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

September 13, 2023

12:00 p.m. CITY COUNCIL WORK SESSION and URBAN RENEWAL AGENCY MEETING

City Council Wednesday work sessions will be 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 September 13, 2023;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Randy Groves, President	Matt Keating, Vice President
Lyndsie Leech	Emily Semple
Jennifer Yeh	Alan Zelenka
Mike Clark	Greg Evans

12:00 p.m. CITY COUNCIL WORK SESSION and MEETING OF THE EUGENE URBAN RENEWAL AGENCY

1. **WORK SESSION: Climate-Friendly and Equitable Communities Parking Reform Land Use Code Amendments (CA 23-1)**

2. **WORK SESSION: Proposed Riverfront Urban Renewal Amendment**

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.

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

Work Session: Climate-Friendly and Equitable Communities
Parking Reform Land Use Code Amendments (CA 23-1)

Meeting Date: September 13, 2023 | Agenda Item Number: 1
Department: Planning and Development | Staff Contact: Reid Verner
www.eugene-or.gov | Contact Telephone Number: 541-682-5534

ISSUE STATEMENT
This work session is an opportunity for the City Council to receive an update on the State's Climate-Friendly and Equitable Communities required parking reform, an overview of the public engagement process conducted by staff, to review the draft land use code amendments recommended by the Planning Commission that would remove minimum off-street parking requirements City-wide, and to ask questions of staff in preparation for the public hearing scheduled for September 18, 2023.

BACKGROUND
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 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 (LCDC) developed and adopted a set of administrative rules, known as the Climate Friendly and Equitable Communities Rules(CFEC). The CFEC rules require cities to take actions to help meet emission reduction goals through changes to local transportation and housing planning systems (see the State's CFEC website for more background). Many of the CFEC requirements align with the City's goals regarding climate action, housing production, and transportation.

The CFEC rules regarding parking require Eugene to adopt land use changes to eliminate all minimum 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, to select and implement either a fair parking policy approach or a reduced regulations parking management approach, and to adopt changes to parking programs, policies and pricing (Option 2A and 2B). Details regarding Option 2A and 2B are outlined in Attachment B.

Staff presented an overview of the CFEC rules to the Eugene Planning Commission on August 23, 2022. A similar presentation that covered all the CFEC rules was provided to the Eugene City Council on September 12, 2022. Staff provided the City Council with a detailed overview of the 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 public testimony was received during the open record period. The Planning Commission held a work session on July 25, 2023 to deliberate on the CFEC Parking Reform Land Use Code Amendments. At that work session the Planning Commission asked staff to draft additional code provisions that would require one ADA van accessible parking space for certain larger developments, even if a developer or property owner chose not to provide any other off-street parking. State guidance provides that one ADA space may be provided even if minimum parking requirements are eliminated. 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 work session will focus on the CFEC parking reform rules and the draft code in preparation for the City Council public hearing scheduled for September 18, 2023.

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 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 faciliatory 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.

Public Engagement Summary

Consistent with Council direction and 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 submitted and received a six-month timeline extension from the Oregon Department of Land Conservation and Development (DLCD). The new December 31, 2023, deadline for compliance specifically provided for additional time for public engagement, for outreach centering the voices of underserved populations, and for distributing information broadly across the community.

To that end, from March to May 2023, the City hosted nine individual stakeholder interviews, held small group conversations with 62 participants, facilitated discussions with people at two tabling events attended by 180+ participants, held a virtual information session with 18 participants, and collected 437 online survey responses. A summary of public involvement results and activities is included as Attachment C. The complete survey results are available here. Involvement 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, development, and more.

Outcomes of public engagement show:

- 48 percent of survey respondents preferred Option 1, which is the proposed code amendments included as Attachment A, 35 percent preferred Option 2A or B, included as Attachment B, and 17percent were undecided, according to the results of the online survey.
- When asked about outcomes, survey respondents overwhelming supported more flexibility in how space is used, including for trees and other amenities, and encouraging more climate-friendly transportation options such as biking, walking, and taking the bus.
- In-person outreach provided more insights into the "why" behind preferences and revealed both opportunities and fears around change:
    - Housing, environmental, transportation, and development advocates prefer Option 1. Several neighborhood liaisons and advocates for people with disabilities want more regulations and favor Option 2.

- Participants asked important questions regarding implementation, such as: How will the City coordinate with Lane Transit District? How will impacts and outcomes be monitored? How will regulation and enforcement happen? How will people experiencing disabilities find accessible parking?
- Though the general public, including historically marginalized community groups, had a difficult time weighing in on Option 1 and 2, they valued reducing greenhouse gas emissions from vehicles and increased flexibility for the use of space currently dedicated to parking. People emphasized that their lives continue to depend on car travel to access their daily needs, including school, work, and errands.

Staff also presented detailed summaries of the CFEC parking reform and EV charging rules to the Eugene Sustainability Commission at their January 13, 2023 meeting and to the Eugene Active Transportation Committee at their May 11, 2023 meeting. Staff will provide an overview of the public engagement results at the work session.

Parking Rule Requirements and Timelines

The parking and electric vehicle charging mandates included in the CFEC rules have three sets of deadlines. Some of the parking rules are already in effect, meaning the City is currently required to apply them when reviewing development applications. While these are not the focus of today's work session or the upcoming public hearing because the State rules specified the regulation and effective dates, a summary of these changes is provided below for background. The proposed changes to the land use code to remove parking mandates, which are also summarized below, are the focus of the work session and public hearing and must be in effect by December 31, 2023.

Parking Near Frequent Transit Corridors and Parking Associated with Certain Uses

Since January 1, 2023, the City has been required to apply the following requirements when reviewing development applications:

- The City may not enforce parking mandates on a lot or parcel that includes lands within one-half mile of a frequent transit corridor. A frequent transit corridor is defined in the CFEC rules as a corridor with bus service arriving with a scheduled frequency of at least four times an hour during peak service. The City is measuring the one-half mile distance by walking distance (Attachment D).
- The City may not require parking for the following uses:
  - Facilities and homes designed to serve people with disabilities;
  - Childcare facilities;
  - Single-room occupancy housing;
  - Affordable housing (housing available to rent or buy by households with income that does not exceed 80 percent of Area Medium Income (AMI), or spaces in manufactured dwelling parks available for rent by households with income that does not exceed 100 percent AMI);
  - Publicly supported housing (multi-unit rental housing that receives financial assistance from the state or federal government);
  - Emergency and transitional shelters for people experiencing homelessness;
  - Domestic violence shelters; and
  - Dwelling units less than 750 square feet in size.

- The City may not require more than one off-street parking space per unit for residential developments with more than one unit on a single legally established property.

Electric Vehicle Charging
As of March 31, 2023, the CFEC rules require the provision of electric vehicle charging capacity to accommodate 40 percent of parking spaces for new multi-unit developments and new mixed-use developments that include multi-unit dwellings and private commercial space.

Citywide Parking Mandates
In addition to the requirements above, by December 31, 2023, the City Council must adopt required parking amendments, summarized below. As part of the required parking amendments, the City must choose one of the parking reform options. The Planning Commission recommends adoption of land use code amendments and legislative findings that implement Option 1, provided as Attachment A.

Regardless of which option the City chooses, the CFEC rules also require the following parking regulation improvements, which are included in the draft land use code amendments:
- 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 and require street trees along driveways
- Establish parking maximums in appropriate locations

Public Notice and Record
Notice of the City Council's public hearing has been provided in accordance with the City's Type V (legislative) land use application procedures at EC 9.7520 in advance of the September 18, 2023, public hearing. The full record of materials submitted to date, including written testimony, will be provided to the City Council in advance of the public hearing. As new written testimony is received, it will also be provided to the City Council for consideration and inclusion into the record for this decision. After the close of the record on July 5, 2023, following the Planning Commission Public Hearing, five pieces of written testimony were received and are included as Testimony Batch 3. For ease of reference, and as a courtesy, written testimony received to date can also be found on the project website. Written testimony may continue to be submitted to CFECParking@eugene-or.gov

Next Steps
This work session is an opportunity to discuss the proposed code amendments and for Councilors to ask any questions of staff prior to the September 18, 2023, public hearing. After the hearing, the City Council will meet to deliberate and have the option to take action on the proposed code amendments. Deliberations are tentatively scheduled for October,

2023. The CFEC Parking Reform Land Use Code Amendments must be in effect by December 31, 2023. Otherwise, the CFEC rules provide that Option 1 will take effect on January 1, 2024. It is worth noting that if Council does not adopt an ordinance before December 23, 2023, and State rules for Option 1 go into effect; the State rules would not be codified in Eugene code. The State rules would not include changes or additions made through the public process, and applicants and staff would need to refer to the CFEC rules for implementation. In the case of Middle Housing, the State had drafted a model code, but there is no model code for CFEC. The State rules don't fit neatly into the Eugene Code, and the multi-month effort to write new code and adjust existing Eugene code based on the CFEC rules would not be in effect.

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. (VOTE: 4:3)

May 8, 2023, Work Session

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

COUNCIL OPTIONS

This item is for information only.

ATTACHMENTS

A. 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.
B. Summary of CFEC Parking Reform Summary of Options 2A and 2B
C. Parking Reform: Rethinking How We Plan for Parking- Public Involvement Summary
D. Properties Exempt from Minimum Parking Requirements

FOR MORE INFORMATION

Staff Contact: Reid Verner
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 ~~Space~~Area. 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 height~~levels, 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 3/4 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. 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.

Table 9.3165(1) S-DR Motor Vehicle Parking Requirements		
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, a maximum of 1.2 parking spaces are allowed per studio-unit and 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), (~~5~~6), and (~~6~~7) 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), (~~4~~5), (~~5~~6), and (~~6~~7), 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 (~~4~~5) 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-away 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.~~

~~(c)~~(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); rumbering 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 p~~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 entrance~~s 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(~~2~~3)(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(~~2~~3)(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 (~~2~~3)(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(~~2~~3)(d)(1) above where a greater setback is required. Except for the east Millrace outfall area described under EC 9.3715(~~2~~3)(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 (~~2~~3)(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~~motor 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~~Incorporat~~ing~~e 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 o*~~*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, a maximum of 1.2 parking spaces are allowed per studio-unit and a maximum of 2.25 parking spaces are allowed per other 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 ~~Spaces~~Areas 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~~ Maximum Number of ~~Required~~ Off-Street Parking Spaces
Agricultural, Resource Production and Extraction	
Agricultural Use and Community and Allotment Garden	~~0~~ N/A
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	1.25 per 4 fixed seats, 1.25 per 8 feet of bench length, or 1.25 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 1.25 per 40 square feet for the space used concurrently.
Club and Lodge of State or National Organization	1.25 per 4 fixed seats, 1.25 per 8 feet of bench length, or 1.25 per every 28 square feet where no permanent seats or benches are maintained in the main auditorium.
Community and Neighborhood Center	1.25 per 4.5 seats or 1.25 per 28 square feet of assembly area where there are no fixed seats.
Library	1.25 per each 275 square feet of floor area.
Museum	1.25 per each 275 square feet of floor area.
School, Business or Specialized Educational Training (excludes driving instruction)	1.25 per every 3.5 classroom seats.
School, Driving (including use of motor vehicles)	1.25 per each 2000 square feet of floor area
School, Public or Private (Elementary School)	1.25 space per 8 students of design capacity as determined by the school.
School, Public or Private (Middle School)	1.25 space per 9 students of design capacity as determined by the school.
School, Public or Private (High School)	1.25 space per 3.5 students of design capacity as determined by the school.
University or College	1.25 per every 3.5 full time equivalent students.
Entertainment and Recreation	
Amusement Center (Arcade, pool tables, etc.)	1.25 per each 80 square feet of floor area.
Arena (Both indoors & outdoors)	1.25 per each 4.5 seats.
Athletic Facilities and Sports Clubs	
– Playing Court	2.25~~1.8~~ per each playing court.

– Viewing Area	1.25 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	1.25 per each 83 square feet of gross floor area.
– Lounge or Snack Bar Area	1.25 per each 66 square feet of gross floor area.
– Pro Shops or Sales Area	1.25 per each 330 square feet of gross floor area.
– Swimming Pool	1.25 per each 220 square feet of pool surface area.
Athletic Field, Outdoor	~~– 0 –~~ N/A
Bowling Alley	6.75~~5.4~~ per each bowling lane.
Equestrian Academy and Stable	1.25 per 3.5 classroom seats or 1.25 per every 3 stables.
Equestrian Trail	~~– 0 –~~ N/A
Golf Course, Miniature Indoor	1.25 per each 80 square feet of floor area.
Golf Course, Miniature Outdoor	1.25 per each 80 square feet of floor area.
Golf Course, with or without country club	1.25 per 3 golf holes plus 1 per each 2 employees.
Golf Driving Range	1.25 per each 80 square feet of floor area.
Park and Playground	~~– 0 –~~ N/A
Race Track, including drag strip and go-cart track	1.25 per 4.5 seats
Theater, Live Entertainment	1.25 per 4.5 seats.
Theater, Motion Picture	1.25 per 4.5 seats.
Financial Services	
Automated Teller Machine (ATM)	– 0 – N/A
Bank, Savings and Loan Office, Credit Union	1.25 per each 330 square feet of floor area.
Government	
Government Services, not specifically listed in this or any other uses and permits table	1.25 per each 330 square feet of floor area.
Information Technology Services	
All uses in this category	1.25 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 1.6835 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	1.25 per each 330 square feet of floor area.
Motorcycle Sales/Rental/Service	1.25 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	1.25 per each 330 square feet of floor area.
Recreational Vehicle and Heavy Truck, Sales/Rental/Service	1.25 per each 440 square feet of floor area.
Repair, includes paint and body shop	1.25 per each 660 square feet of floor area.
Service Station, includes quick servicing	1.25 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	1.25 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	1.25 per each 330 square feet of floor area
Personal Services	
Barber, Beauty, Nail, Tanning Shop	1.25 per 330 square feet of floor area.
Day Care Facility (Not associated with a residence)	1.12~~.9~~ per employee.
Dry Cleaner	1.25 per each 660 square feet of floor area.
Film, Drop-off/Pick-up	1.25 per each 660 square feet of floor area.
Locksmith Shop	1.25 per each 660 square feet of floor area.
Laundromat, Self-Service	1.25 per each 330 square feet of floor area.
Mailing and Packaging Service	1.25 per each 660 square feet of floor area

Shoe Repair Shop	1.25 per each 330 square feet of floor area.
Tailor Shop	1.25 per each 330 square feet of floor area.
Residential	
Dwelling	
Single-Unit Dwelling	~~1 per dwelling.~~N/A
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.	1.2 spaces for each studio-unit 1.25 spaces per 1- or 2- bedroom dwelling unit 2 spaces per 3- or more bedroom dwelling unit

~~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	1.25 per each 330 square feet of floor area.
Outdoor Merchandise Display	– 0 –
Plumbing Supplies and Services	1.25 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	1.25 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	1.25 per each 330 square feet of floor area.
Specialty Store (An example includes a gift store)	1.25 per each 330 square feet of floor area.
Storage Facility, Household/Consumer Goods	1.25 per each 330 square feet of floor area of the office space.
Wholesale, Warehousing, and Distribution	1.25 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	1.25 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	1.25 per each 550 square feet of floor area.
Catering Service	1.25 per each 550 square feet of floor area.
Cemetery, Includes crematoria, columbaria, or mausoleums	1.25 per each full-time employee.
Collection Center, Collection of Used Goods (See EC 9.5150)	~~– 0 –~~ N/A
Garbage Dump, sanitary landfill	1.25 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 –~~ N/A
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~~ Maximum 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~~or~~ 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~~20.0	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	–
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. * 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.					

(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 l~~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(29~~38~~) 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(29~~38~~) 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(29~~38~~) 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.~~

(d~~e~~) *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~~In 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. The findings set forth in Exhibit C attached to this Ordinance are adopted as findings in support of this Ordinance.

Section 42. 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 43. 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

_____
City Recorder

Approved by the Mayor this

____ day of _____, 2023

_____
Mayor

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

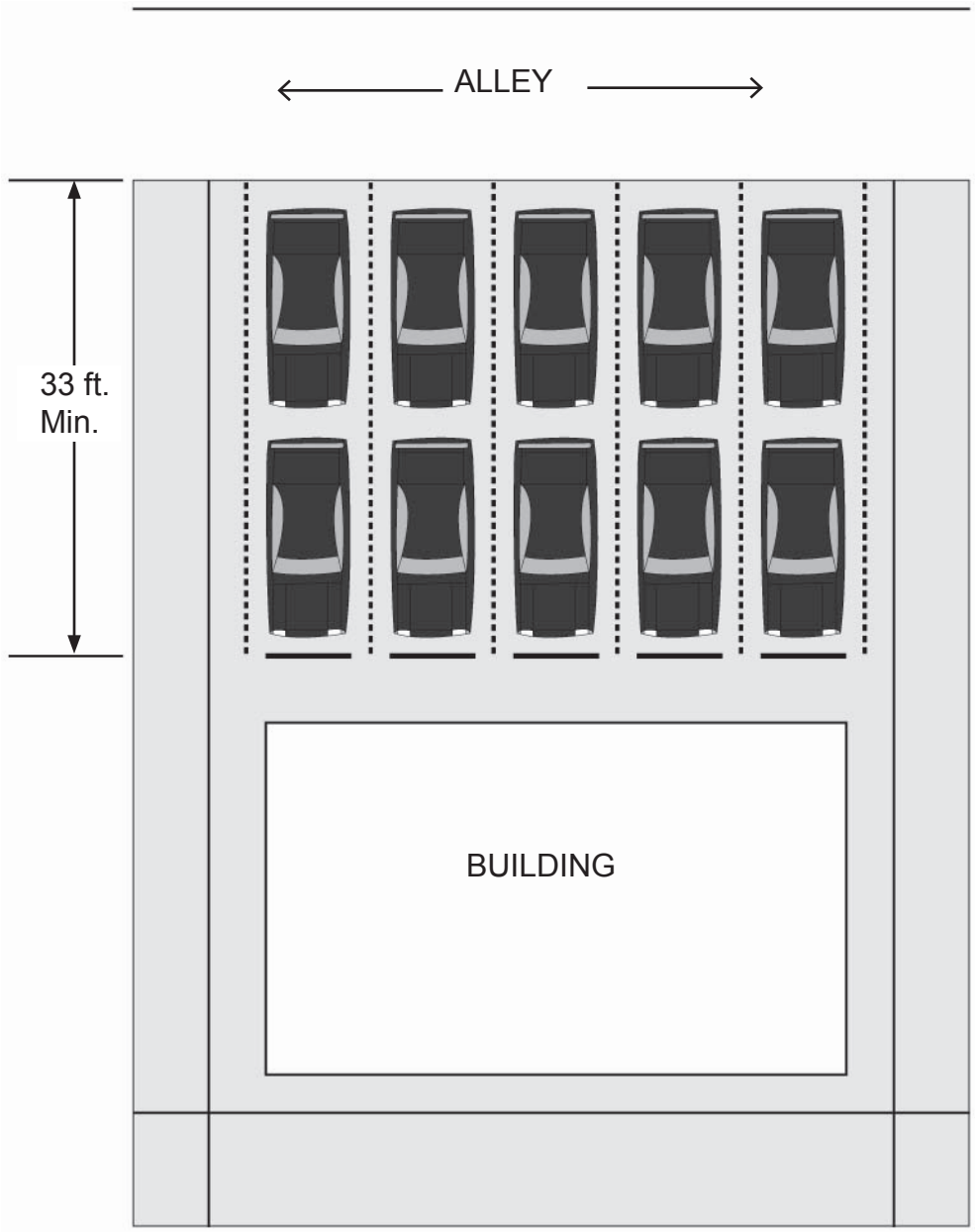
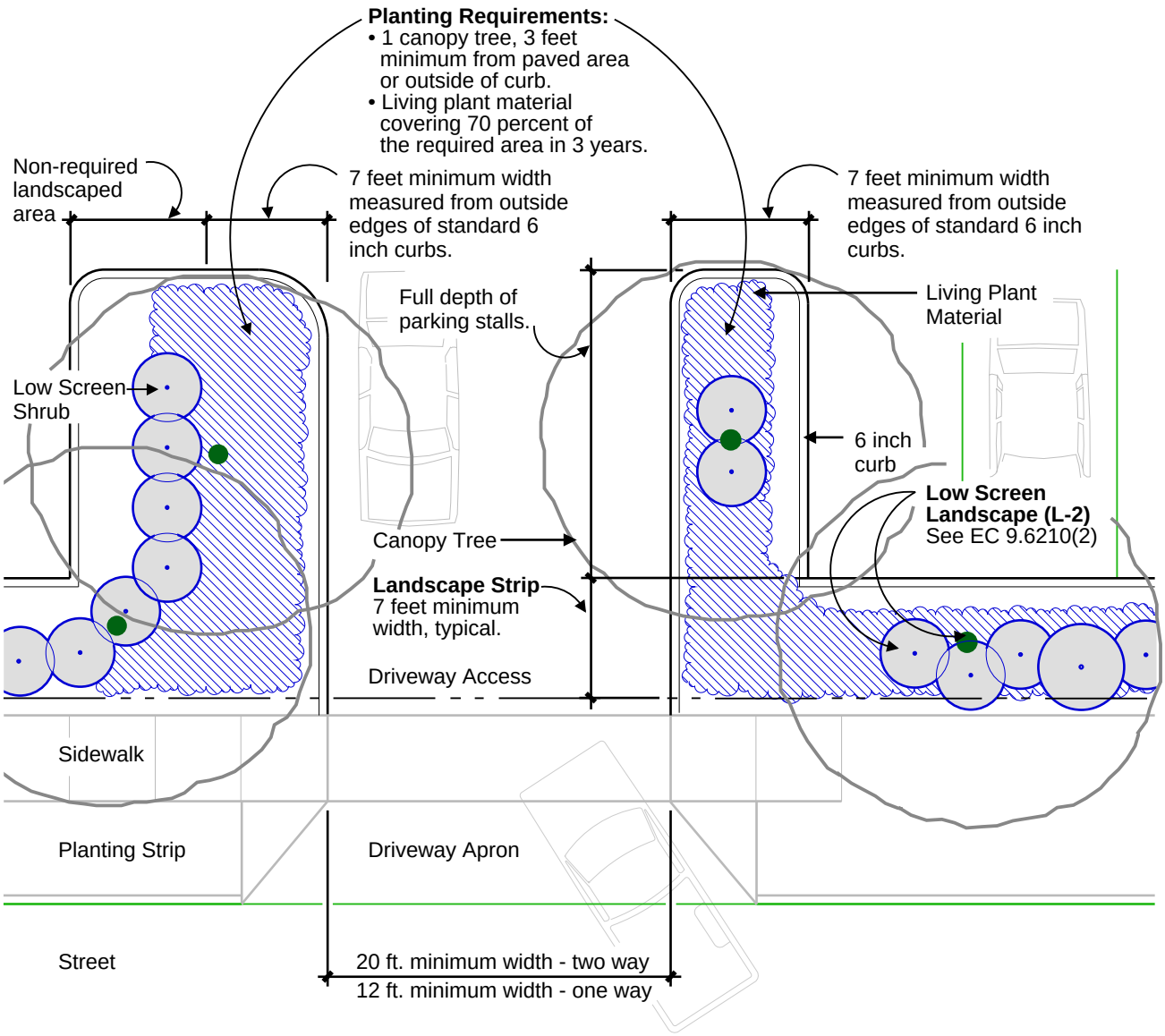


Figure 9.6420(3)(c)2

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

<u>Goal 1 - Citizen Involvement</u>. 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 DLCD. 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 (DLCD), 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.

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;

(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. Exhibit C

(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).

<u>OAR 660-012-0415: Parking Maximums and Evaluation for More Populous Communities</u>

(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 efficiently 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.

<u>Westside Neighborhood Plan</u>

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.

CFEC Parking Reform: Attachment B

Summary of Options 2A and 2B | September 2023

Options 2A and 2B: Required Changes

In lieu of repealing all parking mandates (Option 1), the City can select and implement either a fair parking approach (2A) or a reduced regulation parking management approach (2B). These are further described below. Under either Option 2A or 2B, the City must also implement the following requirements:

- 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.

Option 2A: Fair Parking Policy Approach

One of the two approaches available when choosing Option 2 is termed the “Fair Parking Policy Approach”. This 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 and actions beyond which those currently in use.

A fair parking policy approach must include at least two of the following five provisions, including one provision from 1-3:

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 second approach available for Option 2 is termed the "Reduced Regulation Parking Management". This 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 that 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;

CFEC Parking Reform: Attachment B

Summary of Options 2A and 2B | September 2023

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.

<table>
<tr><th>Option 1
OAR 660-012-0420</th><th colspan="2">Options 2A and 2B
OAR 660-012-0425 through 0450</th></tr>
<tr><td rowspan="5">Repeal parking mandates

No additional action needed</td><td colspan="2">Reduce parking burdens – reduced mandates based on shared parking, solar panels, electric vehicle (EV) charging, car sharing, parking space accessibility, on-street parking, garage parking. Must unbundle parking for multi-unit residential developments near transit. "Unbundled parking" requires that parking spaces be rented or sold separately from the dwelling unit itself. May not require garages/carports.</td></tr>
<tr><td colspan="2">Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies.</td></tr>
<tr><td colspan="2">Adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025.</td></tr>
<tr><td>Option 2A
enact at least two of five policies</td><td>Option 2B
all of the below</td></tr>
<tr><td>1. Unbundle parking for dwellings in multi-unit developments,
2. Unbundle leased commercial parking,
3. Flexible commute benefit for businesses with more than 50 employees,
4. Tax on parking lot revenue,
5. No more than ½ parking space per dwelling mandated for multi-unit developments.</td><td>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.

No additional parking for changes in use, redevelopments, expansions of over 30%.

Adopt parking maximums.

No mandates within ½ mile walking distance of Climate-Friendly Areas.

Unbundle parking or designate district to manage on-street residential parking.</td></tr>
</table>

Parking Reform: Rethinking How We Plan for Parking
Public Involvement Summary

Over the past ten years, public engagement on numerous City of Eugene projects showed that residents want more housing choices, more transportation options, more green space, less pollution, and more equitable outcomes. To accomplish this and implement new state ***Climate-Friendly and Equitable Communities*** rules, the City is changing its approach to off-street minimum parking requirements. Decision makers are considering two different options for the future to implement the state requirements, and they requested that staff gather public opinion on the options.

From March to May 2023, the City hosted 9 individual interviews, small group conversations with 62 participants, discussions at two tabling events attended by 180+ participants, a virtual information session with 18 participants, and collected 437 online survey responses. Involvement 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, development, and more.

Outcomes from engagement show:

- 48% of survey respondents prefer Option 1, 35% prefer Option 2, and 17% are undecided, according to the results of the online survey. See more information on the options on Page 3.
- When asked about outcomes, survey respondents overwhelming supported more flexibility in how space is used, including for trees and other amenities, and encouraging more climate-friendly transportation options such as biking, walking, and taking the bus.
- In-person outreach provided more insights into the "why" behind preferences and revealed both opportunities and fears around change:
    - Housing, environmental, transportation, and development advocates prefer Option 1. Several neighborhood liaisons and advocates for people experiencing disabilities want more regulations and favor Option 2.
    - Participants asked important questions regarding implementation, such as: How will the City coordinate with Lane Transit District? How will impacts and outcomes be monitored? How will regulation and enforcement happen? How will people experiencing disabilities find accessible parking?
    - The general public, including participants who identify as Black, Indigenous, and communities of color, had a difficult time weighing in on Option 1 and 2, they valued reducing greenhouse gas emissions from vehicles and increased flexibility for the use of space currently dedicated to parking. People emphasized that their lives continue to depend on car travel to access their daily needs, including school, work, and errands.

Table of Contents

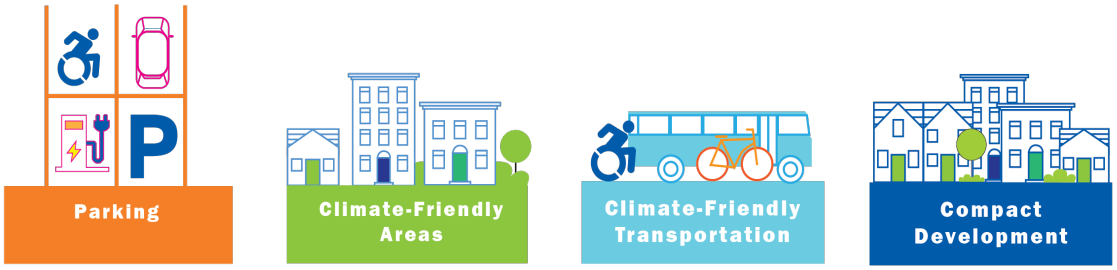
Section 1. Project Background 3
Parking Reform Options 3
Section 2. Outreach Activities and Takeaways 5
Interviews 5
Local Partners, Organizations and Advocates 6
Black, Indigenous, People of Color, and LGBTQ+ Communities 7
ADA and Accessibility Advocates 9
Spanish Language Public Safety Forum 10
Move EUG Transportation Open House 10
Online Survey Results 11
Appendix A: List of Organizations and Businesses Involved 22
Appendix B. Detailed Comments from Public Involvement Activities 25
Appendix C. Complete Survey Results 35

Section 1. Project Background

In compliance with the Climate-Friendly and Equitable Communities (CFEC) requirements, the City will pursue the following goals:

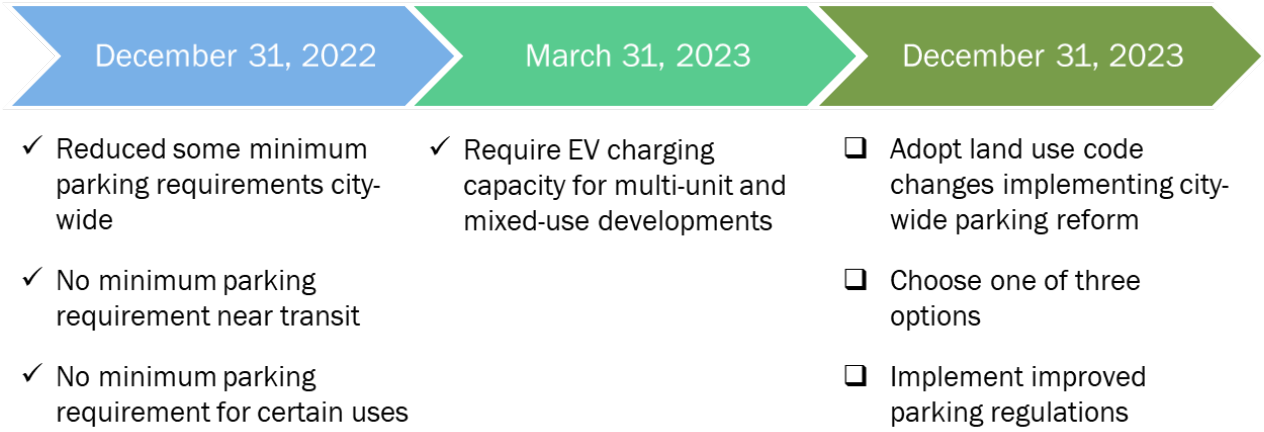
- Reduce greenhouse gas emissions from transportation and housing
- Support more climate-friendly housing and transportation options
- Center the voices of historically marginalized community groups in decision-making

Implementation of the CFEC requirements will fall into four projects:



Parking Reform Options

The Eugene City Council asked staff to gather input from key stakeholders and the general public about parking reform options before making a decision on what path to take. Public involvement focused on actions to be implemented by the end of 2023, as indicated in the following graphic:



The CFEC requirements offer three options to reform parking city-wide, as summarized within public involvement materials below.

Option 1 Remove Parking Minimums Citywide	Option 2A	Option 2B
	Introduce Specific Parking Reforms & Regulations	
	Select More Parking Reforms & Management Programs	Remove Minimums for Certain Uses & Locations
Most straightforward	Increased complexity to implement	
Same rules for the entire city	Regulations depend on use and location	
Increases flexibility on how land is used	Requires new regulations and compliance monitoring	
New development or redevelopment only	Could impact existing properties	

Public involvement activities and materials focused on making the conversation relevant and understandable. Here's an example from the project handout:

Re-thinking How We Plan for Parking
Reduced off-street minimum parking requirements won't mean that developers can't build parking. Instead, each project can choose the best use for their space – that may still include parking, but it could also be more housing, commercial, or natural space. Most people who build housing will continue to provide some parking, but it will be based on what the people who live on the property need rather than what the City requires.

The state requirements for parking reform include a few policy packages to choose from. To inform this choice, the City of Eugene is looking at the trade-offs of parking requirements with other City priorities. How do off-street parking requirements connect to climate action, housing, and equity?

- *Required parking makes housing expensive – parking adds $142 per month to rent, on average*
- *Surface parking takes up a lot of space – space that could be used for housing, open space, or businesses*
- *A surplus of parking incentivizes driving – even when we could walk, bike, or take the bus*
- *Parking creates more distance between destinations – making walking or biking feel less appealing or less safe*

Section 2. Outreach Activities and Takeaways

The project team worked together over three months (March to May 2023) to complete the following:

- Public outreach materials and information, including the project website and Engage Eugene page, informational handouts, presentation slides, email/social media updates, and meeting invitations.
- Individual interviews with key community leaders: March 21-30 (6 participants)
- Individual interviews in Spanish: May 8-21 (3 participants)
- Small Group Conversations:
    - Local Partners, Organizations, and Advocates: April 13 (18 participants)
    - Black, Indigenous, People of Color and LGBTQ+ Communities: April 27 (40+ participants)
    - ADA and Accessibility Advocates: May 8 (4 participants)
- Tabling at the Move EUG Transportation Open House: April 20 (80+ participants)
- Tabling at the Public Safety Forum (Spanish Speaking): May 2 (100+ participants)
- Virtual Public Information Session: May 3 (10 participants)
- Survey on Engage Eugene: April 10 - May 8 (437 responses)

Key takeaways, comments, and themes from each outreach activity is summarized in the following sections. Complete notes are available as **Appendix B**.

Interviews

March 20-31, In-Person and on Zoom

The project team conducted six interviews with key stakeholders representing interests related to affordable housing, transportation, neighborhoods, development, and business. Staff asked participants for advice on both public outreach and project content. Themes included:

- **Communications**: Focus on flexibility, affordability, sustainability, equity, housing, choice, outcomes, and public right-of-way.
- **Information:** Share data showing impacts of parking mandates on vehicle ownership, costs of structured parking, market-driven strategies by developers, outcomes in other jurisdictions, and geographic areas to be impacted.
- **Options:** Discuss the difference between Option 1 and 2 in terms of impacts to future development and existing activities.
- **Impact**: Provide a "transition plan" for residential areas.

May 8-21, in Spanish on the Phone

The project team initiated three interviews with Spanish speakers and received very similar comments to what we heard from the general public during in-person outreach. Feedback included:

- Provide and regulate ADA parking.
- One size does not fit all: regulate parking in areas where it is a concern for the neighborhood.
- Consider safety: walking to/from a vehicle is a major concern.
- Adequate parking is essential as residents depend on their vehicles to transport family members and get to/from work.
- Engage with under-represented communities before making final decisions.
- Improve facilities for walking and biking in all areas of the city, not just downtown.

