



Eugene City Council

125 E. 8th Ave., 2nd Floor

Eugene, OR 97401-2793

541-682-5010 • 541-682-5414 Fax

www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

February 26, 2018

**7:30 p.m. CITY COUNCIL MEETING AND
MEETING OF THE URBAN RENEWAL AGENCY
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of February 26, 2018;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Mike Clark, President

Greg Evans

Emily Semple

Jennifer Yeh

Betty Taylor, Vice President

Chris Pryor

Claire Syrett

Alan Zelenka

**7:30 p.m. CITY COUNCIL MEETING AND
MEETING OF THE URBAN RENEWAL AGENCY
Harris Hall, 125 East 8th Avenue**

1. PUBLIC FORUM

***Mayor:** The Public Forum is an opportunity for individuals to speak to the City Council on any city-related issues except for those items which have already been heard by a Hearings Official or are on tonight's agenda as a public hearing. Each person will have three minutes to speak. When you come to the podium, please give your name, city of residence, and, for Eugene residents, your ward if known. The timer and lights indicate the time you have to speak. The red light indicates the end of three minutes.*

Mayor closes Public Forum and asks for comments from the City Council.

2. CONSENT CALENDAR

A. Approval of City Council Minutes

- November 29, 2017, Work Session
- December 6, 2017, Work Session
- January 22, 2018, Work Session
- January 22, 2018, Meeting

February 26, 2018, Meeting

- B. Approval of Tentative Working Agenda**
- C. Adoption of an Ordinance Providing For Withdrawal of Annexed Properties From the Following Special Districts: the Santa Clara Rural Fire Protection District; Santa Clara Water District; Willakenzie Rural Fire Protection District; River Road Park and Recreation District; River Road Water District; and Zumwalt Rural Fire Protection District**
- D. Initiation of Land Use Code Updates to the Bicycle Parking Standards**
- E. Approval of a Police Auditor Cost of Living Type Salary Adjustment**
- F. Adoption of an Ordinance Adopting Hazardous Substance User Fees for the Fiscal Year Commencing July 1, 2018**
- G. Approval of a Resolution Annexing Land to the City of Eugene (Assessor's Map 17-04-10-14, Tax Lot 800—located on Hyacinth Street south of Travis Avenue). (Steinberg, Matt; A 17-11)**
- H. Approval of Intergovernmental Relations Legislative Priorities**

City Council President: I move to approve the items on the Consent Calendar.

Call for vote.

3. POTENTIAL ACTION: Property Disposition – 8th and Mill

City Council President: I move to authorize the City Manager to amend the purchase price terms to reflect the value of the easement on adjacent property owned by G Group, LLC as identified in Attachment A.

Call for vote.

Mayor adjourns the meeting of the Eugene City Council and convenes a meeting of the Eugene Urban Renewal Agency.

4. POTENTIAL ACTION: Riverfront Urban Renewal District Boundary Expansion Resolution for the Railroad Quiet Zone

Urban Renewal Agency President: I move to adopt the Resolution in Attachment D to this AIS to amend the Riverfront Urban Renewal Plan to expand the boundary by 0.76 acres.

Call for vote.

Urban Renewal Agency President: I move to include the use of \$3,700,000 of Riverfront Urban Renewal funds for the quiet zone improvements within the District boundary.

Call for vote.

Mayor adjourns the meeting of the Eugene Urban Renewal Agency and convenes a meeting of the Eugene City Council.

5. WORK SESSION: South Willamette Street Pilot Study

6. WORK SESSION: Winter Strategies

Adjourn.

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.

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

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Public Forum

Meeting Date: February 26, 2018
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Beth Forrest
Contact Telephone Number: 541-682-5882

ISSUE STATEMENT

This segment allows citizens the opportunity to express opinions and provide information to the council. Testimony presented during the Public Forum should be on City-related issues and should not address items which have already been heard by a Hearings Official, or are on the present agenda as a public hearing item.

SUGGESTED MOTION

No action is required; this is an informational item only.

FOR MORE INFORMATION

Staff Contact: Beth Forrest
Telephone: 541-682-5882
Staff E-Mail: beth.l.forrest@ci.eugene.or.us

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of City Council Minutes

Meeting Date: February 26, 2018
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 2A
Staff Contact: Beth Forrest
Contact Telephone Number: 541-682-5882

ISSUE STATEMENT

This is a routine item to approve City Council minutes.

SUGGESTED MOTION

Move to approve the following minutes: November 29, 2017, Work Session, December 6, 2017, Executive Session, January 22, 2018, Work Session, and January 22, 2018, Meeting.

ATTACHMENTS

- A. November 29, 2017, Work Session
- B. December 6, 2017, Executive Session
- C. January 22, 2018, Work Session
- D. January 22, 2018, Meeting

FOR MORE INFORMATION

Staff Contact: Beth Forrest
Telephone: 541-682-5882
Staff E-Mail: beth.l.forrest@ci.eugene.or.us

MINUTES

Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

November 29, 2017
12:00 p.m.

Councilors Present: Emily Semple, Betty Taylor, Alan Zelenka (*via phone*), Jennifer Yeh, Mike Clark, Greg Evans, Chris Pryor

Councilors Absent: Claire Syrett

Mayor Vinis opened the November 29, 2017, Work Session of the Eugene City Council.

1. WORK SESSION: 21st Century Policing

Interim Assistant City Manager Kristie Hammit introduced Charles Ramsey and Sean Smoot, with 21st Century Policing LLC who are working with the City of Eugene on community justice strategies. They presented findings from the 21st Century Policing Task Force Report.

Council Discussion

- There are unique issues in Eugene, including homelessness and mental illness that increased 100 percent over the past decade.
- Creating a partnership with community when there are split community values is a dilemma.
- Emphasis should be on “just” procedures and the spectrum of what is fair and just. Desired goal is that people are being treated fairly and with respect.
- Important to put more focus on helping officers understand the power and authority they have been granted.
- Important for officers to know and understand the community, whether they reside in it or not.
- Policing in Eugene has improved dramatically, but additional work is needed. A more robust, engaged partnership with communities of color and other marginalized communities is needed.
- Greater access to diversity and equity training for officers is needed.
- To make progress, need to see policing through the eyes of those being policed.
- For officers responding to an incident, it is important to not only be engaged in the event itself, but also to address the reaction that comes after the incident.
- Explore outcomes of “can do” vs. “should do” and how to tangibly affect change.
- Have to make a plan to build on and continue to move forward.
- Engaging frequently with youth at every age is important.

The meeting adjourned at 1:34 p.m.

Respectfully submitted,

Elena Domingo
Deputy City Recorder

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**December 6, 2017
12:00 p.m.**

Councilors Present: Emily Semple, Betty Taylor, Alan Zelenka (*via phone*), Jennifer Yeh, Mike Clark, Greg Evans, Claire Syrett, Chris Pryor

Mayor Vinis opened the December 6, 2017, Work Session of the Eugene City Council.

1. EXECUTIVE SESSION: Pursuant to ORS 192.660(2)(e) and ORS 192.660(2)(h)

The City Council met in Executive Session pursuant to ORS 192.660(2)(e) and ORS 192.660(2)(h) to discuss the negotiation of a real property transaction and to consult with legal counsel regarding current litigation likely to be filed.

The meeting adjourned at 1:20 p.m.

Respectfully submitted,

Elena Domingo
Deputy City Recorder

M I N U T E S

Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

January 22, 2018
5:30 p.m.

Councilors Present: Emily Semple, Betty Taylor, Alan Zelenka, Jennifer Yeh, Greg Evans (*via phone*), Claire Syrett

Councilors Absent: Mike Clark, Chris Pryor

Mayor Vinis opened the January 22, 2018, Work Session of the Eugene City Council.

1. Committee Reports and Items of Interest from Mayor, City Council, and City Manager

Council Discussion

- Council should be doing something about the parking situation at Edison Elementary.
- Have observed that people are parking less downtown because parking is no longer free.
- Should consider using 3-hour meters with first 15 minutes free.
- Sustainability Commission met this week and discussed recycling, specifically plastics.
- Human Rights Commission met this week and endorsed, along with the Sustainability Commission, a Declaration on Human Rights and Climate Change.
- Police Commission met and is taking a new look at calls for service data.
- Human Services Commission is still looking for representation from the Budget Committee.
- Councilor Syrett is now serving as Vice Chair of Lane Area Commission on Transportation.
- Election Day is tomorrow; please vote.

2. WORK SESSION: Parks and Recreation System Plan Implementation-Funding for Operations and Maintenance and Capital Improvements

Parks and Open Space Division Manager Craig Carnagey, Parks Planning Manager Carolyn Burke, and Recreation Services Director Craig Smith returned with a presentation to further discuss funding options and recommendations for the Parks and Recreation System Plan Update.

Council Discussion

- Questions regarding Sheldon Pool, funding is not included in the recommended funding.
- A more expensive measure might get more support if it includes funding for Sheldon Pool.
- Request made for an alternative recommendation that falls in the middle of the proposed bond amounts, but includes funding for Sheldon pool.
- Suggest including a “maybe” list of projects that would go forward if extra funds are available.
- The money per household is based on the median property value from Lane County Tax Assessor.

MOTION AND VOTE: Councilor Taylor, seconded by Councilor Zelenka, moved to direct the City Manager to prepare two options for resolution for Council action to refer two measure to Eugene voters on the May 2018 ballot, the first an option for a \$3.12 million

operations and maintenance levy to maintain parks trails, natural areas, rivers and recreation facilities, including increase security patrols; and the second a \$31.1 million capital funding bond measure package to improve parks, trails, natural areas, community centers, and pools and a second option for including the Sheldon Pool in the capital bond and the O&M levy. **PASSED 6:0.**

3. Executive Session – Pursuant to ORS 192.660(2)(e) and ORS 192.660(2)(h)

Mayor Vinis announced that the City Council would be meeting in Executive Session pursuant to ORS192.660(2)(e)andORS192.660(2)(h) to discuss the negotiation of a real property transaction and to consult with legal counsel regarding current litigation or litigation likely to be filed.

The meeting adjourned at 7:06 p.m.

Respectfully submitted,

Elena Domingo
Deputy City Recorder

MINUTES

Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

January 22, 2018
7:30 p.m.

Councilors Present: Emily Semple, Betty Taylor, Alan Zelenka, Jennifer Yeh, Greg Evans (*via phone*), Claire Syrett

Councilors Absent: Mike Clark, Chris Pryor

Mayor Vinis opened the January 22, 2018, meeting of the Eugene City Council.

1. PUBLIC FORUM

1. Kelsey Zlevor –Sustainability Commission supports Human Rights and Climate Change declaration.
2. Pete Knox – Downtown Neighborhood Association asking for buffer around cannabis shops.
3. Sherry Schaefer – supported a buffer between cannabis shops.
4. Michael DeLuise – said there is problem with rise in number of downtown cannabis stores.
5. Kristin Karle – said St. Vincent De Paul supports renewal of property tax exemptions.
6. Will Phillips – spoke in favor of a Railroad Quiet Zone.
7. Ana Molina – said Beyond Toxics supports Human Rights and Climate Change declaration.
8. Ralph Parshall – spoke in support of Citizens for Sensible Oversight auditor proposal.
9. Mysti Frost – said Beyond Toxics supports Human Rights and Climate Change declaration.
10. Lisa Arkin – said Beyond Toxics supports Human Rights and Climate Change declaration.
11. Bob Cassidy – spoke against adding an additional auditor ballot measure.
12. Andy Vobora – said Travel Lane County supports parks and rec system plan funding
13. Jim Neu – voiced concerns about aerial herbicidal spraying, supported no more fossil fuels.
14. Mel Barber – spoke in favor of independent auditor initiative measure.
15. Jonathan Brandt – asked Council to find funding for all quiet zone crossings.
16. Polly Moak – asked Council to find funding for all quiet zone crossings.
17. David Wagner - asked Council to find funding for all quiet zone crossings.
18. Linda Kelley – supported clean energy jobs bill in the state legislature.
19. Gwen Burkard – supported SB 1051 code changes for Accessory Dwelling Units.
20. Julie Daniel – supported Council putting second auditor measure on the ballot.
21. Bernard Corrigan – said Friendly Area Neighbors supports a railroad quiet zone.
22. Eliza Kashinsky – said ADU code changes are needed, SB 1051 should be interpreted broadly.
23. Patricia Hine – supported the Declaration on Human Rights and Climate Change.
24. Dan Bryant – thanked Council for support of Emerald Village.
25. Sean Shivers – said voters deserve a choice; additional auditor measure should be put on ballot.
26. Danielle Uhlhorn – supported parks and rec system plan; suggested partnering with the YMCA.
27. Todd Boyle – supported of ADUs and more latitude to build them.
28. Krystal Abrams – said Beyond Toxics supports parks and rec plan and pesticide-free parks.
29. Sophie Bybee – supported divestment from U.S. Bank and no new fossil fuels.
30. Mark Thornton – said voters should have a choice on auditor measures.
31. Robin Bloomgarden – opposed putting an additional auditor measure on ballot.
32. Whitey Lueck – spoke in favor of railroad quiet zone.

33. Brenda Kluhsman – supported the Declaration on Human Rights and Climate Change.
34. Joshua Skov – asked Council to put a second auditor measure on ballot and let the voters decide.
35. Mary Leighton – asked Council to put appointed city auditor on the ballot.
36. Carol Scherer – said Council should not put another auditor measure on the ballot.
37. John Barofsky – asked Council to adopt Citizens for Sensible Oversight auditor recommendation.
38. Jerry Harris – said Council should put a second auditor measure on the ballot.
39. Tiffany Edwards – asked Council to support alternate auditor proposal.
40. Bernadette Bourassa – spoke in favor of aerial spray ban.
41. Art Bollman – opposed to adding another auditor measure to the ballot.
42. Sue Sierrralupé – said Occupy Medical is thankful for the bathroom and handwashing stations.
43. Mark Stephenson – voiced concerns regarding building safe Secondary Dwelling Units.
44. Tom Kamis – voiced concerns regarding planned marijuana mega-store downtown.
45. Steve Ochs – supported the low-income housing decisions scheduled on the Consent Calendar.
46. Rob Zako – spoke in favor of an alternate auditor proposal.
47. Laurie Hauber – said places of worship have underutilized land and want to help.
48. Nicole Desch – said Downtown Eugene Merchants support revisiting the marijuana buffer issue.
49. George Brown – opposed putting another auditor measure on the ballot.
50. Morgan Glenn – spoke in favor of a 1,000 foot buffer between marijuana dispensaries.

Council Discussion

- Council should let voters decide on the current auditor measure and not put another proposal on the ballot.
- Railroad Quiet Zone is a quality-of-life issue.
- It is part of the democratic process for Council to put forth an alternative ballot measure.
- Declaration on Human Rights and Climate Change coming to Council on February 12.
- Understand frustration with 1,000 foot buffer between marijuana shops.

2. CONSENT CALENDAR

Grants Manager Stephanie Jennings gave a presentation on affordable housing opportunities as background for items on the Consent Calendar.

- A.** Approval of City Council Minutes
 - December 11, 2017, Meeting
 - December 13, 2017, Work Session
- B.** Approval of Tentative Working Agenda
- C.** Approval of Funding for Housing Affordable to Low-Income Persons
- D.** Adoption of Resolution Approving a Low-Income Rental Housing Property Tax Exemption for Emerald Village Eugene, Located at Railroad Boulevard and North Pol Street, Eugene, Oregon. (SquareOne Villages/Applicant)
- E.** Adoption of Resolution Approving a Low-Income Rental Housing Property Tax Exemption Renewal for Mac McDonald, Located at 1013-1086 Bennett Street and 2340-2342 Compton Street, Eugene, Oregon. (St. Vincent de Paul Society of Lane County, Inc./Applicant)
- F.** Adoption of Resolution Approving a Low-Income Rental Housing Property Tax Exemption Renewal for Ross Lane Apartments, Located at 2640-2652 Ross Lane and 550-556 Helen Street, Eugene, Oregon. (St. Vincent de Paul Society of Lane County, Inc./Applicant)
- G.** Appointment to Police Commission
- H.** Initiation of Land Use Codes Changes to Implement Legislation Related to Secondary Dwellings

Councilor Semple pulled Item H from the Consent Calendar.

MOTION AND VOTE: Councilor Taylor, seconded by Councilor Zelenka, moved to approve the remaining items on the Consent Calendar. **PASSED 6:0.**

Council Discussion

- More clarity around SDU code amendments needed, specifically their effect on R-1 zone.
- Phase 1 will be a public process to determine where SDUs. Are allowed.
- Phase 2 will focus on implementation and standards.

MOTION AND VOTE: Councilor Taylor, seconded by Councilor Zelenka, moved to approve Item H on the Consent Calendar. **PASSED 6:0.**

MOTION AND VOTE: Councilor Taylor, seconded by Councilor Syrett, moved to postpone the Intergovernmental Relations Work Session. **PASSED 5:1**, Councilor Semple opposed.

The meeting adjourned at 9:59 p.m.

Respectfully submitted,

Elena Domingo
Deputy City Recorder

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: February 26, 2018
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 2B
Staff Contact: Beth Forrest
Contact Telephone Number: 541-682-5882

ISSUE STATEMENT

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

BACKGROUND

On July 31, 2000, the City Council held a process session and discussed the Operating Agreements. Section 2, notes in part that, "The City Manager shall recommend monthly to the council which items should be placed on the council agenda. This recommendation shall be placed on the consent calendar at the regular City Council meetings (regular meetings are those meetings held on the second and fourth Monday of each month in the Council Chamber). If the recommendation contained in the consent calendar is approved, the items shall be brought before the council on a future agenda. If there are concerns about an item, the item may be pulled from the consent calendar at the request of any councilor or the Mayor. A vote shall occur to determine if the item should be included as future council business." Scheduling of this item is in accordance with the Council Operating Agreements.

RELATED CITY POLICIES

There are no policy issues related to this item.

COUNCIL OPTIONS

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

CITY MANAGER'S RECOMMENDATION

Staff has no recommendation on this item.

SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

ATTACHMENTS

A. Tentative Working Agenda

FOR MORE INFORMATION

Staff Contact: Beth Forrest

Telephone: 541-682-5882

Staff E-Mail: beth.l.forrest@ci.eugene.or.us



City Council Tentative Agenda

For February 22, 2018

Meeting Location: Harris Hall, 125 E. 8th Avenue, unless otherwise noted

<div>February-2018</div>					
Date		Time	Title	Length (in min)	Department Contact
24-Feb	Saturday	9:00am	Council Goal Setting Session		
Expected Absences for 2/24: None					
26-Feb	Monday	5:30pm	<div></div> Committee Reports and Items of Interest		
			<div></div> RR Quiet Zones (Work Session)	45	Mark Schoening, PW
			<div></div> Housing Affordability/Missing Middle Housing (Work Session)	45	Terri Harding, PDD Stephanie Jennings, PDD
		7:30pm	<div></div> Public Forum		
			<div></div> Ordinance Providing for Withdrawal of Annexed Properties From Special Districts (Consent Calendar)		Nick Gioello, PDD
			<div></div> Bicycle Parking Code Update (Consent Calendar)		Reed Dunbar, PW
			<div></div> Police Auditor Salary Adjustment (Consent Calendar)		Glenn Klein, CS
			<div></div> Ordinance Adopting Hazardous Substance User Fees for FY18 (Consent Calendar)		Joann Eppli, ESF
			<div></div> Approval of Steinberg Annexation (A17-11) (Consent Calendar)		Nick Gioello, PDD
			<div></div> IGR 2018 Legislative Update (Consent Calendar)		Ethan Nelson, CS
			<div></div> Property Disposition - 8th & Mill (Potential Action)		Michael Kinnison, PDD
			<div></div> RR Quiet Zone (URA Potential Action)		Amanda Nobel, PDD
			<div></div> South Willamette Street Pilot Study (Work Session)		Chris Henry, PW
			<div></div> Winter Strategies (Work Session)		Regan Watjus, CS
Expected Absences for 2/26: None					
28-Feb	Wednesday	12pm	<div></div> Rats and Urban Wildlife (Work Session)	45	Lindsay Selser, PDD
			<div></div> Transportation SDC Methodology Update (Work Session)	45	Dan Kaler, PW
Expected Absences for 2/28: None					

Work Session
 Action Item
 Public Hearing
 Public Forum
 Consent Calendar Item
 Committee Reports and Items of Interest
 Ceremonial Matters

March-2018						
Date		Time	Title		Length (in min)	Staff Contact
5-Mar	Monday	5:30pm	Budget Committee Workshop			Jamie Garner, CS
Expected Absences for 3/5: None			Meeting Location: ESTC at 2nd & Chambers (1705 W. 2nd Ave.)			
12-Mar	Monday	5:30pm		Committee Reports and Items of Interest	15	Michael Kinnison, PDD
				5th Street Market Project Update (Work Session)	45	
				RR-SC Neighborhood Plan Project Update (Work Session)	30	
		7:30pm		Ceremonial Matters		Rachelle Nicholas, PDD
				Public Forum		
			Ordinance Concerning Public Passenger Vehicle Services (Public Hearing)			
Expected Absences for 3/12: Councilor Evans, Councilor Taylor, Councilor Semple						
14-Mar	Wednesday	12pm		TBD (Work Session)	45	Jenifer Willer, PW
				Street Review Panel (Work Session)		
Expected Absences for 3/14: Councilor Evans, Councilor Taylor, Councilor Semple						

Council Break: March 15 – April 8, 2018

April-2018						
Date		Time	Title		Length (in min)	Department Contact
9-Apr	Monday	5:30pm		Committee Reports and Items of Interest	45	Carolyn Burke, PW Jennifer Lleras VanDerHaeghen, CS
				Construction Excise Tax (Work Session)		
				Exception to Naming Policy Requirement (Work Session)		
		7:30pm		Ceremonial Matters Public Forum		
Expected Absences for 4/9: None						
11-Apr	Wednesday	12pm		TBD (Work Session)		
				TBD (Work Session)		
Expected Absences for 4/11: None						
16-Apr	Monday	7:30pm		Ordinance Concerning Secondary Dwellings (Phase 1 Implementation of Senate Bill 1051) (Public Hearing)		Alissa Hansen, PDD
Expected Absences for 4/16: None						
18-Apr	Wednesday	12pm		TBD (Work Session)		
				TBD (Work Session)		
Expected Absences for 4/18: None						

April-2018					
Date		Time	Title	Length (in min)	Department Contact
23-Apr	Monday	5:30pm	 Committee Reports and Items of Interest		
			TBD (Work Session)		
		7:30pm	 Public Forum		
Expected Absences for 4/23: None					
25-Apr	Wednesday	12pm	 TBD (Work Session)		
			TBD (Work Session)		
Expected Absences for 4/25: None					

Approved Work Session Polls to be Scheduled:

C-2 Zoning - Councilor Taylor
 Rest Stop Siting Policy - Councilor Evans
 Hwy 99/Bethel Urban Renewal District - Councilor Evans
 Exception to Naming Policy Requirement - Councilor Evans
 1000' Marijuana Buffer Zone - Councilor Semple

Follow-Up Work Sessions to be Scheduled:

\$1 Million Shelter
 Nuisance Codes
 Rental Housing
 Zone of Benefit/Reimbursement District
 Unimproved Roads
 Commercial Setbacks
 Property Leases

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Adoption of an Ordinance Providing For Withdrawal of Annexed Properties from the Following Special Districts: the Santa Clara Rural Fire Protection District; Santa Clara Water District; Willakenzie Rural Fire Protection District; River Road Park and Recreation District; River Road Water District; and Zumwalt Rural Fire Protection District.

Meeting Date: February 26, 2018
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2C
Staff Contact: Nicholas R. Gioello
Contact Telephone Number: 541-682-5453

ISSUE STATEMENT

The City Council is scheduled to take action on this request for the annual withdraw of previously annexed properties from special districts.

BACKGROUND

The purpose of the ordinance is to remove annexed properties from the tax rolls of special service districts, which in this case are the Santa Clara Rural Fire Protection District, the Santa Clara Water District, the Willakenzie Rural Fire Protection District, the River Road Park and Recreation District, the River Road Water District, and the Zumwalt Rural Fire Protection District. State law and local code require annexed properties to withdraw from special service districts through a separate process after the annexation of those properties becomes effective.

Annexation of these properties was approved by City Council over the previous year, at the request of the property owners. The City is now providing urban services to these properties; however, they remain on the tax rolls of special service districts until withdrawn. These withdrawals come before the council on an annual basis. This batch contains 12 annexations previously approved by City Council (for a total of 14 tax lots and a segment of River Road right-of-way from Horn Lane to Merry Lane). Timing for adoption of the ordinance is critical. State statutes provide that any properties to be withdrawn must be withdrawn by March 31, 2018; otherwise those properties will remain on the tax rolls of special service districts until July 2019.

The City Council held the required public hearing on this item on February 20, 2018. No public testimony was received at the public hearing.

If the council finds that the withdrawals are in the City's best interest, the council is asked to adopt the attached ordinance (Attachment A), which provides for the withdrawal from special service districts of these annexed properties. Maps and legal descriptions of the properties to be

withdrawn are provided as exhibits to the ordinance. Minor errors in the names of the Santa Clara Rural Fire Protection District and the River Road Park and Recreation District were corrected in the final ordinance.

RELATED CITY POLICIES

The approval criterion for withdrawal from public service districts following annexation is contained in Eugene Code 9.7835, and corresponding statutory provisions at ORS 222.524, which require the City Council to find that approval of the withdrawal is in the best interest of the City.

COUNCIL OPTIONS

The City Council may consider the following options:

1. Approve the withdrawals by ordinance;
2. Approve the withdrawals by ordinance with specific modifications as determined by the City Council;
3. Deny the withdrawals by ordinance.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance as drafted, providing for withdrawal of all listed territories by March 31, 2018.

SUGGESTED MOTION

I move to adopt Council Bill 5182, an ordinance withdrawing territories from the Santa Clara Rural Fire Protection District, the Santa Clara Water District, the Willakenzie Rural Fire Protection District, the River Road Park and Recreation District, the River Road Water District, and the Zumwalt Rural Fire Protection District.

ATTACHMENTS

- A. Ordinance, including Exhibits A through L (legal descriptions and maps of properties).

FOR MORE INFORMATION

Staff Contact: Nicholas R. Gioello, Associate Planner
Telephone: 541-682-5453
Staff E-Mail: nick.r.gioello@ci.eugene.or.us

ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR WITHDRAWAL OF ANNEXED PROPERTIES FROM THE FOLLOWING SPECIAL DISTRICTS: THE SANTA CLARA RURAL FIRE PROTECTION DISTRICT; SANTA CLARA WATER DISTRICT; WILLAKENZIE RURAL FIRE PROTECTION DISTRICT; RIVER ROAD PARK AND RECREATION DISTRICT; RIVER ROAD WATER DISTRICT; AND ZUMWALT RURAL FIRE PROTECTION DISTRICT.

The City Council of the City of Eugene finds that:

A. Notice of the proposed withdrawal of real property contained in the Santa Clara Rural Fire Protection District; Santa Clara Water District; Willakenzie Rural Fire Protection District; River Road Park and Recreation District; River Road Water District; and Zumwalt Rural Fire Protection District ("The Districts") which have been annexed to the City, was published in the Register-Guard on February 5 and 12, 2018, posted in four public places in the City of Eugene for a period of two successive weeks prior to the hearing date, and mailed to the affected public service districts.

B. The Notice provided that a public hearing was scheduled for February 20, 2018, at 7:30 p.m., in Harris Hall at the Lane County Public Service Building in Eugene, Oregon, to allow the City Council to hear objections to the withdrawals and to determine whether the withdrawals are in the best interest of the City.

C. The City is willing to assume the liabilities and indebtedness previously contracted by the Districts proportionate to the parts of the Districts that have been annexed to the City upon the effective date of the withdrawals as provided in ORS 222.520.

D. The withdrawals of the annexed territories from the Districts are consistent with adopted City policies, and are in the best interest of the City.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Districts indicated effective July 1, 2018:

Santa Clara Rural Fire Protection District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
Ray	A16-13	3384 Wisteria Street	17-04-11-12	302	5186	3/13/2017	3/20/2017	Ex. A
Ray	A16-13	3380 Wisteria Street	17-04-11-12	303	5186	3/13/2017	3/20/2017	Ex. A
Tate	A17-1	465 Wilkes Drive	17-04-01-33	3701	5187	3/13/2017	3/20/2017	Ex. B
Kreindel	A17-2	2908 River Road	17-04-11-42	400	5192	5/22/2017	6/13/2017	Ex. C

Santa Clara Water District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
Ray	A16-13	3384 Wisteria Street	17-04-11-12	302	5186	3/13/2017	3/20/2017	Ex. A
Ray	A16-13	3380 Wisteria Street	17-04-11-12	303	5186	3/13/2017	3/20/2017	Ex. A
Tate	A17-1	465 Wilkes Drive	17-04-01-33	3701	5187	3/13/2017	3/20/2017	Ex. B
Kreindel	A17-2	2908 River Road	17-04-11-42	400	5192	5/22/2017	6/13/2017	Ex. C

Willakenzie Rural Fire Protection District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
Hengel	A17-8	End of E. 25th Ave., west of Henderson Ave.	18-03-03-20	1306	5209	10/9/2017	11/8/2017	Ex. D

River Road Park and Recreation District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
City of Eugene	A16-11	1505 River Road	17-04-13-33	400	5182	1/25/2017	2/3/2017	Ex. E
Lohman	A17-4	NW corner of Boyce Street and Berwin Lane	17-04-14-23	3900	5193	5/22/2017	6/13/2017	Ex. F
Downtown Mini Storage	A17-5	South of Thomason Lane and east of River Rd.	17-04-25-13	2200	5195	5/22/2017	6/13/2017	Ex. G
Downtown Mini Storage	A17-5	South of Thomason Lane and east of River Rd.	17-04-25-13	2300	5195	5/22/2017	6/13/2017	Ex. G
City of Eugene	A17-6	Portion of River Rd. between Horn Lane and Merry Lane	17-04-24-21 and 17-04-24-22	n/a	5194	5/22/2017	6/13/2017	Ex. H
City of Eugene	A17-6	Portion of River Rd. between Rosewood Ave. and Maynard Ave.	17-04-13-32 and 17-04-13-33	n/a	5194	5/22/2017	6/13/2017	Ex. H
Schaefer	A17-7	1137 Maple Drive	17-04-23-11	4802	5207	9/25/2017	11/8/2017	Ex. I
Schaefer	A17-7	1137 Maple Drive	17-04-23-11	5001	5207	9/25/2017	11/8/2017	Ex. I
Watson	A17-9	970 North Park Avenue	17-04-23-24	2100	5212	12/11/2017	12/27/2017	Ex. J

River Road Water District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
City of Eugene	A16-11	1505 River Road	17-04-13-33	400	5182	1/25/2017	2/3/2017	Ex. E
Lohman	A17-4	NW corner of Boyce Street and Berwin Lane	17-04-14-23	3900	5193	5/22/2017	6/13/2017	Ex. F
Downtown Mini Storage	A17-5	South of Thomason Lane and east of River Rd.	17-04-25-13	2200	5195	5/22/2017	6/13/2017	Ex. G
Downtown Mini Storage	A17-5	South of Thomason Lane and east of River Rd.	17-04-25-13	2300	5195	5/22/2017	6/13/2017	Ex. G
City of Eugene	A17-6	Portion of River Rd. between Horn Lane and Merry Lane	17-04-24-21 and 17-04-24-22	n/a	5194	5/22/2017	6/13/2017	Ex. H
City of Eugene	A17-6	Portion of River Rd. between Rosewood Ave. and Maynard Ave.	17-04-13-32 and 17-04-13-33	n/a	5194	5/22/2017	6/13/17	Ex. H
Schaefer	A17-7	1137 Maple Drive	17-04-23-11	4802	5207	9/25/2017	11/8/2017	Ex. I
Schaefer	A17-7	1137 Maple Drive	17-04-23-11	5001	5207	9/25/2017	11/8/2017	Ex. I
Watson	A17-9	970 North Park Avenue	17-04-23-24	2100	5212	12/11/2017	12/27/2017	Ex. J

Zumwalt Rural Fire Protection District

Name	File #	Site Address or Location	Assessor's Map	Tax Lot	Resolution	Approval Date	Effective Date	Legal Desc. & Map
Vonderheit	A16-12	3240 South Louis Lane	18-04-03-00	6600	5185	3/13/2017	3/24/2017	Ex. K
Evans	A17-10	2845 and 2847 Bailey Hill Road	18-04-03-00	4900	5213	12/11/2017	12/27/2017	Ex. L

Section 2. The City Recorder is requested to forward a copy of this Ordinance to the above referred Districts.

Passed by the City Council this

_____ **day of February, 2018.**

Approved by the Mayor this

_____ **day of February, 2018.**

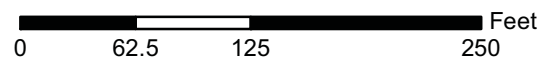
City Recorder

Mayor



Legend

-  Withdrawal Area
-  In City Limits





November 15, 2016

ANNEXATION LEGAL DESCRIPTIONS

TAX MAP 17-04-11-12, TAX LOTS 302 & 303

Branch Engineering Inc. Project No. 15-298

TAX LOT 302

SITUATED in the City of Eugene, Lane County, State of Oregon in the Northwest ¼ of the Northeast ¼ of Section 11, Township 17 South, Range 4 West of the Willamette Meridian and described as follows:

BEGINNING at the easterly northeast corner of those lands conveyed in that deed recorded on November 10, 1942 in Book 238 on Pages 594-595 in the Lane County Oregon Official Records; **THENCE** along the northerly boundary of said lands North 89°40'40" West, 113.52 feet to the westerly northeast corner of said lands; **THENCE** continuing along said northerly boundary South 00°21'25" West, 23.30 feet to the easterly northwest corner of said lands; **THENCE** continuing along said northerly boundary North 89°40'40" West, 26.96 feet to a point; **THENCE** along a line parallel to the centerline of Wisteria Street South 00°14'57" West (called South on the tax map), 42.74 feet to a point; **THENCE** perpendicular to the westerly right-of-way margin of Wisteria Street South 89°45'03" East (called West on the tax map), 140.53 feet to a point on said right-of-way margin lying 65.00 feet northerly of the southeast corner of those lands conveyed in that deed recorded on January 2, 1964 on Reel 233D as Instrument 38567 in the Lane County Oregon Official Records; **THENCE** along said right-of-way margin North 00°14'57" East, 65.86 feet, **RETURNING to the POINT of BEGINNING.**

TAX LOT 303

SITUATED in the City of Eugene, Lane County, State of Oregon in the Northwest ¼ of the Northeast ¼ of Section 11, Township 17 South, Range 4 West of the Willamette Meridian and described as follows:

COMMENCING at the easterly northeast corner of those lands conveyed in that deed recorded on November 10, 1942 in Book 238 on Pages 594-595 in the Lane County Oregon Official Records; **THENCE** along the northerly boundary of said lands North 89°40'40" West, 113.52 feet to the westerly northeast corner of said lands; **THENCE** continuing along said northerly boundary South 00°21'25" West, 23.30 feet to the easterly northwest corner of said lands; **THENCE** continuing along said northerly boundary North 89°40'40" West, 26.96 feet to a point; **THENCE** along a line parallel to the centerline of Wisteria Street South 00°14'57" West (called South on the tax map), 42.74 feet to a point, said point being the **POINT of**

BEGINNING; THENCE perpendicular to the westerly right-of-way margin of Wisteria Street South $89^{\circ}45'03''$ East (called West on the tax map), 140.53 feet to a point on said right-of-way margin lying 65.00 feet northerly of the southeast corner of those lands conveyed in that deed recorded on January 2, 1964 on Reel 233D as Instrument 38567 in the Lane County Oregon Official Records; **THENCE** along said right-of-way margin South $00^{\circ}14'57''$ West, 65.00 feet (called 64.84 feet on the tax map) to said southeast corner; **THENCE** along the southerly boundary of said lands North $89^{\circ}43'26''$ West (called North $83^{\circ}40'40''$ West on the tax map), 140.53 feet to a point on the aforesaid parallel line; **THENCE** along said parallel line North $00^{\circ}14'57''$ East (called North on the tax map), 64.93 feet, **RETURNING to the POINT of BEGINNING.**

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Renee Clough

Digitally signed by Renee Clough
Date: 2016.11.15 09:46:29 -08'00'

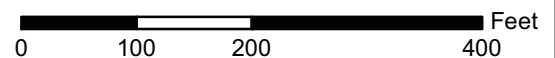
OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS

RENEWAL DATE: 12/31/17



Legend

-  Withdrawal Area
-  In City Limits



**Legal Description for the Annexation of the Tate Property
to the City of Eugene
SW 1/4 of SECTION 1, T17S, R4W, W.M.
Lane County Assessor's Map 17-04-01-33, Tax Lot 3701**

A parcel of land situated in the Southwest One Quarter of Section 1, Township 17 South, Range 4 West of the Willamette Meridian, in Lane County, Oregon, said parcel being comprised of Parcel 1 of LAND PARTITION PLAT NO. 95-P0767, as platted and recorded December 21, 1995, Lane County Oregon Plat Records, and being more particularly described as follows:

Beginning at Southwest corner of Parcel 1 of LAND PARTITION PLAT NO. 95-P0767, as platted and recorded December 21, 1995, Lane County Oregon Plat Records, said point also being on the Northerly right-of-way line of Wilkes Drive (35.00 feet from the centerline thereof); thence along the West line of said Parcel 1 North, 223.96 feet to the Northwest corner thereof; thence along the North line of said Parcel 1 South $89^{\circ}32'08''$ East, 137.00 feet to the Northeast corner thereof; thence along the East line of said Parcel 1 South, 222.67 feet to the Southeast corner thereof, said Southeast corner also being on said Northerly right-of-way line of Wilkes Drive (35.00 feet from the centerline thereof); thence along said Northerly right-of-way line and the South line of said Parcel 1 the following two (2) courses: 1) North $89^{\circ}58'10''$ West, 72.44 feet; thence 2) South $89^{\circ}48'44''$ West, 64.56 feet to the Point of Beginning, in Lane County, Oregon.

Containing 0.70 acres, more or less.

Bearings and distances in the foregoing description are based on record information per LAND PARTITION PLAT NO. 95-P0767, as platted and recorded December 21, 1995, Lane County Oregon Plat Records.





