



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 12, 2018

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

**Meeting of February 12, 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

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

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

B. WORK SESSION: Edison Elementary School Parking

***City Council President:** I move to initiate a land use code amendment to waive on-site parking requirements for a new or remodeled school on the Edison Elementary School site and require 4j School District to enter into a transportation demand management program agreement with the City of Eugene.*

Call for vote.

C. WORK SESSION: Hatton Avenue Annexation

***City Council President:** I move to direct the City Manager to begin the annexation process for streets included in Option B (or Option A) and bring back for Council approval.*

Call for vote.

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

D. WORK SESSION AND POTENTIAL ACTION: Minor Amendment Boundary Expansion Resolution for the Downtown Riverfront Property Purchase

Urban Renewal Agency President: *I move to adopt the Resolution in Attachment C to this AIS to amend the Riverfront Urban Renewal Plan to expand the boundary by 1.1 acres.*

Call for Vote.

Mayor adjourns the meeting of the Eugene Urban Renewal Agency.

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



Work Session: Edison Elementary School Parking

Meeting Date: February 12, 2018
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: B
Staff Contact: Alissa Hansen
Contact Telephone Number: 541-682-5508

ISSUE STATEMENT

This work session is to consider options for the City Council to address on-site parking requirements for Edison Elementary School in advance of a potential bond measure to rebuild or remodel the school.

BACKGROUND

Edison Elementary School, located in southeast Eugene, south of the University of Oregon, is one of the oldest schools and smallest school sites in the 4J School District. Edison has been identified for possible reconstruction or remodel as part of a 4J School District's proposed upcoming bond measure.

The Edison site has no on-site parking. However, there are 35 on-street parking spaces on the block face of the school property. Since the expansion of the residential parking permit program in the south university area, which places a two-hour limit for on-street parking for non-permit holders, the City of Eugene and Edison have had a permit agreement. This agreement grants parking permits for school employees to park on the block face of the property.

As part of an upcoming bond measure proposal, 4J is considering rebuilding or remodeling Edison to accommodate at least 450 students (current capacity is approximately 325, and enrollment is slightly higher). Based on the proposed student capacity, Eugene's land use code would require 42 on-site parking spaces.

Given the size of the school site, concern has been raised by community members and 4J that requiring on-site parking would take up space that's currently used for play areas, fields and other needs. According to 4J, tentative cost estimates for structured parking are approximately \$3 million to \$5 million dollars, which would add to the overall cost of the bond measure.

For new development or redevelopment, parking is generally handled during the permitting process. There are at least two options 4J could pursue during a normal permitting process to request a waiver or reduction to on-site parking requirements. The first is a variance, which would

allow 4J to request a waiver of all parking requirements based on the school's unique circumstances. The second would be for 4J to request to adjust the parking requirement by up to 50 percent and come up with a shared parking agreement with a nearby property owner that could serve the school's needs. If that worked out, the school could potentially meet all of its parking needs without impacting the school site. Both options require a discretionary land use process that is subject to public notice and appeal. In either case, 4J would not have certainty about the outcome of such a process until closer to construction of a school, meaning the bond measure would still need to include on-site or structured parking for the site in case the land use processes were not approved.

There is support among neighborhood residents for the City to waive on-site parking requirements and grandfather the existing on-street parking. An organized group has been conducting outreach with neighbors of the school, parents, teachers, staff and neighborhood residents. Based on their outreach in late 2017 and early 2018, there is strong support for grandfathering the existing on-street parking. In addition, the South University Neighborhood Association and the Edison Parent Council have passed resolutions supporting grandfathering street parking and opposing the construction of on-site parking. 4J also recently submitted a letter supporting the waiver of on-site parking requirements.

To proactively waive on-site parking requirements for Edison (in advance of the proposed bond measure), the City Council could approve a land use code amendment for the school site. This would be a legislative process, including a public hearing and recommendation from the Planning Commission, and a City Council public hearing and action.

Such a land use code amendment is not unprecedented. The Autzen Stadium complex has unique parking requirements that are adopted as part of Eugene's land use code. Other developments with unique circumstances also have special parking requirements that were approved through land use application processes. These parking reductions are typically approved in conjunction with a requirement that the property owner develop a transportation demand management (TDM) program in coordination with the City. TDM programs are intended to reduce demand on the transportation system and reliance on the use of cars, and encourage more walking, biking, transit and ridesharing.

In this case, it would be appropriate that any waiver to the on-site parking requirements for a remodel or reconstruction of Edison include a requirement for a TDM program to address use of street parking, Safe Routes to School planning, and the promotion of bicycling, walking, busing and carpooling to school.

