

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: Approval of Minutes, Findings and Recommendations from the Hearings Official and Adoption of an Ordinance Levying Assessments for Paving, and Constructing Curbs, Sidewalks, Medians, Street Lights, Stormwater Drainage, and Water Quality Facilities on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway and Friendly Street from Lorane Highway to 28th Avenue; and Providing an Immediate Effective Date (Contract 2009-30) (Job #4546)

Meeting Date: May 23, 2011
Department: Public Works-Engineering
www.eugene-or.gov

Agenda Item Number: 4
Staff Contact: Mark Schoening
Contact Telephone Number: 541-682-5243

ISSUE STATEMENT

The City Council is being asked to approve the Hearing Official's Minutes, Findings and Recommendations dated March 23, 2011; and adopt an ordinance levying assessments for paving and constructing curbs, sidewalks, medians, street lights, stormwater drainage, and water quality facilities on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway and Friendly Street from Lorane Highway to 28th Avenue.

This item has an immediate effective date. An immediate effective date requires a two-thirds majority or six affirmative votes from the council to enact. Ordinances without an immediate effective date do not take effect for 30 days. Without an immediate effective date, an additional 30 days of interest expense will accrue.

BACKGROUND

The City Council formed the Local Improvement District (LID) for the project on June 22, 2009. Construction of the project has been substantially completed, estimated final costs have been tabulated, and final assessment costs have been calculated. The property owners were notified of the proposed assessments and the pending assessment hearing in a Notice of Proposed Assessment letter mailed on February 1, 2011, meeting the requirement in Eugene Code Section 7.185 for ten (10) days notice prior to the hearing.

The hearing to consider comments on the proposed assessments was held on February 15, 2011. The intent of the hearing was to review the final project cost, consider comments on the proposed assessments, and to provide evidence to be included in the ordinance levying the assessments by the City Council. The Hearing Official's Minutes, Findings and Recommendations are exhibits to the attached ordinance. The Hearings Official recommends the assessment be levied as calculated.

On April 14, 2008, the City Council approved the conceptual design of Crest Drive, Storey Boulevard and Friendly Street as recommended by the Crest Drive Community Team. This conceptual design included streets with nine-foot travel lanes and four-foot-wide sidewalks predominately on one side of

the street based on exceptions to design standards to meet a variety of desired outcomes on this project. The current findings of the Hearings Official include a finding specific to the assessment of the sidewalk costs to properties on both sides of the streets within the LID.

The project was initiated by City Council action on September 8, 2008, pursuant to Section 7.160(5) of the Eugene Code and staff was directed to prepare plans and specifications and call for bids for construction of the local improvements.

Bids were opened on May 21, 2009, with Babb Construction Co. dba Delta Const. Co. dba Delta Concrete Inc. as the low bidder. The property owners were notified of the public hearing regarding formation of the proposed LID and a hearing was held May 28, 2009, and continued to a public hearing before the City Council on June 15, 2009. Minutes, Findings and Recommendations from the Hearings Official were forwarded to the City Council in advance of their June 15, 2009, continuation of the public hearing. The City Council approved the minutes of both hearings and adopted a resolution forming the LID at a meeting held on June 22, 2009.

Additionally, on June 22, 2009, the City Council approved a plan to reduce the assessable costs on three local improvement districts that were formed in 2009, Crest Neighborhood Street Improvements, Chad Drive Extension Improvements and Elmira Road/Maple Street Improvements, using funds remaining after lower than expected bid prices for the Crest Neighborhood project. The Crest Neighborhood property assessable costs were reduced by approximately \$273,895 and the proposed assessments notices mailed to the property owners reflect this amount. At that same meeting, the City Council directed staff to modify the interim financing rate to be based on market rates. This modification was made by Administrative Order No. 44-09-09-F. The City Council also moved to include 15-year financing in the assessment ordinance.

At the request of the Crest Drive Citizens Association (CDCA), the City accepted private donations in an effort to reduce the assessable costs for all properties within the LID. As of January 18, 2011, \$5,575 in donations had been received by the City and the proposed assessments notices mailed to the property owners reflected this amount. Donations continued to be accepted until the end of business on February 15, 2011, and an additional \$1,100 were received for a total of \$6,675. Since the assessment notices did not reflect the additional \$1,100 in donations, to be consistent, the calculations reported to the Hearings Official for the final assessment hearing also did not reflect the additional donations. Final assessment bills will be lower than in the Notice of Proposed Assessments and the amount reported to the Hearings Official for the hearing to account for donations received after January 18, 2011.

On April 27, 2011, the City Council passed an amendment to the resolution that established the Street Subsidy Program. The amendment allowed property owners subject to the Crest Drive Area Street Improvement Project assessment to qualify for the Street Subsidy Program based on a 364-day extrapolation on the property owner(s)'s income on April 11, 2011.

Correspondence and Communication

Since the mailing of the Notice of Proposed Assessments, City staff received 13 phone calls or e-mails from property owners regarding the process to final assessment, cost calculations, financing of the costs and details about construction.

A hearing was held on February 15, 2011, with five property owners testifying (see Hearings Official Minutes).

Project

The street improvements consist of 18-foot-wide paving (two 9-foot-wide travel lanes) with curbs, concrete walk, street lights at pedestrian crossings, traffic calming (speed tables, chicanes, chokers, medians, and traffic circles), street trees, and stormwater drainage system with stormwater quality facilities.

Assessments

Costs were distributed per Eugene Code 7.175, and outlined in the council-adopted Hearings Official findings and recommendations, and the resolution forming the LID.

Below are the final assessable unit costs:

Paving nine-foot (per front-foot)	\$ 121.88
Sidewalk and drive aprons (per square-foot)	\$ 2.58
Total Assessable Cost	\$ 1,320,176.92
Total City Cost: w/o Low-Income Subsidy:	\$ 2,526,368.92
Low-Income Subsidy - 28	\$ 207,527.56
Delayed Assessments - 24	\$ 303,733.48
Total Project Cost	\$ 4,357,806.88

Property owners of vacant or fully developed lots zoned single-family residential under a half-acre pay for actual frontages up to a maximum assessable frontage of 100 feet and not less than a frontage of 50 feet. For a partially developed residential lot over a half-acre, with front footage greater than 100 feet, the property owner is assessed for 100 front feet of frontage at the time of final assessment. If the lot further develops, then a “delayed assessment” will be due for the portion of the frontage over 100 feet. Vacant residential lots over half an acre pay no assessment at the time of final assessment, but an equivalent assessment for the full frontage is due at the time of development.

Also, as provided in City Code, although much of the project has sidewalk built on just one side of the street, properties on both sides of the street will be assessed for the sidewalk. Assessment information about the sidewalks was made available for each property at the LID formation hearing held on May 28, 2009.

The final assessable costs are lower than estimated when the LID was formed.

The funding sources for the City’s share and the non-assessable share of project costs for this project are the Capital Road Fund, Stormwater System Development Charges (SDC) Fund and Stormwater Utility Fund.

Assessment financing, a 15-year payment plan through the City, is available to all property owners within the improvement district as identified by Eugene Code, Chapter 7. In addition, there are extension or deferral programs for qualifying property owners based on age and/or income.

Based on the low bid received, the costs listed below were the estimated assessment costs, plus contingency, calculated at the time of the formation of the LID.

Paving nine-foot (per front-foot)	\$ 133.63
Sidewalk and drive aprons (per square-foot)	\$ 5.34
Total Estimated Assessable Cost	\$ 2,025,907.11
Total Estimated City Cost:	\$1,765,469.23
Total Estimated Project Cost	\$3,791,376.34

Low-Income Subsidy

Of the 128 properties in the LID, 28 owners qualify for a subsidy under the low-to-moderate income subsidy program. This City-funded subsidy program is available to property owners who occupy a single-family dwelling or duplex and meet other program criteria. Fact sheets which describe the subsidy program were mailed to all property owners in the LID. The household size and income levels for the subsidy program are based on the current Lane County Median Family Income limits published by the US Department of Housing and Urban Development. The total cost to the City for the low income subsidies is \$207,527.56 and is funded from the Street Subsidy fund.

RELATED CITY POLICIES

The assessment costs were distributed as outlined in the council-adopted Resolution forming the LID.

COUNCIL OPTIONS

Special assessment provisions adopted as part of the LID Resolution cannot be modified during the final assessment process if they result in increased costs to the property owners. The final assessment hearing was to review the calculations to assure conformance with the requirements stated in the LID Resolution and the Eugene Code.

Per Section 7.187, the City Council can take the following actions:

1. Approve the March 23, 2011, Minutes, Findings and Recommendations of the Hearings Official.
2. If after the review of the proposed assessment, the City Council determines that the assessments should be increased, staff would be directed to publish a new notice and a public hearing must be conducted. New findings would then be prepared for City Council adoption.

CITY MANAGER’S RECOMMENDATION

The City Manager recommends approval of the Minutes, Findings and Recommendations of the Hearings Official and adoption of the ordinance levying assessments.

SUGGESTED MOTION

1. Move to approve the March 23, 2011, Minutes, Findings and Recommendations of the Hearings Official.
2. Move to adopt Council Bill 5045, an ordinance levying assessments for paving and constructing curbs, sidewalks, medians, street lights, stormwater drainage, and water quality facilities on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway, and Friendly Street from Lorane Highway to 28th Avenue; and providing an immediate effective date.

ATTACHMENTS

A. Ordinance – including Hearings Official’s Minutes, Findings and Recommendations.

FOR MORE INFORMATION

Staff Contact: Mark Schoening

Telephone: 541-682-5243

Staff E-Mail: mark.a.schoening@ci.eugene.or.us

ORDINANCE NO. _____

AN ORDINANCE LEVYING ASSESSMENTS FOR PAVING AND CONSTRUCTING CURBS, SIDEWALKS, MEDIANS STREET LIGHTS, STORMWATER DRAINAGE, AND WATER QUALITY FACILITIES ON CREST DRIVE FROM BLANTON ROAD TO LINCOLN STREET, STOREY BOULEVARD FROM CREST DRIVE TO LORANE HIGHWAY, AND FRIENDLY STREET FROM LORANE HIGHWAY TO 28TH AVENUE; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE. (CONTRACT 2009-30) (JOB #4546)

The City Council of the City of Eugene finds that:

A. This project was initiated by Council action on September 8, 2008, pursuant to Section 7.160(5) of the Eugene Code, 1971 (EC). The preparation of plans and specifications and call of bids for construction of the local improvements were based on Council action taken on June 22, 2009, pursuant to EC 7.160(5). The local improvements consist of paving and constructing curbs, sidewalks, medians, street lights, stormwater drainage and water quality facilities on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway, and Friendly Street from Lorane Highway to 28th Avenue.

B. After due notice and a public hearing before the hearings official on May 28, 2009, and continuing the public hearing before the City Council on June 15, 2009, the City Council formed the Local Improvement District and, on June 22, 2009, authorized construction of the local improvement.

C. The actual cost of the local improvement is ascertained to be \$4,357,806.88, and the amounts to be assessed to, and borne by, the specially benefited property, and the amounts to be borne by the City or others, have been determined in accordance with applicable provisions of the Eugene Code, as set forth in the attached Exhibit A, which is incorporated herein by reference.