Local Partners, Organizations and Advocates

April 13 from 12:00 - 1:00 PM, In-Person at the Eugene Public Library

The project team hosted an in-person conversation at the Bascom-Tykeson Room in the downtown Library with 18 participants representing an array of organizations and interests. These included organizations and businesses related to active transportation, real estate, development, planning, design, environment, housing, and schools (Appendix A includes a full list of groups involved). After a 20-minute presentation and large group Q&A, participants discussed the options in small groups. The meeting concluded with a large group discussion. Themes included:

Option Preferences: Overwhelming support for Option 1 in all three groups, with some additional considerations.

- Add optional policies to Option 1 to address neighborhood impacts and resident concerns.
- Integrate ADA guidelines into Option 1.
- Option 1 provides more opportunity to plant large trees that need significant soil volume.
- Option 2 will be more difficult to implement and manage.

Summary of Comments:

- Encourage housing density, shared parking, and climate-friendly transportation (walking, biking, transit).
- Increase flexibility and utilize incentives over regulation.
- Consider regulations that provide ADA parking.
- Evaluate the outcomes of unbundling: many participants supported the concept but expressed concern about implementation and impacts.
- Coordinate with Lane Transit District (LTD).

Black, Indigenous, People of Color, and LGBTQ+ Communities

April 27 from 5:30 - 7:00 PM at the Park Street Café

The City of Eugene hosted a conversation with 40+ participants on a sunny evening in downtown Eugene. Co-hosts included Aimée Okotie-Oyekan and Patricia Toledo Robbins. Email and Facebook invites to their networks resulted in a successful event with a wide diversity of perspectives, ages, cultures, and backgrounds. The event was informally structured, with participants visiting stations based on topics: Parking Reform, Climate-Friendly Areas, and Move EUG transportation planning.

As most attendees were not familiar with CFEC, the conversations focused on providing information and clarifying the purpose and opportunities for Parking Reform. Many participants shared they were in support of the project goals, but they rely on cars as their primary form of transportation.

Conversation themes included:

- Main drawback associated with removing off-street parking mandates will be excessive on-street parking.
- Transit can be inconvenient.
- Some landlords might choose to not provide parking which would likely impact low-income renters.
- Issues associated with not having enough safe bike parking spaces.
- Two people identified a preferred option, and both chose Option 1. A third person suggested a combination of the two options.

See below for creative outcomes of the activity “what else could you do in a parking space?” The activity was inspired by the work of James Rojas with placeit.org.

ADA and Accessibility Advocates

May 8 from 3:00 - 4:00 PM on Zoom

Four individuals involved in ADA and accessibility advocacy participated in the conversation. While a range of disabilities were represented, mobility issues were the focus of the discussion. In addition to background on CFEC and Parking Reform, staff shared additional guidance from the State on incorporating ADA Parking options within CFEC Parking Reform.

Conversation themes included:

- Option 2 was preferred by most participants because it included parking minimums in some areas. Participants expressed concerns about how reforms would be implemented, and what would happen in the transit corridors for people who can't use fixed route transit.
- Enforcement of current ADA parking spaces is limited or non-existent, and this will become much more of an issue as parking gets tighter.
- Sidewalk infrastructure is a critical link in making transit work for people experiencing disabilities. Poor surfaces for parking lots and sidewalks make it impossible for people to use transit, even if it is near their home or work. Solutions to this problem will benefit everyone who rolls, including parents pushing strollers.
- RideSource, ADA paratransit service provided by LTD, is limited, mostly for medical appointments, and can be unreliable. It is not a solution for how to get around most of the time.
- Local and state-level advocacy is needed to address the severity of the parking access problem for people experiencing disabilities. Comments during the session included: "The state took such a blunderbuss to this" and "Option 1 is horrifying."

Spanish Language Public Safety Forum

May 2 from 6:00 - 8:00 PM at Willamette High School

City staff Leah Rausch, Patricia Toledo Robbins, and Eloisa Ortiz attended the May 2 Forum and visited with attendees at a City of Eugene table focused on CFEC Parking Reform and Climate-Friendly Areas.

A display board in Spanish provided the basis for the conversation, and staff received the following comments:

- Improve safety for people walking, biking, and taking the bus.
- Concerns regarding schools: parking for drop-off/pick up, safety for families walking and biking.
- Conflicts between neighbors and multi-family housing complexes is already an issue and will get worse.
- Increase the size of parking spaces, especially ADA spaces.
- The City should regulate parking, not private property owners.

Move EUG Transportation Open House

April 20 from 4:30 - 7:00 PM at the Lane County Farmers Market Pavilion

City of Eugene staff talked with approximately 20 members of the public about parking reform. Comments included:

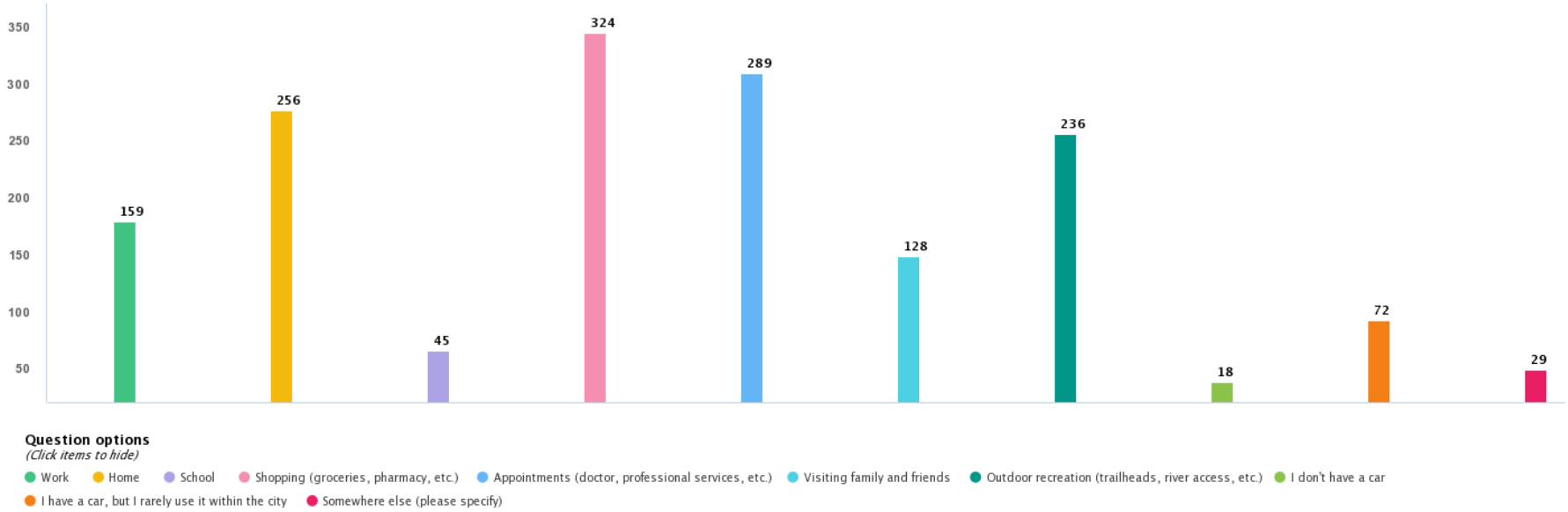
- Removing parking requirements before the transportation infrastructure is completed will cause issues for people who still rely on cars.
- We have too much parking in Eugene, so anything that might get rid of parking is a good thing.
- LTD routes don't do a good enough job of providing transit access for South Eugene.
- Concerns that removing parking requirements from neighborhoods near transit would result in excess on-street parking.

Online Survey Results

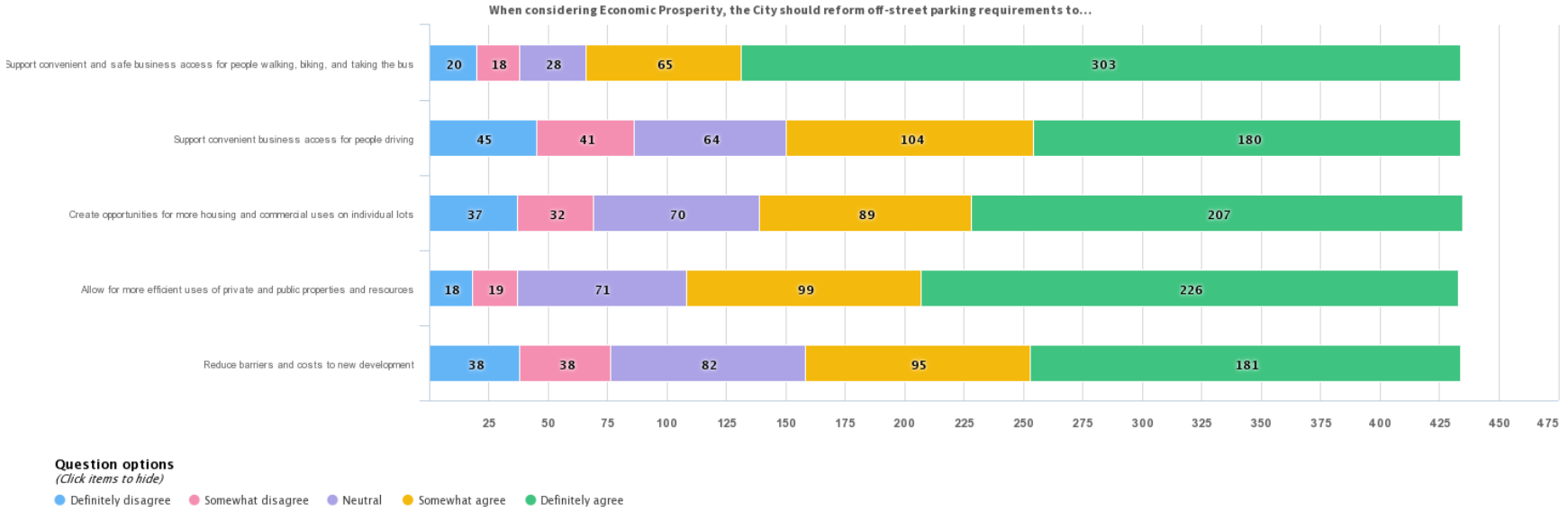
April 10 to May 8 on Engage Eugene

Robust survey results provide insights into the public perspective on the parking question. Between April 10 and May 8, the survey received 437 responses. The complete version of the survey results is in Appendix C.

The survey began with a general question about off-street parking: **"When using your personal vehicle, what destinations do you most need convenient, off-street parking, such as a driveway space, parking lot, or garage? (Select all that apply.)"**

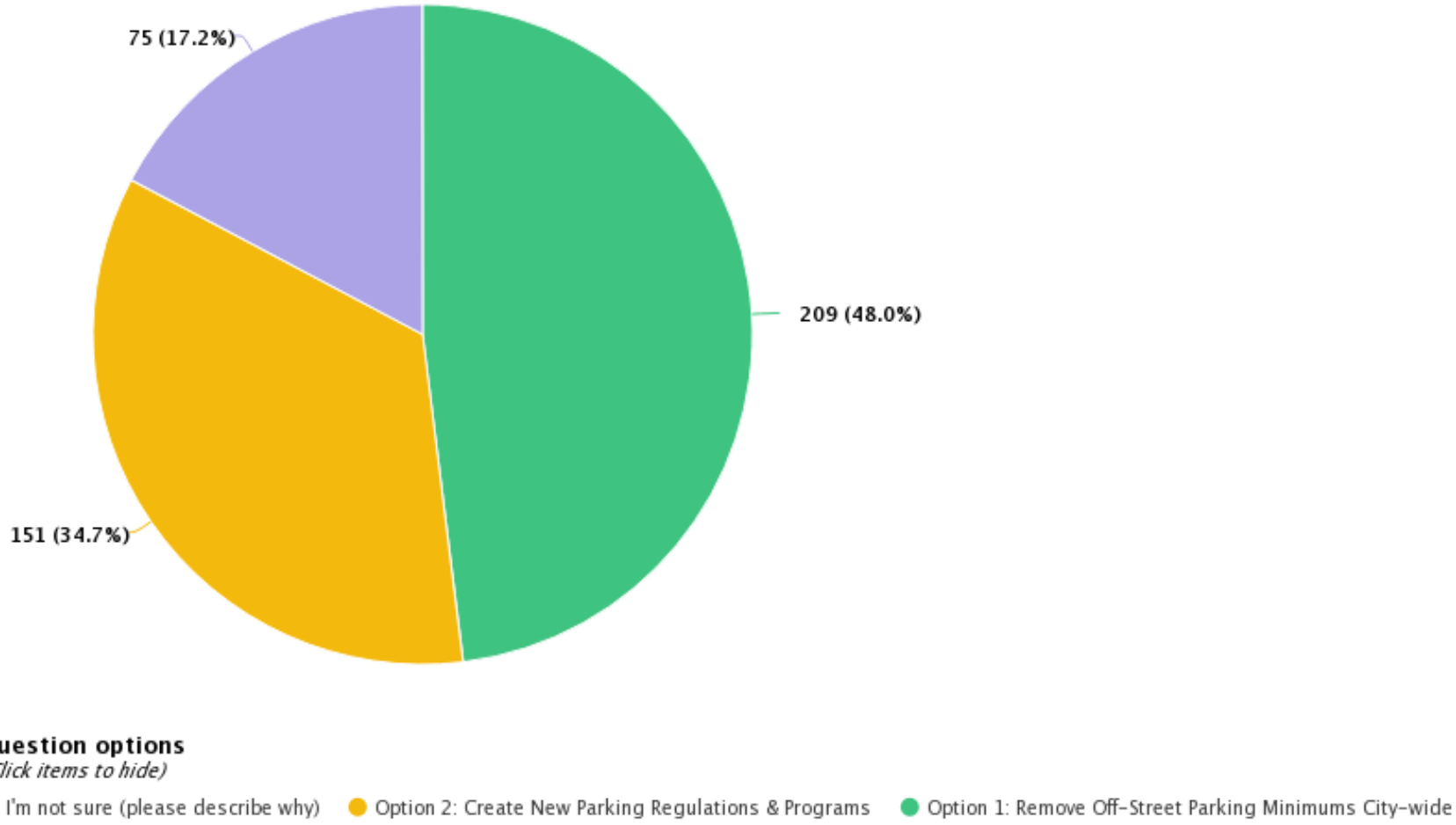


Following the opening question, the project asked people to explore the impacts, benefits, and trade-offs of parking reform with the City's Triple Bottom Line Framework. Respondents reflected on Environmental Health, Economic Prosperity, and Social Equity outcomes.



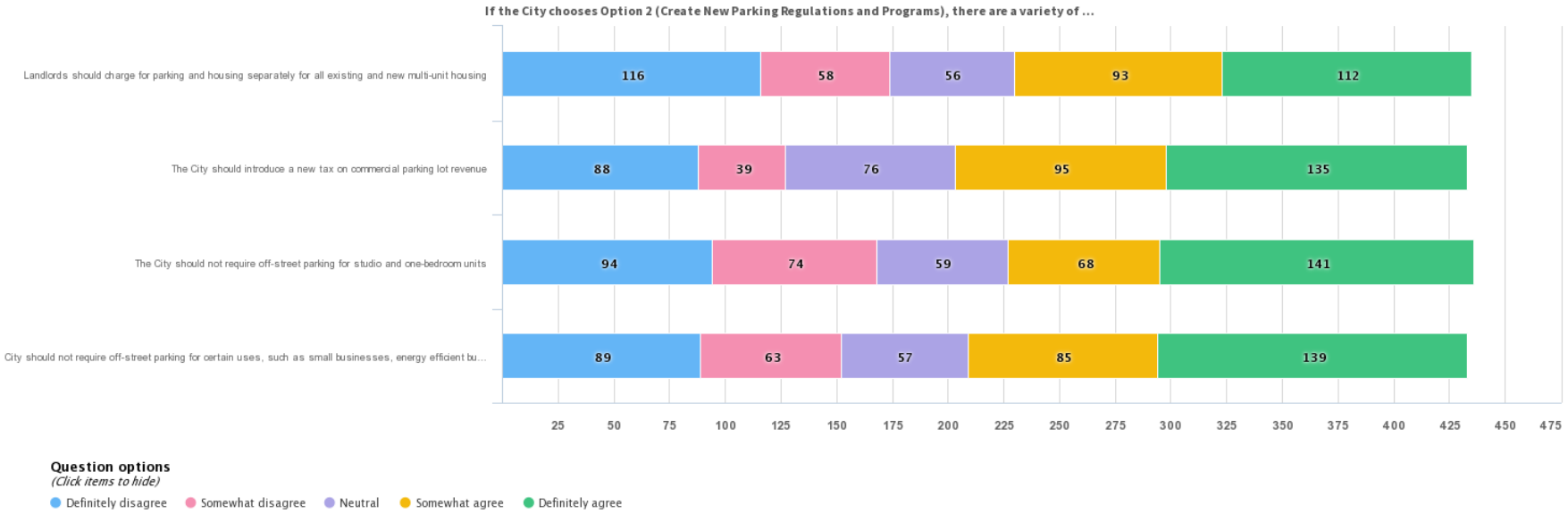
When considering Environmental Health, the City should reform off-street parking requirements to...
Encourage more climate-friendly transportation options (like walking, biking, and transit)
47
36
33
74
248
Reduce the reliance on personal vehicles
64
63
34
68
209
reate opportunities for trees, gardens, and other open space amenities on individual lots
25
15
40
82
274
Reduce the available space that is dedicated to paved, off-street vehicle parking
102
60
44
55
177
25 50 75 100 125 150 175 200 225 250 275 300 325 350 375 400 425 450 475
Question options
(Click items to hide)
Definitely disagree
Somewhat disagree
Neutral
Somewhat agree
Definitely agree
When considering Social Equity, the City should reform off-street parking requirements to...
Ensure changes are applied equally across all neighborhoods in Eugene
41
71
51
93
178
sure changes impact residents in an equitable way, considering race, income, and other characteristics of ne...
37
22
39
64
271
Treat areas that are far from transit access differently than those with convenient transit access
28
42
52
147
163
Support affordable and diverse housing choices
21
10
31
73
294
25 50 75 100 125 150 175 200 225 250 275 300 325 350 375 400 425 450 475
Question options
(Click items to hide)
Definitely disagree
Somewhat disagree
Neutral
Somewhat agree
Definitely agree

After considering values and outcomes, the project asked a specific question about whether the City should implement Parking Reform Option 1 or Option 2: **"Knowing that off-street parking cannot be required near transit or for certain uses (described above), the City should implement:"** Renters favored Option 1 slightly more than respondents overall: 56% compared to 48%.

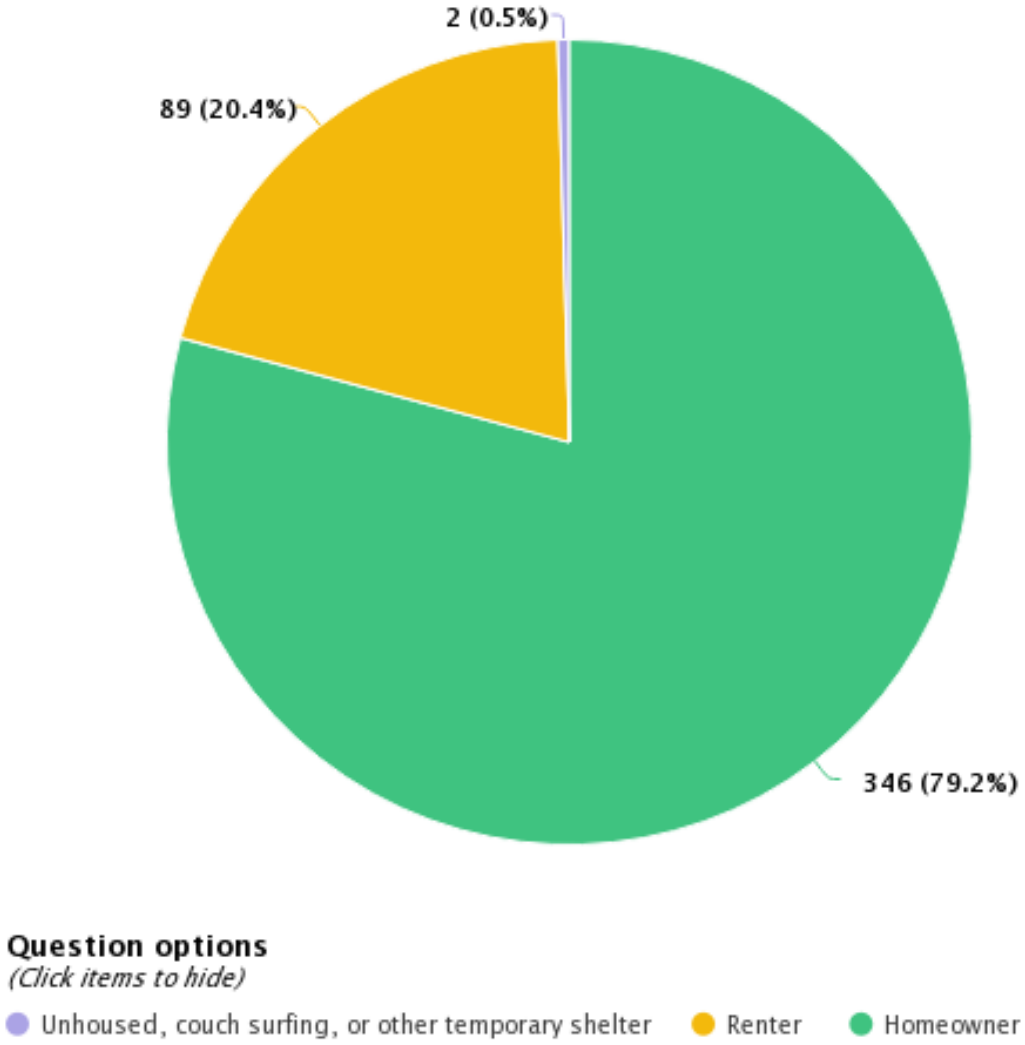


And finally, the project queried the specifics of Option 2: **"If the City chooses Option 2 (Create New Parking Regulations & Programs), there are a variety of policies that may be implemented. Please indicate your agreement with the following policy choices:"** Only 4 respondents skipped this detailed question. The four policies included:

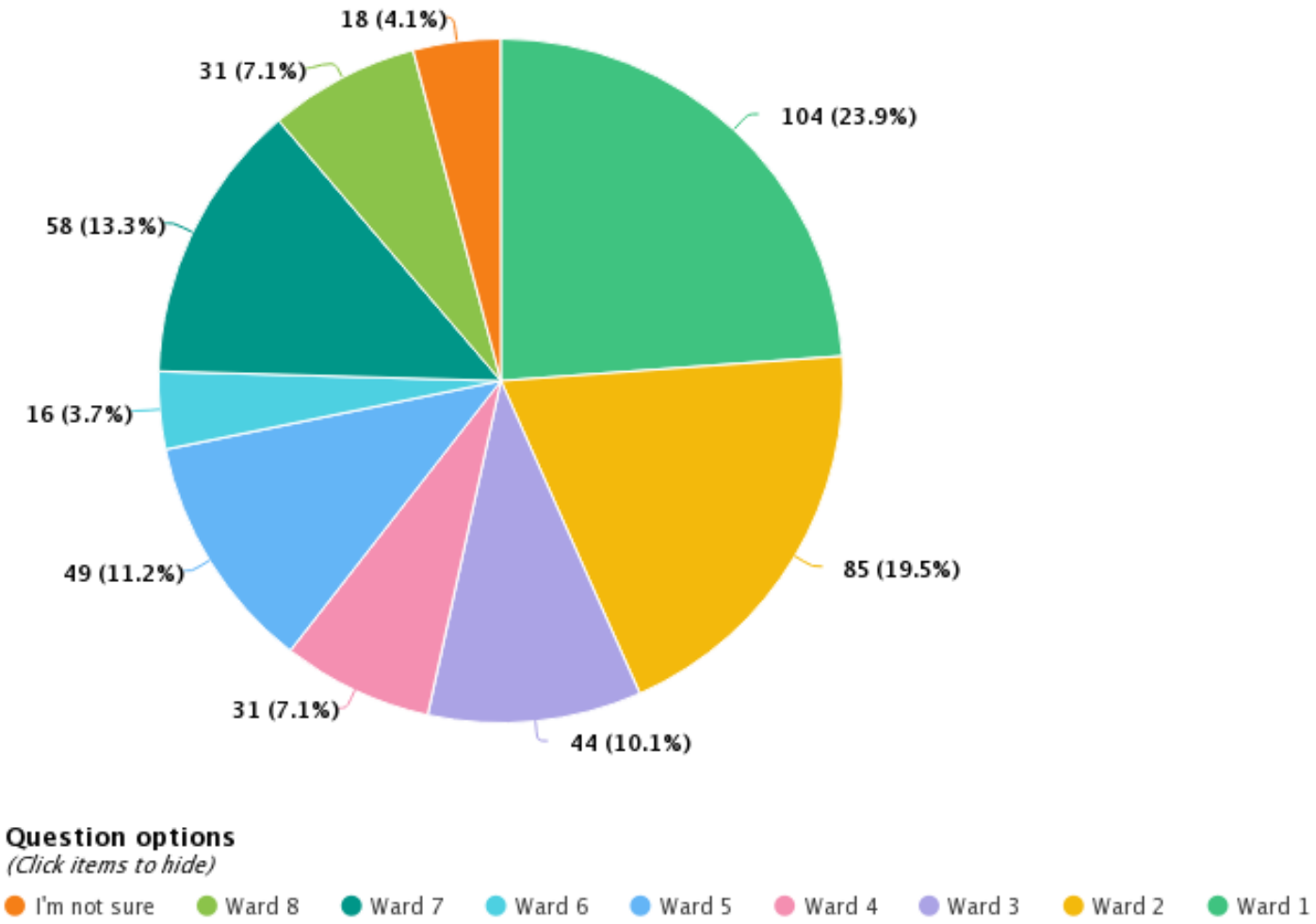
- Landlords should charge for parking and housing separately for all existing and new multi-unit housing
- The City should introduce a new tax on commercial parking lot revenue
- The City should not require off-street parking for studio and one-bedroom units
- The City should not require off-strete parking for certain uses, such as small businesses, energy efficient buildings, bars, and schools



The survey also collected some basic information about respondents. In response to "**Please indicate your housing status,"** participants shared the following:

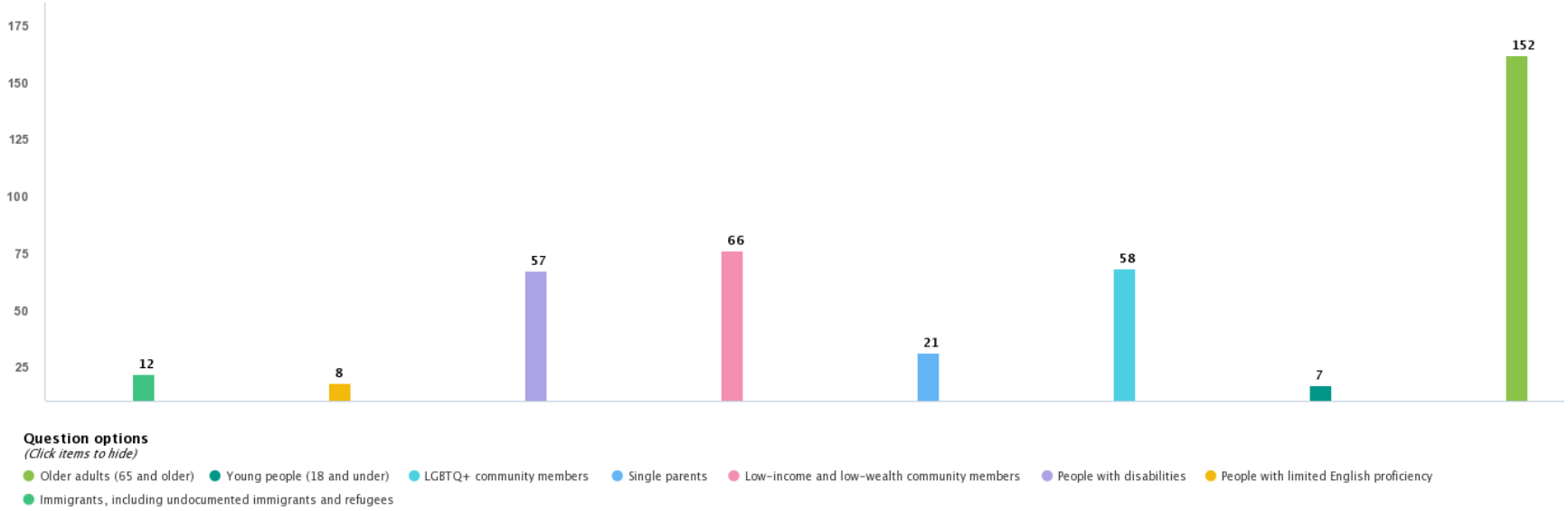


Participants were asked what City Council Ward they lived in. Respondents lived in all wards, with the largest numbers from Ward 1, 2, and 3 - Central and South Eugene areas:



An important component of input includes understanding the perspectives of historically marginalized community groups: 58% of the respondents indicated they were a part of at least one marginalized group, as defined in the CFEC state requirements.

"In addition to race, ethnicity, and housing status, the State of Oregon has identified other groups that deserve attention on transportation and land use planning due to historic and current discrimination. Please indicate if you identify with one of the following groups (select all that apply)."



Survey respondents were thoughtful and motivated to share their opinion - the results included over 1000 open ended comments. Here is a sampling from the two major open-ended questions: **"What concerns, if any, do you have about parking reform?"** and **"Please share any other feedback for City staff on CFEC Parking Reform."**

The responses are organized into six general categories:

- Overall Impacts
- Accessibility
- Active Transportation
- Keep It Simple
- Unbundling Housing and Parking Costs
- Public Transit

Overall Impacts

We desperately need parking reform! The planet cannot support the number of drivers we currently have. We need to make every possible change to reduce car ownership and remove private vehicles from the roads.

Without extensive transportation options that are quick, clean, and inviting to use, you will only plug up neighborhoods and people will have more difficulty finding parking and will reduce foot traffic in business areas.

Reducing parking is not going to have the positive impact you think. Less parking means less people visiting business. Not everyone can ride a bike everywhere. I'm not interested in waiting 30 minutes for a bus so I can walk a mile home.

The only minor concern I have would be small businesses losing ease of accessibility while large corporations like Wal-Mart and Whole Foods retain their massive parking areas.

Similar to the 'redlining' that prevented minorities from moving onto certain areas, severely reducing the ability for those of us who are older or with limited mobility to use private vehicles could have the same effect as redlining.

People living in poverty in our community are largely reliant on cars until transit infrastructure is expanded to provide convenient access across all parts of the Metro area.

You will create a battle for remaining parking spaces -- especially for those who may not live in that neighborhood. Nearby us, we have multiple newer duplexes, many with 2 or 3 cars. Streets are crammed, allowing one-lane passage. Not safe.

With reduced off-street parking one might have to park further away from their primary destination. Safety is incredibly important, safety of person and property.

Costs should be borne by developers and big companies not regular people

Please don't pretend that most users don't use automobiles. Thus nearby parking is required. We already have a major shortage of parking in the Market District.

With fewer spaces to park in high density areas, some kind of managed parking passes may need to be implemented.

Off street parking doesn't need to be required but it also doesn't need to be banned. Areas with good alternative access should be prioritized first and then we should look to expand access.

Accessibility

I agree with all above EXCEPT that there should be a requirement for accessible parking at all the above. New housing stock should require that a portion be either accessible OR easily converted to accessible.

Residing outside city limits with a disability I'm concerned about parking options that are accessible for shopping, restaurants, & event participation

Making parking harder to find WILL negatively impact the disabled, elderly, and others who have challenges with walking, accessing transit, and etc. There's already not enough parking for these folks, and their needs MUST be taken into account.

Former RideSource driver: very concerned about accessibility for alter-abled, elders, strollers, toddlers not easy to get to and from buses, carrying groceries, laundry. Ev charging not on streets. Not enough ADA parking now.

Active Transportation

The only concern is if cars are allowed to take over other areas for parking, like bike lanes or sidewalks. Street parking should be metered and enforced. Low-income folks should get parking assistance if needed.

Pedestrian visibility and safety around street parking. Congestion and traffic around off-street parking. Accessibility of businesses from areas with poor public transportation or longer distances leading to significant time commitments in commute.

Parking reform needs to be combined with investments in multi-modal supports. That burden should be shared among several agencies. Without that investment, it will be hard to convince people to not use their vehicles, especially in a City the size of Eugene.

Eugene needs more bike lanes that are safer in order to encourage people to start biking more and driving less. Eugene also needs more secure bike storage areas outside of businesses. Everyone is worried about their bikes being stolen.

Addressing parking reform without addressing all the interconnected aspects of how people get from place to place seems ill-informed. If car-sharing were super easy (groups of neighbors on every block sharing a vehicle or few, for example), far less off-street parking would be needed.

Keep it Simple

There is a tendency in the City to over-complicate an issue. Option One applies to new construction--simple, fair, the obvious choice. If you start carving out exceptions, and applying them to existing conditions you open up a hornets nest. There's always going to be an example where a certain new rule doesn't work, and the public get up in arms. Don't go there! Stick to a simple, Citywide change and ignore the "sky is falling" contingent.

I am worried the City Council will adopt a complicated scheme rather than the very simple waiver process. Other cities are adopting the simple and easy-to-implement waiver, why make a whole new bureaucratic process when a simple solution is right there?

None. Businesses who believe they need parking to be sustainable will invest their money in it, there is no need for government mandate of parking.

Unbundling Rent and Parking Costs

If landlords charge separately for parking, who will be affected? If new, more affordable housing options, we'll be penalizing lower-income folks. So, think this through.

I'm concerned about the idea that landlords could charge for parking separate from rent. If that option is implemented, PLEASE set limits on how much they can charge. Otherwise, I see that policy as another way landlords can grift tenants.

Public Transit

I love the idea of requiring less parking to incentivize people to use public transit, but without complementary reforms on transit accessibility and safety, all we will end up with is less parking and more frustrations. Transit is un-useable for many people, it's too expensive, too infrequent, and quite frankly the busses do not feel particularly safe. Fix these things, and you don't have to incentivize people to use transit, they will choose to of their own accord.

We need more frequent mass transit lines to avoid a public backlash. Right now LTD service is insufficient to be a viable option, even for people who live in a central location. This needs to improve as quickly as possible.

Appendix A: List of Organizations and Businesses Involved

The following groups, organizations, and businesses received updates with invitations to the meetings and links to the online survey. Associated individuals participated in the interviews, group conversations, and the public information session. This list does not include organizations and businesses that receive general planning, building, and transportation newsletters from the City of Eugene.