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 (which provides a recommendation to City Council), a public hearing before the City Council, and action by the City Council. For an amendment of this nature, this process typically takes at least five to six months.

RELATED POLICIES

Envision Eugene Pillars

The two most pertinent pillars from Envision Eugene are “Provide Compact Urban Development and Efficient Transportation Options” and “Housing Affordable to all Income Levels” and “Protect, Repair and Enhance Neighborhood Livability.” Goals of the Eugene 2035 Transportation System Plan include reducing reliance on single-occupancy automobiles and tripling the percentage of trips made by foot, bicycle and transit.

COUNCIL OPTIONS

The City Council may consider the following options:

1. Initiate a land use code amendment to waive on-site parking requirements for a new or remodeled school on the Edison Elementary School site and require 4J School District to enter into a transportation demand management program agreement with the City of Eugene.
2. Decline to initiate any land use code amendments.

CITY MANAGER’S RECOMMENDATION

The City Manager recommends that if the City Council wants to take a pro-active approach, the City Council could initiate a land use code amendment to waive on-site parking requirements for a new or remodeled school on the Edison Elementary School site and require 4J School District to enter into a transportation demand management program agreement with the City of Eugene.

SUGGESTED MOTION

Move to initiate a land use code amendment to waive on-site parking requirements for a new or remodeled school on the Edison Elementary School site and require 4J School District to enter into a transportation demand management program agreement with the City of Eugene.

ATTACHMENTS

- A. Aerial Photo of the Edison Elementary School Site

FOR MORE INFORMATION

Staff Contact: Alissa Hansen
Telephone: 541-682-5508
Staff E-Mail: alissa.h.hansen@ci.eugene.or.us

Edison Elementary School



Legend

- Streets
- Taxlots

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

February 01, 2018



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Hatton Avenue Annexation

Meeting Date: February 12, 2018
Department: Planning and Development Department
www.eugene-or.gov

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

ISSUE STATEMENT

Hatton Avenue, between River Road and Parnell Drive, has City of Eugene and Lane County jurisdiction. This work session is to consider annexation, of all or part, of Hatton Avenue. This is the necessary first step to the City of Eugene's Parking Services being able to enforce City of Eugene parking code on Hatton Avenue. This could help mitigate the negative impact created by the parking overflow from the adjacent multi-family development.

BACKGROUND

The City of Eugene's parking program responds to parking complaints across the City of Eugene. The program has one parking services officer to address parking concerns outside of the downtown to campus-regulated parking areas. The patchwork of right-of-way jurisdictional authority within the City of Eugene's urban growth boundary creates difficulty to respond to some parking complaints. Hatton Avenue is in one such area that has Lane County and City of Eugene jurisdiction. Parking complaints on Hatton Avenue started in September 2015 and increased over time due to the overflow parking from the adjacent apartment complex.

To more effectively address parking complaints in the Hatton Avenue area, the City explored whether an agreement with Lane County would allow our parking enforcement staff to enforce City parking code on county roads within the urban growth boundary. The Eugene City Charter does not allow this option. We also explored other options, such as City parking officers issuing Lane County citations with adjudication in Circuit Court. We did not find solutions that simplified the process for residents and City and County staff.

In partnership with the River Road Community Organization, City and County staff met with approximately seventy-five area residents on November 8, 2017, to discuss the Hatton Avenue parking challenges. Neighbors shared their experiences with staff. Options and challenges for parking enforcement were discussed at the meeting, including the City annexing all or portions of Hatton Avenue. There was general agreement at the meeting that annexing Hatton Avenue to allow the City to enforce parking code would improve livability. However, there were concerns that it would also push the parking problem to adjoining streets. It may be appropriate to look at a larger area of roads to consider annexation to address current and future parking issues.

An annexation may be initiated by motion of City Council or by the filing of an application. The process for annexation includes a recommendation by the Planning Director, public notice and Council consideration and adoption of a resolution to approve, modify and approve, or deny the annexation based on approval criteria from Eugene's land use code. Although no public hearing is required, the Council can elect to hold a public hearing on any proposed annexation.

The City and County also have a longstanding Intergovernmental Agreement (IGA) to safeguard public welfare and to increase efficiencies in public facility maintenance. Generally, under the terms of the IGA, the City provides operational maintenance (street sweeping, snow and ice removal, annual leaf pick up, dead animal removal, accident response/clean up, storm sewer and catch basin cleaning, and pothole response) and traffic control (sign inspection and maintenance, emergency sign repair, and road striping and markings) for all the roads south of Beltline, and the County does the same for all the road north of Beltline. Each jurisdiction ends up maintaining almost 30 miles of roads belonging to the other jurisdiction. Major maintenance such as pavement overlays are outside the scope of the IGA. Under the terms of the agreement, the City currently provides routine maintenance of all roads in the vicinity of Hatton Avenue.