D. The City Council has established the method of calculating local improvement assessments in EC 7.170 and 7.175.

E. On February 15, 2011, a public hearing on the Ordinance, as required by Section 28(2) of the Eugene Charter of 2002, was held before the hearings official as authorized by EC 2.007(4) and 7.187. More than ten days prior to the scheduled public hearing before the hearings official a, notice containing the information required by EC 7.185 was posted on a public bulletin board at City Hall and given by certified mail to the owners of the parcels of real property subject to the assessment. The hearings official considered the assessment report of the City Engineer and Finance Officer and the testimony and evidence presented at the hearing.

F. At least ten working days prior to the Council meeting, notice of the Council's consideration of this Ordinance was published in the Register Guard, and the Ordinance was posted on the City's web site on the same date, as required by Section 28(1) of the Eugene Charter of 2002.

G. The Council has reviewed and considered the assessment report of the City Engineer and Finance Officer and the hearings official's findings and summary, and based thereon,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The hearings official's summary is made a part of the Council's record in these proceedings, and the hearings official's findings, including those regarding compliance with EC 7.160 to 7.190, attached as Exhibit B, which is incorporated herein by reference, are adopted.

Section 2. The actual assessable cost of the local improvement comprised of paving, and constructing curbs, sidewalks, medians, street lights, stormwater drainage and water quality facilities, on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway, and Friendly Street from Lorane Highway to 28th Avenue is \$1,320,176.92, which is assessed against the parcels of property hereinafter described on Exhibit C in the amounts set opposite, respectively.

Section 3. The City Council hereby determines and assesses each lot and part of lot within the described local improvement district as set forth on the assessment roll attached as Exhibit C, which is incorporated herein by reference.

Section 4. The City Council hereby determines that each parcel of land or lot described above is specially benefited to the extent of the assessment set forth. The Finance Officer shall give notice of the assessments to the owners of the assessed parcels and inform them that the assessment may be paid in full, without interest, within ten days of the effective date of this Ordinance. Assessments that remain unpaid after the ten day period are declared to be liens upon the respective lots, parts of lots or parcels of land against which said several amounts are assessed, and may be paid, with interest on the unpaid principal amount commencing ten days after the effective date of this Ordinance:

4.1 In up to thirty semi-annual installments, including principal and interest at the rate set by the City Manager as provided in EC 2.022 through 2.024.

4.2 If the property owner so elects, up to 180 monthly installments, including principal and interest at the rate set by the City Manager as provided in EC 2.022 through 2.024 plus a service charge determined by the City Manager as provided in EC 2.020.

Section 5. The City Recorder is directed to enter in the docket of City Liens a statement in connection with each unpaid assessment containing the following:

5.1 A description of each lot, part of lot or acreage specially benefited by the local improvement;

5.2 The name of the owner or reputed owner thereof, or that the name of the owner is unknown; and

5.3 The sum assessed upon said property, the amount and date from which interest accrues, and the date of entering the same in the docket of City Liens.

Section 6. Upon enactment of this Ordinance, the City Finance Officer shall send notice of the assessments by first class mail to the owners of the assessed parcels containing the information required by EC 7.190 and enclose therewith an application for paying the assessment in installments according to the terms set forth in Section 4 of this Ordinance.

Section 7. Any assessment remaining unpaid and for which no application for installment payments has been received may be foreclosed as provided by law. The proceeds from the payment or foreclosure of assessments levied by this Ordinance shall be deposited to the City funds which advanced the cost of construction, engineering and related expenses or which are used to retire any indebtedness incurred by the City for this improvement.

Section 8. An immediate effective date of this Ordinance is necessary to allow the City to begin immediate collection of the assessments that will be used to pay the obligations the City has incurred for this project. Enabling the City to begin collecting assessments will avoid increased interest costs and conserve limited City resources. Therefore, this Ordinance shall become effective immediately upon its passage by the City Council pursuant to Section 32(2) of the Eugene Charter of 2002.

Passed by the City Council this

_____ day of _____, 2011

City Recorder

Approved by the Mayor this

_____ day of _____, 2011

Mayor

CITY OF EUGENE (PROD)
SPECIAL ASSESSMENT SYSTEM

93004546 - CREST AREA ST IMPROVEMENT PROJECT

PROJECT LEGAL: PAVING, CURBS, SIDEWALKS, MEDIANS, STREET LIGHTS, STORMWATER DRAINAGE AND WATER
QUALITY FACILITIES ON CREST DR FROM BLANTON RD TO LINCOLN ST, STOREY BOULEVARD
FROM CREST DR TO LORANE HIGHWAY, AND FRIENDLY ST FROM LORANE HIGHWAY TO 28TH AVE.

CONTRACT NUMBER: 2009-00030

JOB NUMBER: 93004546

ASSESSABLE:

128 PENDING	\$1,320,176.92
24 ON HOLD	\$303,733.48
0 LIEN DEFERRED	\$0.00

ASSESSABLE TOTALS: 152 \$1,623,910.40

CITY SHARE:

CITY PAVING	\$1,482,512.43
CITY STORM	\$1,043,856.49
LOW INCOME SUBSIDY	\$207,527.56

CITY SHARE TOTALS: \$2,733,896.48

TOTAL COST OF PROJECT: \$4,357,806.88

FINDINGS AND RECOMMENDATIONS

SUBJECT: PROPOSED FINAL ASSESSMENT FOR IMPROVEMENTS FOR PAVING, CONSTRUCTING CURBS, SIDEWALKS, MEDIANS, STREET LIGHTS, STORMWATER DRAINAGE, WATER QUALITY FACILITIES ON CREST DRIVE FROM BLANTON ROAD TO LINCOLN STREET, STOREY BOULEVARD FROM CREST DRIVE TO LORANE HIGHWAY, AND FRIENDLY STREET FROM LORANE HIGHWAY TO 28TH AVENUE. (JOB #4546) (CONTRACT 2009-30)

BACKGROUND

The background of this project is discussed extensively in the Memorandum from the City Engineer. The Hearings Officer finds that adequate and incorporates that discussion by reference.

PROJECT

The street improvements consist of 18-foot wide paving (two 9-foot wide travel lanes) with curbs, concrete walk, street lights at pedestrian crossings, traffic calming (speed tables, chicanes, chokers, medians, and traffic circles), street trees, and stormwater drainage system with stormwater quality facilities.

ASSESSMENT

Costs were distributed as required by the Eugene Code, section 7.175. This distribution was the distribution process recommended at the time of the formation of the District by the Hearings Official, and approved by the Council.

Below are the final assessable unit costs:

Paving 9-foot (per front foot)	\$ 121.95
Sidewalk and drive aprons (per square foot)	\$ 2.58
 Total Assessable Cost	 \$ 1,356,402.55
Total City Cost: w/o Low Income Subsidy:	\$ 2,520,338.10
Low Income Subsidy - 24	\$ 172,110.84
Delayed Assessments - 24	\$ 303,894.34
Total Project Cost	\$ 4,352,745.83

Property owners of vacant or fully developed lots zoned single family residential under a half acre pay for actual frontages up to a maximum assessable frontage of 100 feet and not less than a frontage of 50 feet. This means that, if a property of this type has less than 50 feet of frontage

(i.e. a flag lot) the property is assessed for 50 feet of frontage. In the same way a large parcel with more than 100 feet of frontage is assessed for only the first 100 feet of frontage.

For a partially developed residential lot over a half acre, with front footage greater than 100 feet, the property owner is assessed for 100 front feet of frontage at the time of final assessment. If the lot further develops, then a "delayed assessment" will be due for the portion of the frontage over 100 feet. Vacant residential lots over half an acre pay no assessment at the time of final assessment, but an equivalent assessment for the full frontage is due at the time of development.

Also as provided in City Code, although much of the project has sidewalk built on just one side of the street, properties on both sides of the street will be assessed for the sidewalk. Assessment information about the sidewalks was made available for each property at the LID formation hearing held on May 28, 2009.

The City also accepted donations from the public to be used to reduce the assessments on this project. As of January 18, 2011, \$5,575 in donations had been received by the City and the proposed assessments notices mailed to the property owners reflect this amount. Donations continue to be accepted until the end of business on February 15, 2011. Final assessment bills may be lower than in the Notice of Proposed Assessments to account for donations received after January 18.

At the time of the formation of the LID, based on the bids received, an estimated assessment cost was presented to the Council. The estimated assessments were higher than the final proposed assessment.

Paving 9-foot (per front foot)	\$ 133.63
Sidewalk and drive aprons (per square foot)	\$ 5.34
Total Estimated Assessable Cost	\$ 2,025,907.11
Total Estimated City Cost:	\$1,765,469.23
Total Estimated Project Cost	\$ 3,791,376.34

CITY SHARE OF COSTS

Pursuant to City Code, the City is paying the largest share of the project costs. The City's share of the project cost is higher than the original estimates. This is due in part to the Council's decision to use the differential between the projected cost of the project and the bid costs of the project to reduce the assessments, rather than to reduce the city's costs. Increased costs were also due to the additional road base needed in some areas of the construction, increases in asphalt prices, and additional engineering costs caused by the extended period of construction.

LOW INCOME SUBSIDY

Of the 128 properties in the LID, owners of 24 properties qualify for a subsidy under the low-to-moderate income subsidy program. This City funded subsidy program is available to property owners who occupy a single family dwelling or duplex and meet other program criteria. The income levels for the subsidy program are based on the current Lane County Median Family Income. The total cost for the low income subsidies is \$172,110.84

ADDITIONAL INFORMATION

The City is also responsible at this time for the cost of the delayed assessment of large lots. Lots that have more than 100 feet of front footage are only assessed for the first 100 feet of frontage. Based on the assumption that these lots may develop more in the future, the assessment of the additional frontage is not done at this time, but is delayed until the time when the property divides or further develops. This helps reduce the pressure for the division of these large lots that would otherwise be increased by the large assessment.

PUBLIC COMMENT

This project has maintained a high level of public involvement since its inception. During construction, the city engineers continued to meet with residents within the LID to discuss issues and questions. After completion of the project, the City sent the required notice of a hearing to all property owners. A hearing was held on February 15, 2011. The minutes of that hearing are attached as Exhibit A.

As intended, the hearing, and correspondence received before and after the hearing, brought forth mostly persons who had questions or concerns about the proposed assessments.

Assessment policy is governed by law, laws that must be in place prior to the time the Local Improvement District is created. The Council sets the policies. Local Improvement District assessments, like every other method local governments use to cover the cost of providing services to local residents, are not popular with some people.

The legal justification for assessing properties within a local improvement district is that these properties are specially benefitted for the improvements. This means that there is an identifiable benefit to the property that is measurably different than the benefit to properties outside the district. In the case of the Crest Neighborhood improvements, the Council identified the benefit as being adjacency to the streets being improved. This is a common measure: no matter how many others occasionally or regularly use the improved streets, those adjacent to the street benefit the most from the improvements. This is not just measured in terms of access and frequency of use; new streets are quieter and safer, and for streets such as those in this project, the traffic calming devices make it a friendlier neighborhood as well.

As benefitted properties, the properties within the district are expected to bear a share of the cost of the improvement. The allocation of the project costs between property assessments and other financing sources is a policy decision for the Council. The Council has made a set of general decisions on how the costs of a project should be distributed. These are the local improvement

district provisions in Section 7 of the Eugene Code. These include decisions on how the benefit of a local street improvement differs from the benefit of a collector street improvement, and decisions such as the one that flag lots derive a benefit that is greater than the simple front footage of the property. In addition to these general provisions the Council took several policy steps to reduce the assessment burden on local property owners for this project.

