



Eugene City Council

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www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

March 10, 2014

5:30 p.m. CITY COUNCIL WORK SESSION

Harris Hall

125 East 8th Avenue

Eugene, Oregon 97401

7:30 p.m. CITY COUNCIL MEETING

Harris Hall

125 East 8th Avenue

Eugene, Oregon 97401

**Meeting of March 10, 2014;
Her Honor Mayor Kitty Piercy Presiding**

Councilors

George Brown, President

Pat Farr, Vice President

Mike Clark

George Poling

Chris Pryor

Claire Syrett

Betty Taylor

Alan Zelenka

CITY COUNCIL WORK SESSION

Harris Hall

**5:30 p.m. A. WORK SESSION:
Climate Recovery**

6:15 p.m. B. **WORK SESSION:
Scenario Planning Update**

**CITY COUNCIL MEETING
Harris Hall**

1. PUBLIC FORUM

2. CONSENT CALENDAR

(Note: Time permitting, action on the Consent Calendar may be taken at the 5:30 p.m. work session.)

A. Approval of City Council Minutes

B. Approval of Tentative Working Agenda

**C. Approval of Annexation Resolution for Nordic Homes
(A 14-1)**

**D. Adoption of a Resolution Affirming the City of Eugene's
Support for Passenger Rail Service to the Community**

**3. ACTION: An Ordinance Providing for Withdrawal of Annexed
Properties from the River Road Park & Recreation District, the
River Road Water District, the Santa Clara Fire District, the Santa
Clara Water District, Lane Rural Fire Protection District, and the
Willakenzie Rural Fire Protection District**

**4. ACTION:
Ordinance Concerning University Area Protection Measures**

**5. ACTION:
Surplus Property (901 Franklin Boulevard)**

6. LEGISLATIVE UPDATE

**7. COMMITTEE REPORTS: Police Commission, Lane Metro Partnership,
Lane Transit District/EmX Steering Committee, Lane Workforce
Partnership, Oregon Metropolitan Planning Organization
Consortium, McKenzie Watershed Council**

**time approximate*

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locate the links at the bottom of the City's main Web page (www.eugene-or.gov).

El Consejo de la Ciudad de Eugene aprecia su interés en estos asuntos de la agenda. El sitio de la reunión tiene acceso para sillas de ruedas. Hay accesorios disponibles para personas con afecciones del oído, o se les puede proveer un interprete avisando con 48 horas de anticipación. También se provee el servicio de interpretes en idioma español avisando con 48 horas de anticipación. Para reservar estos servicios llame a la recepcionista al 541-682-5010. Todas las reuniones del consejo estan gravados en vivo en Metro Television, canal 21 de Comcast y despues en la semana se pasan de nuevo.

For more information, contact the Council Coordinator at 541-682-5010,

[visit us online at www.eugene-or.gov](http://www.eugene-or.gov)

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Climate Recovery

Meeting Date: March 10, 2014
 Department: Central Services
www.eugene-or.gov

Agenda Item Number: A
 Staff Contact: Matt McRae
 Contact Telephone Number: (541) 682-5649

ISSUE STATEMENT

This is a work session requested by Councilor Alan Zelenka to consider an ordinance related to climate recovery, originally brought forward by Our Children's Trust.

BACKGROUND

State Climate Planning

The State of Oregon has been a leader in addressing climate change. The state has maintained a Global Warming Task Force since 1988, a greenhouse gas reduction strategy since 1990 and a Climate Adaptation framework since 2008. The state has also adopted state wide greenhouse gas reduction targets:

- 10 percent reduction in greenhouse gas emissions from 1990 levels by 2020
- 75 percent reduction in greenhouse gas emissions from 1990 levels by 2050

Existing Eugene Climate and Energy Goals

In 2008 and 2009, upon recommendation from the Sustainability Commission, Eugene City Council:

- Unanimously adopted a formal goal of making all City-owned facilities and City operations carbon neutral by 2020.
- Unanimously directed the City Manager to develop a community climate and energy action plan that includes a carbon emissions reduction goal and that will aim to reduce total community-wide fossil fuel consumption 50 percent by 2030.

In 2010, after the development of Eugene's Community Climate and Energy Action Plan, Eugene City Council:

- Unanimously directed the City Manager to implement actions that support the Community Climate and Energy Action plan goals and objectives subject to best practices resources collaboration with community partners and approval by the council of future policy changes.

Item A.

Existing Eugene Climate and Energy Plans

Internal Climate Action Plan

The City of Eugene maintains an Internal Climate Action Plan outlining actions to achieve carbon neutral operations by 2020.

Community Climate and Energy Action Plan

The City of Eugene maintains a Community Climate and Energy Action Plan with the combined goals to:

- Reduce greenhouse gas emissions 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050.
- These targets mirror the Oregon State greenhouse gas emissions targets.
- Reduce community wide fossil fuel use 50 percent by 2030.
- These targets are unique to Eugene.
- Identify actions to adapt to climate change and rising and volatile energy prices.

Progress on community-wide climate action

In spring 2013, staff released a 2013 CEAP Progress Report that summed up progress toward the local climate and energy goals:

Community-wide energy consumption continues to trend downward. Total electricity use has been flat over the last few years but is down 15 percent since 2000. Gasoline and diesel consumption has dropped 16 percent since 2005 including two percent over the last year. Natural gas consumption, down about one percent in 2012, has declined more than 12 percent since 2006. All of this while Eugene's population continues to increase, growing eight percent between 2005 and 2011. These are hopeful trends that demonstrate we are succeeding in substantially reducing our reliance on fossil fuels.