There are two types of county roads defined in the Oregon Revised Statutes—County Road and Local Access Road. Each type of road has a separate process for transferring jurisdiction from the County to the City.

- Annexation of a County Road does not transfer jurisdiction of the road from the County to the City. Once annexed, a County Road may be transferred to the City by mutual agreement. Either the County or the City may initiate the transfer of jurisdiction. Once the transfer has been initiated, the County must provide public notice and an opportunity for a public hearing before the final order by the County governing body surrendering jurisdiction. The transfer is not complete until it is formally accepted by the City. On completion of the transfer, County jurisdiction ceases, and the City assumes the same responsibility over the former county road as it has for any other city streets.
- The jurisdiction of a Local Access Road changes from the County to the City upon annexation.

If the roads remain under the jurisdiction of the County, then there will not be a long term financial impact to the City's road operating and capital budgets.

RELATED CITY POLICIES

City Council Goals - Sustainable Development: A community that meets its present environmental, economic and social needs without compromising the ability of future generations to meet their own needs.

Envision Eugene Pillar - Protect, Repair and Enhance Neighborhood Livability

COUNCIL OPTIONS

- A. Annex Hatton Avenue from River Road to Parnell Drive
- B. Annex a larger street system to include:
 - 1. Hatton Avenue from ECCO Apartments to Parnell Drive
 - 2. Evergreen Drive from Howard Avenue to Rosetta Avenue
 - 3. Evergreen Drive from Benjamin Street south to end
 - 4. Harvey Avenue from Evergreen Drive to ECCO apartments
 - 5. Rosetta Avenue from River Road to Evergreen Drive
 - 6. Benjamin Street from Melvina Way to cul-de-sac west to Manzana Way
 - 7. Maynard Avenue from River Road to end, west of Evergreen
- C. Do not initiate annexation at this time.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends beginning the annexation process for streets included in Option B (or Option A).

SUGGESTED MOTION

Move to direct the City Manager to begin the annexation process for streets included in Option B (or Option A) and bring back for Council approval.

ATTACHMENTS

- A. Annexation Option A: Hatton Avenue
- B. Annexation Option B: Hatton Avenue and surrounding roads

FOR MORE INFORMATION

Staff Contact: Jeff Petry
Telephone: 541-682-5079
Staff E-Mail: Jeff.T.Petry@ci.eugene.or.us

Annexation Option A: Hatton Avenue



Street Ownership

■ EUG - City of Eugene

■ LCPW - Lane Co Public Works

■ LAR - Local Access Road - Lane Co

■ PVT - Private

● Road to be annexed

▨ Annexation Approved

□ Taxlots

■ Property in Eugene City Limits

Orthophotography: 2017

City of Eugene
Planning and Development
February 5, 2018



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

February 12, 2018, Work Session - Item C

Annexation Option B: Hatton Avenue and Surrounding Roads



Street Ownership

- EUG - City of Eugene
- LCPW - Lane Co Public Works
- LAR - Local Access Road - Lane Co
- PVT - Private

- Roads to be Annexed
- Annexation Approved
- Taxlots
- Property in Eugene City Limits

Orthophotography: 2017

City of Eugene
Planning and Development
February 5, 2018



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

Urban Renewal Agency Board

AGENDA ITEM SUMMARY



Work Session and Action: Minor Amendment Boundary Expansion Resolution for the Downtown Riverfront Property Purchase

Meeting Date: February 12, 2018
Department: Planning and Development
www.eugene-or.gov

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

ISSUE STATEMENT

The Urban Renewal Agency Board is asked to review a minor amendment to the Riverfront District that would expand the boundary by 1.1 acres in order to make it possible to use urban renewal funds to purchase this property from Eugene Water & Electric Board. Inclusion of the 1.1 acres within the District boundary does not change the terms of the deal with EWEB nor the purchase price of the Downtown Riverfront property. The boundary expansion simply ensures that the property can be purchased with urban renewal funds. The Agency Board appropriated urban renewal funds to purchase the property as part of Supplemental Budget #1 in December 2016. The purchase from EWEB is expected to close later this month.