Legend

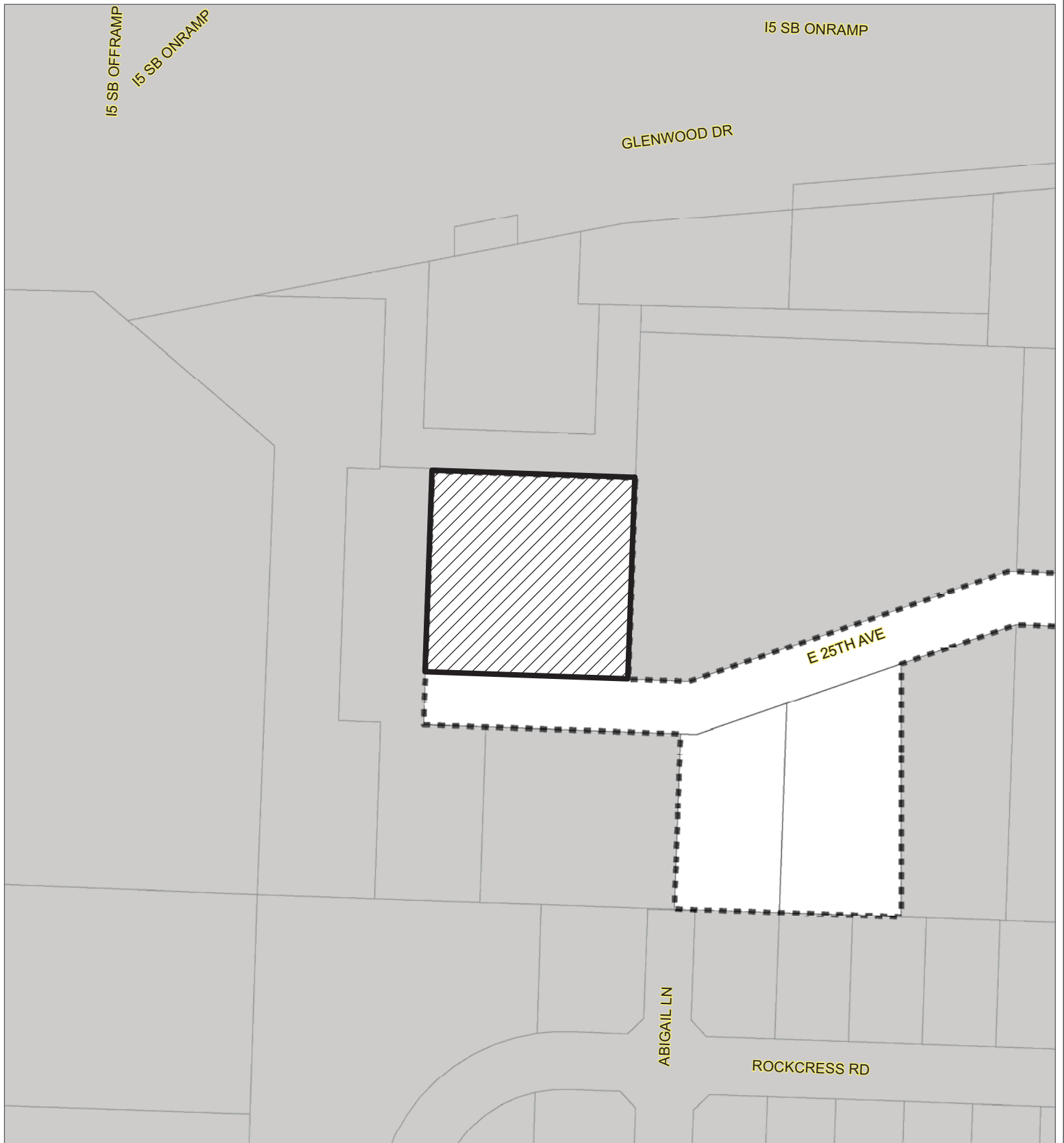
- Withdrawal Area
- In City Limits

0 62.5 125 250 Feet



Annexation Legal Description
Tax Map 17-04-11-42
Tax Lot 400

Beginning at a point on the Easterly right-of-way of Ava Street, said point also being on the North line of Lot 6 in the Subdiviion of Lot 1 of the Plat of Ferndale Addition to Santa Clara, as recorded in Book 10, Page 3, Lane County Oregon Plat Records; thence along said North line of Lot 6 N89°58'E 284.57 feet to the Northwest corner of that property described in Warranty Deed recorded July 9, 1975, in Instrument No. 75-27817; thence along the West line of said Warranty Deed S0°02'E 84.83 feet to the Southwest corner of said Warranty Deed, said Southwest corner being on the South line of said Lot 6; thence along said South line of Lot 6 S89°58'W 257.03 feet to the Easterly right-of-way of Ava Street; thence along said Easterly right-of-way N18°01'30"W 89.2 feet to the point of beginning, in Lane County, Oregon.



Legend

-  Withdrawal Area
-  In City Limits





July 28, 2017

**LEGAL DESCRIPTION
ANNEXATION APPLICATION
TM 18-03-03-20, TL 1306**

Branch Engineering Inc. Project No. 17-261

All those lands conveyed in that Warranty Deed to Andrew and Loida Hengel on May 19, 2017 as Reception Number 2017-023982 in the Lane County Oregon Official Records, said lands being more particularly described as follows:

COMMENCING at the Southwest corner of the Charles B. Sweet Donation Land Claim No. 38, Township 18 South, Range 3 West, of the Willamette Meridian;

THENCE the following 4 courses:

South 88°03'10" East 540 feet;

North 1°50'44" East 165 feet;

North 88°03'10" West 60 feet;

North 1°50'44" East 241.75 feet to the **POINT of BEGINNING**, being the Northeast corner of that property conveyed to Pacific Power and Light Company recorded in Reel 190, as Reception No. 62127, Lane County Oregon Deed Records;

THENCE the following 4 courses:

North 89°24'30" East 193.34 feet (called 193 feet on the tax map) to the West line of that property conveyed to City of Eugene, recorded in Reel 259, as Reception No. 56583;

South 143.3 feet (called South 00°04'15" East 139.48 feet on the tax map) along said West line to the northerly boundary of East 25th Avenue;

South 89°24'30" West 194 feet to a point lying South 01°50'44" West from the Point of Beginning;

North 01°50'44" East 140 feet (called 143 feet on the tax map) to the **POINT of BEGINNING**.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS

RENEWAL DATE: 12/31/17



Legend

- In City Limits
- Withdrawal Area



Annexation Description

For

Property located at 1505 River Road, Eugene, Or. 97404

Tax map no. 17-04-13-33 tax lot 400

A tract of land located in the Southwest one-quarter in Section 13 In Township 17 South, Range 4 West of the Willamette Meridian being more particularly described as follows;

Beginning at the Southeast corner of Lot 8 of Chapman Property, as platted and recorded in Book 11, page 20 Lane County Oregon Plat Records in Lane County, Oregon; thence North 88°38'00" West 200.03 feet along the south line of said Lot 8 also being the north right-of-way line of East Maynard Avenue to the TRUE POINT OF BEGINNING of the herein description; thence continuing along said north right-of-way line the following courses, North 88°38'00" West 37.09'; thence North 71°23'35" West 48.29 feet; thence North 82°31'17" West 50.78 feet; thence North 47°58'45" West 18.38 feet to the East right-of-way line of River Road; thence along said east right-of-way line of River Road, North 15°00'56" West 61.62 feet; thence leaving said east right-of-way line and run, South 87°02'56" East 167.67 feet; thence South 3°05'10" West 86.22 feet to the true point of beginning and there ending.

Containing 12,109 ± square feet.



Legend

-  Withdrawal Area
-  In City Limits

0 50 100 200 Feet



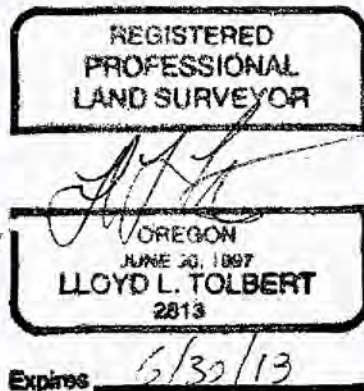
EXHIBIT A

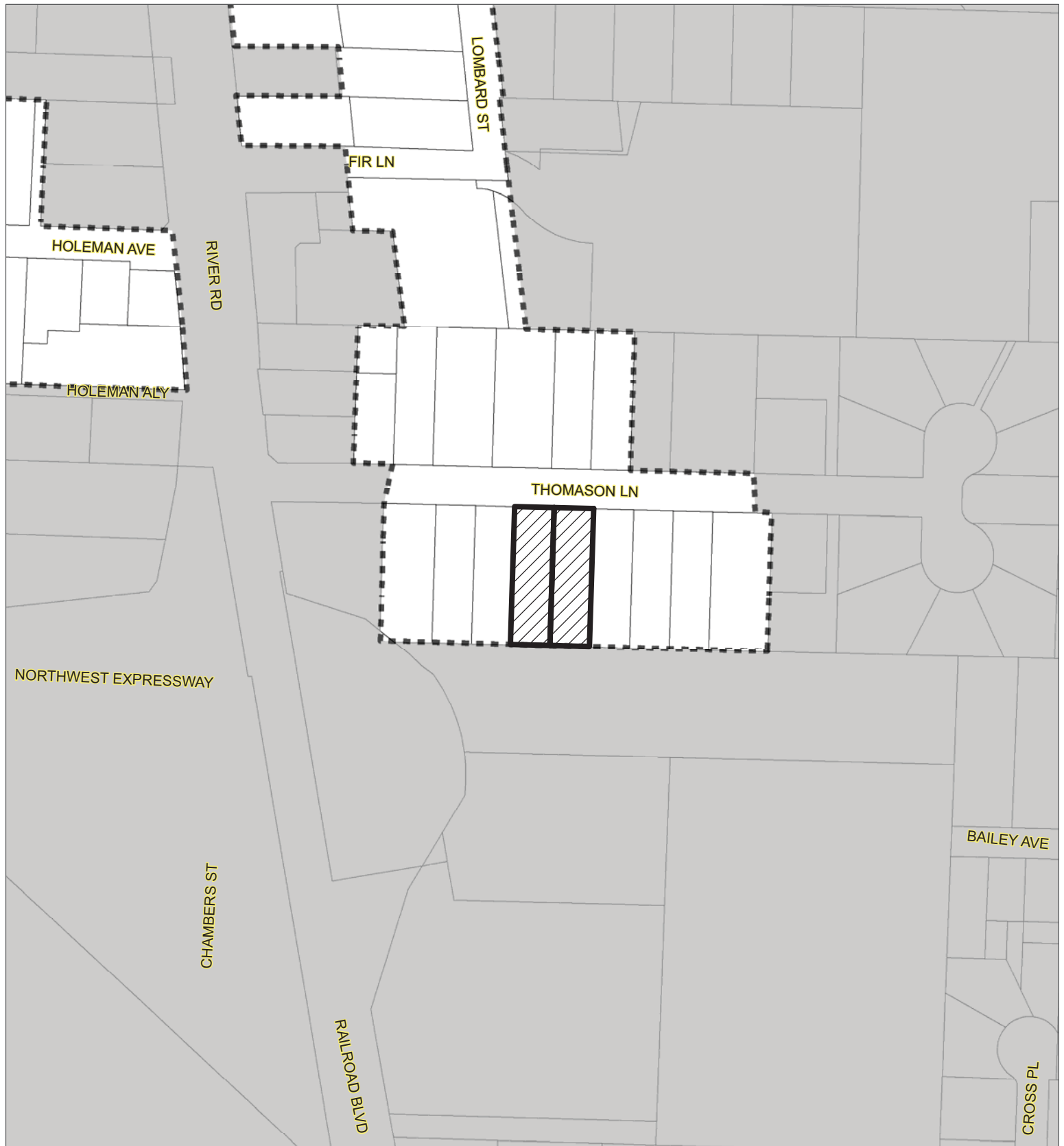
**LEGAL DESCRIPTION
FOR THE ANNEXATION OF THE SCOTT LOHMAN PROPERTY
TO THE CITY OF EUGENE
ASSESSOR'S MAP NO. 17-04-14-23, TAX LOT 3900
FEBRUARY 1, 2017**

Beginning at a point on the north line of the James McCabe Donation Land Claim No. 46 located in Township 17 South, Range 4 West of the Willamette Meridian, said point bearing North 89°53'00" West 1817.50 from the Northeast corner of said D.L.C. No. 46; thence South 00°11'00" West 578.48 feet; thence North 89°53'00" West 250.00 feet to the True Point of Beginning; thence South 89°53'00" East 82.31 feet to the westerly margin of Berwin Lane; thence along said westerly margin South 00°22'30" West 48.00 feet to the northerly margin of Boyce Street; thence along said northerly margin North 89°53'00" West 17.97 feet; and along the arc of a 242.80 foot radius curve left (the chord of which bears South 82°22'59" West 65.35 feet) a distance of 65.54 feet; thence leaving said northerly margin bearing North 00°45'00" East 56.80 feet to the **True Point of Beginning** all in Lane County, Oregon.

Containing 4,146 Square feet, more or less.

Courses and distances depicted hereon are based on County Survey File 18872, on file in the office of the Lane County Surveyor, in Lane County, Oregon.





Legend

-  Withdrawal Area
-  In City Limits

0 100 200 400 Feet



**Legal Description for the Annexation of a portion of the Downtown Mini-Storage Property
to the City of Eugene**

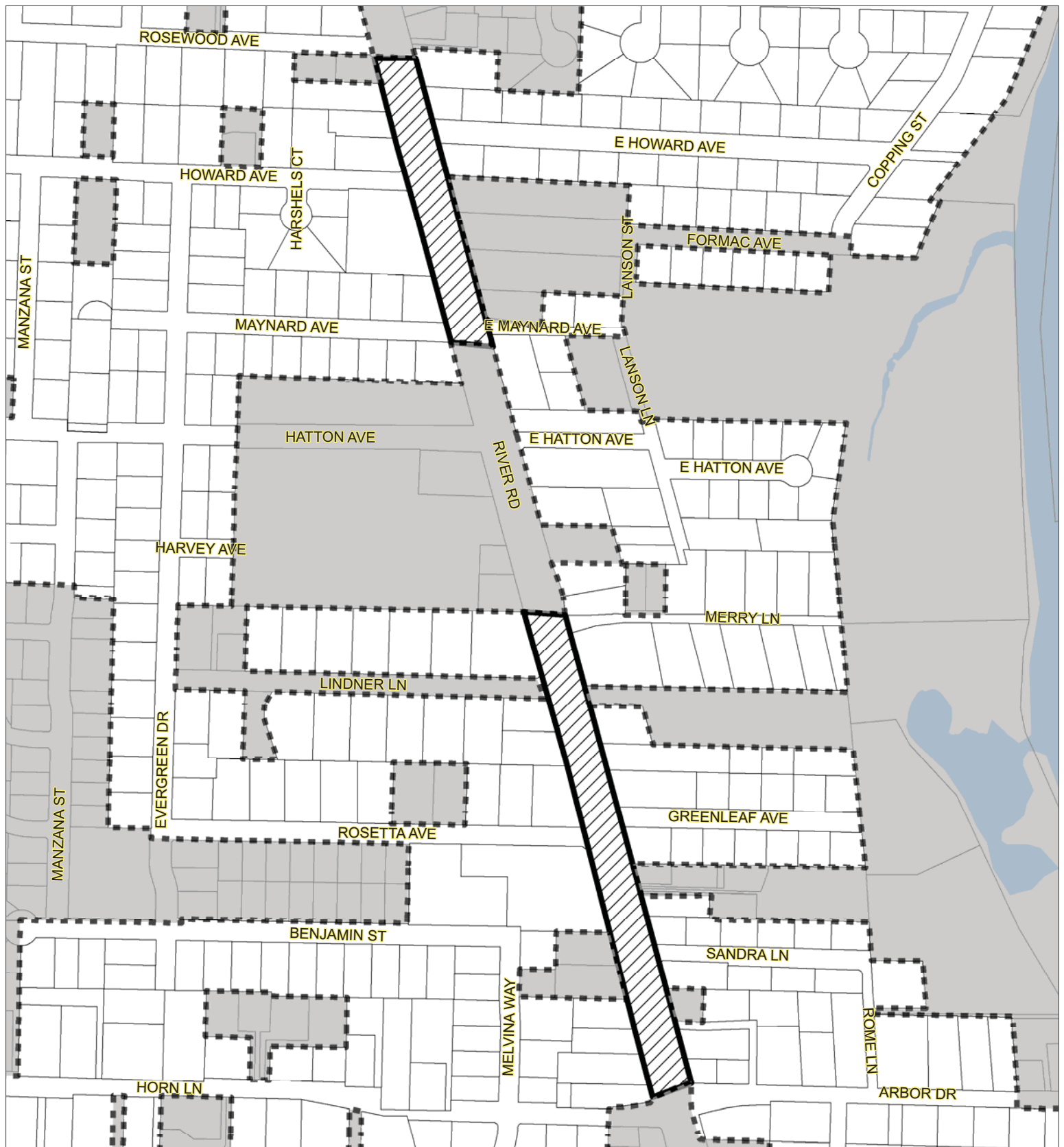
NE 1/4 SEC. 25 T 17 S, R 4 W W.M.

Assessor's Map No. 17-04-25-13, TL No.'s 2200 & 2300

March 2, 2017

Beginning at a point 352.4 feet East and 224.7 feet South 00°27' West of a point on the East line of County Road No. 200 (now Pacific Highway), said point on the East line of said County Road being due West of a point 11.30 chains South 00°27' West of the Northeast corner of the Prior F. Blair D.L.C. No. 39 in Township 17 South, Range 4 West of the Willamette Meridian, also 11.66 chains South 7°40' East of the intersection of the East line of the Pacific Highway with the north line of said D.L.C. No. 39 as marked in County Survey No. 609 recorded in Book 2, Page 95 Record of Surveys in Lane County Oregon, the said intersection point being according to said County Survey 47.44 chains East of the Northwest corner of the claim; thence running East 50.00 feet; thence South 00°27' West 174.50 feet; thence West 50.00 feet; thence North 00°27' East 174.50 feet to the point of beginning, all in Lane County Oregon. (TL No. 2200)

ALSO: Beginning at a point 402.4 feet East and 224.7 feet South 00°27' West of a point on the East line of County Road No. 200 (now Pacific Highway), said point on the East line of said County Road being due West of a point 11.30 chains South 00°27' West of the Northeast corner of the Prior F. Blair D.L.C. No. 39 in Township 17 South, Range 4 West of the Willamette Meridian, also 11.66 chains South 7°40' East of the intersection of the East line of the Pacific Highway with the north line of said D.L.C. No. 39 as marked in County Survey No. 609 recorded in Book 2, Page 95 Record of Surveys in Lane County Oregon, the said intersection point being according to said County Survey 47.44 chains East of the Northwest corner of the claim; thence running East 50.00 feet; thence South 00°27' West 174.50 feet; thence West 50.00 feet; thence North 00°27' East 174.50 feet to the point of beginning, all in Lane County Oregon. (TL No. 2300)



Legend

-  Withdrawal Area
-  In City Limits

0 200 400 800 Feet



River Road Annexation Horn Lane to Merry Lane

A portion of the Right-of-Way of River Road (County Road no. 200) located in the Southwest one-quarter of Section 24 in Township 17 South, Range 4 West of the Willamette Meridian being more particularly described as follows;

Beginning at the centerline intersections of East Hillcrest Drive and River Road (County Road No. 200) said point being North 2°09'54" West 4614.83 feet from the Northeast corner of the West Half of the Prior Blair DLC #39; thence North 15°01'23" West 444.13 feet to a point when extended being the intersection of the centerline of said River Road and the South Right-of-Way of Horn Lane and also being the **TRUE POINT OF BEGINNING** of the herein annexation description; thence leaving said centerline of River Road and run North 88°09'41" West 52.25 feet to the westerly Right-of-Way of said River Road; thence run along the westerly Right-of-Way of said River Road, North 15°01'23" West 1462.44 feet; thence leaving said westerly Right-of-Way of River Road and run South 86°56'10" East 105.65 feet to the Easterly Right-of-Way of said River Road; thence Run along the Easterly Right-of-Way of River Road South 15°01'23" East 1460.20 feet; thence leaving said easterly Right-of-Way of River road and run North 88°09'41" West 104.49 feet to the point of beginning and there ending, all in Lane County, Oregon.

Containing 3.39± Acres

River Road Annexation Maynard Ave. to Rosewood Ave.

A portion of the Right-of-Way of River Road (County Road no. 200) located in the Southwest one-quarter of Section 24 in Township 17 South, Range 4 West of the Willamette Meridian being more particularly described as follows;

Beginning at the centerline intersections of East Hillcrest Drive and River Road (County Road No. 200) said point being North 2°09'54" West 4614.83 feet from the Northeast corner of the West Half of the Prior Blair DLC #39; thence North 15°01'23" West 2038.54 feet to a point when extended being the intersection of the centerline of said River Road and the South Right-of-Way of Maynard Avenue; thence leaving said centerline of River Road run, North 87°46'21" West 52.35 feet to the westerly Right-of-Way of said River Road and being the **TRUE POINT OF BEGINNING** of the herein annexation description; thence North 15°01'23" West 743.42 feet to the South Right-of-Way line of Rosewood Avenue; thence leaving said west Right-of-Way line and run South 87°27'15" East 104.89 feet to the East Right-of-Way line; thence along the East Right-of-Way line of said River Road, South 15°01'23" West 742.81 feet; thence leaving said east Right-of-Way line and run North 87°46'21" West 104.71 feet to the true point of beginning and there ending, all in Lane County, Oregon.

Containing 1.71± Acres



Legend

-  Withdrawal Area
-  In City Limits

0 100 200 400 Feet





June 8, 2017

**LEGAL DESCRIPTION
ANNEXATION APPLICATION
TM 17-04-23-11, TL 4802**

Branch Engineering Inc. Project No. 17-176

All those lands conveyed in that Bargain and Sale Deed recorded on July 15, 2008 as Reception Number 2008-041033 in the Lane County Oregon Official Records, said lands being more particularly described as follows:

COMMENCING at the Southwest corner of the Benjamin Davis Donation Land Claim No. 45, Township 17 South, Range 4 West of the Willamette Meridian;

THENCE the following 5 courses:

East, 2527.48 feet.

North, 2168.00 feet to a point on the South line of Country Road No. 332 (Horn Lane)

South, 220.00 feet

West, 118.00 feet

South, 158.00 feet to the **POINT OF BEGINNING**.

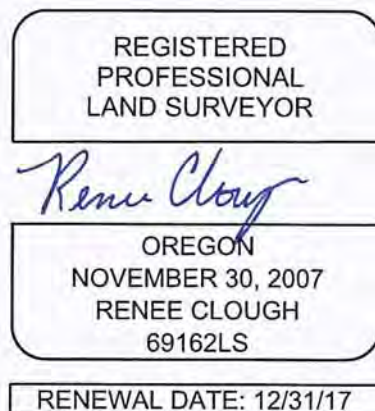
THENCE the following 4 courses:

South, 242.96 feet

East, 138.00 feet

North, 242.96 feet

West, 138.00 feet, **RETURNING to the POINT of BEGINNING**.



EUGENE-SPRINGFIELD

June 8, 2017



LEGAL DESCRIPTION

ANNEXATION APPLICATION

TM 17-04-23-11, TL 5001

Branch Engineering Inc. Project No. 17-176

All those lands conveyed in that Bargain and Sale Deed recorded on March 22, 1999 as Instrument Number 99025378 on Reel 2529R in the Lane County Oregon Official Records, said lands being more particularly described as follows:

COMMENCING at the Southwest corner of the Benjamin Davis Donation Land Claim No. 45, Township 17 South, Range 4 West of the Willamette Meridian;

THENCE the following 2 courses:

North, 23.44 chains

East, 32.70 chains to the southerly Southwest corner of the lands described herein, said point being the **POINT OF BEGINNING**.

THENCE the following 11 courses:

East, 251.28 feet parallel with the south line of Horn Lane

North, 430.9 feet to a point 200.0 feet south of Horn Lane

West, 138.28 feet parallel with the south line of Horn Lane

North, 10.0 feet

West, 113.0 feet parallel with the south line of Horn Lane

South, 40.0 feet, more or less, to the Northeast corner of Curry Subdivision as platted and recorded in Book 28, Page 8, Lane County Oregon Plat Records

North 89° 47' West 150.0 feet to the Northwest corner of said Curry Subdivision

South 00° 11' East, 104.0 feet

South 89° 47' East, 80.0 feet

South 75° 21' 36" East, 72.29 feet to the east line of said Curry Subdivision

South, 265.0 feet, more or less, **RETURNING to the POINT OF BEGINNING**.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

A handwritten signature in blue ink that reads 'Renee Clough'.

OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS

RENEWAL DATE: 12/31/17

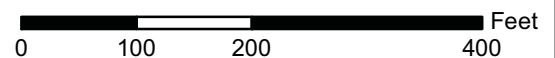
EUGENE-SPRINGFIELD

310 5th Street, Springfield, OR 97477 | p: 541.746.0637 | www.branchengineering.com



Legend

- Withdrawal Area
- In City Limits

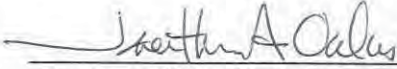


**Legal Description for the Annexation of the Watson Property
To
the City of Eugene
NE 1/4 SEC. 2 T 17 S, R 4 W W.M.
Assessor's Map No. 17-04-23-24,
Tax Lot No. 2100 (remaining un-annexed eastern portion)
November 6, 2017**

Beginning at a point on the East line of the Joseph Ogle Donation Land Claim #43, Notification #2250, in Township 17 South, Range 4 West of the Willamette Meridian, 414.03 feet South of the most Northerly Northeast corner of said claim; thence leaving said East line, North 89°57'41" West 15.00 feet to a point on the southerly boundary of that certain tract of land conveyed to Pamela R. DeLaittre by a Bargain and Sale Deed recorded February 9, 1994 on Reel 1921R, Instrument No. 94-10263, Lane County Oregon Deed Records, Lane County Oregon, said point being on the westerly margin of North Park Avenue, 15.00 feet from, when measured at right angles to, the centerline of North Park Avenue, said point also being the True Point of Beginning of the following described tract of land; thence leaving said westerly margin, and along the southerly boundary of said DeLaittre tract, North 89°46'37" West 260.08 feet to the southwest corner of said DeLaittre tract; thence leaving said DeLaittre tract, South 00°02'19" East 178.40 feet to a point on the north boundary of that certain tract of land conveyed to Irena Iachello by a Bargain and Sale Deed recorded April 20, 1989 on Reel 1569R, Instrument No. 89-17078, Lane County Oregon Deed Records, Lane County Oregon; thence along said northerly boundary South 89°46'37" East 260.08 feet to last described westerly margin of North Park Avenue; thence leaving said northerly boundary, along said westerly margin, North 00°02'19" West 178.40 feet to the True Point of Beginning, all in Lane County Oregon.

Certification of Description

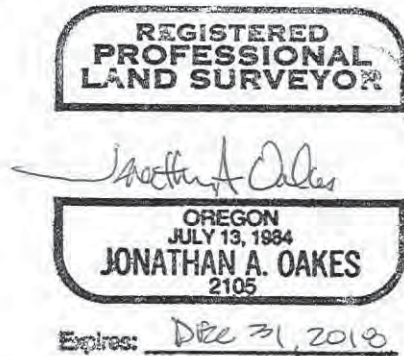
Pursuant to EC 9.7810(7), Annexation Application Requirements, I hereby certify the metes and bounds description of the real property proposed for annexation closes; and the map outlining the boundary is a true representation of the description.

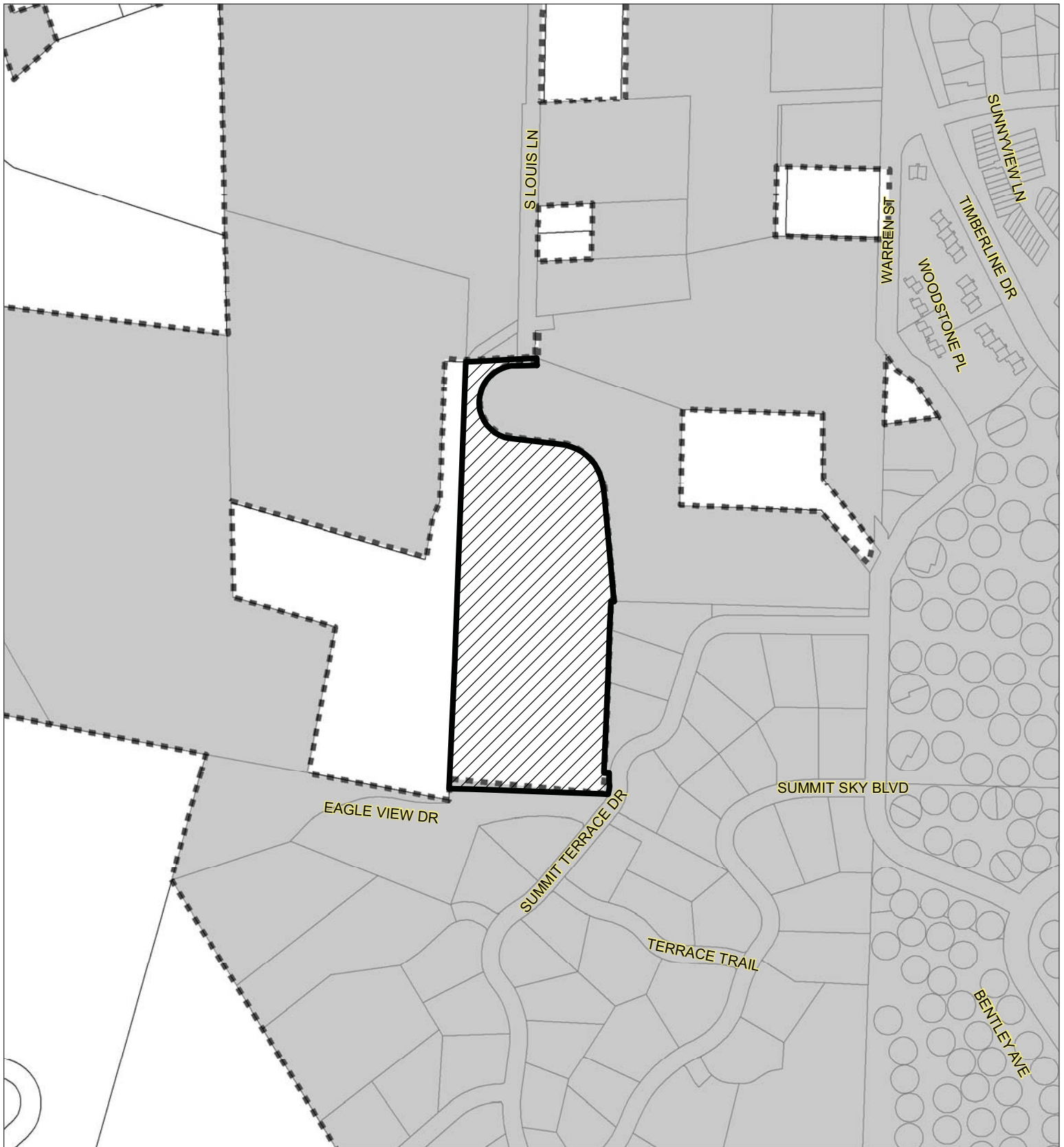
Signature: 
Registered Land Surveyor

Print Name: JONATHAN A. OAKES

Date: Nov. 22, 2017

Seal:





Legend

- Withdrawal Area
- In City Limits

0 225 450 900 Feet



LEGAL DESCRIPTION OF ANNEXATION AREA

DESCRIPTION OF TAX LOT 6600 OF TAX MAP 18-04-03

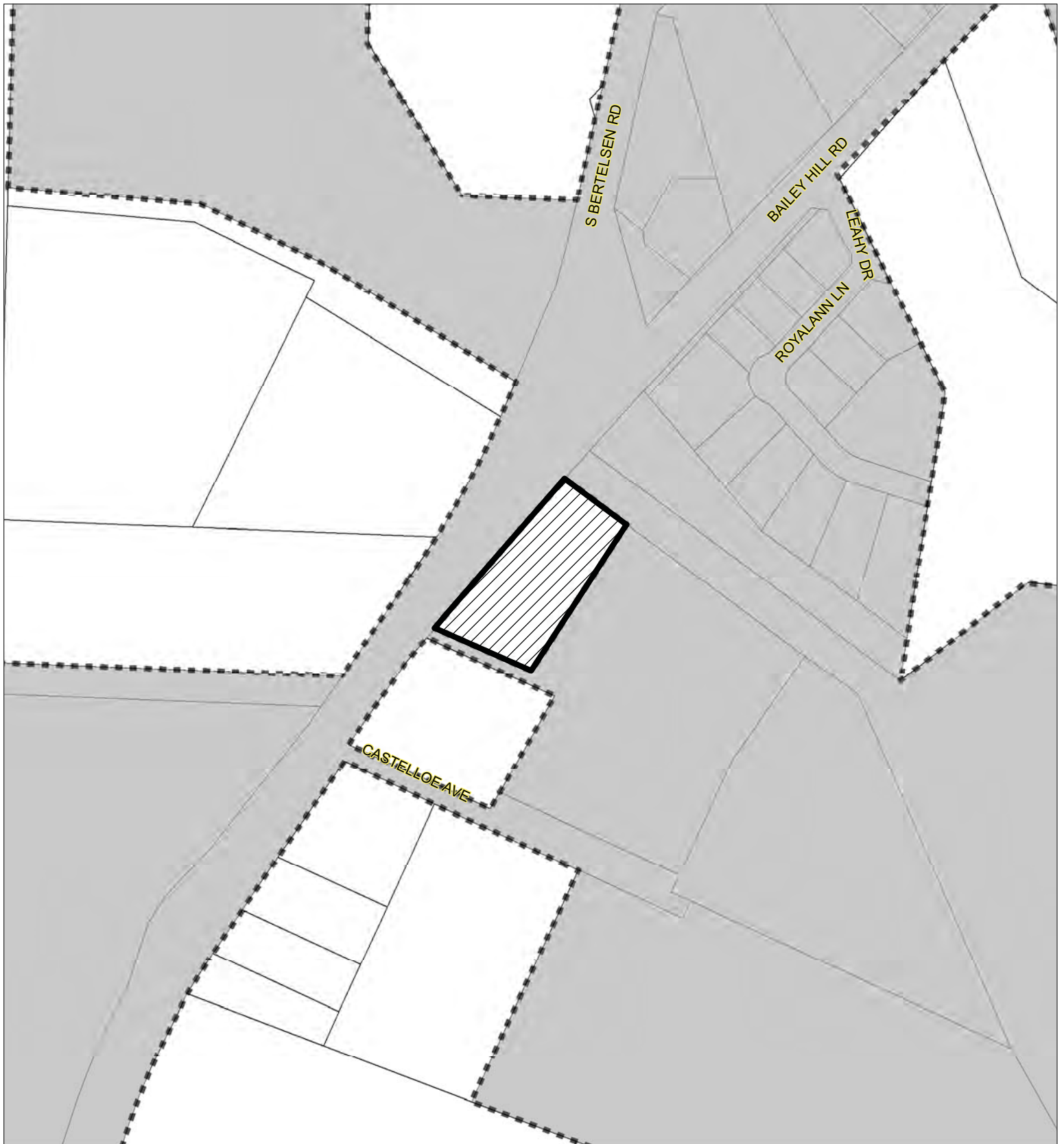
Commencing at the Northwest corner of Lot 9, Block 4 in the Plat of CHERRY-LANDS (in Sections 3 and 10), Township 18 South, Range 4 West, of the Willamette Meridian, as platted and recorded in Book 5, Page 15, Lane County Oregon Plat Records, and run thence South 0° 39' East 377.00 feet; Thence South 5° 12' East 340.2 feet to the TRUE POINT OF BEGINNING of this tract of land herein described; from the TRUE POINT OF BEGINNING, running thence South 3° 04' East 22.6 feet; Thence South 86° 56' West 59.82 feet; Thence on a 110.6 foot radius curve left (the long chord of which bears South 53° 18' West 122.52 feet) a distance of 129.85 feet; Thence on a 100.0 foot radius curve left (the long chord of which bears South 32° 41' East 158.35 feet) a distance of 182.74 feet; Thence South 85° 02' East 139.06 feet; Thence on a 137.71 foot radius curve right (the long chord of which bears South 60° 02' East 116.40 feet) a distance of 120.17 feet; Thence on a 177.40 foot radius curve right (the long chord of which bears South 20° 48' East 87.24 feet) a distance of 88.14 feet; Thence South 6° 34' East 308.19 feet; Thence South 0° 18' West 39.00 feet; Thence West 436.60 feet to the West line of said plat of CHERRY-LANDS; Thence North 0° 18' East along said West line of said plat, 712.12 feet; Thence North 85° 02' East 198.21 feet more or less to the TRUE POINT OF BEGINNING, all in Lane County, Oregon.

ALSO:

Commencing at the Northwest corner of Lot 9, Block 4 in the Plat of CHERRY-LANDS (in Sections 3 and 10), Township 18 South, Range 4 West, of the Willamette Meridian, as platted and recorded in Book 5, Page 15, Lane County Oregon Plat Records, and run thence South 0° 39' East 377.00 feet; Thence South 5° 12' East 340.2 feet; Thence South 85° 02' West 198.21 feet to the West line of the Plat of CHERRY-LANDS; Thence South 0° 8' West along the said West line of the plat, 712.12 feet to the TRUE POINT OF BEGINNING of the tract of land to be described; Thence South 0° 18' West along the West line of said plat, 500 feet; Thence East 436.60 feet; Thence North 0° 18' East 500 feet; Thence West 436.60 feet more or less to the TRUE POINT OF BEGINNING, all in Lane County, Oregon.

ALSO: Beginning at the Northeast Corner of Lot 5, SUMMIT GLEN P.U.D., as platted and recorded in Document No. 2005-036936, Lane County, Oregon Official Records; Thence along the North Line of said Lot 5, North 89° 51' 45" West 13.75 feet more or less to point marked by a 5/8 inch rebar, being the Southwest Corner of Lot 3, SUMMIT TERRACE, P.U.D., as platted and recorded in File 75, Slide 428 through 434, Lane County, Oregon Plat Records; Thence leaving the North Line of said Lot 5 and going along the West Line of said Lot 3, North 0° 26' 14" East 60.00 feet; Thence leaving the West Line of said Lot 3, South 89° 51' 45" East 14.81 feet more or less to the Westerly right of way of Summit Terrace Drive; Thence along the Westerly right of way of said Summit Terrace Drive, along a 125.00 foot radius curve to the left (the long chord of which bears South 1° 46' 06" East 27.90 feet) a distance of 27.96 feet; Thence along a 75.00 foot radius to the right (the long chord of which bears South 4° 13' 37" West 32.19 feet) a distance of 32.45 feet more or less to the Point of Beginning, all in Lane County Oregon.

