



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

October 28, 2019

**5:30 p.m. CITY COUNCIL WORK SESSION AND WORK SESSION OF
THE EUGENE URBAN RENEWAL AGENCY
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**Meeting of October 28, 2019;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Betty Taylor, President
Mike Clark
Chris Pryor
Jennifer Yeh

Emily Semple, Vice President
Greg Evans
Claire Syrett
Alan Zelenka

**5:30 p.m. CITY COUNCIL WORK SESSION AND WORK SESSION OF
THE EUGENE URBAN RENEWAL AGENCY**

- 1. Committee Reports and Items of Interest**
- 2. URA WORK SESSION: Riverfront Urban Renewal Follow-Up**
- 3. WORK SESSION: Climate Action Plan 2.0 – Buildings Gap Strategies and Update on Northwest Natural Gas Franchise Agreement Process**

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EUGENE AGENCY BOARD AGENDA ITEM SUMMARY



Work Session: Riverfront Urban Renewal Follow-Up

Meeting Date: October 28, 2019
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Michael Kinnison
Contact Telephone: 541-682-5500

ISSUE STATEMENT

This work session is a follow-up to the October 14 urban renewal overview work session and the Agency Board April 15 direction. Staff will present information on remaining Riverfront District resources and possible uses of those resources. Staff has identified other potential investments and will solicit other ideas from City Council as well as solicit what other information council might like staff to bring back on potential financial resources or projects.

BACKGROUND

At the April 15, 2019, work session, the Agency Board directed the Agency Director to return to discuss funding strategies for other potential projects within the Riverfront Urban Renewal District. At the October 14 work session, the Agency Board received a high-level overview of projects in the Downtown and Riverfront urban renewal districts in advance of having a series of work sessions on specific topics. (See Attachment A for the overview map.) This is one of the follow-up work sessions.

District Financial Capacity

Not counting already-earmarked expenditures, it is currently estimated that the District has approximately \$6 million left to spend through FY24. Some of the Agency Board approved projects that are underway have some new additional costs (Quiet Zone three eastern crossings, downtown riverfront infrastructure, and borrowing/interest costs). Assuming the Board agrees to fund those additional costs, **the District has approximately \$3 million available through FY24.** It is possible that some additional revenue will be available if tax increment revenue grows faster than projected. The District has the legal authority to spend approximately \$2 million more, but to do so, more tax increment needs to be collected than is currently estimated (or—alternatively—the District's sunset date of 2024 could be extended to maximize the full spending limit). (More information is provided in Attachment B.)

Potential uses for that \$3 million fall into three main categories: 1) contingency for downtown riverfront infrastructure, 2) projects the Agency Board has discussed previously and given direction on that are in the planning/design stage (Steam Plant and Plaza), and 3) other potential future opportunities.

Infrastructure Contingency Planning – Downtown Riverfront

The City is constructing the infrastructure to serve the new Downtown Riverfront Park and the rest of the development site. In line with the Agency Board approved Williams & Dame Associates' terms, the financial model for the Riverfront Urban Renewal District assumes that the cost of this infrastructure work is paid for by a combination of a local improvement district and urban renewal funds, with WDA ultimately paying for approximately 60 percent of the total cost through the LID assessments. However, if the bids for the infrastructure work come back significantly higher than currently estimated, it is possible that WDA could choose to terminate the Development and Disposition Agreement rather than contribute to the additional costs. (It is also possible that some other contingencies occur that could result in WDA not moving forward.) The City has developed a back-up plan to ensure that—if WDA did not move forward—the City would still be able to construct enough of the infrastructure to serve the new Park, without needing to use other City funds to cover the infrastructure cost. But potentially—if the bids were to come back significantly higher than currently estimated or if WDA does not move forward—additional urban renewal funds might be needed. Other trade-offs might also be necessary. Information will be presented at the work session to outline these potential costs and trade-offs. The contingency plan is shown in Attachment C.

Projects in the Planning/Design Stage

Steam Plant: Earlier this year following Agency Board direction, the Agency began negotiations with a local development team who proposed to save and adaptively re-use the Steam Plant, transforming it into a vibrant mixed-use gathering place for art, culture, innovation, office and community-building. Adaptive re-use of the existing building is ambitious, facing extraordinary environmental, seismic and financial challenges. Based on early estimates, the team currently anticipates a development gap, even if the Agency provides the property at no cost. The Agency/City is working with the team to identify how to potentially support the project to make it a reality. The River Guides will review the draft deal points on October 24, and an Agency Board work session is scheduled for November 18.