BACKGROUND

On January 13 and July 27, 2016, the Agency Board approved the deal points for purchase of the Downtown Riverfront property from EWEB for a maximum price of \$6.9 million. The Board approved the purchase of the Downtown Riverfront property for future redevelopment in accordance with the EWEB Riverfront Master Plan. As part of Supplemental Budget #1 in December 2016, the Agency Board appropriated urban renewal funds to purchase the property for up to \$6,875,000.

In 2017, the Urban Renewal Agency entered into a Purchase and Sale Agreement (PSA) to purchase approximately 17.2 acres of EWEB's surplussed property (the Downtown Riverfront property). According to the terms of the PSA, the Agency can purchase approximately 16.5 acres outright for \$5,750,000 and has a right of first refusal (ROFR) on the remaining approximately 0.7 acres, which consists of two surface parking lots that serve the EWEB headquarters building. (See Attachment A for a map of the Downtown Riverfront property.)

Both the Agency and EWEB were under the impression that the entire Downtown Riverfront property was located inside the Riverfront Urban Renewal District. During the due diligence process, however, it recently became clear that just over one acre of the Downtown Riverfront property (located north of 4th Avenue) is right outside of the District boundary. (See map in Attachment B.) In order to ensure the Downtown Riverfront property can be purchased with urban renewal funds, the District boundary would need to be expanded to include the portion north of 4th Avenue. The proposed expansion area of 1.1 acres includes a small portion of right-of-way.

If the Agency Board decides not to expand the boundary, then another funding source would be needed for the purchase of the portion of the property located outside the District boundary (approximately \$315,000).

Mill Lot

The proposed expansion of 1.1 acres, does not include a 0.25 acres parking lot that is one of the properties covered by the ROFR (the Mill Lot). Under the ROFR, the Agency will not buy the Mill Lot this month, but will have the opportunity to do so under certain future circumstances.

Amendment Process & Boundary

Under state statute, an urban renewal district can be expanded by up to 20% of the original acreage. The original Riverfront District boundary of 208.75 acres was adopted in 1985 and expanded by 34.54 acres (16.5%) in 2004. The proposed expansion area is less than 1% of the current area of the District and would require a minor plan amendment approved by Agency Board resolution. (See Attachment C for the resolution.) If the proposed 1.1 acre expansion north of 4th Avenue is approved, the District will have expanded by a total of 35.64 acres (17.1% of the original District area).

On July 19, 2017, the Agency Board discussed a possible District expansion for the railroad quiet zone project. The draft resolution in that AIS included information on prior acreage discrepancies. Because today's resolution is the first one the Agency Board will consider for action, the acreage clarification is now addressed in Section D of today's resolution. This will correct the clerical error. Future resolutions will not need to include this information.

Advisory Committee

On December 12, 2017, the River Guides reviewed the proposed expansion and unanimously recommended that that Agency Board expand the District boundary to include the parcels north of 4th Avenue to allow the use of urban renewal funds to purchase the Downtown Riverfront property. (The River Guides member list is in Attachment D and online at <https://www.eugene-or.gov/UR>).

Next Steps Related to the Downtown Riverfront Project

- After the Agency Board decides whether or not to expand the District boundary, staff will conclude the final pre-closing steps for the property purchase with an anticipated closing date in February.
- City Council is tentatively scheduled to discuss funding options for the seven western railroad crossings on February 26.
- Subsequently, the Agency Board will consider a District boundary expansion to include the High Street and Pearl Street crossings within the Riverfront Urban Renewal District for use of urban renewal for the quiet zone improvement work. This is tentatively scheduled for February 26.
- If EWEB moves forward with sale of the Mill Lot in the future, the Agency Board could consider a boundary expansion resolution to add it to the District.

RELATED CITY POLICIES

Riverfront Urban Renewal Plan

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

Redevelopment of the Downtown Riverfront property supports many goals for Eugene and downtown, as listed below. As this project moves into the implementation phase, the City's primary focus will be guiding redevelopment of the property aligned with the community's vision as expressed in these adopted plans and policies.

EWEB Riverfront Master Plan

The EWEB Riverfront Master Plan, which included a significant multi-year public engagement process, was adopted by the EWEB Board in 2010, a key step in reconnecting downtown to the Willamette River. City Council adopted the Master Plan in 2013 along with land use policies to support its implementation.

- o To support the creation of an active, vibrant people place along Eugene's downtown riverfront that achieves an appropriate balance between redevelopment certainty and flexibility;
- o To further economic development;
- o To incorporate educational aspects;
- o To support the appropriate enhancement of riverfront habitat;
- o To promote a mix of uses that complement and support existing downtown and riverfront uses.