EXCEPT: Any portion thereof lying Easterly of the agreed common line described in the certain Bargain and Sale deeds executed by Merrill N. Manley, Ruth I. Manley, Otto F. Vonderheit and Ruby E. Vonderheit, recorded August 5, 1968, Reception No's 34176 and 34177, as recorded in Lane County Oregon Deed Records.



Legend

-  Withdrawal Area
-  In City Limits

0 125 250 500 Feet



Legal Description of Affected Territory to be Annexed

(Tax Lot #4900)

A unit of land being situated in the Southwest 1/4 Section 3, Township 18 South, Range 4 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at the Southwest corner of the Elihu Lindley Donation Land Claim No. 43 in Township 18 South, Range 4 West of the Willamette Meridian ; thence South 00°00'00" East 372.90 feet; thence North 55°07'00" West 772.05 feet to the northeast corner of Tax Lot #4900 and the **POINT OF BEGINNING** of this unit of land;

Thence South 31°26'35" West 269.13 feet to the southeast corner of Tax Lot #4900;

Thence North 66°55'00" West 170.07 feet to the easterly margin of relocated Bailey Hill Road and the southwest corner of Tax Lot #4900;

Thence along the easterly margin of relocated Bailey Hill Road, North 38°34'26" East 304.05 feet to the northwest corner of Tax Lot #4900;

Thence leaving the easterly margin of relocated Bailey Hill Road, South 55°07'00" East 130.75 feet to the point of beginning, all in Lane County, Oregon and containing 42,447 square feet (.98 acres) of land, more or less.



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Initiation of Land Use Code Updates to the Bicycle Parking Standards

Meeting Date: February 26, 2018
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2D
Staff Contact: Reed Dunbar
Contact Telephone Number: 541-682-5727

ISSUE STATEMENT

This item is a request for the City Council to initiate changes to Eugene's land use code to update the bicycle parking standards. The goal of the land use code change is to simplify and update the bicycle parking requirements, increase options, and ensure consistency in application of the land use code.

BACKGROUND

The City of Eugene has been a leader in developing the infrastructure, standards and codes to encourage the use of bicycles since the 1970s. Over that time, best practices related to accommodating people riding cycles have advanced suggesting a change to the land use code may be necessary.

Recent land use plans, including Envision Eugene, call for compact development to enable people to walk and bike for daily needs. Likewise, the Transportation Systems Plan identifies a suite of transportation improvements to encourage people to walk or bicycle more often. In fact, the TSP calls for tripling the percentage of people walking and bicycling over the next 20 years. Adoption of the Vision Zero Action Plan also puts additional emphasis on providing increased safety for all transportation options, so preparing for increased ridership by providing better accommodations for securing bicycles will be necessary to realize policy goals.

The goal of the Climate Recover Ordinance is to reduce climate-changing emissions, like those from the burning of fossil fuels, by encouraging mode shift away from automobiles and toward modes like transit, walking, and bicycling.

One way to implement the Climate Recover Ordinance is to encourage people to go "car-light." For instance, two-car households may find that they can make some trips using other modes, and may only need one car for the remainder of their trips. To accommodate bicycle travel, some families have started using larger bicycles that can transport more than one person and these bikes do not fit in the standard bicycle spaces currently described in the land use code. Another change that is not accounted for in the land use code is the use of electric-assist bikes. People are starting to use "e-bikes" to help them navigate steep hills and carry more cargo or children. These bikes require

access to electrical outlets. A summary of changes, meant to remove ambiguity, encourage riding bicycles, and increase options for developers, are listed below.

1. A requirement for major redevelopments to comply with new bicycle parking standards.
2. Encourage the distribution of bicycle parking on the large campus-type development sites.
3. Provision of electrical outlets for new long-term bicycle parking enclosures.
4. To increase the availability of leasable space, long-term bicycle parking will be allowed to be hung vertically or stacked to reduce the overall footprint required to accommodate bicycle parking
5. The provision of shelters for short-term bicycle parking will be reduced.
6. Placement of bicycle parking in the urban core will be managed by city staff to preserve spaces for outdoor seating, pedestrian wayfinding signs, and bike share stations.
7. The provision of bicycle parking on the University of Oregon campus will be deferred to campus planning based on the adopted University of Oregon's Bicycle Management Program.

Next Steps

Any updates to the City's land use code require City Council to initiate the process. Council initiation only begins the public process through which the Planning Commission and City Council will consider the merits of the changes, and does not infer support for any proposed changes. The formal adoption process for an amendment to the land use code includes notice to the Oregon Department of Land Conservation and Development and interested parties, a public hearing before the Planning Commission who provides a recommendation to City Council, a public hearing before the City Council and action by the City Council.

In advance of the formal adoption process, public outreach will include a public open house where people will have an opportunity to view proposed code language and ask questions. In addition, updated materials related to the bicycle parking code will be available on the city's project website www.eugene-or.gov/bikeparking.

RELATED CITY POLICIES

Ordinance 20540 (Climate Recovery Ordinance) was established to achieve the goal of reducing fossil fuel use by 50 percent by 2030 compared to 2010 usage. Adopted city plans, including the Transportation Systems Plan and Envision Eugene call for greater utilization of non-car transportation modes to complement compact development, mixed-use neighborhoods, and complete streets suitable for safe travel using a variety of transportation modes, including bicycles.

COUNCIL OPTIONS

The City Council may consider the following options:

1. Initiate the changes to the land use code to update the bicycle parking standards.
2. Decline to initiate the changes to the land use code to update the bicycle parking standards.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends the City Council initiate changes to the land use code to update the bicycle parking standards.

SUGGESTED MOTION

Move to initiate changes to the land use code to update the bicycle parking standards.

ATTACHMENTS

None

FOR MORE INFORMATION

Staff Contact: Reed Dunbar
Telephone: 541-682-5727
Staff E-Mail: reed.c.dunbar@ci.eugene.or.us
Website: www.eugene-or.gov/bikeshare

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Police Auditor Cost of Living Type Salary Adjustment

Meeting Date: February 26, 2018
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 2E
Staff Contact: Glenn Klein
Contact Telephone Number: 541-682-5010

ISSUE STATEMENT

The Council is asked to consider awarding Police Auditor Mark Gissiner the same Cost of Living Adjustment type salary adjustment of 2 percent that other non-represented employees received, effective at the same time as other non-represented employees. Other non-represented employees received a 2 percent salary adjustment on January 1, 2018.

BACKGROUND

Mark Gissiner was hired as the City of Eugene Police Auditor on June 29, 2009. Mr. Gissiner's contract provides that the Council consider Cost of Living Adjustments for him at the same time that other exempt employees receive COLAs. On January 1, 2018, non-represented employees received a 2 percent cost of living type salary adjustment.

RELATED CITY POLICIES

Mr. Gissiner's contract with the City Council provides that "The City Council will consider cost of living adjustments for Gissiner at the same time that other non-represented employees receive cost of living adjustments. Cost of living adjustments for the Police Auditor must be approved by the City Council and, if approved, the assigned Police Auditor range will be adjusted accordingly."

COUNCIL OPTIONS

1. The Council may approve award of a 2 percent salary adjustment.
2. The Council may decline to award a salary adjustment.

SUGGESTED MOTION

I move to approve a 2 percent increase to the police auditor's salary effective January 1, 2018.

ATTACHMENTS

None.

FOR MORE INFORMATION

Staff Contact: Glenn Klein

Telephone: 541-682-5010

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Adoption of an Ordinance Adopting Hazardous Substance User Fees for the Fiscal Year Commencing July 1, 2018

Meeting Date: February 26, 2018

Department: Fire

www.eugene-or.gov

Agenda Item Number: 2F

Staff Contact: Jo Eppli

Contact Telephone Number: 541-682-7118

ISSUE STATEMENT

In accordance with provisions of Section 54, Article VII of the Eugene City Charter and Section 3.694 of the City Code, the cost of running the Eugene Toxics Right-to-Know Program must be fully-funded by fees assessed to local manufacturing businesses that are hazardous substance users.

To support the program for the fiscal year July 1, 2018, through June 30, 2019 (Fiscal Year 2019), the Toxics Board recommends that City Council adopt a fee of \$65.430 per full-time-equivalent employee, up to the maximum of \$2,000 per entity as provided by state law. The \$65.430 is an increase of \$2.310 per FTE in comparison to last year's fee, and will bring the program's staffing level to 90 percent, which will allow the Toxics Board more staff time to spend on implementing a comprehensive audit process of businesses currently in the program to ensure accuracy of reporting hazardous substance use and reporting full-time equivalent employees, continuing to identify businesses that meet the program requirements, and improving outreach to the public and businesses that report under the program.

BACKGROUND

Each year, beginning in 1998, Council has approved fees to support the Eugene Toxics Right-to-Know Program—first by resolution and later by Ordinance due to changes in state law. Throughout the life of this program, the City has always assessed fees based on the number of persons employed by businesses required to be in the program. This is because the City is prohibited by state law from charging fees based on the quantity of chemicals used.

Until 2004, the methodology was to poll businesses at the beginning of each calendar year and ask them to calculate and report their Full Time Equivalent for the preceding calendar year, then divide the program's revenue requirement for the upcoming fiscal year by the total number of FTE reported, and bill accordingly, with payment due May 1 each year as provided by the Charter.

In 2004, a state-imposed fee cap of \$2,000 per entity took effect (in accordance with ORS 453.370(2)(b), provided by House Bill 2431). Since that time, businesses are still polled for their Full Time Equivalent figures, the program's revenue requirement is still divided by the total

number of FTE reported, and businesses are still billed accordingly, with payment due May 1 each year as provided by the Charter. Additionally, the state-imposed fee cap of \$2,000 per entity is taken into account. However, because of the state-imposed fee cap, those with a high number of FTE now pay a smaller amount per FTE to support the program. This has resulted in fee reductions for larger businesses, and fee increases for businesses that have not reached the \$2,000 state-imposed fee cap. To date, efforts to address this perceived inequity, both locally and before the State Legislature, have been unsuccessful. Therefore, the recommendation before Council at this time is to adopt a similar fee, similarly calculated, to those adopted in each of the past fourteen years.

It is important to note that the state-imposed fee cap of \$2,000 per entity has remained the same since taking effect in 2004. This state-imposed fee cap, coupled with rising program costs, as well as inflation (all of which are beyond the Toxics Board's scope of control) have created a very serious structural funding issue for the program.

In a continued effort to balance the financial impact—especially for businesses that have not reached the \$2,000 state-imposed fee cap—with maintaining staffing at a reasonable level, the Toxics Board voted unanimously to recommend a fee of \$65.430 per Full Time Equivalent, which covers a budget of \$136,237.229 to support the program for Fiscal Year 2019.

To calculate the fees for FY19, the total number of 4,746.297 FTE reported was used in conjunction with the revenue requirement of \$136,237.229; then taking into account the maximum of \$2,000 per entity as provided by state law, resulted in a fee of \$65.430 per FTE, up to the state-imposed fee cap of \$2,000 per entity. Compared to last year's fee of \$63.120 per FTE, this is an increase of \$2.310 per FTE. Any business with more than 29.999 FTE would pay the state-imposed fee cap of \$2,000 per entity.

In consideration of the Triple Bottom Line, the Eugene Toxics Right-to-Know Program and the work of the Toxics Board supports valuing all people, and assists City Council, staff and the public to be responsible stewards of our physical assets and natural resources.

Section 54, Article I of the City Charter reads as follows:

The people of Eugene do hereby find that:

- A. Exposure to toxic chemicals can damage human health and the environment; and
- B. Citizens have a fundamental right to know the identity and amounts of toxic chemicals that are released into the workplaces, air, water, soil and environment of their community.

The Eugene Toxics Right-to-Know Program requires manufacturers who meet certain criteria to provide information to the public concerning the use and disposition of federally-listed hazardous substances. The program is overseen by the Toxics Board who makes policy recommendations governing the program, and is authorized to enforce the reporting requirements and impose penalties. The Toxics Board is comprised of seven members: three members who are employed by or are agents of businesses required to report under the law; three who have a proven record of environmental advocacy; and one neutral member.

RELATED CITY POLICIES

Section 54, Article VII of the City Charter provides in part as follows:

- A. Each hazardous substance user shall pay an annual fee to the City of Eugene, sufficient to jointly cover the implementation of this Section, including expenses incurred by the Eugene Public Library, Fire Marshal, City of Eugene and the Toxics Board.
- B. In order that this Section be self-supporting through hazardous substance user fees, the fee amounts shall be recommended annually by the Toxics Board and approved and amended as necessary by the Eugene City Council.
- C. All fees due under this Section shall be paid by May 1 of each calendar year.

Section 3.694 of the City Code provides further for these fees.

The Eugene Toxics Right-to-Know Program relates to the following Eugene City Council Goals and Outcomes: Safe Community; Sustainable Development; and Effective, Accountable Municipal Government.

COUNCIL OPTIONS

- 1. Act on the Ordinance.
- 2. Postpone action on the Ordinance.
- 3. Provide other direction.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the Ordinance.

SUGGESTED MOTION

Move to adopt Council Bill 5181, an ordinance adopting hazardous substance user fees for the fiscal year commencing July 1, 2018.

ATTACHMENTS

- A. Proposed Ordinance Adopting Hazardous Substance User Fees for the Fiscal Year Commencing July 1, 2018.

FOR MORE INFORMATION

Staff Contact: Jo Eppli
Telephone: 541-682-7118
Staff E-Mail: joann.c.eppli@ci.eugene.or.us

ORDINANCE NO. _____

**AN ORDINANCE ADOPTING HAZARDOUS SUBSTANCE USER FEES
FOR THE FISCAL YEAR COMMENCING JULY 1, 2018.**

The City Council of the City of Eugene finds that:

A. Pursuant to Article VII of Amendment IV to the Eugene Charter of 2002 (the "Amendment"), the City Council has previously adopted Resolutions and Ordinances establishing fees to be paid by hazardous substance users within the City with the most recent being Ordinance No. 20575 which established fees to be paid by hazardous substance users for the fiscal year commencing July 1, 2017.

B. In accordance with other requirements of the Amendment, the City Council, by ordinance, has adopted the City's Hazardous Substance Tracking Instructions, which provide guidance to hazardous substance users in completing and submitting the reports required by the Amendment.

C. Pursuant to ORS 453.370(2)(a), the City must adopt the hazardous substance user fee schedule via ordinance after notice and public hearing. The City published and posted notice of the public hearing to be held on February 20, 2018, concerning the proposed ordinance adopting hazardous substance user fees, and such hearing was held before the Eugene City Council on that date.

D. Pursuant to ORS 453.370(2)(b), the City cannot adopt a fee schedule that imposes a fee of more than \$2,000 for any single facility in any calendar year.

E. The Toxics Board has recommended a fee of \$65.43 per FTE, not to exceed \$2,000 for any single facility for the 2018 calendar year, in order to cover the expenses of the program for the fiscal year commencing July 1, 2018.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. A fee of \$65.43 per FTE, not to exceed \$2,000 for any single facility for the 2018 calendar year, is hereby imposed as the fee to be paid by hazardous substance users within the City of Eugene.

Section 2. As used in this Ordinance, the terms "FTE" and "hazardous substance users" have the meanings ascribed to them in Section 3.692 of the Eugene Code, 1971.

Section 3. The fees collected pursuant to this Ordinance shall be used for the purpose of operating the Toxics Right-to-Know Program created by Amendment IV to the Eugene Charter of 2002 and implemented by subsequent ordinances of the City.

Passed by the City Council this

____ day of _____, 2018.

City Recorder

Approved by the Mayor this

____ day of _____, 2018.

Mayor

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Adoption of a Resolution Annexing Land to the City of Eugene (Assessor's Map 17-04-10-14, Tax Lot 800—located on Hyacinth Street south of Travis Avenue).
(Steinberg, Matt; A 17-11)

Meeting Date: February 26, 2018
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2G
Staff Contact: Nicholas R. Gioello
Contact Telephone Number: 541-682-5453

ISSUE STATEMENT

This item is a request to annex a vacant parcel located on Hyacinth Street south of Travis Avenue. The parcel to be annexed is approximately 0.41 acres (17,860 square feet) and is undeveloped. No public right-of-way is proposed for annexation as part of this request. A vicinity map is provided as Attachment A.

The property is zoned R-1 Low Density Residential with /CAS Commercial Airport Safety overlay and /UL Urbanizable Lands overlay, and is designated for low density residential use in the Metro Plan and the applicable refinement plan, the River Road-Santa Clara Urban Facilities Plan. Annexation will allow for future development consistent with the property's designation and the Eugene Code. Specific plans for future development of the site are not included as part of this annexation application.

BACKGROUND

To encourage compact urban growth and sequential development within Eugene's urban growth boundary, the Metro Plan provides that ultimately all land within the UGB will be annexed into the City and provided with a minimum level of urban services.

Approval of annexation requests are based on the criteria at Eugene Code 9.7825 which require that (1) the land proposed to be annexed is within the City's UGB and is contiguous to the City limits or separated from City limits only by a right-of-way or water body; (2) the proposed annexation is consistent with the applicable policies in the Metro Plan and in any applicable refinement plans; and (3) the proposed annexation will result in a boundary in which the minimal level of key urban facilities and services can be provided in an orderly, efficient and timely manner. Findings demonstrating that the annexation request is consistent with these approval criteria are included as Exhibit C to the attached draft resolution (Attachment B).

To provide nearby property owners and residents an opportunity to review and comment on this annexation request, public notice was provided to all owners and occupants of property within 500 feet of the subject property and the affected neighborhood association (Santa Clara

Community Organization), consistent with Eugene Code requirements. No written testimony has been received as of this date.

Referral comments were provided by affected agencies including City of Eugene Public Works, Eugene Water & Electric Board, and Lane County Public Works. These referral comments confirm that the property can be provided with the minimum level of key urban services consistent with the approval criteria. Given the findings of compliance, ability for the provision of key urban services, and lack of testimony received, a public hearing is not recommended in this instance.

Additional background information regarding this request, including relevant application materials, is included for reference as Attachment C. A full copy of all materials in the record is also available at the Permit and Information Center located at 99 West 10th Avenue.

RELATED CITY POLICIES

The Metro Plan contains the policies that are related to this annexation request. The applicable refinement plan is the River Road-Santa Clara Urban Facilities Plan. The policies applicable to this request are addressed in the Planning Director's findings and recommendation (Exhibit C to Attachment B).

COUNCIL OPTIONS

City Council may consider the following options:

1. Adopt the draft resolution
2. Adopt the draft resolution with specific modifications as determined by the City Council
3. Deny the draft resolution
4. Defer action until after the council holds a public hearing on the proposed annexation

CITY MANAGER'S RECOMMENDATION

The City Manager recommends the City Council adopt the resolution by finding that the request complies with all applicable approval criteria, and that the annexation be approved.

SUGGESTED MOTION

Move to adopt Resolution No. _____, which approves the proposed annexation request consistent with the applicable approval criteria.

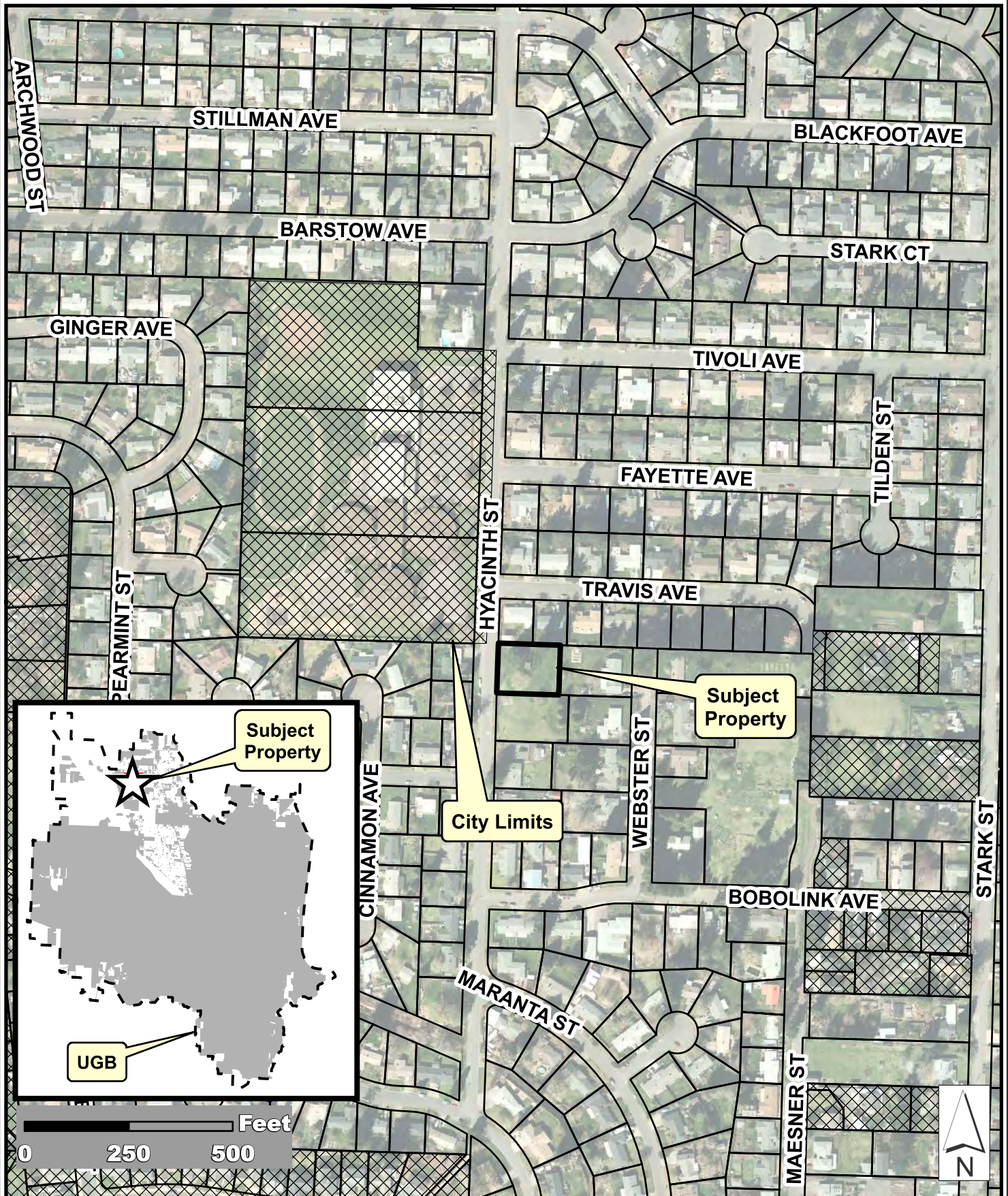
ATTACHMENTS

- A. Vicinity Map
- B. Draft Annexation Resolution with Exhibits A through C
 - Exhibit A: Map of Annexation Request
 - Exhibit B: Legal Description
 - Exhibit C: Planning Director Findings and Recommendation
- C. Application Materials for Annexation Request

FOR MORE INFORMATION

Staff Contact: Nicholas R. Gioello
Telephone: 541-682-5453
Staff E-Mail: nick.r.gioello@ci.eugene.or.us

Steinberg, Matt (A 17-11)



Legend

Subject Property Taxlots City Limits

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



RESOLUTION NO. _____

APPROVAL OF A RESOLUTION ANNEXING LAND TO THE CITY OF EUGENE (ASSESSOR'S MAP 17-04-10-14, TAX LOT 800—LOCATED ON HYACINTH STREET SOUTH OF TRAVIS AVENUE).

The City Council of the City of Eugene finds that:

A. An annexation application was submitted on December 6, 2017, by Matt Steinberg in accordance with the provisions of Section 9.7810 of the Eugene Code, 1971, ("EC") to annex property identified as Assessor's Map 17-04-10-14, Tax Lot 800, to the City of Eugene.

B. The property proposed to be annexed is depicted on the map attached as Exhibit A to this Resolution. The legal description of the property proposed to be annexed is attached to this Resolution as Exhibit B.

C. The City's Planning Director has submitted a written recommendation that the application be approved based on the criteria of EC 9.7825. The Planning Director's Findings and Recommendation is attached as Exhibit C.

D. On January 26, 2018, a notice containing the street address and assessor's map and tax lot number, a description of the land proposed to be annexed, and the Planning Director's preliminary recommendation was mailed to the applicant, owners and occupants of property within 500 feet of the perimeter of the subject property, and the Santa Clara Community Organization. The notice advised that the City Council would consider the Planning Director's full recommendation on the proposed annexation on February 26, 2018.

E. After considering the Planning Director's recommendation, the City Council finds that the application should be approved.

NOW, THEREFORE,

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

Section 1. Based on the above findings and the Planning Director's Findings and Recommendation attached as Exhibit C which are adopted in support of this Resolution, it is ordered that the land identified as Assessor's Map 17-04-10-14, Tax Lot 800, depicted on the map attached as Exhibit A, and more particularly described in the attached Exhibit B, is annexed to the City of Eugene.

Section 2. This Resolution is effective immediately upon its passage by the City Council. The annexation and automatic rezoning of the land from R-1 Low Density Residential with /CAS

Commercial Airport Safety Overlay and /UL Urbanizable Lands Overlay to R-1 Low Density Residential with /CAS Commercial Airport Safety Overlay pursuant to EC 9.7820(3) shall become effective in accordance with State law.

The foregoing Resolution adopted the ____ day of February, 2018.

City Recorder

December 5, 2017

**WRITTEN STATEMENT
ANNEXATION**

TM 17-04-10-14, TL 800

Branch Engineering Inc. Project No. 17-422

This application proposes an annexation for Tax Map 17-04-10-14, Tax Lot 800 along Hyacinth Street in Eugene. The property is located inside the Eugene Metro Plan boundary and is zoned R-1 Low Density Residential with overlays of UL Urbanizable Land and CAS Commercial Airport Safety. The Metro Plan designation is Low Density Residential. The purpose of the annexation is to increase options for future use of the property.

The following describes how the proposed annexation conforms to the Eugene Code:

9.7825 Annexation – Approval Criteria. The city council shall approve, modify and approve, or deny a proposed annexation based on the application's consistency with the following:

- (1) The land proposed to be annexed is within the city's urban growth boundary and is:
 - (a) Contiguous to the city limits; or
 - (b) Separated from the city only by a public right of way or a stream, bay, lake or other body of water.

The property to be annexed is within the urban growth boundary and separated by a public right-of-way (along Hyacinth Road) to the city limits (Tax Map 17-04-10-14, Tax Lot 800).

- (2) The proposed annexation is consistent with applicable policies in the Metro Plan and in any applicable refinement plans.

The property is within the Metro Plan and the River Road Santa Clara Urban Facilities Plan. The Metro Plan designation is Low Density Residential with Urbanizable Land and Commercial Airline Safety overlays.

No policies from the River Road Santa Clara Urban Facilities Plan address annexation. The subject property is not located within a defined subarea of the RR/SC UFP. None of the general "Residential Land Use Policies" listed in Section 2.2 are directly applicable to the annexation. The "Public Facilities and Services Element" policies of the RR/SC UFP are directed at local government; however, the premise of these policies (regarding the provision

of urban services) is the assumption that the properties within the UGB will be annexed.

As further detailed in subsection (3), the proposed annexation is consistent with Metro Plan growth management policies and can be served by the minimum level of key urban services.

Several other policies from the Metro Plan provide support for this annexation by encouraging compact urban growth to achieve efficient use of land and urban service provisions within the UGB, including the following policies from the Growth Management section:

Policy 8: Land within the UGB may be converted from urbanizable to urban only through annexation to a city when it is found that:

- a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner*
- b. There will be a logical area and time within which to deliver urban services and facilities. Conversion of urbanizable land to urban shall also be consistent with the Metro Plan (page 11-C-4).*

Policy 10: Annexation to a city through normal processes shall continue to be the highest priority. (Page II-C-5).

Policy 15: Ultimately, land within the UGB shall be annexed to a city and provided with the required minimum level of urban facilities and services. While the time frame for annexation may vary, annexation should occur as land transitions from urbanizable to urban. (Page II-C-5)

- (3) *The proposed annexation will result in a boundary in which the minimum level of key urban facilities and services, as defined in the Metro Plan, can be provided in an orderly, efficient, and timely manner.*

As discussed below, public services are in place and readily available to the properties proposed for annexation. Because of the proximity to the surrounding urban facilities, services can be provided in an orderly, efficient, and timely manner.

- Electrical service is provided by EWEB. Overhead wires exist on the far side of Hyacinth Street; lines would need to extend across the street at the northwest corner of the property in order to serve any future housing.*
- Water service is provided by EWEB. A 6-inch cast iron water main is available for connection on East side of Hyacinth Street.*
- An 8-inch waterline exists along Hyacinth Street on the west side of the tax lot.*
- The City of Eugene does not currently have any storm sewer facilities in the area. Therefore, any future development will need to treat and*

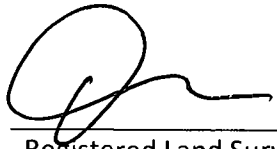
retain the stormwater on-site. If full infiltration is not an option, post-development runoff will need to mimic pre-development rates and locations.

- Lane Fire Authority currently provides fire service to the area.*
- The site has frontage along Hyacinth Street, allowing transportation access to the property.*
- The property is within the Eugene School District 4J and is within the district boundaries of Spring Creek Elementary, Madison Middle School and North Eugene High School.*
- Garbage collection service is provided by private firms. Regional disposal sites and the Short Mountain Landfill are operated by Lane County.*
- Police protection can be extended to this site upon annexation consistent with service provision throughout the City.*
- Emergency medical services are currently provided by Eugene Fire & EMS.*
- A minimum level of park service can be provided to the proposal area as prescribed in the Metro Plan.*
- Planning and building permit services are provided for all properties located within the urban growth boundary by the City of Eugene. The Eugene Code, Chapter 9, will provide the required land use controls for future development of the subject property upon annexation.*
- A variety of telecommunications providers offer communications services throughout the Eugene/Springfield area.*

Certification of Description

Pursuant to EC 9.7810(7), Annexation Application Requirements, I hereby certify the metes and bounds description of the real property proposed for annexation closes; and the map outlining the boundary is a true representation of the description.

Signature:

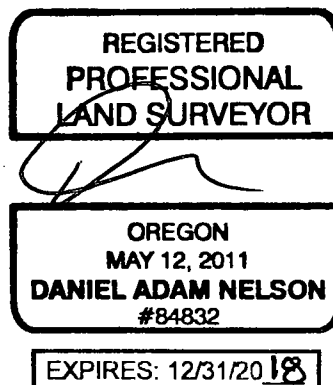


Registered Land Surveyor

Print Name: Daniel Nelson, PLS

Date: December 5, 2017

Seal:



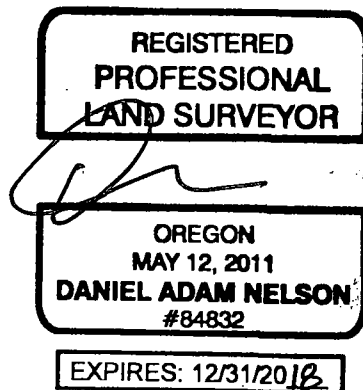
December 5, 2017

LEGAL DESCRIPTION

TM 17-04-10-14, TM 800, EUGENE, OR

Branch Engineering Inc. Project No. 17-422

BEGINNING at the Southwest corner of the Abraham Peek Donation Land Claim No. 51, Township 17 South, Range 4 West of the Willamette Meridian; **THENCE** North 0°04'30" East 2029.96 feet along the West line of said Claim to a point; **THENCE** South 89°56' East 30.00 feet to a point which is the **TRUE POINT OF BEGINNING**; **THENCE** North 0°04'30" East 232.68 feet along a line parallel with and 30.00 feet East of West line of said claim; **THENCE** South 89°56' East 147.95 feet; **THENCE** South 0°12' East 232.68 feet; **THENCE** North 89°56' West 149.15 feet to the **TRUE POINT OF BEGINNING**, in Lane County Oregon; EXCEPT the South 115 feet thereof.



Summary of Urban Service Provision

This form is intended as a guide to assist applicants in demonstrating that a minimum level of key urban services can be provided to the area proposed for annexation. Space is provided on this form for you to provide detailed information on service provision. Please add additional pages if necessary to provide details of servicing issues related to the area you are annexing. To assist you in providing this information, some contacts are listed below. For large or difficult to serve properties, you may wish to contact a private land use planning consultant to prepare your application.

Property Owner(s) Name:
Matthew Steinberg

Assessor's Map and Tax Lot Numbers for Properties Proposed for Annexation
(For example: Map 17-03-19-31, Tax Lot 100)

TM 17-04-10-14, TL 800

Wastewater -- All new development must connect to the wastewater (sanitary sewer) system. Is wastewater service available to serve the area proposed for annexation? (For more information, contact the Engineering staff at the City of Eugene Permit and Information Center or call 541-682-8400.)

The property(ies) in this annexation request:

X will be served from an existing gravity wastewater line.

Location and size of existing wastewater line:

An 8-inch pipe is located along Hyacinth Street on the west side of the lot.

 will be served by an extension of an existing gravity wastewater line.

Where will a wastewater line be extended from? When will it be extended? By whom?

Stormwater -- Site plans for all new development must provide for drainage to an approved system consistent with the Comprehensive Stormwater Management Plan. City approval for storm drainage will be required as part of the development process. (For more information, contact the Engineering staff at the City of Eugene Permit and Information Center or call 541-682-8400.)

Is the site currently served by an approved stormwater system?
No.

If yes,
location? _____

If no, how will stormwater be handled after development? -

No construction is included as part of this application. Future development will need to treat and detain/retain stormwater on-site. If full infiltration is not an option, post-development runoff will need to mimic pre-development rates and locations.

Streets – What existing streets provide access to this site. List existing streets that provide access to this site from River Road, the Northwest Expressway, or Beltline Highway. Site is on Hyacinth Street in Eugene. Access to Northwest Expressway is available by taking Hyacinth St south to Calla St, Calla to Kalmia Street, Kalmia to Irving Rd, and then Irving to Northwest Expressway.

Will dedication for additional street right-of-way be required upon further development of this site?

_____ Yes X No _____ Unknown

Will existing streets be extended or new streets constructed upon further development of this site?

_____ Yes X No _____ Unknown

(For more information, contact the City of Eugene Public Works staff at (682-6004).)

Parks, Recreation, and Cultural Services

Systems Development revenues generated by new development and Ballot Measure 20-30, which authorized the issuance of \$25.3 million in general revenue bonds, will help to fund future City park acquisition and development in this area and throughout the city. Please list the parks and recreation facilities that already exist or are planned in the general vicinity of the property(ies) included in this annexation:

The City of Eugene serves this area. Arrowhead City Park is located 0.6 mile to the northwest of the site on Arrowhead Street. Awbrey Park is located 1.7 miles to the northeast of the site on Spring Creek Drive.

Key services, defined by the Metropolitan Plan as parks and recreation programs, will be available to new city residents in this area on an equal basis with residents throughout the city.

Public Safety

Police services - Police protection can be extended to this site upon annexation consistent with service provision throughout the city.

For River Road/Santa Clara area-

Police services - Police protection can be extended to this site upon annexation consistent with service provision throughout the city. Police currently travel along River Road to provide service to areas throughout the River Road and Santa Clara area. Infill annexations and development in this area will increase the efficiency of service delivery to this area.

Fire and emergency services (Please indicate which fire district serves subject property.)

_____ Santa Clara - Fire protection services are currently provided to the subject property by the Santa Clara Rural Fire Protection District.

_____ River Road - Fire and emergency services - Fire protection is currently provided to the subject property by the River Road Water District under contract with the City of Eugene. Upon annexation, fire protection will be provided directly by the City of Eugene Fire & EMS Department.

Emergency medical transport (i.e., ambulance) services are currently provided on a regional basis by Eugene, Springfield, and Lane Rural Fire/Rescue to central Lane County, including the River Road and Santa Clara areas. After annexation, this service will continue to be provided by the current provider. All ambulance service providers have mutual aid agreements and provide back-up service into the other providers' areas.

Planning and Development Services -- Planning and building permit services are provided to the area outside the city limits but within the urban growth boundary by the City of Eugene. This service would continue after annexation.

EWEB (Eugene Water and Electric Board) currently provides water and electric service in the Eugene area and can provide service to new development in the River Road and Santa Clara area upon annexation. Some properties in northern Eugene receive electric service from EPUD (Emerald People's Utility District). Some properties in south Eugene receive electric services from the Lane Electric Cooperative; please note if this is the case for your property. For more information contact EWEB, ph. 484- 2411, EPUD, ph. 746-1583 or Lane Electric Co-op, 484-1151.

Electric Service – Which electric company will serve this site?

_____ EWEB _____.

Water Service -- Please provide the size and location of the water main closest to your property. _____ EWEB _____.

_____ 6-inch cast iron water main located on east side of Hyacinth Road. _____.

Solid Waste -- Solid waste collection service is provided by private firms. Regional disposal sites and the Short Mountain Landfill are operated by Lane County.

Natural Gas -- Northwest Natural Gas can extend service to new development in this area.

Communications -- US West Communications and a variety of other telecommunications providers offer communications services throughout the Eugene/Springfield Area.

Consent to Annexation

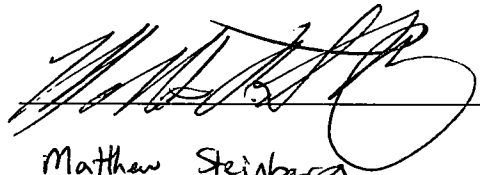
Consent is hereby given to the annexation by the City of Eugene, Oregon of the following described real property:

Map and Tax Lot: 17-04-10-14-00800 Address: n/a

Legal Description:
See attached

In the corporate limits of said city, which is owned by the undersigned

DATED this 5th day of DECEMBER, 2017.



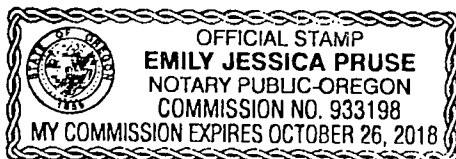
Matthew Steinberg

STATE OF OREGON)

County of Lane)ss
)

On this 5 day of December, 2017, before me, the undersigned, a notary public in and for the said county and state, personally appeared the within-named, Matthew Steinberg, who is known to me to be the identical individual described herein and who executed the same freely and voluntarily.

Seal:



IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.