Organization/Business	Received Updates	Attended Meetings
1000 Friends of Oregon	x	
350 Eugene	x	x
Active Bethel Community Organization	x	x
Aligned Architecture	x	x
American Association of Retired Persons (AARP)	x	
ARC of Lane County	x	
Asian Celebration and Disorient Film Festival	x	
ASUO Housing	x	
Barczak Investments	x	
Bethel School District	x	
Better Eugene Springfield Transportation (BEST)	x	x
Better Housing Together	x	x
Beyond Toxics	x	x
Black Cultural Festival	x	
Black Professionals Facebook Page	x	
Cascade Title	x	
Catholic Community Services	x	
CedarStone	x	x
Centro Latino Americano/Huerto de la Familia/Downtown Languages	x	
Chamber of Commerce	x	
Chambers Development Corp	x	x
Churchill Community Organization	x	x
City Club of Eugene	x	x
COE Active Transportation Committee	x	x
COE Housing Policy Board	x	
COE Human Rights Commission	x	
COE Neighborhood Associations	x	
COE Sustainability Commission	x	
Commercial Investment Division of Lane County	x	
Cornerstone Housing	x	
Crescent Village Property Management	x	

Organization/Business	Received Updates	Attended Meetings
Cultivate Inc.	x	
CW Walker & Associates	x	
DevNW	x	
Downtown Eugene, Inc.	x	x
Downtown Neighbors	x	x
Equinox/Better Homes Real Estate	x	
Escudo Latino	x	
Eugene 4J School District	x	
Evans Elder, Brown & Seubert	x	
Evergreen Housing and Development Group	x	
Fair Housing Council of Oregon	x	
Fossil Free Eugene	x	
Friends of Trees	x	x
Goodwill Industries of Lane and South Coast Counties	x	
Head Start of Lane County Housing Outreach	x	
Hearthstone Real Estate	x	
Homes for Good	x	x
HONEY	x	x
Integration Network of Lane County	x	
Lane Black Student Union	x	
Lane Community College Long House	x	
Lane Council of Governments	x	
Lane County African American Black Student Success	x	x
Lane County Developmental Disability Services	x	
Lane Independent Living Alliance	x	
Lane Transit District	x	x
Latino Leaders Network	x	
Latino Professionals Connect	x	
Laurel Hill Center	x	
League of United Latin American Countries	x	x
League of Women Voters of Lane County	x	
Looking Glass	x	
Migrant Education Program	x	
Mobility International	x	x
NAACP of Lane County	x	x
Northeast Neighbors	x	x
Obie Companies	x	x

Organization/Business	Received Updates	Attended Meetings
Oregon Family Support Network	x	
Oregon Law Center	x	x
Pearl Buck Center	x	
Pivot Architecture	x	x
Prichard Partners	x	
River Road Community Organization	x	x
River Song Cohousing	x	x
Robertson Sherwood Architects	x	x
Rowell Brokaw Architects	x	
Safe Routes to School	x	
Schirmers & Assoc.	x	x
Shelter Care	x	
Sponsors Inc.	x	
Springfield Eugene Tenants Association	x	
SquareOne Villages	x	
St. Clair Properties	x	
St. Vincent de Paul	x	
TBG Architects	x	x
TransPonder	x	x
United Way of Lane County	x	
University of Oregon	x	x
UO Diversity, Equity and Inclusion	x	x
UO Indigenous Teacher Program	x	
WE CAN	x	
Western Oregon Builders Association	x	
Windemere Real Estate	x	x
YIMBY Eugene	x	

Appendix B. Detailed Comments from Public Involvement Activities

Interviews
March 21-31, In-Person and on Zoom

- Focus on project impacts: less regulation, more flexibility, "owners choice"
- Keep it high level, don't get into all the details of the options
- Surveys show that people in Eugene support housing, even when there are impacts
- Educate people that the street is a public resource, not owned by individuals
- Focus on the future: affordability and sustainability! Existing regulations are remnants of suburbia and "the City will no longer require unsustainability."
- Opportunities for other uses on a site: gardens, trees, etc.
- Research shows parking mandates drive up vehicle ownership
- Structured parking costs $65K per spot. At $125/month, not a good investment. Biggest burden to development.
- Developers are already trying all the suggested regulatory methods to reduce parking. The market is driving this anyway.
- Prepare for a "transition plan" to address neighborhood impacts , address safety for people who have to walk to their cars.
- Discuss values: equity, quality of life, community vs. personal choice, who's paying (parking is never free).
- Share real world successes and failures in relation to parking reform.
- Focus on implementation methods, not "what we have to do."
- Make connections between housing and parking reform.
- How many lots/areas will these reforms impact? Some of the regulations will be very difficult to implement. Will LTD map be updated each year?
- Emphasize the difference between: Option 1 = impacts to future development, Option 2 = existing and future development. Add policies to Option 1 to mitigate impacts as needed.
- Be specific about outcomes: where, how, why.

Spanish Language Interviews
May 8-21, Phone

- ADA: Pay special attention to regulate parking spaces for people with disabilities. They should have more spaces between spots. Regarding ADA parking: always consider easy access to the stores, public offices, housing, etc. This never should be optional for developers.
- Multi-family: Senior housing apartments, tiny houses and community complexes have totally different needs for parking spaces than golf courts or football arenas. One size does not fit all - I do not believe in the good faith of building developers. The city should always be the one who engages with low income neighborhoods to see what they want and need.
- Residential areas: It will really complicate the life of people to reduce parking spaces in residential neighborhoods or business districts. We already experience a crisis of street parking spaces as it is.
- Safety: I have young adults at home who deserve a good life. My nephew just got a great reliable car for his birthday. I would be very scared if he needed to park far away from where we live, especially during winter that gets darker quickly.
- Impact on work: Not having parking spaces surely impacts levels of stress on people. When you have a fixed schedule and work for an office downtown who does not care about giving parking spaces to employees, it can be very challenging being on time everyday.

- Impact on families: I think it is very unrealistic that you have people relying on public transportation to move around town. I am a mother of young children and I need to park close to where I am going. to be able to manipulate the car seats and bring the children in their lap. Sometimes with more than one toddler.
- Environment: We certainly need to worry about having enough parks and clean air in the future in our neighborhoods. I like the idea of reducing permit requirements after doing a neighborhood survey. We need to engage unprivileged communities in the decision making process every time a new development occurs in low income neighborhoods.
- Active transportation: The city should prioritize and have the same access in all other parts of the city to bicycle paths such as the convenient paths that you have in downtown and closer neighborhoods.

Spanish Language Public Safety Forum
May 2 from 6:00 - 8:00 PM at Willamette High School

- Parking should be retained at schools. Consider the surrounding neighborhoods who experience impact from pick-up/drop off. This was specifically noted as an issue in River Road (around River Road/Camino del Rio Elementary School). The principal is open to an additional conversation about the impacts (mostly related to surrounding county roads/lack of sidewalks/clear parking areas in neighborhoods).
- If we would like to go environmentally friendly in Eugene we should focus on public transportation that works. Alternative transportation is not real in Eugene. I have paid $40 for a taxi 12 minute ride in the late evening.
- There have been many accidents in the area where I live involving both bicycles and cars. We live on Daisy street in Springfield.
- I would like access to bike paths. I am concerned about not having sidewalks so my children can walk to school.
- I do not think some areas designed for parking lots could be used to plant trees or make more houses. The parking problem is bad in affordable housing areas. We live in a beautiful complex area not far from Willamette High School but we have parking problems with neighbors. The property owners do not care about resolving.
- Need a sidewalk by Kelly Middle School: Maxwell and North Park.
- I would like to see changes in the side of the space designed to park on public areas. Usually they are marked very close to each other so it is very hard to get out, especially for handicapped people.
- The only neighborhoods in Eugene that are well connected and have proper bike paths are the ones closest to downtown. All other areas in Eugene should have the same considerations with more options for transportation.
- I do not want the property owners to decide the amount of spaces they should have on their buildings. I want the city to consider specific rules depending on what people need.

Virtual Information Session
May 3 from 6:00 - 7:00 PM on Zoom

Questions:

- I think I heard Option 1 allows other policies as well, like requiring unbundling etc. is that correct?

- Option 1 sounds great. What are the downsides of Option 1?
- What will happen when additional parking is needed, for instance, in Downtown Eugene?
- Could we reduce the size of parking spaces?
- Home owner associations have a lot of control over property, and developers have the opportunity to design and implement things. If we put the decision in the hands of developers, and homeowners, do we end up with an equity issue?
- Please share the transit map, where does it come from and how will it be used? What's the definition of "frequent transit corridor?"
- What do parking maximums look like? Would they be regulated?
- What would parking maximums or a district to manage parking look like? How to decouple parking from a rental without landlord increasing cost? Changes to LTD routes over time would require annual adaptation to the map?

Comments (chat and verbal):

- I think one of the main things to consider is to have more mixed-use residential neighborhoods. if people have more goods and services within walking or bike riding distance that would reduce the need for cars and parking.
- In my opinion is that Option #1 is the way to go, as I believe it could lead to more people giving up owning cars.
- It does seem like option 1 is easiest, but there some things from Option 2 that should be added to Option 1: first 4 from Option 2a and parking maximums from Option 2b.
- Reduce the size of parking spaces.
- People need parking spaces – they are often used for temporary housing. Parking regulations support equity.
- Regarding unbundling: would need regulations to manage rent increases if unbundling was implemented.

Local Partners, Organizations and Advocates:
April 13 from 12-1 PM, In-Person, Eugene Public Library

General Comments:

- Encourage more housing built in compact areas, parking is taking up space that could be used for housing
- Apply the "downtown philosophy" to all areas: encourage transit/walking/biking
- Encourage shared parking
- Use carrots not sticks, don't over regulate, don't make it complicated
- Designated parking for ADA, pregnant women, people with children
- Offering employee incentives to use transit/walk/bike haven't worked well in Eugene, in my experience.
- Focus on: who decides, outcomes, equity
- Focus on incentives, but keep some regulations. Market will address issues sometimes, but not all the time.

Unbundling:

- Support for unbundling if it reduces housing costs for people without cars
- Concern with how to implement unbundling, complicated and difficult to enforce
- Concern about unintended impacts of unbundling, could raise rents

Mitigating impacts:

- Address the conflicts: example: Taney Street in Bethel – people park in the bike lane.
- Concerned about aggravating the divisions between the wealthy and underserved: how can we address the conflicts?
- Consider parking management districts to mitigate impacts to neighborhoods

Suggestions for public involvement:

- Develop a map that shows what neighborhoods are affected and which ones are not (transit service, CCRs)
- Studies show that as a whole, we have 7-10 parking spaces per car
- Parking spaces will get smaller because of EV use
- Just decide, don't agonize

Other ways to increase housing, walking and biking:

- Create incentives for public bike storage – safety is a major issue, waive SDCs for ADUs
- Tax commercial parking lot revenue
- Partner with LTD to create more micro-transit

Table 1 Discussion Notes

- What is the clear connection between parking minimums and emissions? Make this more obvious than just VMT. Connecting to the urban form – better more walkable neighborhoods may resonate.
- Hope is that there is more housing built in these compact areas
- Where do you attack the problem from? Is it from not providing the parking and hope that people adapt? Locating shops and commercial areas.
- How does this impact shared parking arrangements? Can the City encourage more?
- Business downtown perspective – we don't provide parking, we have people who walk/bike/transit or pay to park in a lot … apply that philosophy in other transit-served areas
- Start thinking about mobility from a larger perspective – we're looking at lot-specific requirements rather than the big picture (where else is there bike parking around here) – are we over or under-utilized for parking in the area
- Can we add other pieces or parts? Use carrots not sticks. Don't heap on more costs. Don't increase our cost of doing business.
- Group members overwhelming preferred Option 1.
- Option 1, its an arms race of regulations, don't make it more difficult to navigate and figure out the code; we don't want to be like California and over-regulate. Adding all these things to code that we'll never find.
- Don't create new procedural hurdles
- #1 seems like the "trust" option – we trust the development community to provide what they feel is needed. Allows us to tailor what's needed based on location.
- What are the goals from the community's perspective? Incremental, smaller scale development – opportunities to provide more housing. This is another way we can support that goal, make it much more approachable.
- Bethel – affordable housing development on Table Street. Taney is a designated bike lane – because there aren't parking on-site, people are parking in the bike lane. Speed bumps on Taney. Were trying to work with the church next door for shared parking – can't use it because its R-1. Homes for Good project.

- Option 1 is new development only. Whoever was punished in the past, continues to be punished.
- What about redevelopment of existing parking lots?
- What about current off-site parking agreements?
- We don't like unbundling
- Don't like the idea of introducing new parking regulations/management programs anywhere
- One participant shared her experience of parking issues around Friendly market
- Advocate for paying for parking – great that our parking revenue goes for art; but its not the most equitable option. Could parking payments go towards another fun – help renters, provide support.
- Oregon Rental Owners Association – loop them in, can you disperse this to the landlords and their tenants
- Reaching out to property managers – ask about unbundling and how they would approach it, talk to the affordable housing team
- In the areas for unbundling – you would probably see it around the university and downtown
    - What about the more suburban, multi-family developments?

Table 1 Worksheet Responses

All seven table participants preferred Option 1, see below for details:

Option 1

- City could intervene to make car sharing viable. Provide financial support to providers to expand use/applicability.
- Policy 1 (Unbundling): applying unbundling to existing multi-unit housing would have significant (?) with accessibility/accountability. Difficulty in administration by the City and would be inflating to renters
- Policy 2 (New Tax): No problem with this concept, but tax shouldn't be (punitive?) and proceeds should be applied towards costs directly related. Should apply only to lots that are absent any other planning.
- Policy 3 (Studio/1-bed): Suggest instead renaming parking minimums as requirements, not based on # of bedrooms.
- Policy 4 (Certain Uses): See above. If parking maximums still applied, consider exemption of certain uses – e.g., Arenas

Option 1

- Important to support policies that promote diverse development in every ward
- Noted more interest in new tax and removing requirements for studio/1-bed
- Crossed out "existing" in unbundling policy

Option 1: agree with others

Option 1

- Safer bike storage for public
- Electric taxi incentives
- Remove CC&Rs
- Tax on parking income
- Require large employers to offer commute benefits
- Designated pregnancy/small child parking spots
- Education on why

- Affordable alternatives (scooters, taxi, zip cars, etc.)

Option 1 since its simpler. Eugene could spend years discussing/fighting over the details of the other options.

- If managed properly, unbundling parking from rent could help reduce parking costs for people who don't need to drive (and might help reduce parking even in locations where the market would produce excessive parking)

Option 1

- Option 1 appears to be most equitable from a social, environmental, and economic perspective

Option 1

- Do all we can to level the playing field
- Noted interest in listed policies (except for unbundling)

Table 2 Discussion Notes

Favorite Option: Resoundingly Option 1

Concerns/Issues:

1. The Parking Reform will aggravate the divisive interests between the wealthy and the underserved.
2. Option 1 is not implemented along with other important companion aspects of CFEC that make it a smooth transition.
3. ADA parking policy needs to mindful of keeping these type spaces available and maybe even adding more.
4. Neighborhood Associations are going to choose the more complex option.
5. Who decides – not developer, it is the bank. Citizen input might complicate the issue and add complexity.
6. Surface parking is taking up usable housing spaces. Spaces for cars vs. spaces for people.
7. We should try it and not overthink it.
8. Options 2A and 2B will create more controversy.
9. Micro-transit needs to partner with the City (smaller buses and circuits) LTD is doing a comprehensive analysis of these transit needs which are aligning with CFEC goals but timelines are different.

Ideas:

1. Add ADA guidelines to Option 1
2. Have City make parking more costly
3. Share parking.
4. Frame it as serving the community, parking overall (show on-street parking and what is currently available to the community).
5. Frame messaging correctly, messaging should be about:
    . Who decides?
    . Focus on Outcomes.
    . What actions are the most equitable?
2. Translate parking map into what neighborhoods are affected by parking reforms and which are not. This will help address community perception.

Observation:

1. Suburban areas are primarily what is left outside the frequent transit corridor. These areas are the least likely to be impacted significantly.
2. A study was done that reflected 7-10 parking spaces exist for each car, 8% in public spaces.
3. Parking spaces will get smaller because of EV use.

Table 3 Discussion Notes

In your opinion, which option best serves the community?

I want whichever option is strongest in uncoupling parking from housing. I think that sounds like option 1.

I live in an infill development in the River Rd area so I am really aware of what SFR owners' reactions to density are. I also lived in a city with excellent public transportation. I think option 1 is the place to start because it doesn't prohibit the City from doing other things as well. We should take the simple straightforward option that increases flexibility and still allows the City to tweak it as they want to.

We work in underserved neighborhoods and have actually been able to get a bit of funding to work in these areas because in some places trees are a luxury. The sizes of driveways seem to be market-driven. Trees require a lot of soil volume and unfortunately with a lot of new development that is not a priority whatsoever. For trees to become big and provide more benefits, they need a lot of space and you don't see that much in newer developments. A UO Planning student's thesis about parking had some really good points about what the market demands. (Mary asked Reid to please send the link to this thesis if Jeff provides it to Reid)

We just got done developing the Crosswood. We want to have a place for students as well as faculty and young adults in a place that is proximate to campus and the river. We did have a parking requirement when we built that project but parking can be built into. I personally am of a mind that option 1 would be the preferred alternative, partly because of ease of administration by the City, especially if it's applied to existing development. At least in this area, the number you cited about the price per stall doesn't seem to be accurate locally. Generally speaking, I like the idea of unbundling parking – unbundling won't necessarily mean savings to the consumer, so if that is applied to existing development the landlords will likely pocket the money. Other things could be added onto option 1. I don't find programs that provide transportation benefits to employees to be very effective.

As the city tries to build better bike lanes we have all these carrots, and I think we really need sticks. Carrots alone are not going to get us there. We used to have sticks – gas prices go up and driving goes down. Parking is one of the things that make driving unattractive. If you give Option 2 to the community, we can argue about those for years. So let's not do that.

We are designing a building in Eugene. I think option 1 seems like the way to go. I also feel like there are a lot of things that could go with it so it could make more sense. Providing commute benefits and charging a tax on parking revenue could be great. A lot of people don't bike in Eugene because it doesn't feel safe to lock up your bike in Eugene so we should have public bike storage that is lockable. There should be incentives for alternatives. We also need to find a way to get rid of CC&Rs – they were scrubbed for explicit racist language but the concepts are all still there and it's preventing people from accessing affordable housing. The SDCs for MH or an ADU can be 10,000 dollars or more. I think Eugene should waive these. The idea that came to me from Toronto is – you register your car with the city so you're allowed to park on your street. If you have a visitor they have to pay for a spot for the night on

the street. Downtown, people's spots are getting filled up and Toronto's programs could work for this. I'll also add that the scooters are very expensive – I took one around the block and it was $5, which is the price of a taxi.

I tried to get a Zip Car and they said there was an income minimum to use it. I'm willing to forego revenue that we would otherwise get, but I don't know that I want that money to go to [Zip Car]. Maybe one of the innovations could be somehow be folded in.

Which (if any) of the parking policies do you have more interest in? Concerns?

- Landlords required to charge for parking and housing separately for all existing and new multi-unit housing (unbundling)
- Introduce a new tax on commercial parking lot revenue
- Remove off-street parking requirements for studio and one-bedroom units
- Remove off-street parking requirements for certain uses, such as small businesses, energy efficient buildings, bars, and schools

I like the idea of unbundling parking and didn't realize it was already being done in some places. I'd be interested in looking into that. People are parking in neighborhoods when they don't have parking onsite so you do have to guard against spillover a bit.

Is the unbundled price of rent and parking written into a contract?

Other discussion:

I used to work at Peacehealth, and they once implemented a policy that they would pay people not to drive to work there and it seemed like they weren't really able to get anyone to do it.

It's hard to get people to solve a problem that they don't see as a problem.

I have to drive almost everywhere because I have a bad knee and I have to walk up a very steep hill to get to the bus.

With respect to transportation, there is so much education that should be involved in the rollout of these policies. Young professionals that don't have children – that's a demographic that could be doing something different. In Portland they held a competition for which firms could bike to work the most and the competition aspect was a great incentive.

Kids really can walk to school if they're taught to do so.

But you can't have your kids walk to school and also choose where they go to school. This exacerbates social inequity.

I manage a building that provides a parking space with rent, but there isn't a spot for every unit. That could change, too. But the bulk of the time the cars stay where they're parked.

Free public car storage needs to be phased out. If people think that wherever they live they have a right to park for free on city streets – city streets are public property. Whether you're an apartment dweller who didn't get lucky enough to get a spot, or someone else, why should people visiting downtown have to pay while people who live downtown do not?

I disagree, it is unacceptable to expect pregnant mothers or people with disabilities to pay for parking in front of their own home. I think designating parking spots for pregnant women is critical.

A friend of mine moved to Springfield and lives in a larger apartment complex. People decide they don't want to pay to park and they just park on the street. I think parking districts are going to be important – we can't pit people who live in apartments against people living in other neighborhoods nearby.

I would also like to see – if there's a transportation movement that needs to happen, we need to prioritize that over people having space to park on the street.

People worry about picking up their kids from school in an emergency but they won't utilize the free taxi service for kids to be picked up in emergencies. I actually own a car but it just sits there, except for maybe 4 times per year when I can use a car. I don't need to have parking close to me, I can park anywhere… take a bike to the parking lot or something.

Follow up emails from Participants

- *1,000 Friends has one over-arching agenda; Keeping new development within existing UGBs. This makes complete sense for their mission, so there were really no grounds for discussion about the impacts within UGBs; that's simply not their bailiwick.*

  Unfortunately, in my neighborhood, near the university, the consequences will be clear; this largely R-1 neighborhood will experience tremendous housing growth. To facilitate this growth, there will be much destruction. Many of the lots south of 24th have small, old houses, mostly built pre-1955. Many are pretty crummy. In my opinion, backed by 45+ years in the real estate business, the market will soon begin to respond to these properties not as houses, but as building sites for whatever maximum density can be attained.

  Because some of the lots are large, these will be developed well beyond duplexes or triplexes. The area will fairly rapidly cease to be a single-family neighborhood, but will become dominated by "units" to serve university students. The lack of parking requirements, the lack of sufficient setbacks, height restrictions, etc. will facilitate dense, non-aesthetic "housing", but few "homes". It won't be a lovely place, but loveliness was not a criterion; aesthetics, and even livability, were never on the table.

- *I'm reviewing the city's materials on parking reform before taking the on-line survey, and am curious what is the source of the statement: "parking adds $142 per month to rent, on average"? That may be true, but since I don't believe parking is charged that high anywhere in Eugene, I'm not sure if that is an overstatement or not – or how they derived that as a cost figure for the "true" cost of a parking space.*

  Regarding where we sourced the statistic about parking adding $142 per monthly rent. The statistics came from *Housing Policy Debate* (2016). Here's an article that discusses those (and other) parking cost statistics: https://www.planning.org/planning/2018/oct/peopleoverparking/

  Reason why I ask is by tossing out such a figure, might it induce a landlord to seek to charge that much for a tenant to park, which would be inflationary to the tenant. And how would the city monitor/regulate how much a landlord were to charge for parking – and/or rent – once unbundled? Would there be a specific mechanism to reduce parking by a corresponding amount?

Would that have unintended consequences with lenders (e.g., if a property owner constructed a building or development that relied upon a rent market study, would subsequent market adjustments to rent and/or parking result in them being outside of underwriting parameters that their lender used to establish a construction or permanent loan)? Or would landlords simply cream additional revenue from parking without making corresponding changes to rents, and who monitors/regulates that?

One other thought: I'm a fan of car sharing, and I see that it is a possible parking reduction intervention if option 2A or 2B were selected.

Recently I reached out to Zipcar to see if they'd be interested in providing a car in our lot at the Crosswood apartments – thinking it would be good to offer to our residents and be available for non-residents to use as well, and that we could either offer to rent the parking stall to Zipcar that would house their vehicle (perhaps signing it for their exclusive use) or maybe waiving the revenue we'd otherwise get from renting that stall just to have the on-site car sharing option as a benefit to our tenants.

But what Zipcar first told us was that the owner of the parking space(s) dedicated to Zipcar would have to make a financial commitment to them, guaranteeing that usage of the vehicle would hit Zipcar's monthly $1,500-$2,000 target or we'd have to pay them the difference.

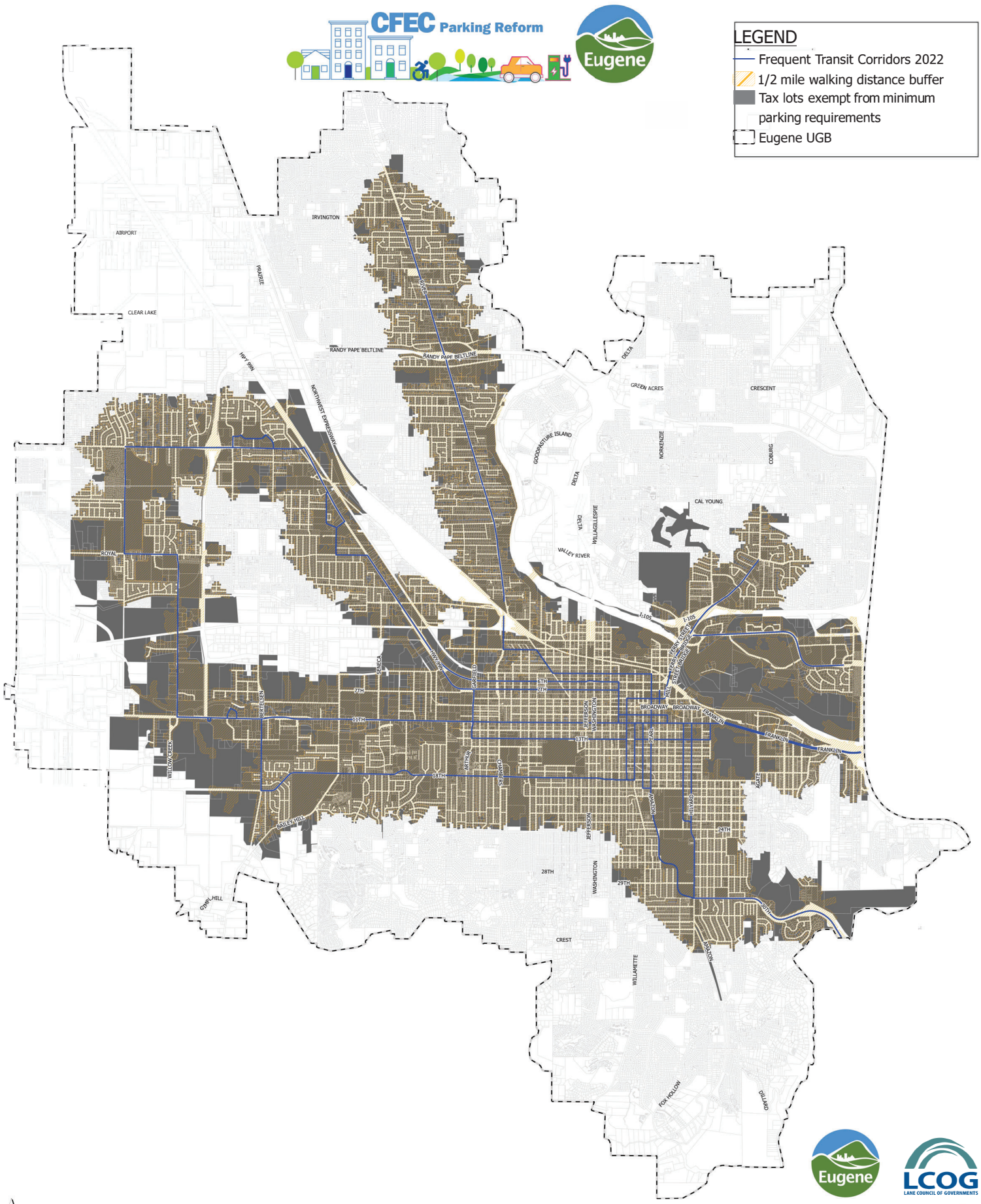
They ultimately said they are not expanding the size of their fleet and currently on hold for any new locations. But clearly we wouldn't sign up for a guaranteed income for them or any car sharing firm. I thought the concept of waiving parking revenue by us was generous.

On a separate note, I see that there is an option in 2B that would allow parking reduction for buildings seeking or built under LEED or Reach Code. I'd encourage you to expand eligibility to other certifications. At Crosswood, we just got Platinum Earth Advantage certification. Earth Advantage was one of the allowable building energy efficiency certifications that HUD uses in its 221(d)4 program, and by reaching the platinum level we were able to get an EWEB incentive. LEED is seen as the "gold standard," but other certifications may otherwise provide meaningful public benefit and should be considered as qualifying for possible allowances under one or more of the parking options.

Appendix C. Complete Survey Results

A complete report of the 437 survey responses, including open ended comments, **is available here.**

Properties Exempt from Minimum Parking Requirements



URBAN RENEWAL AGENCY BOARD AGENDA ITEM SUMMARY

Work Session: Proposed Riverfront Urban Renewal Amendment

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

Agenda Item Number: 2
Staff Contact: Amanda D'Souza
Contact Telephone Number: 541-682-5540

ISSUE STATEMENT

On November 9, 2022, the Urban Renewal Agency Board directed staff to draft a proposal to amend the Riverfront Urban Renewal Plan to expand the District's financial capacity and add language to the Plan to allow urban renewal funds to be used for additional eligible projects. This work session is an opportunity for the Agency Board to review and comment on the proposed Plan amendment and to consider initiating the Plan amendment process. (See Attachment A for the draft proposed Plan amendment and Attachment B for the draft Report on the proposed Plan amendment.)

BACKGROUND

The Riverfront Urban Renewal District (District) runs from the heart of downtown to I-5. The District encompasses some of Eugene's most urban blocks, the transforming brownfield development of the Downtown Riverfront, the investments in the North Campus area, and many of the streets, sidewalks, paths, and parks that connect them. As part of the recent Downtown Priorities and Projects (DTPP) Process, staff solicited community feedback about the properties located in the western half of the District. Among the six categories of activities identified through that process (Housing, Public Safety, Social Services, Commercial Activity and Development, Public Spaces and Mobility, and Events and Culture), community members stressed the importance of building more housing in the western portion of the District and of strengthening the connections between the District and the downtown core.

Urban Renewal has been the primary tool used to realize the community's vision of transforming the former Eugene Water and Electric Board (EWEB) property into the new Downtown Riverfront neighborhood. The Agency purchased the 16-acre property in April 2018 and has made significant investments to spur the site's redevelopment (and the City has also purchased the City Hall building and property from EWEB). Most of the work to date has focused on the following elements: the Riverfront Park, infrastructure, public-private partnerships for market-rate housing development, and Steam Plant redevelopment.

Proposed Riverfront Urban Renewal Plan Amendment

In January 2022, Council approved a poll requesting a discussion about continuation of both Urban Renewal Districts. The Agency Board considered the future of the Riverfront District at its November 9, 2022, work session. The Board discussed the outstanding projects in the Downtown

Riverfront, the Plan amendment process, and the fiscal implications for extending the life of the District or ceasing the collection of tax increment funds. The current Riverfront Urban Renewal Plan is set to sunset on June 30, 2024. If the Agency wishes to continue collecting tax increment revenue in the Riverfront District, Council must approve an amendment to the Riverfront Urban Renewal Plan by December 2023. This would allow time for the amendment to be placed on the May 2024 ballot, if referred.

At the November 9, 2022, work session, the Board directed staff to draft a proposal to amend the Riverfront Urban Renewal Plan (Plan) to expand the District's financial capacity and bring it back for the Board to review and comment. Attachment A provides the proposed Riverfront Urban Renewal Plan amendment and Attachment B provides a draft Report on the Plan amendment that describes the financial impact of the Plan amendment.

The proposed Plan amendment includes information on three possible spending scenarios, each of which would result in a different increase to maximum indebtedness (and a different estimated lifespan of the District):

- Scenario A would raise the maximum indebtedness by $15 million, which is estimated to extend the District's collection of tax increment revenue by 5 years.
- Scenario B would raise the maximum indebtedness by $25 million, which is estimated to extend the District's collection of tax increment revenue by 8 years.
- Scenario C would raise the maximum indebtedness by $45 million, which is estimated to extend the District's collection of tax increment revenue by 15 years.

Adopting a "maximum indebtedness" figure does not authorize or obligate the District to issue bonds or pay for specific projects. Rather, it sets a spending limit on tax increment revenue for the District and allows the current and future Agency Boards the ability to fund projects over time, either with cash or by issuing bonds. The Agency Board can choose to move forward with an alternative spending scenario instead of the three proposed above. The proposed Plan amendment does not include any boundary changes to the Riverfront Plan Area.

Proposed Projects

The project focus areas included in the proposed Plan amendment vary between spending scenarios:

- Spending scenario A is focused on completion of two outstanding Downtown Riverfront projects: the Steam Plant redevelopment and the Downtown Riverfront Affordable Housing project. Scenario A estimates most of the increased spending limit will be allocated toward these projects but does allow for the Agency Board to use any remaining funds on any Emerging Projects the Board chooses to initiate.
- Spending scenarios B and C include completion of the two outstanding Downtown Riverfront projects and also include projects in the following focus areas (the same focus areas that were included in the Downtown Urban Renewal Plan Amendment): Housing, Physical Improvements to Increase Safety and Comfort, and Emerging Projects Directed/Initiated by the Agency Board. These focus areas emerged from the Downtown Priorities and Projects public engagement effort from early 2023 and would contribute to improvements in and connections to the downtown core.

Information about each of the project focus areas is provided in the proposed Plan amendment and the draft Report. Chapter 6 of the Report (Attachment B) includes estimated allocations for each of the projects and categories of projects; however, actual project spending will depend on future Agency Board budgetary action and project implementation.

The proposed Plan amendment continues the approach in the existing Riverfront Urban Renewal Plan; specifically, the Plan includes project focus areas, which outline activities eligible for tax increment funding. This allows the Agency Board to establish spending parameters in the Plan while maintaining some flexibility and responsiveness to evolving needs during Plan implementation.

Implementation and Accountability
Attachment C describes implementation steps for each of the project focus areas should Council choose to amend the Riverfront Urban Renewal Plan as proposed. Agency Board direction would be required in order for any large projects to move forward. Should the Plan be amended in accordance with this proposal, in order for any focus area to be implemented, it would generally require the following:

- Steam Plant: Agency Board would consider updated development agreement terms with additional financial investment in the project.
- Downtown Riverfront Affordable Housing: Agency Board would consider a disposition process for the site designated for affordable housing, including a possible Request for Proposals, project criteria, and financial assistance.
- Housing: Agency Board direction would be needed to establish an incentive program or specific development project (staff is currently drafting a proposal for the incentive program, as part of implementation of the Downtown Urban Renewal Plan). Agency Board direction is required for all projects involving property transfers.
- Physical Improvements to Increase Safety and Comfort: Staff could begin implementing smaller physical improvement projects. Per the Plan requirements, Agency Board direction would be needed for any projects over $250,000 to move forward.
- Emerging Projects: Agency Board direction needed before any program or project moves forward.

Should the Plan be amended, staff anticipates bringing projects for Agency Board consideration in early 2024. The River Guides (advisory committee for the Riverfront Urban Renewal District) will also advise on activities in the District.

Riverfront Urban Renewal District - Fiscal Implications
The Riverfront District generates approximately $3.4 million in tax increment revenue per year as of FY23. The impact to City finances depends on the path chosen by the Agency Board:

- **Continue the Riverfront Urban Renewal Plan.** The annual revenue is expected to continue to grow, up to certain limits as described in Chapter 7 of the Report (Attachment B) and be directed to the District to be used on eligible capital projects and operating expenses.
- **Discontinue Riverfront District's collection of tax increment revenue.** If the District no longer collects revenue from the division of tax, the tax increment revenue will be directed to

the overlapping taxing districts. Under this scenario, the City's General Fund would receive approximately 41 percent of what the Riverfront District collects ($1.4 million per year as of FY23). Lane County would receive approximately 7 percent ($249,000 per year as of FY23). Approximately 28 percent ($928,000 per year as of FY23) would be collected on behalf of School District 4J, although it is important to note that the impact to 4J's overall budget would be negative. This is due to State funding mechanisms for education and local properties that are in 'compression' related to State laws regarding property tax limits. If the Riverfront Urban Renewal District ceases to collect tax increment revenue, the *net impact to School District 4J would be an estimated decrease of $45,000 per year as of FY23*.