All of this is relevant as a background for evaluating most of the comments and correspondence that was submitted at the public hearing.

Several of the property owners who raised objections were essentially objecting to the assessment policies in place. The correspondence from Mr. Branch, Ms. Rowland, the Mayberrys and Mr. Hope can be placed in this category. These policy objections cannot be dealt with at this time. It is certainly outside the scope of the Hearings Official's responsibilities to change the Eugene Code, or to decide that these assessments, which are consistent with the Code, should be altered or nullified at this stage of the process.

Mr. Branch and Mr. Hope own undeveloped lots that are too small to qualify for the deferred assessment offered larger lots. Their situation is exacerbated, in their minds, by the fact that they are being assessed for flag lots, with the required minimum 50 foot frontage requirement.

The Mayberrys and Ms. Rowland simply object to the policies that were in place at the time the District was formed. These policies were set before the District was created, were in effect at the time the District was created and cannot be changed once the process is started. To change would require reformation of the district, which cannot now be done. This categorization of these remarks is not intended as a diminution of the comments; the validity of some of them is illustrated by the fact that the Council has since reexamined some of these same questions and has changed the assessment policies. The fact is, however, that the final assessments must be calculated based on the policy directions made before the district is established.

Several comments were submitted asking that the City recognize the difficult financial situation that some residents within the Crest Neighborhood are facing. While the people raising the question may have changed, this issue was raised when the Council established the district and authorized construction to begin. The City has policies concerning low income assistance. It is possible that some of the concerns were met by the information that the City was keeping the low income deferral program open for persons who might be qualified because of last year's income. The City is also offering to finance the assessment through the Bancrofting process. While this does not excuse persons from paying, it does offer some options for moderate-income persons that may help to deal with the financial burden of the assessment.

Finally, there is the category of concerned residents who live along the uphill side of Friendly and are facing runoff problems. Several qualifying statements need to be acknowledged before an analysis of their objections can be made. The runoff in question is drainage from the private properties adjacent to Friendly (and perhaps from other properties uphill.) The City does have a stormwater program and this project included public stormwater improvements.

The City re-connected private stormwater systems to the public stormwater system that already existed and made use of the public stormwater system. The City did not eliminate existing private stormwater systems during this project. Some of the concerned property owners argued that prior to the improvements the runoff from their properties ran onto Friendly Street but it is now blocked by the raised level of the street and the curb that was installed. It is not clear that this is the case, because if the water had been flowing across the right of way before the improvements were made, then the system would have been designed to accommodate this flow. Whether or not the runoff from these private properties was getting onto the street, it is clear that the issue here involves dealing with private runoff that is now confined to private property.

Some of the property owners suggested that they assumed that, because the City project included stormwater work, their private needs would be accommodated. The City's actions during the design phase may have created the impression that this was possible, because the City did plan on taking on responsibility for dealing with existing private stormwater drain systems. But nothing in the final design included any elements to deal with the problem. Before the project was completed the issue was raised and City staff discussed the options of the property owners along Friendly who are now objecting. As late in the project as the nearly final construction work of installing traffic control devices, City staff contacted the property owners along Friendly and offered to assist with the development of a private stormwater system that would cross Friendly and drain into the City stormwater system on the downhill side of Friendly. All of these offers from the City were made consistent with current City policy, that the private stormwater system would be installed at the property owners' expense.

The property owners declined. Now the property owners are seeking to have the City take on the expense of constructing a system, or reducing the assessment by the estimated cost of the stormwater system that would need to be constructed.

This request by the property owners mixes assessment policy apples with what might be termed private equity oranges. The street assessments are for public improvements. What these property owners are asking for is that public dollars be converted to pay for a private system. The policies have some flexibility built in, to allow, for example, for private work to be done during the project and for a private assessment to be added to the public assessment. But there is no set of existing policies in Chapter 7 that can be stretched to accommodate what these property owners are asking.

None of the issues raised by residents within the Local Improvement District concern issues that the hearing is designed to deal with. While some of the issues raised did concern that amount of property being assessed, none showed an error in implementing current policy direction on assessments. All the requests were for the application of a different, non-existent, policy.

FINDINGS AND RECOMMENDATION

Notice of the public hearing was provided and all the property owners were given an opportunity to participate in the hearings.

Appropriate notice was given of the public hearing and pending Council action, as required by the Eugene Charter and Code. Letters informing property owners of the hearing and notification to property owners of the intent of the City to characterize the assessment as an assessment, not a tax, as required by ORS 305.583(5) were mailed to the property owners.

The Hearings Officer finds that the project is one for which the assessments are for local improvements as set forth in ORS 310.410 because

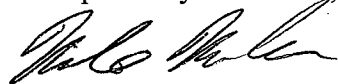
1. The assessments do not exceed actual costs;
2. The assessments are imposed for a capital construction project that provides a specific benefit for a specific property or rectifies a problem caused by a specific property
3. The assessments are imposed in a single assessment upon completion of the project; and
4. The assessments allow the property owners to elect to pay the assessment with interest over at least ten (10) years.

In this instance the City is offering fifteen year financing, which exceeds the minimum statutory requirement of ten years.

The Hearings Official also finds that it was infeasible to build sidewalks on both sides of the street in the LID and accomplish the desired neighborhood outcomes for the project and to protect natural features that would have been disturbed by changes to the existing topography. Therefore, pursuant to the Eugene Code, it is appropriate that properties on both sides of the street improvements be assessed for a portion of the sidewalk improvements.

The Hearings Official also finds that the proposed final assessment, calculated and recommended by the City Engineer is reasonable and consistent with the Eugene Code. The Hearings Official recommends that the Council act in accord with the City Engineer's recommendations, adopting the ordinance prepared for the Council, levying the assessment as set forth by the City Engineer.

Respectfully submitted,



Milo Mecham
Hearings Official

March 23, 2011

Exhibit A

MINUTES

Proposed Final Assessment for Improvements for Paving and other Street Improvements on Crest Drive from Blanton Road to Lincoln Street, Storey Boulevard from Crest Drive to Lorane Highway and Friendly Street from Lorane Highway to 28th Avenue Job 4546

February 15, 2011 Public Hearing

The hearing began at 6:04 pm in the Eugene City Council Chamber. There were seven members of the public present. City Engineer Mark Schoening was present, as was Project Engineer Jenifer Willer.

The Hearings Officer began the hearing with a description of the project history and the possible future actions. Construction of the project having been completed, the purpose of the current hearing was to consider recommendations to the Council for the levying of assessments for the costs of the project. The Hearings Official explained that the purpose of this hearing was to gather comments and deal with questions prior to submitting material to the Council for a final decision on the assessments.

The Hearings Officer then invited City Engineer Mark Schoening to describe the project and the proposed assessments. The City Engineer began by providing the background of the project, starting from the Council's direction to the City Manager to implement the Crest Drive Neighborhood Context Sensitive Solutions process in May 2006. City Engineer Mark Schoening briefly described the extent of the improvements made and then turned to the questions related to the calculation of the final assessments.

City Engineer Mark Schoening reminded the audience that this project was unique in that the Council had established a procedure for the City to take donations to defray the cost of the assessments. Because the date to end acceptance of donations was after the date when the notices of proposed assessments were sent, there was still the possibility that the assessments would be reduced, but this would probably not change the assessments significantly. The City Engineer also explained the special subsidy that the Council had added to the project, reflecting the City's savings because the project came in under the engineer's projected cost. This subsidy amounted to the City contributing \$273,895 to the portion that would have otherwise been assessed to the property owners within the local improvement district.

The City Engineer also explained that the final costs of the project, and therefore the final assessments were lower than projected when the district was formed.

The City Engineer also described public input received prior to the hearing. The Engineering Office had received sixteen communications, consisting of letters, emails and phone calls. Most of these had been resolved by a follow up from the Engineering Office.

One area of concern raised in the letters received had to do with the question of assessing for both sides of the street for sidewalks constructed on only one side of the street along portions of the improvement. The City's response to the inquiry had been to point out that the City's intent to construct sidewalks on only one side had been made clear at the start of the project.

After the City Engineer's remarks, the Hearings Official invited the public to make their remarks or ask questions. The first member of the public to testify was Leonard Bailey. Mr. Bailey lives on Friendly Street, and indicated that he was speaking for several of his neighbors as well.

Mr. Bailey indicated that he wished to appeal the assessment. Mr. Bailey referred to correspondence between the City Engineer staff and Steve Hecker, one of the neighbors who shared the concerns of Mr. Bailey. The issue concerns storm water runoff from several properties along Friendly street. Prior to the improvements some portion of the stormwater runoff from the Bailey's property and the Hecker property and some others apparently ran onto the right of way of Friendly Street from off the private property. This was not through any engineered drainage system but from the natural course of runoff during weather events. The design of Friendly Street as it has been improved does not allow for much runoff to get to the street from uphill properties. In the correspondence to which Mr. Bailey referred, the City had offered to provide some assistance, in the form of waiving the permit fees for a private stormwater system, and had offered during construction to modify the project to accommodate a private storm drain connection to the City's storm drainage system along Friendly, but only as a private assessment where the costs are borne by the private property owners.

Mr. Bailey felt that he and his neighbors were being denied access to the stormwater system. Mr. Bailey explained that the new street was higher than the previous street had been, and that the City had restricted drainage from his property onto the street. Mr. Bailey stated that he thought that the new street was beautiful, and that the engineering staff had been good to work with. But he felt that the current situation was unfair and punitive.

Mr. Bailey pointed out that he and his neighbors are paying stormwater fees, but are being prohibited from using the storm drain system. Mr. Bailey would like the City to put in a stormwater drainage system to deal with the problems that the construction has caused, or to reduce the individual assessments to reflect the cost to fix the drainage problems. Mr. Bailey indicated that, since the improvements he has had two and a half feet of water standing in his front yard during storm events.

City Engineer Mark Schoening responded that he felt the discussion, and what the City had offered in light of the circumstances was outlined in the correspondence that Mr. Bailey had mentioned in his testimony.

The next person to address the hearing was Michael Boutette, also a resident of Friendly Street. Mr. Boutette began by saying that he felt that the street was working well, and that the sidewalk was attractive. Mr. Boutette did, however, raise some concerns, similar to those raised by Mr. Bailey. Mr. Boutette pointed out that during the design process the Friendly Street neighbors were told that stormwater issues would be addressed during the project. Mr. Boutette explained that the new street was six inches higher than it had been previously, so that the water from his property could not get to the street. Mr. Boutette also stated that the City did not want the water pumped onto the street, which has resulted in increased standing water on his property.

Mr. Boutette indicated that having to pay the assessment and additional costs to deal with the runoff problem was a hardship. Mr. Boutette indicated that he was unemployed and was trying to finish a degree program. Mr. Boutette asked the City to lower the assessment to accommodate the runoff problems that were caused by the new street design.

The next person to address the hearing was Cathryn Treadway. Ms. Treadway began by indicating that she was on the street design team for the project. She indicated that the project had included design elements that had fixed the stormwater drainage problems on her property. Ms. Treadway indicated that recently the neighborhood association had been contacted by property owners whose financial condition had worsened during the project. The concern was that they had lost an opportunity to seek the low income assistance that had been offered at the beginning of the project. Ms. Treadway requested that there be a case-by-case review of eligibility because the project had taken longer than the two years originally projected.