Plaza – Downtown Riverfront: The Downtown Riverfront Plaza will add an acre of urban developed park amenities to the Downtown Riverfront Park and is envisioned to become a city-wide destination. With programmable areas for market tents, community events, kids' play, and family activities, the Downtown Riverfront Plaza will serve as the heart of the new Downtown Riverfront neighborhood and the front door to Eugene's beautiful Willamette River frontage in Downtown Eugene. While the Plaza has an initial \$4 million budgeted (adequate funding for design and its share of the infrastructure cost), additional funding likely would be needed to construct the type of urban amenities and experiences envisioned by the community. The project is anticipated to be competitive for grant funding and attractive for community donors, but it is anticipated that additional funding will be needed.

Other Potential Future Opportunities

There are a number of other potential investment opportunities within the Riverfront District, which were included in Agency Board materials in March and April. Agency Board input is sought on the projects listed and any projects not listed that staff should explore. Additional information on each project and a map of the District is in Attachment D.

Potential future investments include:

- Affordable Housing – Downtown Riverfront
- Parking
- Willamette to Willamette Implementation
- Franklin Boulevard Area Improvements
- Mill Race Partnership
- City ¼-Block on SE corner of 8th & Pearl
- Broadway & Hilyard Remnant

Next Steps

Should the Agency Board ask staff to explore other opportunities and wish to discuss Riverfront Urban Renewal again, a follow-up work session is on the tentative agenda for November 13. The Agency Board is scheduled to discuss the Steam Plant deal points on November 18 and is scheduled to review/act on supplemental budget for the Quiet Zone increased cost on December 9. (Quiet Zone increased cost information is on page 2 of Attachment B.)

PREVIOUS COUNCIL DIRECTION

[July 9, 2018, Work Session](#)

- Agency Board authorized the Agency Director to approve a disposition and development agreement consistent with the terms included in Attachment B [of that AIS, which included City's construction and management of the publicly-owned, 1-acre plaza (in addition to 3-acre Riverfront Park)]. In addition, the Agency Board directed the Agency Director to negotiate for additional greenspace and, if more green space is possible, return to Agency with revised terms. [Following that direction, an additional 5,000 square feet of green space was added to the plaza.]

[February 26, 2018, Work Session](#)

- Agency Board action to approve the boundary expansion to include the Pearl and High Street crossings in the Riverfront Urban Renewal District and the use of urban renewal dollars for improvements at three crossings (\$3.7M).

[April 15, 2019, Work Session](#)

- Agency Board directed the Agency Director to come back to discuss funding strategies for other potential projects within the Riverfront Urban Renewal District.

AGENCY BOARD OPTIONS

1. Direct staff to come back with more information on specific projects.
2. Direct staff to come back with information on possible funding options.
3. Do nothing at this time.

AGENCY DIRECTOR'S RECOMMENDATION

The Agency Director recommends options 1 and 2—that the Agency Board identify whether there are potential projects that they want additional information about and potential funding strategies that would increase the amount of revenue/funds to pay for new or expanded project identified by the Agency Board.

SUGGESTED MOTION

Move to direct staff to come back with more information on specific projects and possible funding options to support the specified projects.