The 2023-2025 Adopted Biennial Budget includes an additional $400,000 of property tax revenue annually for the City's General Fund, starting in FY25, which is provided by an increase to an Urban Renewal District's frozen base of assessed value. This action can be accomplished through an amendment of the Riverfront Urban Renewal Plan. The proposed Riverfront Urban Renewal Plan amendment includes a frozen base assessed value increase from $50.6 million to $110.4 million. This frozen base increase will generate an estimated $800,000 per year for all of the overlapping taxing districts combined starting in FY25 if the Plan is amended; the City's General Fund will receive approximately half of the total amount, or about $400,000 per year. This will reduce the annual tax increment revenue directed to the District.

Timing and Next Steps
To keep Riverfront Urban Renewal as a possible funding option, the Agency Board would need to send a draft amendment out for public input (initiate the amendment process) at this work session in order to have a Plan amendment in place in time to retain the current level of tax increment revenues(see Attachment D for more information on the amendment process). If the Agency Board chooses to initiate the Plan amendment process, next steps would be:

- *Seek concurrence from overlapping taxing districts, Planning Commission review, River Guides review, City Council Public Hearing, and notify the general public (estimated September and October 2023).*
- *Work Session (estimated mid-November 2023):* Council reviews recommendations and public comments. Staff presents a further refined proposed Plan amendment and Report for Council consideration.
- *Work Session/Action (estimated late-November 2023):* Council makes final decision on whether to amend the Riverfront Urban Renewal Plan.

RELATED CITY POLICIES
Climate Action Plan (CAP) 2.0
CAP 2.0 includes multiple strategies that support the development of more compact housing in the Riverfront Urban Renewal Plan Area. Smaller homes tend to have a smaller carbon footprint during construction and use, and housing units built close to transit, jobs, and other amenities allow residents to access the community using fewer trips.

Eugene Downtown Plan

- Downtown development shall support the urban qualities of density, vitality, livability, and diversity to create a downtown, urban environment.
- Actively pursue public/private development opportunities to achieve the vision for an active, vital, growing downtown.
- Use downtown development tools and incentives to encourage development that provides character and density downtown.
- Emphasize Broadway, Willamette Street, 5th, and 8th Avenues as Great Streets through public improvements and development guidelines. Include portions of these streets as follows:
  - 8th Avenue between Willamette Street and the Willamette River.
- Connect special places downtown with enhanced street designs, public art, directional signs, transit routes and historic markers to create an inviting and memorable route through downtown.
- Promote adjacent park and open space areas as a valuable complement to downtown's urban places. Improve connections between downtown and nearby nature areas.
- Stimulate multi-unit housing in the downtown core and on the edges of downtown for a variety of income levels and ownership opportunities.
- Enhance functional designs for streets, sidewalks, and related public improvements with carefully chosen design elements, including materials, alignments, plantings, and streetscape elements.
- Incorporate the Willamette River as an integral element to downtown planning and development.

Housing Implementation Pipeline (HIP)

Encouraging compact development is one critical way to provide housing for our growing community. Increasing the number of housing units in the Riverfront Plan Area, which includes the east part of downtown and connects downtown to the Willamette River achieves other policy goals related to climate recovery and resiliency, compact development transportation efficiency, downtown vibrancy, and fiscal sustainability. A target goal in the HIP is to increase the amount of housing downtown by 50 percent from 2021: an increase of over 1,000 units.

Envision Eugene Pillars

- Provide ample economic opportunities for all community members.
- Promote compact urban development and efficient transportation options.
- Protect, repair, and enhance neighborhood livability.
- Provide for adaptable, flexible, and collaborative implementation.

PREVIOUS AGENCY DIRECTION

January 26, 2022 Agency Board Work Session

Moved to authorize the Agency Director to enter into an agreement for the sale and redevelopment of the Steam Plant property that is consistent with the "Proposed Terms for Sale of Steam Plant property" with the addition of the deal point that the project shall be constructed with prevailing wage. The Agency Board directed staff to continue working with the development team during due diligence to identify funding and strategies to cover the funding gap with the

understanding that neither Agency nor City funds would be used to fill this funding gap. *(Motion passed 7:0)*

November 9, 2022 Agency Board Work Session
Moved to direct the Agency Director to draft a proposal to amend the Riverfront Urban Renewal Plan to expand the District's financial capacity and to schedule a work session to allow the Board to review and comment on that proposal. *(Motion passed 5:2)*

AGENCY BOARD OPTIONS
1. Initiate the Plan amendment process to continue to explore the use of urban renewal funds on projects within the Riverfront District and to seek feedback on spending scenario A, B or C.
2. Initiate the Plan amendment process to continue to explore the use of urban renewal funds on projects within the Riverfront District and to seek feedback on a modified spending scenario.
3. Take no action at this time.

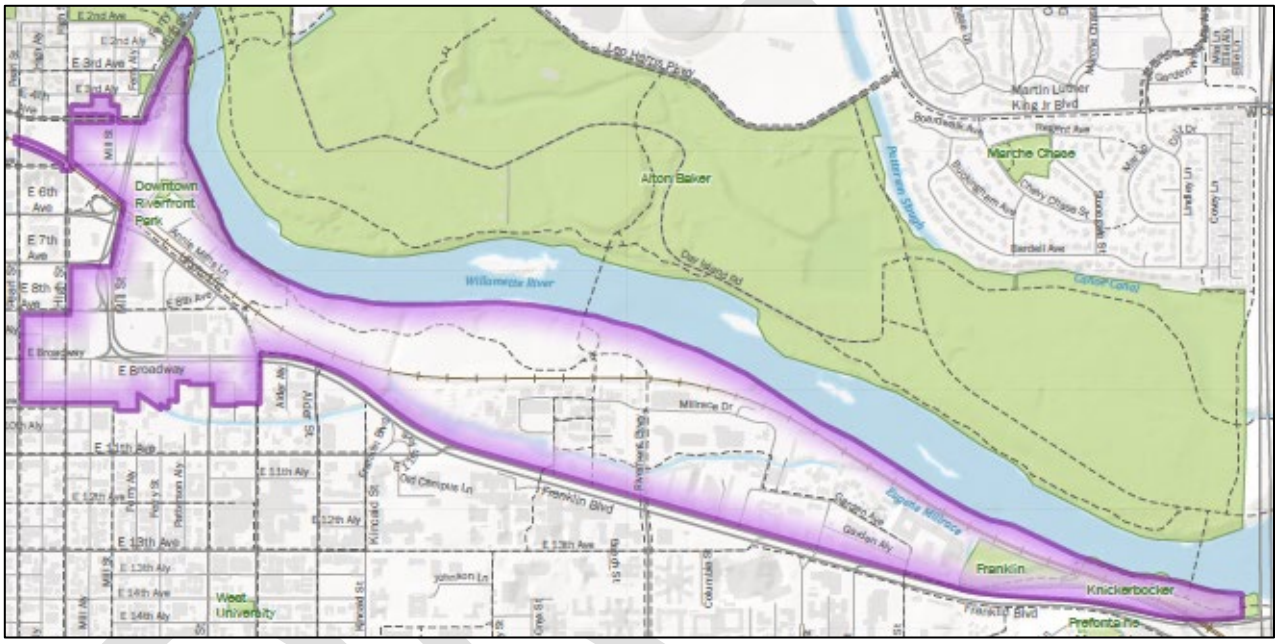
AGENCY DIRECTOR'S RECOMMENDATION
If the Agency Board wants to continue exploring the use of urban renewal funds in the Riverfront District, the Agency Director recommends initiating the Plan amendment process and selecting the spending scenario that best addresses the Board's desired goals for the Riverfront with final decisions by the Agency Board after public input.

SUGGESTED MOTION
Move to direct the Agency Director to begin the process of amending the Riverfront Urban Renewal Plan *using spending scenario [A, B. or C]*, consistent with the draft Plan and Report included in Attachments A and B.

ATTACHMENTS
A. Proposed Draft Riverfront Urban Renewal Plan 2023 Amendment
B. Draft Report on the Riverfront Urban Renewal Plan 2023 Amendment
C. Preliminary Project Implementation Information
D. Riverfront Urban Renewal District - Technical Details

FOR MORE INFORMATION
Staff Contact: Amanda D'Souza, Development Programs Manager
Telephone: 541-682-5540
Staff E-Mail: adsouza@eugene-or.gov

Draft Urban Renewal Plan for the Riverfront Urban Renewal District



Adopted September 11, 1985
-Amended-
March 2004
February 2018
Amended ____, 2023 by Ordinance No. ____

Urban Renewal Agency of the City of Eugene, Oregon

Table of Contents

Section 100 – Introduction 1
Section 200 – Definitions 2
Section 300 – Legal Description 3
Section 400 – Goals and Objectives 3
A. Goals *3*
B. Objectives *4*
Section 500 – Land Use Plan 4
Section 600 – Urban Renewal Projects 5
A. Existing Activities *5*
B. Additional Housing *5*
C. Physical Improvements to Address Safety and Comfort *5*
D. Emerging Projects Directed/Initiated by the Agency Board *6*
E. Loans and Grants *8*
F. Project Delivery and Administrative Activities *8*
Section 700 – Methods for Financing the Projects 9
Section 800 – Annual Financial Statement Required 9
Section 900 – Community Member Participation 9
Section 1000 – Non-Discrimination 9
Section 1100 – Recording of This Plan 9
Section 1200 – Procedures for Changes or Amendments 10
A. Type One Amendment – Substantial Change Requiring Special Notice *10*
B. Type Two Amendment – Substantial Change Not Requiring Special Notice *10*
C. Type Three Amendment - Minor Amendment *10*
D. Amendment to the City's Comprehensive Plan or any of its Implementing Ordinances *10*
Section 1300 – Duration and Validity of Approved Plan 10
B. Validity *11*
Section 1400 – Maximum Indebtedness 11
Section 1500 – Formal Matters 11
Plan Exhibit A: Plan Area Map 15
Plan Exhibit B: Plan Area Description 16
Plan Exhibit C: Analysis Of The Plan's Conformance To The Comprehensive Plan And Other Local Plans 19
A. Metro Plan - Eugene Springfield Metropolitan Area General Plan *19*
B. Envision Eugene Comprehensive Plan *22*
C. Eugene 2035 Transportation System Plan *23*
D. Housing Implementation Pipeline *23*
E. Climate Action Plan 2.0 ..... *25*
F. EWEB Riverfront Master Plan ..... ***Error! Bookmark not defined.***
G. Eugene Downtown Plan *26*

DRAFT

I. ADOPTION

Ordinance Number	Date	Purpose
Ordinance No. 19352	9/11/85	Adoption of the Urban Renewal Plan

II. AMENDMENTS

Ordinance/ Resolution Number	Date	Purpose
Ordinance No. 20313	3/10/2004	The First Amendment to the Riverfront Research Park Urban Renewal Plan made the following changes to the Plan: ○ Changed the name of the urban renewal area from "Riverfront Research Park Urban Renewal Area" to "Riverfront Urban Renewal Area". ○ Added 34.5 acres of land to the renewal area. ○ Expanded and revised the list of project activities to be undertaken under the First Amendment to the Plan. ○ Provided new cost estimates of project activities to be undertaken under the First Amendment to the Plan. ○ Extended the duration of time required to pay off project indebtedness to June 30, 2024. ○ Provided new information on the impact that carrying out the Plan will have on other taxing bodies under Measure 50.
Resolution No. 1085	2/12/2018	○ Increased boundary by 1.1 acres (North of 4th Avenue Expansion)
Resolution No. 1086	2/12/2018	○ Increased boundary by 0.76 acres (Quiet Zone Expansion)

DRAFT

URBAN RENEWAL PLAN FOR THE RIVERFRONT URBAN RENEWAL DISTRICT

[Throughout this draft Plan, a range of spending scenarios will be used to demonstrate the effect of different increases in the Plan's maximum indebtedness: A = $15 million, B = $25 million, C = $45 million.]

Section 100 – Introduction

The Riverfront Urban Renewal Plan (the "Plan") was revised in 2023 to make the following changes:

- Specifies project activities to be undertaken;
- Increases the Plan's maximum indebtedness to allow for those specific projects;
- Permanently increases the Frozen Base of the Plan Area to $110,395,364 to allow for a portion of the increased assessed value within the Plan Area to be shared with overlapping taxing districts including the City of Eugene; and
- General updating of the Plan.

[Scenario A]
The Plan outlines specific activities related to two projects previously initiated by the Urban Renewal Agency Board: redevelopment of the Steam Plant and development of an Affordable Housing project in the Downtown Riverfront.

The project activities are discussed in more detail under Section 600 of the Plan. Eligible activities include previously approved projects. The 2023 Amendment increases the Plan's maximum indebtedness from $34.8 million to $49.8 million.

The Riverfront Urban Renewal District will cease collecting tax increment dollars and return any unused tax increment funds to Lane County for redistribution to overlapping taxing districts as provided in Section 1300A of this plan.

[Scenarios B and C]
The Plan outlines specific activities related to two projects previously initiated by the Urban Renewal Agency Board: redevelopment of the Steam Plant and development of an Affordable Housing project in the Downtown Riverfront.

The Plan also includes activities related to new projects that address the challenges in the Plan Area, including those identified through a robust community outreach effort in fall of 2022, known as Downtown Priorities and Projects. The Downtown Priorities and Projects effort led to recommended improvements for Eugene's downtown, which includes the western end of the Plan Area, in six categories: Housing; Public Safety; Commercial Activity and Development; Public Spaces and Mobility; and Events and Culture.

Eligible project activities include previously approved projects and new project categories and are discussed in more detail under Section 600 of this Plan. The new project categories

include "Additional Housing," "Physical Improvements to Address Safety and Comfort" and "Emerging Projects Directed/Initiated by the Agency Board." The 2023 Amendment increases the maximum indebtedness from $34.8 million to ___ [B = $59.8 million C = $79.8 million].

The Riverfront Urban Renewal District will cease collecting tax increment dollars and return any unused tax increment funds to Lane County for redistribution to overlapping taxing districts as provided in Section 1300A of this plan.

Section 200 – Definitions

The following definitions will govern this plan unless the context otherwise requires.

2004 Amendment means the update to the Plan that was completed in 2004.

2018 Amendments mean the two minor updates to the Plan Area that were completed in 2018.

Agency means the Urban Renewal Agency of the City of Eugene.

Blighted areas means areas which, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use, or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health, or welfare of the community. A blighted area is characterized by the existence of one or more of the conditions described in the definition of "Blighted Areas" in ORS 457.010.

City means the City of Eugene.

Downtown Plan means the Eugene Downtown Plan as adopted by the Eugene City Council in 2004 as a refinement of the Eugene Springfield Metropolitan Area General Plan. The eastern portion of the Downtown Plan boundary includes the western portion of the Plan Area.

Downtown Riverfront means the 16 acres of riverfront property the Agency purchased from EWEB in 2018 to facilitate the redevelopment of EWEB's former utility yard. The Downtown Riverfront includes the Riverfront Park and Plaza, the Steam Plant, and the parcels of the Downtown Riverfront that have been or may be sold to a private developer for new residential and/or commercial development.

EWEB means the Eugene Water and Electric Board.

ORS means the Oregon Revised Statutes. ORS Chapter 457 regulates the urban renewal process.

Plan means the Urban Renewal Plan for the Riverfront Urban Renewal District.

Plan Area means the property included in the Riverfront Urban Renewal District as more fully described in Section 300.

Projects means the urban renewal projects listed in Section 600 of the Plan.

Report on the Plan means the textual material and graphic exhibits required by ORS 457.085(3) that explains existing conditions, activities, procedures, and proposals of the Plan.

Riverfront Park and Plaza means the 3-acre Downtown Riverfront Park and 1-acre Plaza located in the Plan Area. The Park was completed in 2022. Construction of the Plaza is expected to begin in 2025.

Steam Plant means the historic structure the Agency acquired from EWEB in 2018 as part of the purchase of the Downtown Riverfront property. The multi-story masonry and steel structure was constructed in three phases from 1930-1950. Steam Plant operations ceased in 2012 and the building is currently vacant. The Agency intends to preserve and redevelop the structure.

Tax Increment Financing means a method of financing urban renewal projects as authorized by ORS Chapter 457.

Willamette to Willamette Initiative means the collection of projects focusing on infrastructure and activity along 8th Avenue between the Willamette River and Willamette Street.

Section 300 – Legal Description

The Riverfront Urban Renewal District includes an area of approximately 245 acres. The Plan Area includes all of the land within the boundaries designated on the map attached as Plan Exhibit A and described as containing all lots or parcels of property situated in the City of Eugene, County of Lane, State of Oregon, bounded generally as described in Plan Exhibit B.

Section 400 – Goals and Objectives

A. Goals

The goals of the Plan are to:

1. Improve the function, condition, and appearance of the Plan Area by:
    a. Supporting the creation of a mix of new housing, which will bring more people and positive activity into the Plan Area, thereby making the entire Plan Area more attractive for residents, workers, and visitors.
    b. Supporting commercial development by creating physical conditions to help businesses thrive and by the repurposing of underutilized properties.
    c. Making physical improvements to parks, plazas, open spaces, sidewalks, and streets to provide an inviting connection through the Plan Area and to the river.
2. Eliminate blight and blighting influences;
3. Strengthen the economic conditions of the Plan Area;
4. Improve connections between the Riverfront Plan Area, the core of downtown, the federal courthouse, and the University of Oregon; and

5. Protect or enhance the riparian area.

B. Objectives

Development in the Plan Area is intended to play a critical role in Eugene's economy by improving the east side of the downtown core and providing a unique opportunity to develop an area that connects downtown Eugene to the Willamette River, the federal courthouse, and the University of Oregon. These objectives are consistent with the Eugene 2035 Transportation System Plan, Envision Eugene, Eugene's Community Climate Action Plan 2.0, the City's Capital Improvement Program, and the City's Housing Implementation Pipeline. The objectives of the Plan are:

1. Address barriers to the creation of new housing by helping to make residential development projects financially feasible. The creation of new housing in the Plan Area will:
    a. Contribute to the Plan Area's vitality;
    b. Help alleviate the undersupply of housing in Eugene; and
    c. Support the City's Housing Implementation Pipeline and climate action goals.
2. Improve public spaces in the Plan Area in order to make it a safe, accessible, and welcoming place for all users. These public improvements will:
    a. Address public safety concerns by improving the physical environment;
    b. Provide safe, direct, and attractive linkages between the Plan Area, the University of Oregon, downtown Eugene, and the Willamette River.
    c. Address bicycle and pedestrian access within the Plan Area;
    d. Improve pedestrian and multi-modal transportation circulation between downtown Eugene and the Downtown Riverfront; and
    e. Ensure the Plan Area remains accessible and welcoming to all users.
3. Strengthen the Plan Area's commercial environment by:
    a. Investing in vacant or underutilized spaces to increase marketability and flexibility; and
    b. Providing financial assistance for new and growing businesses.
4. Protect and enhance the key riparian areas along the river by:
    a. Addressing impacts of Plan Area development on public open space; and
    b. Maintaining and enhancing the public's physical access to and along the Willamette River; and
    c. Support design improvements or mitigations that are needed to treat stormwater, protect water quality, or to respond to other environmental protection needs.

Section 500 – Land Use Plan

The use and development of all land within the Plan Area shall comply with the regulations prescribed in the City's comprehensive plan, land use regulations, City charter, and any other applicable local, State, or Federal laws regulating the use of property within an urban renewal area.

DRAFT

Section 600 – Urban Renewal Projects

To achieve the objectives of this Plan, the Agency may incur indebtedness to finance the following urban renewal projects, and may pay that indebtedness with tax increment funds:

A. Existing Activities

The Agency may complete and provide tax increment funds to urban renewal projects authorized prior to the 2023 Plan Amendment (for example, the Downtown Riverfront Plaza, the Steam Plant Redevelopment, the Downtown Riverfront Affordable Housing Project, and the Railroad Quiet Zone). The Agency may also continue to operate the River Loans Program. All dollars loaned must come from program revenue and not from tax increment funds.

B. Additional Housing

The Agency is authorized to support the creation of housing in the Plan Area through the following activities:

B-1. Development Fee Assistance

The Agency may use tax increment funds to pay development fees for development that results in the creation of new housing in the Plan Area. Development fees paid by the Agency may include Systems Development Charges, permit fees, and other government-imposed fees. The Agency Board will establish eligibility criteria for Development Fee Assistance. If the criteria are met, Agency Board approval pursuant to Section 700 of the Plan is not required. Eligible projects must result in new housing and include new construction or redevelopment of existing buildings.

B-2. Real Property Acquisition and Disposition

The Agency may use tax increment funds to acquire real property when the acquisition of the real property is necessary to support the creation of additional new housing in the Plan Area.

The process for selling or disposing of property acquired for the purpose of supporting the creation of housing will be determined by the Agency Board. Property acquired to support the creation of housing may be offered to a developer for a reduced price or at no cost, as determined by the Agency Board.

C. Physical Improvements to Address Safety and Comfort

The Agency is authorized to make improvements to public spaces including streets, curbs, and sidewalks in the Plan Area to create safe, accessible, and welcoming places for users. Possible improvements include:

C-1. Street, Curb, Alley, and Sidewalk Improvements

Improvements within the Plan Area may require the construction of new streets, curbs, and sidewalks. The Agency may fund sidewalk and roadway improvements in the Plan Area including design, redesign, construction, resurfacing, repair, and acquisition of right-of-way for curbs, streets, and sidewalks, and pedestrian and bicycle paths. Projects that may be undertaken include:

- Local street, curb, and sidewalk improvements to support commercial and other street-level activity in the Plan Area or as identified in the Eugene Capital Improvement Program
- Other street, curb, and/or sidewalk improvements identified by the Agency

C-2. Streetscape Projects

The Agency may participate in activities that will improve the visual appearance of the Plan Area, including but not limited to:

- Accent paving
- Decorative lighting
- Street trees, planters, and landscaping
- Furnishings, including benches, trash receptacles, bicycle racks
- Street and directional signage
- Public art and water features
- Gateway monuments and landscape features
- Undergrounding of utilities in the Plan Area

C-3. Pedestrian, Bike, and Multi-Modal Transportation Improvements

The Agency may participate in activities that support pedestrian, bicycle, other non-automobile, and transit uses in the Plan Area and connections between the Plan Area, downtown, public parks, and other areas of Eugene. Projects may include:

- Construction of bicycle parking and storage, transit stops, covered shelters, transit pullouts
- Provide new bike paths or lanes in the Plan Area
- Provide pedestrian connections to the broader downtown, riverfront, and surrounding areas
- Provide more prominent entrances to the downtown area
- Provide weather sheltering devices for the protection of pedestrians

D. Emerging Projects Directed/Initiated by the Agency Board

The Agency is authorized to participate in eligible activities and projects should the Agency Board decide to pursue them, such as:

D-1. Parking and Mobility

The Agency is authorized to participate in the development of parking and mobility infrastructure in the Plan Area, including surface lots or garages. These improvements will benefit the Plan Area by increasing public use of the area. On-street parking is anticipated to meet most of the standard daily needs of people accessing public amenities in the Plan Area, such as the Park, restaurants, and commercial spaces. However, on-street parking will not accommodate all of the parking needs during high demand periods such as nights and weekends, and during special events. In addition, the Steam Plant parcel size is not sufficient to accommodate anticipated parking needs for its future redevelopment into a mixed-use center.

DRAFT

While implementation of certain physical improvements in Section 600 C may reduce the need for parking, it is still expected that additional parking will be needed, at least in the medium term.

D-2. Transmission Lines Rerouting

The Agency is authorized to participate in the effort to reroute the transmission lines that service the Willamette Substation and currently run from the electrical tower in the Riverfront Park, south along the river next to the Southern Plaza. Rerouting of the transmission lines would allow removal of the existing Riverfront Park tower, opening up views at the southern end of the park and in front of the Steam Plant and creating more passive open space in those places.

D-3. Open Space Improvements

The Agency may participate in funding the design, acquisition, construction, and/or rehabilitation of public open spaces and parks within the Plan Area. Projects to be undertaken may include:

- Walkways and plazas
- Shelters
- Buildings
- Landscaping
- Accessibility improvements
- Lighting
- Furniture
- Art

D-4. Other Development Support

The Agency is authorized to support development and commercial activities within the Plan Area through the following activities:

a. Financial Assistance

The Agency may use tax increment funds to provide financial assistance to property owners, for physical improvements to privately owned properties that will address the goals of the Plan. The activities eligible for financial assistance could include housing development, green building or renewable energy investments, improvements to ground-floor storefronts, and improvements to vacant or underutilized commercial spaces to increase flexibility and marketability.

b. Real Property Acquisition and Disposition

The Agency may use tax increment funds to acquire real property for the purpose of supporting the objectives of this Plan, including to support commercial activity.

The process for selling or disposing of property acquired for the purpose of supporting commercial activity will be determined by the Agency Board. Property acquired to support commercial activity may be offered to a developer for a reduced price or at no cost, as determined by the Agency Board.

DRAFT

E. Loans and Grants

The Agency may operate a low-interest loan and grant program to assist development and redevelopment of private property within the Plan Area. All dollars loaned must come from program revenue and not from tax increment funds. Property owners within the Plan Area proposing to improve their properties and receiving financial assistance from the Agency shall do so in accordance with all applicable provisions of this Plan and with all applicable codes, ordinances, policies, plans, and procedures of the City.

F. Project Delivery and Administrative Activities

Many of the Agency's project delivery and administrative activities are provided through a contract between the City of Eugene and the Agency dated June 15, 2004.

1. The Agency may retain the services of independent professional people or organizations to provide project delivery administrative or technical services such as:
    a. Project management;
    b. Preparation of market, feasibility, or other economic studies;
    c. Public engagement;
    d. Preparation of design, architectural, engineering, landscaping architectural, planning, development, or other developmental studies;
    e. Preparation of property acquisition appraisals;
    f. Provision of special rehabilitation, restoration, or renovation feasibility and cost analysis studies;
    g. Provision of legal, debt issuance, accounting, or audit services;
    h. Assistance with preparation of the annual financial report required under Section 800 of this Plan and the financial review required under Section 900 of this Plan; and
    i. Support ongoing investments within the Plan Area (e.g. potential new businesses, existing businesses with expansion, dealing with safety issues).

2. The Agency may acquire, rent, or lease office space and office furniture, equipment, and facilities necessary for it to conduct its affairs in the management and implementation of this Plan.

3. The Agency may invest its reserve funds in interest-bearing accounts or securities authorized under ORS 294.

4. The Agency may borrow money, accept advances, loans, or grants from any legal source, issue urban renewal bonds and receive tax increment proceeds as provided for in Section 700 of this Plan.

DRAFT

Section 700 – Methods for Financing the Projects

The Agency may borrow money and accept advances, loans, grants, and other legal forms of financial assistance from the Federal government, State of Oregon, City of Eugene, Lane County, or other public body, or from any source, public or private, for the purposes of undertaking and carrying out the Projects authorized by this Plan.

Ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property situated in the Plan Area, shall be divided in accord with and pursuant to Section 1c, Article IX of the Oregon Constitution and ORS Chapter 457, and used by the Agency for the Projects authorized by this Plan.

The Agency shall adopt and use a fiscal year ending June 30 accounting period. Every other year, the Agency shall develop a biennial budget in conformance with the provisions of ORS Chapter 294 and ORS 457, which shall describe sources of revenue, proposed expenditures, and activities.

The Agency Board must approve all projects, other than loans, in excess of $250,000.

Section 800 – Annual Financial Statement Required

A financial statement shall be prepared that includes the information required by ORS Chapter 457. The statement shall be filed with the City Council and notice shall be published and mailed to the affected taxing districts in accordance with the requirements of ORS 457.

Section 900 – Community Member Participation

The activities and projects defined in this plan, development of subsequent plans, procedures, activities, and regulations, and the adoption of amendments to this plan shall be undertaken with the participation of citizens, owners, tenants as individuals, and organizations who reside within or who have financial interest within the project area together with the participation of general community members of the city. An advisory committee authorized by the Agency Board will advise on the activities of the Riverfront Urban Renewal District.

Section 1000 – Non-Discrimination

In the preparation, adoption, and implementation of this Plan no public official or private party shall take any action to cause any person, group, or organization to be discriminated against in a manner that violates Section 4.613 of the Eugene Code, 1971.

Section 1100 – Recording of This Plan

A copy of this Plan and Substantial Amendments to this Plan shall be recorded with the recording officer of Lane County.

DRAFT

Section 1200 – Procedures for Changes or Amendments

The Plan will be reviewed and analyzed periodically and may need to be modified based on this review. The types of Plan Amendments are:

A. Type One Amendment – Substantial Change Requiring Special Notice

Type One amendments shall require approval per ORS 457.095 and notice as provided in ORS 457.120. Type One plan changes will consist of:

1. Increases in the Plan Area boundary in excess of one percent (1%) of the existing area of the Plan.
2. Increases in the maximum indebtedness that can be issued or incurred under this plan.

B. Type Two Amendment – Substantial Change Not Requiring Special Notice

Type Two amendments shall require approval per ORS 457.095 but will not require notice as provided in ORS 457.120. Type Two amendments will consist of any change or additions to the projects listed in Section 600.

C. Type Three Amendment - Minor Amendment

Minor amendments are any change that does not require a Type One or Type Two amendment and may be approved by the Agency Board in resolution form.

D. Amendment to the City's Comprehensive Plan or any of its Implementing Ordinances

Amendments to Eugene's adopted comprehensive plan and/or land use regulations that affect the Plan and/or the Plan Area shall be incorporated automatically into the Plan without any separate action required by the Agency Board or City Council. If a Type I or Type II amendment is prepared, Exhibit C of this Plan will be updated at that time.

Section 1300 – Duration and Validity of Approved Plan

A. Duration of the Plan

Taxes may be divided under this Plan only until the maximum indebtedness for the Plan Area has been issued and paid or defeased, or the Agency has determined that it will not issue the full amount of that maximum indebtedness, and all indebtedness that will be issued has been issued and paid or defeased. When that indebtedness has been paid or defeased the Agency will notify the assessor pursuant to ORS 457.450(2) to cease dividing taxes for the Plan Area and shall return any unused tax increment funds to Lane County for redistribution to overlapping taxing districts. However, the Riverfront Urban Renewal District and this Plan may remain in effect as long as legally required to exist and until the Agency transfers any remaining assets and liabilities of the Plan Area to the City of Eugene. As of the date of the 2023 Amendment, it is estimated that the last fiscal year for which taxes will be divided is ___ [A = FY29, B = FY32, C = FY39].

B. Validity

Should a court of competent jurisdiction find any word, clause, sentence, section, or part of this Plan to be invalid, the remaining words, clauses, sentences, section, or parts shall be unaffected by any such finding and shall remain in full force and effect for the duration of the Plan.

Section 1400 – Maximum Indebtedness

The First Amendment to the Riverfront Urban Renewal Plan established a maximum indebtedness for the Plan of $34.8 million.

The 2018 type 3 amendments did not increase the maximum indebtedness.

The 2023 Amendment increased the maximum indebtedness amount by ___ (A = $15 million, B = $25 million, C = $45 million) to a total of ___ (A = $49.8 million, B = $59.8 million C = $79.8 million). The maximum indebtedness limit established by this Section 1400 does not apply to or limit:

1. The obligation of the Agency to pay interest on indebtedness issued or incurred under this Plan;
2. Any indebtedness issued to refund indebtedness issued or incurred under this Plan, to the extent that the refunding indebtedness does not exceed the principal amount of the refunded indebtedness, plus the amount of the refunding indebtedness that is used to pay costs of the refunding;
3. Funds to repay indebtedness existing on the date of the 2004 Amendment; and
4. Expenditures made from funds other than tax increment funds, such as loans made from the River Loans Program.

Legislation passed in 2009 (ORS 457.220) placed additional limits on how much a municipality can increase maximum indebtedness. That same legislation, however, also provides that those limitations *"do not apply to the extent the municipality approving a plan obtains the written concurrence of taxing districts imposing at least 75 percent of the amount of taxes imposed under permanent rate limits in the urban renewal area."*

[Placeholder for overlapping taxing districts information]

Section 1500 – Formal Matters

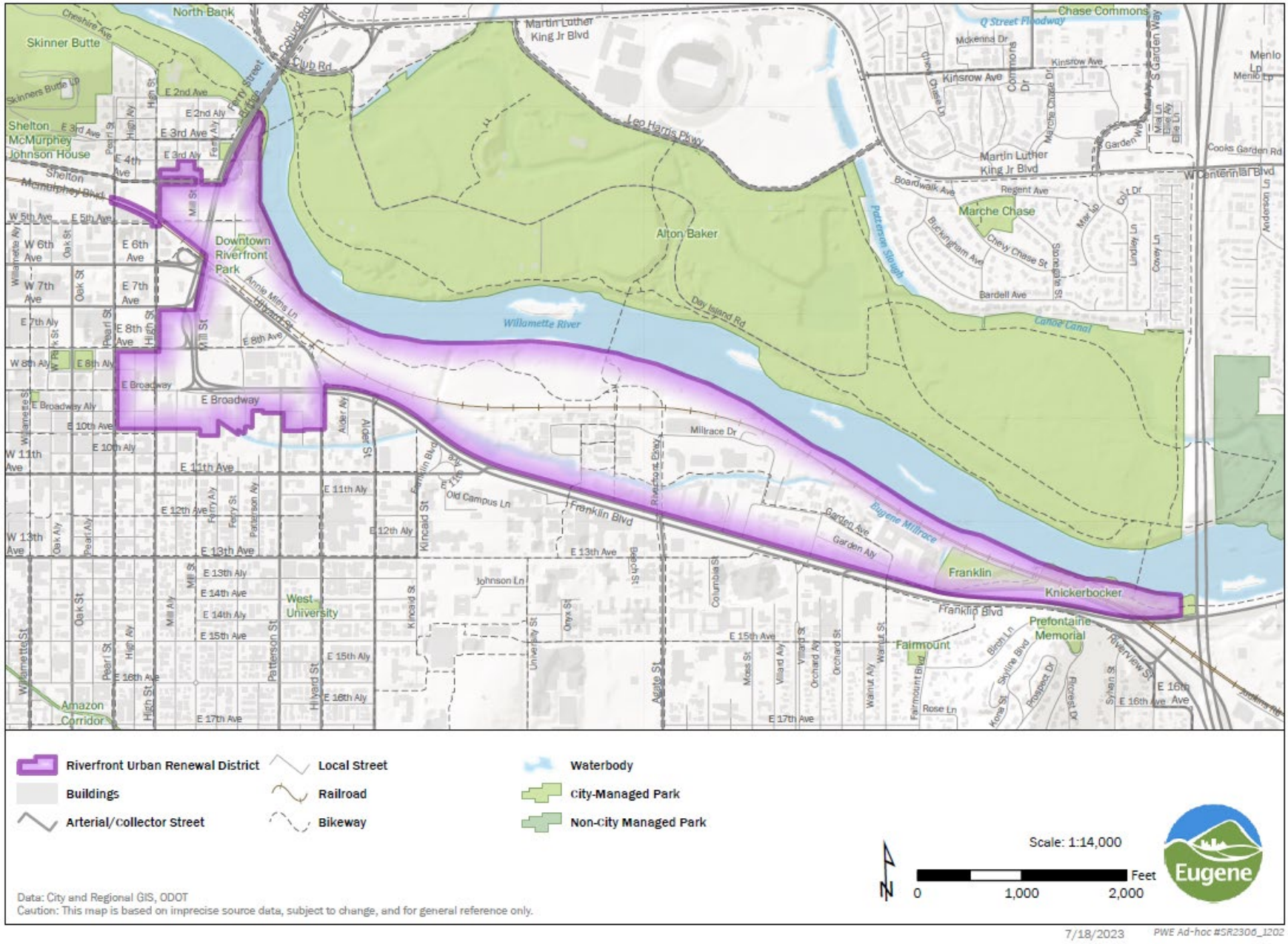
At this time, no property is anticipated to be purchased that would result in relocation. If property is identified for purchase that would involve relocation, the Agency will develop provisions for relocation.