Notary Public for Oregon
My Commission Expires 10th October 26, 2018

Application #: C * 2008 - _____
For City Use Only

* CB = Coburg
CR = Creswell
FL = Florence
OA = Oakridge
CG = Cottage Grove
EU = Eugene
JC = Junction City
SP = Springfield

PETITION
Petition Signature Sheet
Annexation by Individuals

RECEIVED
DEC 06 2017
Lane County
Assessment & Taxation

RECEIVED
DEC - 6 2017
CITY OF EUGENE
PLANNING DIVISION

We, the following property owners/electors, consent to the annexation of the following territory to the City of *(Insert Name of City): Eugene*

Signature	Date Signed m/d/y	Print Name	Residence Address (street, city, zip code)	Map and Tax Lot Number (example: 17-04-03-00-00100)	✓ Land Owner	✓ Reg Voter	Acres (qty)
	12/5/17	Matthew Steinberg	2489 Lincoln Street, Eugene OR 97405	17-04-10011-00800 17-04-10-14 Th 00800	X		0.41
2.							
3.							
4.							
5.							

Note: With the above signature(s), I am attesting that I have the authority to consent to annexation on my own behalf or on behalf of my firm or agency. (Attach evidence of such authorization when applicable.)

I, MATTHEW STEINBERG (printed name of circulator), hereby certify that every person who signed this sheet did so in my presence.
X  (signature of circulator)

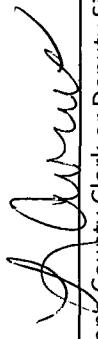
CERTIFICATION OF PROPERTY OWNERS

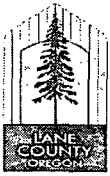
The total landowners in the proposed annexation are 1 (qty). This petition reflects that 1 (qty) landowners (or legal representatives) listed on this petition represent a total of 100 (%) of the landowners and 100 (%) of the acres as determined by the map and tax lots attached to the petition. A&T is not responsible for subsequent deed activity which may not yet be reflected on the A&T computerized tax roll.

CERTIFICATION OF ELECTORS

The total active registered voters in the proposed annexation are 0. I hereby certify that this petition includes 0 valid signatures representing 0 (%) of the total active registered voters that are registered in the proposed annexation.


Lane County Department of Assessment and Taxation
12-6-17
Date Certified


Lane County Clerk or Deputy Signature
12/6/17
Date Certified



Property Account Summary

As Of 12/6/2017 Status: Active

Account No.: 0353795 Alternate Property Number: 1704101400800
Account Type: Real Property
TCA: 00443
Situation Address: ADDRESS UNKNOWN
OR
Legal: Township 17 Range 04 Section 10 Quarter 14 TL 00800

Parties:

Role	Name & Address
Owner	STEINBERG MATTHEW B 2489 LINCOLN ST EUGENE OR 97405
Taxpayer	STEINBERG MATTHEW B 2489 LINCOLN ST EUGENE OR 97405

Property Values:

Value Name	2017	2016	2015	2014	2013
MKTTL	\$71,071	\$67,518	\$67,518	\$62,696	\$57,873
AVR	\$32,949	\$31,989	\$31,057	\$30,152	\$29,274
TVR	\$32,949	\$31,989	\$31,057	\$30,152	\$29,274

Property Characteristics:

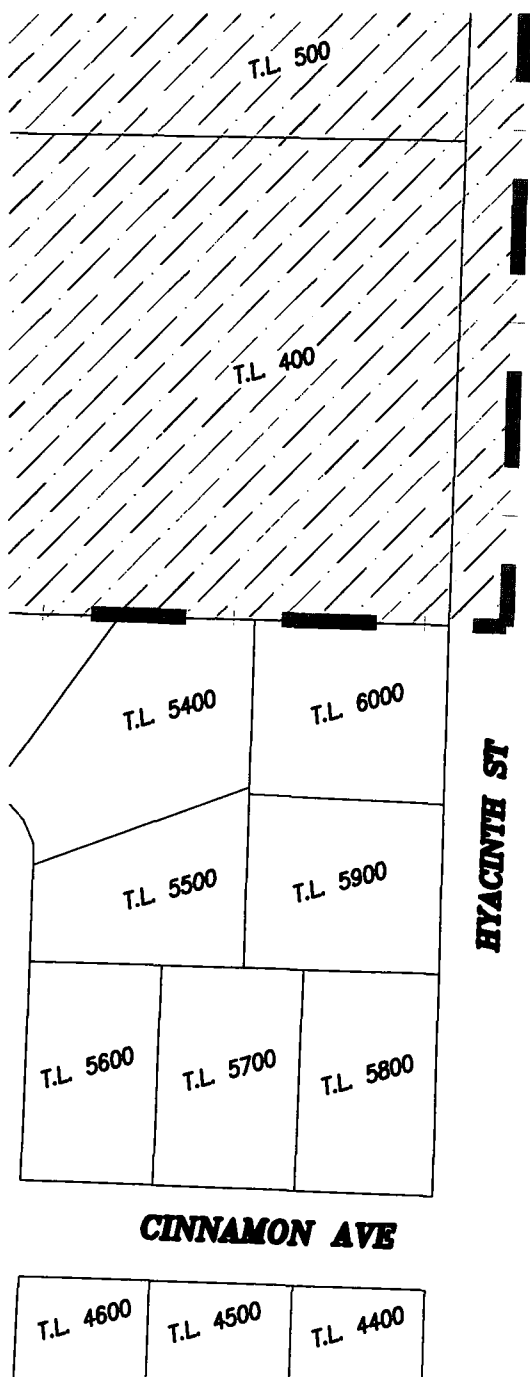
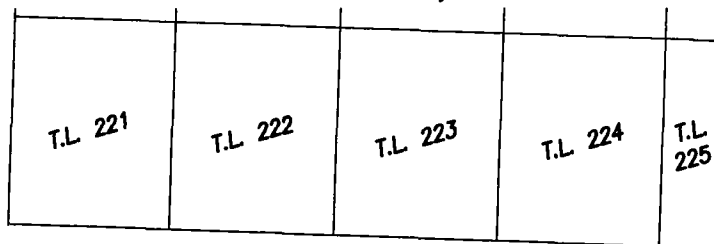
Tax Year	Characteristic	Value
2017	Property Class	100 Res conforming vac
	Change Property Ratio	1XX Residential
	Size	0.41
	Code Split	N
	Neighborhood	431500

Exemptions:

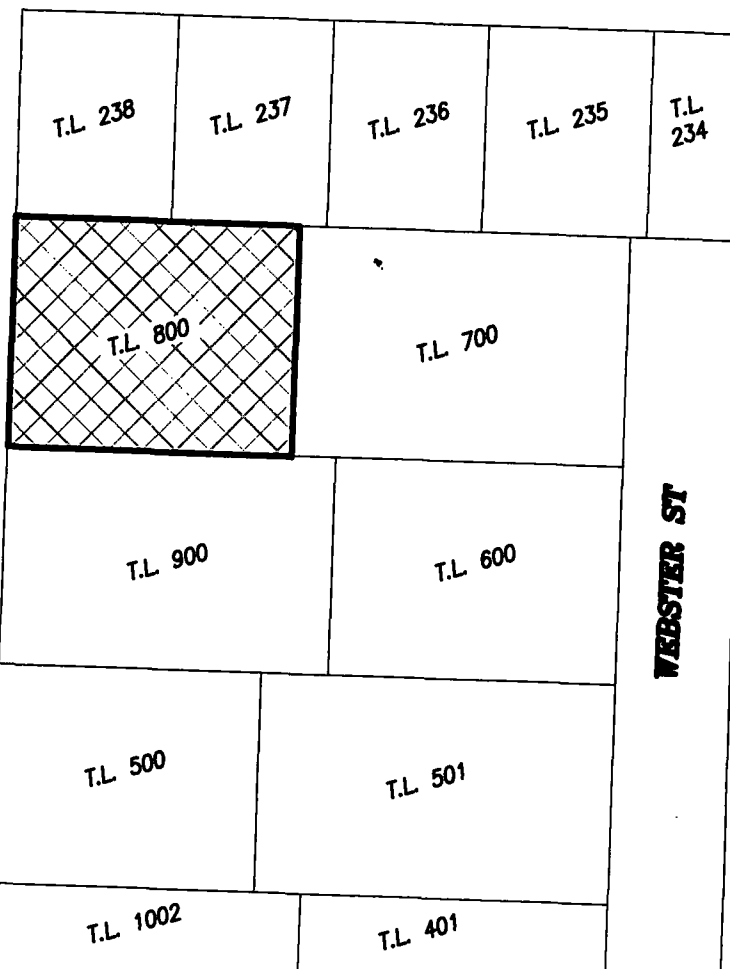
(End of Report)

LAND ANNEXATION FOR
STEINBERG

NE 1/4, SEC 10, T17S, R4W, WM
EUGENE, LANE COUNTY, OREGON
NOVEMBER 27, 2017



TRAVIS AVE



LEGEND



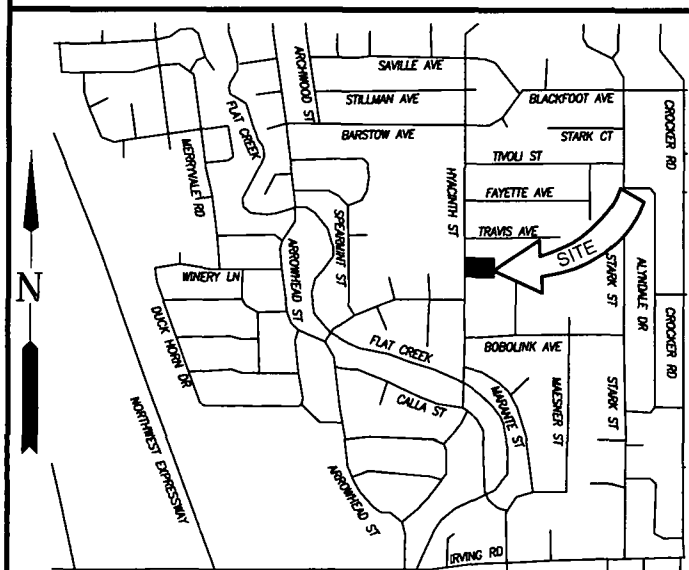
CITY LIMITS



LANDS TO BE ANNEXED

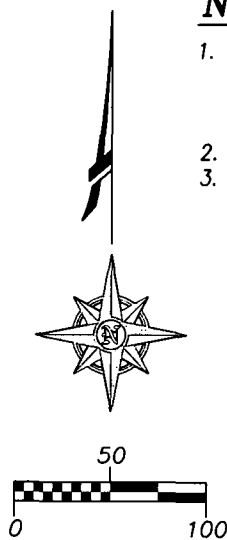
NOTES

1. CITY LIMITS BOUNDARIES SHOWN PER THE CITY OF EUGENE ON-LINE INTERACTIVE ZONING MAP ON JULY 28, 2017.
2. SITE IS CURRENTLY VACANT.
3. NO EASEMENT OR OTHER RECORDED RESTRICTIONS ARE KNOWN TO EXIST ON THE SITE.



VICINITY MAP

NOT TO SCALE



SCALE: 1"=100'

Branch
ENGINEERING
Since 1977

310 5th Street
Springfield, OR 97477
p: 541.746.0637
www.BranchEngineering.com

Please complete the following application checklist. Note that additional information may be required upon further review in order to adequately address the applicable criteria for approval. If you have any questions about filling out this application, please contact Planning staff at the Permit and Information Center, phone (541)682-5377, 99 West 10th Avenue, Eugene.

List all Assessor's Map and Tax Lot numbers of the property included in the request.

Assessor's Map	Tax Lot	Zoning	Acreage
17-04-10-14	800	R-1 Low Density Residential	0.44 acres

Property Address: None

Plans for Future Development & Permit Number (if applicable): _____

Public Service Districts:

Name			
Parks:	City of Eugene		
Electric:	EWEB		
Water:	EWEB, Santa Clara Water District		
Sanitary Sewer:	City of Eugene		
Fire:	Lane Fire Authority		
Schools:	Elementary: Spring Creek	Middle: Madison	High: North Eugene
Other:	Ambulance: Eugene Fire & EMS		

Filing Fee

- ☒ A filing fee must accompany all applications. The fee varies depending upon the type of application and is adjusted periodically by the City Manager. Check with Planning staff at the Permit and Information Center to determine the required fee or check website at www.eugeneplanning.org

Written Statement (Submit 5 copies)

- ☒ Submit a detailed written statement describing how this request is consistent with all applicable criteria (Section 9.7825 of the Eugene Code).

Site Plan Requirements

Submit 3 paper copies and 1 digital copy of a site plan, drawn to an engineer's scale on 8 ½" x 11" sheet of paper. Site plans shall include the following information:

- ☒ Show the date & north arrow on site plan.
- ☒ Show the Assessor's Map and Tax Lot number(s) on the site plan.
- ☒ Show a vicinity map on the site plan (vicinity map does not need to be to scale).
- ☒ Show city limits & UGB (if applicable)
- ☒ Clearly label the affected territory and any public right of ways to be annexed.
- ☒ Show all adjacent streets, alleys, and accessways.
- ☒ Show all dimensions of existing public utility easements and any other areas restricting use of the parcels, such as conservation areas, slope easements, access easements, etc.
- ☒ Show the location of all existing structures.

Other Application Requirements (Submit 3 paper copies and 1 digital copy of all)

- ☒ Petition for Annexation form listing all owners, including partial owners, and electors. This form includes the Certification of Electors which must be signed by the Lane County Elections/Voter Registration Department and also includes the Verification (Certification) of Property Owners which must be signed by the Lane County Department of Assessment and Taxation. *This form is required even if the land is vacant.*
- ☒ Notarized Consent to Annexation form.
- ☒ A legal description of the land proposed for annexation, including any public right of way prepared by a registered land surveyor. Oregon Revised Statutes (ORS) 308.225 requires submittal of a closing metes and bounds description or subdivision block and lot number description. Please see example of acceptable legal descriptions contained in the application packet. The legal description must exactly correspond with the map included with the application or the Assessor's map.
- ☒ Summary of Urban Service Provision form.
- ☒ Census Information Sheet.

Note: This is not a complete list of requirements. Additional information may be required after further review in order to adequately address the applicable approval criteria.

By signing, the undersigned certifies that he/she has read and understood the submittal requirements outlined, and that he/she understands that omission of any listed item may cause delay in processing the application. I (We), the undersigned, acknowledge that the information supplied in this application is complete and accurate to the best of my (our) knowledge.

PROPERTY OWNER OF TAX LOT: 800

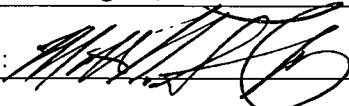
Name (print): Matt Steinberg

Address: 2489 Lincoln Street

Email: cefdmbs@comcast.net

City/State/Zip: Eugene, OR 97405

Phone: 541-501-1899 Fax:

Signature: 

Date: 12/05/2017

PROPERTY OWNER OF TAX LOT: _____

Name (print):

Address:

Email:

City/State/Zip:

Phone:

Fax:

Signature:

Date:

PROPERTY OWNER OF TAX LOT: _____

Name (print):

Address:

Email:

City/State/Zip:

Phone:

Fax:

Signature:

Date:

SURVEYOR:

Name (print): Daniel Nelson, PLS

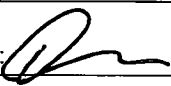
Company/Organization: Branch Engineering, Inc.

Address: 310 Fifth Street

City/State/Zip: Springfield, OR 97477

Phone: 541-746-0637 Fax:

E-mail: dann@branchengineering.com

Signature: 

Date: 12-5-17

REPRESENTATIVE (If different from Surveyor):

Name (print):

Company/Organization:

Address:

City/State/Zip:

Phone:

Fax:

E-mail:

Signature:

Date:

****Attached additional sheets if necessary.**

Matt Steinberg cell# - (541) 501-1899



PLANNING RECEIPT

DATE 12/6/2017

City of Eugene Planning

Method of Payment

- ☐ Cash
☐ Check
☒ Visa/MC

Customer Information

Name Matt Steinberg
Address 2489 Lincoln St
Eugene, OR 97405
Project 17-04-10-14-00800

Amount Received

\$5,155.70

#	Application Type	Modification	Concurrent	Qty	Base Fee	Discount	Total
1	Annexation			1	\$ 4,730.00		\$ 4,730.00
2							
3							
4							
5							
6							
7							
8							
9							
	Other						
	Other						
	Appeal						
	Appeal						

Subtotal App Fees \$ 4,730.00

Subtotal Other Fees \$ -

Admin Fee (not included on appeals or other fees) 9% \$ 425.70

Total \$ 5,155.70

Staff Receiving Application
MHD

DUPLICATE RECEIPT DUPLICATE RECEIPT

=====

CITY OF EUGENE
BUILDING & PERMIT SERVICE
99 WEST 10TH AVE 682-5086
REG-RECEIPT: 1-0006376 Dec 06 2017
CASHIER: DMB

=====

Annexation Fee \$4,730.00
Admin Fee-Auto Calc \$425.70

TOTAL DUE: \$5,155.70

RECEIVED FROM:
MATT STEINBERG

Credit: \$5,155.70

Total tendered: \$5,155.70

Change due: \$.00

=====

www.eugene-or.gov/bldgpermittracking

=====

Please take our customer survey at:
www.surveymonkey.com/s/COEPermitSurvey

=====

DUPLICATE RECEIPT DUPLICATE RECEIPT

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Intergovernmental Relations: 2018 Legislative Update

Meeting Date: February 12, 2018
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 2H
Staff Contact: Ethan Nelson
Contact Telephone Number: 541-682-5245

ISSUE STATEMENT

The IGR Committee adopted the 2018 Legislative Priorities document in their January 29, 2018, meeting and requested it be shared with the City Council.

BACKGROUND

In 2013, the City Council passed a resolution calling for a more efficient process to establish and implement legislative policy. The process focuses City resources on high-priority items to be reviewed and approved by the Council's Intergovernmental Relations Committee rather than staff bringing all City-related legislation to the committee.

At the January 24, 2018, City Council Work Session, staff presented the DRAFT 2018 Legislative Priorities, which the Intergovernmental Relations Committee adopted as presented on January 29, 2018. Current IGR Committee Members include: Councilor Taylor, Councilor Clark and Councilor Zelenka. The Mayor regularly attends IGR Committee meetings as a non-voting member.

RELATED CITY POLICIES

City Council Resolution 5081, passed unanimously on February 11, 2013 created the current streamlined process for establishing and lobbying the City's legislative priorities.

COUNCIL OPTIONS

No Council action or recommendations are suggested.

CITY MANAGER'S RECOMMENDATION

No council action or motions are suggested. This item is informational only.

SUGGESTED MOTION

No council action or motions are suggested. This item is informational only.

ATTACHMENTS

A. 2018 Legislative Priorities

FOR MORE INFORMATION

Staff Contact: Ethan Nelson

Telephone: 541-682-5245

Staff E-Mail: ethan.a.nelson@ci.eugene.or.us



2018 Legislative Priorities

Support Housing Opportunities and Financial Stability for Eugene Residents

1. Eugene supports the preservation and expansion of programs and tools to fund the development and preservation of housing affordable to low-income persons.
2. Eugene supports the preservation and expansion of funding for human services, emergency housing assistance, and other programs to meet the needs of homeless persons and those at risk of homelessness.
3. Eugene supports the preservation and expansion of land use and community planning tools that enable the development of affordable housing.
4. Eugene supports the preservation and expansion of tools to support financial stability, savings, and asset development for low-income persons.
5. Eugene supports the establishment of stronger linkages between the housing, land use, education, and health systems at the state level to expand housing opportunities. Eugene also supports additional opportunities for state/local coordination and collaboration.
6. Eugene supports State funding for sobering and detox services that are designed to transition chronically inebriated homeless to housing and treatment.
7. Eugene supports State funding for mental health outreach and treatment designed to transition persistently homeless individuals with mental health conditions to housing and treatment.
8. Eugene supports efforts to ensure Oregon residents do not experience discrimination in housing and may access appropriate information and complaint systems.

Local Finance Options

1. Proposals to restructure or change the State's tax and revenue system must allow local government's continued authority to finance the level of services demanded by their citizens.
2. City governments are the most practical and effective providers of urban municipal services, and State or County tax policies should avoid raising revenues for duplication of city services by other jurisdictions.
3. Eugene opposes the levying of property taxes by the State to fund services that are deemed the responsibility of the State.
4. Eugene supports the ability to maintain local flexibility over revenue systems, retain local apportionment of revenue from State gas, liquor, beer and wine taxes, marijuana taxes and other State imposed taxes and fees, and the preservation and enhancement of state shared revenues.
5. Eugene opposes the granting of new exemptions, deferrals or forgiveness of property taxes by the Legislature without reimbursement of the revenue forgone by cities.
6. Eugene supports the repeal of local government preemptions created by state or federal agencies or legislation, and opposes federal or state pre-emption of local taxation authority.
7. Eugene opposes subsidizing through taxes, services, or changes to revenue sharing formulas those businesses or households in unincorporated areas.

2018 Eugene Legislative Priorities

8. Eugene supports maintaining current tax and fee authority regarding System Development Charges (SDCs) and Urban Renewal Districts.

Economic Development

1. Eugene will look for opportunities to strengthen the Regional Accelerator Innovation Network (RAIN), and supports additional funding.
2. Support local authority to develop infrastructure that provides new economic development opportunities, especially in the area of emerging technology industries. Eugene supports the inclusion of telecommunications network funding in state-funded infrastructure projects.
3. Eugene supports the development and funding of the University of Oregon's Knight Campus for Scientific Innovation.
4. Eugene supports the continuation and funding for the federal Investing in Manufacturing Communities Partnerships program through our continued involvement and leadership in the Pacific Northwest Manufacturing Partnership.
5. Eugene supports state funding assistance for the construction of a new Lane County Courthouse.
6. Eugene supports the Cultural Arts sector as a primary economic driver.

Land Use

1. Eugene opposes legislation that eliminates or weakens existing methods of annexation.
2. Eugene opposes state or federal legislative or regulatory pre-emption of local land use laws and authorities.

IT, Right of Way (ROW) Management and Compensation, and Taxation Authority

1. Eugene defines telecommunications to include wireless and wireline voice, data, and cable system communications, and high speed broadband services such as voice-over Internet protocol (VOIP), IPTV, OTT (Over the Top Programming), and facility based Internet Access.
2. Eugene supports existing City authorization and responsibility to manage the public ROW.
3. Eugene supports the existing City right to determine and collect fair and reasonable compensation, including in-kind services, for use of public infrastructure and public rights of way.
4. Eugene supports the existing ability of cities and municipal utilities to own, operate, construct and provide telecommunications services.
5. Eugene supports the 2015 net neutrality provisions and opposes actions that would decrease open access to the Internet through tiered pricing structures or other strategies.
6. Eugene supports improvements and funding for ensuring effective cyber-security systems at state and local government levels.
7. Eugene supports the preservation and expansion of funding for affordable and accessible broadband services.

Public Safety

Includes Fire/EMS, Courts, Law Enforcement, and Prosecution.

1. Eugene opposes efforts to increase supervisor representation.
2. Eugene supports the narrow use of polygraph testing for pre-employment screening for sworn police officials.
3. Eugene supports Alcohol Impact Area legislation or administrative rules.

2018 Eugene Legislative Priorities

4. Eugene supports increased funding and training for Special Teams/Hazardous Materials Response Team for oil trains and confined space rescue.
5. Eugene opposes efforts to remove fire department authority to provide input concerning fire department access and water supply on proposed development projects, and to administer all provisions of the Fire Code for maintenance of the built environment.
6. Eugene supports enhancing the effectiveness of the state's emergency communications system through an increase in the 9-1-1 tax and prohibition of legislative "sweeps" from accounts managed by the Oregon Office of Emergency Management.
7. Eugene supports afterschool funding for youth that contributes to the prevention and reduction of juvenile crime, including early childhood literacy programs.
8. Eugene supports funding for state wide Teen Courts or Peer Courts that provide early intervention into first time juvenile offenders, reducing recidivism.
9. Eugene supports state and federal funding for local government public safety emergency operations, disaster preparedness, and capital facilities.
10. Eugene supports state and federal funding and policy support for local government community justice style programs.

Transportation

1. Eugene opposes federal or state pre-emption of local permitting and trip fee collection authority of Transportation Network Companies (TNCs) and/or Mobile Service Providers (MSPs).
2. Eugene supports legislation that ensures the greatest possible flexibility for the use of funds to meet local needs.
3. Eugene supports local option transportation system funding alternatives, including local option fuel taxes and local transportation system maintenance fees.
4. Eugene supports policies that grant priority funding for projects when a local match is available.
5. Eugene will continue to seek right of way and construction funding for the Beltline Hwy Project from River Road to Coburg Road
6. Eugene supports funding opportunities to address safety on local and state roadways.
7. Eugene supports legislation that allows local governments to establish (designate) speed limits on all locally-controlled streets.
8. Eugene supports legislation that allows broader use of fixed automated speed enforcement cameras.
9. Eugene supports state funding for intercity rail service, and more frequent and more reliable, higher-speed, customer-friendly passenger rail between Eugene and Portland.
10. Eugene supports additional planning and construction funds for local communities to establish railroad quiet zones, improve safety at grade crossings, upgrade rail beds and acquire rights-of-way to facilitate "passing" areas for passenger trains and freight trains.

Environment and Natural Resources

1. Eugene supports state and federal measures to place a price on carbon emissions through mechanisms such as a carbon tax/fee or a cap and trade program.
2. Eugene supports measures that protect or improve surface water and groundwater quality, including potential drinking water sources.
3. Eugene supports funding, programs, and land use planning tools that protect native ecosystems, preserve intact habitats for migratory species, and protect against invasive species.

2018 Eugene Legislative Priorities

4. Eugene supports continuation of funding for the implementation of place-based water resources planning projects by the Oregon Water Resources Board and its implementing partners.
5. Eugene supports appropriate limitations on fill and/or removal of wetlands.
6. Eugene supports funding for constructing, maintaining, evaluating and renovating “green” stormwater infrastructure such as bioswales, green roofs and porous pavement.
7. Eugene supports a science-based approach to waterway and wetland protections under the federal Clean Water Act and related state statutes.
8. Eugene supports practical exclusions from regulation under the federal Clean Water Act and any related state statutes for constructed green infrastructure stormwater management facilities.
9. Eugene supports fair and equitable water quality permit fees and accountability for demonstrating progress toward meeting commitments made by regulatory agencies collecting the fees.
10. Eugene supports initiatives that assist designated management agencies in meeting their TMDL obligations related to temperature, bacteria, turbidity, and mercury.
11. Eugene supports measures that facilitate economical and environmentally sound practices for managing wastewater and stormwater infrastructure, including maintaining minimum flows to protect infrastructure and reduce the risk of corrosive gas formation.
12. Eugene supports funding and programs to implement measures identified in the regional Natural Hazards Mitigation Plan such as street tree planting programs, enhanced fuels reduction programs, restoration of riparian systems and other efforts to reduce the impact of flood, fires, landslides, and extreme storm events.
13. Eugene supports all implementation aspects of Department of Environmental Quality's 2050 Vision for Materials Management.
14. Eugene supports state funding for electric vehicle infrastructure and fleet incentives.
15. Eugene supports a statewide prescription drug ‘take-back’ program.

Public Health & Wellness (Proposed New Category by LRCS)

1. Eugene supports Oregon initiatives that connect youth and families to nature, such as Outdoor School and Oregon’s Children’s Outdoor Bill of Rights.
2. Eugene supports legislation that allows local parks agencies to receive OWEB grant dollars.
3. Eugene supports initiatives that promote active, healthy lifestyles through Park and Recreation services.

Miscellaneous

1. Eugene supports changes to the calculation of additional death benefit for purposes of Public Employees Retirement System to include match of Individual Account Program Employee Account.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: Property Disposition – 8th and Mill

Meeting Date: February 26, 2018
Department: Planning and Development Department
www.eugene-or.gov

Agenda Item Number: 3
Staff Contact: Michael Kinnison
Contact Telephone Number: 541-682-5540

ISSUE STATEMENT

Council is asked to consider taking action to clarify an unintended ambiguity in the deal points approved by council for the disposition of property located at the southeast corner of 8th Avenue and Mill Street to G Group, LLC. The terms state that G Group will dedicate an easement on the property being sold and on G Group's adjacent property to support the Willamette to Willamette Initiative (see map in Attachment A). The approved deal points are silent on compensation for the dedication of the easement on the adjacent property. Council is asked to amend the purchase price terms to account for the value of the easement G Group will reserve on their adjacent property.

BACKGROUND

The 8th & Mill site is a 0.26-acre property that is currently a parking lot located across from the Wayne Morse Federal Courthouse to the north and Whole Foods to the west. In February 2017, council directed staff to implement a Request for Proposals process for disposition of the property. The RFP was released in March 2017 and one proposal was submitted by G Group, LLC and deChase Miksis Development, LLC. They propose purchasing the site to combine with the adjacent properties to develop a project consistent with the City's goals of creating great streets, a vibrant urban core, and an inviting gateway to the downtown riverfront.

Council approved deal points for the property sale on July 10, 2017 (Attachment B). The deal points state that the purchase price would be market value as determined by a Member of the Appraisal Institute (MAI) appraisal with the property valued as a stand-alone parcel, and that G Group would dedicate a five-foot wide perpetual easement and right-of-way along 8th Avenue on the property being sold and on G Group's adjacent property to the east. Reservation of these easements support the Willamette to Willamette Initiative, and will allow the City to implement projects and pedestrian improvements that enhance and celebrate the connection between the downtown core and the Willamette River.

An appraisal on the 8th & Mill property was conducted in September 2017 and valued the property at \$390,000 (\$37 per square foot). The appraisal takes into account the value of the easement reserved on the property being sold, but the approved terms were silent on compensation for reserving the easement on the adjacent property.

Fair market compensation for reservation of pedestrian right-of-way easements is consistent with other easements that have been reserved along 8th Avenue. The easement on the adjacent property is 790 square feet. At the appraised value of \$37 per square foot, the easement is valued at \$29,230. Should council choose to amend the purchase price term, the cost of the adjacent easement will be deducted from the appraised purchase price. The final purchase price would be \$360,770.

RELATED CITY POLICIES

The sale and redevelopment of this property addresses many goals for Eugene and downtown, including:

Eugene Downtown Plan

- Build upon downtown's role as the center for government, commerce, education and culture in the city and the region.
- 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.
- Facilitate dense development in the courthouse area and other sites between the core of the downtown and the river.

Riverfront Urban Renewal Plan

- Improve the function, condition and appearance of the development area.
- Eliminate existing blight and blighting influences.
- Strengthen the economic and environmental conditions of the plan area and the metropolitan area.
- Stimulate development activity and amenities near the new federal courthouse.
- Improve connections between the core of downtown, Riverfront and the University of Oregon.

Envision Eugene Pillars

- Provide ample economic opportunities for all community members.
 - Meet all of the commercial land needs (office and retail) within the existing Urban Growth Boundary.
- Promote compact urban development and efficient transportation options.
 - Integrate new development and redevelopment in the downtown, in key transit corridors and in core commercial areas.

Regional Economic Prosperity Plan

- Continue to work with property and business owners to expand, upgrade and construct state-of-the-art facilities.

Eugene Climate & Energy Action Plan

- Increase density around the urban core and along high-capacity transit corridors.

City Council Goal of Sustainable Development

- Increased downtown development.

COUNCIL OPTIONS

1. Authorize the City Manager to amend the purchase price terms to reflect the market value of the easement on the adjacent property along 8th Avenue owned by G Group, LLC.
2. Direct the City Manager to renegotiate the purchase price terms to reflect an alternative valuation of the easement on the adjacent property along 8th Avenue owned by G Group, LLC.
3. Direct the City Manager to move forward with the property sale without the adjacent easement.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends the purchase price terms be amended to compensate G Group, LLC for reservation of a right-of-way easement on the property adjacent to the 8th & Mill site.

SUGGESTED MOTION

Move to authorize the City Manager to amend the purchase price terms to reflect the value of the easement on adjacent property owned by G Group, LLC as identified in Attachment A.

ATTACHMENTS

- A. Map of 8th & Mill Property and related easements
- B. Terms approved on July 10, 2017

FOR MORE INFORMATION

Staff Contact: Michael Kinnison
Telephone: 541-682-5500
Staff E-Mail: Michael.j.kinnison@ci.eugene.or.us



Attachment B – Outline of Terms for Sale of Property, approved July 10, 2017

Buyer: G Group, LLC

Seller: City of Eugene

Property: Land (approximately 0.26 acre) located 8th Avenue and Mill Street (map and tax lot number 17033223-03003)

Purchase Price: Market value as determined by MAI appraisal with the Property valued as a stand-alone parcel. Buyer and seller to split the cost and mutually agree on the appraiser.

Payment of Purchase Price: Cash at closing

Earnest Money Deposit: \$15,000 paid upon execution of a Purchase and Sale Agreement, and non-refundable after the Due Diligence Period. Earnest Money Deposit will be credited toward the purchase price at closing.

Due Diligence Period: Upon execution of a Purchase and Sale Agreement, Buyer will have a period of 60 days in which to review property information and to conduct on site testing to determine condition of the property.

Environmental Condition: During the Due Diligence Period, Buyer will be able to perform environmental investigation to satisfy itself of the environmental condition of the property, the results of which will be provided to the Seller for review. Based on the information provided in the environmental assessment, Buyer may either move forward with the purchase of the site or rescind the offer to purchase the site. If Buyer performs a Level II investigation and terminates the agreement during the Due Diligence Period as a result of environmental conditions, Seller will reimburse the Buyer for one-half of the cost of the Level II study, but not to exceed \$10,000.

Purchase and Sale Agreement: Following City Council's approval of terms, Buyer and Seller shall enter into a formal Purchase and Sale Agreement.

Closing Date: The closing of the sale shall occur 90 days after the due diligence period, or reasonable mutually agreed extension. Prior to the closing of the sale, Buyer shall demonstrate that all financing necessary for the project has been secured.

Project Description: The Property may be consolidated with some or all of the adjacent properties to form a larger unified development which may include retail/restaurant, hospitality, and/or housing. The final configuration of uses to be finalized through market analysis and strategic partnerships with development partners, operators, and tenants. The Property will be redeveloped and will not remain a surface parking lot in its final form.

Parking: After closing, Buyer agrees to manage and keep the property as a public parking lot similar to other parking lots in the area until such time as Buyer is ready to begin development.

Condition of Property at Closing: Buyer is purchasing the Property on an "as is" basis.

Easement: Buyer will dedicate a five-foot wide perpetual easement and right-of-way along 8th Avenue and on the other property the Buyer owns on the same block along 8th.

Condition of Title: Seller shall deliver the Property to Buyer with clear title free of any and all encumbrances and exceptions except those as may have been approved by Buyer in its sole discretion.

Urban Renewal Agency Board

AGENDA ITEM SUMMARY



Potential Action: Riverfront Urban Renewal District Boundary Expansion Resolution for the Railroad Quiet Zone

Meeting Date: February 26, 2018
Department: Planning and Development
www.eugene-or.gov

Agenda Item: 4
Staff Contact: Amanda Nobel Flannery
Contact Telephone Number: 541-682-5535

ISSUE STATEMENT

The Urban Renewal Agency Board is asked to act on a minor amendment to the Riverfront District that would expand the District boundary by less than one acre to include two railroad quiet zone crossings to make them eligible for urban renewal funds. The Agency Board is also asked to provide direction on the use of urban renewal funds for improvements at the three eastern-most crossings. Section 700 of the Riverfront Urban Renewal Plan requires the Agency Board to approve all projects, other than loans, in excess of \$250,000. If the Agency Board approves urban renewal funds for this purpose, the budgeting of those funds would follow the normal Fiscal Year 2019 Proposed Budget review and approval process.

BACKGROUND

On May 10, 2017, council approved the safety crossing recommendations put forth by an 11-member Rail Road Quiet Zone Citizen Panel. The group was charged with reviewing various safety measures required for Eugene to apply for designation as a train-horn quiet zone. The recommendations called for safety improvements at 10 crossings in the downtown and Whiteaker areas. Council discussed use of Riverfront Urban Renewal funds for the three eastern-most crossings, as recommended by the Citizen Panel. Use of urban renewal funds on two of the three crossings is contingent on the expansion of the district boundary to include those two crossings. (See Attachment A: Map of Quiet Zone Crossings.)

Recommended Safety Measures

Because of the distance between the Pearl crossing and next crossing to the west (the Lincoln crossing), the federal criterion for the distance between crossings is met for the east end to be a distinct and separate quiet zone. The goal is to fund and implement the entire railroad quiet zone, but amending the District boundary to include the High and Pearl crossings would allow the City to go forward on the east-end phase, while at the same time pursuing funding for the west end. At the February 26 work session, council will discuss funding options for safety infrastructure for the west end.

The recommended improvements for the three easternmost crossings are briefly described below:

- Pearl Street – Install an additional two crossing gates to create a quad-gate crossing system to fully close the crossing during the time a train occupies the crossing. In addition, install pedestrian crossing gates.
- High Street – Install an additional two crossing gates to create a quad-gate crossing system to fully close the crossing during the time a train occupies the crossing. In addition, install pedestrian crossing gates.
- 8th Avenue/Hilyard Street –Add center-line medians on both sides of the railroad crossing, construct a roundabout on Eugene Water & Electric Board’s property. In addition, install pedestrian crossing gates. The roundabout will provide access to both the Downtown Riverfront property and the University of Oregon property while maintaining the needed separation from the railroad crossing.

Connection to Affordable Housing

The three east end crossings have a direct impact on affordable housing projects in downtown. The railroad quiet zone safety measures will help proposed affordable housing projects to meet noise-related environmental standards for use of federal funds. At the January 22 meeting, council approved two proposals for the use of Federal HOME Investment Partnerships Program funds. The Market District Commons submission by Homes for Good (formerly known as the Housing and Community Service Agency of Lane County) proposes 50 units at the corner of 6th Avenue and Oak Street. The Downtown Riverfront redevelopment may also include an affordable housing component. Staff working on a noise assessment for these locations have determined that the quiet zone’s completion is a necessary component in reaching the required minimum decibel levels to receive federal funding.

Additionally, existing affordable housing projects will benefit from mitigation of train horns: 360 units from two affordable housing projects are within a 1,000 foot radius of the Pearl Street, High Street and 8th Avenue crossings. (See Attachment B for map.)

Amendment Process

The proposed boundary expansion of 0.76 acres is less than 1% of the District and would require a minor plan amendment (see maps in Attachment C). A minor plan amendment requires approval of the Agency Board by resolution (see Attachment D for the draft resolution). If approved, the total cumulative expansion of the District boundary would equal 36.4 acres (17.4%) and remain within the amount allowed under state law, which is 20% of the original acreage.