City Engineer Mark Schoening indicated that the City had sent letters in November 2010 informing property owners that the City would consider 2010 income levels in making the decision concerning eligibility for low income assistance.

The next speaker was Kathy Saranpa. Ms. Saranpa introduced herself as the co-chair of the neighborhood association. Ms. Saranpa began by calling attention to the fact that during the course of the project, property values had decreased by more than twenty percent. She was concerned that the projected closure of Crest Drive elementary would further reduce property values. Ms. Saranpa expressed her concern that these factors, combined with the improvement assessments would cause a further decline in the neighborhood. Ms. Saranpa concluded by saying that she would like Council to direct staff to do a case-by-case review of each property owner's situation.

No other persons asked to speak. Because City Engineer Mark Schoening had made reference to concerns about assessing properties on both sides of the street for the sidewalks on only one side of the street, the Hearings Official asked Mr. Schoening to explain why the sidewalks had been designed that way, and why the Engineer felt that it was appropriate to assess both sides of the street for the sidewalks. City Engineer Mark Schoening explained that the sidewalk design had been a part of the process to preserve the themes and values of the neighborhood during the design process. The

neighborhoods had wanted to preserve the walkable character of the neighborhood while also maintaining the character of the current streets in the improvement area. There had been a strong desire to avoid putting in large retaining walls, or making deep cuts in uphill banks. Since this would have been necessary if the normal standards of sidewalks on both sides were to have been met, it was decided that a single sidewalk was preferred.

There being no further questions or comments, the hearing was adjourned at 6:40. In response to remarks that additional property owners had wanted to testify, but had not been able to do so, the Hearing record was left open until January 22 for the submission of additional written statements.

Four additional communications were received after the hearing, all raising objections to the assessments.

An email was received from James Branch. Mr. Branch objected to the proposed assessment because of the particular character of his property. The property is connected to Storey Boulevard by a long narrow strip of land, which is not used to actually access the parcel. The parcel has frontage on Madison Street and a private easement to Lorane Highway. Mr. Branch also claims an error in that the property is being assessed for a driveway apron, when in fact no driveway apron was constructed. Finally, Mr. Branch claims that there is no benefit to his property from the storm water improvements made in the project because he expects that the City will require on-site improvements to prevent runoff from getting to the street when the property is developed.

Project Engineer Jenifer Willer has discussed these matters with Mr. Branch. The property is not being assessed for stormwater improvements. The stormwater improvements are being paid for by the City. Because Mr. Branch's property is undeveloped, it does not qualify for the provision that applies to developed residential parcels and provides that a developed residential parcel will only be assessed for the primary access where there is more than one access to the property. Mr. Branch's property is being assessed because it abuts Story Boulevard and is a part of the local improvement district. The category of assessments for sidewalks and drive way aprons, does not mean that every property got a driveway apron. It simply reflects the category of improvements for which all properties are being assessed.

An email was received from Bethani and Steve Mayberry. Bethani Mayberry was present at the hearing but chose not to say anything at that time. In the email the Mayberrys' express continuing disagreement with the assessment process and with their assessment. Their objections are based on their perception that during the assessment process they were told that the process could not be changed so that other persons who use the improved street, such as those who live in cul-de-sacs would be subject to assessment. But that soon after the Crest Drive improvements were initiated, the assessment process was changed to include those who were previously excluded. The Mayberrys also identified the financial hardship that the assessments will create for their family.

Project Engineer Jenifer Willer has been in contact with the Mayberrys. Their complaint focuses on the policy decisions made by the Council in setting up the assessment process. Staff is not able to alter these policy directions.

A letter was received from Mary Rowland. Ms. Rowland objects because she feels that the assessment rules are not being applied evenly. Ms Rowland points to what she sees as disparate treatment among her neighbors. She describes one neighbor who is not assessed, apparently because they have recently sold the panhandle that provided access, and are now reliant on a private easement for access. Ms Rowland also compares her situation with her neighbor, who is, she claims, paying half the amount of her assessment. Finally, Ms. Rowland argues that she should not be charged for her street frontage because she uses another easement for actual access to the street. Ms. Rowland argues that she should not be assessed because her primary access is through her easement across the neighbor's property.

Project Engineer Jenifer Willer has been in contact with Ms. Rowland. Ms. Rowland's property abuts Friendly Street, and does not abut any other street. Under the definitions of the Eugene Code concerning primary access, Ms. Rowland does not qualify for an exemption to the assessments for her property. The neighbor to whom Ms. Rowland refers was assessed a different amount because the neighbor's front footage is less than Ms. Rowland's.

A letter was received from Ari Hope concerning properties on Storey Boulevard. Mr. Hope wishes to appeal the assessment charges on three properties, which he indicates are not developed and are serving as what he characterizes as a wildlife corridor. Mr. Hope indicates that he has no intention of developing the land he derives no benefit from the improvements to Storey Boulevard and suggests that the assessment should be deferred until a future owner wishes to develop the properties. Mr. Hope also objects to the City policy of a minimum 50 foot assessment on the one parcel that is a flag lot.

Project Engineer Jenifer Willer has been in contact with Mr. Hope and explained the City's assessment policies to him. Despite the suggestion in the letter to the contrary, none of the parcels are large enough to meet the one half acre minimum for a deferred assessment provided by the Eugene Code.

MEMORANDUM

DATE: February 15, 2011

TO: Milo Mecham, LCOG Hearing Official

FROM: Mark Schoening, City Engineer

SUBJECT: **PROPOSED FINAL ASSESSMENT FOR IMPROVEMENTS FOR PAVING, CONSTRUCTING CURBS, SIDEWALKS, MEDIANS, STREET LIGHTS, STORMWATER DRAINAGE, WATER QUALITY FACILITIES ON CREST DRIVE FROM BLANTON ROAD TO LINCOLN STREET, STOREY BOULEVARD FROM CREST DRIVE TO LORANE HIGHWAY, AND FRIENDLY STREET FROM LORANE HIGHWAY TO 28TH AVENUE. (JOB #4546) (CONTRACT 2009-30)**

BACKGROUND

The City Council formed the Local Improvement District (LID) for this project on June 22, 2009. Construction of the project has been completed, final actual costs have been tabulated, and final assessment costs have been calculated. The property owners were notified of the proposed assessments and the pending assessment hearing in a Notice of Proposed Assessment letter mailed on February 1, 2011 meeting the requirement in Eugene Code Section 7.185 for ten (10) days notice prior to the hearing.

The hearing to consider comments on the proposed assessments is scheduled for February 15, 2011. The intent of the hearing is to review the final project cost, consider comments on the proposed assessments, and to provide evidence to be included in the ordinance levying the assessments by the City Council.

On April 14, 2008, the City Council approved the conceptual design of Crest Drive, Storey Boulevard and Friendly Street as recommended by the the Crest Drive Community Team. This conceptual design included streets with 9-foot travel lanes and 4-foot wide sidewalks predominately on one side of the street based on exceptions to design standards to meet a variety of desired outcomes on this project.

The project was initiated by Council action on September 8, 2008 pursuant to Section 7.160(5) of the Eugene Code, 1971, and staff was directed to prepare plans and specifications and call for bids for construction of the local improvements.

Bids were opened on May 21, 2009, with Babb Construction Co. dba Delta Const. Co. dba Delta Concrete Inc. as the low bidder. The property owners were notified of the public hearing regarding formation of the proposed LID and a hearing was held on May 28, 2009 and continued to a public hearing before City Council on June 15, 2009. Minutes, Findings and Recommendations from the Hearing Official were forwarded to the City Council in advance of the June 15, 2009 continuation of the public hearing. City Council approved the minutes of both hearings and adopted a resolution forming the LID at a meeting held June 22, 2009.

Additionally, on June 22, 2009, the Eugene City Council approved a plan to reduce the assessable costs for three local improvement districts that were formed in 2009, Crest Neighborhood Street Improvements, Chad Drive Extension Improvements and Elmira Road/Maple Street Improvements, using funds remaining after lower than expected bid prices for the Crest Neighborhood project. The Crest Neighborhood property assessable costs were reduced by approximately \$273,895 and the proposed assessments notices mailed to the property owners reflect this amount. At that same meeting the City Council directed staff to modify the interim financing rate to be based on market rates. This modification was made by Administrative Order No. 44-09-09-F. City Council also moved to include 15 year financing in the assessment ordinance.

The City also accepted donations from the public to be used to reduce the assessments on this project. As of January 18, 2011, \$5,575 in donations had been received by the City and the proposed assessments notices mailed to the property owners reflect this amount. Donations continue to be accepted until the end of business on February 15, 2011. Final assessment bills may be lower than in the Notice of Proposed Assessments to account for donations received after January 18.

CORRESPONDENCE

Since the mailing of the Notice of Proposed Assessments, City staff received 13 phone calls or e-mails from property owners regarding the process to final assessment, cost calculations, financing of the costs and details about construction.

As of noon, February 14, 2010, 4 of the property owners have indicated they will be attending the hearing. Three letters were received and are attached to this memo.

PROJECT

The street improvements consist of 18-foot wide paving (two 9-foot wide travel lanes) with curbs, concrete walk, street lights at pedestrian crossings, traffic calming (speed tables, chicanes, chokers, medians, and traffic circles), street trees, and stormwater drainage system with stormwater quality facilities.

ASSESSMENTS

Costs were distributed per Eugene Code 7.175, and outlined in the Council adopted Hearings Official findings and recommendations, and the resolution forming the LID.

Below are the final assessable unit costs:

Paving 9-foot (per front foot)	\$ 121.95
Sidewalk and drive aprons (per square foot)	\$ 2.58
Total Assessable Cost	\$ 1,356,402.55
Total City Cost: w/o Low Income Subsidy:	\$ 2,520,338.10
Low Income Subsidy - 24	\$ 172,110.84
Delayed Assessments - 24	\$ 303,894.34
Total Project Cost	\$ 4,352,745.83

Property owners of vacant or fully developed lots zoned single family residential under a half acre pay for actual frontages up to a maximum assessable frontage of 100 feet and not less than a frontage of 50

feet. For a partially developed residential lot over a half acre, with front footage greater than 100 feet, the property owner is assessed for 100 front feet of frontage at the time of final assessment. If the lot further develops, then a "delayed assessment" will be due for the portion of the frontage over 100 feet. Vacant residential lots over half an acre pay no assessment at the time of final assessment, but an equivalent assessment for the full frontage is due at the time of development.

Also as provided in City Code, although much of the project has sidewalk built on just one side of the street, properties on both sides of the street will be assessed for the sidewalk. Assessment information about the sidewalks was made available for each property at the LID formation hearing held on May 28, 2009.

The final assessable costs are lower than estimated when the LID was formed.

The funding sources for the City's share and the non-assessable share of project costs for this project are the Capital Road Fund, Stormwater System Development Charges (SDC) Fund and Stormwater Utility Fund.

Assessment financing, a 15-year payment plan through the City, is available to all property owners within the improvement district as identified by Eugene Code, Chapter 7. In addition, there are extension or deferral programs for qualifying property owners based on age and/or income.

Based on the low bid received, the costs listed below were the estimated assessment costs plus contingency calculated at the time of the formation of the LID.