DRAFT

If the Agency acquires occupied real property in the implementation of the Plan, occupants of such property shall be offered relocation assistance, in such circumstances as may be required under the applicable state law. Those displaced will be contacted to determine their individual relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500-35.530 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 35.510. The Agency will prepare, adopt, and maintain a Relocation Policy prior to acquiring any property that will cause displacement.

DRAFT

Plan Exhibit A: Plan Area Map



Plan Exhibit B: Plan Area Description

Beginning at a point which is at the intersection of the east right-of-way line of Hilyard Street with the north right-of-way line of Franklin Boulevard; thence easterly along the north right-of-way line of said Franklin Boulevard to the intersection of the west right-of-way line of Interstate I-5; thence along said west right-of-way line of 1-5 in a northerly direction to the intersection of the south bank of the Willamette River; thence along said south bank of the Willamette River in a westerly direction to the east right-of-way line of County Road No. 431 also known as Ferry Street; thence along said east right-of-way line in a southerly direction to a point on the south right-of-way line of 4th Avenue (if extended east); thence along said south right-of-way line in a westerly direction to a point at the intersection of the east right-of-way line of High Street with the south right-of-way line of 4th Avenue; thence along said east right-of-way line of High Street in a southerly direction to a point at the intersection of the east right-of-way line of High Street with the north right-of-way line of Southern Pacific Railroad; thence along said north right-of-way of Southern Pacific Railroad in an easterly direction to the intersection of said north right-of-way of Southern Pacific Railroad with the east right-of-way line of County Road No. 431 also known as Ferry Street; thence along said east right-of-way line in a southerly direction to the south right-of-way line of 7th Avenue (if extended east); thence along said south right-of-way in a westerly direction to a point at the intersection of the south right-of-way line of 7th Avenue with the east right-of-way line of High Street; thence along said east right-of-way line in a southerly direction to a point at the intersection of the east right-or-way line of High Street with the south right-of-way line of 8th Avenue; thence along said south right-of-way line in a westerly direction to a point at the intersection of said south right-of-way line with the east right-of-way line of Pearl Street; thence along said east right-of-way line of Pearl Street in a southerly direction to a point at the intersection of said east right-of-way line with the north right-of-way line of 10th Avenue; thence along said north right-of-way in an easterly direction to a point at the intersection of said north right-of-way line with the east right-of-way line of Mill Street; thence along said east right-of-way in a southerly direction to a point at the intersection of the south right-of-way line of 10th Avenue (if extended easterly) with the east right-of-way line of Mill Street; thence along said south right-of-way line (if extended easterly) to a point at the intersection of said south right-of-way line with the east margin of a north-south alley running from 11th Avenue to 10th Avenue, between Ferry Street and Mill Street, thence along said east right-of-way line of said alley in a northerly direction to a point of intersection with the south margin of the Mill Race; thence along said south margin in a southeasterly direction to a point on the east boundary of that certain tract of land described on document number 2000 WD, 00802, Lane County Oregon Deed Records; said point being the southeast corner of said parcel said point also being the southeast corner of Tax Lot 4000, Assessors Map 17-03-32-23; thence along said east boundary in a northerly direction to a point on the north margin of the Mill Race, said point being the southwest corner of that certain tract of land describe on Reel No. 1559, Instrument No. 8906959, Lane County Oregon Deed Records; thence along the south boundary of said tract of land in a southeasterly direction to the southwest corner of Tax Lot 5000, Assessors Map 17-03-32-23, said point also being the southwest corner of that certain tract of land described on Reel No. 721 Instrument No. 53549; thence along the westerly and northerly boundary of said

DRAFT

tract of land to its intersection with the west right-of-way line of Patterson Street; thence cantoning east on said northerly line (if extended east) to the east right-of-way line of Patterson Street; thence along said east right-of-way line in a southerly direction to the southwest comer of Lot 7, Hoffman Addition To Eugene; thence along the south boundary of said Lot 7 in an easterly direction to a point on the east boundary of said Hoffman Addition To Eugene; thence in a northeasterly direction to the south west comer of that certain tract of land described on Reel No. 1873, Instrument No's. 9353770-9353772, said point also being the south west corner of Tax Lot 7300, Assessors Map 17-03-32-23, thence along the south boundary of said tract of land in an easterly direction to the east right-of-way line of Hilyard Street; thence along said east right-of-way line of Hilyard Street in a northerly direction to the point of beginning.

The Riverfront Urban Renewal Area also includes the following property situated in the Southwest 1/4 of the Southwest 1/4 of Section 29 and in the Southeast 1/4 of the Southeast 1/4 of Section 30, all in Township 17 South, Range 3 West of the Willamette Meridian, in the City of Eugene, Lane County Oregon and described as follows:

BEING all of Lots 5, 7 and 8 in Block 7 of the plat of “Eugene City” as platted and recorded in Judgement Docket A at Page 2 in Lane County Oregon Records, together with a portion of the North-South alley in said Block 7 that lies between said Lots 7 and 8 and portions of Mill Street and East 4th Avenue, all as shown on said plat of “Eugene City”. The perimeter of which lands are described more particularly as follows:

BEGINNING at the southwest comer of said Lot 7; THENCE, leaving said POINT OF BEGINNING and running northerly the following one numbered course: (1) along the west line of said, Lot 7 NORTH 01 °50'06" EAST 80.20 feet to the northwest comer of said lot; THENCE, easterly the following one numbered course: (2) along the north line of said Lot 7 and its easterly prolongation, SOUTH 88°04' 11" EAST 173.56 feet to the southwest corner of aforesaid Lot 5; THENCE, northerly the following one numbered course: (3) along the west line of said Lot 5, NORTH 01°48'44" EAST 80.3 1 feet to the northwest comer of said lot; THENCE, easterly the following one numbered course: (4) along the north line of said Lot 5, SOUTH 88°06'18" EAST 159.53 feet to the northeast comer of said lot, which corner lies on the west margin of Mill Street, a 66.00-foot wide right-of-way; THENCE, southerly the following one numbered course: (5) along the east line of said Lot 5 and said west margin of Mill Street, SOUTH 01°47’21” WEST 80.39 feet to the southeast comer of said lot, THENCE, easterly and crossing said Mill Street, the following one numbered course: (6) SOUTH 88°02’41” EAST 66.00 feet, more or less, to the Northwest corner of Lot 7 in Block 6 of said plat of ··Eugene City", which comer lies on the east margin of said Mill Street; THENCE, southerly along the west line of said Lot 7 and east margin of Mill Street, the following one numbered course: (7) SOUTH 01°47’21” WEST 80.43 feet to the southwest comer of said lot, which comer lies on the north margin of East 4th Avenue, a 66.00- foot wide right-of-way; THENCE, continuing southerly and crossing said East 4th Avenue, the following one numbered course: (8) SOUTH 01°47’21” WEST 66.00 feet, more or less, to the northwest comer of Lot 2 in Block 11 of said plat of "Eugene City", which corner lies at the intersection of the aforecalled east margin of Mill Street with the south margin of aforecalled East 4th Avenue; THENCE, westerly along said south margin of East 4th Avenue and crossing said Mill

Street, the following one numbered course: (9) NORTH 88°02'03" WEST 66.00 feet, more or less, to the northeast corner of Lot 1 in Block l O of said plat of “Eugene City'', which corner lies at the intersection of said south margin of East 4th Avenue with the west margin of Mill Street; THENCE, northerly and crossing said East 4th Avenue, the following one numbered course: (10) NORTH 01°47'21" EAST 66.00 feet, more or less, to the southwest comer of aforesaid Lot 8 in Block 7 of the plat of "Eugene City", which corner lies at the intersection of the north margin of East 4th Avenue with the west margin of Mill Street: AND THENCE. westerly along said north margin of East 4th Avenue and the south lines of said Lot 8 and 7 in Block 7 of the plat of “Eugene City", the following one numbered course: (11) NORTH 88°02'03" WEST 333.18 feet RETURNING to the POINT OF BEGINNING and containing 1.13 acres, more or less.

The Riverfront Urban Renewal Area also includes the following property situated on a tract of land being a portion of the existing right-of-way of the Southern Pacific Railroad and portions of Pearl and High Streets located in the Northeast one-quarter of Section 31 in Township 17 South, Range 3 West of the Willamette Meridian and being more particularly described as follows;

Beginning at the Northeast corner of Lot 1, Block 16, Original Plat of Eugene City as platted and recorded in Judgement Docket A, Page 2, Lane County Oregon Deed Records in Lane County, Oregon; thence easterly to a point being the intersection of the east right-of-way line of High Street and the southerly right-of-way line of the Southern Pacific Railroad; thence northerly to a point being the intersection of the east right-of-way line of High Street and the Northerly right-of-way line of the Southern Pacific Railroad: thence northwesterly along the northerly right-of-way line of the Southern Pacific Railroad to a point being at the intersection the east right-of-way line of Pearl Street and the northerly right-of-way line of the Southern Pacific Railroad: thence westerly to a point of intersection with the west right-of-way line of Pearl Street and the northerly right-of-way line of the Southern Pacific Railroad; thence southerly to a point being at the intersection with the west right-of-way line of Pearl Street and the southerly right-of-way line of the Southern Pacific Railroad; thence southeasterly to the point of intersection of the east right-of-way line of Pearl Street and the southerly right-of-way line of the Southern Pacific Railroad; thence southeasterly along the south right-of-way line of the Southern Pacific Railroad to a point of intersection with the south right-of-way line of the Southern Pacific Railroad and the north right-of-way line of 5th street; thence south to the south right-of-way line of 5th street; thence east the point of beginning, all in Eugene, Lane County, Oregon. Per exhibit map A “Railroad Quiet Zone Riverfront Urban Renewal District Expansion" Resolution 1086 approved by the Urban Renewal Agency Board on February 26, 2018.

DRAFT

Plan Exhibit C: Analysis Of The Plan's Conformance To The Comprehensive Plan And Other Local Plans

ORS 457.095 requires that an Urban Renewal Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Additionally, ORS 457.085(2)(d) requires that the Plan include an explanation of the Plan's relationship to definite local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities, and other public improvements. This section complies with the statutory requirement to identify definite local objectives regarding land use, transportation, etc., by reference to local planning documents. Relevant local planning and development objectives are contained within the following local planning documents:

- Eugene-Springfield Metropolitan Area General Plan (Metro Plan)
- Envision Eugene Comprehensive Plan (Envision Eugene)
- Eugene 2035 Transportation Systems Plan
- Housing Implementation Pipeline
- Eugene Climate Action Plan 2.0
- Eugene Downtown Plan

The following section describes the purpose and intent of these planning documents, lists applicable goals and policies within each planning document, and provides an explanation of how the Urban Renewal Plan for the Riverfront Urban Renewal District (Plan) relates to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original planning document. Italicized text is text that has been taken directly from an original planning document and therefore cannot be changed. Some verbiage may say "complies with", which, in this document is synonymous with "conforms to" as stated in ORS 457.095.

A. Eugene-Springfield Metropolitan Area General Plan (Metro Plan)

Metropolitan Residential Land Use and Housing Element Goal: Provide viable residential communities so all residents can choose sound, affordable housing that meets individual needs.

FINDING: The 2023 Amendment to the Urban Renewal Plan for the Riverfront Urban Renewal District (2023 Amendment) provides tax increment resources to help create additional housing opportunities, including Affordable Housing, for Eugene residents. The resources may be used for acquisition, assisting with development costs, and providing incentives to make a project economically feasible. The Plan conforms to the Housing Element Goal of the Metro Plan.

Economic Element Goal: Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment.
Policies:

- *B.14 Continue efforts to keep the Eugene and Springfield central business districts as vital centers of the metropolitan area.*
- *B.28 Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood.*
- *B.29 Encourage the expansion or redevelopment of existing neighborhood commercial facilities as surrounding residential densities increase or as the characteristics of the support population change.*

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities, including affordable housing, for Eugene residents. The Steam Plant project will continue revitalization of the Downtown Riverfront, adding public gathering spaces and a hotel to bring more activity to the Plan Area. The Plan conforms to the Goal and Policies B.14, B.28, and B.29 of the Metro Plan.

Transportation Element Goals:

1. *Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the automobile and enhance livability, economic opportunity, and the quality of life.*
2. *Enhance the Eugene-Springfield metropolitan area's quality of life and economic opportunity by providing a transportation system that is:*
   - *Balanced,*
   - *Accessible,*
   - *Efficient,*
   - *Safe,*
   - *Interconnected,*
   - *Environmentally responsible,*
   - *Supportive of responsible and sustainable development,*
   - *Responsive to community needs and neighborhood impacts, and*
   - *Economically viable and financially stable.*

Policies:

- *F.3 Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.*
- *F.4 Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.*
- *F.11 Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.*

DRAFT

- *F.13 Support transportation strategies that enhance neighborhood livability.*
- *F.14 Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.*
- *F.22 Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.*
- *F.23 Require bikeways along new and reconstructed arterial and major collector streets.*
- *F.24 Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.*
- *F.26 Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.*
- *F.27 Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.*
- *F.37 Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development, and increased use of alternative modes.*

FINDING: The 2023 Amendment provides tax increment resources to provide for improved multi-modal transportation systems including street, curb, alley, and sidewalk improvements; streetscape improvements; and pedestrian, bike, and transit improvements. The Plan conforms to the Goals and listed policies of the Transportation Element of the Metro Plan.

Public Facilities and Services Element Goals:

1. *Provide and maintain public facilities and services in an efficient and environmentally responsible manner.*
2. *Provide public facilities and services in a manner that encourages orderly and sequential growth.*

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities, including affordable housing, Eugene residents. This area in Eugene already has existing services and increasing the density of the area makes efficient use of existing resources. The Plan conforms to the Public Facilities and Services Element Goals of the Metro Plan.

Parks and Recreation Facilities Element Goal:
Provide a variety of parks and recreation facilities to serve the diverse needs of the community's citizens.
Objectives:

4. *Develop park sites and recreation facilities in the manner best suited to serve the diverse interests of local residents and in areas of greatest need.*
5. *Close the gap between the current supply of park and recreation facilities and the projected demand.*

FINDING: The 2023 Amendment provides tax increment resources to improve the public spaces within the area acknowledging that increasing the residents in the area will increase demand for park facilities. The Plan conforms to the Goal and Objectives 4 and 5 of the Parks and Recreation Facilities Element of the Metro Plan.

B. Envision Eugene Comprehensive Plan

June 2017

Chapter 3 Economic Development

Downtown, Key Corridors, and Core Commercial Areas – Policies in this section support geographic areas of particular economic intensity.

- *3.32 Priority development areas. Promote redevelopment and reuse in prioritized areas including downtown, key corridors, and core commercial areas.*
- *3.33 Urban economy. Promote downtown as a hub of creative, entrepreneurial activity that can attract new investment and retain and grow existing businesses that thrive in the urban environment.*
- *3.34 Multifaceted, regional center. Strengthen downtown's role as a destination and the functional center for government, business and commerce, entertainment and the arts, and education in Eugene and the Southern Willamette Valley.*
- *3.35 Neighborhood vitality. Recognize the vital role of commercial facilities that provide services and goods in complete, walkable neighborhoods throughout the community. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners across all neighborhoods.*

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities, including affordable housing, for Eugene residents. The Steam Plant project will continue revitalization of the Downtown Riverfront, adding public gathering spaces and a hotel to bring more activity and economic input to the Area. The Plan conforms to the Economic Development Element of the Envision Eugene Comprehensive Plan.

Chapter 9 Transportation
Policy 9.1 Local transportation planning. The Eugene 2035 Transportation System Plan, not including the transportation financing program, serves as the transportation element of the Envision Eugene Comprehensive Plan and amendments to that plan shall constitute amendments to this plan.

FINDING: The findings of conformity with the Eugene 2035 Transportation System Plan, laid out in more detail below, support a finding of conformity with the Transportation Chapter of the Envision Eugene Comprehensive Plan.

C. Eugene 2035 Transportation System Plan

The following are projects specified in the Eugene 2035 Transportation System Plan located in the Plan Area.

- *Improved connections from Downtown to other corridors*
- *Neighborhood greenway*
  - *PB-111 – Broadway, Charnelton Street to High Street*
  - *PB-503 – High Street, Cheshire Ave to 6th Avenue*
  - *PB-591 – Garden Avenue, Millrace Drive to 15th Avenue*
- *Protected bike lane*
  - *PB-18 – High Street, 6th Avenue to 19th Avenue*
  - *PB-580 – Hilyard, 8th Avenue to Broadway*
  - *PB-582 – Broadway, Hilyard Street to Alder Street*
- *Shared use path*
  - *PB-376 – South Bank Path to Riverview Street*
- *Sidewalk Path*
  - *PB-508 – Franklin Boulevard, Alder Street to Millrace Park Path*
- *Multimodal*
  - *MM-9 – West Eugene EmX*
  - *MM-19 – Franklin Boulevard Reconstruction*
  - *MM-22 – Convert 8th Avenue to a two-way street*
  - *MM-24 – Railroad Quiet Zone*
  - *MM-25 – 8th Avenue railroad crossing improvements*
- *Future study projects*
  - *S-3 – Improvements to North-South Travel/Circulation South of Downtown – Evaluate north/south circulation options on the Oak/Pearl Streets and Hilyard/Patterson Streets couplets*
- *Potential actions for system-wide policies*
  - *N. Promote transportation demand management programs along the Key Corridors, in downtown, and near the University of Oregon to coordinate the needs and travel options of multiple businesses and residences for purposes of reducing automobile and freight demand at times of peak congestion.*

FINDING: The 2023 Amendment provides tax increment resources to provide for improved multi-modal transportation systems including street, curb, alley and sidewalk improvements, streetscape improvements and pedestrian, bike, and transit improvements. The Plan conforms to the Eugene 2035 Transportation System Plan.

D. Housing Implementation Pipeline

July 1, 2022 – June 30, 2027

DRAFT

The Housing Implementation Pipeline (HIP) is an internal, cross-departmental, five-year work plan for the City. This work plan coordinates current and future City resources, goals, and priorities with a systems-thinking approach to housing across the full continuum from people experiencing homelessness to overall housing supply. A target goal in the HIP is to increase the amount of housing downtown by 50% from 2021; an increase of over 1,000 units. The HIP work plan period begins July 1, 2022, and concludes June 30, 2027. The HIP will be reviewed and updated on a two-year schedule to occur in year 3 (2025) and year 5 (2027)

Downtown Housing Strategies

Encouraging compact development in the downtown area is one critical way to provide housing for our growing community. Increasing the number of housing units in the downtown core achieves other policy goals related to climate recovery and resiliency, compact development transportation efficiency, downtown vibrancy, and fiscal sustainability.

Despite community benefits from a strong residential presence downtown, new residential construction faces a number of competitive disadvantages, particularly financial challenges, compared with development in other parts of the city.

Prior support for downtown housing has come in multiple forms, especially 1) Affordable Housing investments such as HOME funds and tax exemptions from Low-Income Rental Housing Property Tax Exemption (LIRHPTE), 2) tax exemption under the Multi Unit Property Tax Exemption (MUPTE) program, 3) Urban Renewal, and 4) regulatory incentives, such as the removal of parking minimums in the downtown area. These tools have led to the creation of the majority of the housing units in downtown today, including Broadway Place, First on Broadway, Aurora Building, and West Town on 8th.

The City could look to continue this type of support by exploring tax exemption opportunities as well as the possibility of extending the life of the Downtown and Riverfront Urban Renewal Districts for the purposes of supporting more housing downtown. Support for downtown housing will allow the City to meet its goal of adding at least 1,000 new units downtown.

Middle Housing Incentives

Throughout the public engagement process for Middle Housing Code Amendments (HB 2001), community members and the Planning Commission emphasized the need for incentivizing smaller and more affordable housing options. To increase desired middle housing, the City will explore a suite of incentives such as fee reductions, tax exemptions, preapproved plans, first-time home buyer assistance, and land use code changes (e.g., density bonuses). Potential incentives would complement other items in the HIP and some incentive programs could be expanded to include middle housing in certain places or city wide if specific targets are met including efficiency targets like small square footage, or income restriction targets. It is anticipated that a comprehensive approach that pairs financial incentives with regulatory changes will have the greatest impact. This policy exploration could occur starting in FY25, if the additional resources are secured.

Anti-Displacement Action Plan
If additional resources are made available, City staff will look to coordinate policies and actions to promote equitable development and reduce the harmful impacts of involuntary displacement as Eugene continues to grow. The action plan will guide many of our existing and proposed policies or programs.

Academic and professional publications on anti-displacement identify production, preservation, and protection as key policy areas to combating the negative effects of displacement. In developing the plan, the City will look to other cities and models that have proven effective at preventing the effects of involuntary displacement.

As shown in Appendix A [of the HIP], the plan could be created beginning in FY25, if additional resources are made available for this work. An Anti-Displacement Action Plan will be co-created with community members, building off the work of the Equity Panel and with a particular focus on engaging with communities that are most impacted by displacement. It could include direction on tenant/renter protection regulations, Affordable Housing preservation and development, rental assistance, homeownership assistance, community land trust support, inclusionary zoning requirements, and a housing-specific equity lens toolkit.

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities in the downtown for Eugene residents. The Housing Implementation Pipeline includes the use of urban renewal as a potential resource for creating additional housing. The Housing Implementation Pipeline also includes exploration of incentives of middle housing production, which can occur with urban renewal. The Plan supports the Housing Implementation Pipeline.

E. Climate Action Plan 2.0
July 2020

The Climate Action Plan 2.0 identifies actions that will help Eugene reach its climate goals. The Plan includes multiple strategies that support the development of downtown and increase compact housing in the downtown. Housing policy is a cornerstone of any City's climate policy. Housing stock characteristics like size, affordability, and location relative to transit, jobs, and other amenities all impact residents' environmental impact. Size has multiple impacts including the emissions from creating the building materials and the emissions from energy used to heat and cool the home. Smaller homes tend to have a smaller carbon footprint during construction and use. In addition, housing units built close to transit, jobs, and other amenities allow residents to access the community using fewer vehicle trips.

Action T11 *COE to make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas. This includes removing regulatory barriers, flexible uses within industrial and commercial, reduce financial obstacles, restructure SDCs for smaller additional incentives, flexible land use codes, and ensure transportation system can support planned densities. This action is part of the Promote Compact Urban Development and Efficient Transportation Options Pillar of Envision Eugene.*

Action T13 *COE to plan for growth so that an increasing proportion of residents live in 20-Minute Neighborhoods where residents can meet most of their daily needs near their homes without the use of an automobile. This includes identifying location opportunities for flexible codes, transportation infrastructure improvements, parks and open space, partnerships, and incentives. This action is part of the Plan for Climate Change and Energy Resiliency Pillar of Envision*

Action T14 *COE to incentivize transit-oriented development and walkable neighborhoods using tools such as the Multi-Unit Property Tax Exemption (MUPTE), a state-enabled 10-year property tax exemption, to stimulate the construction of multiunit housing downtown and along key corridors. MUPTE is currently authorized to be used in downtown Eugene. Programs to facilitate more housing downtown, including MUPTE, are an Envision Eugene strategy anticipated to achieve an additional 1,000 dwellings by 2032.*

Action T15 *COE to encourage housing diversity in all neighborhoods. Support the construction of duplexes, triplexes, quadplexes, townhomes, and cottage clusters throughout the community. Directly implement House Bill (HB) 2001, the state law that enables missing middle housing options on lots zoned for residential uses by June 2022. (HTS Process, Envision Eugene, SB 1051, HB 2001)*

Recommendation E1
Implement City land use policies that encourage higher density land use. Higher density housing results in more walkable, rideable, or roll-able communities.

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities and affordable housing opportunities for Eugene residents. Providing for increased housing density in the downtown helps compact urban development and plans for growth for increasing the proportion of the residents who live in 20 Minute Neighborhoods, and encourages housing diversity by providing increased housing opportunities. The Plan conforms to the Climate Action Plan 2.0.

G. Eugene Downtown Plan

April 12, 2004

Downtown Riverfront
Policies

1. *Incorporate the Willamette River as an integral element to downtown planning and development.*
2. *Collaborate with EWEB to encourage relocation of their utility facilities.*
3. *A master plan for the EWEB riverfront property must be approved by the City before any redevelopment, land use application, rezoning, Metro Plan, or refinement plan diagram amendments are approved for uses not associated with EWEB functions. The master plan shall be evaluated based on the master plan's consistency with principles a through d below:*

a. *Create a "people place" that is active, vibrant, accessible, and multi-use.*
b. *Provide appropriate setbacks, deeper where environmental or habitat issues are more critical, shallower in other areas.*
c. *Incorporate appropriate building and site design techniques that address environmental concerns.*
d. *Incorporate an educational aspect, so that the riverfront improvements teach us about our river, our history, and our city.*

4. *Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.*

Implementation Strategies

A. Create inviting physical and visual access to the riverfront from 8th and 5th Avenues, and explore opportunities for additional access between these two points.

C. Reinforce the relationship between downtown and the river through landscaping, art, signs, street furniture, historic plaques, and markers.

E. Enhance existing points of access from downtown to the river so that convenient connections are visible both from the riverfront to downtown, and from downtown to the river.

F. Explore possibilities for parks or public open space along the riverfront.

FINDING: The 2023 Amendment provides tax increment resources to help create additional housing opportunities, including affordable housing, for Eugene residents. Major policies in the Downtown Plan call for incorporating the Willamette River as an integral element to downtown planning and development and developing the EWEB property. The Steam Plant project will continue revitalization of the Downtown Riverfront, adding public gathering spaces and a hotel to bring more activity and economic input to the Area. The Plan also includes physical improvements that will strengthen the connection between downtown and the river. These policies are supported by the 2023 Amendment. The Plan conforms to the Eugene Downtown Plan.

DRAFT

DRAFT RIVERFRONT URBAN RENEWAL DISTRICT REPORT

For the Riverfront Urban Renewal Plan

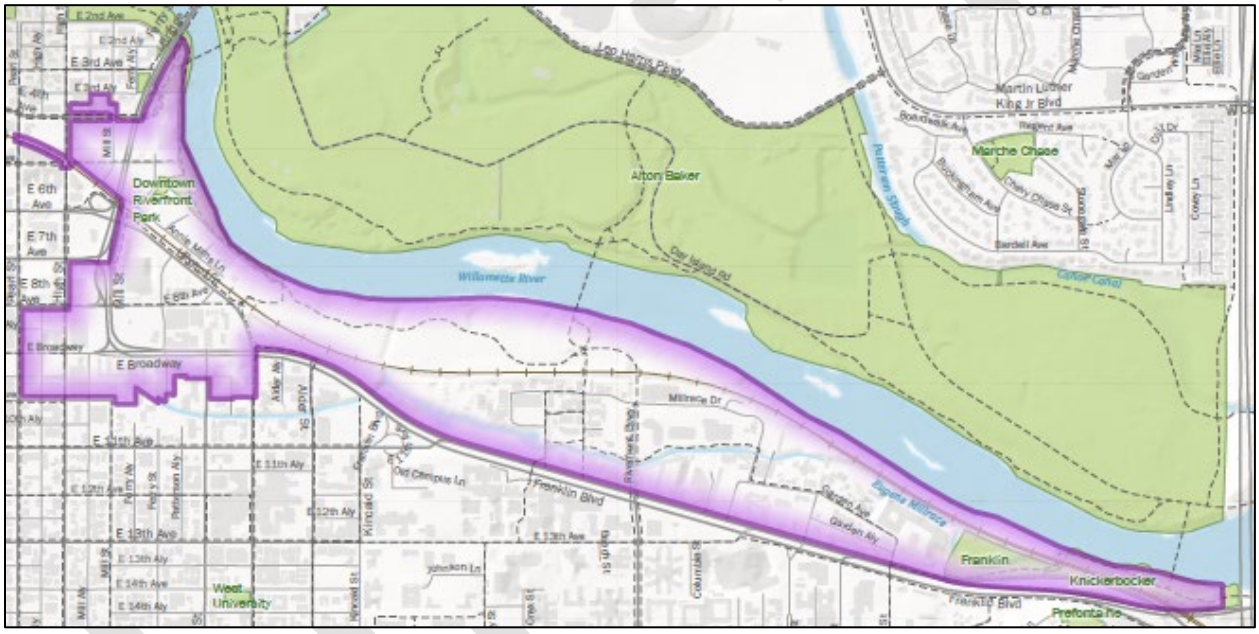
Originally Adopted September 11, 1985 by City Council Ordinance No. 19352

Amended March 10, 2004 by City Council Ordinance No. 20313

Amended February 12, 2018 by Eugene Urban Renewal Agency Resolution No. 1085

Amended February 26, 2018 by Eugene Urban Renewal Agency Resolution No. 1086

Amended ____, 2023 by City Council Ordinance No. ____



Urban Renewal Agency of the City of Eugene, Oregon

ACKNOWLEDGEMENTS

Eugene City Council and Urban Renewal Agency Board

Mayor Lucy Vinis

Emily Semple

Matt Keating

Alan Zelenka

Jennifer Yeh

Mike Clark

Greg Evans

Lyndsie Leech

Randy Groves

City of Eugene Staff

Sarah Medary, City Manager

Kristie Hammitt, Assistant City Manager

Matt Rodrigues, Assistant City Manager

Kathryn Brotherton, City Attorney

Maurizio Bottalico

Denny Braud

Eric Brown

Amanda D'Souza

Will Dowdy

Anne Fifield

Amanda Nobel Flannery

Dan Hinman

Lauren Sommers

Tim Westerman

Table of Contents

Chapter 1: Introduction 5

Chapter 2: Description of Physical, Social, Economic, and Environmental Conditions in the Plan Area 5

Chapter 3: Expected Impact, Including Fiscal Impact, of the Plan in Light of Added Services or Increased Population 13

Chapter 4: Reasons for Selection of the Plan Area 15

Chapter 5: Relationship Between Existing Conditions and Each Project Activity Undertaken in the Plan 16

Chapter 6: Estimated Total Cost of Each Project or Activity, Sources of Money, and Anticipated Completion Date for Each Project or Activity 20

Chapter 7: Estimated Amount of Money and Anticipated Year in Which Indebtedness will be Retired or Otherwise Provided For Under ORS 457.420 to 457.460 24

Chapter 8: Financial Analysis of the Plan with Sufficient Information to Determine Feasibility 26

Chapter 9: Fiscal Impact Statement that Estimates the Impact of the Tax Increment Financing, Both Until and After the Indebtedness is Repaid, Upon All Entities Levying Taxes Upon Property in the Plan Area 26

Chapter 10: Relocation Report 31

Chapter 11: Appendix 32

Exhibit A: Plan Area Map

Exhibit B: Zoning District Map

Exhibit C: Census Boundaries Map

Exhibit D: Table 13– Projected Revenues and Expenditures for the Plan Area

Exhibit E: Table 14– Impact of Urban Renewal on an Individual Tax Bill

Exhibit F: Table 15– Estimated Division of Tax Impact of the Plan on Overlapping Taxing Jurisdictions, FY25 – FY39

Exhibit G: Table 16– Estimated Impact of Riverfront District Tax Increment Collections on Overlapping Jurisdictions, FY23 Tax Data

INDEX OF TABLES

Table 1. Generalized Land Use 6

Table 2. Zoning 6

Table 3. Transportation System Plan Projects 7

Table 4. Capital Improvement Program Projects: Transportation 9

Table 5. Capital Improvement Program Projects: Wastewater System 9

Table 6. Capital Improvement Program Projects: Stormwater Delivery System 10

Table 7. Capital Improvement Program Projects: Parks 10

Table 8. Median Household Income 11

Table 9. Assessed Value Limitations 12

Table 10. List of Project Activities and Estimated Cost Allocations 24

Table 11. Maximum Indebtedness (MI) Calculation 25

Table 12. Estimated Revenue in FY40 After Termination of Riverfront Urban Renewal District 30

Table 13. Projected Revenues and Expenditures for the Plan Area (page 1) 36

Table 14. Impact of Urban Renewal on an Individual Tax Bill 38

Table 15. Estimated Division of Tax Impact of the Plan on Overlapping Taxing Jurisdictions, FY25 – FY39 39

Table 16. Estimated Impact of Riverfront District Tax Increment Collections on Overlapping Jurisdictions, FY23 Tax Data (Including the impact of State school funding formula and Measure 5/50 tax rate compression) 40

REPORT ON THE RIVERFRONT URBAN RENEWAL DISTRICT PLAN

[Throughout this draft Report, a range of options will be used with different increases to maximum indebtedness: A = $15 million, B = $25 million, C = $45 million. In a few instances where clarity would be unduly compromised, option C is used and shows the maximum end of what City Council is considering.]

Chapter 1: Introduction

The 2023 Amendment to the Riverfront Urban Renewal Plan (the "Plan") makes the following changes:

- Specifies project activities to be undertaken;
- Increases the Plan's maximum indebtedness to allow for those specific projects; and
- General updating of the Plan.

The Plan has been amended three other times: once in 2004 and twice in 2018 to add small amounts of property to the Plan Area . The 2023 Plan Amendment is considered a substantial amendment under ORS 457 because it increases the maximum indebtedness of the Plan. This Report accompanies the Plan and consists of text, tables, and appendices.

The Riverfront Urban Renewal District contains approximately 245 acres (the "Plan Area"). The legal description for the Plan Area is located in Exhibit B to the Plan.

Chapter 2: Description of Physical, Social, Economic, and Environmental Conditions in the Plan Area

A. Physical Conditions

1. Land Area

   The Plan Area encompasses about 245 acres. See Appendix, Exhibit A for a map of the Plan Area.

   The total incorporated land area for the City of Eugene, as of July 2023, is 28,544 acres. The Plan Area represents about 0.85 percent of the City's total land area. The Plan Area, combined with the area of the Downtown Urban Renewal District (approximately 75 acres), equals approximately 320 acres in urban renewal districts, which is a little more than one percent of the City's total land area and well below the 15 percent maximum allowed by Oregon State law.

2. Existing Land Use and Zoning

   Table 1 shows generalized land use in the Plan Area as of July 2023 by category. Table 2 shows the zoning of property in the Plan Area as of July 2023 by zone. A description of each use permitted is found in Chapter 9 of the Eugene Code. (The zoning map is located in the Appendix, Report Exhibit B.)

