What’s going to happen?
The University of Oregon is developing a parking plan to reorganize the supply of parking east and north of campus. The plan includes the development of new parking areas within and near campus. One of these parking areas, the parking garage on the Matthew Knight Arena site, is already under construction. The others are slated for construction the summer and fall of 2010. This work is related to major campus construction projects such as the East Campus Residence Hall, the Matthew Knight Arena, the Alumni Center and the Jaqua Academic Center for Athletes.

The East Campus Residence Hall project is the most recent project that will affect the parking supply east of campus. It will displace roughly 300 parking spaces in the Bean Hall parking lot (large parking lot south of 15th Avenue between Columbia and Moss). The UO will construct an equal or greater number of replacement spaces to compensate for this loss.

Where will this occur?
The University is planning new parking areas on several sites (see Context Map on last page). After conceptual designs are complete, the UO will adjust the overall plan, then proceed with detailed design and construction. Plans being developed will be in compliance with City parking area standards. Projects currently under construction or planned include:

- Parking structure on the Arena site: This 375 space parking structure is under construction and will open in January of 2011.
- Northside Parking Project: A new parking lot on the former Whitaker property at the southwest corner of Riverfront Parkway and Millrace Drive. This property is owned by the City of Eugene and will be developed as a parking lot through lease or purchase by the UO.
- Moss Street: The UO proposes to purchase Moss Street between 15th and 17th from the City and convert it to a private street with mostly head-in parking. Moss Street will still be maintained as a two-way through street open to the public.
- Moss Street, north of 15th Avenue: The UO will construct parking spaces along this portion of Moss Street, which the UO already owns.
- Villard Alley: The UO proposed to install head-in parking along the east side of the north portion of Villard Alley between 15th Ave. and 17th Ave. and pave the alley where it is currently gravel.
- Walnut Station:
  - Former ODOT property between 15th and Franklin: The UO proposes to convert portions of this property to be used as a parking lot by meeting current City code parking area standards.
  - Former Romania SUV lot (adjacent to the ODOT property): The UO proposes to convert this property to a parking lot by meeting current City code parking area standards.
**What’s the net effect on the daily parking supply?**
Compared to conditions from 2008, prior to major construction activities, the University’s baseline supply of parking will increase, as shown below:

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<table>
<thead>
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<tbody>
<tr>
<td>Fall 2008</td>
<td>3059</td>
</tr>
<tr>
<td>Winter 2009</td>
<td>2814</td>
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<td>Fall 2010</td>
<td>3070</td>
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<tr>
<td>Winter 2011</td>
<td>3699</td>
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</tbody>
</table>

**What’s the anticipated effect on the adjacent residential areas?**
The plan is an effort to create more parking closer to locations where it’s needed, lessen the impact of university-related parking on surrounding neighborhoods, and address the impact of new construction.

In keeping with both the spirit and requirements of the East Campus Plan, the proposed projects will generally relocate parking closer to or north of 15th Avenue. Cars will be discouraged or prevented from entering parking areas through 17th Avenue. Thus, more students and employees will park closer to the center of campus and there will be less driving through nearby residential areas, reducing daily commuter traffic impacts in the adjacent residential areas.

**How will neighborhood impacts be mitigated?**
The areas proposed for net increased parking are north of 15th Avenue, avoiding adjacent residential areas. Relocated parking south of 15th on Moss Street and Villard Alley will have devices to discourage or prevent driving south and east through the nearby residential areas. Access to the parking area on the ODOT property from Walnut Street will be through the former Romania SUV lot, keeping parking access away from 15th Avenue, away from Fairmount Boulevard, and away from the neighborhood streets. The only access from 15th Avenue will be the current access to the Department of Public Safety office on 15th Avenue for their vehicles and a few spaces for visitors to their offices.

**What will be the effect for campus users?**
Including the effects of all current projects on the east side of campus, the overall UO supply for the east side of campus will move closer to 13th and Agate and increase. Parking in the near vicinity of the East Campus Residence Hall will be east and north of what is displaced. The overall average walking time to campus from these spaces in the vicinity of Moss Street remains approximately the same.
What permits and reviews will be required?
City land use permits are required to develop parking areas on the following sites:

- Northside (Whitaker property on Riverfront Drive)- requires a Willamette River Greenway Permit and Site Review Permit approval
- Walnut Station (Former Romania-SUV property on Walnut and 15th)- requires Site Review Permit approval
- Moss Street between 15th Ave and 17th Ave- requires street Vacation approval prior to development.

All projects will obtain required development permits from the City of Eugene.

The projects on Moss Street, Villard Alley and the former Romania SUV property are required to be reviewed by the UO Campus Planning Committee or its Design Review Subcommittee for conformance with the Campus Plan.

How can I learn more?
Project information can be found at:

http://uplan.uoregon.edu/