Paving 9-foot (per front foot)	\$ 133.63
Sidewalk and drive aprons (per square foot)	\$ 5.34
Total Estimated Assessable Cost	\$ 2,025,907.11
Total Estimated City Cost:	\$1,765,469.23
Total Estimated Project Cost	\$ 3,791,376.34

LOW INCOME SUBSIDY

Of the 128 properties in the LID, 24 owners qualify for a subsidy under the low-to-moderate income subsidy program. This City funded subsidy program is available to property owners who occupy a single family dwelling or duplex and meet other program criteria. Fact sheets which describe the subsidy program were mailed to all property owners in the LID. The household size and income levels for the subsidy program are based on the current Lane County Median Family Income limits published by the US Department of Housing and Urban Development. The total cost to the City for the low income subsidies is \$172,110.84 and is funded from the Street Subsidy fund.

RECOMMENDATION

Assessment costs are calculated in accordance with Eugene Code. Based on City Code 7.175(7), staff recommends that the Hearing Official includes a finding for Council adoption that it was unfeasible to build sidewalks on both sides of the street in the LID and accomplish the desired neighborhood outcomes for the project and to protect natural features that would have been disturbed by changes to the existing topography.

Staff recommends approval of the final assessments as calculated, and that the Council levy the final assessment.

Attention: Jenifer Willer
Re: Appeal Assessment

February 19, 2011

City Engineer
Public Works Department
99 E. Broadway, Suite 400
Eugene, Oregon 97401

The purpose of this letter is to appeal assessment charges on:
Tax lots 18-03-07-23-00103-000 and 18-03-07-23-00104-000.
and 18-03-07-23-00100-000
Accounts # 200900030-0530 and 200900030-0520.

I own a piece of land between Morse Ranch and Storey Rd. since August 2000.

The total land area is about 1.5 Acre.

The land is forested and not developed.

The only use of this land is as a wildlife corridor between Morse Ranch and the riparian belt along Storey Rd. In 2002, I was asked to, and granted the town an easement to the entire riparian area, in order to protect this corridor.

The land consists of 3 "legal" lots 00100, 00103 and 00104. Lot 103 is .3 acre and lot 104 is 1.7 acre. Lot 100 is about an acre.

So far, I had no intention of developing this land. As raw land, I have no financial benefits from this property, on which I already pay a high taxes (over \$2000 per year).

It seems unfair that I should pay assessment fees for development I do no benefit from, and on land I do not use. And since my property consists of 3 'lots', this assessment seems triply (x3) unfair and punitive.

In addition, since one of these 'lots' is a 'flag lot', I am required to pay for 40 street front feet I do not even own.

I believe it is unfair to assess development fees on these lots until they are developed.

After all, this 'logic' is already addressed by this department's own decision that for lots larger than half acre, assessment fees are deferred until the lots are to be developed.

I believe the town should treat my property as a single piece of land, and should the lots the land consists of be developed in the future, fees should be assessed only when these (involuntary) street developments become useful for a future developer of these lots.

In addition, proceeding with requiring these assessments, I will be forced to sell this land.

I think and the only possible buyer would be someone with the intent of developing this land as separate lots. This, I believe, will be sad for the south hills.

Respectfully,

February 19, 2011. San Francisco, California.

Ari H. Hope
Architect
328 Rutledge Street
San Francisco, CA 94110

WILLER Jenifer M

From: Bethani [bmamaberry@gmail.com]
Sent: Monday, February 21, 2011 5:00 PM
To: WILLER Jenifer M
Subject: Crest Drive Street Assessment

Dear Hearings Officer,

We would like to take this chance to express our deep disappointment in the way that Crest Drive residents have been assessed. When we were told that a new road needed to be put in, we voiced our opposition. We liked the rural feel and we actually liked the way that the potholes served as street calming devices. We attended all of the related city council meetings and the open houses. We were completely baffled when we were told that we would have to pay for a public road. We researched the city code and spoke to our council member, Betty Taylor and were told that there was nothing to be done, that the law had been this way for 50 years and there was no way to change it. Our neighbor said that he was saving \$6000 to cover his bill for the streets. We remember saying that there was no way that the city could charge us all \$6000. We were incredibly naive. When we asked the planners, they said that they didn't want to make any general quotes for fear of being far off. When we got a general quote for the project, we were speechless and outraged. We again contacted Betty Taylor and also Mayor Piercy. Ms. Taylor again said that there was no way to change the code and Mayor Piercy said that it was really up to the city council and there was nothing that she could do. In June of 2009, there was a city council meeting and Mike Clark proposed that the council should wait to vote in order to reconsider the city code regarding city street assessments. Our neighbors on cul-de-sacs, dead ends, as well as many people who do not live in the neighborhood but liked the idea of smoother roads for their comfort, showed up and spoke out to convince the council to proceed. Unfortunately, the council did not listen to the majority of the people who fronted the streets and were going to have to pay for the project. We asked that the council wait. All but Mike Clark voted to proceed with the project, even my own council member, Betty Taylor voted to proceed. Remarkably, the code that was formerly etched in stone was able to be changed, right after the Crest Drive Project was completed. The council recognized that it was unfair and flawed. Even though we tried for years to get an answer as to how the code might be changed and were told that it was impossible, somehow it was able to be changed less than a year after the completion of the Crest Project.

My husband and I are both teachers and we have two young boys. We received a pay cut last year and are most likely going to receive a pay cut this year. I am a part-time teacher and my hours will be cut back as well. The value of our house has declined in the last two years, even with the addition of the new roads, so it would be difficult to sell our house. We will have to take out a third mortgage to pay our \$12,700 bill. If you do nothing, we will be one of the Eugene families who have to tighten our belts even further. In essence, people like us will no longer be able to patronize local restaurants and stores as much and Eugene will continue its downward spiral. When we pay our property taxes, we'll remember that this money which we hand over to the government pays for other roads, but not ours. After we take out our loan to pay for our public street, once a month, when we make our payment of \$150-\$200, we will remember how we were lied to and how the majority of the city council chose to wait to make right a code that they knew was flawed. We recognize that we have been told that there is nothing to be done in the past and I'm sure you would like to tell us the same again but now we know that is just not true. Do the right thing. Propose something that makes this assessment reasonable.

Sincerely,
Bethani and Steve Mayberry
3439 Storey Blvd.
Eugene, OR 97405

WILLER Jenifer M

From: Jim Branch [Jim@branchengineering.com]
Sent: Tuesday, February 22, 2011 10:15 AM
To: WILLER Jenifer M
Subject: Notice of Proposed Assessments for the Crest Drive, Storey Boulevard and Freindly Street Improvements

Hearings Official,

My wife and I are the owners of a vacant parcel of land proposed for assessment related to the subject project. Our property is identified as Assessors Map 18-03-07-22 Tax Lot 01801-00. Our lot has 12.5 feet of frontage on Storey Boulevard. The 12.5' strip of land is several hundred feet long as it extends over steep terrain and connects to the westerly edge of the body of the lot. The lot was created a few years ago through the partitioning process. At that time the city determined that the panhandle width of 15 feet would be the minimum width required for access. This is also the minimum panhandle width per the city development code. Since the strip of land is only 12.5' wide it could not be used for access. Therefore, the access to the lot was required to be via frontage on Madison Street and through a private access easement to Lorane Highway, NOT STOREY BOULEVARD.

Therefore, we object to the assessment for street improvements which have no benefit to our property. We can not have direct access to Storey Boulevard per city development code. Further, the assessment details that a driveway apron was constructed for this 12.5' of frontage. This is incorrect, no apron exists nor should there be an apron because access is not allowed per code.

Finally, with respect to storm drainage for this parcel, during the partitioning process the city required that we construct an extensive on-site storm water treatment and detention system that would not permit any increase in peak runoff. The drainage and water quality improvements related to this project have no benefit to our parcel as we are required to make substantial drainage improvements when the parcel is developed. .

Respectfully submitted,

James A. Branch, PE

February 21, 2011

Hearings Officer

Public Works Engineering

Regarding: Assessment of 2975 Friendly Street.

02-22-11

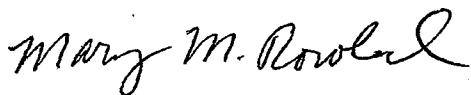
I was an active member of the CDCT and listened to Mark Schoening reiterate several times that the residents who take primary access from the improved streets will be assessed. The theory is that everyone pays at some point for street improvements. I can look back and find these statements written in the minutes of meetings I attended.

My neighbor at 3021 Friendly tells me they didn't receive any assessment for the street improvement because they have an easement from 3025 to use access their property. According to what the Walker's tell me, they recently sold a piece of their property to the owners of 3025 Friendly. Their parcel is essentially land locked and their primary access is the easement from the neighbor so why are they not being assessed?

I live at 2975 Friendly and I have an easement to use the driveway belonging to 2987 Friendly and yet according to my neighbor, their driveway assessment is half my driveway assessment. This isn't my driveway because I too have an easement allowing us to access our parcel from the neighbor's driveway. I have enclosed a description of my property showing we have an easement and this is not my driveway.

I don't agree that I should be charged a driveway assessment. I have enclosed the Assessment Policy for our local street improvement for your reference. I draw your attention to page two highlighted in yellow referring to Primary Access.

We have assessment rules for a reason and I would like an explanation as to why the rules for assessments are not being applied the same throughout the project.



Mary Rowland

2975 Friendly Street

Eugene, Oregon 97405

NOTICE OF PROPOSED ASSESSMENT



Central Services
Financial Services

City of Eugene
100 W. 10th Ave., Suite 400
P.O. Box 1967
Eugene, Oregon 97440
(541) 682-5073

February 01, 2011

Account Number: 200900030-0260

(THIS IS NOT A BILL)

ROWLAND, BRUCE & MARY M
2975 FRIENDLY ST
EUGENE OR 97405

Assessors Map & Tax Lot No. 18-03-07-22-01000-000
Tax Account No. 0637056
Property Address: 2975 FRIENDLY ST
Property Affected by the Improvement: 2010-049732
Improvement Resolution Number: 4984

Description of Improvement:

PAVING, CURBS, SIDEWALKS, MEDIANS, STREET LIGHTS, STORMWATER DRAINAGE AND WATER QUALITY FACILITIES ON CREST DR FROM BLANTON RD TO LINCOLN ST, STOREY BOULEVARD FROM CREST DR TO LORANE HIGHWAY, AND FRIENDLY ST FROM LORANE HIGHWAY TO 28TH AVE.

ASSESSMENTS

SIDEWALK/DRIVE APRON
STREET IMPROVEMENTS
TOTAL

CHARGES

\$1,032.00
\$12,195.00
\$13,227.00

Please call the Public Works Department, (541) 682-5291, if you have any questions regarding this improvement project or your assessment. If the Public Works staff cannot resolve your questions or problem to your satisfaction, you may submit your objections to the assessment hearing officer.

The described project qualified for funding under the low-to-moderate income subsidy program which was available to qualified owners of residentially-zoned owner-occupied property developed as a single family dwelling or duplex. Property owners who applied and were approved for the subsidy program have been confirmed. Property owners who did not comply with the program requirements are no longer eligible for the program.