Financial Capacity

The quiet zone improvements for Pearl Street, High Street and 8th Avenue/Hilyard Street are estimated at \$3.7 million. As of the December 2017 Supplemental Budget, the Riverfront District has a balance available of approximately \$3.6 million that has not been budgeted for other purposes. The source of this balance available is tax increment revenue. In Fiscal Year 2019, the Riverfront District anticipates an additional \$2.3 million in tax increment revenue. Thus, it is anticipated that the district would have the financial capacity to budget the full \$3.7 million cost in Fiscal Year 2019 without the need to borrow funds. The Riverfront District spending limit (“maximum indebtedness”) is \$34.8 million. “Maximum indebtedness” is a spending cap over the life of the district. As of the Fiscal Year 2018 Adopted Budget and after accounting for the cost of

purchasing the property from Eugene Water & Electric Board, the amount that remains unspent or uncommitted is approximately \$21.1 million.

Section 700 of the Riverfront Urban Renewal Plan requires the Agency Board to approve all projects, other than loans, in excess of \$250,000. This is in addition to the Agency Board's budget review and approval process.

Advisory Committee

On December 12, 2017, the River Guides reviewed the proposed expansion of the Riverfront Urban Renewal District boundary. The River Guides recommend the Agency Board expand the District boundary for the two railroad crossings at Pearl and High Streets and use urban renewal money for the quiet zone crossing improvements. The River Guides also encouraged council to act promptly on funding the other seven crossings in order to meet Eugene's stated plans and goals.

Next Steps

City staff have met with representatives of the Federal Rail Administration, ODOT Rail and Union Pacific Railroad, and reached an agreement on the improvements proposed for each of the rail crossings in the proposed quiet zone. Once funding decisions are made by City Council/Agency Board and an agreement is entered into with Union Pacific, it is a three year process for the Railroad to design, procure equipment, and construct the improvements.

RELATED CITY POLICIES

Eugene Downtown Plan

- o Incorporate the Willamette River as an integral element to downtown planning and development.
- o Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.
- o Identify and facilitate infrastructure improvements as a public incentive for private development.
- o Stimulate multi-unit housing in the downtown core and on the edges of downtown for a variety of income levels and ownership opportunities.
- o Downtown development shall support the urban qualities of density, vitality, livability and diversity to create a downtown, urban environment.

Regional Prosperity Economic Development Plan

- o Strategy 5: Identify as a Place to Thrive - Priority Next Step - Urban Vitality
As we foster a creative economy, dynamic urban centers are an important asset. The Cities of Eugene and Springfield will continue to enhance their efforts to promote downtown vitality through development and redevelopment.

Envision Eugene Pillars

- o Protect, repair and enhance neighborhood livability.
- o Provide for adaptable, flexible and collaborative implementation

Riverfront Urban Renewal Plan

Goals of the Riverfront Plan that support the quiet zone are to:

- o Improve the function, condition, and appearance of the development area;
- o Eliminate existing blight and blighting influences;
- o Strengthen the economic and environmental conditions of the plan area and the metropolitan area;
- o Stimulate development activity and amenities near the new federal courthouse;
- o Stimulate appropriate redevelopment in the Riverfront area currently occupied by Eugene Water & Electric Board, if EWEB relocates in whole or in part from this property; and
- o Improve connections between the core of downtown, Riverfront and the University of Oregon.

AGENCY BOARD OPTIONS

1. Approve the proposed boundary expansion of 0.76 acres and the use of urban renewal funds for the quiet zone crossing improvements within the District boundary.
2. Reject the proposed boundary expansion and approve the use of urban renewal funds only for the quiet zone crossing improvements within the existing District boundary (the 8th & Hilyard crossing) at \$2.3 million.
3. Reject the proposed boundary expansion and reject the use of urban renewal funds for the quiet zone crossing improvements within the existing District boundary.

AGENCY DIRECTOR'S RECOMMENDATION

The Agency Director recommends expanding the Riverfront Urban Renewal District by 0.76 acres to include the Pearl Street and High Street crossings and the use of urban renewal funds for the quiet zone crossing improvements with the District.

SUGGESTED MOTION

1. Move to adopt the Resolution in Attachment D to this AIS to amend the Riverfront Urban Renewal Plan to expand the boundary by 0.76 acres.
2. Move to include the use of \$3,700,000 of Riverfront Urban Renewal funds for the quiet zone improvements within the District boundary.

ATTACHMENTS

- A. Map of Quiet Zone Crossings
- B. Map of Affordable Housing Projects Near the East End Quiet Zone Crossings
- C. Proposed Boundary Expansion Maps
- D. Draft Resolution

FOR MORE INFORMATION

Staff Contact: Amanda Nobel Flannery
Telephone: 541-682-5535
Staff E-Mail: amanda.nobelflannery@ci.eugene.or.us

Railroad Quiet Zone Locations



- Riverfront Urban Renewal District
- West Railroad Crossings
- Proposed Boundary Expansion
- East Railroad Crossings

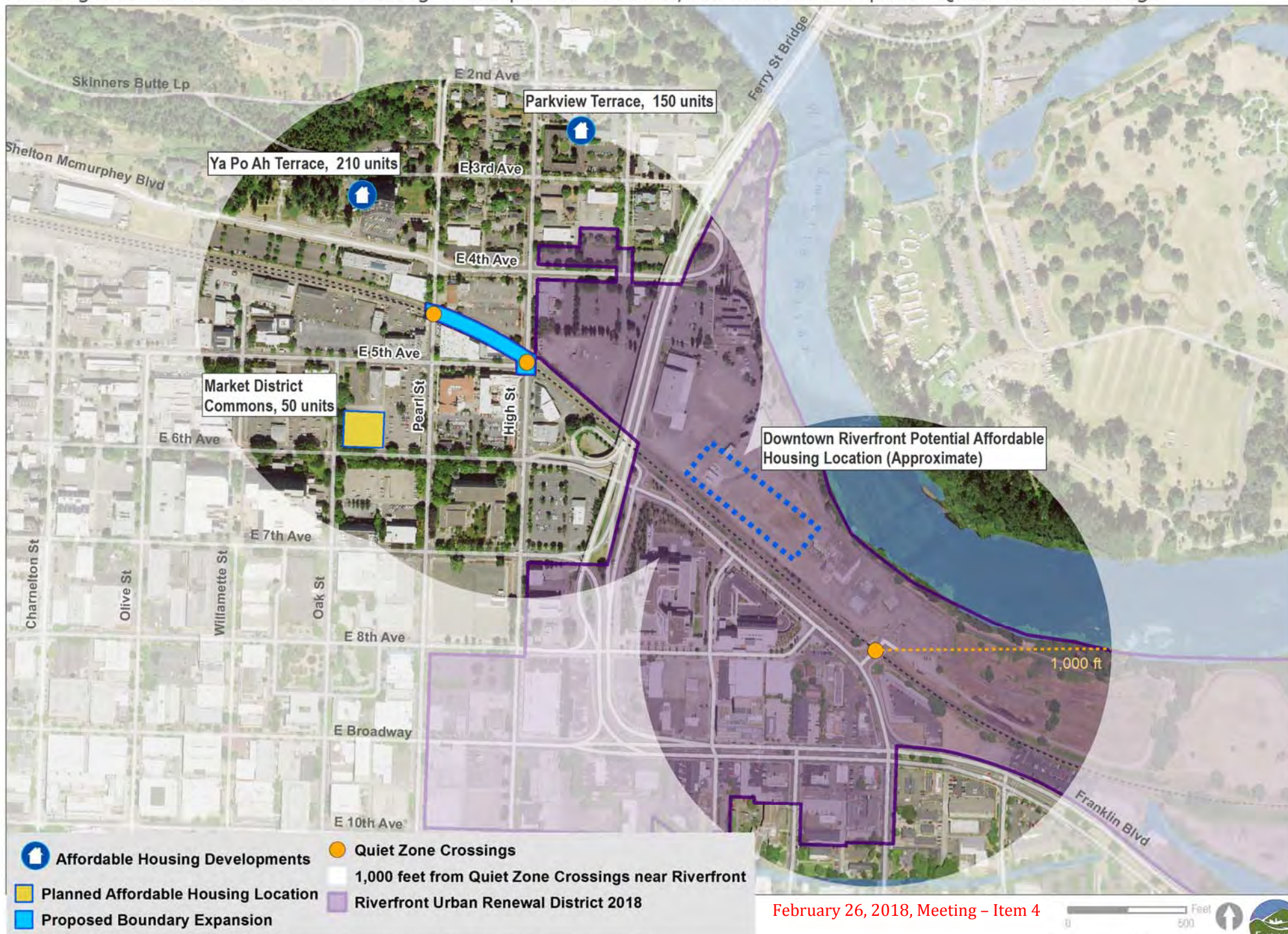
February 26, 2018, Meeting - Item 4



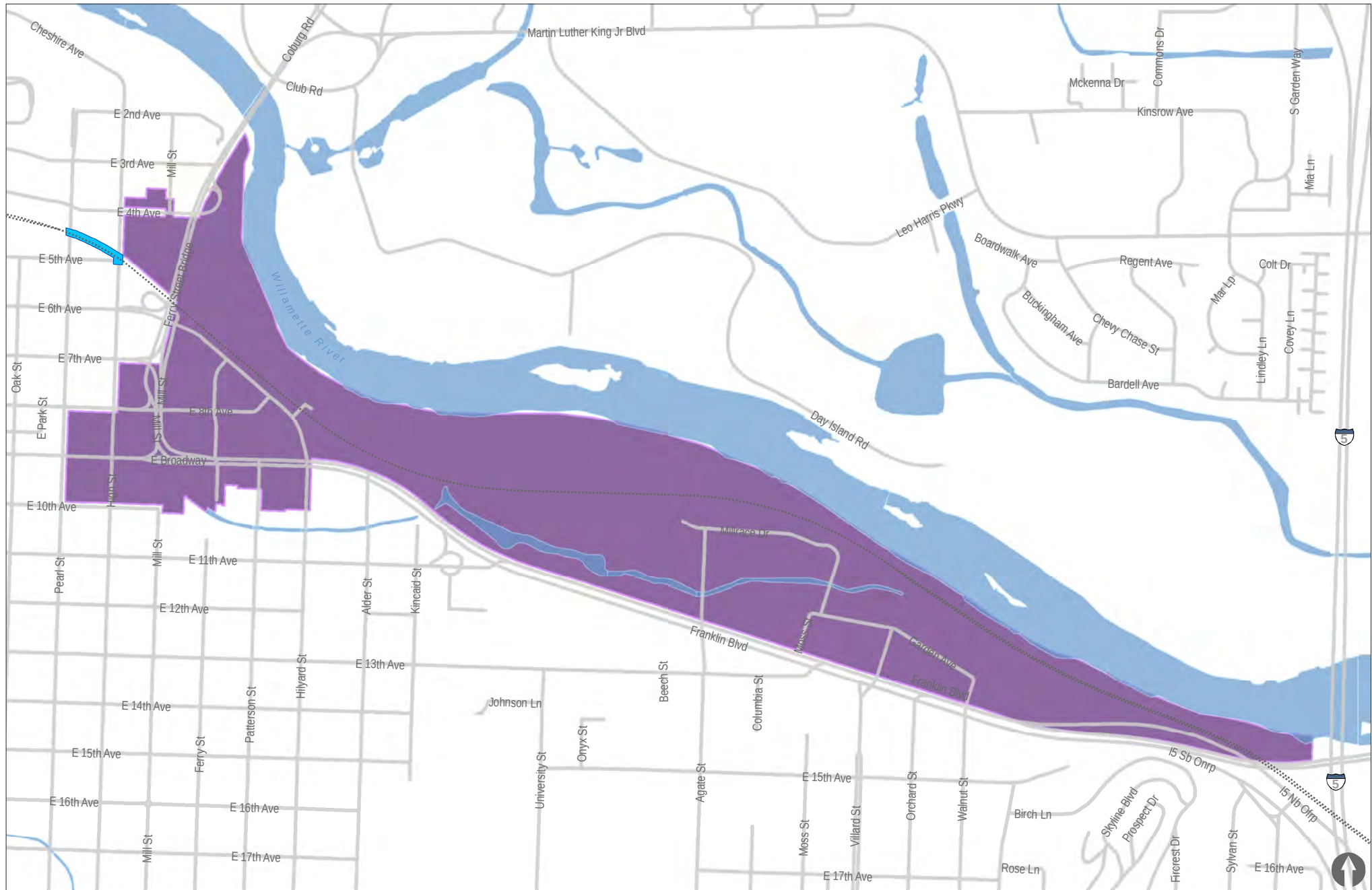
Rail Crossings and Affordable Housing Downtown

ATTACHMENT B

Existing and Planned Affordable Housing Developments within 1,000 feet from Proposed Quiet Zone Crossings



February 26, 2018, Meeting – Item 4



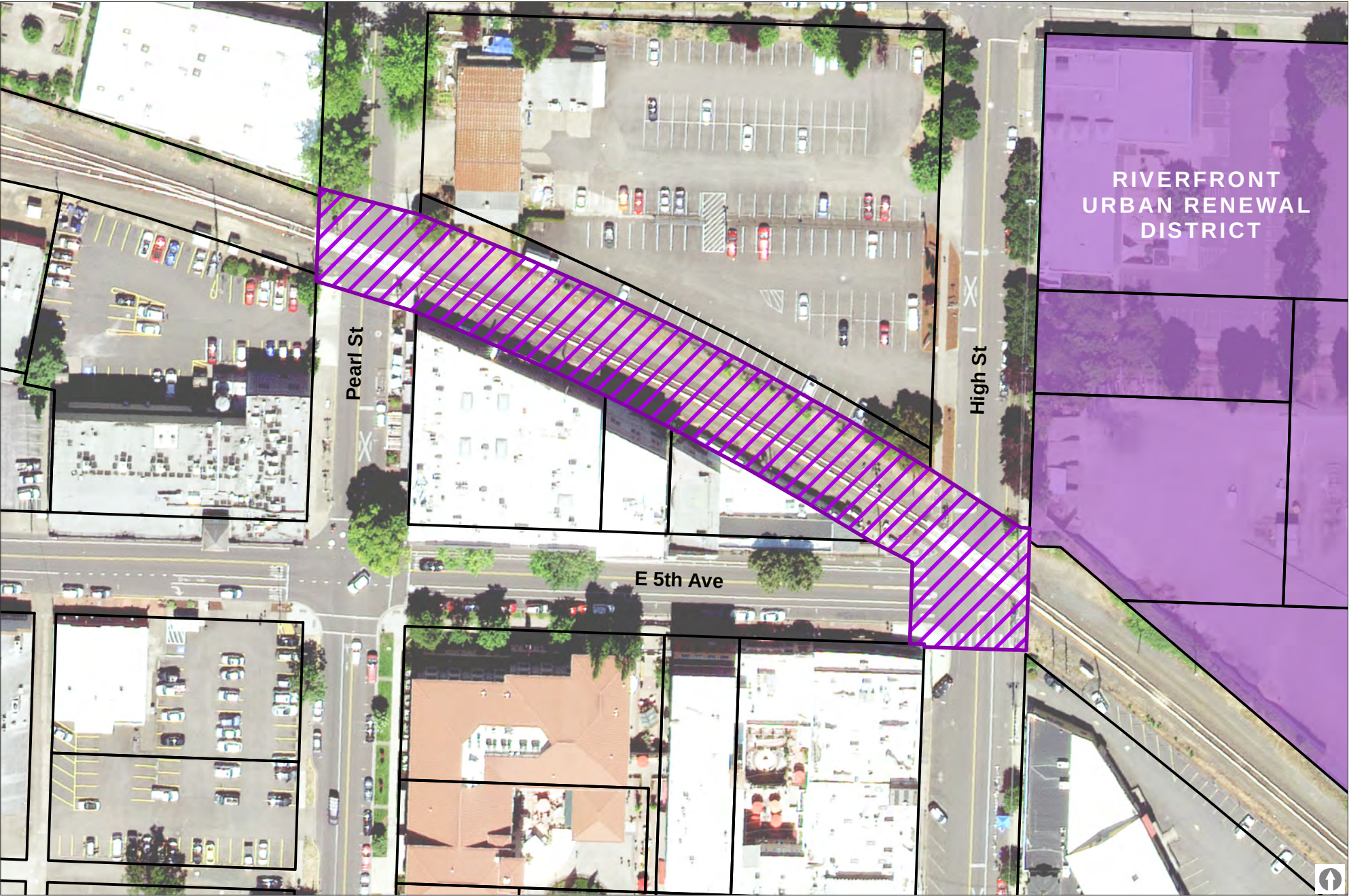
- Riverfront Urban Renewal District 2018 (244 acres)
- Proposed Quiet Zone Related Expansion (0.76 acres)

0 250 500 Feet

February 26, 2018, Meeting – Item 4

February 16, 2018
City of Eugene
Planning and Development





- Riverfront Urban Renewal District
- Proposed Expansion Area

0 25 Ft

February 26, 2018, Meeting – Item 4



DRAFT RESOLUTION NO. _____

**A RESOLUTION OF THE URBAN RENEWAL AGENCY OF THE CITY OF
EUGENE AMENDING THE RIVERFRONT URBAN RENEWAL DISTRICT
PLAN TO INCREASE THE BOUNDARY OF THE PLAN AREA BY 0.76 ACRES.**

The Urban Renewal Agency Board of the City of Eugene finds that:

A. On September 11, 1985, the City Council passed Ordinance No. 19352 adopting the Riverfront Research Park Urban Renewal Plan.

B. On March 10, 2004, the City Council adopted Ordinance No. 20313 changing the name of the “Riverfront Research Park Urban Renewal Area” to the “Riverfront Urban Renewal Area”, adding acreage to the Riverfront Urban Renewal Area (“the Plan Area”), and adopting the amended Riverfront Urban Renewal District Plan (“the Plan”).

C. On February 12, 2018, the Agency Board approved Resolution 1085 adding 1.1 acres to the Plan Area.

D. Section 1200 of the Plan provides that minor amendments to the Plan may be approved by the Urban Renewal Agency Board by resolution. The Plan defines minor amendments to the Plan to include increases in the Urban Renewal Area boundary not in excess of 1%, as well as amendments to clarify language, add graphic exhibits, and make minor modifications.

E. The Plan Area currently encompasses approximately 244 acres.

F. On March 9, 2015, the City Council directed city staff to pursue a Eugene railroad quiet zone approval with the Federal Railroad Administration and directed staff to pursue sources of local funding.

G. On May 10, 2017, the City Council approved the safety crossing recommendations put forth by an 11-member stakeholder group. The group was charged with reviewing various safety measures required for Eugene to apply for designation as a train-horn quiet zone. The recommendations called for safety improvements at 10 crossings in the downtown and Whiteaker areas.

H. The three crossings at the east end of the quiet zone (Pearl Street, High Street, and 8th Avenue/Hilyard Street) impact the Plan Area. The crossing at 8th Avenue/Hilyard Street is already located within the boundaries of the Plan Area. The crossings at Pearl Street and High Street are located in close proximity to the current boundary of the Plan Area.

I. In order to ensure that Urban Renewal funds can be used on the recommended safety measures for the two crossings located in close proximity to the current boundary the Agency Board has decided to expand the Plan Area to encompass the Pearl Street and High Street crossings. This expansion

follows the railroad tracks and only encompasses right-of-way. The entire expansion area is 0.76 acres, or approximately 0.3% of the current Plan Area.

J. Implementation of a quiet zone for the crossings at 8th Avenue/Hilyard Street, High Street and Pearl Street would further six of the seven the goals in Section 400 of the Plan, namely:

1. To improve the function, condition, and appearance of the development area;
2. To eliminate existing blight and blighting influences;
3. To strengthen the economic and environmental conditions of the plan area and the metropolitan area;
4. To stimulate development activity and amenities near the new federal courthouse;
5. To stimulate appropriate redevelopment in the Riverfront area currently occupied by EWEB, if EWEB relocates in whole or in part from this property; and
6. To improve connections between the core of downtown, Riverfront, and the University of Oregon.

K. A major focus of the Plan is to encourage redevelopment of areas that are blighted and underutilized (goals #1, #2, and #3). Train noise can discourage redevelopment into higher value uses, in particular residential uses. In the case of affordable housing, federal funds cannot be used for new construction if the noise level at the property is above 75 decibels.

L. The quiet zone will reduce the noise of the trains, which will benefit members of the public traveling and recreating within the Plan Area, including walking or biking (goal #6).

M. The crossings at 8th Avenue/Hilyard Street, High Street and Pearl Street are immediately adjacent to the Downtown Riverfront property, and as such will have a direct positive impact in encouraging the appropriate redevelopment of the riverfront area (goal #5), and in stimulating development activities and amenities near the federal courthouse (goal #4).

N. The 5th Street Market area is a critical link between downtown and the Riverfront; establishing a quiet zone in this area will benefit the immediately adjacent area and strengthen the link between downtown and the Riverfront (goal #6).

O. The quiet zone improvements to the crossings at 8th Avenue/Hilyard Street, High Street and Pearl Street are public improvement projects that fall within Section 600 of the Plan, specifically item A.1 “Street Curb and Sidewalk Improvements.” Improvements to the crossings at 8th Avenue/Hilyard Street, High Street and Pearl Street will also advance item A.4 of Section 600 of the Plan, “Pedestrian, Bike, and Transit Improvements,” because they will “improve pedestrian access at the railroad.”

P. For all the reasons noted above, it is appropriate to expand the boundary of the Urban Renewal Plan Area by approximately 0.76 acres, to include the crossings at High Street and Pearl Street within the Plan Area. The expansion is shown in the map in Exhibit A. The proposed expansion area will not increase Plan Area by more than 1%.

NOW, THEREFORE,

BE IT RESOLVED by the Urban Renewal Agency of the City of Eugene, as follows:

Section 1. Section 100 of the Plan is amended to read as follows:

Section 100—Introduction

The Riverfront Urban Renewal District, pertaining to an area of approximately 246 acres within the boundaries of the city, consists of Part I, Text and Part 2, Exhibits. This plan has been prepared by the Planning and Development Department of the City of Eugene pursuant to the provisions found within the Oregon Revised Statutes, ORS Chapter 457, the Oregon Constitution, and all applicable laws and ordinances.

Section 2. Section 300 of the Plan is amended to read as follows:

Section 300—Legal Boundary Description

The following is a legal description of the boundary of the Riverfront Urban Renewal District area:

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 I-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-of-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 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 corner 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 corner 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 corner 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 corner 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 80.31 feet to the northwest corner 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 corner 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 corner 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 corner 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 corner of said lot, which corner 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 corner 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 10 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 corner 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

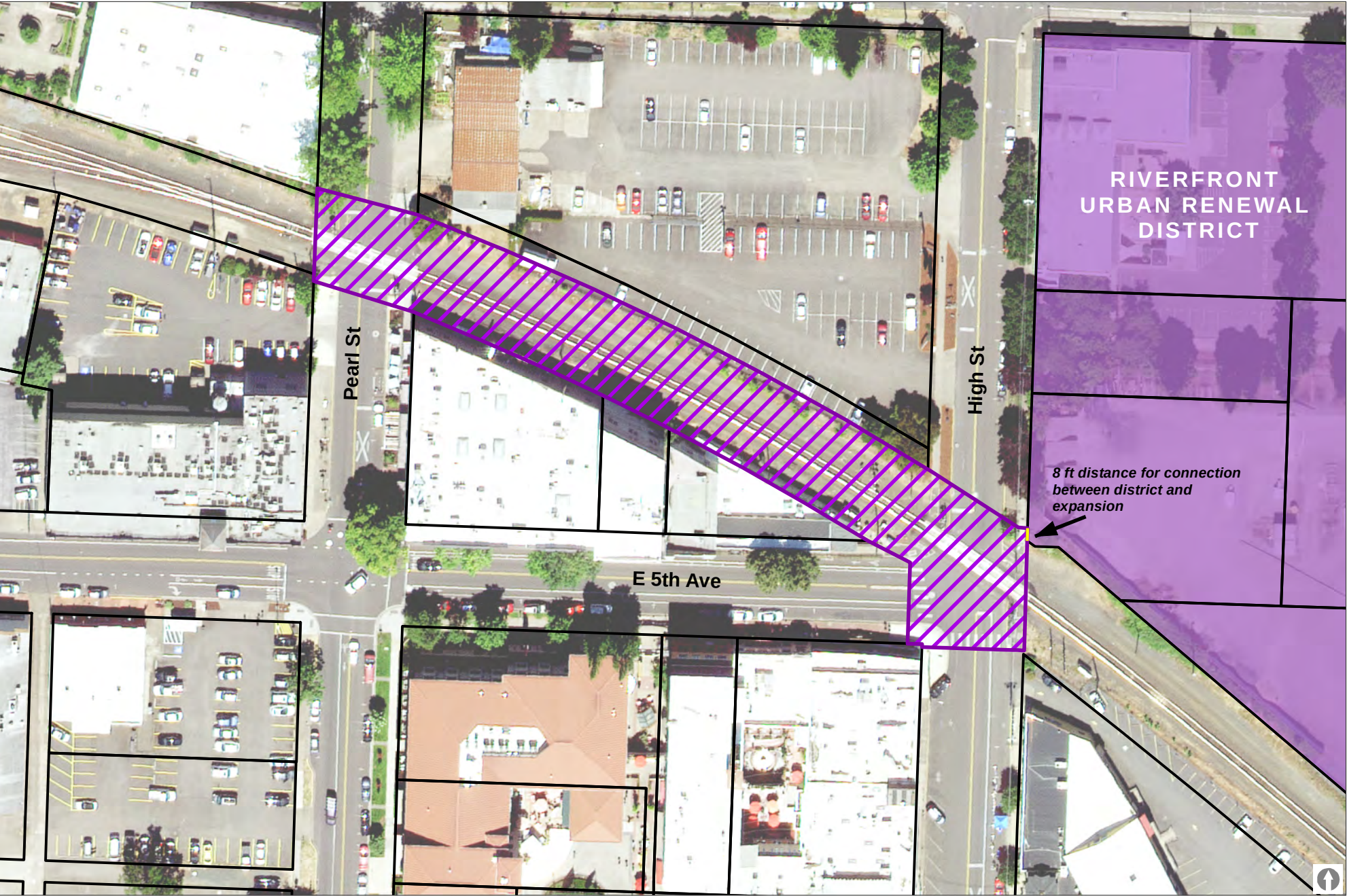
Renewal District Expansion” Resolution _____ approved by the Urban Renewal Agency Board on _____, 2018.

Section 3. The map attached as Exhibit A to the Plan is replaced by the map attached as Exhibit B to this Resolution.

Section 4. This Resolution shall take effect immediately upon adoption by the Urban Renewal Agency Board.

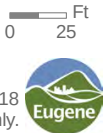
The foregoing Resolution adopted the _____ day of _____, 2018.

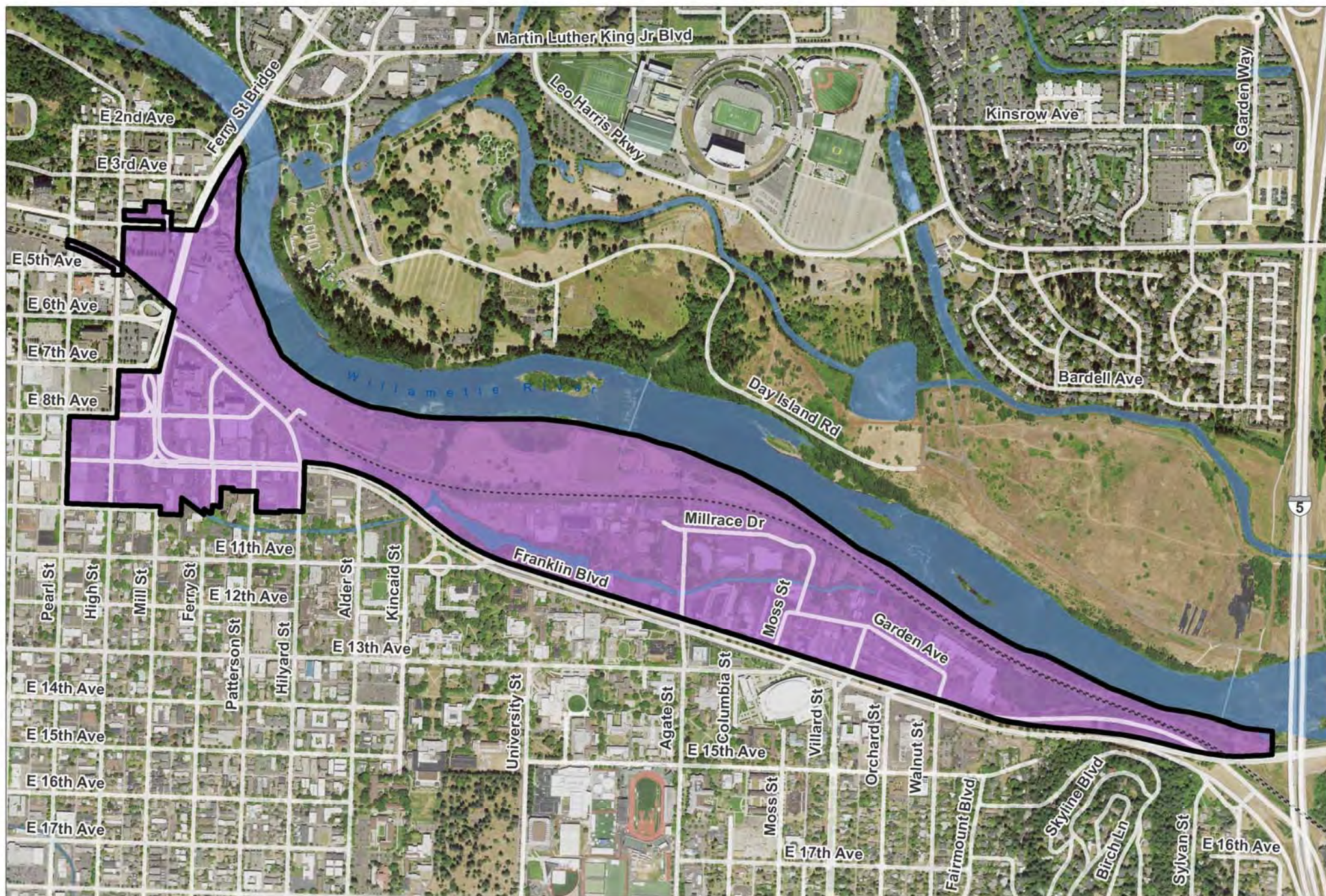
Urban Renewal Agency Director



- Riverfront Urban Renewal District
- Proposed Expansion Area

February 26, 2018, Meeting – Item 4





 Riverfront Urban Renewal District 2018

Orthophotography: 2016 Caution: This map is based on imprecise source data, subject to change, and for general reference only.

February 26, 2018, Meeting - Item 4

February 13, 2018 City of Eugene PDD



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: South Willamette Street Pilot Study

Meeting Date: February 26, 2018
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 5
Staff Contact: Chris Henry
Contact Telephone Number: 541-682-8472

ISSUE STATEMENT

The Eugene City Council will receive a report on the outcomes of the South Willamette Street Pilot Study. The South Willamette Street Pilot Study is a year-long evaluation of a complete street design for an active transportation corridor (providing for walking, biking, transit, driving and business access) that can be advanced as a capital improvement project for construction. With the success of the pilot study, staff will move forward with implementation of permanent changes for a three-lane street with bike lanes.

BACKGROUND

On May 27, 2014, the City Manager recommended a pilot study of a three-lane street with bike lanes. The value of a pilot study of the alternative is that it would allow staff to confirm the transportation analysis of the South Willamette Street Improvement Plan, determine if there are any unintended consequences before any permanent changes are made, and provide a real experience of the street reconfiguration for people driving cars.

In June of 2016, after street widening at 24th and 29th Avenues, South Willamette Street was restriped between 24th and 29th Avenues, and a new traffic signal was activated at the Woodfield Station driveway. The year-long pilot study began in July of 2016 and ran through June of 2017. The street currently remains in the pilot study configuration before a street preservation project is built with funding from the 2012 Bond Measure to Fix Streets and Fund Bicycle and Pedestrian Projects. Additional federal transportation funding will enhance the pavement preservation project and allow for improvements to sidewalks, driveways and pedestrian-scale street lighting.

On January 23, 2017, the Eugene City Council received an update on the South Willamette Street Pilot Study. The report shared interim results of the year-long pilot study of a three-lane street design with bike lanes. Early results of the pilot study were favorable, showing traffic volumes relatively unchanged, speeds reduced, and a modest increase in travel time through the corridor.

Following the study period in June 2017, further analysis of transportation, economics and public opinion were completed. More detailed outcomes of the pilot study are included in this report and attachments.

Key transportation findings include (Attachment B):

- Traffic volumes on South Willamette Street did not decrease.
- Speeding was reduced by about 40 percent.
- Overall average travel time through the corridor changed by less than 10 seconds.
- During the morning peak, northbound corridor travel time increased by 20-30 seconds.
- Operations at South Willamette Street and 29th Avenue were mostly improved.
- The traffic signal constructed at the Woodfield Station driveway operated with low vehicle delay and resulted in improved access to Woodfield Station.
- Traffic operations meet current City standards.
- Preliminary safety analysis of the corridor indicates no increase in crash rates and the potential for reduced crash severity.
- No statistically significant differences in counts of people walking and biking between 2015 and 2017.
- No statistically significant differences in counts of people riding the bus between 2015 and 2017.

Key economic findings include (Attachment C):

- Very limited business participation in the economic impact survey resulted in there being no findings regarding business performance before and after the corridor restriping.

Key public opinion findings include (embedded in the Analysis of the Economic Impacts, Attachment C):

- The shares of survey respondents that walked, biked, rode the bus or drove in corridor was similar in 2015 and 2017.
- On average, survey respondents indicated that they spent just over \$36 per visit. A comparison of means found no statistically significant differences for average spending per visit between 2015 and 2017.
- Survey respondents were asked to rate their perceptions of how safe they felt using their chosen travel mode. Perceptions of safety were improved in 2017 compared with 2015. The differences are statistically significant and are positive for all modes of travel and most notable in the case of respondents traveling by bicycle.
- Respondents were also asked about their perceptions of congestion in the corridor. Perceptions of congestion were improved in 2017 as compared with 2015. The differences are statistically significant independent of mode of travel.
- The 2015 and 2017 surveys also included questions asking respondents to indicate their opinions regarding the restriping of the corridor. Support for the corridor restriping plan increased substantially between the 2015 survey responses and the 2017 responses, and opposition declined.

RELATED CITY POLICIES

Many transportation policies provide guidance for decisions about how our streets meet our community needs. The most relevant of those policies comes from the Eugene 2035 Transportation System Plan:

Roadway and Parking Policy #1: Complete Streets Policy

Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable and healthy components of the City's environment.

The Eugene 2035 Transportation System Plan also identifies adding bike lanes to Willamette Street between 23rd and 32nd Avenues on the 20-year capital projects list.

COUNCIL OPTIONS

This is an informational work session. No action is required.

CITY MANAGER'S RECOMMENDATION

No recommendation.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Triple Bottom Line Review
- B. Pilot Project Transportation Outcomes, DKS Associates
- C. Analysis of Economic Impacts, ECONorthwest

FOR MORE INFORMATION

Staff Contact: Chris Henry, Transportation Planning Engineer
Telephone: 541-682-8472
Staff E-Mail: chris.c.henry@ci.eugene.or.us
Project Webpage: <http://www.eugene-or.gov/SWillametteStreet>

From the outset, the South Willamette Street Improvement Plan sought to use informed consent to implement a sustainable street design for the South Willamette Street corridor. Informed by technical analysis, the planning process made use of focus groups, community meetings, and contact with businesses in the corridor. The project intended to provide equitable and safe access to transportation for people, support the Climate Recovery Ordinance in reducing the environmental effects of transportation, and promote an economically prosperous commercial business district.

In development of the Draft Eugene Transportation System Plan (Draft TSP), the Transportation Community Resource Group (TCRG) extensively vetted a sustainability rating system based on a triple-bottom-line analysis. The South Willamette Street Improvement Plan adapted the TCRG sustainability work to develop screening criteria for qualitative assessment of the roadway alternatives. The results of the sustainability screening were included in the South Willamette Street Improvement Plan and helped to inform the recommended street design for the pilot study.

The South Willamette Street Improvement Plan and Pilot Study is fundamentally about providing people with safer ways to get where they want to go. Access to active transportation leads to healthier outcomes for people compared to driving cars. By providing more comfortable places to walk and ride a bike, the pilot study supports a 20-minute neighborhood where people can meet their needs of daily living within a relatively short walk or bike ride. Through public opinion surveys, we learned that support was strong for restriping the street before the pilot study was implemented and increased after the restriping. The surveys also showed that opposition decreased and that overall satisfaction was positive with the three-lane street design.

The City's Climate Recovery Ordinance set the goal of reducing community fossil fuel use by 50 percent from 2010 levels by the year 2030. By providing safe and accessible active transportation options that don't rely on the automobile, the South Willamette Street Pilot Study helps the community reach the goal of reduced fossil fuel use. Eugene's 2035 Transportation System Plan also calls for significant increases in active transportation. The addition of bike lanes in the corridor provide space for people riding bicycles and greater separation from automobile traffic for people walking on the sidewalk. The increased comfort for active transportation promotes more travel in ways that are less dependent on fossil fuels and their associated environmental effects.

We learned from the business community along South Willamette Street that they felt that we weren't doing enough to address their fears of lost revenue. Those fears were based on the assumption that changing the street design to three lanes would increase congestion, reduce traffic volumes, and drive customers away. To address those concerns, we engaged in meaningful conversation and collaborated with business representatives to commission an economic study of other street reconfiguration projects. In a further attempt to understand the effects on businesses in the corridor, we included an economic study as part of the year-long pilot study of a three-lane South Willamette Street. Very limited

business participation in the economic impact survey resulted in there being no findings regarding business performance before and after the corridor restriping. Transportation metrics of traffic volume, intersection delay, and travel time were also estimated and measured before and after the pilot study.

The South Willamette Street Improvement Plan and Pilot Study worked to balance the sustainability needs of the community through thoughtful and informed engagement. Those efforts resulted in a process, plan, and project that support people, our planet, and community prosperity.