Eugene Downtown Plan

- o Incorporate the Willamette River as an integral element to downtown planning and development.
- o Collaborate with EWEB to encourage relocation of their utility facilities. Create a "people place" that is active, vibrant, accessible and multi-use.
- o Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.
- 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.
- o Actively pursue public/private development opportunities to achieve the vision for an active, vital, growing downtown.
- o Use downtown development tools and incentives to encourage development that provides character and density downtown.

- o Facilitate dense development in the courthouse area and other sites between the core of the downtown and the river.
- o Promote adjacent park and open space areas as a valuable complement to downtown's urban places. Improve connections between downtown and nearby nature areas.

Envision Eugene Pillars

- o 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.
 - Meet the 20-year multi-family housing need within the existing Urban Growth Boundary.
 - Make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas.
- o Provide housing affordable to all income levels.
- o Provide ample economic opportunities for all community members.
- o Protect, repair, and enhance neighborhood livability.
- o Protect, restore, and enhance natural resources.

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. Eugene, Springfield and many of the smaller communities in the region recognize the importance of supporting and enhancing vitality in their city centers. Building downtowns as places to live, work and play will support the retention and expansion of the existing business community and be a significant asset to attract new investment. The Cities of Eugene and Springfield will continue to enhance their efforts to promote downtown vitality through development and redevelopment.

Eugene Climate & Energy Action Plan

- o Increase density around the urban core and along high-capacity transit corridors
- o Continue to expand and improve Eugene's bicycle and pedestrian infrastructure and connectivity to increase the percentage of trips made by bike and on foot.

AGENCY BOARD OPTIONS

1. Approve the boundary expansion of 1.1 acres (area in Attachment B and resolution in Attachment C).
2. Decline to approve the proposed boundary expansion and identify another source of funds to purchase the property north of 4th Avenue.
3. Decline to approve the proposed boundary expansion and direct the city manager/agency director to discuss with EWEB removing those properties from the transaction.

AGENCY DIRECTOR'S RECOMMENDATION

The Agency Director recommends expanding the Riverfront Urban Renewal District by 1.1 acres to include the parcels north of 4th Avenue to allow the use of urban renewal funds to purchase the property from EWEB.

SUGGESTED MOTION

Move to adopt the Resolution in Attachment C to this AIS to amend the Riverfront Urban Renewal Plan to expand the boundary by 1.1 acres.