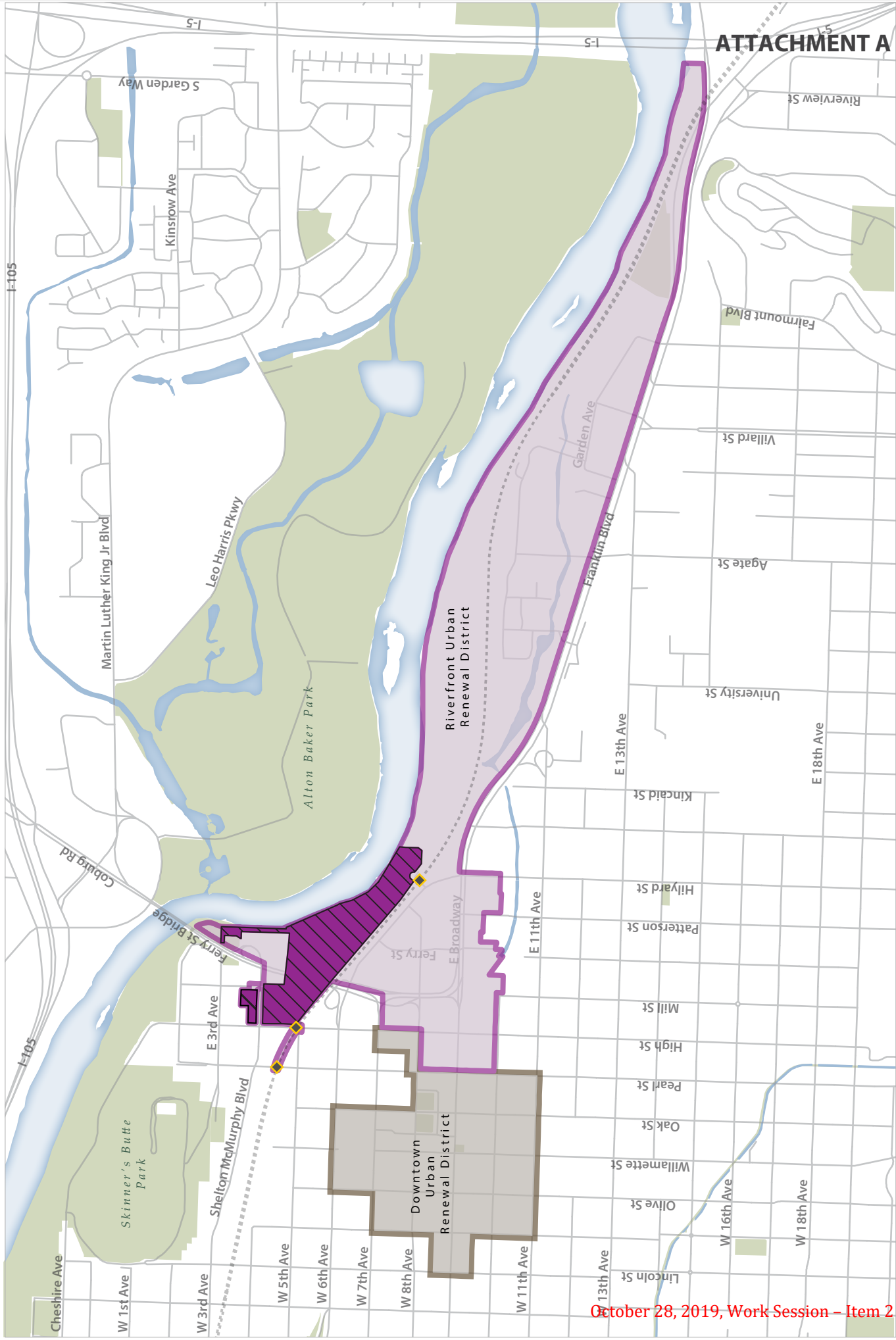
ATTACHMENTS

- A. Overview Map
- B. Financial Capacity Additional Information
- C. Contingency Plan – Downtown Riverfront Infrastructure
- D. Other Investment Opportunities in and a Map of the Riverfront Urban Renewal District

FOR MORE INFORMATION

Staff Contact: Michael Kinnison
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Staff E-Mail: mkinnison@eugene-or.gov

Downtown & Riverfront Urban Renewal Overview Map



Quiet Zone - 3 eastern crossings

Downtown Riverfront Site

Riverfront Urban Renewal Districts

Downtown &

Riverfront District Financial Capacity

The Riverfront District has two primary sources of funding: “tax increment” and “program revenue.” Tax increment is property tax revenue collected by the District. The amount of tax increment that we can collect and spend is limited in two ways: a) the spending limit (“maximum indebtedness”) of \$34.8 million, and b) the Plan termination date of June 30, 2024. Both the spending limit and the termination date were established by Council in 2004. Current estimates indicate that the termination date will likely be a limiting factor resulting in a spending limit of approximately \$2 million less than the maximum. In other words, the District may not collect enough tax increment revenue through FY24 to realize the full amount of maximum indebtedness.

In addition to tax increment revenue, the District also has program revenue, which are dollars from non-property tax sources, such as land sales and rental income. Program revenue is tracked separately from tax increment revenue because program revenue can be used for different purposes, such as providing funding for River Loans, and expenditures of program revenue are not included in maximum indebtedness.

Council, acting as the Agency Board, has approved projects in the last year and a half (e.g. Downtown Riverfront Park and Plaza, infrastructure, and the Quiet Zone three eastern crossings). After taking into account funds spent, committed, and earmarked, there is about \$6 million not yet committed. This estimate includes tax increment and program revenue funding sources through FY24.

However, some of the previously approved projects have new additional costs that need to be factored in. Information on each of those categories of new costs follows the chart below that summarizes the estimated amount of funds remaining in the District for future projects, which is \$3.4 million.

Est. Capacity for additional expenditures through FY24 \$ 6.1M

New Costs for Previously Approved Projects

Infrastructure Increase – Downtown Riverfront	\$ 0.2M
Borrowing/Interest	\$ 1.2M
<u>Quiet Zone Increase</u>	<u>\$ 1.3M</u>
	\$ 2.7M

Potential funds available for future projects \$ 3.4M^a

Infrastructure Increase – Downtown Riverfront: The City is constructing the infrastructure needed to serve the new riverfront park and the redevelopment site, including streets and utilities. The

^a Section 700 of the Riverfront Urban Renewal Plan requires that the Agency Board 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.