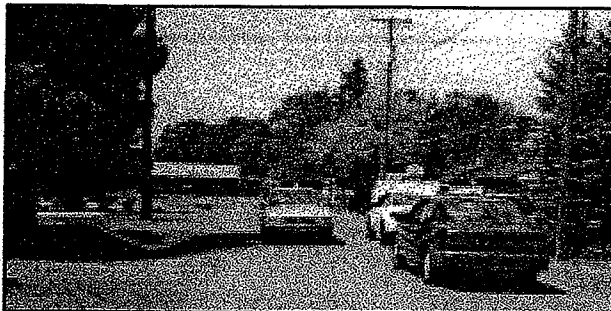
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New Assessment Policy for Improvements to Local Streets

To achieve greater fairness and equity in how property owners pay for the cost of upgrading unimproved local streets, Eugene's local street assessment policies were amended effective May 2002.

What's an unimproved street?

- generally gravel or asphalt mat surface
- has a substandard road base
- no curbs or gutters, lighting, bicycle facilities, sidewalks, etc.



What's an improved street?

- curbs, catchbasins and gutters to manage stormwater
- engineered road base designed for long life
- high quality asphalt or concrete paving
- sidewalks
- street trees
- street lighting



Summary of Key Changes

The City of Eugene's assessment policies are described in Chapter 7 of the Eugene Code. In general, the policies assume that the assessable portion of the cost of improving streets will be distributed among properties adjacent to the project on a per-foot basis.

The key changes to the assessment policies respond to many of the concerns that have been raised by property owners. The new policies generally represent changes in three main areas: (1) a compromise that attempts to mitigate the financial impacts associated with the prior policy (large lot assessments), and (2) how vacant and developed commercial/industrially zoned properties and residentially zoned corner lots are to be assessed.

Other elements in the new assessment policy include (1) primary access, (2) minimum and maximum assessable length for developed single family residential properties; and (3) equivalent assessments for partially developed or vacant properties, which develop after the street has been improved. For additional details on the new assessment policy, see the table on the reverse side of this fact sheet.

Process to Review and Update Assessment Policies

For several months, Eugene's local street assessment policies were reviewed by a Council subcommittee (Councilors David Kelly and Gary Papé), and Eugene Public Works department staff.

The Eugene City Council began a final review of the proposed local street assessment amendments with a work session on October 31, 2001. At that session, staff updated Council on the review process and the specific recommendations from the subcommittee and responded questions.

After a public hearing on November 13, 2001, the Eugene City Council adopted the revised policies on November 26, 2001. The new policies went into effect May 26, 2002, six months after Council action as stipulated in the Eugene City Charter.

Comparing Prior and New Local Street Assessment Policies

Element	Prior Policy (prior to May 2002)	New Policy (effective May 2002)
Assessable Cost Per Foot	full street width, including sidewalks, subject to assessment	full street width, including sidewalks, subject to assessment; if on-street parking is provided, additional width will be included in assessment calculation
Frontage	based on actual property length adjacent to street; minimum of 60 feet	based on a minimum of 50 feet and a maximum of 100 feet for residential parcels; actual property length for all commercial/ industrial-zoned parcels
Partially Developed Lots (over 1/2 acre)	based on full property length adjacent to street	based on the first 100 feet assessed with local improvement district (LID) and equivalent assessment for length exceeding 100 feet to be collected at time of development
Vacant Lots (over 1/2 acre)	based on full property length adjacent to street	equivalent assessment to be collected at time of development for full property length adjacent to street
Equivalent Assessment	currently not available	estimated prevailing assessable cost for pavement width, curb, gutter, sidewalk, driveway and associated drainage to be collected at time of development for delayed assessments
Primary Access	properties assessed for all abutting streets using actual property length adjacent to streets – no consideration of primary access	assess properties with irrevocable petitions; for all other fully developed parcels, assess only when uses street for primary access. New development charged equivalent assessment for abutting streets regardless of which street provides primary access.
Corner Lots	assess for both streets	assess only for primary access if existing home is a single-family dwelling; assess for both streets if existing dwelling is a duplex or lot is undeveloped and can support a duplex dwelling

FOR MORE
INFORMATION

Public Works Engineering • 858 Pearl Street, Eugene, OR 97401 • (541) 682-5560
pwengineering@ci.eugene.or.us



Assessment Policy for Improvements to Arterial/Collector Streets

To achieve greater fairness and equity in how much and what portion property owners pay of the cost to upgrade unimproved arterial/collector streets, Eugene's street assessment policies were amended effective April 2001. This fact sheet compares the new assessment policies with the prior policies and provides an overview of the assessment policy review process.

Summary of Key Changes

The City of Eugene's assessment policies are described in Chapter 7 of the Eugene Code. In general, the policies assume that the assessable portion of the cost of improving streets will be distributed among properties adjacent to the project on a per-foot basis.

The key changes to the assessment policies respond to many of the concerns that have been raised by property owners. The new policies generally represent changes in three main areas: (1) a compromise that attempts to mitigate the financial impacts associated with the prior policy (large lot assessments); (2) differentiation on how properties are assessed based on the classification of the street (livability factor); and (3) a requirement that properties that are directly adjacent to arterial or collector streets and that have recorded irrevocable petitions for improvements associated with them be included in the boundaries of a local improvement district and be assessed. This particular change recognizes the obligation of a development (typically subdivisions and minor partitions) to participate in the improvements to the adjacent arterial or collector street that was allowed to be delayed through the irrevocable petition.

Other elements in the new assessment policy include how vacant and developed commercial/industrially zoned properties and residentially zoned corner lots are to be assessed, and policies regarding: (1) primary access; (2) minimum and maximum assessable length for developed single family residential properties; (3) equivalent assessments for new development proposals; and (4) extending the scope of the street subsidy program to include eligible properties along arterial and collector streets. For additional details on the new assessment policy, see the table on the reverse side of this fact sheet.

Assessment Update Process

The revisions to the Eugene's assessment policy for improvements to arterial/collector streets were adopted by the Eugene City Council in October 2000, following an extensive review process. The process began in 1998 and included several public hearings and reviews by local elected officials and citizen representatives from Eugene and Lane County. A goal of the process was to develop consistency between the City's street assessment policies and Lane County's policies. As an outcome of the review process, the Lane County Board of Commissioners in August 2000 approved a resolution supporting the recommendations that subsequently were adopted by the Eugene City Council. The new policies went into effect on April 23, 2001, six months after the Council's action, as stipulated in the Eugene City Charter.

(continued on next page)

FOR MORE INFORMATION

Additional information about the revised assessment ordinance, City Code, street assessment policies, and specific street projects can be found on the internet at www.ci.eugene.or.us/pw.

If you have questions or comments, please contact:

Public Works Engineering
858 Pearl Street, Eugene, OR 97401
(541) 682-5560
pwengineering@ci.eugene.or.us

9-19-79

R1023

7956435

EXHIBIT "A"

Reserving to the grantor herein an easement for ingress and egress over the following described property:

Beginning at a point being of record North 135.00 feet and East 222.40 feet from the Southwest corner of Lot 42, College Crest Addition to Eugene, as platted and recorded in Book 3, Page 32, Lane County Oregon Plat Records, said point being South 208.50 feet and North 89° 32' 30" East 222.40 feet from the Northwest corner of Lot 42 of said College Crest Addition to Eugene; thence running South 77.67 feet to the true point of beginning; thence running North 89° 32' 30" East 15.00 feet; thence South 100.00 feet to a point on the Northerly margin of said Lorane Highway; thence running along said Northerly margin along the arc of a 157.32 foot radius curve left (the long chord of which bears North 52° 31' 27" West 28.74 feet) 28.78 feet; thence leaving said margin and running North 89° 32' 30" East 7.81 feet; thence North 82.33 feet to the true point of beginning, all in Eugene, Lane County, Oregon.

7956435

State of Oregon,
County of Lane--ss.
I, D.M. Penfold, Director of the Department of General Services, in and for the said County, do hereby certify that the within instrument was received for record at

19 SEP 79 144 25

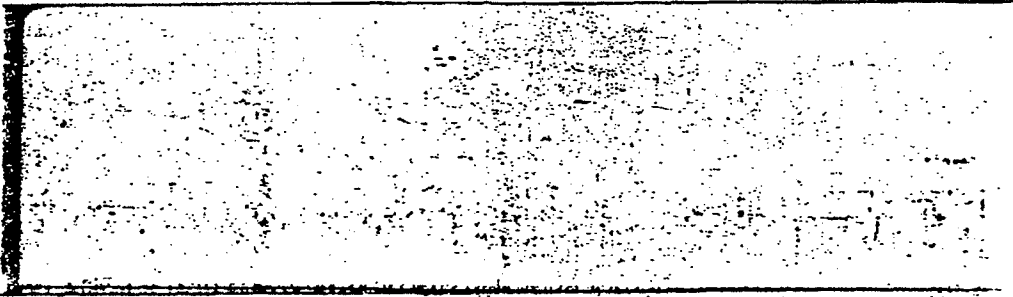
1023R

Recd
Lane County OFFICIAL RECORDS.
D.M. Penfold, Director of the Department of General Services.

By Bruce Rowland
Deputy

CR-43

*Bruce & Mary Rowland
2975 Friendly St.
Eugene 97405*



REPORT ID: RPT236SP

CITY OF EUGENE
SPECIAL ASSESSMENT SYSTEM
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93004546 - CREST AREA ST IMPROVEMENT PROJECT

PAGE: 1

MASTER PROJECT #: 2009-00030

CONTRACT #: 2009 00030

JOB #: 93004546

PROJECT LEGAL DESCRIPTION

PAVING, CURBS, SIDEWALKS, MEDIANS, STREET LIGHTS, STORMWATER DRAINAGE AND WATER QUALITY FACILITIES ON CREST DR FROM BLANTON RD TO LINCOLN ST, STOREY BOULEVARD FROM CREST DR TO LORANE HIGHWAY, AND FRIENDLY ST FROM LORANE HIGHWAY TO 28TH AVE.

<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030633-10302 000 PROPERTY DESCRIPTION	\$1,696.57 2005-092623	BOOK CHARITY 2885 FRIENDLY ST EUGENE OR 97405
18030633-10303 000 PROPERTY DESCRIPTION	\$10,179.40 REEL 891-7769897	EGAN LARRY D & MARIAN M 2875 FRIENDLY ST EUGENE OR 97405
18030633-10306 000 PROPERTY DESCRIPTION	\$13,220.00 2006-050274	REDNER JULIE E PO BOX 51602 EUGENE OR 97405
18030633-10401 000 PROPERTY DESCRIPTION	\$6,610.00 REEL 286-44483 MINUS REEL 896-7816989	WESLEYAN CHURCH NW DIST 2809 FRIENDLY ST EUGENE OR 97405
18030633-10402 000 PROPERTY DESCRIPTION	\$11,898.00 REEL 2348-9771680	HAMBLET ROBERT E 2841 FRIENDLY ST EUGENE OR 97405
18030633-10500 000 PROPERTY DESCRIPTION	\$9,650.60 REEL 538-52813	WESLEYAN CHURCH NW DIST 2809 FRIENDLY ST EUGENE OR 97405
18030633-10700 000 PROPERTY DESCRIPTION	\$8,947.30 REEL 530-45329	WESLEYAN CHURCH NW DIST 2809 FRIENDLY ST EUGENE OR 97405
18030633-10800 000 PROPERTY DESCRIPTION	\$16,234.16 REEL 77D-80095	WESLEYAN CHURCH NW DIST 2809 FRIENDLY ST EUGENE OR 97405
18030633-10900 000 PROPERTY DESCRIPTION	\$2,203.33 2007-066136	MOORE GLEN E & MARCELLA J 2812 FRIENDLY ST EUGENE OR 97405
18030633-11500 000 PROPERTY DESCRIPTION	\$2,203.33 2003-089781	TREADWAY CATHRYN 2820 FRIENDLY ST EUGENE OR 97405
18030633-11600 000 PROPERTY DESCRIPTION	\$8,725.20 2002-024470	KLUTH STANLEY D & MONIKA J 2830 FRIENDLY ST EUGENE OR 97405
18030633-11700 000 PROPERTY DESCRIPTION	\$1,211.83 2006-078238	WARREN CHERYL J 2840 FRIENDLY ST EUGENE OR 97405
18030633-11800 000 PROPERTY DESCRIPTION	\$7,271.00 2006-057388	SORENSEN CHARLES PETER PO BOX 10836 EUGENE OR 97440
18030633-11900 000 PROPERTY DESCRIPTION	\$7,271.00 REEL 1221-8235529	HUESTIS HAROLD 2856 FRIENDLY ST EUGENE OR 97405
18030633-12000 000 PROPERTY DESCRIPTION	\$7,271.00 2007-064782	SPANGLER NEAL F 963 TIARA CT EUGENE OR 97405
18030633-12100 000 PROPERTY DESCRIPTION	\$6,742.20 2007-076273	ROOT ELIZABETH 2870 FRIENDLY ST EUGENE OR 97405