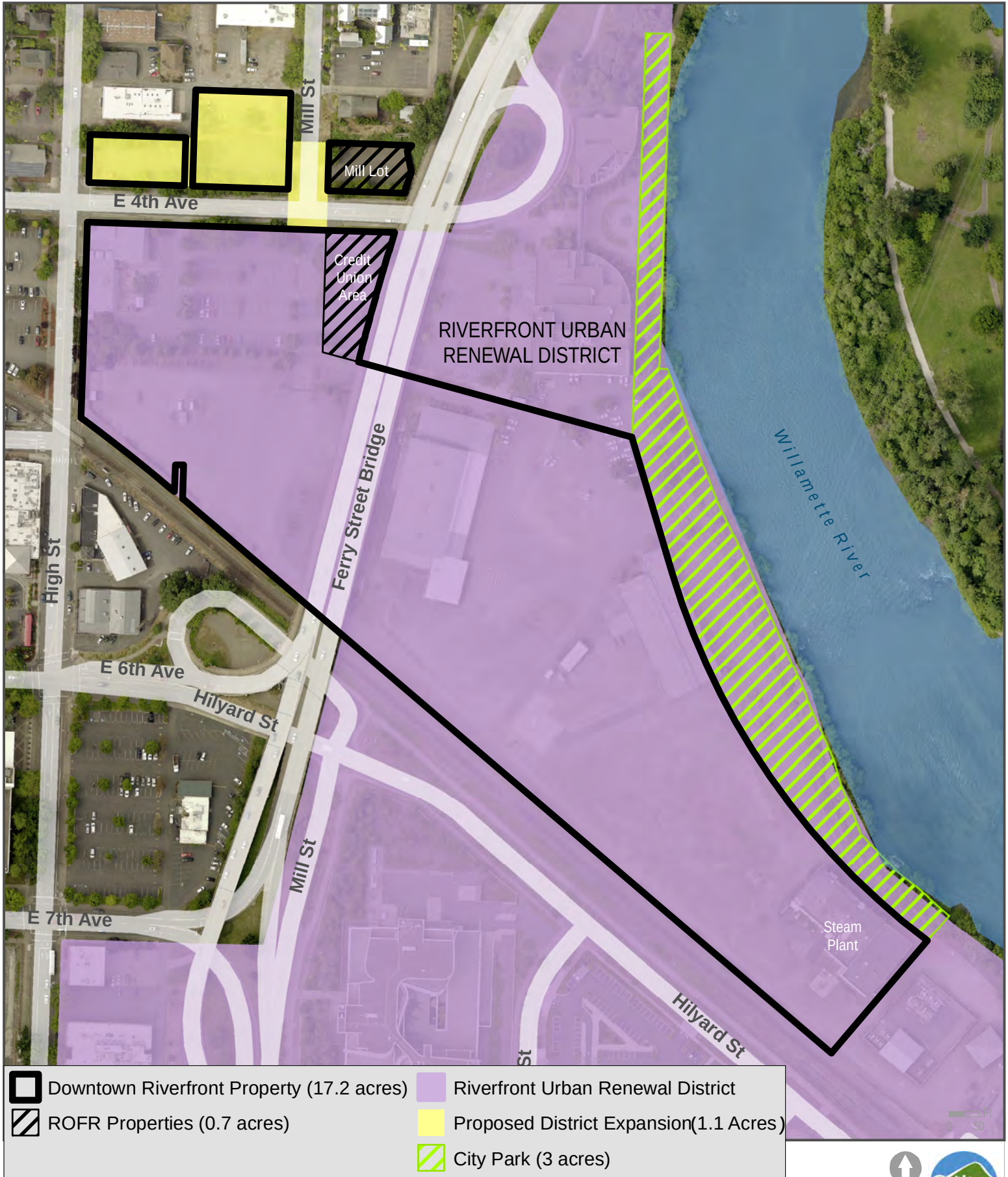
ATTACHMENTS

- A. Map of Downtown Riverfront Property with the Riverfront Urban Renewal District
- B. Map of Proposed Expansion
- C. Draft Resolution for 1.1 Acre Expansion
- D. River Guides Member List

FOR MORE INFORMATION

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

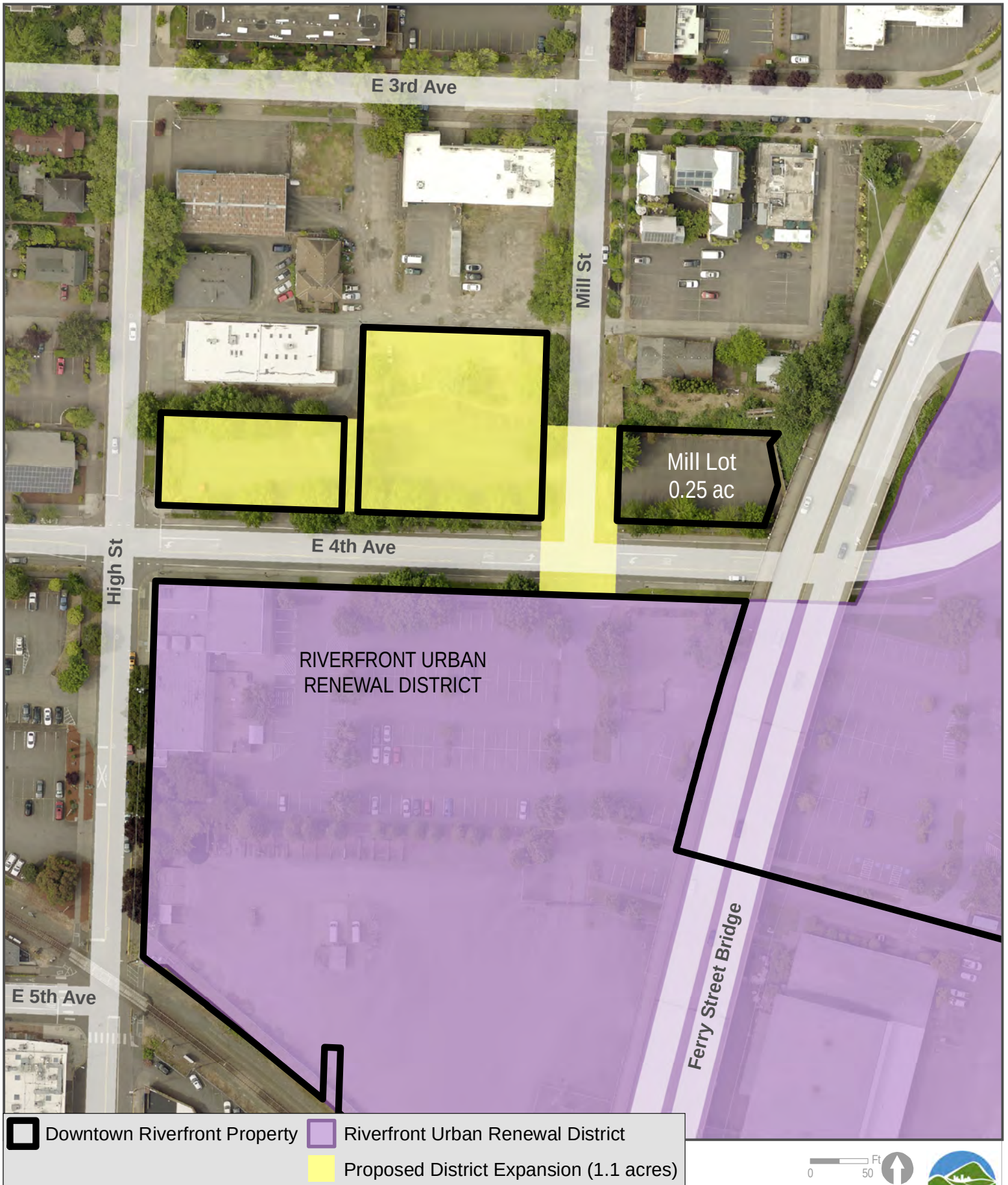
ATTACHMENT A **Map of Downtown Riverfront Property with the Riverfront Urban Renewal District**