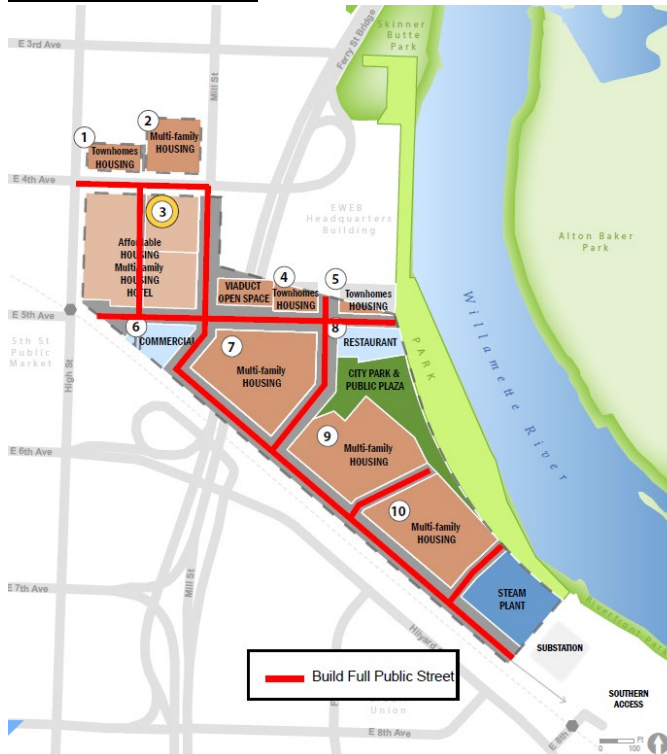
cost of the infrastructure will be funded primarily through a local improvement district, which would ultimately be paid in part by the future owners of property within the site, and in part by the Agency. The original estimate was \$15.5M. The current estimate is \$16.2M. The Agency's share of the increase is \$200,000.

Borrowing/Interest: Current projections show that, in FY21, the District will not have enough cash on hand to pay for project expenses. Therefore, the District will need to borrow money to be paid back with future tax increment and program revenue through FY24. The cost of borrowing plus interest is estimated to be approximately \$1.2 million.

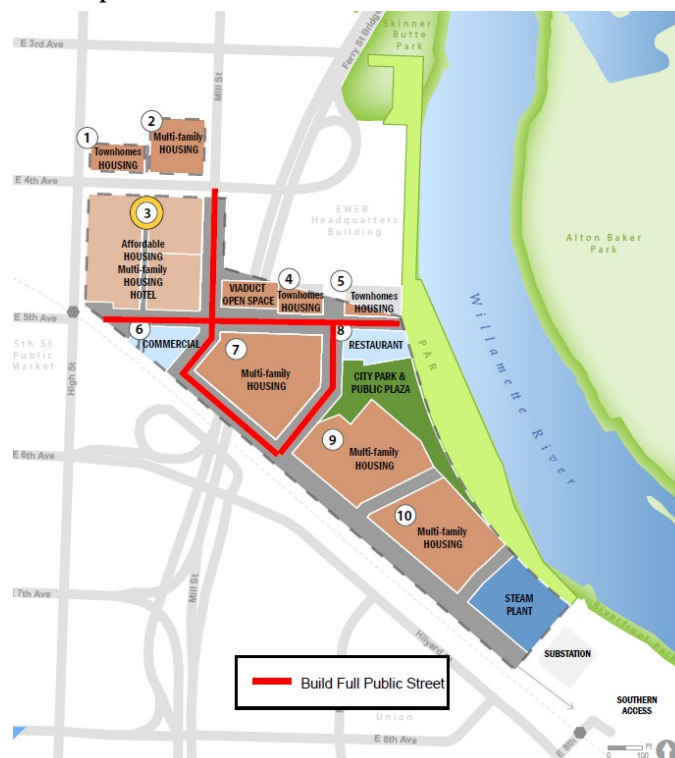
Quiet Zone Increase: In 2017, Council approved railroad quiet zone improvements for 10 railroad crossings. In 2018, the Agency Board approved the use of urban renewal funds for the three crossings within the Riverfront District – Pearl Street, High Street, and 8th Avenue at Hilyard Street. Higher industry construction costs, design modifications, and necessary additional work at each crossing will increase the cost estimate for the 10 crossings, including the 3 being funded by urban renewal collars. The design at the 8th & Hilyard Street crossing has been modified to incorporate space for parking. The altered concept removes the roundabout but continues to provide vehicular access to the Riverfront and provides a connection to the riverbank path for bicycles and pedestrians.