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030633-12200 000 PROPERTY DESCRIPTION	\$1,299.97 2004-017363	BERGER WENDY 2878 FRIENDLY ST EUGENE OR 97405
18030721-05200 000 PROPERTY DESCRIPTION	\$174,071.70 REEL 810-45256, 45257	CITY OF EUGENE PW PARKS & OPEN 1820 ROOSEVELT BLVD EUGENE OR 97402
18030722-00100 000 PROPERTY DESCRIPTION	\$7,271.00 REEL 2114-9565780	TURNER PROPERTIES PTRSHP 19223 DEHAVILLAND DR SARATOGA CA 95070-1768
18030722-00200 000 PROPERTY DESCRIPTION	\$7,271.00 2006-084076	TURNER PROPERTIES PTRSHP 19223 DEHAVILLAND DR SARATOGA CA 95070-1768
18030722-00300 000 PROPERTY DESCRIPTION	\$7,271.00 2009-033425, NORTH TAXLOT	FACAROS NICKOLAS 488 E 13TH AVE EUGENE OR 97404
18030722-00301 000 PROPERTY DESCRIPTION	\$5,288.00 2009-033425, SOUTH TAXLOT	FACAROS NICKOLAS 488 E 13TH AVE EUGENE OR 97404
18030722-00500 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2001-030051	CAMPBELL EDWARD SCOTT 29261/2 FRIENDLY ST EUGENE OR 97405
18030722-00800 000 PROPERTY DESCRIPTION	\$9,915.00 2003-102148	WILLETT BETTYE 2929 FRIENDLY ST EUGENE OR 97405
18030722-00900 000 PROPERTY DESCRIPTION	\$2,073.78 REEL 2110-9562728	SAGER JILL AMY 2945 FRIENDLY ST EUGENE OR 97405
18030722-01000 000 PROPERTY DESCRIPTION	\$13,220.00 2010-049732	ROWLAND BRUCE & MARY M 2975 FRIENDLY ST EUGENE OR 97405
18030722-01102 000 PROPERTY DESCRIPTION	\$6,610.00 2003-102148	WILLETT BETTYE 2929 FRIENDLY ST EUGENE OR 97405
18030722-01801 000 PROPERTY DESCRIPTION	\$6,610.00 2005-078358	BRANCH JAMES A & VIRGINIA L 2620 N 31ST ST SPRINGFIELD OR 97477
18030722-01900 000 PROPERTY DESCRIPTION	\$9,187.90 2000-062261	FURTICK SYLVIA TRUST 236 E 13TH #1 AVE EUGENE OR 97401
18030722-01901 000 PROPERTY DESCRIPTION	\$10,418.68 2009-000078	ROGERS DESIREE 3131 STOREY BLVD EUGENE OR 97405
18030722-01902 000 PROPERTY DESCRIPTION	\$6,798.60 2009-006369	SCHWANEKAMP JEANNE J & MAXIMILLAN V 3151 STOREY BLVD EUGENE OR 97405
18030722-02001 000 PROPERTY DESCRIPTION	\$13,220.00 2000-622261 EXHIBIT A	FURTICK SYLVIA TRUST 236 E 13TH #1 AVE EUGENE OR 97401

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030722-02400 000 PROPERTY DESCRIPTION	\$8,269.11 REEL 2590-99079459	WEST STEPHEN L & SHIRLEY P 3025 FRIENDLY ST EUGENE OR 97405
18030722-02401 000 PROPERTY DESCRIPTION	\$3,804.72 2002-064101	WEST STEPHEN L & SHIRLEY P 3025 FRIENDLY ST EUGENE OR 97405
18030722-02500 000 PROPERTY DESCRIPTION	\$7,355.60 2004-097954	SARANPA KATHY JO 3015 FRIENDLY ST EUGENE OR 97405
18030722-02602 000 PROPERTY DESCRIPTION	\$4,406.67 2004-076432 PARCEL 1	TEICHMAN WALTER A 3005 FRIENDLY ST EUGENE OR 97405
18030722-02603 000 PROPERTY DESCRIPTION	\$1,326.40 2006-067879 PARCEL 2	CLARK ANDREW SUPPL NDS TR 30923 FOX HOLLOW RD EUGENE OR 97405
18030722-02701 000 PROPERTY DESCRIPTION	\$13,220.00 2007-060177	SCHMIDT ROBERT C & PATRICIA 2991 FRIENDLY ST EUGENE OR 97405
18030722-02900 000 PROPERTY DESCRIPTION	\$6,610.00 REEL 2609-99096305	WALKER CAROLYN L & STEPHEN L 3021 FRIENDLY ST EUGENE OR 97405
18030722-03000 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1492-8755089	HECKER STEVEN F 334 ERIE AVE SEATTLE WA 98122
18030722-03001 000 PROPERTY DESCRIPTION	\$1,593.23 REEL 1567-8915424	BAILEY LEONARD J & LAURA B 2932 FRIENDLY ST EUGENE OR 97405
18030722-03005 000 PROPERTY DESCRIPTION	\$9,560.70 REEL 1819-9302746 LOT 4	BOUTETTE MICHAEL A 2970 FRIENDLY ST EUGENE OR 97405
18030722-03201 000 PROPERTY DESCRIPTION	\$2,203.33 2010-017892	ALFORD LOUISE 2992 FRIENDLY ST EUGENE OR 97405
18030722-03202 000 PROPERTY DESCRIPTION	\$6,610.00 2003-068322 PARCEL 1, 93 -P0423	BECK JOSEPH B & YACHIYO N 2994 FRIENDLY ST EUGENE OR 97405
18030722-03203 000 PROPERTY DESCRIPTION	\$6,610.00 PCL 2, 93-P0423	PULLIAM KRISTIN E 2996 FRIENDLY ST EUGENE OR 97405
18030722-03204 000 PROPERTY DESCRIPTION	\$8,695.23 REEL 1996-9468545 PARCEL 3, 93 -P0423	CLEMENTS BRIAN & ROXANNE 2998 FRIENDLY ST EUGENE OR 97405
18030722-03500 000 PROPERTY DESCRIPTION	\$13,220.00 2005-095615	PARROTT MATTHEW G 2635 ONYX ST EUGENE OR 97405
18030722-03503 000 PROPERTY DESCRIPTION	\$12,469.10 REEL 2470-9879122 PARCEL 2	KJAER EUNICE 814 LORANE HWY EUGENE OR 97405

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030722-03600 000 PROPERTY DESCRIPTION	\$1,101.67 2004-034940	WOLF HELEN IRREVOCABLE TRUST 3010 FRIENDLY ST EUGENE OR 97405
18030723-00102 000 PROPERTY DESCRIPTION	\$2,094.71 2000-002412	FILLINGER JAN 695 CREST DR EUGENE OR 97405
18030723-00103 000 PROPERTY DESCRIPTION	\$11,465.70 2009-008698 (NORTH LOT)	2008 HOPE ALDERDICE REVOCABLE TRUST 328 RUTLEDGE ST SAN FRANCISCO CA 94110
18030723-00104 000 PROPERTY DESCRIPTION	\$6,610.00 2009-008698 (SOUTH PANHANDLE LOT)	2008 HOPE ALDERDICE REVOCABLE TRUST 328 RUTLEDGE ST SAN FRANCISCO CA 94110
18030723-00105 000 PROPERTY DESCRIPTION	\$1,101.67 2008-005870	GAMBERONI TOBIAS FELIX 691 CREST DR EUGENE OR 97405
18030723-00200 000 PROPERTY DESCRIPTION	\$13,220.00 2010-012592	SOUTH RUTH E 697 CREST DR EUGENE OR 97405
18030723-00201 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1841-9323549	SOUTH RUTH E 697 CREST DR EUGENE OR 97405
18030723-00300 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2508-99007847	CODINGTON BECKY L 2945 W 19TH AVE EUGENE OR 97405
18030723-00301 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2542-99037716	GIFFELS ROD A 9602 47TH ST UNIVERSITY PL WA 98466
18030723-00302 000 PROPERTY DESCRIPTION	\$6,610.00 2009-009381	WEST PRISCILLA S PO BOX 50430 EUGENE OR 97405
18030723-00303 000 PROPERTY DESCRIPTION	\$11,334.83 2005-073712	PUTVINSKI SERGEI 418 CHEMIN DE LA CLAPE
18030723-00304 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1463-8725550	AHLQUIST TIMOTHY & VIOLET PO BOX 5065 EUGENE OR 97405
18030723-00305 000 PROPERTY DESCRIPTION	\$6,610.00 REEL 1584-8931767	SIMONI JOHN G 3331 STOREY BLVD EUGENE OR 97405
18030723-00400 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2338-9765327	HIRSH BILL 3210 STOREY BLVD EUGENE OR 97405
18030723-00401 000 PROPERTY DESCRIPTION	\$13,220.00 2008-014682	REED SHEDD HELEN REVOC TRUST 200 W ADAMS STE 2600 CHICAGO IL 60606
18030723-00500 000 PROPERTY DESCRIPTION	\$6,610.00 2008-058610	HOLLAND-BAK MARTIN A & CHELSEA 3270 STOREY BLVD EUGENE OR 97405

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 93004546 - CREST AREA ST IMPROVEMENT PROJECT