Orthophotography 2017

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

ATTACHMENT B Map of Proposed Expansion



Orthophotography 2017
Caution: This map is based on imprecise source data, subject to change, and for general reference only.

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 1.1 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. 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 include “amendments to clarify language” and “increases in the urban renewal area boundary not in excess of one percent (1%).”

D. The Plan Area currently encompasses approximately 243.29 acres. (Both the original 1985 Plan and Ordinance 20313, which amended the Plan in 2004, contained clerical errors related to the number of acres included in the Plan Area. The acreage specified above, which is based on the legal description of the Plan Area, accurately reflects the number of acres included in the Plan Area).

E. In 2017 the Agency entered into an agreement with the Eugene Water and Electric Board (EWEB) that gives the Agency the right to purchase approximately 16.5 acres of surplus property owned by EWEB (the Downtown Riverfront Property).

F. Almost an acre of the Downtown Riverfront Property is located north of 4th Avenue, just outside of the Plan Area.

G. In order to ensure that the entire Downtown Riverfront Property can be purchased with urban renewal dollars the Agency Board has decided to expand the district boundary to include the entire Downtown Riverfront Property, as well as a small portion of right-of-way. The entire expansion area is 1.1 acres, or approximately 0.5% of the current Plan Area.

H. Redevelopment of the Downtown Riverfront Property will further six of the seven 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.

I. A major focus of the Plan is to encourage redevelopment of areas that are underutilized (goals #1, #2, and #3). The expansion area is currently used mostly as surface parking. Expansion of the Plan Area will allow the property located in the expansion area to be utilized at a higher level.

J. The geographic location of the expansion area will contribute to existing development (goal #5) by incorporating area currently owned by EWEB into the Plan Area for future redevelopment.

K. Purchase and redevelopment of the Downtown Riverfront Property will contribute to existing development (goals #4 and #6) by providing an opportunity for additional activity and amenities near the Federal Courthouse and by improving the connection between downtown, the 5th Street Market area, the Riverfront, and the University of Oregon.

L. For all the reasons noted above, it is appropriate to expand the boundary of the Plan Area by approximately 1.1 acres to include the entire Downtown Riverfront Property within the Plan Area. The expansion will not increase the 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 244.4 acres within the boundaries of the city, consists of Part 1, 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.