Table 1. Generalized Land Use

Land Use Code	Tax lots	% Total
Commercial	173	0.5%
Residential	3	0.7%
Residential Multi-Fam	36	0.6%
Miscellaneous	3	1.8%
Industrial	1	0.3%
Total	**216**	**100.0%**

Table 2. Zoning

Zoning		Acres
S-RP	Riverfront Park Special Area	82.2
S-WS	Walnut Station Special Area	37.4
S-DR	Downtown Riverfront Special Area	22.0
C-2	Community Commercial	24.3
I-3	Heavy Industrial	4.4
I-2	Light-Medium Industrial	1.9
R-4	High-Density Residential	1.9
PL	Public Land	2.1
C-3	Major Commercial	2.7
Total Zoned Property		**178.9**
Non-Taxloted Right-of-Way		66.1
Total		**245.0**

Source: Lane County Department of Assessment & Taxation

3. Historic Structures

Given its location just south of the Willamette River, much of the Plan Area was a mix of industrial uses and greenspace. Numerous old buildings were lost in the Plan Area due to demolition or neglect. While not all of these structures were historically or architecturally significant, their demolition and neglect demonstrate that Eugene's urban heritage was not considered worthy of preservation or reuse.

The Plan Area is adjacent to one of only two historic districts in Eugene, East Skinner Butte Historic District. This district showcases a high concentration of structures, most of which are residential homes, listed on the National Register of Historic Places and/or designated as a City Landmark.

Today, the Agency aims to take an active role in celebrating that urban heritage by preserving and reclaiming obsolete or underutilized buildings as well as parts of the urban landscape. For example, the Agency Board intends to save the historic Steam Plant building and is currently working with a developer who intends to list the building on the National Register. The Agency Board intends to preserve, conserve, and complement the natural and built environment of the Riverfront, as a whole, and by doing so holds up the integrity of the larger network of neighborhoods surrounding the Plan Area.

4. Telecommunications Utility System

   The Eugene Water and Electric Board (EWEB) installed a fiber network throughout the Downtown Riverfront, providing the new structures access to EWEB's open-access fiber network, known as EUGNet. The EUGNet network connects to EWEB's fiber network that serves its electrical system but offers the publicly owned fiber to private internet service providers.

   Outside of the Downtown Riverfront, there are no fiber connections to individual properties in the Plan Area. EWEB has 'backbone' fiber across the Plan Area, but additional construction is needed to connect most of the Plan Area to the fiber network. On 8th Avenue, between High and Hilyard Streets, EWEB owns fiber that travels through its underground electric distribution systems, but the vault access does not have adequate space to install splice locations that would be needed to connect adjacent properties to the fiber network.

5. Streets, Alleys, Sidewalks

   Existing major streets in the Plan Area are all paved and are in relatively good condition. Improvements are made to rights-of-way as new development occurs throughout the Plan Area. The City and Agency recently completed construction of the infrastructure needed to bring downtown to the river. Urban Renewal funds were used to build out the street network, stormwater and wastewater systems, and utilities needed to serve the Riverfront Park and future development.

   The City of Eugene's Transportation Planning team is currently in the process of redesigning Franklin Boulevard, which forms the southern border of the Plan Area, to transform it from an auto-focused highway to a multi-modal urban street safe for all users. Many of the sidewalks, especially those connecting the Riverfront Plan Area to the Downtown Plan Area are in need of maintenance and upgrade to make them safe for users.

   The Ferry Street Bridge connects to the street network in the western portion of the Plan Area. The existing road network creates a physical and psychological barrier between the new development in and near the Downtown Riverfront and the downtown core east of Mill Street.

   Table 3 shows the list of projects identified in the City of Eugene's Transportation System Plan (TSP) that are located in the Plan Area. *The projects listed are deficiencies in the Area but are not necessarily projects to be completed by this Plan.*

Table 3. Transportation System Plan (TSP) Projects

TSP Number	Project Type	Name	Estimated Cost as identified in TSP	Description
MM-9	Transit and Multimodal Project	West Eugene EmX	Funded; under construction	West Eugene EmX extension along W 6th, 7th, and 11th Avenues, Garfield and Charnelton Streets (project is currently funded and under construction)

TSP Number	Project Type	Name	Estimated Cost as identified in TSP	Description
MM-19	Roadway	Other project	$27,400,000	Reconstruct Franklin Boulevard pursuant to the Walnut Station Plan; make streetscape improvements including new sidewalks on the south side and a shared use path on the north side between Onyx and Alder Streets
MM-22	Roadway	Other project	$3,900,000	Convert 8th Avenue to two-way street
MM-24	Railway	Quiet Zone	$5,000,000	Establish Railroad Quiet Zone; assumes 10 crossings
MM-25	Railway	Near 8th Avenue with connection to South Bank Path	$3,100,000	Relocate highway-railroad crossing in alignment with the existing 8th Avenue improvements including track panels, lights, relocated signal, gates, audible warning devices, upgraded railroad track detection as required by ODOT Rail and/or Union Pacific Railroad, and an accessway to establish a walking and bicycling connection to the South Bank Path
PB-18	Protected Bike Lane	High Street	$2,267,000	E 6th Avenue to E 19th Avenue
PB-111	Neighborhood Greenways	Broadway	$47,000	Charnelton Street to High Street
PB-376	Shared Use Path	Franklin Boulevard Path	$639,000	South Bank Path to Riverview Street
PB-503	Neighborhood Greenways/Bike Lane	High Street	$42,000	Cheshire Avenue to E 6th Avenue
PB-508	Sidewalk Path	Franklin Boulevard sidewalk path	$273,000	Alder Street to Millrace Park Path
PB-580	Protected Bike Lane	Hilyard Street	$330,000	E 8th Avenue to E Broadway
PB-582	Protected Bike Lane	E Broadway	$265,000	Hilyard Street to Alder Street
PB-591	Neighborhood Greenways	Garden Avenue	$52,000	Millrace Drive to E 15th Avenue

Source: City of Eugene Transportation System Plan

Table 4 shows the list of transportation projects identified in the City of Eugene's Capital Improvement Program (CIP) that are located in the District. *The listed projects document existing conditions only, they do not mean these are projects included in this Plan.*

Table 4. Capital Improvement Program Projects: Transportation

CIP Project Number	Project Type	Project Name	2014 Cost Estimate	Description
T8	Transportation	Coburg Road Viaduct Load Strengthening	$1,800,000	This project is in construction to make repairs to the steel bridge over the Willamette River and the viaduct. Design work included preliminary design of seismic upgrades to the Willamette River Bridge to be constructed upon future funding
T9	Transportation	East Broadway Street Paving	$1,800,000	This project will rehabilitate East Broadway Street from Mill Street to East 11th Avenue
T10	Transportation	Franklin Blvd: 11th Ave to Walnut Street Paving	$2,700,000	This project will rehabilitate Franklin Boulevard from 11th Avenue to Walnut Street
T11	Transportation	Franklin Blvd: A Partnership to Rebuild and Revive a Corridor	$35,500,000	This project will redesign Franklin Boulevard from 11th Avenue to I-5 including conversion to roundabouts, reduction of travel lanes, and reallocation of space for protected bicycle and pedestrian facilities

Source: City of Eugene Capital Improvement Program

6. Wastewater System

Table 5 shows the wastewater project identified in the City of Eugene's Capital Improvement Program (CIP) that is located in the District. *The listed project documents existing conditions only, it does not mean the project is included in this Plan.*

Table 5. Capital Improvement Program Projects: Wastewater System

CIP Project Number	Project Type	Project Name	2014 Cost Estimate	Description
W1	Wastewater	Franklin Boulevard Wastewater Rehabilitation	$500,000	This project will redesign and reconstruct a section of the wastewater system along Franklin Boulevard.

Source: City of Eugene Capital Improvement Program

7. Stormwater Delivery System

Table 6 shows the stormwater project identified in the City of Eugene's Capital Improvement Program (CIP) that is located in the District. *The listed project document existing conditions only, it does not mean the project is included in this Plan.*

Table 6. Capital Improvement Program Projects: Stormwater Delivery System

CIP Project Number	Project Type	Project Name	2014 Cost Estimate	Description
S15	Stormwater	Mill Street Water Quality Improvement	$300,000	This project will construct a large water quality improvement structure to treat stormwater runoff from an area east of downtown, park of Franklin Boulevard, and the Millrace from Kincaid Street to Ferry Street.

Source: City of Eugene Capital Improvement Program

8. Parks and Plazas

The Plan Area stretches along the south side of the Willamette River, making parks and open space important components of the District. As development continues in the Plan Area, preserving and improving access to the River is an important consideration. The Plan Area currently includes the following parks and open spaces:

(a) Riverfront Park – A new urban park that features broad river views, new bicycle and pedestrian paths, covered seating, and overlooks.
(b) Franklin Park – This park is a forested natural area near the Willamette River that currently does not have access or recreational facilities. The site lies between Franklin Boulevard and the railroad tracks next to the Willamette River, and provides habitat for insects, birds, and small mammals.
(c) Ruth Bascom Riverbank Path System (South Bank Bike Path) – A portion of the South Bank Bike Path and a portion of the Ruth Bascom Riverbank Path System is in the District.

Table 7 shows the Parks project identified in the City of Eugene's Capital Improvement Program (CIP) that is located in the District. *The listed project documents existing conditions only, it does not mean the project is included in this Plan.*

Table 7. Capital Improvement Program Projects: Parks

CIP Project Number	Project Type	Project Name	2014 Cost Estimate	Description
P3	Parks	Downtown Riverfront Plaza	$7,000,000	This project will develop the one-care upland portion of the Riverfront Park into an urban riverfront amenity.

Source: City of Eugene Capital Improvement Program

B. Social Conditions

1. Housing

   There were 1,275 housing units in the Plan Area as of July 2023. There are 18 units of Affordable Housing (income-qualifying) within the Plan Area. In the past 10 years, approximately 1,000 new residential units have been created in the Plan Area, however they are targeted to college-aged students at both the nearby University of Oregon and Bushnell University. The monthly rents that are representative of the Plan Area from two of the newer large student housing complexes in 2023 are:

   - Studio $1,425-1,504
   - 1-Bedroom $1,790-1,874
   - 2 Bedroom $2,500-2,650

   As part of the Downtown Riverfront redevelopment, a private development team is constructing 500 to 1,000 new market-rate housing units. In addition, the property located at the northwest corner of 4th Avenue and Mill Street is reserved for a 75-unit Affordable Housing project (included in the 2023 Plan Amendment as "Downtown Riverfront Affordable Housing").

2. Socio-Economic

   Based on information from the 2021 5-Year American Community Survey (ACS) data, there are 2,313 people living in the three Census block groups that overlap the Plan Area. There is quite a bit of acreage within these block groups that is not in the Plan Area, so this is probably an overestimate of the number of residents. The majority of the residents (66%) are in the 18 -24 age group and, given the proximity to the University of Oregon and Bushnell University, are likely college students. The median household income in the Plan Area is well below the median household income in the City. (Table 8 and Appendix Exhibit C – Census Boundaries Map.)

Table 8. Median Household Income

	Population	Margin of Error (+/-)	Median Household Income	Margin of Error (+/-)
City of Eugene	173,278	136	55,776	1,824
Census Tract 37, Block Group 1	2,640	428	24,453	4,043
Census Tract 38.02, Block Group 1	2,358	907	28,125	21,769
Census Tract 39, Block Group 1	1,296	407	35,662	4,675
Total Population	**6,294**			

Data source: ACS 2021-Year Estimates. B01001 Total Population, B19013 Median Household Income

3. Employment

In early 2023, there were 201 employers and about 1,900 employees in the Plan Area, according to the Oregon Employment Department's Covered Employment data. The largest employers in the District were Northwest Community Credit Union and Whole Foods, based on estimates from InfoUSA, 2023. However, these data do not include employment at the University of Oregon. The University owns numerous buildings in the Plan Area, including Fine Arts studios, Campus Planning and Facilities Management, the Zebrafish International Resource Center, the Central Power Station, and the Knight Campus. Faculty and staff that work in these spaces are included in the University's overall employment numbers—the Covered Employment dataset does not disaggregate employees by building. The University's buildings accommodate hundreds of employees, the Knight Campus alone has about 500 workers. The University is constructing a second Knight Campus building, which will accommodate an additional 500 employees, which will bring the full Knight Campus capacity to approximately 1,000 workers.

C. Economic Conditions

1. Value of Property

The FY23 taxable assessed value for the whole City of Eugene is $18,254,461,170. The total taxable assessed value, which includes the 'frozen base' and 'increment', for the Riverfront Urban Renewal District as of FY23 is $255,345,586. The total taxable assessed value for the Downtown Urban Renewal District as of FY23 is $240,398,656. Of these amounts, excess value, also known as increment, of the Plan Areas for Eugene's two Urban Renewal Districts is $411,398,048. The increment, or excess value, is the growth in assessed value of the Plan Area after its initial adoption. Table 9 below demonstrates that the combined frozen bases for the Downtown and Riverfront Urban Renewal Districts is less than one percent, well below the 15 percent limit of the City of Eugene assessed value minus the increment (excess) value of the Urban Renewal Plan Areas as imposed by ORS 457.420.

Table 9. Assessed Value Limitations as of FY23

A. City of Eugene Total Assessed Value (AV)	**$ 18,254,461,170**
B. Total Frozen Base AV of Districts	**$ 84,346,194**
Downtown District	$ 33,736,746
Riverfront District	$ 50,609,448
C. Total Increment AV of Districts	**$ 411,398,048**
Downtown District	$ 206,661,910
Riverfront District	$ 204,736,138
D. Frozen Base AV as % of City AV: B/(A-C)	**0.5%**

This Plan Amendment includes a permanent increase to the frozen base in the Riverfront Urban Renewal District to $110,395,364 starting in FY25. With the increased frozen base, the Frozen Base assessed value as percent of City assessed value is estimated to be 0.8%, still well below the 15% statutory limitation.

2. Relationship of the Value of Improvements to the Value of Land

   The current ratio of improvement value to land value within the Plan Area, based on 2023 assessment records and excluding all tax-exempt property, is 3 to 1. This data is from the Lane County Assessor's 2023 tax records.

D. Environmental Conditions

The Plan Area has been developed with a mix of commercial, industrial, and residential uses. Most streets, sidewalks, alleys, and sewers are in place and should be upgraded and maintained. The public park areas within the Plan Area should be maintained as needed by the City. There are opportunities through the additional resources from the Plan Amendment to improve the function and condition of some of the streets, public parks, and public plazas.

- The infrastructure in the Plan Area, including roads and sidewalks, are a critical piece of the Willamette to Willamette Initiative, focused on connecting the downtown core to the river. Part of that project is to transform 8th Avenue from a predominantly one-way west-bound street with inadequate pedestrian and bicycle amenities into a two-way inviting and accessible path to and from the river and the ongoing development on the Downtown Riverfront property as well as the university area to the east. Construction is underway on a portion of that project, but there are more opportunities to improve the connection within the Plan Area.
- A portion of the Plan Area is within the boundaries of the Willamette Greenway and will be subject to policies protecting riparian areas along the southern bank of the Willamette River.
- The Millrace is an environmental historical feature which is currently not maintained and portions are not accessible for public recreation.

Chapter 3: Expected Impact, Including Fiscal Impact, of the Plan in Light of Added Services or Increased Population

The projects in the 2023 Amendment support the Plan goal to strengthen the economic conditions of the Plan Area. The historic Steam Plant, which is currently planned for redevelopment as a hotel, will be a commercial anchor of the Downtown Riverfront, attracting both residents and visitors to the unique project and creating more job opportunities. The increased residential uses in the Downtown Riverfront will provide increased activity to the businesses in the Plan Area. The projects will also contribute to the goal of enhancing the Plan Area's role as a key location for public and private development and investment. Improvements to right of way will contribute to the goal of reinforcing the Plan Area as a place to live, work, or visit by providing inviting and highly functional spaces for the community to enjoy on a daily basis as well as for special events.

One measure of this goal to strengthen the economic conditions is the expected increase in the taxable property values caused by the projects. Areas adjacent to the Plan Area are also expected to become more valuable. From FY23 through the estimated remaining life of the District ___ [A = FY29, B = FY32, C = FY39] assessed value in the Plan Area is estimated to increase by about _____ [A = $170 million, B = $208 million, C = $553 million].

Potential direct impacts to School District 4J from the 2023 Amendment are residential development projects that will ideally increase the number of people living in the Plan Area. Whether or not those residents have school-aged children is unknown at this time. However, the schools are funded on a per pupil basis, so additional school-aged students could mean additional funding for the schools. The amount of increased residential units will not likely require new school facilities. (See Chapter 9 for a summary of the financial impact that the Riverfront District has on 4J.)

The projects included in the 2023 Amendment, like all development projects, are expected to impact police services, transportation, utilities, and other public services.

City Council selected projects within the Plan Area for the way in which they support planning efforts and strategies, such as Envision Eugene, and adopted policy documents, such as the Eugene Downtown Plan, the Housing Implementation Pipeline, and Climate Action Plan 2.0. Developed with significant public input, the planning documents were based on assumptions about the value of and expected need for higher density of uses and development, with a consequent need for new and improved services and amenities. The Amendment is expected to facilitate improvements within the Plan Area, thereby addressing the goals and policies in these documents. The policies of the Downtown Plan strongly support an active, strong urban core connected to the river, development in the Downtown Riverfront including the Steam Plant, and pedestrian improvements at Broadway and Mill Streets.

The pillars of Envision Eugene that will be addressed by the 2023 Amendment are to provide housing affordable to all income levels and to promote compact development and efficient use of transportation. Specifically, the 2023 Amendment projects are expected to meet more of Eugene's multi-unit housing needs and transform the eastern end of downtown into a mixed-use neighborhood that fosters active, walkable community living and connects to the downtown core. The projects in the Plan do not result in an intensification of development beyond that previously anticipated under the planning documents.

The Agency will use tax increment revenues to carry out the Plan. The use of tax increment revenues will affect the property tax revenues of other taxing jurisdictions that share assessed value with the Plan Area. The property tax impacts are described in Chapter 9.

Chapter 4: Reasons for Selection of the Plan Area

The Plan Area was adopted in 1985 with approximately 209 acres. This area was selected with the intention of diversifying the area's economy by supporting development in an industrial area that would capitalize on research activities of the University of Oregon. The Plan Area was expanded by 34.5 acres in 2004 to achieve objectives outlined in downtown planning documents. The Plan Area was further expanded by approximately 1.9 acres in 2018 to support the redevelopment envisioned in the EWEB Riverfront Master Plan and implementation of the Railroad Quiet Zone.

The five goals of the Plan are to 1) improve the function, condition, and appearance of the Plan Area, 2) eliminate blight and blighting influences, 3) strengthen the economic conditions of the Plan Area, 4) improve connections between the Riverfront Plan Area, the core of downtown, the federal courthouse, and the University of Oregon, and 5) protect or enhance the riparian area.

According to ORS 457.010, "blighted areas" means areas that, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health, or welfare of the community. A blighted area is characterized by the existence of one or more of the following conditions:

(a) The existence of buildings and structures, used or intended to be used for living, commercial, industrial, or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions:

    (A) Defective design and quality of physical construction;
    (B) Faulty interior arrangement and exterior spacing;
    (C) Overcrowding and a high density of population;
    (D) Inadequate provision for ventilation, light, sanitation, open spaces, and recreation facilities; or
    (E) Obsolescence, deterioration, dilapidation, mixed character or shifting of uses.

(b) An economic dislocation, deterioration or disuse of property resulting from faulty planning;
(c) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for property usefulness and development;
(d) The laying out of property or lots in disregard of contours, drainage and other physical characteristics of the terrain and surrounding conditions;
(e) The existence of inadequate streets and other rights of way, open spaces and utilities;
(f) The existence of property or lots or other areas that are subject to inundation by water;
(g) A prevalence of depreciated values, impaired investments, and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered;
(h) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety, and welfare; or

(i) A loss of population and reduction of proper utilization of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere.

A total of ___ properties (___%) out of a total of ___ surveyed in the Riverfront Urban Renewal District are determined to have blighted conditions. In addition to the ___ properties with blighted conditions, ___ locations found in roads, public walkways, and sidewalks also have blighted conditions. The blighted conditions impact the safety, health, and welfare of the community through potentially unsafe conditions for accessibility through deteriorating public rights-of-way, deficiencies in maintenance of public buildings and open spaces, decreased property values and taxable values, extensive vacancies, and outdated structural designs that are deteriorating. The evidence of blight and blighting influences reduces the economic activity in the area, leading to lowered value and a disincentive to invest. Additional information about blight findings can be found in the Property Analysis Report (Exhibit C to the Ordinance).

Chapter 5: Relationship Between Existing Conditions and Each Project Activity Undertaken in the Plan

All Projects set forth in Section 600 of the Plan are intended to correct the existing deficiencies in the Plan Area as described in this report (see Chapter 2).

The projects in Section 600 of the Plan are:

1) Existing Activities, specifically Steam Plant Redevelopment and Downtown Riverfront Affordable Housing; [all spending scenarios]
2) Additional Housing; [spending scenarios B and C only]
3) Physical Improvements to Address Safety and Comfort; and [spending scenarios B and C only]
4) Emerging Projects Directed/Initiated by the Agency Board. [all spending scenarios]

These projects will build on the significant efforts undertaken to redevelop the Downtown Riverfront, the former site of EWEB's operations and headquarters. These projects also align with the challenges and opportunities identified in a fall 2022 community outreach effort, known as Downtown Priorities and Projects. That effort looked at a focus area that included part of the Riverfront Urban Renewal Plan Area. It built on community outreach conducted over the previous few years and complementary professional recommendations. The Downtown Priorities and Projects effort led to recommended improvements for Eugene's downtown (which includes a portion of the Plan Area) in six categories: Housing; Public Safety; Social Services; Commercial Activity and Development; Public Spaces and Mobility; and Events and Culture. Staff presented a summary of the Downtown Priorities and Projects recommendations to the Agency Board in January 2023.

A. Existing Activities [all spending scenarios]

Among other existing activities, the two prominent ones are Steam Plant Redevelopment and Downtown Riverfront Affordable Housing.

1. Steam Plant Redevelopment

Redevelopment of the Steam Plant will preserve and reuse a historically significant building, increase public use of the building, and expand access to views of the river. The developer intends to list the building on the National Register of Historic Places. The redevelopment will also improve the building's current status as a blighted condition. After not being used since 2012, the building has become a target of vandalism and theft and has significantly deteriorated. In addition, as a mixed-use building anchored by a hotel and including retail food and drink establishments, the building will support the creation of dozens of new jobs.

2. Downtown Riverfront Affordable Housing

The property selected for the Downtown Riverfront Affordable Housing project is a vacant parking lot at the northwest corner of 4th Avenue and Mill Street. A housing development would result in a higher and better use of this property, as well as address the City's goals related to housing that is affordable to all income levels. See the next section for general information on how development of more housing in the Plan Area addresses existing conditions.

B. Additional Housing [spending scenarios B and C only]

The Plan Area has long been challenged by underutilized or vacant properties and buildings. These structures create empty spaces between active uses that lack vibrancy, add to a perceived lack of safety, and provide for a weak link between the downtown core and the Willamette River.

Increasing the housing supply addresses these problems. Converting vacant parcels and underutilized commercial buildings to residential uses will fill in empty spaces in the Plan Area. New housing units will attract people who will in turn increase demand for retail goods and services and expand the number of people walking throughout the Plan Area, enhancing vitality and perceptions of safety.

Expanding the Plan Area's housing supply also supports Eugene's efforts to positively impact housing issues and reduce per capita carbon emissions, described in the following documents:

- The Housing Implementation Pipeline (HIP) summarizes the City's goals, efforts, and coordination of housing production across the Eugene community. The HIP has a goal of issuing 6,000 permits for new housing units by the end of FY27 to address the undersupply of housing in Eugene. Increasing the number of housing units in the Plan Area will help support this goal.
- The Climate Action Plan 2.0 (CAP 2.0) identifies strategies that the Eugene community can take to address climate change. The CAP 2.0 states that housing policy is a cornerstone of any City's climate policy, because housing units built close to transit, jobs, and other amenities allow residents to access the community using fewer vehicle trips. Downtown already offers all of these amenities. The CAP 2.0 identifies specific actions that the City can take to encourage compact development.

- Action T10 – Plan to meet all of the 20-year multi-family housing and commercial job needs within the existing Urban Growth Boundary (UGB). This action includes planning to integrate new development and redevelopment in the downtown, on key transit corridors, and in core commercial areas.
- Action T11 – Make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas. This includes removing regulatory barriers, allowing flexible uses within industrial and commercial land use codes, reducing financial obstacles, restructuring SDCs for smaller additional incentives, and ensuring the transportation system can support planned densities.

An important reason for the lack of housing in the western end of the Plan Area is the relatively high cost of construction in dense areas. Properties in dense areas are often constrained construction sites. The lack of 'elbow room' means more complicated logistics for the builder to manage. The sites often do not have on-site staging areas and have a higher likelihood of needing street/sidewalk closures compared to construction in less dense neighborhoods.

Some properties in the Plan Area have existing structures on them which could be converted from prior commercial uses to residential uses, but the financial feasibility of the project is hampered by the cost of the existing building. In addition, the change of use may trigger requirements for seismic upgrades and Systems Development Charges (SDCs) to cover the cost of adding to infrastructure systems. These costs can render the cost of redevelopment to be equal to the cost of new development. Redevelopment may require paying for an existing building and elevated construction costs.

The availability of incentives and predictability of the funds directly impacts the creation of new housing units. An ongoing fee assistance program that covers fees related to construction of housing would create an incentive for the projects, while also continuing to fund the programs and activities those fees pay for (such as the infrastructure capacity for new growth). For example, the Transportation System Plan and Parks and Recreation System Plan, and their companion SDC project lists, not only provide capacity for new development, they also serve as integral plans to meeting the goals of Envision Eugene, the Climate Recovery Ordinance and the Climate Action Plan 2.0

C. Physical Improvements to Address Safety and Comfort [spending scenarios B and C only]

Improvements to the public right-of-way benefit workers, visitors, and residents, as well as the community at large with a safe and attractive connection between the downtown core, the Riverfront, and the University area. Blighted conditions in these areas include barren spaces with broken, deteriorated, and poorly lit pedestrian walkways, lack of amenities such as seating or drinking water, and areas that do not meet accessibility standards. The expenditure of urban renewal funds for the spaces will improve or remove blighted conditions, which will in turn provide a healthier and safer place for Eugene residents and visitors.

There are significant new developments occurring on the Downtown Riverfront site and near the Federal courthouse. Existing street crossings and pedestrian walkways that connect downtown to these newly improved areas are narrow and uninviting. For the Plan Area to flourish it should have street connectivity to ensure multiple mobility modes can easily access the Plan Area. Enhancing these public spaces will create an improved environment, so that the on-street experience is pleasant and perceived to be safe. Enhancing connectivity for multiple modes of mobility will encourage individuals to cross streets in the Plan Area.

Street, curb, and sidewalk improvements will improve deteriorated spaces that are uneven and inaccessible. Improvements will make the pedestrian environment safe, accessible, and attractive, which will enhance the pedestrian experience as individuals move from within and through the Plan area. These improvements are consistent with the CAP 2.0, Action T7, which states the City of Eugene will develop a sidewalk infill program and strategy for upgrading unimproved streets and connectivity to parks, shopping, and important community resources.

D. Emerging Projects Directed/Initiated by the Agency Board [all spending scenarios]

The east end of downtown, east of Mill Street, has seen significant redevelopment in recent years, including the Wayne L. Morse U.S. Courthouse, Northwest Community Credit Union, the Foundry Building, and new multi-story residential developments, creating a need for residents, employees, and visitors to access this area. This need is expected to continue increasing with the recent opening of the Riverfront Park, the construction of the Downtown Riverfront neighborhood, the redevelopment of the Steam Plant, and the relocation of City Hall. As activity in the area continues to increase, there is a need to evaluate how these areas are accessed and how to accommodate the new demands on the transportation system.

The Downtown Riverfront redevelopment and new Park will significantly increase the need for parking and mobility in this area. The planned housing in the Downtown Riverfront includes parking to serve the needs of the private redevelopment. On-street parking is anticipated to meet most of the standard daily needs of people accessing public amenities, such as the Park, restaurant, and commercial spaces. However, on-street parking will not accommodate all of the parking needs during high demand periods such as nights and weekends, and during special events. In addition, the Steam Plant parcel size is not sufficient to accommodate anticipated parking needs for its future redevelopment into a mixed-use center. While implementation of other mobility options may reduce the need for parking, it is still expected more parking is needed, at least in the medium term.

The Agency is authorized to participate in the effort to reroute the transmission lines that currently run from the electrical tower in the Riverfront Park, south along the river next to the Southern Plaza. Rerouting of the transmission lines would allow removal of the existing tower in the Riverfront Park, opening views at the southern end of the park and in front of the Steam Plant and creating more passive open space in those places. The realignment within Alton Baker Park would move the towers and lines away from the canoe canal creating a safer maintenance environment for EWEB, benefitting wildlife along the canal, and supporting EWEB's long-term resiliency plans.

The Plan Area includes centrally located parks and public facilities that serve the whole community. Urban Renewal funds could be used to support physical improvements to public spaces that benefit the broader community. The South Bank Path runs through the Plan Area, providing connections to the University, Eugene neighborhoods, and Springfield. Franklin Park is located on the east side of the Plan Area and does not have access or recreational facilities.

Urban renewal funds could also support physical improvements to privately owned properties to improve the look and feel of the Plan Area and enhance the experience of downtown residents, workers, and visitors. The Agency would be stimulating economic activity and bringing positive ground-floor presence to the street by assisting with façade improvements or investing to make properties more marketable for a variety of uses.

Chapter 6: Estimated Total Cost of Each Project or Activity, Sources of Money, and Anticipated Completion Date for Each Project or Activity

This Report on the 2023 Amendment includes the estimated cost of Projects to be carried out following the adoption of the amendment. Cost estimates are based on new tax increment revenue resulting from the increase to maximum indebtedness.

Table 10 lists the project activities included in the Plan and estimated costs for each spending scenario. Because elements of each project are yet to occur or will not be known until implemented, there is a range of opportunities within each project. The estimated range gives a sense of scale and scope that could be possible. Below is a short description of each of the projects.

A. Projects

1. Existing Activities - Steam Plant redevelopment [all spending scenarios]

The Steam Plant is part of the Downtown Riverfront property that the Agency purchased from EWEB in April 2018. The building was the oldest of EWEB's operational buildings and is the only remaining industrial structure. Constructed in in phases from the 1930s to the 1950s, the 28,000 square foot multi-story masonry building was used to generate standby electrical power and to provide heat to downtown businesses. Steam Plant operations ceased in 2012 and the building has since been vacant.

Following a Request for Qualifications/Proposals process, in 2019 the Agency Board directed the Agency Director to enter into negotiations with the local development team for the redevelopment of the Steam Plant.

Adaptive re-use of the existing building is ambitious, facing extraordinary challenges that include environmental, seismic, and financial obstacles. Because of those obstacles and the cost to address them, the Steam Plant has a negative value and the project is only feasible with the financial support of the Agency and/or the City. In 2022, the Agency Board approved terms for the sale and redevelopment of the Steam Plant that allocated $1.5 million of Urban Renewal funds for asbestos abatement, system development charges, and permit fees and provides the property at no cost.

The development team estimates that even after accounting for the allocated funds, the planned redevelopment has a remaining financial gap of about $6.3 million. Assuming the Agency Board will choose to fill the full financial gap, that would make up ____ [A = 42%, B = 25%, C = 14%] of the 2023 Amendment spending limit increase. This project is one of two projects funded in FY26 in the 2023 Amendment.

2. Existing Activities - Downtown Riverfront Affordable Housing [all spending scenarios]

The Affordable Housing project located at the northwest corner of 4th Avenue and Mill Street, also known as "Parcel 2," in the Downtown Riverfront will need substantial public contribution to compensate for the low rents and to make it financially viable. Affordable Housing subsidies often come from a combination of Federal, State, and local financial sources and the financial packages are complex. The neighborhood character of the Downtown Riverfront, first articulated in the EWEB Riverfront Master Plan and continued in subsequent City policies, includes high-quality, urban architecture. These denser, more durable buildings are a more expensive type of construction and higher cost-per-square-foot than more suburban "garden-style" apartments. All of these factors lead to high development costs.

With rising construction costs, site constraints, the desire for the building to be responsive to the urban design context of the Downtown Riverfront while keeping rents affordable, it is expected there will be a need for significant subsidy – likely in the range of $5 million. Assuming the Agency Board will choose to allocate $5 million to support the project, that would make up ___ [A = 33%, B = 20%, C = 11%] of the 2023 Amendment spending limit increase. This project is one of two projects funded in FY26 in the 2023 Amendment.

3. Additional Housing [spending scenarios B and C only]

Approximately ___ [B = 19%, C = 30%] of the 2023 Amendment spending limit increase would be allocated to support the creation of new housing.

For Development Fee Assistance, funds would be allocated based on projects meeting criteria approved by the Agency Board. Funds could be allocated to pay up to 100% of development fees. It is assumed it would take about four years from allocating funds to a project to when construction would be completed. Estimating based on development fees for recently completed projects in and near downtown, fees could be approximately

$10,000 per unit. Assuming 50% of the housing funding was allocated for development fee assistance, it is estimated the Agency could support the creation of the following:

- Scenario B: $2.35 million – about 235 residential units
- Scenario C: $6.8 million – about 680 residential units

Funds for Development Fee Assistance would be allocated during the Plan period with the final units estimated to be funded by ___ [B = FY30, C = FY31]. Total cost is dependent on the specifics of developments undertaken, and any future adjustment of fee rates during the years ahead.

For **Land Acquisition**, total cost is dependent on the properties being acquired. Approximately half of the funds allocated for housing in Scenarios B and C are estimated to be for land acquisition ([B = $2.35 million, C = $6.5 million]). The funding for Acquisition is available in ___ [B = FY25, C = FY25]. As stated in the Plan, Agency Board approval is required before land will be acquired or sold.

4. Physical Improvements to Address Safety and Comfort [spending scenarios B and C only]

It is estimated approximately ___ [B = 10%, C = 15%] of project funding would be allocated to physical improvement projects that address safety and comfort. Funds would be allocated during the Plan period. Actual costs will depend on projects and priorities. Some of the funding for Physical Improvements to Address Safety and Comfort is available in ___ [B = FY25, C = FY29]. Other funding is available later in the life of the Plan.

5. Emerging Projects Directed/Initiated by the Agency Board [all spending scenarios]

It is estimated approximately ___ [A = 13%, B = 10%, C = 15%] of project funding would be allocated to activities listed in Section 600 D, Emerging Projects Directed/Initiated by the Agency Board, which includes, as examples, Parking, Transmission Line Rerouting, Open Space Improvements, and Development Support. Further study is needed to determine costs, feasibility, and timing for these possible projects. Based on 2022 estimates, staff estimates a 75-stall surface parking lot would cost up to $1.2 million (preliminary cost estimate of $300,000 to $450,000 for construction combined with potential land acquisition cost). EWEB's 2018 cost estimate for the transmission line rerouting is about $1.2 million and staff have had preliminary conversations about the City or Agency potentially contributing funding for the work that would occur on the Downtown Riverfront side of the river (about $500,000 in their 2018 estimate). Funding for Open Space Improvements and Development Support will depend on the need and will be administered according to the rules in the Plan.

Some of the funding for Emerging Projects Directed/Initiated by the Agency Board is available in ___ [A = FY25, B = FY29, C = FY29]. Other funding is available later in the life of the Plan.