<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030723-02100 000 PROPERTY DESCRIPTION	\$40,812.78 REEL 557-72567	EWEB PO BOX 10148 EUGENE OR 97440
18030723-02500 000 PROPERTY DESCRIPTION	\$13,220.00 2006-087703	FLANAGAN STEPHEN R & LINDA 3405 STOREY BLVD EUGENE OR 97405
18030723-02600 000 PROPERTY DESCRIPTION	\$3,276.35 REEL 2082-9541332	MORRISON ROBERT T 3379 STOREY BLVD EUGENE OR 97405
18030723-02601 000 PROPERTY DESCRIPTION	\$2,138.55 2002-065900	DUDELHEIM WENDY SUSAN 3385 STOREY BLVD EUGENE OR 97405
18030723-02602 000 PROPERTY DESCRIPTION	\$1,101.67 2000-064361	KOLBUSZOWSKI REVOCABLE LIVING TRUST 3393 STOREY BLVD EUGENE OR 97405
18030723-02701 000 PROPERTY DESCRIPTION	\$13,220.00 2004-005153	DWYRE TAUSHA PO BOX 61908 VANCOUVER WA 98666
18030723-02702 000 PROPERTY DESCRIPTION	\$1,101.67 2006-039743	YAO CHI-YU 3054 HENDRICKS HILL DR EUGENE OR 97403
18030723-02703 000 PROPERTY DESCRIPTION	\$6,610.00 2005-018745	TABET NICOLAS N 3371 STOREY BLVD EUGENE OR 97405
18030723-02801 000 PROPERTY DESCRIPTION	\$2,304.25 2010-011557 (SOUTH PANHANDLE LOT)	MILLER MICHAEL J 3349 STOREY BLVD EUGENE OR 97405
18030723-02802 000 PROPERTY DESCRIPTION	\$6,610.00 2004-056147	EMOND LISA MARIE & ROBERT 3345 STOREY BLVD EUGENE OR 97405
18030723-02803 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1803-9263383	LONIGAN CHRISTINE M & LEONARD 3347 STOREY BLVD EUGENE OR 97405
18030723-02804 000 PROPERTY DESCRIPTION	\$3,638.58 2010-011557 (NORTH LOT)	MILLER MICHAEL J 3349 STOREY BLVD EUGENE OR 97405
18030723-02900 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 703-7434727	FORMAN ROBIN R 4250 SW PATRICK PL PORTLAND OR 97239
18030723-03201 000 PROPERTY DESCRIPTION	\$13,220.00 2005-103670	HEDDINGER KIM T 763 CREST DR EUGENE OR 97405
18030723-03301 000 PROPERTY DESCRIPTION	\$9,386.20 REEL 1649-9040210	TOWNSEND JOHN T & SALLY S 777 CREST DR EUGENE OR 97405
18030723-03401 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1246-8317232, 8317747	KATZ GARY R & JILL G 795 CREST DR EUGENE OR 97405

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030723-03600 000 PROPERTY DESCRIPTION	\$2,203.33 2003-105031 SURVIVORSHIP	SCHMIEDING KATHRYN J 823 CREST DR EUGENE OR 97405
18030723-03700 000 PROPERTY DESCRIPTION	\$6,610.00 REEL 758-7538005	LONG STANTON F & ROSEMARY 708 HORIZON RD EUGENE OR 97405
18030723-03800 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1258-8328811	LONG FRED G & DONNA R 810 CREST DR EUGENE OR 97405
18030723-04201 000 PROPERTY DESCRIPTION	\$13,220.00 2008-027376	AUSTIN SHANNON RAE 839 CREST DR EUGENE OR 97405
18030723-04300 000 PROPERTY DESCRIPTION	\$13,220.00 2007-045961, 045962	WILLS LINDA A 86020 LORANE HWY EUGENE OR 97405
18030723-04401 000 PROPERTY DESCRIPTION	\$13,220.00 2002-043532	DONOVAN JOHN J & BARBARA J 885 CREST DR EUGENE OR 97405
18030723-04500 000 PROPERTY DESCRIPTION	\$12,253.62 2003-066139	MAYBERRY STEVEN PAUL 3439 STOREY BLVD EUGENE OR 97405
18030723-04502 000 PROPERTY DESCRIPTION	\$10,445.12 REEL 2312-9745023	NIELSON CLYDE R 3441 STOREY BLVD EUGENE OR 97405
18030723-04600 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1695-9122053	HELGESON RICHARD C JR 895 CREST DR EUGENE OR 97405
18030724-00101 000 PROPERTY DESCRIPTION	\$11,898.00 2006-041639	WOHLBERG RICHARD M 420 CREST DR EUGENE OR 97405
18030724-00200 000 PROPERTY DESCRIPTION	\$11,898.00 2008-061772	LOSCO JULIE A 330 CREST DR EUGENE OR 97405
18030724-00300 000 PROPERTY DESCRIPTION	\$3,966.00 2007-072361	SMITH-STEWART MARGARET 346 CREST DR EUGENE OR 97405
18030724-00400 000 PROPERTY DESCRIPTION	\$13,220.00 BK 268 PG 392 LCSO 38376	BRODKORB CLAIRE & PATRICIA 368 CREST DR EUGENE OR 97405
18030724-00500 000 PROPERTY DESCRIPTION	\$13,220.00 2005-009904	YORK PETRINA 390 CREST DR EUGENE OR 97405
18030724-01704 000 PROPERTY DESCRIPTION	\$12,557.68 2005-024786	KAPPA KATHARINE 410 CREST DR EUGENE OR 97405
18030724-01705 000 PROPERTY DESCRIPTION	\$11,899.32 REEL 2042-9511509	WOHLBERG RICHARD M 420 CREST DR EUGENE OR 97405

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030724-01804 000 PROPERTY DESCRIPTION	\$13,220.00 2008-067787	WATT PETER K & JUDITH R 550 CREST DR EUGENE OR 97405
18030724-01806 000 PROPERTY DESCRIPTION	\$6,996.02 2006-015807 2009-029393 LOTLINE ADJ	JOST JONATHAN ALLEN 560 CREST DR EUGENE OR 97405
18030724-01807 000 PROPERTY DESCRIPTION	\$6,610.00 2009-029393	MCDONALD JAMES E 570 CREST DR EUGENE OR 97405
18030724-01900 000 PROPERTY DESCRIPTION	\$13,220.00 BK 433 PG 594	SCHAFFER LUCILLE 580 CREST DR EUGENE OR 97405
18030724-02900 000 PROPERTY DESCRIPTION	\$5,589.42 2009-002023	HELWIG STEVEN 700 CREST DR EUGENE OR 97405
18030724-03000 000 PROPERTY DESCRIPTION	\$1,299.97 2006-083763	MOYER NEIL & LAURIE 714 CREST DR EUGENE OR 97405
18030724-03100 000 PROPERTY DESCRIPTION	\$1,366.07 2001-038485	MARX LYNN E 724 CREST DR EUGENE OR 97405
18030724-03200 000 PROPERTY DESCRIPTION	\$8,196.40 2009-047360 LOT 4 WM LIGHTFOOT ADD.	PEREZ JANET A 736 CREST DR EUGENE OR 97405
18030724-03300 000 PROPERTY DESCRIPTION	\$5,023.60 2009-047360 LOT 5 WM LIGHTFOOT ADD.	PEREZ JANET A 736 CREST DR EUGENE OR 97405
18030724-03400 000 PROPERTY DESCRIPTION	\$13,220.00 2009-049002	LAFFERTY MICHAEL M REVOC. TR PO BOX 2066 EUGENE OR 97402
18030732-00100 000 PROPERTY DESCRIPTION	\$13,220.00 2002-047092	EDDIE DR. WILLIAM & MARION 830 CREST DR EUGENE OR 97405
18030732-00400 000 PROPERTY DESCRIPTION	\$13,220.00 2005-100844	GIUSTINA JACQUELINE L TRUST PO BOX 989 EUGENE OR 97440
18030732-00501 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1770-9234077	TSCHERSICH HANS U & HERTA H 1423 BARANOF KODIAK AK 99615
18030732-00502 000 PROPERTY DESCRIPTION	\$13,220.00 2004-079483	LIBRETT JEFFREY S 920 CREST DR EUGENE OR 97405
18030732-00600 000 PROPERTY DESCRIPTION	\$11,886.10 2008-023436	LORISH FRED C 897 W 36TH AVE EUGENE OR 97405
18030732-05300 000 PROPERTY DESCRIPTION	\$10,576.00 2006-043663 LOT 1 CREST MEADOWS PUD	RUSHMORE GROUP LLC 90465 WOODRUFF ST EUGENE OR 97402

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<u>TAXLOT</u>	<u>TOTAL IMPROVEMENT AMOUNT</u>	<u>OWNER INFORMATION</u>
18030732-05400 000 PROPERTY DESCRIPTION	\$12,537.85 2008-060572	KNODE KIPP ALLAN & MEGAN M 3001 W BAILEY HILL DR EUGENE OR 97405
18030732-06700 000 PROPERTY DESCRIPTION	\$13,220.00 2006-043663 LOT 15 CREST MEADOWS PUD	RUSHMORE GROUP LLC 90465 WOODRUFF ST EUGENE OR 97402
18030732-06800 000 PROPERTY DESCRIPTION	\$7,248.53 2006-043663 COMMON AREA "A" CREST MEADOWS PUD	RUSHMORE GROUP LLC 90465 WOODRUFF ST EUGENE OR 97402
18041214-05901 000 PROPERTY DESCRIPTION	\$2,203.33 REEL 2007-9476758	GAMER GARY N 3484 STOREY BLVD EUGENE OR 97405
18041214-06000 000 PROPERTY DESCRIPTION	\$8,763.98 REEL 2331-9759477	TOMPKINS ROSAMOND A TE 3466 STOREY BLVD EUGENE OR 97405
18041214-06001 000 PROPERTY DESCRIPTION	\$13,220.00 2003-105921	BROWN MARTIN J 3446 STOREY BLVD EUGENE OR 97405
18041214-06200 000 PROPERTY DESCRIPTION	\$13,220.00 2003-091316	SCHAEFERS MARY ELLEN 2005 RIVERVIEW ST EUGENE OR 97403
18041214-06300 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2380-9806282	NEET DONALD E & DIANE M 3436 STOREY BLVD EUGENE OR 97405
18041240-00100 000 PROPERTY DESCRIPTION	\$8,575.82 1943-9429862 PARCEL 3	RUDE JOHN P 1207 COURTNEY PL EUGENE OR 97405
18041240-00101 000 PROPERTY DESCRIPTION	\$3,930.30 1943-9429862 PARCEL 1	RUDE JOHN P 1207 COURTNEY PL EUGENE OR 97405
18041240-00102 000 PROPERTY DESCRIPTION	\$2,005.47 1943-9429862 PARCEL 2	RUDE JOHN P 1207 COURTNEY PL EUGENE OR 97405
18041240-00500 000 PROPERTY DESCRIPTION	\$2,203.33 2010-057661	RITZMAN WANETA 937 CREST DR EUGENE OR 97405
18041240-00600 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 2339-9765384	CREST INVESTMENTS LLC 1268 COURTNEY PL EUGENE OR 97405
18041240-00700 000 PROPERTY DESCRIPTION	\$13,220.00 2003-119978	CREST INVESTMENTS LLC 1268 COURTNEY PL EUGENE OR 97405
18041240-00800 000 PROPERTY DESCRIPTION	\$13,220.00 REEL 1735-9162592	CALCIANO FRANK & FRAN 1780 POLK ST APTA EUGENE OR 97402
18041240-00801 000 PROPERTY DESCRIPTION	\$17,179.39 ANNEXATION ORD. #13577, MICROFILE 1541.030	SCHOOL DIST 4J 200 N MONROE ST EUGENE OR 97402

CITY OF EUGENE
SPECIAL ASSESSMENT SYSTEM
ASSESSMENT REGISTER (CITY COUNCIL)
93004546 - GREST AREA ST IMPROVEMENT PROJECT

TAXLOT

TOTAL IMPROVEMENT AMOUNT

OWNER INFORMATION

TOTAL ACCOUNTS = 128
TOTAL AMOUNT = \$1,320,176.92