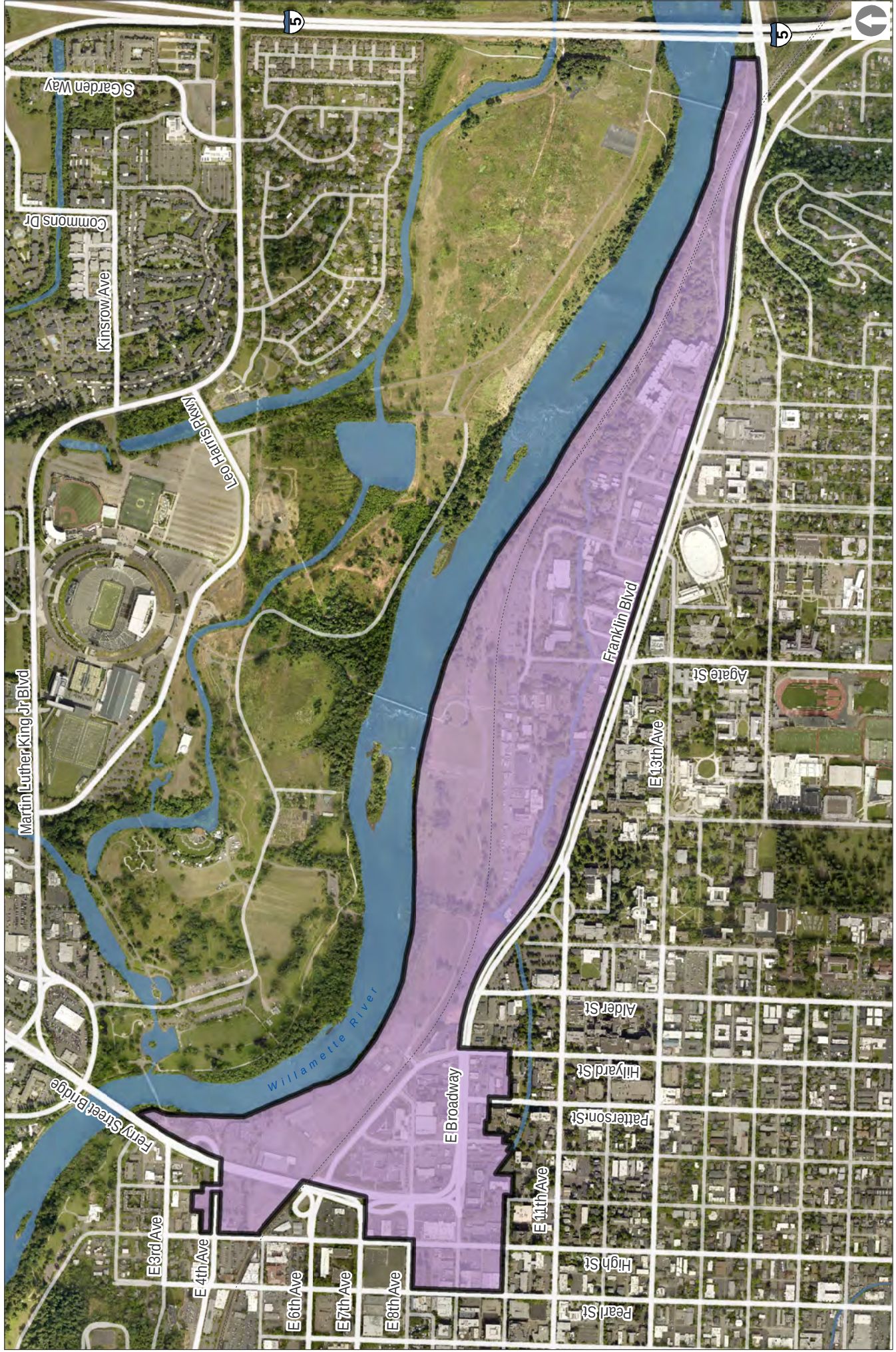
Section 3. The map attached as Exhibit A to the Plan is replaced by the map attached as Exhibit A to this Resolution.

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

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

Urban Renewal Agency Director

Exhibit A



Riverfront Urban Renewal District

River Guides Member List

Julie Daniel

BRING Director (retired); served on various Department of Environmental Quality (DEQ) workgroups; Eugene Chamber Local Government Affairs Committee (LGAC); outdoors; advised on reuse/salvage of EWEB site; Friends of Buford Park board; Past: City Club, PPPM Faculty Adviser Committee at UO, Better Eugene Springfield Transit (BEST).

Nigel Francisco

Eugene Chamber board; Ninkasi Chief Financial Officer; Greater Eugene Inc. board; Travel Oregon; Habitat for Humanity volunteer.

Harris Hoffman

Developer & finance (retired); affordable housing, market rate housing, homeless housing; part of the UO foundation team, EWEB master plan experience; involved with Cornerstone, Shedd, Emerald Village, Meals on Wheels, Seattle Housing Authority.

John Iglesias

Northwest Community Credit Union president; involved with Veterans Legacy Project and Housing Project, Rotary, Boy Scouts, NWCU is a property owner in the Riverfront District.

Victoria Nguyen

Press secretary for Governor; UO graduate; UO Foundation team member, master plan familiarity; communications expertise.

Matt Roberts

UO Senior Director of Community Relations; Street Repair Review Panel; Vision Zero; LGAC, BEST advisory board.

Kate Tromp Van Holst

Landscape designer / architect (Schirmer Satre); Involved with Friends of Trees, American Society of Landscape Architecture.