Downtown Riverfront Infrastructure Contingency Plan

LID Infrastructure



Back up Plan



Other Investment Opportunities in and a Map of the Riverfront Urban Renewal District

There are a number of other investment opportunities within the Riverfront District. Section A below has Downtown Riverfront related projects either in the planning phase (affordable housing) or that represent an existing need (parking) that are anticipated to need public financial support. Section B below has opportunities elsewhere in the Riverfront District. There are no specific requests of Agency funds for any of the opportunities listed below and it is unknown at this time what the financial need will be for any of these projects.

A. Downtown Riverfront Projects

Affordable Housing: The Agency Board approved terms for selling a parcel to WDA at fair market value for development of no fewer than 75 units of affordable housing at or below 60% of the area median income. WDA is partnering with Bridge Housing and is currently developing a financial model for the project. Like all affordable housing projects there will be a financing gap that requires outside investment to be viable.

Parking: The east end of downtown has seen significant redevelopment in recent years, including the Wayne L. Morse U.S. Courthouse, Northwest Community Credit Union, the Foundry Building, and the Hub apartment building. Activities in this area have already overtaken available parking. The WDA concept plan has parking to serve the needs of the private redevelopment and on street parking is anticipated to serve the needs of accessing public amenities, such as the Park. The Steam Plant parcel is not of sufficient size to accommodate parking needs for its future redevelopment. To address this critical issue, both for the Downtown Riverfront as well as nearby redevelopment sites, the Quiet Zone and southern access at 8th and Hilyard is being redesigned to preserve critical parking in this area and other nearby partnership opportunities are being investigated.

B. Opportunities Elsewhere in the Riverfront District

This initial list of District opportunities are either in the early planning stage or simply have potential for possible future investments and have not been completely investigated or vetted. The list is not intended to be inclusive of all future opportunities, and there may be currently unforeseen projects that reveal themselves during the life of the District. Specific capital investments may require City Council/Agency Board action in the future and will be presented at the appropriate time.

Willamette to Willamette Plan: With the long-held goal of transforming 8th Avenue into a place of civic importance and an inviting and walkable connection to the river, staff are working to support private and public redevelopment to bring value and activity to this area. The Downtown Plan identifies 8th Avenue as a Great Street, between Willamette Street and the Willamette River. In 2006, infrastructure improvements along 8th were put in place to provide a walkable connection across Mill Street. Since the Downtown Plan's approval, new projects have supported the efforts for walkable, dense, mixed-use development on the east end of downtown, including the Downtown Riverfront

redevelopment, the Wayne Morse Federal Courthouse, the Park Blocks, Whole Foods, and the various smaller private investments in the Courthouse District. Staff are exploring the process of reintroducing two-way traffic on 8th Avenue, in addition to other design changes to create a street that is comfortable for walking and biking between downtown and the river.

Franklin Boulevard Area Improvements: In early 2019, the City began the Franklin Boulevard Transformation project. This planning process is redesigning Franklin Boulevard to be more supportive of the vision of the Walnut Station Specific Area Plan that calls for a compact walkable mixed-use neighborhood along Franklin Boulevard from Onyx Street to Walnut Street. The Franklin Boulevard Transformation will lead to a more multimodal street design that makes it safer and more comfortable to walk and bike along and across Franklin and to more sections of Franklin Boulevard that have one EmX lane in each direction. Overhead utilities are a major barrier to the redevelopment of properties along the north side of Franklin Boulevard. Nearly all of the buildings along this side of Franklin are one story but the Walnut Station plan calls for multistory buildings built up to the right of way line. This is not possible when there are overhead electric utilities because of required setbacks from the electric lines. Placing these utilities underground will address this obstacle. Unfortunately, the federal transportation funds that the City will pursue in order to rebuild Franklin cannot necessarily be spent to underground these utilities. Although the Franklin right of way is outside of the urban renewal district, undergrounding these utilities will directly benefit the properties that are in the Riverfront Urban Renewal District which may make this expenditure eligible for urban renewal funding. Furthermore, a component of this utility relocation will be on the individual properties which are within the urban renewal district.