B. Project Delivery Administration

Actions for this activity include program administration (project management, loan and grant administration, support for ongoing investments within the Plan Area, public engagement, financial services, debt issuance and administration); legal services; reporting (budgets, financials); preparation of market, feasibility, or other economic studies; preparation of design, architectural, engineering, landscaping architectural, planning, development, or other developmental studies; providing accounting or audit services; providing special rehabilitation, restoration, or renovation feasibility and cost analysis studies; assisting in preparation of the annual financial reports required under Sections 800 and 900 of the Plan; providing property acquisition appraisals; and evaluation of the plan and the success of its activities. Many of the activities are provided through a contract between the City of Eugene and the Agency dated June 15, 2004. The Agency may also acquire, rent, or lease office space and office furniture, equipment, and facilities necessary to conduct its affairs in the management and implementation of this plan.

Projections for district administration assume that once the projects are complete, district administration expenses will be reduced to a level that will be sufficient to run the loan and grant program, support ongoing investments within the Plan Area, and ensure administration of outstanding debt, budget development, annual review of project activities, and financial report preparation. Specifically, the administration projection summarized in the bullet points below includes staffing for project delivery, ongoing financial administration, and the loan and grant program. Additional items in the projection include legal and consulting fees necessary to protect the City/Agency and complete the Projects, debt issuance cost needed for the Projects, and property management shown below for the largest maximum indebtedness increase of $45 million.

- **Project Delivery - Staffing**
  - Average of 1.2 FTE at an average cost of $266,000 per year FY25 through FY39; personnel costs are projected to increase 3-4% per year due to inflation and higher health and retirement costs.
- **Project Delivery - Legal costs, public engagement, financial administration, overhead and miscellaneous**
  - $155,000 average per year FY25 through FY39; higher in the early years and a smaller amount for maintenance over time.
- **Debt Issuance Costs**
  - $100,000 per issuance for a total of $200,000 across two series of debt; to be determined.

Table 10. List of Project Activities and Estimated Allocations of Tax Increment Revenues

Project Activity	A = $15 million	B = $25 million	C = $45 million
Steam Plant	$6,300,000	$6,300,000	$6,300,000
Downtown Riverfront Affordable Housing	$5,000,000	$5,000,000	$5,000,000
Additional Housing	-	$4,700,000	$13,600,000
Physical Improvements	-	$2,500,000	$6,800,000
Emerging Projects	$1,900,000	$2,400,000	$6,800,000
Debt Issuance Costs	$100,000	$100,000	$200,000
Project Delivery Administration	$1,700,000	$4,000,000	$6,300,000
Total	**$15,000,000**	**$25,000,000**	**$45,000,000**

Source: Tiberius Solutions

* The amounts provided in Table 10 are estimates. The Agency Board will approve actual amounts to be spent on individual projects after reviewing project details. The Agency Board may ultimately approve spending for an individual project above or below the estimates listed in this table; however, the total tax increment spending for the District will not exceed the 2023 cumulative spending limit (maximum indebtedness) of _ [A = $49.8, B = $59.8, C = $79.8] million.

The increased maximum indebtedness from the 2023 Amendment will start funding projects in FY25. Decisions on priorities of funding for Projects will be made by the Agency Board at regular Agency Board meetings, all of which are open to the public. Construction of the projects contemplated in the 2023 Amendment is expected to be completed by ___ [A = FY26, B = FY31, C = FY31], except for Project Delivery Administration which is expected to continue until debt is fully paid off. Debt issued to fund the projects is estimated to be paid off by ___ [A = FY29, B = FY32, C = FY39] depending on future tax increment revenue levels.

Chapter 7: Estimated Amount of Money and Anticipated Year in Which Indebtedness will be Retired or Otherwise Provided For Under ORS 457.420 to 457.460

The total amount of tax increment revenue expected to be collected by the Agency beginning in FY25 to pay off maximum indebtedness is estimated at about ___ [A = $17.6 million, B = $28.6 million, C = $59.3 million] including projects, project delivery administration, interest, and other costs. The projects will be funded with a combination of urban renewal tax increment financing under ORS 457 and other sources. The Agency may apply for funding from other federal, state, and local grants in order to complete the projects.

Oregon Revised Statutes require that each urban renewal district that receives property taxes include a "maximum indebtedness" limit in their urban renewal plan. "Maximum indebtedness" is a required spending cap for all property tax expenditures over a period of time. "Maximum indebtedness" is not a legal debt limit; it is more like a spending limit.

Adopting a maximum indebtedness figure does not authorize or obligate the Agency to spend money or enter into debt. Within the maximum indebtedness limitation, the Agency Board has the ability to fund projects over time, either with cash or by issuing debt.

Certain expenditures are included in the maximum indebtedness calculation and certain expenditures are excluded. For instance, cash payments for projects and administrative expenses are included in the calculation, but expenditures made from sources other than tax increment revenues are not included in the spending limit, such as River Loans program funds. In addition, interest on debt is not included in maximum indebtedness, nor is the refinancing of existing indebtedness.

The City Council amended the Plan in 2004 to include a maximum indebtedness limit of $34.8 million. The $34.8 million figure represented the amount that the Agency was allowed to cumulatively spend in tax increment revenues starting in 2004, excluding existing debt and other expenditures that are excluded from maximum indebtedness as described above.

The 2023 Amendment increases the maximum indebtedness as shown in Table 11 below, adds project categories to the Plan, and includes general updating.

Table 11. Maximum Indebtedness (MI) Calculation

Amendment	Maximum Indebtedness Increases
2004 Plan Amendment	$34.8M
2018 Plan Amendments (x2)	No increase
2023 Plan Amendment	A = $15.0M, B = $25.0M, C = $45.0M
Total Maximum Indebtedness	A = $49.8M, B = $59.8M, C = $79.8M

Table 13 in Exhibit D includes information about future revenues and expenditures in the Plan Area. The timing and amounts for individual project activities will be determined by the Agency Board and, every other year, during the biennial budget process. Completion dates for individual activities may be affected by changes in the plans of other private or public partners, local economic and market conditions, changes in the availability of tax increment funds, and changes in priorities for carrying out project activities.

Current projections show that the tax increment revenues should be sufficient to pay for the projects and associated debt by ___ [A = FY29, B = FY32, C = FY39]. The District would cease collecting tax increment funds once there are sufficient tax increment funds available to repay all debt issued or obligations created to fund the Projects.

These projections of future tax increment revenues account for mandatory revenue sharing (i.e., underlevying) as described in ORS 457.470. In all years after the annual tax increment revenues equal or exceed the greater of ten percent of the initial maximum indebtedness of the Plan or a predetermined "transition amount" as defined in ORS 457.470 (1)(d), the Agency must begin to "share" a portion of the increment value with overlapping taxing districts. This results in only a portion of the increment value being used for the purposes of calculating tax increment revenues. This financial forecast anticipates that the Plan will be subject to revenue sharing beginning in FY30, though the actual timing will depend upon actual collections of tax increment revenues. The maximum amount of annual tax

increment revenue for the Riverfront District is anticipated to be 12.5% of the initial maximum indebtedness of the Plan, which would be $4.35 million.

Chapter 8: Financial Analysis of the Plan with Sufficient Information to Determine Feasibility

The financial analysis of the plan shown in Table 13 in Exhibit D includes the anticipated tax increment revenues over the projected remaining life of the Plan. The anticipated tax increment revenues are based on reasonable projections of new development and appreciation in existing property values. The projection of tax increment revenues is based on the following assumptions:

- Property assessed values will increase by 3% per year, which includes increases on existing property as well as a small amount of new investment in existing Riverfront area properties.
- New taxable development is anticipated during the next several years.
- The frozen base of the Plan Area is permanently increased. This shifts some of the taxes being generated within the Plan Area to be out of the portion that generates tax revenue for the Plan Area (the "increment" value) into the portion that generates tax revenue for all of the overlapping taxing districts (the "frozen base" value).

The projections result in urban renewal tax revenues between FY25 and __ [A = FY29, B = FY32, C = FY39] of approximately ___ [A = $17.6 million, B = $28.6 million, C = $59.3 million]. Together with other revenues and existing fund balances, these revenues will support ___ [A = $15 million, B = $25 million, C = $45 million] of increased maximum indebtedness plus the interest on the debt to fund the 2023 Amendment projects. In addition to the redevelopment projects, the revenues will be sufficient to pay for other obligations, such as project delivery administrative activities, including an allocation of overhead costs. Those costs are projected to increase over time due to inflation and higher health and retirement costs at a rate of about 3-4% per year.

The Agency will also carry a balance equal to two months of operating costs each year, per City financial policy and a debt service reserve account, if required by lenders.

Chapter 9: Fiscal Impact Statement that Estimates the Impact of the Tax Increment Financing, Both Until and After the Indebtedness is Repaid, Upon All Entities Levying Taxes Upon Property in the Plan Area

Taxing bodies that overlap with the Plan Area are affected by the use of tax increment funds to implement the Plan. When a district is first created, the assessed value within the Plan Area is established as the "frozen base." This is a way of keeping the overlapping taxing districts "whole" as of the date the urban renewal district is created. Property taxes from the overlapping jurisdictions (schools, general governments) are then divided among the jurisdictions that continue to receive taxes on the frozen base. In theory, urban renewal investments will spur additional development and the assessed value of the

district will grow above the base. That increase is called the "incremental value" or "excess value." The Agency receives taxes on the incremental value. This has an impact on the amount of revenue that the overlapping jurisdictions receive, versus what they would have received if there were no urban renewal districts in effect.

A. Impact on Tax Bills

In addition to the impact on the overlapping taxing jurisdictions, urban renewal also makes individual tax bills look different. Urban renewal districts do not impose new taxes; rather, they redistribute taxes from overlapping taxing districts to the urban renewal districts. There are two basic steps to understand how an individual's tax bill is affected by tax increment financing in Oregon. The first step determines the amount of property taxes that the urban renewal agency should receive, and the second step determines how the taxes are accounted for on property tax statements.

The first step consists of applying the tax rates of the taxing districts (such as the city, county, and school districts) to the incremental value of the urban renewal district. That product is the amount of taxes that the urban renewal agency should receive. The second step determines how to divide or split the tax rates of the taxing districts so that when those "divided rates" are applied to all tax bills in the city, the urban renewal agency receives its share, and the taxing districts receive the remainder. As of July 2023, there were eight urban renewal districts in Lane County, and the calculation is done for each of these districts.

The Lane County Assessor determines how the tax rates for the schools, city, and county are divided between the taxing districts and the urban renewal districts. As an example, the City's permanent tax rate is $7.0058 per $1,000 of assessed value. For the FY23 tax year, the Lane County Assessor divided that tax rate into three pieces: $6.8480 goes to the City of Eugene, $0.0793 goes to the Downtown Urban Renewal District, and $0.0785 goes to the Riverfront Urban Renewal District. This calculation is done for each tax rate on the tax bill.

With the information from the Lane County Assessor about the division of tax rates, an analysis can determine how an individual tax bill is affected by urban renewal division of tax. For the typical Eugene home that the Lane County Assessor calculated for FY23, this taxpayer would pay the same amount of total taxes before or after urban renewal division of taxes. The only difference is that some of the tax revenues go to the urban renewal districts, instead of to the overlapping taxing districts. Table 14 in Exhibit E sets out this calculation for the typical taxpayer in Eugene. As can be seen, **the before and after urban renewal views of this taxpayer's bill are exactly the same**.

B. Impact on Tax Rates

Prior to the 2023 Amendment, the Riverfront Urban Renewal District was a "standard rate plan" under State statutes, which meant that property taxes used to fund urban renewal activities were limited to the permanent tax rates and bonded debt levies. Per updated State statutes, the 2023 Amendment turns the Plan into a "permanent rate plan", meaning it may only take taxes from the permanent rate levies going forward. Bonded debt levies will no longer be impacted by this urban renewal plan.

C. Impact on Overlapping Taxing District Revenues

A share of property taxes from the "excess value" or "incremental value" is not collected by the overlapping jurisdictions during the period of an active district, which is foregone revenue. The incentive for the overlapping districts to support urban renewal is higher property tax revenues in the long run and potential direct and indirect benefit from the urban renewal funded projects.

The estimated amount of urban renewal taxes to be divided over the remaining term of the Plan (net of discounts, delinquents, etc.) is shown in Table 15 in Exhibit F. As can be seen in the table, in FY25, once this amendment is effective, it is estimated that the City of Eugene would forego about $1.4 million of revenue because of the Riverfront Urban Renewal District division of tax calculation. In ___ [A = FY30, B = FY33, C = FY40] after tax increment financing is terminated, the City of Eugene is estimated to receive $2.2 million of additional tax revenue per year as shown in Table 12. Lane County is estimated to forego $254,000 of revenue in FY25 per Table 15, and to benefit by $399,000 of additional tax revenue per year in ___ [A = FY30, B = FY33, C = FY40] after division of tax is terminated as shown in Table 12. The amount of revenue in the future when tax increment is terminated is equal in all scenarios due to ORS 457 mandatory revenue sharing, which limits the amount of tax increment revenue to the Riverfront District to a specific, set amount. For more information about revenue sharing, see Chapter 7.

The impact on school districts from the termination of the urban renewal district is more complicated. Table 15 shows the foregone taxes, excluding any impacts from tax rate compression under Measure 5 and Measure 50 and excluding any impacts from the State school funding formula. Compression occurs when levied property taxes exceed the Measure 5 limits of $5 per $1,000 of real market value for education taxes (or $10 per $1,000 for general government taxes). If taxes exceed that limit, a property is in "compression" and the taxes are reduced until the limits are met. Table 15 shows that the combined school districts (4J, Lane Community College, and Lane Education Service District) are estimated to forego $1.1 million of revenue in FY25. Table 12 shows that the combined school districts will benefit by $1.7 million of additional annual tax revenue in ___ [A = FY30, B = FY33, C = FY40] after the division of tax is terminated. This is not the complete story, however.

The impact on K-12 schools from the division of tax calculation for urban renewal districts is largely an impact on the State's budget because schools are mainly funded on a per-pupil funding formula (rather than by the level of property tax dollars generated within their boundaries). The State determines how much money must be allocated for the education of each pupil across the state. If the money is not available from local property taxes, the State will make up the difference. If more funds are available through local school property taxes, the State would have additional dollars to allocate as it chooses. In other words, the State can choose to allocate any extra money to education or to some other budgetary priority. If the State chooses to keep the money in education, some of that money would return to schools and education service districts based on the applicable statewide school funding formula and the rest would be distributed to school and education service districts across Oregon.

The Lane County Assessor conducted an analysis of the impact of the Riverfront Urban Renewal District on School District 4J's local option levy, including the impacts of tax rate compression in FY23. The analysis, which is included as Table 16 in Exhibit G, shows that the Riverfront Urban Renewal District currently provides 4J an estimated net benefit of $45,000 per year. Table 16 shows the impact of tax rate compression in the education category for an additional 143 properties that would occur if the Riverfront District were not collecting division of tax revenue.

This analysis concludes that 4J is better off financially if the Riverfront Urban Renewal District continues to collect tax increment funds than it would be if tax increment financing were terminated. The reason is that taxes that are currently counted under the "general government" category for Measure 5 tax rate limitations (i.e., the "school property tax dollars" that now go to urban renewal) would move into the "education" category. When that happens, the education category of taxes must be reduced for a number of individual properties within the City because schools are already collecting as much as they can under Measure 5 limits for those properties. State law says that local option levy proceeds are the first to be reduced in the event of compression.

In order to understand the Lane County Tax Assessor's analysis for 4J impact for FY23, there are two factors to consider:

1. Revenue from 4J's permanent levy would increase by approximately $866,000, for a net gain of approximately $26,000 after applying the State school funding formula. (4J receives about 3% of the total State-wide funding.) This is the best-case scenario that assumes all else is equal, and the State decides to provide more funding for schools as a result of having more property tax revenue available.

2. 4J would lose about $71,000 of local option levy proceeds (after discounts and delinquencies) if the Riverfront District no longer collects tax increment funds because of compression. The State funding formula does not apply to local option levies, so the full impact of this reduction would be felt in 4J's budget. Both of these estimates are based on FY23 tax roll information and would vary in future years with changes in market conditions.

In summary, 4J would experience an ongoing loss in its budget of about $45,000 annually as a result of terminating tax increment collections in the Riverfront District. Lane Education Service District is also funded through the State School Fund and would experience similar impacts as 4J on the permanent rate levy, however, Lane Education Service District does not have a local option levy. Lane Community College is also funded on a formula according to classes taken, not directly through permanent rate property taxes.

The financial analysis in this Report accounts for mandatory revenue sharing as previously described in Chapter 7. The financial analysis also includes a permanent increase in the frozen base of the Plan Area to $110,395,364. This shifts some of the taxes being generated within the Plan Area to be out of the portion that generates tax revenue for the Area (the "increment" value) into the portion that generates tax revenue for all of the overlapping taxing districts (the "frozen base" value). This allows for a portion of the increased assessed

value within the Plan Area to be shared with overlapping taxing districts including the City of Eugene. The City of Eugene permanent rate levy is the largest tax rate impacted by the Plan Area and thus the City's General Fund would receive the largest share of increased revenue from the frozen base. The frozen base increase will generate an estimated $800,000 per year for all of the overlapping taxing districts combined starting in FY25; the City's General Fund will receive approximately half of the total amount, or about $400,000 per year. This will reduce the annual tax increment revenue directed to the District.

Table 12 shows the impacts to taxing districts in FY40, which is the first year after the Riverfront District is expected to terminate taking division of taxes in scenario C ($45 million). Some definitions help with the understanding of this table:

- Frozen Base is the total assessed value of the District at the time it was established, plus any voluntary increases by the Agency. 'Revenue from Frozen Base' is the tax revenue from that assessed value.
- Excess Value is the growth in assessed value in the District from the time it was established, also known as 'increment.' 'Revenue from Excess Value Used' is the tax revenue received by the urban renewal agency from the excess value. This column represents the estimated new revenue that overlapping taxing districts would receive in FY40 upon termination of Riverfront District division of taxes (excluding the aforementioned State school fund and compression impacts).
- 'Revenue from Excess Value Shared' is the taxes received by the taxing districts from the excess value that was subject to revenue sharing. The excess value becomes subject to revenue sharing (i.e., not subject to the division of tax) in all years after the annual tax increment revenues equal or exceed the greater of ten percent of the initial maximum indebtedness of the Plan or a predetermined "transition amount" as defined in ORS 457.470 (1)(d).
- 'Total Revenue at District Termination' reflects the full taxes from the assessed value of the properties within the District at termination of the District.

Table 12. Estimated Revenue in FY40, Year After Termination of Riverfront Urban Renewal District

Taxing District	Type	Tax Rate per $1,000 of AV	Revenue from Frozen Base	Revenue from Excess Value Used	Revenue from Excess Value Shared	Total Revenue at District Termination
General Government						
City of Eugene	Permanent	7.0058	$773,000	$2,185,000	$3,135,000	$6,093,000
Lane County	Permanent	1.2793	$141,000	$399,000	$572,000	$1,113,000
Upper Willamette Soil & Water	Permanent	0.0700	$48,000	$22,000	$31,000	$61,000
Education						
Eugene SD 4J	Permanent	4.7485	$524,000	$1,481,000	$2,125,000	$4,130,000
Lane Community College	Permanent	0.6191	$68,000	$193,000	$277,000	$538,000
Lane ESD	Permanent	0.2232	$25,000	$70,000	$100,000	$194,000
Total:		**13.9459**	**$706,000**	**$4,350,000**	**$7,074,000**	**$12,130,000**

Source: Tiberius Solutions
Note: This table shows gross revenues before subtracting discounts and delinquencies, which are estimated to be 5%.

Chapter 10: Relocation Report

A. Requirement

An analysis of the existing residences or businesses required to relocate permanently or temporarily as a result of Agency actions under ORS 457.170.

Response

No specific relocation activity is identified in the Plan. If urban renewal assistance results in relocation requirements, a relocation plan will be developed for that purpose. Relocation activities and assistance would be provided in accordance with ORS 35.500 through 35.530.

B. Requirement

A description of the methods to be used for the temporary or permanent relocation of persons living in and businesses situated in, the Plan Area in accordance with ORS 35.500 through 35.530.

Response

No specific relocation activity to be initiated by the Agency is identified in the Plan. If urban renewal assistance results in relocation requirements, a relocation plan will be developed for that purpose. Relocation activities and assistance would be provided in accordance with ORS 35.500 through 35.530.

C. Requirement

An enumeration, by cost range, of the existing housing units in the Plan Area to be destroyed or altered and new units to be added.

Response

No specific existing housing units are proposed to be removed by actions of the Plan.

D. Requirement

A description of new residential units which are likely to be constructed within the Plan Area.

Response

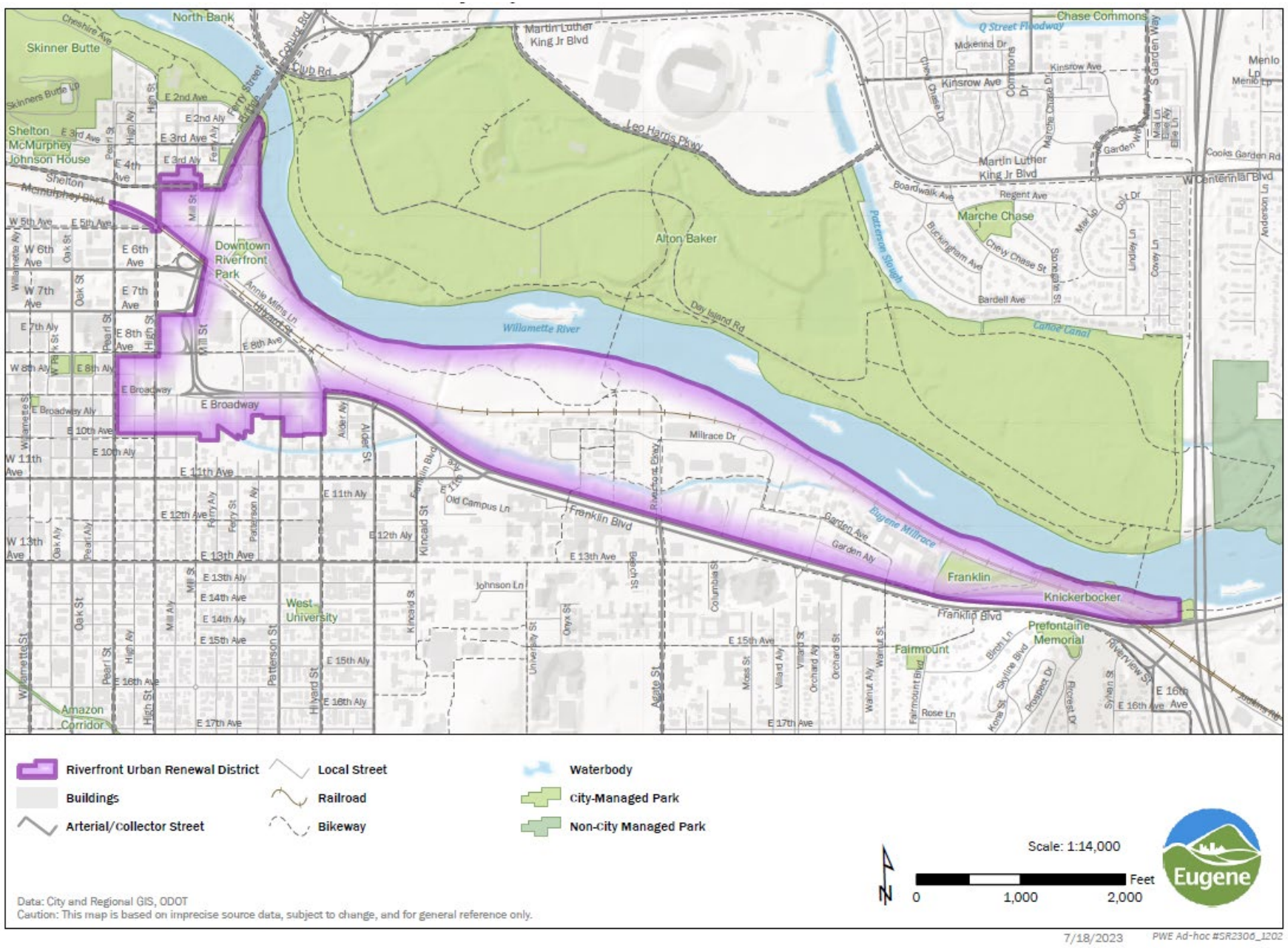
Some new residential units are expected to be constructed within the Plan Area.

Chapter 11: Appendix

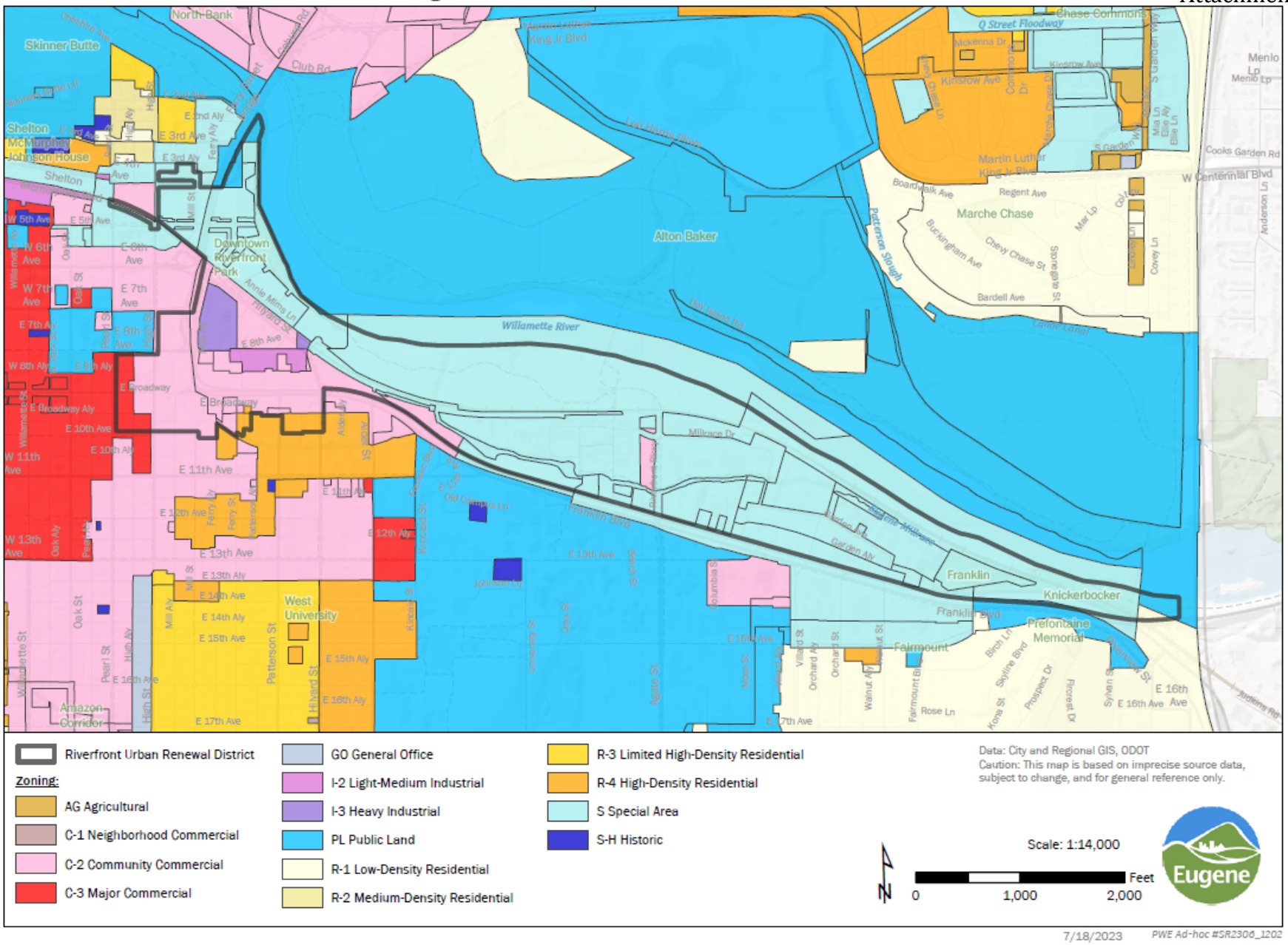
Exhibit A:	Plan Area Map
Exhibit B:	Zoning District Map
Exhibit C:	Census Boundaries Map
Exhibit D:	Table 13. – Projected Revenues and Expenditures for the Plan Area
Exhibit E:	Table 14. – Impact of Urban Renewal on an Individual Tax Bill
Exhibit F	Table 15. – Estimated Division of Tax Impact of the Plan on Overlapping Taxing Jurisdictions, FY25 – FY39
Exhibit G:	Table 16. – Estimated Impact of Riverfront District Tax Increment Collections on Overlapping Jurisdictions, FY23 Tax Data (Including the impact of State school funding formula and Measure 5/50 tax rate compression)

DRAFT

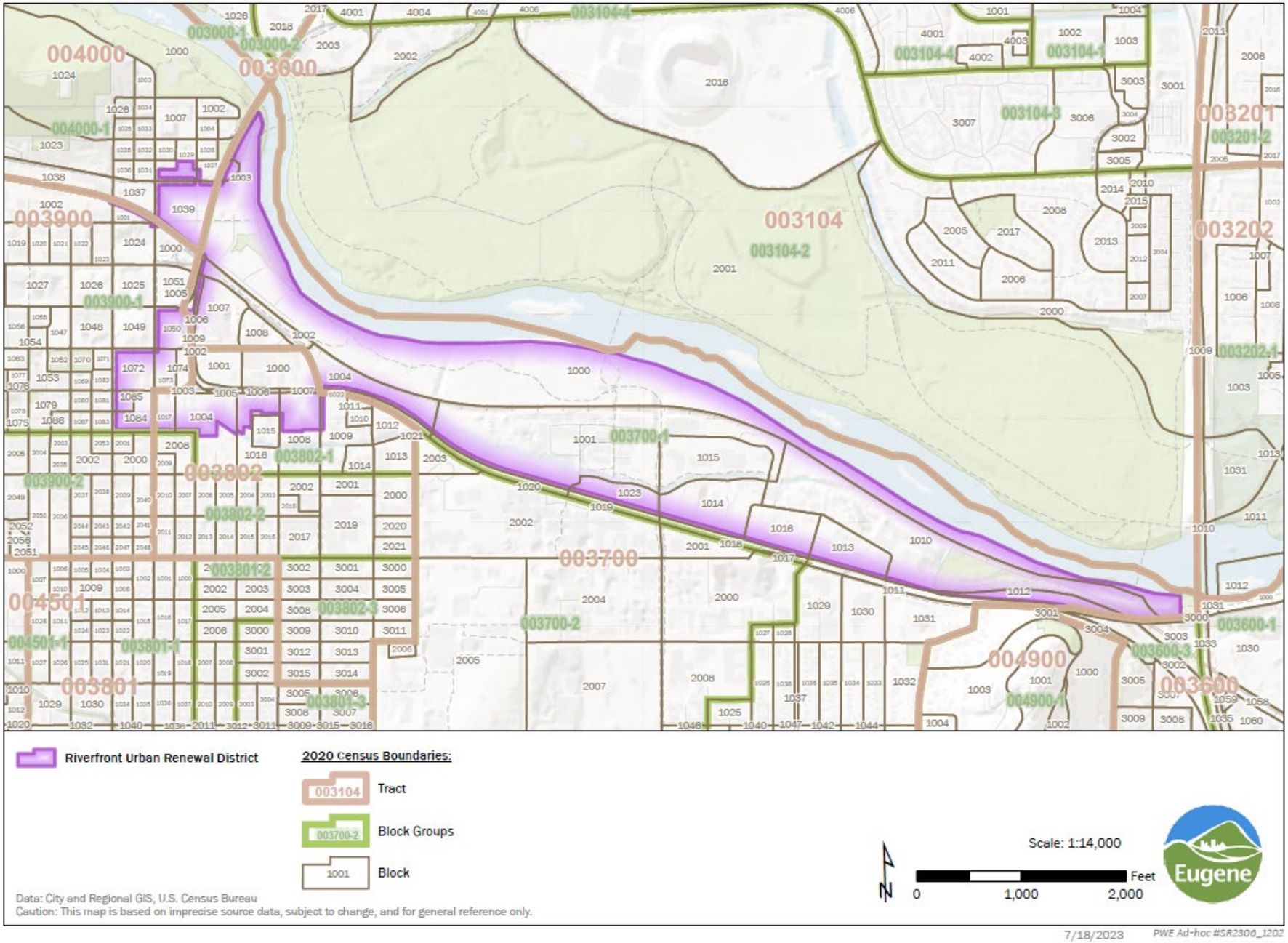
Report Exhibit A – Plan Area Map



Report Exhibit B – Zoning District Map



Report Exhibit C – Census Boundaries Map



Report Exhibit D:

Table 13. Projected Revenues and Expenditures for the Plan Area (page 1)

Table 13 shows estimated revenues, expenditures, and allocation to projects over the life of the Plan (project timing may vary). This table reflects Scenario C, a $45 million increase in maximum indebtedness. Scenario A ($15 million) would terminate in FY29, and Scenario B ($25 million) would terminate in FY32. See Table 10 for project allocations under each scenario.

