed 30 days. In such event, the chief of police shall be directed to impound the bicycle, and retain it for the period that the operation is prohibited, or the owner's registration card held for the period during which the operation of the bicycle is prohibited.

(6) Violation of section 5.225(3)(e) is punishable by fine not to exceed \$500.00. Each subsequent violation shall constitute a separate violation, and in addition to the penalty provided herein, in the case of four or more violations of section 5.225(3)(e) within 90 calendar days, the vehicle may be towed and taken to a storage area designated by the city and may be impounded, all at the expense of the owner or person entitled to possession of the vehicle.

(75) When there have been repeated violations of paragraph (3)(f) of section 5.225, in addition to the penalty provided in section 5.995, the municipal judge may suspend for up to one year the privilege of purchasing a parking space rental permit for any vehicle owned or leased by the offender.

(86) Violation of Section 5.155(6) is punishable by fine not to exceed ~~\$450~~500.00. Each subsequent violation within the same prohibited time period shall constitute a separate violation, and in addition to the penalty provided herein, the vehicle may be towed and taken to a storage area designated by the city and may be impounded, all at the expense of the owner or person entitled to possession of the vehicle.

Section 5. Section 5.995 of the Eugene Code, 1971, is amended to provide as follows:

5.995 Penalties – General.

Except as provided in section 5.990, violation of any section of this chapter is punishable by fine not to exceed ~~\$50.00~~300.00.

Section 6. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

____ day of _____, 2024

City Recorder

Approved by the Mayor this

____ day of _____, 2024

Mayor