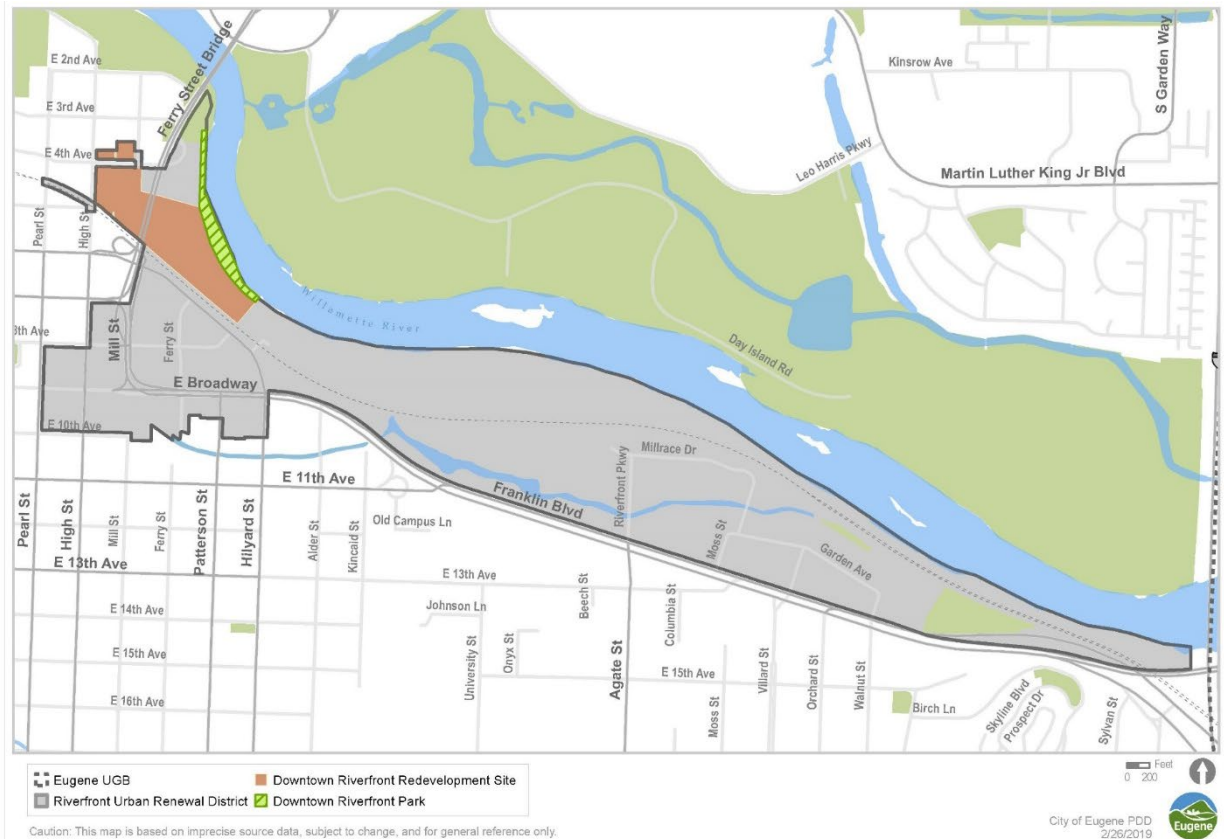
Mill Race Partnership: With the development of the Knight Science Campus, the University of Oregon has focused on enhancing a portion of the historic waterway. The University's current plan will focus on bank restoration, erosion prevention, and enhancing water quality and habitat for fish, amphibians, and birds. The Agency has an opportunity to support and expand this work.

City ¼-Block on the southeast corner of 8th & Pearl: The City owns and manages a surface lot at the southeast corner of 8th Avenue and Pearl Street. The Downtown Plan identifies this block as a Development Opportunity Area. As development occurs around the site (the County Courthouse directly across the street and the Town Square and City Hall less than one block away) there will be an opportunity to reimagine this parking lot into a use that meets broader community goals.

Broadway & Hilyard Remnant: Following Council direction, the City completed an RFP process to find a buyer for the City owned remnant to provide a distinctive urban vision to generate positive activity in this urban downtown setting and complement recent investment in the Courthouse District. Albeit small, the property is prominently located on a key urban corner in close proximity to the southern entrance to the Downtown Riverfront development making it a redevelopment opportunity. A proposal has been selected and deal points are being developed. The City has been working with the

developer to reach out to the adjacent property owners to gauge interest in selling or leasing before deal points are finalized and presented to Council. Consolidating adjacent property would provide better options for redevelopment of this corner. The City is also exploring whether the adjacent properties could be used to provide needed parking to serve the Downtown Riverfront.

Riverfront Urban Renewal District Map



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Climate Action Plan 2.0 – Buildings Gap Strategies and Update on Northwest Natural Gas Franchise Agreement Process

Meeting Date: October 28, 2019
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 3
Staff Contact: Ethan Nelson
Contact Telephone Number: 541-682-5245

ISSUE STATEMENT

The purpose of this work session is to review the Climate Action Plan 2.0 Buildings Gap Strategies and to provide an update on the Northwest Natural Gas Franchise Agreement process.