SOUTH WILLAMETTE Street Improvement Plan

PILOT PROJECT TRANSPORTATION OUTCOMES

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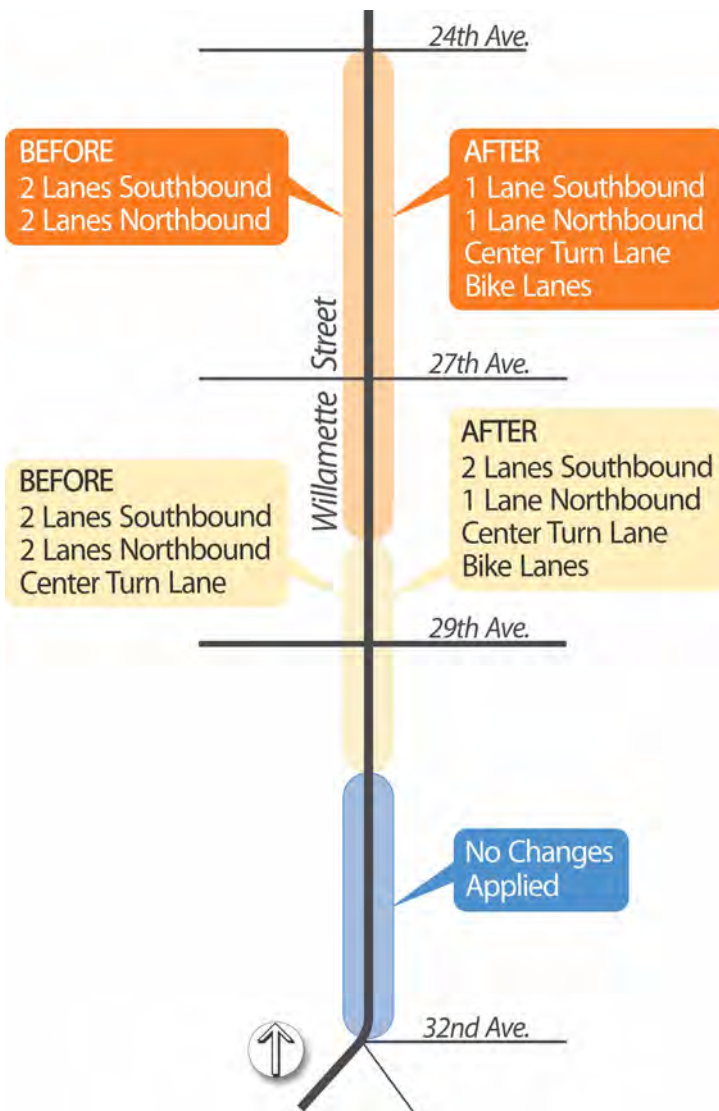
Prepared
October 2017 by
DKS Associates
Mat Dolata, PE
Amanda Deering, EIT
Jessie Maran

Executive Summary

The South Willamette Street Improvement Plan recommended a roadway conversion to improve conditions for walking, biking, taking the bus, and driving in the eight-block study area between 24th Avenue and 32nd Avenue.

The pilot project entailed restriping the corridor north of 29th Avenue from four vehicle lanes to three, including north and southbound travel lanes, a two-way center left-turn lane, and adding bike lanes. Restriping, road-widening, and updated traffic signal timings were applied near the 29th Avenue intersection to maintain southbound capacity. A traffic signal was also constructed at the Woodfield Station driveway to improve access and traffic flow.

This memorandum evaluates the effects of the pilot project against a set of Roadway Performance Measures. In general, the analysis demonstrated that the pilot project did not cause significant or unexpected degradation of motor vehicle performance on the South Willamette Street corridor.



The goal of the pilot project was to gain acceptance for the permanent reconfiguration of the corridor by demonstrating that the changes do not significantly degrade motor vehicle travel or cause other unintended consequences.

Analysis of this pilot project shows:

- Traffic volumes on South Willamette Street did not decrease.
- Speeding was reduced by about 40%.
- Overall average travel time through the corridor changed by less than 10 seconds.
- During the AM peak, northbound corridor travel time increased by 20-30 seconds.
- Operations at South Willamette Street and 29th Avenue were mostly improved, with decreased overall delay and improved volume-to-capacity ratios. About 5-10 seconds of average additional delay were experienced during the AM peak.
- The traffic signal constructed at the Woodfield Station driveway operated with low vehicle delay and resulted in improved access to Woodfield Station.
- Preliminary safety analysis of the corridor indicates no increase in crash rates and the potential for reduced crash severity.

Project Context

Eugene's South Willamette Street is a north-south arterial connecting the central business district with lower density residential areas in South Eugene. In addition to functioning as a travel corridor serving about 15,000 average daily vehicle trips, the section of South Willamette Street between 24th and 32nd Avenues serves as a busy commercial area. Destinations along this portion of the corridor include the Woodfield Station shopping plaza and numerous retailers, restaurants and professional offices that are collectively responsible for a significant portion of the corridor's traffic.

Corridor Plan

While South Willamette Street is used to reach many popular destinations, it has long been uninviting to pedestrians, bicyclists, transit riders and motorists alike. For years, residents and business owners have recognized the corridor's poor walking and cycling conditions and have raised the need to do something about it. In 2013, the City of Eugene began the South Willamette Street Improvement Plan, which resulted in recommendations to improve the corridor. City Council accepted the plan in May of 2014. In June of 2016, a pilot project implemented the roadway conversion portion of the recommendations to test impacts for all users of the corridor.



South Willamette Street Improvement Plan Goals

Within an eight-block study area between 24th and 32nd Avenues, the Plan envisions a complete street design that can be adopted and advanced as a capital improvement project for construction. Goals of the South Willamette Street Improvement Plan:

1. Support existing businesses and the commercial district's vitality
2. Create a balanced multi-modal transportation system
3. Further City planning efforts to identify compact growth and redevelopment opportunities
4. Foster a well-informed and involved community supportive of the plan

South Willamette Street Improvement Plan Study Area



Pilot Project

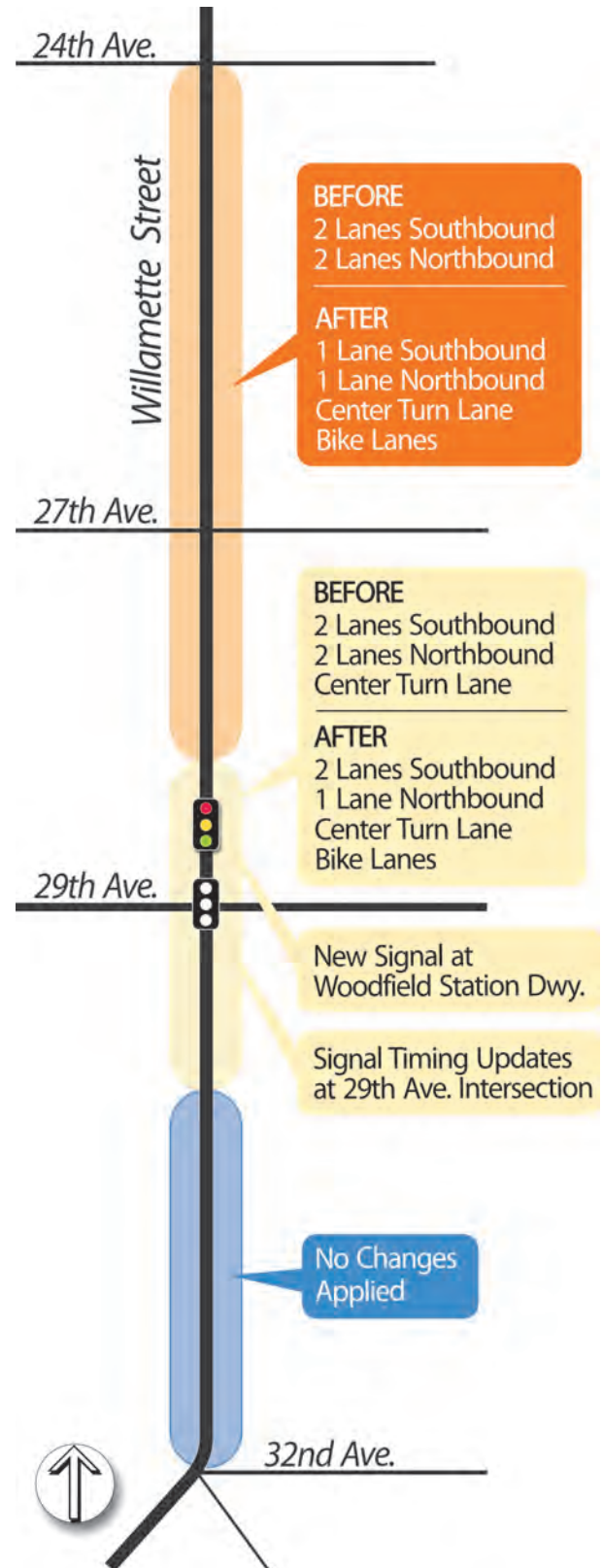
The pilot project implemented changes to the roadway that were recommended by the South Willamette Street Improvement Plan. The goal of the pilot project was to gain acceptance for the permanent reconfiguration of the corridor by demonstrating that the changes between the curbs do not significantly degrade motor vehicle travel or cause other unintended consequences.

Corridor Lane Reconfiguration

Prior to the pilot project, South Willamette Street was comprised of two travel lanes in each direction between 24th Avenue and near 28th Avenue, with no left-turn lanes or bike lanes. The roadway widened to 5 lanes near 29th Avenue before narrowing to 3 lanes to the south.

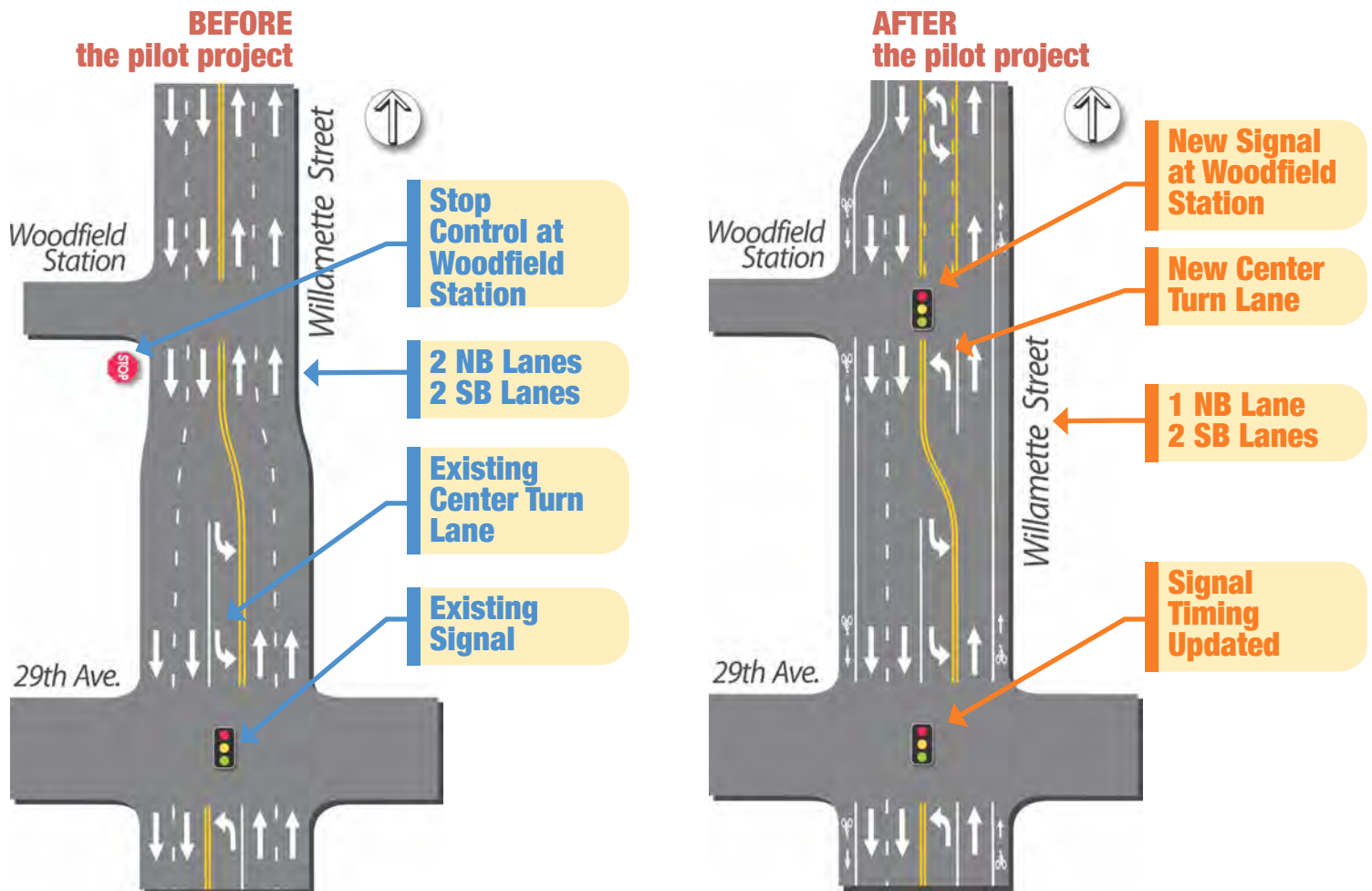
The pilot project reconfigured the existing paved area into one northbound and one southbound vehicle lane with a center two-way turning lane and a curbside bicycle lane in each direction.

Near the intersection of 29th Avenue, one northbound motor vehicle lane was replaced by bike lanes, while both southbound vehicle lanes were maintained to support PM peak direction travel. A traffic signal was constructed at the Woodfield Station driveway north of 29th Avenue and the signal timing at the 29th Avenue intersection was updated to improve access and traffic flow.



Signal Improvements near 29th Avenue

As part of the pilot project, traffic signal timing at 29th Avenue was updated and a portion of the roadway north of the Woodfield Station driveway was widened to extend available vehicle queuing capacity for southbound travelers. A new traffic signal was also constructed at the intersection with Woodfield Station to improve safety for people crossing Willamette Street between bus stops, traffic circulation, and access to this shopping plaza. Nearby driveways were consolidated or closed to reduce turning conflicts near the new traffic signal.



Roadway Performance Evaluation

This study evaluates the results of the pilot project by comparing motor vehicle and safety performance data from before and after implementation. The pilot project's impacts on motor vehicles were evaluated in terms of traffic volumes, travel time, vehicle speeds, intersection operations, travel patterns and safety. Related impacts on active transportation modes and economic health are addressed in separate evaluations on the following pages.

Roadway Performance Measures Explained

Traffic Volume

Traffic volume counts reflect the level of motor vehicle use at a given location. Counts may be collected during peak periods or for daily (24-hour) demand. Counts may also be collected on roadway segments (directional volume) or at intersections (as turn movements). Traffic counts generally vary by some amount from day to day.

Travel Time

How long does it take to drive through a given distance? Travel times are measured in seconds or minutes. Shorter travel times are generally more desirable. Consistency or reliability of travel time on a given roadway segment is also important.

Traffic Speed

Vehicle speed data is analyzed to determine compliance with posted speed limits. This is a key determinant for roadway safety. Excessive speeds result in hazardous conditions and higher probability of serious injury. Very low speeds can indicate congestion or poorly performing intersections.

Speed data was evaluated by average speed as well as percentage of people that exceed the posted speed limit. The 90th percentile speed was also analyzed - this reflects the speed that the fastest 10 percent of vehicles exceed. This measure is important because the highest speed vehicles may be more likely to contribute to severe injuries. The posted speed limit on South Willamette Street is 25 mph.

Intersection Operations

The two primary measures used to evaluate intersection traffic operations are average delay and volume-to-capacity ratio. These measures account for motor vehicle delay only but it is important to note that intersection operations must also provide access for people who walk or use bicycles.

Average Delay: The average waiting time experienced by drivers at an intersection. The delay results from the intersection control such as a traffic signal or stop sign and depends on the volume of through traffic and turn movements at the intersection.

Delay is typically measured in number of seconds. The delay can also be reported as Level of Service (LOS). LOS is a “report card” rating (A through F) based on average delay thresholds.

Volume-to-capacity (V/C) ratio: A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at the study intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is degraded.

Travel Patterns

One way to evaluate performance is examining user choices. If a roadway becomes less desirable due to increased travel times or decreased reliability, travelers may opt to use competing travel routes or other modes. Evaluating volumes on parallel routes may provide an indirect indication of satisfaction with the study corridor by indicating potential for traffic diversion.

Safety

Crash data, particularly for serious (injury) crashes and fatalities, is tracked by local police departments and ODOT. This data is used to evaluate roadway safety and to identify appropriate safety strategies to reduce crashes.

THE LIMITATIONS OF DATA

It is important to recognize that the fidelity of the analysis is limited by available data. In some cases the data was collected on a single day or on a few select days (e.g., traffic volume data). In other cases the data is limited by sample size (e.g., crash history). Despite the limitations, available data are generally considered to be representative of trends in typical weekday travel conditions, except where noted otherwise.

Analysis & Findings

The following sections describe the outcomes of the pilot project in terms of each of the identified performance measures. In general, evaluation of these measures demonstrated that the pilot project did not cause significant or unexpected degradation of motor vehicle performance on the South Willamette Street corridor. Data and analysis summaries for each measure are included in the Technical Appendix.

Summary of Roadway Performance Measures

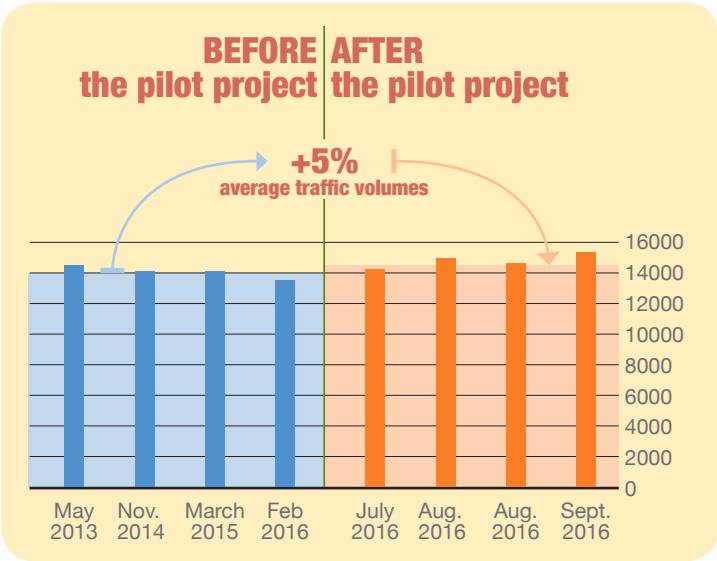
Performance Measure	Measure	Corridor		Before	After	Change	Percent Change
Volume	Average Daily Traffic (vehicles)	South Willamette Street		14,126	14,768	642	5%
	PM Peak Period (vehicles)	Woodfield Station driveway		433	541	108	25%
Speed (average over all hours)	Average Speed (mph)	South Willamette Street (South of 27th Avenue)		26	22	-4	-14%
	90th Percentile Speed (mph)			33	29	-4	-13%
	Percent Exceeding Speed Limit (25 mph)			49%	29%	-20%	-40%
Travel Time (average over all hours)	Seconds	South Willamette Street (Northbound)		163	169	6	4%
		(Southbound)		171	169	-2	-1%
Intersection Operations	V/C Ratio	South Willamette Street / 29th Avenue	AM Peak Hour	0.77	0.72	-0.05	-7%
			PM Peak Hour	0.85	0.81	-0.04	-5%
	Delay (sec)	South Willamette Street / 29th Avenue	AM Peak Hour	32	38	6	20%
			PM Peak Hour	55	44	-11	-20%
Safety	Crashes/Month	South Willamette Street		0.2	0.2	–	–

Traffic Volume

Did the pilot project deter traffic from using the corridor or Woodfield Station?

There was no significant diversion of traffic away from South Willamette Street.

Daily vehicle traffic volume was collected along South Willamette Street, just south of 27th Avenue. The data was collected on various dates between 2013 and 2016, with results showing variance from day to day. The counts indicate an approximately 5 percent increase in average traffic volumes after the pilot project was implemented. It does not appear that the pilot project resulted in significant diversion away from the South Willamette Street corridor.



Access at the Woodfield Station shopping center improved.

Peak hour vehicle volumes were also collected at the 29th Avenue and Woodfield Station driveway intersections. While total intersection volumes remained consistent (within 5 percent), some turn movements indicate more significant changes. Traffic volume on the Woodfield Station driveway increased by 35 percent during the AM peak hour and 25 percent during the PM peak hour. This indicates that traffic circulation changed as a result of the pilot project.



After the roadway conversion and the addition of the signal at the Woodfield Station driveway, eastbound left volumes exiting the driveway increased by 20 percent in the AM peak hour and 57 percent in the PM peak hour. A corresponding 11 percent decrease in eastbound left turns from 29th Avenue occurred in the PM peak, indicating that improved access at the Woodfield Station driveway may have contributed to better traffic circulation in the area.

Travel Time

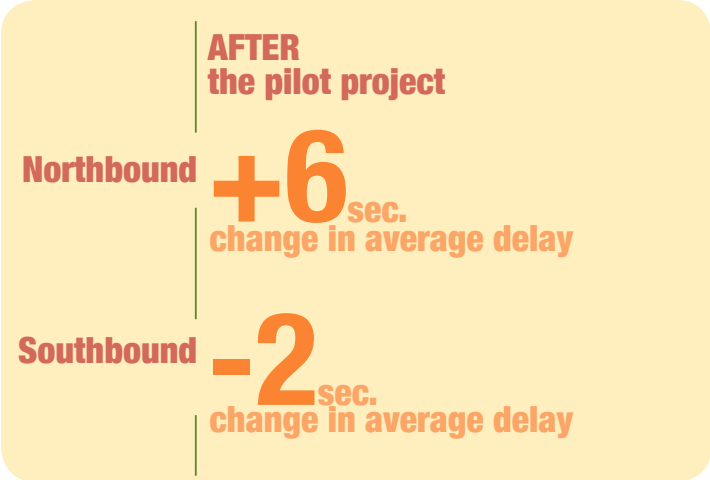
Did the pilot project increase the time needed to drive along the corridor?

The project did not significantly impact travel times along the corridor during most hours of the day.

Travel time data along South Willamette Street was collected using Bluetooth detectors installed for the pilot project. Travel time was measured between 24th Avenue and 32nd Avenue and analyzed for both northbound and southbound trips. Travel times reflect averages over six-month periods before and after the pilot project. On average, the project did not significantly impact travel times. The changes in average travel time were less than 10 seconds in either direction.

Travel times for northbound travel increased by 20 to 30 seconds during the AM peak.

Travel times changes varied depending on time of day and direction of travel. During peak periods, most changes were generally smaller than 15 seconds on average. The most significant change was an increase of 23 seconds in the northbound direction during the AM peak period. This 14 percent increase reflects the reduction in number of northbound motor vehicle lanes near 29th Avenue combined with peak northbound traffic demand. The changes in travel time were generally less than the expected 30 second increase in each direction identified in the South Willamette Street Improvement Plan.



AFTER the pilot project	average change in seconds of delay	
	North bound	South bound
AM Peak	+23	-3
12-1PM	+8	+14
PM Peak	-6	-10

Traffic Speed

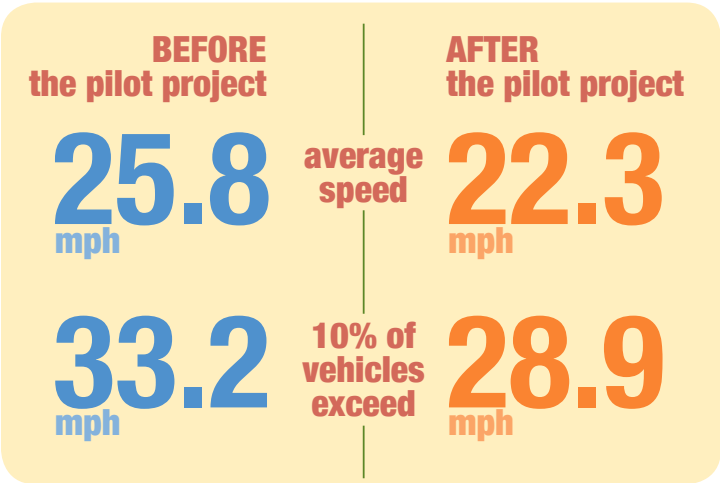
Did the pilot project reduce speeding along the corridor?

Average speeds decreased by 10-15%. Vehicles exceeding the speed limit decreased by 40%.

Speed data was collected for vehicles traveling along South Willamette Street, just south of 27th Avenue. This data was collected in November 2014, before the pilot project and again in September 2016 after the pilot project.

Both the average vehicle speed and the speed exceeded by the top 10 percent of vehicles decreased after the pilot project by about 13 percent. The percentage of vehicles exceeding the posted speed limit of 25 mph dropped from 49 percent to 29 percent after the project.

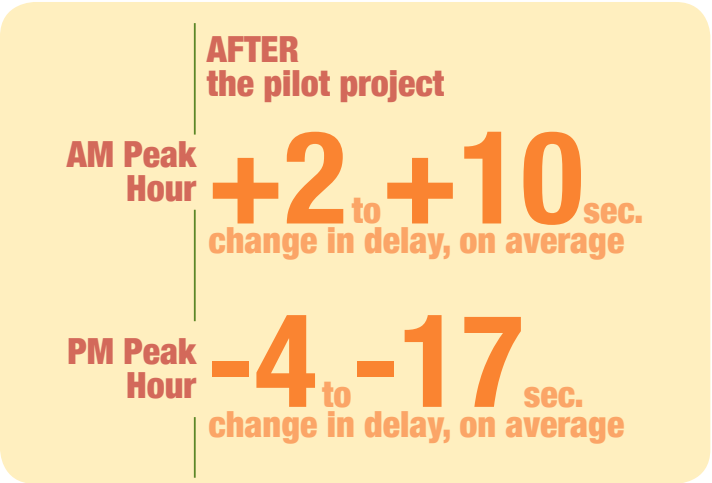
The data reflect an approximately 40 percent reduction in the incidences of speeding at this location. Reducing vehicle speeds was an expected outcome from the roadway conversion as passing opportunities for speeding vehicles were reduced by the lane reconfiguration.



Intersection Operations

Did the pilot project increase the time needed to move through the 29th Avenue intersection?

The project did not significantly impact operations at the 29th Avenue intersection.



Intersection traffic operations were evaluated at the 29th Avenue and the Woodfield Station driveway intersections based on traffic counts collected before and after pilot project implementation. The counts were collected during AM and PM peak periods on two dates before the project and three dates after. Performance measures including volume to capacity ratios, level of service and average delay for each date are presented in the Technical Appendix.

A traffic signal was constructed at the Woodfield Station driveway intersection as part of the pilot project. The intersection operates with relatively minimal delay (less than 12 seconds vehicle delay on average) during peak periods. Before the traffic signal was installed vehicles turning left from the driveway could experience averages of 30-40 seconds of delay.

At the 29th Avenue intersection, average vehicle delay decreased slightly during the PM peak but increased slightly during the AM peak. On average, the pilot project resulted in PM peak hour drivers experiencing approximately 11 fewer seconds of delay. In contrast, AM peak hour drivers experienced approximately 6 additional seconds of delay on average.

These changes reflect updated signal timing at the 29th Avenue intersection, as well as the expansion of available storage capacity in the southbound direction near the Woodfield Station driveway. Time savings during the PM peak hour correspond to when southbound traffic is heavier. During the AM peak, when northbound traffic is heavier, the effect of having one fewer northbound through lanes contributes to increased delay.

Travel Patterns

Did the pilot project cause shifts in traffic from the corridor to other roads?

Significant shifts in travel patterns or route choice are not reflected in the data.

Average daily traffic volumes were collected on parallel streets that could be used as alternative routes. Counts were taken in the spring (April/May) and fall (October/November) both before and after the conversion. Vehicle volumes are presented in the chart below.

While available data indicated that volumes on South Willamette Street increased slightly (5 percent) after the project, volumes on nearby parallel routes showed more variation depending on the date. Relative to counts taken before the pilot projects, counts collected in October of 2016 generally showed a decrease while counts collected in April of 2017 generally showed an increase. In aggregate the traffic counts on parallel roadways showed an increase of about 10 percent.

Although the available traffic data do not illustrate a clear trend for changes in traffic patterns, the relatively small shifts in motor vehicle volumes and relatively small changes in travel time reported previously indicate that significant shifts in travel patterns or route choice are not likely to have occurred because of the pilot project. It is possible that traffic volumes on parallel routes are growing faster than volumes on South Willamette Street. Alternatively, the available counts may reflect higher variance or unusual traffic volumes collected those days.

Safety

Did the pilot project impact safety along the corridor?

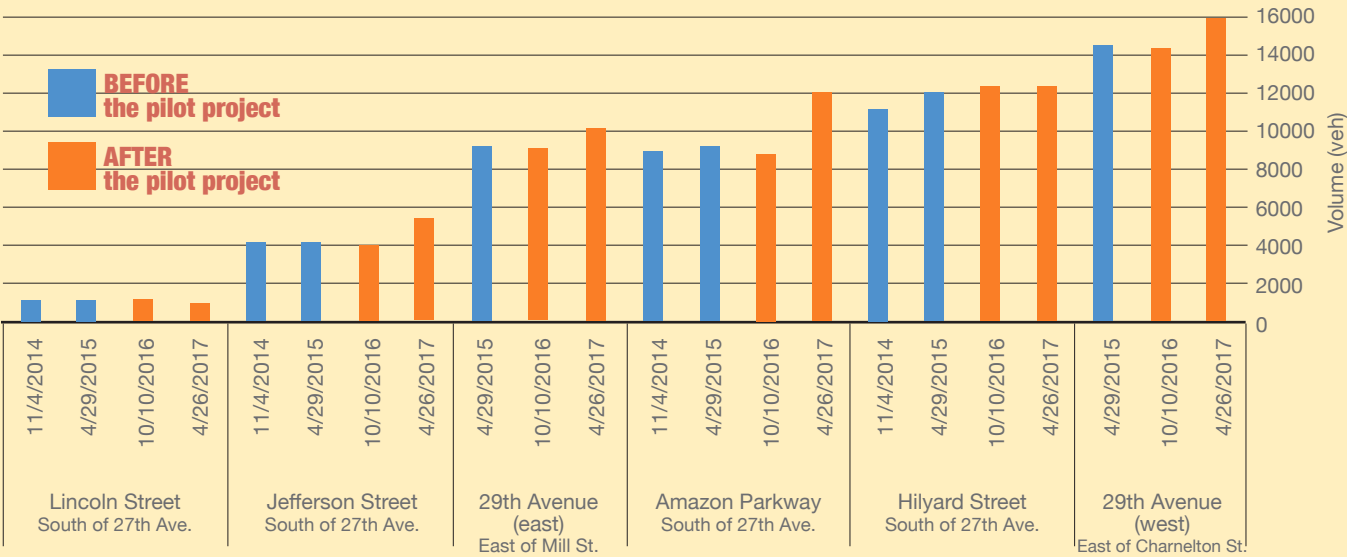
Preliminary data indicate no increase in crash rate and the potential for reduced crash severity.

Corridor crash data covering 2012 through 2017 was analyzed to measure the impact the project had on safety along South Willamette Street. The data, provided by the City of Eugene Police Department, indicated that there were 6 on-street crashes in the Corridor in the 30 months before the pilot project and 3 crashes in 14 months after. This indicates no significant change in crash frequency on the corridor (approximately 1 crash was reported every 5 months on average).

There were no serious injuries after the pilot project was implemented and only 1 of the 3 crashes (33 percent) resulted in a potential injury. The other crashes were property damage only (PDO). Prior to the project, 4 of 6 crashes (67 percent) resulted in potential injuries. This offers some limited indication that injury-causing crashes may be less likely with the roadway conversion in place. Fewer injuries would be consistent with expectations for lower vehicle speeds.

While analysis of the initial crash data does not offer definitive evidence of changes to corridor safety, it is important to note that the data sample size is limited. The long-run expectation remains that corridor safety will be improved as a result of the roadway conversion and that lower vehicle speeds will contribute to fewer injuring crashes on the corridor.

Daily Vehicle Volume Counts on Neighboring Streets



Analysis of the Economic Impacts of the South Willamette Corridor Street Improvements

September, 2017

Prepared for:

City of Eugene, OR

DRAFT REPORT

ECONorthwest
ECONOMICS • FINANCE • PLANNING

KOIN Center
222 SW Columbia Street
Suite 1600
Portland, OR 97201
503.222.6060

Acknowledgments

For over 40 years ECONorthwest has helped its clients make sound decisions based on rigorous economic, planning, and financial analysis. For more information about ECONorthwest: www.econw.com.

ECONorthwest prepared this report for the City of Eugene. It received substantial assistance from the Community Service Center at the University of Oregon.

That assistance notwithstanding, ECONorthwest is responsible for the content of this report. The staff at ECONorthwest prepared this report based on their general knowledge of statistical analysis, experimental design and survey methods, and on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECONorthwest has not independently verified the accuracy of all such information, and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

For more information about this report:

Matthew Kitchen
kitchen@econw.com
KOIN Center
222 SW Columbia Street
Suite 1600
Portland, OR 97201
503.222.6060

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Summary

The South Willamette Street Improvement Plan describes improvements to South Willamette Street, including options for people to safely walk, bike, take the bus, or drive in an eight-block study area of Willamette Street from 24th Avenue to 32nd Avenue. The City evaluated several alternative roadway configurations (South Willamette Street Improvement Plan)¹ to serve this purpose. From this evaluation, the City concluded the best configuration would include two one-way lanes, one two-way, left-turn lane, and two one-way bike lanes (called “3-automotive lanes”). Some businesses along South Willamette, however, expressed concern that the proposed configuration would harm their customer base and thereby their revenues and profits.

The City hired ECONorthwest to evaluate how the proposed South Willamette reconfiguration might affect businesses and property owners along South Willamette. The most important aspects of research design were oriented around collecting high frequency and high-resolution business receipts (or monthly gross revenues) for as many businesses in the corridor as feasible. In the end, very low participation on the part of business establishments prevented any meaningful comparisons between traffic conditions, business visitations, and revenues. Approximately 88 businesses were asked to participate in the Economic Impact Study. As of July 12, 2017, fewer than 10 business reported any revenue, visitation or revenue percent change data for the 35-month project period.

In light of the very limited business participation what follows is a set of descriptive findings relating to 1) the economic impact survey, 2) the bike and pedestrian count program, 3) transit boarding and alightings in the corridor, and the intercept surveys conducted in 2015 and 2017.

1. Very limited business participation in the economic impact survey resulted in there being no findings regarding business performance before and after the corridor restriping.
2. The bike and pedestrian counts in the corridor were conducted for a week in March and a week in May during both 2015 and 2017. Single day counts, as compared with an average condition observed over many days, are expected to have errors between 24% and 40%². A comparison of means found no statistically significant differences for bike and pedestrian counts between 2015 and 2017 (months of January through July) even when all locations in the corridor are pooled.

¹ Draft South Willamette Street Improvement Plan. October 2013. <http://www.eugene-or.gov/index.aspx?NID=2055>

² [NCHRP Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection](#)

3. Lane Transit District provided transit boardings and alightings for bus service on both the east side (E/S) and west side (W/S) of Willamette St. in the corridor study area between June 2014 and July 2017. This time period covers the points in time when bike and pedestrian counts were performed as well as spans the before and after corridor restriping. Weekday boardings and alightings in the corridor (taking into account seasonality) were very similar over the entire study period.
4. The customer intercept surveys designed by the CSC were implemented between May and August 2015 and between April and June 2017. Each survey round included 400 responses and was designed to capture responses from pedestrians, bicyclists, bus patrons and drivers that had trip destinations in the South Willamette Street corridor. Each round of surveys asked questions about number of businesses visited, spending patterns, perceptions of safety and traffic congestion and opinions about the restriping project.
 - The shares of respondents that accessed the corridor by various different transportation modes was similar in 2015 and 2017.
 - On average survey respondents indicated that they were spending just over \$36 per visit. A comparison of means found no statistically significant differences for average spending per visit between 2015 and 2017.
 - Survey respondents were asked to rate their perceptions of how safe they felt using their chosen travel mode. Altogether, perceptions of safety were improved in 2017 as compared with 2015. The differences are statistically significant and are positive for all modes of travel and most notable in the case of respondents traveling by bicycle.
 - Respondents were also asked about their perceptions of congestion in the corridor. Altogether, perceptions of congestion were improved in 2017 as compared with 2015. The differences are statistically significant and are once again observed for respondents independent of mode of travel.
 - The 2015 and 2017 surveys also included questions asking respondents to indicate their opinions regarding the restriping of the corridor. Support for the corridor restriping plan increased substantially between the 2015 survey responses and the 2017 responses, and opposition declined.

1. Background

The South Willamette Street Improvement Plan describes improvements to South Willamette Street, including options for people to safely walk, bike, take the bus, or drive in an eight-block study area of Willamette Street from 24th Avenue to 32nd Avenue. The Plan developed a complete street design plan for an active transportation corridor (providing for walking, biking, transit access, motoring and business access).

The City evaluated several alternative roadway configurations (South Willamette Street Improvement Plan)³ to serve this purpose. From this evaluation, the City concluded the best configuration would include two one-way lanes, one two-way, left-turn lane, and two one-way bike lanes (called “3-automotive lanes”). Some businesses along South Willamette, however, have expressed concern that the proposed configuration would harm their customer base and thereby their revenues and profits. The City hired ECONorthwest to evaluate how businesses have fared following similar road-reconfiguration projects elsewhere and judge, to the extent possible, how the proposed South Willamette reconfiguration might affect businesses and property owners along South Willamette.

The 0.8 mile portion of South Willamette sees 16,500 average daily trips⁴ (ADT) by motor vehicle with an average end-to-end travel time of 2.5 minutes. This portion of road has 5.2 collisions per million vehicle miles compared to the statewide average of 2.9 for urban minor arterial streets. More than 15% of motor vehicles on this stretch travel more than 5 mph above the 25 mph posted speed limit. Local traffic, those making a stop on this portion of Willamette, accounts for 63% of the traffic. The other 37% are through travelers that make no stop on this portion of Willamette. There are currently over 70 driveways over the 0.8 mile stretch.

The South Willamette Street Improvement Plan included a comparative analysis of the six alternatives for South Willamette. These alternatives included

- keeping the current 4-automotive lanes configuration;
- 4-automotive lanes with one of the center lanes dedicated to left-turns;
- 3-automotive lanes plus 2 bike lanes;
- 3 lanes with 2 buffered bike lanes;
- 3 lanes with wide sidewalks,
- 2-lanes with 2 bike lanes, medians, and roundabouts.