	Total	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Resources								
Beginning Working Capital		9,351,000	5,041,000	139,000	1,031,000	364,000	929,000	2,367,000
Interest Earnings	139,000	47,000	25,000	1,000	5,000	2,000	5,000	12,000
Tax Increment Revenues	59,286,000	2,773,000	3,240,000	3,377,000	4,064,000	4,238,000	4,195,000	4,194,000
Bond/Loan Proceeds	26,700,000		5,700,000			21,000,000		
Total Resources	**95,476,000**	**12,172,000**	**14,006,000**	**3,517,000**	**5,100,000**	**25,604,000**	**5,128,000**	**6,573,000**
Requirements								
Debt Service								
Existing Debt Service	7,942,000	1,324,000	1,323,000	1,324,000	3,547,000	424,000		
New Debt Service	39,516,000		497,000	497,000	497,000	2,328,000	2,328,000	2,328,000
Subtotal	47,458,000	1,324,000	1,820,000	1,821,000	4,044,000	2,752,000	2,328,000	2,328,000
Existing Maximum Indebtedness								
Additional Housing	848,000	848,000						
Subtotal	848,000	848,000						
New Maximum Indebtedness								
Steam Plant	6,300,000		6,300,000					
Downtown Riverfront Affordable Housing	5,000,000		5,000,000					
Additional Housing	13,607,000	2,167,000				7,800,000		3,640,000
Physical Improvements	6,800,000					6,800,000		
Emerging Projects	6,800,000					6,800,000		
Debt Issuance Costs	200,000		100,000			100,000		
Project Delivery Administration	6,293,000	621,000	647,000	665,000	692,000	424,000	434,000	338,000
Subtotal	45,000,000	2,788,000	12,047,000	665,000	692,000	21,924,000	434,000	3,978,000
Funded by Program Income								
River Loans	2,068,000	2,068,000						
Additional Housing	103,000	103,000						
Subtotal	2,170,000	2,170,000						
Ending Fund Balance		5,041,000	139,000	1,031,000	364,000	929,000	2,367,000	268,000
Total Requirements	**95,476,000**	**12,172,000**	**14,006,000**	**3,517,000**	**5,100,000**	**25,604,000**	**5,128,000**	**6,573,000**
Annual Impact on Maximum Indebtedness	45,848,000	8,769,000	7,120,000	1,556,000	20,000	22,487,000	1,867,000	1,867,000
Cumulative Maximum Indebtedness Used to Date		42,721,000	49,841,000	51,397,000	51,417,000	73,904,000	75,771,000	77,638,000

Source: Tiberius Solutions

Report Exhibit D:

Table 13. Projected Revenues and Expenditures for the Plan Area (page 2)

	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039
Resources								
Beginning Working Capital	268,000	1,821,000	1,803,000	1,527,000	1,240,000	945,000	643,000	326,000
Interest Earnings	1,000	9,000	9,000	8,000	6,000	5,000	3,000	2,000
Tax Increment Revenues	4,194,000	4,194,000	4,194,000	4,194,000	4,194,000	4,194,000	4,194,000	3,842,000
Bond/Loan Proceeds	-	-	-	-	-	-	-	-
Total Resources	**4,463,000**	**6,024,000**	**6,006,000**	**5,729,000**	**5,440,000**	**5,145,000**	**4,840,000**	**4,170,000**
Requirements								
Debt Service								
Existing Debt Service								
New Debt Service	2,328,000	3,899,000	4,194,000	4,194,000	4,194,000	4,194,000	4,194,000	3,842,000
Subtotal	2,328,000	3,899,000	4,194,000	4,194,000	4,194,000	4,194,000	4,194,000	3,842,000
Existing Maximum Indebtedness								
Additional Housing								
Subtotal								
New Maximum Indebtedness								
Steam Plant								
Downtown Riverfront Affordable Housing								
Additional Housing								
Physical Improvements								
Emerging Projects								
Debt Issuance Costs								
Project Delivery Administration	315,000	323,000	285,000	295,000	301,000	308,000	320,000	328,000
Subtotal	315,000	323,000	285,000	295,000	301,000	308,000	320,000	328,000
Funded by Program Income								
River Loans								
Additional Housing								
Subtotal								
Ending Fund Balance	1,821,000	1,803,000	1,527,000	1,240,000	945,000	643,000	326,000	
Total Requirements	**4,463,000**	**6,024,000**	**6,006,000**	**5,729,000**	**5,440,000**	**5,145,000**	**4,840,000**	**4,170,000**
Annual Impact on Maximum Indebtedness	1,867,000	295,000						
Cumulative Maximum Indebtedness Used to Date	79,505,000	79,800,000	79,800,000	79,800,000	79,800,000	79,800,000	79,800,000	79,800,000

Source: Tiberius Solutions

Note: The current Plan is projected not to reach the existing maximum indebtedness limit by $848,000 at the end of FY24. The Plan Amendment will allow more time to collect enough tax increment revenue to reach the existing maximum indebtedness limit. It is anticipated that these funds will be used towards housing, but the actual allocation will be made during the budgeting process.

Report Exhibit E:

Table 14. Impact of Urban Renewal on an Individual Tax Bill

Taxing District	Taxes Before UR Reallocation	Taxes Directed To: Taxing Districts	Downtown UR District	Riverfront UR District	Taxes After UR Reallocation	Difference
Education Taxes						
Eugene School District 4J	$1,131.55	$1,100.34	$15.68	$15.54	$1,100.34	($31.22)
Eugene School District 4J LOL	357.45	357.45	0.00	0.00	357.45	0.00
Lane Community College	147.53	144.22	1.67	1.64	144.22	(3.31)
Lane Education Service District	53.19	52.00	0.60	0.60	52.00	(1.19)
Total	**$1,689.72**	**$1,654.00**	**$17.94**	**$17.78**	**$1,654.00**	**($35.72)**
General Government Taxes						
City of Eugene	$1,669.46	$1,631.86	$18.90	$18.71	$1,631.86	($37.60)
City of Eugene Library LOL	37.20	37.20	0.00	0.00	37.20	0.00
City of Eugene Parks & Rec LOL	41.11	41.11	0.00	0.00	41.11	0.00
Lane County	304.85	298.01	3.43	3.41	298.01	(6.84)
Lane County 4-H/Extension LOL	6.67	6.67	0.00	0.00	6.67	0.00
Lane County Public Safety LOL	131.06	131.06	0.00	0.00	131.06	0.00
Upper Willamette Soil & Water	16.68	16.35	0.17	0.17	16.35	(0.33)
Eugene UR Downtown District	0.00	0.00	0.00	0.00	40.44	**40.44**
Eugene UR Riverfront District	0.00	0.00	0.00	0.00	50.28	**50.28**
Total	**$2,207.04**	**$2,162.26**	**$22.50**	**$22.28**	**$2,252.98**	**$45.94**
Bonded Debt Taxes						
City of Eugene Bond I	$1.02	$1.02	$0.00	$0.00	$1.02	$0.00
City of Eugene Bond II	184.94	182.87	0.00	2.07	182.87	(2.07)
Eugene School District 4J Bond II	532.67	525.37	0.00	7.29	525.37	(7.29)
Lane Community College Bond II	53.09	52.50	0.00	0.60	52.50	(0.60)
Lane Community College Bond III	25.31	25.05	0.00	0.26	25.05	(0.26)
Total	**$797.03**	**$786.81**	**$0.00**	**$10.22**	**$786.81**	**($10.22)**
Total Taxes	**$4,693.78**	**$4,603.06**	**$40.44**	**$50.28**	**$4,693.78**	**$0.00**

Source: City of Eugene from Lane County Assessment & Taxation, Table 4e, Detail of Urban Renewal Plan Areas by Taxing District, Tax Year 2022-23.

Note: Calculations based on assessed value of $238,297 for typical (i.e., median) Eugene home per Lane County Assessor media release October 2022. The 2023 Amendment turns the Plan into a "permanent rate plan", meaning it may only take taxes from the permanent rate levies going forward. Bonded debt levies will no longer be impacted by this urban renewal plan.

Report Exhibit F:

Table 15. Estimated Division of Tax Impact of the Plan on Overlapping Taxing Jurisdictions, FY25 – FY39

FY	City of Eugene	Lane County	Upper Willamette Soil & Water	Eugene School District 4J	Lane Community College	Lane Education Service District	Total
2025	1,393,000	254,000	14,000	944,000	123,000	44,000	2,773,000
2026	1,628,000	297,000	16,000	1,103,000	144,000	52,000	3,240,000
2027	1,697,000	310,000	17,000	1,150,000	150,000	54,000	3,377,000
2028	2,042,000	373,000	20,000	1,384,000	180,000	65,000	4,064,000
2029	2,129,000	389,000	21,000	1,443,000	188,000	68,000	4,238,000
2030	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,195,000
2031	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2032	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2033	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2034	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2035	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2036	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2037	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2038	2,107,000	385,000	21,000	1,428,000	186,000	67,000	4,194,000
2039	1,930,000	352,000	19,000	1,308,000	171,000	61,000	3,842,000
Total:	**29,783,000**	**5,438,000**	**298,000**	**20,186,000**	**2,632,000**	**949,000**	**59,286,000**

Source: Tiberius Solutions

Notes:

1. Property tax collections for all years is projected to be 95%.
2. Analysis does not include impact on School District 4J's local option levy, which currently benefits from the existence of the urban renewal districts. Additionally, the impact on schools is really an impact on the State's budget because schools are mainly funded on a per-pupil funding formula rather than by the level of property tax dollars generated within their boundaries. See Chapter 9 "Impact on Overlapping Taxing District Revenues" section for more information and Exhibit G – Table 16.
3. Existing property values are projected to increase 3% per year.
4. The final year for each scenario assumes only a partial year of tax increment collection is needed to reach maximum indebtedness

Report Exhibit G:

Table 16. Estimated Impact of Riverfront District Tax Increment Collections on Overlapping Jurisdictions, FY23 Tax Data (Including the impact of State school funding formula and Measure 5/50 tax rate compression)

Taxing District	Levy	With Riverfront Tax Increment[1]	Without Riverfront Tax Increment[1]	Difference	Estimated Revenue If Riverfront District Ends Tax Increment Collection[2]
EDUCATION					
Eugene School District 4J	Permanent Rate	68,469,322	69,375,908	906,586	26,000[3]
Eugene School District 4J	Local Option Levy (LOL)	24,906,721	24,831,879	(74,842)	(71,000)
Lane Community College	Permanent Rate	10,973,980	11,090,774	116,794	112,000
Lane Education Service District	Permanent Rate	3,956,579	3,998,913	42,334	40,000
Total Education		**$108,306,602**	**$109,297,474**	**$990,872**	**$107,000**
GENERAL GOVERNMENT					
City of Eugene	Permanent Rate	125,004,018	126,436,974	1,432,956	1,366,000
City of Eugene	Library LOL	2,849,477	2,849,477	-	-
City of Eugene	Parks and Rec LOL	3,148,847	3,148,847	-	-
Lane County	Permanent Rate	22,828,924	23,089,963	261,039	249,000
Lane County	4-H/Extension LOL	1,105,267	1,105,267	-	-
Lane County	Public Safety LOL	21,710,714	21,710,714	-	-
Upper Willamette Soil & Water	Permanent Rate	1,252,248	1,265,026	12,778	12,000
Eugene Urban Renewal Downtown	Urban Renewal	2,877,334	2,877,334	-	-
Eugene Urban Renewal Riverfront	Urban Renewal	3,530,764	-	(3,530,764)	(3,370,000)
Total General Government		**$184,307,593**	**$182,483,602**	**($1,823,991)**	**($1,743,000)**
BONDS					
City of Eugene	Bond I	78,494	78,494	-	-
City of Eugene	Bond II	14,008,436	14,167,252	158,816	152,000
Eugene School District 4J	Bond II	32,865,721	33,321,880	456,159	436,000
Lane Community College	Bond II	4,017,756	4,063,351	45,595	44,000
Lane Community College	Bond III	1,916,777	1,936,838	20,061	19,000
Total Bonds[4]		**$52,887,184**	**$53,567,815**	**$680,631**	**$651,000**
TOTAL		**$345,501,379**	**$345,348,891**	**($152,488)**	**($985,000)**

Source: City of Eugene Notes:

1. Data provided by Lane County Assessment & Taxation, tax year 2022-23.
2. Revenue estimates adjusted for discounts, delinquencies, State school funding formula, and compression.
3. Assumes that legislature allocates the additional property taxes to schools throughout the State and 4J receives approximately 3% of the total.
4. The 2023 Amendment turns the Plan into a "permanent rate plan", meaning it may only take taxes from the permanent rate levies going forward. Bonded debt levies will no longer be impacted by this urban renewal plan.

Preliminary Project Implementation Information

To be eligible for Urban Renewal funds, a project must be included in the Plan Amendment. However, additional work and research is needed for each of the proposed projects to move forward. This document provides preliminary information on implementation steps should Council approve the proposed 2023 Amendment to the Riverfront Urban Renewal Plan included in Attachment A.

Proposed Project Focus Areas

A. `Existing Projects [All 3 spending scenarios]

The proposed Plan amendment includes continuation of two existing activities:

1) Steam Plant

Summary: The Steam Plant is part of the Downtown Riverfront property that the Agency purchased from EWEB in April 2018. Preservation and adaptive re-use of the historic building has long been a community-wide goal. Following a competitive selection process, the Agency Board chose to move forward with a local development team. The team's proposal includes a ground floor accessible to the community and a hotel on the upper floors that provide the fiscal foundation for the project.

Adaptive re-use of the building is ambitious, facing extraordinary challenges that include environmental, seismic, and financial obstacles. The Agency Board approved terms for the disposition and redevelopment of the Steam Plant in 2022, allocating $1.5 million to support the project. The team estimates that even after accounting for the Urban Renewal funds and their other investment funds, the planned preservation and redevelopment has a remaining financial gap, estimated at $6.3 million.

Implementation if Plan is approved: If the Agency Board would like to allocate additional funds to the Steam Plant redevelopment, they will need to approve revised development agreement terms. Staff estimates revised terms could be ready by early 2024.

2) Downtown Riverfront Affordable Housing

Summary: The Downtown Riverfront lot reserved for Affordable Housing is on the northwest corner of Mill Street and 4th Avenue. The terms approved by the Agency Board in May 2020 for redevelopment of the Downtown Riverfront call for the Affordable Housing project to consist of not less than 75 units of housing rented to households with income at or below 60% of area median income.

The project will need substantial public contribution to compensate for the low rents and to make it financially viable. Affordable Housing subsidies often come from a combination of Federal, State, and local financial sources and the financial packages are complex. The neighborhood character of the Downtown Riverfront, first articulated in the EWEB Master Plan and continued in subsequent City policies, includes high-quality, urban architecture. These denser, more durable buildings are a more expensive type of construction and higher cost-per-square-foot than more suburban "garden-style" apartments. All of these factors lead to high development costs.

With rising construction costs, site constraints, the desire for the building to be responsive to the urban design context of the Downtown Riverfront while keeping rents affordable, it is expected there will be a need for significant subsidy to make a project feasible – likely in the range of $5 million.

Implementation if Plan is approved: The Agency would consider a disposition process for the site including a possible Request for Proposals, project criteria, and financial assistance. Staff estimates this project could be brought to the Agency Board in spring of 2024.

B. Additional Housing [Spending scenarios B and C only]

In order to support the creation of new housing (in addition to Downtown Riverfront Affordable Housing above) in the Riverfront Urban Renewal District, the proposed 2023 Plan Amendment adds two eligible activities:

1) Development Fee Assistance

Summary: Under this program, Urban Renewal funds would be used to pay for development fees that result in the creation of new housing. Development fees paid by the Agency may include System Development Charges (SDCs), permit fees, and other government-imposed development fees. Eligible projects would include new housing either in new construction or redevelopment of existing buildings.

An important reason for the lack of housing in the Plan Area is the relatively high cost of construction in dense areas. Payment of development fees would help offset construction costs and make projects more financially feasible, while also continuing to fund the programs and activities those fees pay for (such as infrastructure capacity for new growth).

Implementation if Plan is approved: This activity is included in the 2023 Amendment to the Downtown Urban Renewal Plan and staff is currently working on drafting a program for the Agency Board's consideration. Staff has begun the process of drafting the program scope, including any eligibility criteria, for Agency Board consideration, feedback, and approval.

Staff estimates bringing an initial program scope to the Agency Board in early 2024. In addition, the Agency Board would allocate funds for this program as part of the standard budgeting process. Funds would be allocated based on meeting the established criteria and available funds.

2) Real Property Acquisition

Summary: Under this program, Urban Renewal funds could be used to acquire real property to support the creation of new housing in the Plan Area. Offering real property for reduced or no cost can help offset construction costs and make projects financially feasible. In addition, targeting underutilized properties in the Plan Area would support efforts to revitalize the Plan Area, including the eastern area of downtown.

Implementation if Plan is approved: Staff would begin developing a strategy for this project. Staff could identify a process to acquire property, for example, by identifying strategically located properties and conducting negotiations with the property owner. Staff could also identify publicly owned properties that have redevelopment potential. To dispose of properties at reduced costs, staff could identify a process and criteria to select qualified developers. Agency Board action is required before the acquisition or disposition of any real property in the Plan Area.

C. Physical Improvements to Address Safety and Comfort [Spending scenarios B and C only]

Summary: Under this focus area, the Agency would be able to use Urban Renewal funds to make physical improvements to public spaces in the right-of-way in the Plan Area to create safe, accessible, and welcoming spaces for users. Improvements could include street, curb, alley, and sidewalk improvements; streetscape projects; and pedestrian, bike, and multi-modal improvements.

Improvements to the public right-of-way benefit workers, visitors, and residents, as well as the community at large with safe and attractive connections between the downtown core, the Riverfront, and the University area. In addition to improving the quality of public spaces, improvements to street, curbs, and sidewalks can accomplish other City goals related to public safety, alternative, low carbon transportation, local economic development, and events and culture.

Implementation if Plan is approved: Right-of-way improvement projects would be implemented on an as-needed basis. Any project that costs more than $250,000 would require Agency Board approval. Community Development staff would work with other City divisions and private partners to determine needs and priorities and to coordinate implementation.

D. Emerging Projects Directed/Initiated by the Agency Board [All 3 spending scenarios]

The projects included in this section are examples of possible projects that have been previously discussed by the Agency Board or City Council. All activities listed here require Agency Board direction for the project to move forward. This category can also include projects not explicitly mentioned here.

1) Parking and Mobility

Summary: This focus area would allow for Urban Renewal funds to be used on the development of parking and mobility infrastructure in the Plan Area.

Implementation if Plan is approved: Agency Board direction is needed for this work to move forward. Should the Agency Board want to pursue a parking or mobility project, further study is needed to determine type, location, design, cost, feasibility, and timing. The Agency Board would have multiple opportunities to review specifics before deciding whether to pursue a parking and/or mobility project.

2) Transmission Lines Rerouting

Summary: This focus area would allow for Urban Renewal funds to be used to support EWEB in the effort to reroute the transmission lines that service the Willamette Substation and currently run from the electrical tower in the Riverfront Park.

Implementation if Plan is approved: Agency Board direction is needed for this work to move forward. Should the Agency Board want to consider supporting rerouting of the transmission lines, staff would work with EWEB to bring back information on updated costs, design, and timing for Agency Board consideration.

3) Open Space Improvements

Summary: This focus area allows for the use of Urban Renewal funds for revitalization of Open Spaces and Parks within the Plan Area. This could include improvements along the South Bank Bike Path or enhancement of other designated open space areas.

Implementation if Plan approved: Agency Board direction is needed for this work to move forward. Further study is needed to determine design, costs, priorities, feasibility, and timing.

4) Other Development Support

Summary: To support development and commercial activities within the Plan Area, especially the revitalization of vacant storefronts and underutilized property, the Agency would be able to offer financial assistance for physical improvements to privately owned properties, such as renovating ground-floor storefronts or underutilized commercial spaces. Incentivizing improvements to buildings can lead to an enhanced experience for residents, workers, and visitors. Updated commercial spaces could stimulate economic activity and bring positive ground-floor presence to the street.

Urban Renewal funds could be used to acquire real property to support commercial activity in the Plan Area. Offering real property for reduced or no cost can help offset construction costs and make projects financially feasible, which could catalyze positive commercial activity.

Implementation if Plan approved: Staff would begin developing a strategy for these activities. Staff could identify a process to competitively offer funds for renovation (i.e., a Request for Proposals) or a simple application process, with clearly identified criteria. Such a program could be used to complement the existing River Loans Program, offering grants in combination with loans. Staff would begin the process of drafting the program scope for Agency Board consideration, feedback, and approval.

If the Agency chooses to acquire and dispose of property for commercial redevelopment, staff could identify strategically located properties and conduct negotiations with property owners. To dispose of properties at reduced costs, staff could identify a process and criteria to select qualified developers. Agency Board action is required before the acquisition or disposition of any real property in the Plan Area.

Spending Scenarios

The Proposed Amendment in Attachment A includes three possible spending scenarios for Agency Board consideration. Table 1 shows the increase to the District's total spending limit (i.e., maximum indebtedness) and the estimated number of years for the District to reach that new limit for the three proposed scenarios.

Table 1. Summary of Proposed Spending Limit Increases

Spending Scenario	Spending Limit Increase	Estimated extension
A	$15 million	5 years (FY29)
B	$25 million	8 years (FY32)
C	$45 million	15 years (FY39)

Table 2 shows the estimated funds that would be available to the three proposed project focus areas for the three proposed spending scenarios. Chapter 6 in the Draft Report (Attachment B) provides detailed information about cost estimates. The dollar figures in Table 2 are estimates and actual amounts will depend on future Agency Board decisions on specific projects. The Plan Amendment does not specify funding allocation to the different projects, giving the Agency Board and staff the ability to shift funds and processes to respond to shifting economic conditions.

Table 2. Estimated Amounts Available for Project Focus Areas

	Spending Scenario		
Proposed Project Focus Areas	**A**	**B**	**C**
Existing Activity: **Steam Plant**	$6.3 million	$6.3 million	$6.3 million
Existing Activity: **Downtown Riverfront Affordable Housing**	$5.0 million	$5.0 million	$5.0 million
Additional Housing	-	$4.7 million	$13.6 million
Physical Improvements	-	$2.5 million	$6.8 million
Emerging Projects	$1.9 million	$2.4 million	$6.7 million
Debt Issuance Costs	$0.1 million	$0.1 million	$0.2 million
Project Delivery Administration[1]	$1.7 million	$4.0 million	$6.3 million
Total	**$15 million**	**$25 million**	**$45 million**

1: Includes cost of project delivery, legal and consulting fees, and property management costs

Spending scenario A is focused on completion of two outstanding Downtown Riverfront projects: the Steam Plant redevelopment and the Downtown Riverfront Affordable Housing project. Scenario A estimates most of the increased spending limit will be allocated toward these projects but does allow for the Agency Board to use remaining funds on any Emerging Projects it would choose to initiate.

Spending scenarios B and C include completion of the two outstanding Downtown Riverfront projects but also includes the same focus areas from the Downtown Urban Renewal Plan Amendment: Housing, Physical Improvements to Address Safety and Comfort, and Emerging Projects Directed/Initiated by the Agency Board. These focus areas emerged from the Downtown Priorities and Projects public engagement effort from early 2023 and would contribute to improvements in and connections to the downtown core.

Spending scenarios B and C estimate that approximately half of the Additional Housing funds would be allocated for Development Fee Assistance. Based on development fees for recently completed multi-unit projects in and near downtown, staff estimates fees will be about $10,000 per unit. Under scenarios B and C, it is estimated the Agency could support the creation of about 235 (B) or 680 (C) new housing units through the Development Fee Assistance program. This does not take into account real property acquisition for housing.

Riverfront Urban Renewal District - Technical Details

Urban Renewal Basics

In Oregon, Urban Renewal is enabled by ORS 457 and is used to help cities and counties implement plans to revitalize specified areas within their jurisdiction. An Urban Renewal district has a Plan that documents planned investments and infrastructure improvements that stimulate private investment, leading to economic vitality and livability. Urban Renewal districts have an Agency Board and in Eugene, the City Council has the role of the Agency Board.

Tax Increment Revenue

The primary revenue source for Urban Renewal is tax increment revenue. Tax increment revenue comes from taxable property value increases since the district was created. These increased property values generate tax increment revenue, which is directed to the district. When an Urban Renewal district is first created, the assessed value within the district boundaries is established as the "frozen base." If any boundary expansions subsequently occur, the assessed value within the expansion area is added to the district's existing frozen base. The Agency may also voluntarily increase the frozen base. Any new property taxes generated within that area through increased taxable value is called the "incremental" or "excess" value. Overlapping taxing jurisdictions continue to receive property taxes on the frozen base, while the Urban Renewal Agency receives property taxes related to the incremental value. This is called the "division of tax" method of raising revenue in an urban renewal district.

An Urban Renewal Plan identifies planned investments, their estimated costs, and expected tax increment revenue. The Plan sets a spending limit, known as the "maximum indebtedness." When an Urban Renewal district is established, taxing jurisdictions that overlap the district forgo some of the tax revenue they would otherwise collect from that area. Overlapping jurisdictions regain that revenue stream once the district expires. To the extent that the district increases assessed value over what would otherwise have occurred without Urban Renewal investment, the taxing districts should see an increase in tax revenues in the long term.

Although school property taxes are reduced as a result of urban renewal division of tax, in Oregon the net impact on an individual school system's operating budget is complicated because schools are funded by the state on a per-pupil basis. The state determines how much money must be allocated for the education of each pupil across the state. If the money is not available from local property taxes, the state will make up the difference. An additional factor is the impact of compression, which results in 4J experiencing a net benefit as a result of the Urban Renewal districts in Eugene. (See explanation below in "fiscal implications" section.)

Eligible Uses of Tax Increment Revenue Funds

To be eligible for tax increment funds, projects must be included in the Urban Renewal plan. The identified projects in the Plan, however, can be specific (such as 'high-speed fiber'), or broad (such as 'infrastructure'). Section 700 of the Riverfront Urban Renewal Plan requires Agency Board approval of projects over $250,000.

The Urban Renewal Agency must determine the scope and types of projects that are included in the Urban Renewal plan. Oregon statutes (ORS 457.170) govern the types of projects that may be funded with tax increment funds:

- Plan and implement neighborhood development programs;
- Rehabilitation or conservation work;
- Repair and rehabilitation of buildings and improvements;
- Acquisition, sale, and lease of real property;
- Clearance or rehabilitation of property acquired by the URA;
- Construction or reconstruction of streets, utilities, and site improvements;
- Relocation of individuals living in the URA; and
- Carry out work which a housing authority is authorized to perform (under ORS 456.055 to 456.235).

Some Urban Renewal agencies use tax increment funds to pay all or some system development charges, building permit fees, or local improvement district assessments. These costs are part of 'site improvements,' which are allowed under state statute.

Process to Amend the Riverfront Urban Renewal Plan

If Council wishes to continue to use Urban Renewal as a redevelopment tool in the Riverfront District, it will need to approve a substantial Plan amendment, known as a "Type 1" amendment. A Type 1 amendment requires multiple steps and public outreach, which would take approximately four to six months from when Council starts the amendment process. The steps include:

1. Agency Board directs the Agency Director to prepare a draft of an amendment to the District Plan. This step initiates the staff work to draft the Plan and to conduct an analysis of blight in the District.
2. Agency Board holds a work session to start the Plan amendment process. Staff provides a draft Plan amendment for the work session.
3. Notify overlapping taxing districts and the general public.
    - Notify overlapping taxing districts that amendments are proposed and inform them of the proposed hearing date. Districts receive a copy of the draft Plan and are given 45 days to provide written comments.
    - Solicit concurrence from overlapping districts. (A Type 1 amendment requires concurrence.)
    - Mail out postcards to the general public and place materials and proposals on the City website.
4. Planning Commission reviews and comments on the proposed amendment.
5. City Council Public Hearing on the ordinance amending the Plan.
6. Council work session to review overlapping taxing district recommendations, comments from the public, and the Planning Commission recommendation.
7. Council meeting to consider the ordinance amending the Plan.

In order to amend the Riverfront Urban Renewal Plan to retain the current level of tax increment revenues, Council would need to approve any amendment by December 2023. This estimate would allow for the 30-day referral period and, if referred, the necessary amount of time for the amendment to be placed on the May 2024 ballot.

Fiscal Implications – *If the Riverfront Urban Renewal Plan is amended with an increase to the spending limit*

The Riverfront District generates approximately $3.4 million in tax increment revenue per year as of FY23. The annual revenue will continue to be directed to the District, and that revenue will continue to grow, up to certain limits as described in the following section and Chapter 7 of the Report (Attachment B). Table 1 below shows estimates of tax revenue from the overlapping districts as of FY23.

Table 1. Division of Tax Impact on Overlapping Taxing Jurisdictions as of FY23, Estimate of Current Property Taxes, Net of Discounts and Delinquencies

Taxing District	Type of Tax	Riverfront
Education Taxes		
Eugene School District 4J	Permanent Rate	$928,000
Eugene School District 4J	Local Option Levy (LOL)	0
Lane Community College	Permanent Rate	120,000
Lane Education Service District	Permanent Rate	44,000
Total		**$1,092,000**
General Government Taxes		
City of Eugene	Permanent Rate	$1,366,000
City of Eugene	Library LOL	0
City of Eugene	Parks and Rec LOL	0
Lane County	Permanent Rate	249,000
Lane County	4-H/Extension LOL	0
Lane County	Public Safety LOL	0
Upper Willamette Soil & Water	Permanent Rate	12,000
Total		**$1,627,000**
Bonded Debt Taxes		
City of Eugene	Bonded Debt	$152,000
Eugene School District 4J	Bonded Debt	436,000
Lane Community College	Bonded Debt	63,000
Total		**$651,000**
Total Taxes		**$3,370,000**

Source: Lane County Assessment & Taxation, Table 4e, Detail of Urban Renewal Plan Areas by Taxing District, Tax Year 2022-23.

Note: Although local property taxes to schools are reduced as a result of the division of taxes, school budgets are only minimally reduced, all else being equal, because schools are funded through a per-pupil formula from the state, and any loss in local property taxes is made up by an increase in state funding. This chart does not take into account any effects of Measure 5 compression on education taxes.

Fiscal Implications – *Revenue Sharing*
If the Riverfront Urban Renewal Plan is amended with an increase to the spending limit, the annual collection of tax increment revenue will eventually hit a cap per a newer state-mandated requirement in ORS 457.470, known as revenue sharing. This annual cap does not affect the overall Plan spending limit, but rather it is a cap on the amount of tax increment revenue the District can collect in any one year. When the cap is reached, the annual tax increment revenue will plateau and remain flat in each subsequent year until the total spending limit of the Plan is realized. (Tax revenue beyond the annual cap would be directed to the overlapping taxing districts.) The practical impact of the annual cap is that it would take longer to collect enough tax increment revenue to reach the spending limit of the Plan.

The financial forecast in the proposed Plan Amendment estimates that if amended, the Plan will be subject to revenue sharing beginning in FY30, though the actual timing will depend upon actual collections of tax increment revenues. See Chapter 7 in the Report (Attachment B) for more information about revenue sharing in the financial forecast.

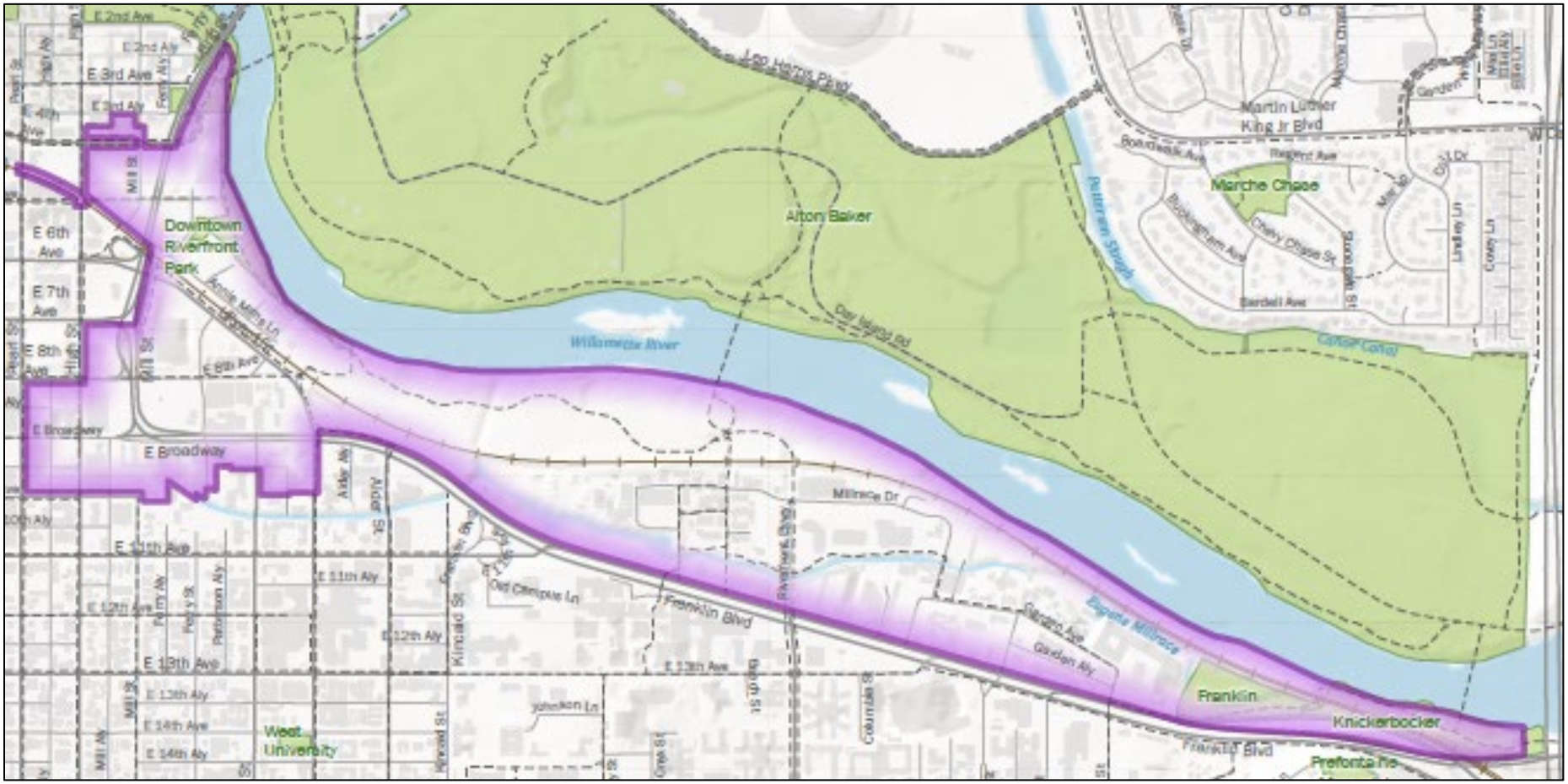
Fiscal Implications – *if the District no longer collects revenue from the division of tax*
If the District no longer collects revenue from the division of tax, the tax increment revenue will be directed to the overlapping taxing districts. Under this scenario, the City's General Fund would receive approximately 41% of what the Riverfront District collects ($1.4 million per year as of FY23). Lane County would receive approximately 7% ($249,000 per year as of FY23). Approximately 28% ($928,000 per year as of FY23) would be collected on behalf of School District 4J, although it is important to note that if the Urban Renewal district no longer collects tax revenue, the impact to School District 4J's overall budget *would be negative*:

- **4J's permanent rate.** Schools in Oregon are primarily funded on a statewide per-pupil funding formula, rather than by the level of tax dollars generated within school district boundaries. If the local property tax revenue does not meet the per-pupil level, the state makes up the difference. If we assume a constant school funding formula and all else remains equal, staff estimate that 4J loses around $26,000 annually as a result of permanent rate tax dollars diverted to the City's Riverfront Urban Renewal District, much less than the amount of property tax revenue that flows to the District.
- **4J's Local Option Levy.** The Riverfront District generates no revenue from the local option levy. However, it indirectly impacts the revenue generated by the levy, due to compression. The Urban Renewal District diverts permanent rate tax dollars out of the education category and into the general government category, which causes reduced compression in the education tax rate category for some properties. The end result is that 4J receives around $71,000 more revenue from the local option levy annually because of the compression relieved by the Riverfront Urban Renewal District. The state funding formula does not apply to local option levies, so 4J realizes the full benefit of this increase.

The net impact to 4J of the District ceasing to collect revenue from the division of tax is a decrease of approximately $45,000.

Increasing the Frozen Base

Under Oregon law, an Urban Renewal Agency has the authority to voluntarily increase the frozen base. The 2023-2025 Adopted Biennial Budget includes an additional $400,000 of property tax revenue annually for the City's General Fund, starting in FY25, which is provided by an increase to an Urban Renewal District's frozen base of assessed value. This action can be accomplished through an amendment of the Riverfront Urban Renewal Plan. The proposed Riverfront Urban Renewal Plan amendment includes a frozen base assessed value increase from $50.6 million to $110.4 million. This frozen base increase will generate an estimated $800,000 per year for all of the overlapping taxing districts combined starting in FY25 if the Plan is amended; the City's General Fund will receive approximately half of the total amount, or about $400,000 per year. This will reduce the annual tax increment revenue directed to the District by the same estimated $800,000 per year.

Map of Riverfront Urban Renewal District

Attachment D