BACKGROUND

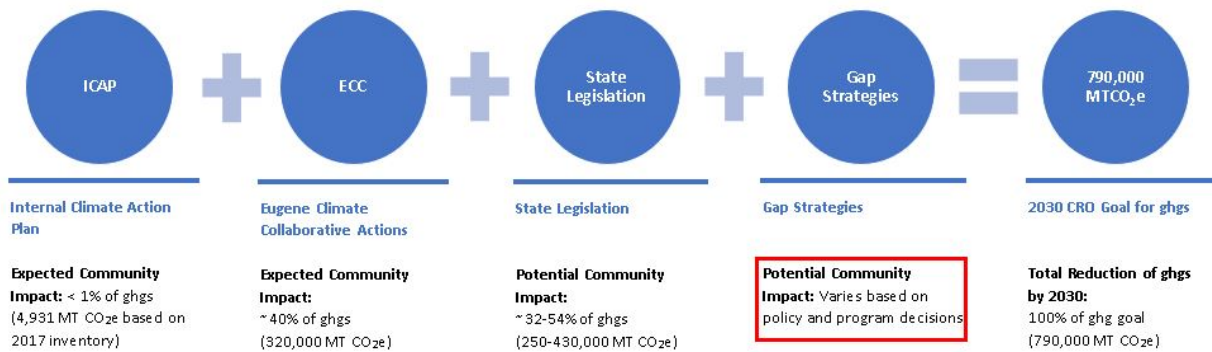
The City's Climate Recovery Ordinance ([Ordinance No: 20567](#)) includes goals to 1) reduce greenhouse gas emissions by 7.6 percent annually through 2100, and 2) reduce fossil fuel use by 50 percent by 2030 compared to 2010 levels. The City is updating its Community CAP2.0 to create a roadmap to achieve the CRO goals.

Climate Action Plan 2.0 Equation

In 2018, the City began the CAP2.0 process. As was provided in previous work sessions, the CAP2.0 Equation is a framework the City is using to summarize the community's climate efforts. It shows that the path to reach our reduction target in 2030 is the sum of greenhouse gas reductions from four components:

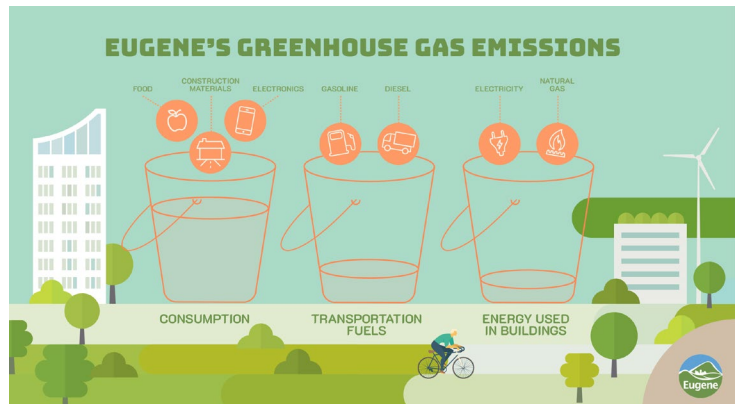
1. **City's Internal Climate Action Plan.** This Plan includes the actions the City will take to reach the organization's CRO goals.
2. **Eugene Climate Collaborative Actions.** The ECC actions include actions from 12 system-level organizations. The expected community impact of the combined actions by the ECC is a ghg reduction of around 40 percent of the 2030 target. The City of Eugene is included as a partner in the ECC and the City's high-impact actions, such as the Transportation System Plan, are incorporated in these plans.
3. **State legislation.** The primary piece of climate legislation, House Bill 2020/Cap and Invest, did not pass during the 2019 legislative session.
4. **Gap Strategies.** After accounting for ghg reductions from the above-mentioned components, staff identified a gap between the emission reductions from the ICAP and ECC 2030 forecast and the 2030 CRO goal. The Gap Strategies include potential actions that can help the community reduce ghg emissions to meet the CRO goals.

The CAP2.0 Equation



Eugene's Greenhouse Gas Emissions Buckets

Eugene's emissions can be divided into three buckets: Consumption, Transportation Fuels, and Energy Used in Buildings. Consumption is Eugene's largest bucket and includes the emissions created throughout the lifecycle of the goods we consume. Transportation Fuels is Eugene's second largest bucket and includes emissions from the fuel we use to power vehicles within Eugene—mostly gasoline and diesel. Energy Used in Buildings is the smallest bucket and includes the resources used for heating, cooling, and electricity in buildings in Eugene, like electricity and natural gas.



Buildings Gap Strategies

This work session focuses on Gap Strategies in the Buildings Bucket. The strategies in this bucket (from highest ghg reduction impact to lowest) are:

- 1. Smart Energy Offset Program.** Move to a mandatory or automatic enrollment of NWN customers to participate in the Smart Energy Program, a carbon offset program. A range from 10 percent to 100 percent was modeled, resulting in an annual reduction range of 32,000 to 320,000 tons.
- 2. No New Natural Gas.** Limit or prohibit new natural gas infrastructure (residential, commercial and industrial). This action resulted in a reduction of 40,000 tons per year by 2030.
- 3. Biogas and Renewable Hydrogen.** Require NWN to fuel switch to biogas and renewable hydrogen. A 10 percent switch modeled, resulting in a reduction of 35,000 tons per year.
- 4. Increased Fee for Natural Gas.** Increase the fee charged to natural gas customers. The ghg reduction impact is unknown but would incorporate the 'cost of carbon' into the price of the product.
- 5. Home Energy Score and Commercial Benchmarking Programs.** These programs require disclosure of energy performance of a building. Previous modeling for this program estimated a reduction of 10,000 tons per year.