The South Willamette Street Improvement Plan recommends a redesign of South Willamette Street that provides one northbound through lane, one southbound through lane, a center two-way center turn lane within the 42-foot curb-to-curb width (widening to four lanes at 29th Avenue with an additional southbound through lane), adds bike lanes in each direction, improves drainage system, improves sidewalk accessibility to meet ADA standards, improves

³ Draft South Willamette Street Improvement Plan. October 2013. <http://www.eugene-or.gov/index.aspx?NID=2055>

⁴ As noted in the South Willamette Street Improvement Plan this traffic count is from 2010; post 2010 volumes have been somewhat lower on average.

sidewalk surface, widens narrower sidewalks in some locations to 9-feet wide within the existing right-of-way, and adds a traffic signal at the Woodfield Station driveway on Willamette Street.

Some business and property owners along South Willamette expressed concern that the proposed configuration might compromise business access, thus decreasing the number of customers, revenues, and profits. The City hired ECONorthwest to evaluate how businesses have fared following similar road-reconfiguration projects elsewhere and to judge, to the extent possible, how the proposed South Willamette reconfiguration might affect businesses and property owners along South Willamette. That initial study resulted in a review of the literature.

The literature about the broad effects of street reconfigurations is extensive. ECONorthwest's review of the professional literature focused on the studies most relevant to the question of the effects of reconfigurations on nearby businesses. While the empirical evidence of the effects of street reconfigurations on traffic and safety have been systematically documented, relatively few studies documented the economic effects of road reconfigurations on nearby businesses. These studies are largely inconclusive regarding business impacts. In cases where evidence exists the results were mixed, generally with modest positive or no discernable effects on nearby businesses.

In May 2014, the Eugene City Council voted to conduct a test of restriping South Willamette Street from four lanes of automotive traffic to two through lanes of automotive traffic, a center turn lane, and outside bike lanes.

The purpose of the test was to understand the impacts on automotive traffic on South Willamette, including economic impacts on businesses. While the test measured changes in bicycle and pedestrian traffic, the changes to South Willamette Street that support increases to bicycle and pedestrian traffic (new sidewalks and improvements to bicycle lanes) were not in place during the test.

As part of the test, the city was also interested in the economic impacts of the modifications on businesses in the corridor, as well as perceptions of individuals that use the corridor.

2. Methods

In late May/early June 2016 the City of Eugene restriped South Willamette Street from four lanes of automotive traffic to two through lanes of automotive traffic, a center turn lane, and outside bike lanes. It contracted with the Community Service Center (CSC) and ECONorthwest to understand the economic impacts of modifications on businesses in the corridor, perceptions of individuals that use the corridor, and the mode split of people using the corridor before and after the restriping.

Isolating impacts of policy in a real world setting presents specific challenges, and many experiments remain hypothetical because there is no legally, politically, or economically feasible experiment. Regression discontinuity methods can be used to estimate how a policy change

affects outcomes in the absence of a randomized controlled trial. Methods that identify treatment effects in the absence of an experiment are known as quasi-experimental methods.

A primary approach to understanding effects from the lane restriping would be in the form of impact analysis. Impact analysis involves the development and execution of impact regression models with measures of business performance as left-hand side variables. Traffic volumes and other measures of corridor performance would be employed as explanatory factors influencing business performance. This approach is the most direct means of estimating impacts from the lane restriping, but other econometric techniques could be employed as well to explore the data relationships.

As is described below, data limitations prevent the estimation of impact models in the case of the restriping of South Willamette Street. Specifically, there were an insufficient number of business that successfully participated in the Economic Impact Survey. Without information about business performance the impact models are impossible to estimate. Other data limitations limit the usefulness of bike and pedestrian counts in the corridor. In the end the most useful data regarding the “performance” of the corridor restriping experiment comes from the customer intercept surveys.

Economic Impact Survey

Approximately 88 businesses were asked to participate in the Economic Impact Study. As of July 12, 2017, fewer than 10 business reported any revenue, visitation or revenue percent change data for the 35-month project period.

History of Business Contact and Response

November 2014 – CPW compiled a list of emails of all the businesses on the corridor.

- 110 businesses exist within 2 blocks or are adjacent to South Willamette Street
- 88 businesses have a storefront adjacent (i.e. front) to South Willamette Street from 24th Avenue to just south of 29th Avenue, including Woodfield Station
- 58 of these (fronting) businesses focus more on “drop-in” customers, i.e. restaurants, grocery stores, bakeries or personal care. As such their monthly revenue is more likely to be affected

November 20 – 24, 2014 We used a multi-faceted approach for outreach, insuring each business was contacted at least twice and asked to participate. Initially, CSC sent a blanket email to the majority of the businesses in the corridor, describing the details of the study and including a link to sign up electronically. For those businesses we did not have email addresses for, a paper flyer was distributed to their location. This was the first step of outreach. In the second step we called each business in the study area. After introducing ourselves, we asked if they received the email or flyer, if they had any questions, and if they would like to participate. In summary:

- 70 businesses were sent an initial, and follow up, email
- Flyers were dropped off at the remaining 18 businesses

- 88 businesses received a follow up call to the email or flyer

Response as of December 8, 2014 Out of 88 businesses that front S. Willamette Street:

- 22 businesses have agreed to submit financial information
- 10 businesses have declined to participate, and 4 have forwarded the request to their corporate office
- 50 businesses did not respond

3/18/15: CPW sent the first email to businesses asking them to provide the financial data for the first survey round for the Economic Impact Study.

4/16/15 – 5/15/16: Each business was called and asked about the status of the survey.

5/15/15: Follow-up email was sent to all businesses reminding them of the round one survey.

Beginning of July 2015: Follow-up via email was sent to targeted businesses. Round one closes.

10/27/15: City of Eugene mailed a letter to all businesses along South Willamette urging them to participate in the study.

11/3/15: Email was sent to all businesses along South Willamette for round two of the survey asking them to input economic data.

6/1/16: Email was sent to all businesses along South Willamette for round three of the survey.

November 2016: Email was sent to all businesses for economic survey.

Late June 2017: A survey was sent to all businesses who have never responded, personalized emails were sent to businesses who had previously participated in the survey.

Bike/Pedestrian Counts

Bicycle and pedestrian counts were conducted at two different times during spring of 2015: one week in March and one week in May (we were not able to get all the needed data in May, so we did a few counts in August) and at two different times during spring of 2017. To count bicycles, the CSC intern sits at one corner of the assigned intersection and records the number of people on bicycles that pass through the intersection on a form provided by the CSC. The direction of the cyclist is recorded on the form. For pedestrian counts, the CSC intern records the number of pedestrians that pass through their general view at an assigned location and records the information on a form provided by the CSC.

Key information

Where?	The intersections of Willamette and 24 th , 26 th , 27 th , 29 th , and the traffic signal at Woodfield Station for bicycle counts. The intersections of Willamette and 24 th and the traffic signal at Woodfield Station for pedestrian counts.
When?	Tuesday, Wednesday, and Saturday. Two shifts per day: 7-9 am, 4-6 pm weekdays; and 10 am–noon and 3-5 pm on Saturday
2015 Counts	<p>March 3-7: Tuesday, Wednesday, and Saturday, Two shifts: 7-9 am, 4-6 pm on the weekday, 10 am–noon and 3-5 pm on Saturday.</p> <p>May 19 - 23: Tuesday, Wednesday, and Saturday, Two shifts: 7-9 am, 4-6 pm on the weekday, 10 am–noon and 3-5 PM on Saturday.</p> <p>Wednesday, August 5th, 7-9 am, Saturday, August 8th, 3-5 pm, Saturday, August 15th pm (we did these because we had a few holes in the May data)</p>
2017 Counts	<p>March 13 – 19: Tuesday, Wednesday, and Saturday, Two shifts: 7-9 am, 4-6 pm on the weekday, 10 am–noon and 3-5 pm on Saturday.</p> <p>May 8-14: Tuesday, Wednesday, and Saturday, Two shifts: 7-9 am, 4-6 pm on the weekday, 10 am–noon and 3-5 pm on Saturday.</p>

Transit Riders

The City of Eugene worked with Lane Transit District to collect the needed Transit Riders data. CSC was not be involved in this process.

Key information

Where?	Data collected for nine stops total; those between 24 th and 29 th on both sides of Willamette.
When?	Boardings and alightings were collected and then averaged to obtain a daily ridership level. Data covers the same weeks bicycle and pedestrian counts are done so that we have a “point in time” measurement to correspond with the same timeframe for other users. The number of transit riders will not exactly correlate to the number of pedestrians using the corridor, but can help further understand pedestrian behavior.
2015 & 2017 Counts	<p>2015 – week of March 3, and May 20-30</p> <p>2017 – March 13 – 19, May 8-14</p>

Intercept Surveys

Student consultants at the CSC targeted pedestrians, cyclists, drivers, and public transportation users to participate in anonymous intercept surveys from May – August 2015 and from April to June 2017. The CSC team attempted to intercept users of the corridor during peak hours of use along the corridor, either around lunch or later in the evening for a nightly commute.

Initially, the CSC team hoped to collect information from an equal number of cyclists, pedestrians, drivers, and public transportation users, however this proved difficult when trying to keep the integrity of the data in mind. Instead, the team collected a sample that is more representative of the demographic currently using South Willamette that was produced by randomly selecting users to participate in the survey regardless of transportation mode.

Key Information

Where?	<p>Woodfield Station: We collected surveys on the public sidewalks in Woodfield Station.</p> <p>Willamette Square: We walked along the plaza and asked for surveys at the bicycle racks.</p> <p>Capella Market: We stood outside of Capella Market after getting approval from the manager.</p> <p>*You may also ask people at bike racks and bus stops along the street, as well as pedestrians walking to or from a business. We asked Arriving by Bike if we could be there for two-hour slots and were granted permission to do so.</p>
When?	We let the student consultants collect surveys at different times on different days. They did not follow a strict schedule, rather they had to fill a specific quota per month.
2015 Surveys	We collected 400 surveys from May to August 2015. (107 bicyclists, 69 pedestrians, 185 drivers, 30 bus riders, and 9 other)
2017 Surveys	We collected 400 surveys during April, May and June 2017. (87 bicyclists, 106 pedestrians, 146 drivers, 36 bus riders, and 1 other)

3. Findings

The corridor restriping was intended as a test that would provide additional information about the likely effects of a permanent road redesign. A test affords a unique opportunity to gather data regarding a number of performance characteristics of the corridor before and after the restriping. One issue of particular interest to businesses, city planners, and other stakeholders is the potential influence that the road redesign could have on both traffic within the corridor and visitors and sales at local business establishments. The research design included methods for collecting data about both business performance and traffic conditions such that relationships between these phenomena can be better understood.

The general analytic approach is one that attempted to correlate data about traffic volumes in the corridor with a variety of measures of local business visitation and performance both before and after lane restriping. The primary design parameters involved a number of inter-related issues including the periodicity and duration of data collection. The most important aspects of research design were oriented around collecting high frequency and high-resolution business receipts (or monthly gross revenues) for as many businesses in the corridor as feasible. In the end, very low participation on the part of business establishments prevented any meaningful comparisons between traffic conditions, business visitations, and revenues.

What follows is a set of descriptive findings relating to 1) the economic impact survey, 2) the bike and pedestrian count program, 3) transit boarding and alightings in the corridor, and the intercept surveys conducted in 2015 and 2017.

Economic Impact Survey

Very limited business participation in the economic impact survey results in there being no findings regarding business performance before and after the corridor restriping. We report no descriptive statistics regarding business economic performance since the sample size is insufficient to yield any reliable results. No impact regressions can be estimated without the business performance data that would be the dependent variable in such an analysis.

Bike/Pedestrian Counts

The bike and pedestrian counts in the corridor were conducted for a week in March and a week in May during both 2015 and 2017, count days were Tuesday, Wednesday and Saturday during both the morning and afternoon (Table 1 through Table 4). As a result, for any given count location, there are just a hand full of count observations. Single day counts, as compared with an average condition observed over many days, are expected to have errors between 24% and 40%⁵. The potential measurement error associated with a limited number of counts is larger than the differences observed between the before (2015) and after (2017) periods of the corridor restriping experiment.

⁵ [NCHRP Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection](#)

A comparison of means found no statistically significant⁶ differences for bike and pedestrian counts between 2015 and 2017 (months of March through August) even when all locations in the corridor are pooled.

Table 1: 2015 Bike Counts

Tuesday		
	March	May/August
	Morning ² And ² Afternoon	Morning ² And ² Afternoon
24th	112	143
26th	30	39
27th	49	95
29th	138	145
Woodfield	31	50

Wednesday		
	March	May/August
	Morning ² And ² Afternoon	Morning ² And ² Afternoon
24th	127	156
26th	43	57
27th	48	67
29th	133	164
Woodfield	27	53

Saturday		
	March	May/August
	Morning ² And ² Afternoon	Morning ² And ² Afternoon
24th	96	92
26th	12	68
27th	68	58
29th	131	88
Woodfield	25	49

Source: Community Service Center and ECONorthwest

⁶ Comparison of means test fails to reject the null hypothesis of no difference in means at the 95% confidence level.

Table 2: 2015 Pedestrian Counts

Tuesday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
26th	91	73
Woodfield	147	87

Wednesday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
26th	74	75
Woodfield	91	61

Saturday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
26th	87	96
Woodfield	137	118

Source: Community Service Center and ECONorthwest

Table 3: 2017 Bike Counts

Tuesday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
24th	89	176
26th	75	72
27th	71	92
29th	52	104
Woodfield	104	148

Wednesday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
24th	94	132
26th	35	84
27th	52	91
29th	37	52
Woodfield	65	192

Saturday		
	March	May/August
	MorningAndAfternoon	MorningAndAfternoon
24th	49	53
26th	41	22
27th	29	40
29th	34	18
Woodfield	41	24

Source: Community Service Center and ECONorthwest

Table 4: 2017 Pedestrian Counts

Tuesday			
26th Woodfield	March		May/August
	Morning	Afternoon	Morning/Afternoon
	40	78	106

Wednesday			
26th Woodfield	March		May/August
	Morning	Afternoon	Morning/Afternoon
	59	79	152

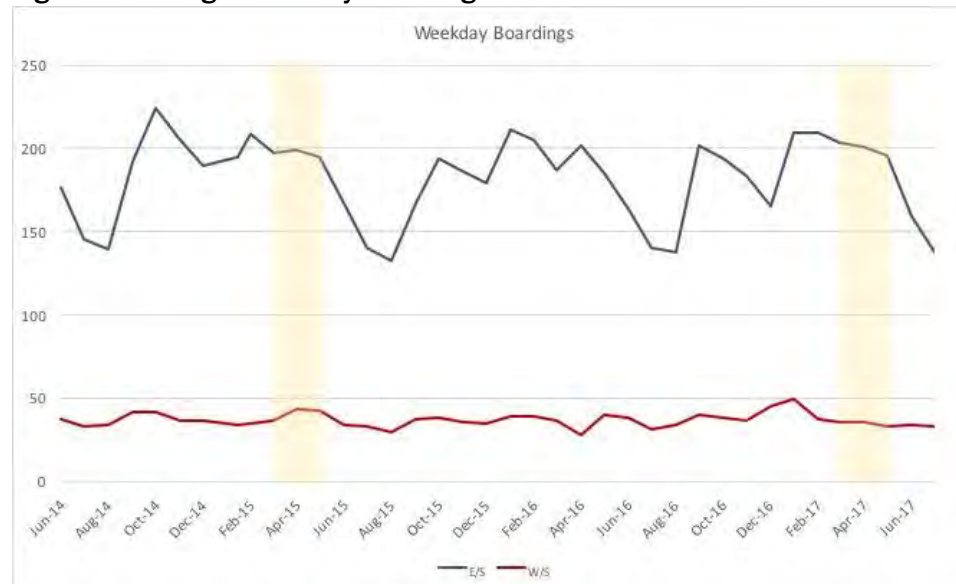
Saturday			
26th Woodfield	March		May/August
	Morning	Afternoon	Morning/Afternoon
	72	79	191

Source: Community Service Center and ECONorthwest

Transit Ridership

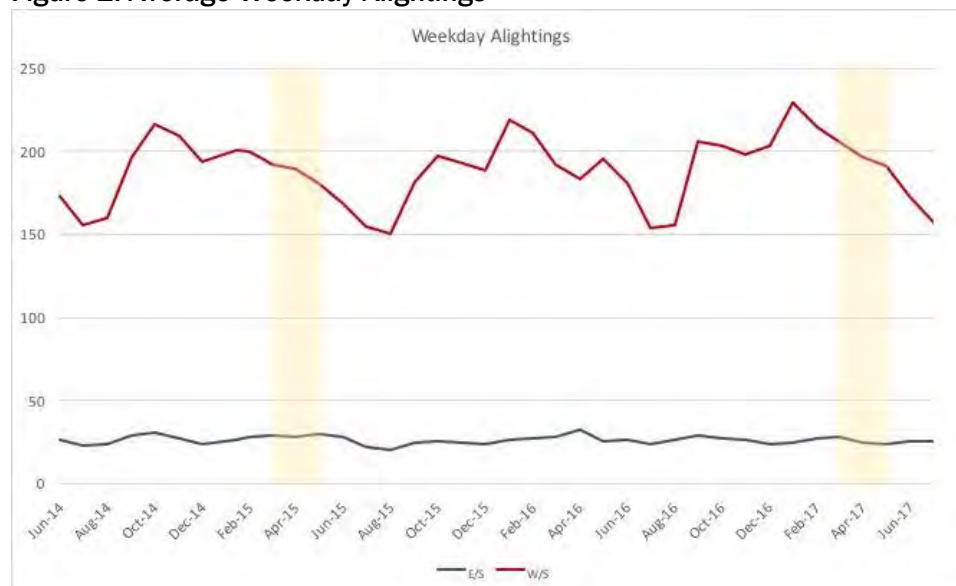
Lane Transit District provided transit boardings and alightings for bus service on both the east side (E/S) and west side (W/S) of Willamette St. in the corridor study area between June 2014 and July 2017. This time period covers the points in time when bike and pedestrian counts were performed (March and May 2015 and 2017) as well as spans the before and after corridor restriping (Figure 1 and Figure 2).

Figure 1: Average Weekday Boardings



Source: Lane Transit District and ECONorthwest

Figure 2: Average Weekday Alightings



Source: Lane Transit District and ECONorthwest

A comparison of means found no statistically significant⁷ differences for boardings and alightings between 2015 and 2017 (months of January through July)⁸. Weekday boardings and alightings in the corridor (taking into account seasonality) were very similar over the entire study period.

Intercept Surveys

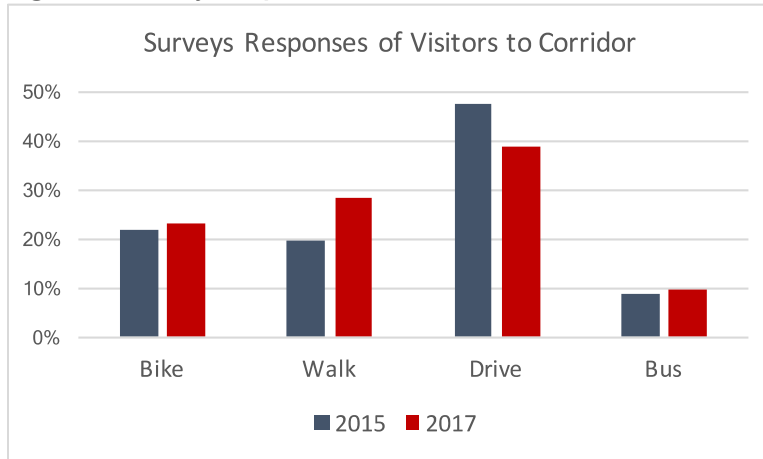
The customer intercept surveys designed by the CSC were implemented between May and August 2015 and between April and June 2017. Each survey round included 400 responses and was designed to capture responses from pedestrians, bicyclists, bus patrons and drivers that had trip destinations in the South Willamette Street corridor. Each round of surveys asked questions about number of businesses visited, spending patterns, perceptions of safety and traffic congestion, and opinions about the restriping project.

Figure 3 displays the percent of visitors by mode of travel in 2015 and 2017. Figure 4 and Figure 5 show the average number of reported visits per week and the average number of reported businesses patronized per visit for 2015 and 2017.

⁷ Comparison of means test fails to reject the null hypothesis of no difference in means at the 95% confidence level.

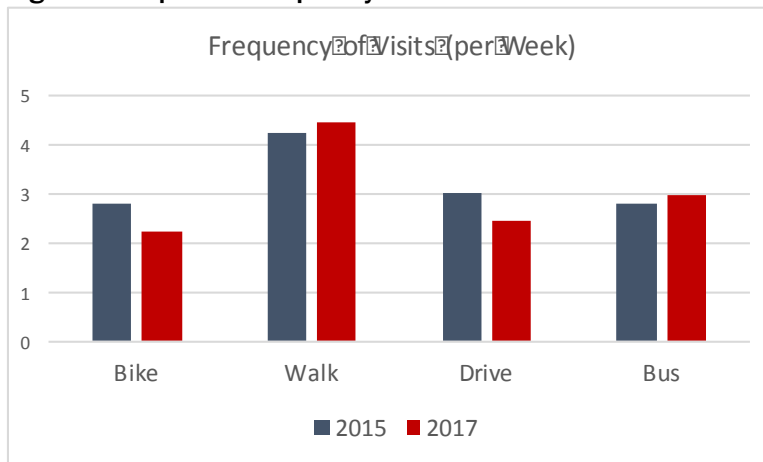
⁸ These months were selected for the comparison of means test in order to eliminate holiday and summer travel in the before and after striping periods.

Figure 3: Survey Responses with Destinations in the Corridor



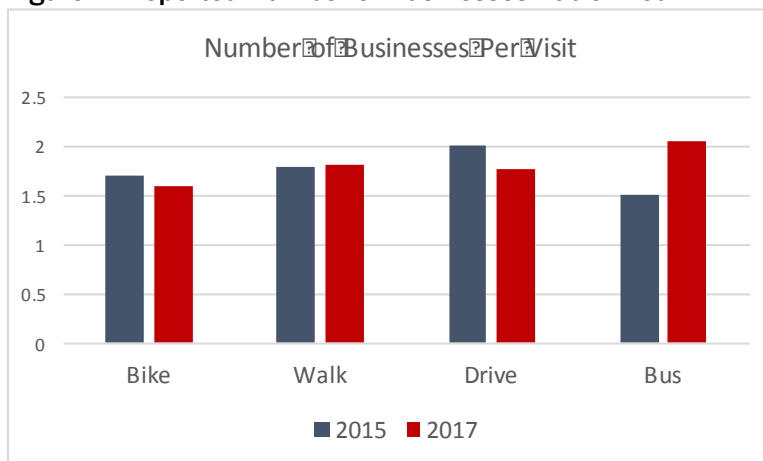
Source: Community Service Center and ECONorthwest

Figure 4: Reported Frequency of Corridor Visitation



Source: Community Service Center and ECONorthwest

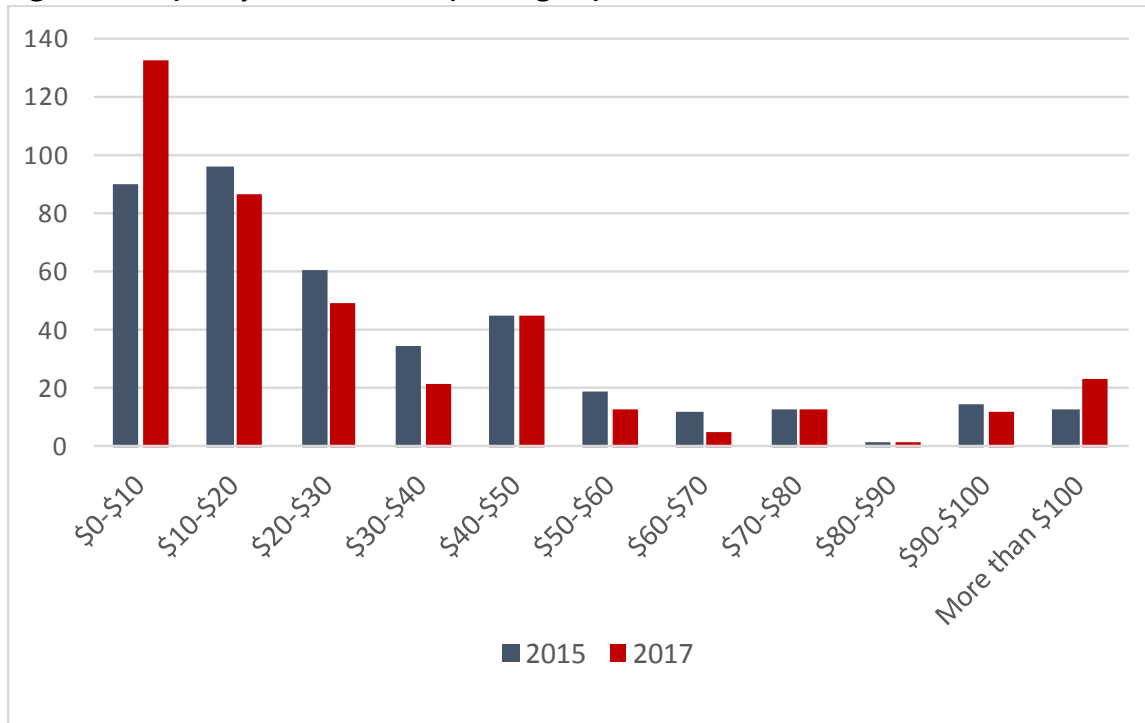
Figure 5: Reported Number of Businesses Patronized



Source: Community Service Center and ECONorthwest

Survey respondents were also asked how much they were spending in total for the visit to the corridor on the day of the survey. On average survey respondents indicated that they were spending just over \$36. The distribution of spending in 2015 and 2017 is displayed in Figure 6 below. And average spending per trip by mode is displayed in Figure 7. A comparison of means found no statistically significant⁹ differences for average spending per visit between 2015 and 2017.

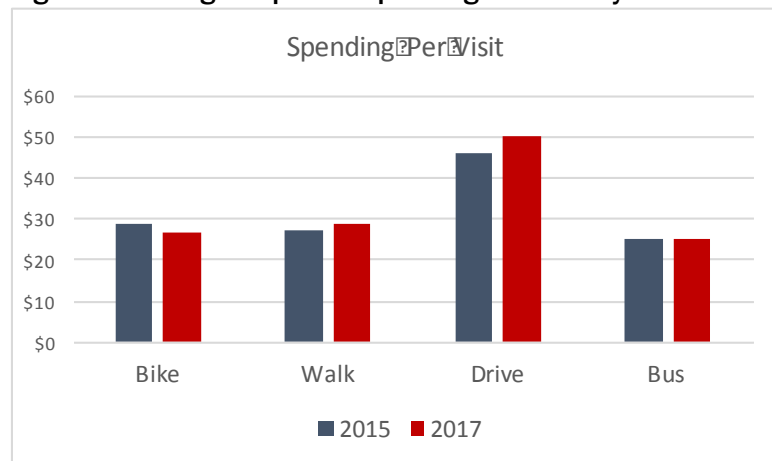
Figure 6: Frequency of Amount of Spending Reported in 2015 and 2017.



Source: Community Service Center and ECONorthwest

⁹ Comparison of means test fails to reject the null hypothesis of no difference in means at the 95% confidence level.

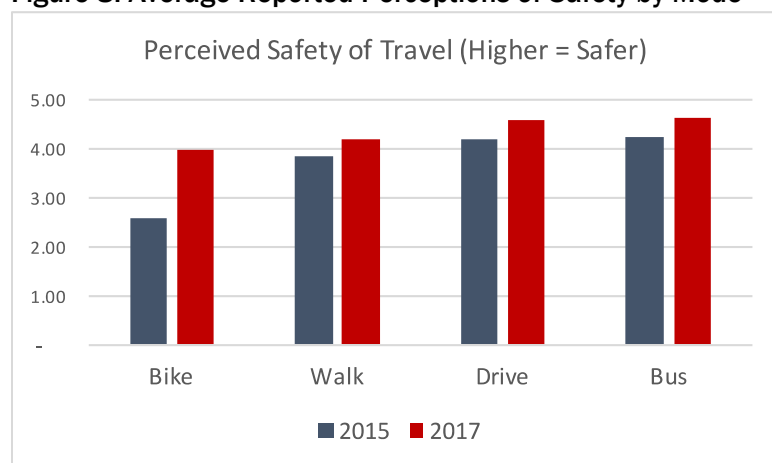
Figure 7: Average Reported Spending Per Visit by Mode of Travel



Source: Community Service Center and ECONorthwest

Survey respondents were asked to rate their perceptions of how safe they felt using their chosen travel mode on a scale of 1-5 (5 being the safer). Average responses by mode of travel from before restriping (2015) and after restriping (2017) are displayed in Figure 8 below.

Figure 8: Average Reported Perceptions of Safety by Mode



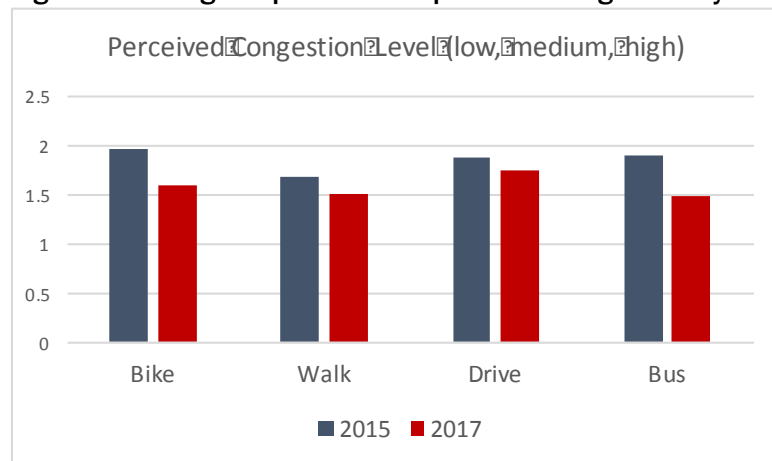
Source: Community Service Center and ECONorthwest

Altogether, perceptions of safety were improved in 2017 (mean score of 4.3) as compared with 2015 (mean score of 3.8). The differences are statistically significant¹⁰ and are positive for all modes of travel and most notable in the case of respondents traveling by bicycle.

Respondents were also asked about their perceptions of congestion in the corridor. Responses were on a scale of 1-3 (1 = low, 2 = medium, 3 = high). Average responses by mode of travel from before restriping (2015) and after restriping (2017) are displayed in Figure 9 below.

¹⁰ Comparison of means test fails to reject the null hypothesis of no difference in means at the 95% confidence level.

Figure 9: Average Reported Perceptions of Congestion by Mode



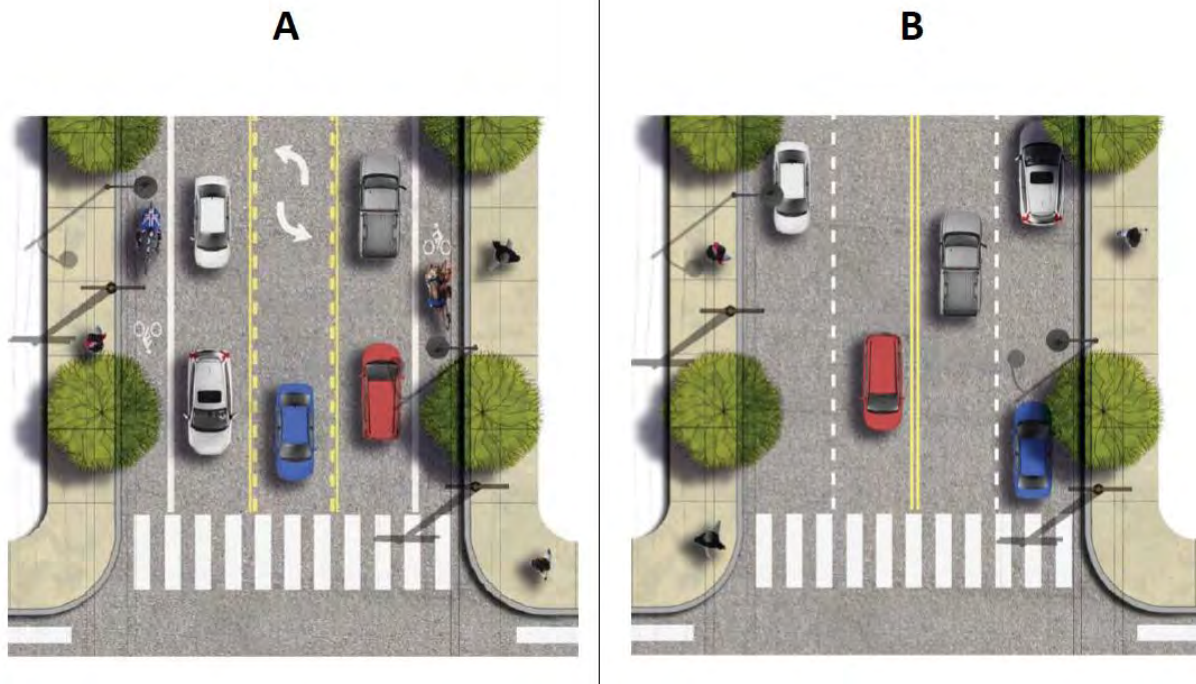
Source: Community Service Center and ECONorthwest

Altogether, perceptions of congestion were improved (lower scores) in 2017 (mean score of 1.6) as compared with 2015 (mean score of 1.8). The differences are statistically significant¹¹ and are once again observed for respondents independent of mode of travel.

The 2015 and 2017 surveys also included questions asking respondents to indicate their opinions regarding the restriping of the corridor. The two surveys asked questions with slightly different wording. In 2015, the question related to support for the restriping plan, while in 2017 the question related to whether they thought the corridor should retain the new operational design or be returned to its original operating conditions after the restriping experiment was concluded. In each case, the respondents could indicate support for the plan, opposition to the plan, or neutrality. Respondents could also indicate that they did not know if they supported or opposed the plan. In the cases where respondents indicated they “did not know” they were presented with corridor design schematics (see Figure 10 below) both with (A) and without (B) the restriping.

¹¹ Comparison of means test fails to reject the null hypothesis of no difference in means at the 95% confidence level.

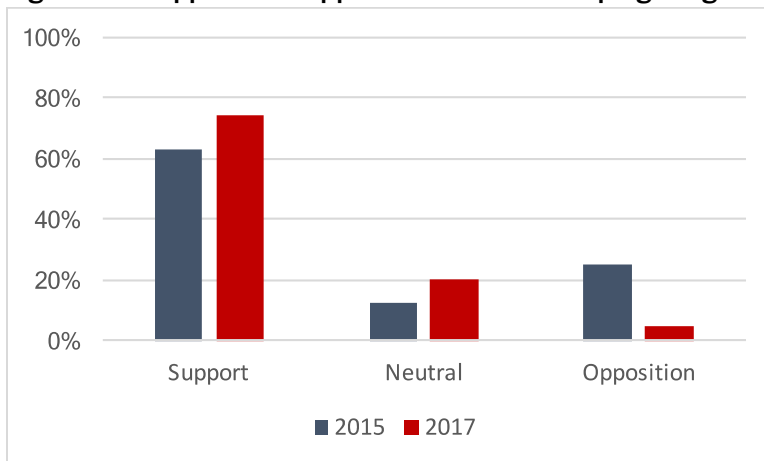
Figure 10: Corridor Design Schematic



Source: South Willamette Street Improvement Plan; OTAK

Respondents who indicated approval of the restriping schematic were combined with the respondents that indicated support for the restriping plan, and those that opposed the design were combined with those that indicated opposition to the plan. Support, opposition, and neutrality to the plan is displayed in Figure 11 below from both the 2015 and 2017 survey.

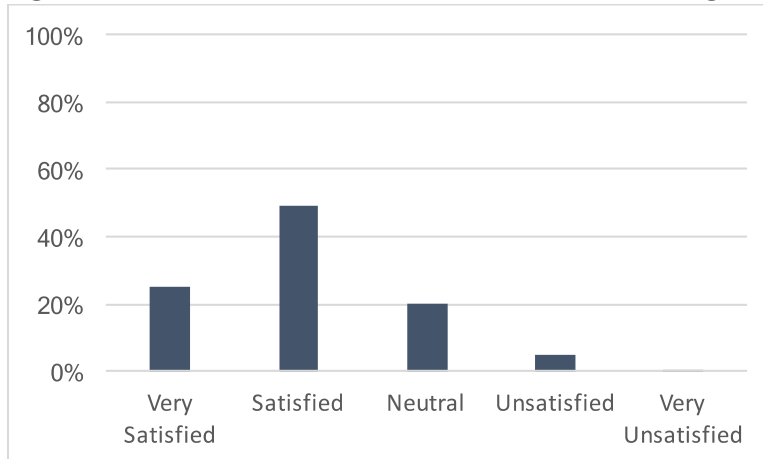
Figure 11: Support and Opposition to the Restriping Program



Source: Community Service Center and ECONorthwest

Support for the corridor restriping plan increased substantially between the 2015 survey responses and the 2017 responses, and opposition declined. In the 2017 survey, respondents were also asked to indicate their overall level of satisfaction with the corridor reconfiguration. These responses are displayed in Figure 12 below.

Figure 12: Overall Satisfaction with the Corridor Reconfiguration (2017)



Source: Community Service Center and ECONorthwest

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Winter Strategies

Meeting Date: February 26, 2018
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 6
Contact: Regan Watjus
Contact Telephone Number: 541-682-8442

ISSUE STATEMENT

This work session is an opportunity for City Council to discuss strategies for assisting people who are unhoused in the community during the winter months.

BACKGROUND

The City of Eugene and Lane County work collaboratively with community partners to address the needs of people who are experiencing homelessness in our community. A recent staff-produced document titled Addressing Homelessness (attached) outlines specific strategies the City uses and programs the City supports to address needs along the continuum of housing and homelessness, from emergency services and supports for moving people toward permanent housing to housing stabilization efforts to homelessness prevention. This includes the City's key work through the Human Services Commission and the Poverty and Homelessness Board to move forward a variety of strategies and efforts to combat homelessness and poverty.

According to an inventory of shelter and housing for the homeless compiled by the Lane County Human Services Division, there are 465 year-round emergency shelter beds in the Eugene/Springfield area, including 69 beds for households with children and 396 beds for households without children. These include beds at the Eugene Mission, St. Vincent de Paul Vet LIFT program's emergency beds, Looking Glass Station's 7 beds for runaway and homeless youth, emergency shelter beds offered through a number of programs operated by ShelterCare, and emergency shelter beds offered by Womenspace for people experiencing homelessness due to domestic violence.

In addition to these year-round beds, programs supported with funding through the Human Services Commission and implemented over the past several years have worked to increase resources and shelter to those who are unhoused during the winter months. These include the Egan Warming Centers, the City-approved Dusk to Dawn program sites, and motel vouchers for families with children. Egan Warming Centers activate on those nights when the temperature drops to 30 degrees or below, and they can provide shelter for up to 300 people. Three Dusk to Dawn sites are providing nightly shelter this winter season for 90 individual households and 9 households with children (approximately 115 people). In addition, 106 individuals have been served this winter through motel vouchers for families with children administered by Catholic Community Services on nights that Egan Warming Centers activate.

In addition to these winter seasonal strategies, a few other programs in the community offer emergency shelter options both during and outside of the winter months. The St. Vincent de Paul Interfaith Night Shelter program provides shelter for 30 families through the school year. In addition, community-based, City-sanctioned programs provide additional shelter capacity, with Opportunity Village serving up to 35 people, the Rest Stop Program currently serving up to 72, and the Car Camping or Overnight Parking Program serving approximately 100 people with over 70 individual spaces and 8 family spaces.

Totaling all of these programs, staff estimate that there are approximately 1,250 emergency shelter beds that can be made available during the winter season. The variant factors for each of these programs are worthy of consideration in the process of analyzing the community's winter strategies efforts. For example, Egan Warming Centers and the motel voucher program only operate when the weather drops to 30 degrees or below. Some people may utilize more than one program throughout the winter season. Some programs are higher barrier programs than others, and some are prioritized for particular demographics.

In addition to the emergency shelter options available in the community, there are 96 year-round beds for transitional housing, where people who are experiencing homelessness may live for up to 24 months and have access to supportive services, and 772 beds of permanent housing in Lane County designated for formerly homeless individuals and families.

The annual Homeless Point in Time Count provides an annual snapshot of the need in Lane County. The 2017 count revealed 1,529 people experiencing homelessness, some living in transitional or emergency shelter and 1,003 men, women, and children living without shelter. In addition, nearly 13,000 individuals who were homeless sought social services through Lane County Human Services Division funded programs in 2016.

RELATED CITY POLICIES

1. Council goal for a safe community: A community where all people are safe, valued and welcome.

TRIPLE BOTTOM LINE ANALYSIS

- Environmental – reducing environmental and health impacts of people sleeping unsheltered in unsanctioned locations
- Economic prosperity – helping people achieve housing and economic stability by connecting currently unhoused individuals with housing opportunities and other services to improve their quality of life
- Social equity – helping underserved populations of people who are currently experiencing homelessness and face a variety of barriers and social stigmas associated with their status as unhoused

CITY MANAGER'S RECOMMENDATION

This is a discussion item only. There is no City Manager recommendation.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Eugene/Springfield/Lane County Homeless Service System, Lane County Human Services Division, 2017
- B. Addressing Homelessness, City of Eugene Update, Winter 2017-18
- C. Ordinance No. 20559 Adopting the Dusk to Dawn Program
- D. 2017 Annual Homeless Point in Time Count Highlights

FOR MORE INFORMATION

Staff Contact: Regan Watjus, City Manager's Office
Telephone: 541-682-8442
E-Mail: Regan.S.Watjus@ci.eugene.or.us

Eugene/Springfield/Lane County Homeless Service System

Introduction

The homeless service system is a collection of both short-term and permanent housing options, along with supportive social services, available to individuals, families, and youth experiencing homelessness in the Eugene/Springfield/Lane County area. Nonprofit agencies, government entities, and faith-based organizations partner to provide these critical community services. The homeless service system helps people experiencing homelessness get connected to stable housing, increase skills and income, and move toward self-sufficiency.

Housing Inventory of Shelter and Housing Providers

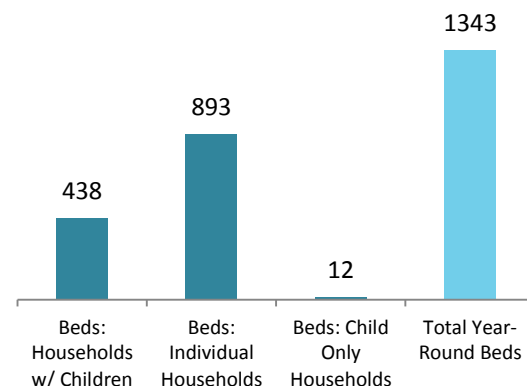
On January 25, 2017, agencies were asked to provide information regarding their current housing inventory designated to serve those experiencing homelessness. The Housing Inventory Count (HIC) is required to be submitted annually as part of federal requirements of the Continuum of Care (CoC) program, funded through the Department of Housing and Urban Development (HUD). The HIC includes information about housing and services provided within the geographic area, regardless of funding sources. A total of 11 agencies, representing 45 housing programs, provided information on the housing inventory available on the night of January 25th. The information collected during the HIC is presented below.

Shelter and Housing Types in the Eugene/ Springfield/ Lane County Homeless Service System

A variety of housing and shelter models are available within the community including: emergency shelter (ES), transitional housing (TH), permanent supportive housing (PSH), rapid re-housing (RRH), safe haven (SH), and an extreme weather shelter. In addition to these shelter models, the homeless service system also includes additional resources available to those experiencing homelessness such as access centers, community service centers, street outreach services, rest stops and car camping. A description of each housing model and related services are provided in the subsequent sections, along with the housing inventory summary for each housing type.

Overall, the homeless assistance system includes a total inventory of over 1300 year-round beds and 75 seasonal beds, available only during the months of November through March. Of the total year-round beds available, 438 serve households with children (33%), 12 serve child-only households (<1%), and 893 serve individual households (66%).

33% of beds in the homeless service system serve households with children



Street Outreach Services

Street Outreach engages with people who are experiencing homeless in an effort to connect them to essential services including basic needs such as food, clothing and shelter, as well as more intensive services such as medical care, substance abuse treatment, protection from sexual exploitation and victimization, disease and pregnancy, abuse/neglect services, permanent housing, mental health and crisis counseling. The following agencies provide outreach services to Lane County:

Agency	Program	Population
HIV Alliance	HIV Outreach	People at risk for HIV/AIDS
Looking Glass	New Roads	Youth
White Bird Clinic	White Bird Outreach PATH	Single Adults
ShelterCare	Shankle Safe Haven	
	FUSE Street Outreach	Frequent Users of Systems of Care

Emergency Shelter

Emergency Shelter is often the first stop for individuals, youth, and families entering the homeless service system. These shelters provide short-term shelter, generally up to 60 days. Area shelter providers have indicated emergency shelter stay policies range from a maximum of 1 to 60 days, but some offer extended stays. The following agencies were identified as providing emergency shelter:

Agency	Program	Year-Round Beds	Beds HH w/ Children	Beds HH w/o Children	Total Seasonal Beds
Catholic Community Services (CCS)	Eugene	-	-	-	6
Eugene Mission	Family Program	15	15	-	-
	Men's Life Change Program	25	-	25	-
	Men's Program	259	-	259	-
	Women's Life Change Program	15	-	15	-
	Women's Program	65	-	65	-
St. Vincent De Paul	Dusk to Dawn Families	-	-	-	30
	Faith-based Shelter	-	-	-	30
	VET LIFT ES	4	-	4	-
Looking Glass	Station 7	12	12	-	-
ShelterCare	CAHOOTS Crisis Units	3	2	1	-
	Family Housing Program (EHA)	14	14	-	-
	Family Housing Program (Other)	7	7	-	-
	L Building ES	8	-	8	-
	ShelterCare Medical Recuperation	19	-	19	-
Siuslaw Outreach Services	Hope House DV Shelter	10	10	-	-
	SOS-SHAP-NEW17-Motel Vouchers	-	-	-	9
Womenspace	Womenspace Shelter	19	19	-	-
		475	67	396	75

Other Specialized Shelters

Domestic Violence Services

Womenspace and Siuslaw Outreach Services are the two domestic violence facilities in the area that provides emergency shelter to people experiencing homelessness due to domestic violence.

Winter Weather Response

St. Vincent de Paul's **Egan Warming Center** is a coalition of community members representing service providers, religious congregations, nonprofit support agencies, social activist communities and local government who have come together to ensure that up to 300 people experiencing homelessness in Lane County have a warm and safe place to sleep when temperatures drop below 30 degrees between November 15th and March 31st.

The **Dusk to Dawn** program was launched in 2015 as an additional winter warming site due to increased demand for safe, low barrier shelter. Now run by St. Vincent de Paul, the temporary shelter utilizing large tent structures provides up to 60 individuals a warm place to be between the hours of 4:30pm and 7:30am in the winter months.

Other Community-Based Housing Options

Over the last several years, Lane County has embraced new and innovative community housing options in response to the growing need for safe places for people to sleep. Some of the new approaches include Rest Stops, Transitional Micro-Housing, and Safe Spots.

Transitional Micro-Housing

Opportunity Village Eugene is a collaboration between the housed and the unhoused providing stable, safe, and sustainable places to be through alternative, cost-effective approaches for transitioning the unhoused to more permanent living situations. Opportunity Villages is a transitional micro-housing site utilizing community-based development and a self-governance model.

Agency	Program	Population Served	Total Units
Square One Villages	Opportunity Village Eugene	Single Adults and Couples	30-35 Residents

Safe Spots Camp Communities or “Rest Stops”

Community Supported Shelters (CSS) encompasses four basic, temporary housing locations utilizing micro-shelter and tent structures. Rest Stops also provide employment training and volunteer opportunities to residents. Nightingale Health Sanctuary hosts a Conestoga Hut site, temporary housing for those without disabilities focusing on overall health and wellness.

Agency	Program	Population	Total units
Community Supported Shelters	Safe Spot – Roosevelt	General	20 Residents
	Safe Spot – Chambers	General	20 Residents
	Veterans Safe Spot - Eugene Mission	Single Adults and Couples (Veterans)	15 Residents
	Safe Spot – Single Women and Married Couples	Single Adult Women and Married Couples	20 Residents
Nightingale Health Sanctuary	Conestoga Huts at Good Samaritan	Single Adults	1 Site, 6 units

The Overnight Parking Program

The Overnight Parking Program provides legal camping, free trash disposal, and portable restrooms to families and individuals living in their vehicles.

Agency	Program	Singles	Families
St. Vincent de Paul	Overnight Parking Program- Eugene	59	14
	Overnight Parking Program- Springfield	4	4
		63	18

Transitional Housing

Transitional Housing is designed to provide individuals and families experiencing homelessness with the interim stability and support to successfully move to and maintain permanent housing. Individuals and families may live in transitional housing for up to 24 months and receive supportive services such as childcare, job training, and life skills that help them live more independently. The following table represents the transitional housing available in Lane County:

Agency	Program	Year-Round Beds	Beds HH w/ Children	Beds HH w/o Children
Looking Glass	Transitional Living Program	10	2	8
Sponsors	GPD Homeless Veterans	10	-	10
St. Vincent de Paul	Connections CoC	63	63	-
	GPD Vet LIFT AVC-GPD	12	-	12
ShelterCare	Indigent LC Cx50940	1	-	1
		96	67	31

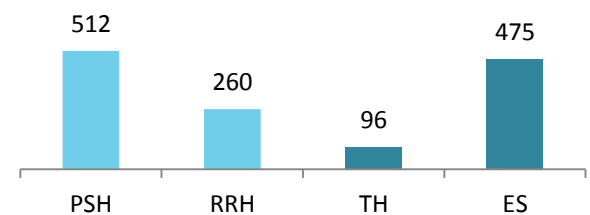
Permanent Housing

Permanent housing is defined as community-based housing without a designated length of stay in which formerly homeless individuals and families live as independently as possible. There are two main types of permanent housing models: Permanent Supportive Housing (PSH) or Rapid Re-housing (RRH). These two models are explained in further detail below.

Permanent Supportive Housing

PSH is long-term permanent housing with supportive services to assist those with disabilities (i.e. physical or mental health) obtain housing stability. This long-term housing has no designated length of stay. The following PSH programs are available in Lane County:

Permanent Housing makes up 57% of year round beds in the homeless service system



Agency	Program	Year-Round Beds	Beds HH w/ Children	Beds HH w/o Children
1st PI	1st Place Family	9	9	-
HACSA	HUD-VASH	236	9	227
	Shelter Plus Care CoC	120	40	80
MHI	Emerald Options	31	15	16
SC	Camas	18	6	12
	Shankle Safe Haven Scattered Site	11	-	11
	Shankle Safe Haven Facility	16	-	16
SVDP	Housing PLUS (Lamb Bldg OHA)	7	-	7
	Housing PLUS (Lamb Bldg SPON)	3	-	3
	Housing Plus (Vet LIFT 3)	9	-	9
	LIFT CoC	33	25	8
	VET LIFT CoC	19	-	19
		512	104	408

Rapid Re-housing

RRH assists individuals, youth, and families experiencing homelessness (with or without a disability) move as quickly as possible into permanent housing through housing search and relocation services, coupled with short- to medium-term rental assistance and case management in order to achieve stability in that housing.

Agency	Program	Year-Round Beds	Beds HH w/ Children	Beds HH w/o Children
Catholic Community Services	McKenzie RRH	73	73	-
Looking Glass	EHA RRH	9	3	6
	McKenzie RRH	9	4	5
ShelterCare	Cascades RRH	13	-	13
	FUSE	4	-	4
	McKenzie RRH	64	64	-
St. Vincent de Paul	ESG RRH for Families	33	33	-
	ESG RRH for Singles	7	-	7
	Supportive Services to Veteran Families (SSVF) RRH	37	14	23
Womenspace	RRH	11	11	-
		260	202	58

Other Specialized Permanent Housing

Safe Havens

Safe Havens are supportive housing units that serve hard-to-reach homeless persons with severe mental illness and other debilitating behavioral conditions that are on the street and have been unable or unwilling to participate in housing or supportive services. Traditionally, safe havens are low-barrier shelters with a participant population that seeks shelter as needed. Currently, our community has one safe haven that is operated by ShelterCare which is *Safe Haven Shankle*.

Shelter Plus Care

Shelter Plus Care Program provides rental assistance for hard-to-serve homeless persons with disabilities in connection with supportive services funded from sources outside the program. Shelter Plus Care (S+C) is a program designed to provide housing and supportive services on a long-term basis for homeless persons with disabilities (primarily those with serious mental illness, chronic problems with alcohol and/or drugs, and (AIDS) or related diseases) and their families who are living in places not intended for human habitation (i.e., streets or emergency shelters). The program allows for a variety of housing choices, and a range of supportive services funded by other sources, in response to the needs of the hard-to-reach homeless population with disabilities.

Access Centers and Community Service Centers

Community Service Centers provide emergency basic needs assistance, homeless prevention services, energy assistance and linkage to mainstream benefits and resources for low income households in Lane County. There are four community service centers throughout the county:

Agency	Program	Population Served
Catholic Community Services	CCS Community Service Center - Eugene	Single Adults and Families with Children
	CCS Community Service Center - Springfield	
Community Sharing Program	CSP Community Service Center – Cottage Grove	
Siuslaw Outreach Services	SOS Community Service Center – Florence	

Access Centers for Youth offer day shelter and services to assist youth in accessing more intensive supports, including employment skills and opportunities. The Youth Access Centers meet the community's basic needs by providing youth with safe day shelter with access to services including basic needs, case management, employment and community resources, laundry, phones, meals, and computer access.

Agency	Program	Population Served
Hosea Youth Services	Hosea Youth Services	Youth Age 12-22 who are at-risk or currently homeless
Looking Glass	New Roads	Youth up to 21 years of age who are at-risk or currently homeless

Access Centers for Families help to meet basic needs by providing emergency services, provisions, information and referral, and case management to families with children who are low-income, at-risk of or currently experiencing homelessness. Families receive an intake and needs assessment for all members of the household. Services are provided as needed including emergency assistance, such as food, clothing, supplies; telephone access; housing location; advocacy; mentoring; and employment assistance.

Agency	Program	Population Served
St. Vincent de Paul	First Place Family Center	Families with children under 18

Access Centers for Singles provide single homeless adults with emergency and basic needs assistance to include food, clothing, laundry and shower facilities, prescription assistance, supplies, telephone and internet access, housing location, advocacy, and transportation assistance.

Agency	Program	Population Served
St. Vincent de Paul	Eugene Service Station	Single Adults
White Bird Clinic	White Bird Walk-In Services	Single Adults



Addressing Homelessness

CITY OF EUGENE UPDATE, WINTER 2017-18



The City of Eugene works with governmental and community partners on a range of efforts to address homelessness in our community.

In these efforts, the City strives:

1. To address the need for both permanent solutions and more short-term emergency shelter strategies
2. To acknowledge and demonstrate through collaboration that partnerships are essential to successful outcomes
3. To balance livability of neighborhoods with compassionate and humane responses to homelessness and the reality of our current housing and homelessness crisis

Emergency Services and Helping People Move Toward Permanent Housing

Continued Support for Social Services

Support for human services is a critical piece of the City's strategies and efforts in addressing homelessness. The City of Eugene provided \$350,000 in CDBG funds and \$935,000 in FY17 General Fund dollars to the Lane County Human Services Commission to support critical social services that support people who are homeless and in poverty. These resources are combined with other federal, state and local resources received by Lane County to support a range of general and specialized social services including:

1. Community Service Centers in four locations for low-income persons
2. Three Homeless Access Centers for singles, families and youth
3. Hunger relief services including food box distribution and meal sites
4. Early childhood programs
5. Cultural and linguistic access

The resources also support a range of emergency, transitional and permanent housing programs and services provided by a variety of non-profit social service organizations in the community.



2017-18 Winter Strategies

The City of Eugene allocated \$155,000 to the Lane County Human Services Commission to help support winter strategies for unsheltered homeless persons through the Dusk to Dawn program. This season, Human Services Commission funding for winter strategies will support the following programs from November 1 to March 31:

- **Dusk to Dawn:** Approved in December 2015, Dusk to Dawn provides approved sites for people to sleep overnight. City Council approved two new sites for the 2017-18 winter season which has added capacity to the program. A St. Vincent de Paul-owned site for individuals in northwest Eugene, a Lane County-owned site for individuals with vehicles in north Eugene, and a St. Vincent de Paul-owned site for families with children in southeast Eugene will together serve over 110 people nightly. St. Vincent de Paul manages the program for each site.
- **Emergency shelter seasonal warming through the Egan Warming Centers:** For singles and couples without children, Egan Warming Centers offer overnight shelter on nights when the temperature drops to 30 degrees or below. The centers rely heavily on a cadre of volunteers and donated spaces for overnight shelter. In 2016-17, the Egan Warming Centers activated 25 nights and served over 1,600 unique guests.
- **Motel vouchers to assist homeless families with children:** On nights that Egan Warming Centers activate, Catholic Community Services administers motel vouchers for families with children.

Car Camping Program

The City of Eugene's Car Camping program, run in partnership with St. Vincent de Paul, currently hosts over 70 single spaces and eight family spaces at over 42 addresses, both public and private. The City of Eugene provides \$89,000 annually for the program, which has been increased by \$50,000 through the Supplemental Budget the past few years. St. Vincent de Paul administers the program, providing sanitary facilities as well as camper screening and placement.



EUGENE'S CAR CAMPING PROGRAM

- ▶ 70+ SINGLE SPACES
- ▶ 8 FAMILY SPACES

Lindholm Service Station

The City of Eugene provided over \$190,000 in CDBG funds for critical improvements at the Lindholm Center Service Station. Improvements were made to the lavatory, shower and laundry facilities to support increased use by Service Center clients. Construction was completed in December 2016.

Looking Glass Youth Shelter

The City of Eugene Police Department provides \$36,000 annually to the Human Services Commission that goes towards Looking Glass Station 7 to provide shelter services for homeless youth. Station 7 and its Rural Program component operate 24 hours a day to provide crisis intervention services for youth, ages 11 to 17, and their families.

Eugene Community Service Center

The City of Eugene allocated over \$168,000 in CDBG funds for rehabilitation of the Eugene Community Service Center, owned and operated by Catholic Community Services. This facility served over 10,000 people in 2015 and is the largest distributor of food boxes in Lane County. Funds will be used to replace the walk-in freezer/cooler, improve accessibility at the entrance, replace windows and light fixtures to achieve greater energy efficiency, and install an exterior awning to protect clients in inclement weather. Work will commence in 2018.

Rest Stops

Rest stops provide approved sites where people experiencing homelessness can sleep in tents or Conestoga huts, keep their belongings, and receive assistance connecting with social services. Currently, five rest stops managed by local non-profits are in operation, serving up to 92 people at any one time. In December 2016, Council approved one-time funding of \$25,000 for the program, and in February 2017, Council approved the removal of the sunset date for the program. In 2017, City staff created an Outreach Handbook on the Rest Stop and Car Camping programs to provide detailed information about the programs as well as tools to assist community members and neighborhood groups interested in working with staff to increase awareness and identify new potential sites.

**5 REST STOPS CAN
SERVE UP TO 92
PEOPLE**

*Two rest stop residents
distribute firewood to fellow
residents.*





**OPPORTUNITY
VILLAGE EUGENE
CAN SERVE UP TO
35 PEOPLE**

Opportunity Village

A self-managed micro-housing site located on City-owned property, Opportunity Village has been providing low-cost shelter for people experiencing homelessness since August 2013. The site consists of common bath, kitchen and gathering spaces and 29 temporary residential units with capacity to serve up to 35 people at any one time.



Homeless Medical Recuperation Program

The City of Eugene allocated \$108,000 in CDBG funds to rehabilitate ShelterCare's Homeless Medical Recuperation facility. This program provides 19 units of safe supportive emergency housing, including meals and wrap-around services, for medically fragile people discharged from hospitals with no place to go. Funds will be used for exterior repairs, HVAC upgrades, improvements to cold food storage, and to replace the roof. Work will commence in 2018.

Community Justice and Outreach Initiatives

The City of Eugene has launched several programs for which the goals are to intervene and help people connect with resources to address needs which may be contributing to frequent interactions with law enforcement and the criminal justice system. While the following programs serve both those with and without housing, many whom they serve are homeless.

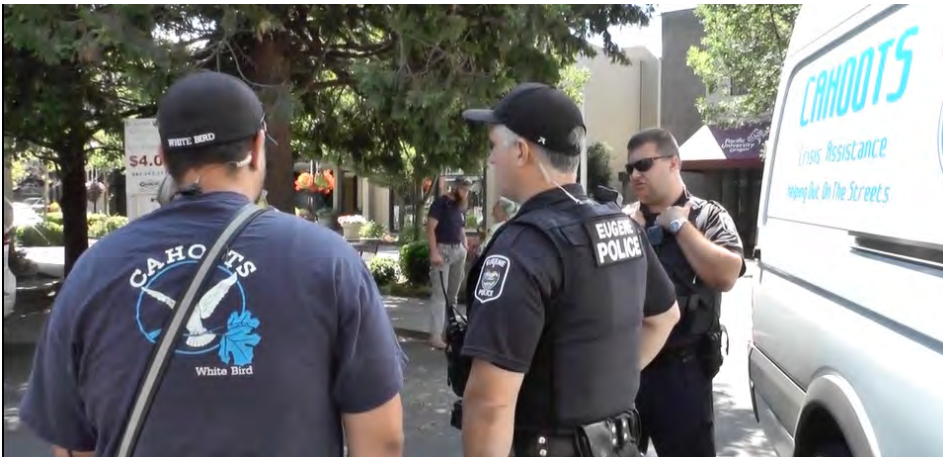
- **Community Court:** Eugene Municipal Court launched Community Court in September 2016 as a program for those who have committed non-violent offenses in the downtown area. Community Court happens once a week in the downtown library, and participants are required to do community service and meet with service providers who can help with housing and a variety of other needs. The program had 51 graduates in its first year, and walk-ins also take advantage of the opportunity to come meet with providers.
- **CAHOOTS:** Crisis Assistance Helping Out On The Streets (CAHOOTS) provides 24/7 mobile crisis intervention and is dispatched through the police non-emergency communications center. Each team consists of a medic and crisis worker who can provide immediate stabilization, assessment, referral, information, and advocacy. The Eugene Police Department contracts with White Bird for CAHOOTS services, providing over \$900,000 in funding and owning and maintaining three vans used for the program.
- **Community Outreach and Response Team (CORT):** A partnership between the Downtown Police Team and CAHOOTS, this team identifies top users of police resources in the downtown area and spends two days a week working with individuals to help them address underlying needs and barriers. CORT has helped 31% of their clients enter housing.
- **Park Ambassadors:** Park Ambassadors work in City parks to help promote safety and quality experiences in the parks system. Ambassadors perform a variety of tasks, including providing information and explaining rules to park visitors, helping maintain clean parks, and connecting with and assisting those who are experiencing homelessness.

Buckley House/Willamette Family Treatment Center

The City of Eugene Police Department contracts with Willamette Family Treatment Center annually in the amount of \$79,000 to provide sobering services.



The Community Court program had 51 graduates in its first year.



The Community Outreach and Response Team has helped 31% of their clients enter housing.



Parks Ambassadors work throughout the City of Eugene's parks and natural areas to help promote safety, cleanliness and positive experiences.

The 15th Night Initiative addresses youth homelessness in Eugene.



15th Night Initiative

The City of Eugene is partnering with the 4J and Bethel School Districts and a number of community partners on the 15th Night Initiative to address youth homelessness. A total of 311 students who are unaccompanied minors experiencing homelessness have been identified in Eugene. The 15th Night's Rapid Alert Network system responded to 120 requests between January and September 2017. The City's Recreation Division is also partnering with 15th Night to provide a variety of recreational experiences, programming and development opportunities for youth participants. Three 15th Night youth were hired this past summer by the Recreation Division following their completion of an internship and job training program.

Looking Glass McKay Lodge

The City of Eugene allocated almost \$425,000 in CDBG funds to rehabilitate McKay Lodge, which is a residential facility for male juvenile ex-offenders. McKay Lodge is owned and operated by Looking Glass and supports 35 youth annually. Funds will be used to renovate the kitchen, replace the roof, replace the HVAC system, and for other interior improvements. Work will commence in 2018.

Whiteaker School

The City of Eugene allocated \$250,000 in CDBG funds to rehabilitate Whiteaker School, which is owned and operated by Head Start of Lane County. At this location, Head Start provides services to almost 200 children and provides over 4,000 meals per month. Funds will be used for roof repairs, kitchen expansion and renovation, and security improvements. Work will commence in 2018.

Homelessness Prevention and Permanent Housing Solutions

Access to permanent affordable housing is critical to both prevent and end homelessness. The lack of affordable housing opportunities is the most significant barrier identified by homeless service providers in their work. Eugene has invested in multiple projects to expand the number of affordable housing units available and to also preserve the existing stock. Eugene invests its federal HOME and CDBG funds for this purpose and also provides local System Development Charge waivers and property tax exemptions.

EXPANDING THE SUPPLY OF AFFORDABLE HOUSING

Over the past year, 64 units of affordable housing were created through completion of one new construction and two acquisition projects. Of the total, 13 units are for homeless persons and 11 units are for youth aging out of the foster care system. Three additional projects with 23 affordable housing units are underway including The Monroe, River Road Apartments, and Youth House. Descriptions of these projects are provided below.

Delta Court

Cornerstone Community Housing used HOME funds to acquire Delta Court, an eight-unit apartment building on Hunsaker Lane. The rehabilitated units serve as transitional housing for homeless families with children.

Bascom Village Phase Two

This new construction project was developed by Housing and Community Services Agency of Lane County (HACSA). It includes 47 affordable housing units and one on-site manager unit. HACSA received HOME funds to support the development, and the land was purchased with CDBG funds. CDBG funds were also used to pay for the street infrastructure for the development.

Bascom Village



North Polk Street Apartments

Neighborhood Economic Development Corporation (NEDCO) acquired a 12-unit apartment building with HOME funds. The apartments were renovated with CDBG funds and other sources. Eleven units are dedicated to housing very-low income youth aging out of foster care and one is for an on-site manager. This is the first project of its kind in Oregon that meets the critical housing needs of youth aging out of foster care.

Youth House

SVdP was awarded HOME funds to acquire a former church building to provide 13 transitional housing units for homeless youth age 16 to 18 and one on-site manager unit. Construction to adapt the building for this purpose has commenced and will be completed in early 2018.



North Polk Street Apartments

AFFORDABLE HOUSING BY THE NUMBERS

► 64
NEW UNITS CREATED

► 23
ADDITIONAL UNITS
UNDERWAY

► 267
UNITS OF EXISTING
AFFORDABLE
HOUSING
REHABILITATED

The Monroe

Liberty Housing Group LLC used HOME funds to acquire a six-unit apartment building in the Whiteaker neighborhood. Veterans will be the target population for these two-bedroom units. Rehabilitation will be completed by the end of December.

River Road Apartments

NEDCO used HOME funds to acquire a four-unit apartment building targeted to very-low income persons living with HIV/AIDS. Building rehabilitation will be completed by the end of December.

HOUSING REHABILITATION PROGRAM

In addition to creating additional affordable housing units, Eugene invested CDBG funds to preserve 267 units of existing affordable housing through its Housing Rehabilitation Program. Specific projects completed or underway are described below.

West Town on 8th

Cornerstone Community Housing received a \$158,000 CDBG loan to repair construction defects that led to a failed roofing system. Rehabilitation was completed in 2017. These repairs preserved 102 affordable housing units in downtown Eugene.



Olive Plaza

Olive Plaza, a 150-unit affordable housing development for very low-income seniors, received a \$360,000 CDBG loan for relocation of residents while significant rehabilitation took place including seismic upgrades and accessibility improvements. Work was completed in September 2017.



Eugene Emergency Home Repair Program

Fifteen very low-income households received assistance through Eugene's emergency home repair and accessibility improvements program totaling \$53,000. These repairs address critical health and life safety issues and prevent displacement and homelessness.

City of Eugene Support for Community Initiatives

Veterans Homelessness

Work to leverage \$3 million in additional federal grant resources that were awarded to St. Vincent de Paul in 2014 resulted in more closely coordinated efforts to address homelessness among veterans, over 400 veterans being housed, and over 50 avoiding imminent homelessness through the local initiative dubbed Operation 365. Since March 2016, 445 homeless veterans on Lane County's By-Name Homeless Veterans List have been housed.

Housing Policy Board

The City of Eugene supports the intergovernmental Housing Policy Board, which acts as a forum for public input into the community issues related to affordable housing. The HPB reviews low-income housing issues and makes policy, funding, and other recommendations regarding affordable housing to Eugene and Lane County governments. The mission of the HPB is to increase the availability of decent, affordable housing for low and very-low income families and individuals in Lane County.

► **445**
HOMELESS VETERANS
HOUSED SINCE 2016

Poverty and Homelessness Board

The Poverty and Homelessness Board (PHB) is an action oriented group of elected officials, community stakeholders, and individuals who represent low-income and homeless people's concerns. The board developed a five-year strategic plan in 2016 that included creating 600 additional housing opportunities for chronically homeless individuals and 300 additional emergency shelter beds, as well as other strategies related to the key goals of increasing housing, shelter, and services, preventing homelessness and poverty, and enhancing public awareness and advocacy. The Mayor of Eugene sits on the PHB as a voting member, and City staff also provide support.

Human Services Commission

The Lane County Human Services Commission (HSC) is the lead agency for the Continuum of Care Plan, coordinating an integrated community safety net delivery system of social services, supportive housing, and healthcare services for low-income and homeless community members. In addition to providing over \$800,000 in annual funding to the HSC for a variety of critical social services, the City of Eugene is represented on the commission by elected officials who join those from Lane County and the City of Springfield.

Recent Council Actions and Resolutions

- In May 2016, the Eugene City Council passed Resolution No. 5153, which affirmed the City of Eugene's support and commitment to the Housing First approach.
- In October 2015, Council approved Resolution No. 5142, acknowledging the current housing and homelessness situation as a crisis and urging state assistance to help address it.
- City Council voted unanimously on February 27, 2017, to remove the sunset dates from the Rest Stop and Dusk to Dawn programs.
- The FY18 City of Eugene budget that Council adopted in June 2017 included adjustments to allocate:
 - o \$154,655 for the Dusk to Dawn program
 - o \$1 million of one-time Comcast Settlement Funds for a shelter

Challenges and Priorities

1. The number of households living in poverty is rising, and the number of affordable market rate housing units is shrinking. Over half of Eugene renters and a third of homeowners have a moderate or severe housing cost burden that places them at risk of homelessness. While Eugene continues to support development of affordable and special needs housing, development has not kept pace with the growth in need.
2. Unauthorized camping in City parks and public right-of-ways is having a taxing impact on the community, the unhoused, and the City. While interdepartmental teams continue to explore and implement strategies to increase public health and safety, and help address the needs of the unhoused, finding workable solutions that meet the magnitude and urgency of the need is a continuing challenge.
3. Education and outreach around the issue of homelessness and City and community efforts are key to increasing awareness and opportunities for partnerships and collaboration within the community.
4. Many efforts and initiatives have been implemented that are helping people meet their basic needs, find shelter, connect with services, and access housing. The City will continue to work with Lane County and other agencies, non-profit organizations, community partners and individuals to identify and support practical, humane, collaborative and sustainable solutions to homelessness.

LEARN MORE: www.eugene-or.gov/homelessness or 541-682-5010



COUNCIL ORDINANCE NO. 20559

COUNCIL BILL 5149

**AN ORDINANCE ADOPTING THE "DUSK TO DAWN"
PERMITTED OVERNIGHT SLEEPING PILOT PROGRAM AND
PROVIDING FOR AN IMMEDIATE EFFECTIVE DATE.**

ADOPTED: November 23, 2015

SIGNED: November 24, 2015

PASSED: 8:0

REJECTED:

OPPOSED:

ABSENT:

EFFECTIVE: Immediate



ORDINANCE NO. 20559

AN ORDINANCE ADOPTING THE “DUSK TO DAWN” PERMITTED OVERNIGHT SLEEPING PILOT PROGRAM AND PROVIDING FOR AN IMMEDIATE EFFECTIVE DATE.

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

A. In order to create additional sleeping options for people who are homeless, a pilot program (“the Dusk to Dawn program”) expanding the permitted overnight sleeping provisions should be established allowing homeless persons to sleep overnight on City approved sites between the hours of 4:30 p.m. and 7:30 a.m.

B. The Dusk to Dawn program should remain in effect until March 31, 2016. The termination date of this program coincides with the current sunset date of the Rest Stop program, and will allow the City to monitor the program to determine whether it should be made permanent, revised or abandoned.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The following provisions are adopted as the Dusk to Dawn program and shall sunset and be repealed on March 31, 2016, unless extended or made permanent by future Council action:

Dusk to Dawn Permitted Overnight Sleeping Pilot Program. Notwithstanding section 4.815 of the Eugene Code, 1971, the City Manager is authorized to permit persons to sleep overnight at designated sites, between the hours of 4:30 p.m. and 7:30 a.m., under the following circumstances:

1. The City Manager shall recommend to the City Council proposed sites for the Dusk to Dawn program. Any such site may not be located in a residential area or close to a school, and must be owned or leased by the City of Eugene, another governmental entity, a religious institution, a non-profit organization, or a business if the business is located on property zoned commercial or industrial.
2. Before a proposed site may be used, the site must be approved by the City Council by motion and the City Manager must adopt an administrative rule governing use of the site.
3. The City Manager may close a site at any time upon determining that allowing camping at a site would create dangerous conditions or a health threat to the public.

Section 2. Pursuant to the provisions of Section 32(2) of the Eugene Charter of 2002, with the affirmative vote of two-thirds of the members of the City Council, this Ordinance shall become effective immediately upon adoption by the Council and approval by the Mayor, or passage over the Mayor's veto. An immediate effective date is necessary in order to provide additional places for people to camp.

Passed by the City Council this

23rd day of November, 2015.

Beth Forrest
City Recorder

Approved by the Mayor this

24 day of Nov, 2015

Kitty Pines
Mayor



2017 Annual Homeless Point in Time Count HIGHLIGHTS

1,529 people were counted during Lane County's 2017 Annual Point in Time Count

This number includes homeless community members who were counted in a myriad of locations including the streets, under bridges, in parks, at food pantries, day access centers, schools, churches, emergency shelters, and transitional housing programs for homeless persons on January 25, 2017. 146 staff and volunteers from 32 organizations assisted.

Of the **1,529** people counted:

- **442** individuals were staying in Emergency Shelter
- **84** individuals were living in Transitional Housing (up to 24 months) designated for people who are homeless
- **1,003** men, women, and children were without shelter

Total 1,529 individuals

Highlights of the count:

- **269** family members in homeless households with children; **153 sheltered**; **116** unsheltered
- **164** homeless veterans: **44 sheltered**; **120** unsheltered:
- **640** chronically homeless people: **143 sheltered**; **497** unsheltered
- **435** people have a mental illness
- **254** people have chronic alcohol/substance abuse issues
- **9** unaccompanied homeless youth (under 18)

Other Factors

- **12,998** individuals who were homeless sought social services through Lane County Human Services Division funded programs during Calendar Year (CY) 2016.
- **1,616** unduplicated individuals were served at the St. Vincent de Paul Egan Warming Center during 24 nights of the winter season at **14** faith-based sites, the Lane Events Center's Wheeler Pavilion, and Lane Community College during the 2016-17 winter season.
- **2,388** homeless and precariously housed students attended public school in Lane County during the 2015-16 school year (Oregon Dept. of Education).
- **253** homeless youth were served at the Looking Glass New Roads Access Center, (ages 16-21) during CY 2016.
- **199** youth stayed at Station 7 (under age 18): **131** runaway and **68** homeless youth during CY 2016.
- **2,470** people stayed at the Eugene Mission during CY 2016.

Unique to This Year's Count

- **5%** increase of overall count between the 2016 and 2017 Counts (a 32% decrease from 2011 to 2017).
- **741** formerly homeless people live in permanent housing designated for homeless people on the night of the count.

Cost of Homelessness (updated October 2016, Lane County Human Services Division)

Homelessness affects all Lane County residents because people without shelter may require costly support services:

- \$237-\$1,900 cost of a visit to the Sacred Heart Hospital Emergency Room –Riverbend and University District
- \$2,613-\$3,045 daily cost of care at Sacred Heart's In-Patient Behavioral Health Unit, acute psychiatric care
- \$800-\$1,500 cost of visit to McKenzie-Willamette Hospital Emergency Room
- \$650 daily cost of in-patient detoxification services at Willamette Family Treatment's Buckley Center
- \$171 daily cost per inmate at the Lane County Jail
- \$87 daily cost per inmate at the Springfield Jail