- 6. Energy Efficiency:** Support Incentives and Explore Regulatory Options. Support existing energy efficiency programs and explore ways to require more energy efficiency building standards. Depending on the type of program and level of investment the result would vary.

Triple Bottom Line Considerations

The CAP2.0 process included the convening of an Equity Panel. The Panel's final report included recommendations on buildings and natural gas, and is included as Attachment A.

PREVIOUS COUNCIL MEETINGS RELATED TO TOPIC

At the April 25, 2018, [CAP Update and EV Readiness Work Session](#), City Council heard from staff updates related to implementing Electric Vehicle requirements in new building construction.

At the November 14, 2018, [NWN Franchise Work Session](#) and CAP Discussion, City Council requested that staff develop a 'gaps' plan to address the projected shortfall between the CAP2.0 process and the goals identified in the CRO.

At the January 16, 2019, [Home Energy Score Work Session](#), staff presented on the Home Energy Score program with general support from City Council to implement a voluntary program in Eugene.

On January 30, 2019, the [Regulate Natural Gas and CAP Gaps Strategy Work Session](#), staff presented information related to filling the gap for forecasted emissions levels and presented information related to the regulation of natural gas.

City Council and EWEB Board held a [Joint Elected Official meeting](#) on February 11, 2019 to discuss topics related to Climate and Energy. The JEO were presented updates on the CAP, EV planning efforts, and cap/trade policy.

Executives from Northwest Natural Gas presented to City Council on May 22, 2019 and discussed their proposed [Low Carbon Pathway](#).

COUNCIL OPTIONS

This is an informational work session only.

CITY MANAGER'S RECOMMENDATION

No council action or motions are suggested.

SUGGESTED MOTION

None. Informational item only.

ATTACHMENTS

Attachment A: Equity Panel Recommendations

FOR MORE INFORMATION

Staff Contact: Ethan Nelson

Telephone: 541-682-5245

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

Eugene Community Climate Action Plan 2.0 Recommendations

The Climate Action Plan 2.0 (CAP2.0) Equity Panel met 10 times between January and June 2019 to provide feedback on the City of Eugene's Climate Action Plan and related work. Representatives included individuals from the Food for Lane County, Huerto de la Familia, Lane Independent Living Alliance, NAACP, National Alliance on Mental Illness Lane County, and Sapsikwala.

Recommended Equity and Climate Actions

Buildings

1. Incentives and education for people to create rain and stormwater gardens at home.
2. Stakeholders offer incentives for employees to attend workshops on waste management, composting, energy use, climate change, gardening, transportation, carpooling.
3. Provide education about the climate impacts of having a large, single family home. Land use policies that encourage density and smaller, multifamily homes result in lower emissions and should be encouraged. *
4. City land use policies should encourage higher density land use. Higher density housing results in more walkable, rideable, or roll-able communities. *

Perspectives on Key Policy Issues: Natural Gas, Electric Vehicles and Reducing Consumption

Equity Panel Members provided feedback on each of the following policy questions. These notes represent different voices in the conversation, not consensus from the group.

Natural Gas: How would adding a fee for using natural gas or raising prices impact you?

Price Increases:

Additional fees on natural gas would be passed on to renters who do not have any control over their heating/cooking source.

If offsets are required, subsidies should be offered for income constrained population or a sliding scale should be created based on income levels.

Business Impacts

Concerned that commercial accounts are not feasible to convert—it may lead to increase in costs at restaurants.

Transitioning from Gas to Electricity

Consumers are price sensitive; they want cleaner sources of energy until the price becomes too high.

Keeping gas stoves is not a priority; people are willing to switch to electricity.

Renters do not have control over efficiency or electricity source.

Education would be more beneficial than raising prices.

Converting to natural gas is expensive; financial assistance in the form of grants or no interest loans would be necessary. Include incentives for rentals as well.

Policy Suggestions

Target policies to focus on the largest consumers of natural gas.

City should work towards policies that incentivize more efficient homes.

Require all new developments to be natural gas free and limit new natural gas infrastructure.

Other Concerns

Hydro is “clean” but dams are destructive. Impact with dams is also felt in communities of color, tribes, and rural communities. Be aware of trade-offs.

There is a danger of disasters from natural gas in communities.