Looking at individual actions, in the 12 months between September 2011 and September 2012, several recommendations contained in the Community Climate and Energy Action Plan were completed while others remain unchanged.

The full 2013 CEAP Progress Report can be found on the City of Eugene website:

<http://www.eugene-or.gov/sustainability>.

Community attitudes about climate change

A 2011 quantitative survey of Eugene area residents found that residents believe in climate change, understand that humans are the cause, and support climate action.

- 77 percent of Eugene residents agreed that climate change is occurring because of human causes like burning fossil fuels.
- 71 percent agreed that the long-term impacts of climate change will likely be catastrophic.
- 81 percent of respondents felt that climate change requires the community to entirely rethink its behavior.
- 75 percent of respondents felt that climate change requires much stronger regulation of

greenhouse gas emissions.

- 74 percent of those surveyed disagreed that individuals are incapable of solving climate change and that their own actions won't make a difference.

More survey results and research reports are available on the City of Eugene website:

www.eugene-or.gov/sustainability.

Our Children's Trust proposed ordinance

<http://ourchildrenstrust.org/sites/default/files/EugeneClimateRecoveryOrdinance.pdf>

RELATED CITY POLICIES

The City has existing adopted greenhouse gas emissions and fossil fuel consumption targets:

- Achieve carbon-neutral internal operations by 2020
- Reduce total community-wide fossil fuel consumption 50 percent by 2030

The Community Climate and Energy Action Plan contains a community-wide greenhouse gas emissions target:

- Reduce community-wide greenhouse gas emissions 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050

The City maintains a number of policies directly related to community-wide energy consumption including, but not limited to:

- Growth Management Policies
- Green Building Policy (2006)
- Sustainability Resolution (2000)
- Environmental Policy
- Sustainable Practices Resolution (2006)
- Sustainable Procurement Policy (2008)

The proposed Climate Recovery Ordinance would influence a number of existing City plans including, but not limited to:

- Eugene Community Climate and Energy Action Plan
- Eugene Internal Climate Action Plan
- Eugene Pedestrian Bicycle Master Plan
- Regional Transportation System Plan/ Eugene Transportation System Plan
- Metro Plan/ Eugene Comprehensive Plan: Envision Eugene
- Regional Prosperity Economic Development Plan
- Eugene/Springfield Natural Hazards Mitigation Plan

COUNCIL OPTIONS

This is a discussion item only.

CITY MANAGER'S RECOMMENDATION

The City Manager does not have a recommendation at this time.

SUGGESTED MOTION

No motions provided.

ATTACHMENTS

No attachments.

FOR MORE INFORMATION

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Telephone: 541-682-5649
Staff E-Mail: matt.a.mcrae@ci.eugene.or.us

CLIMATE & ENERGY
Eugene
action plan 

Matt McRae

City of Eugene

Climate and Energy Analyst

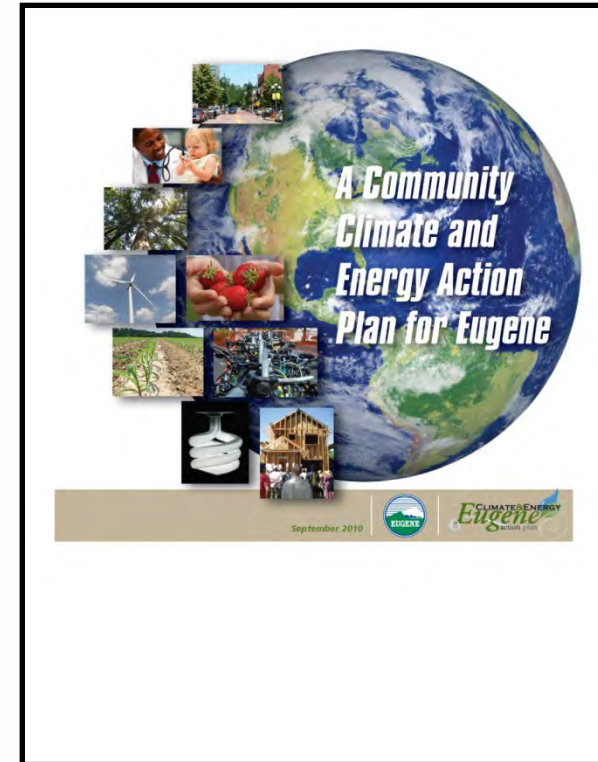
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matt.a.mcrae@ci.eugene.or.us

www.eugene-or.gov/sustainability

Background: Eugene Climate Action

1. Overview of Existing Community Climate and Energy Plan
2. Progress Toward Community Goals



Climate and Energy Action Plan



Item A.

GOALS:

1) Reduce greenhouse gas emissions 10% below 1990 levels by 2020.



2) Reduce fossil fuel use 50% by 2030.

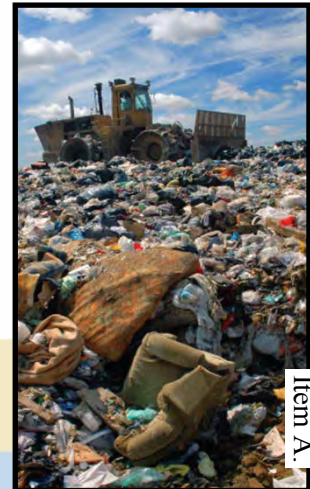
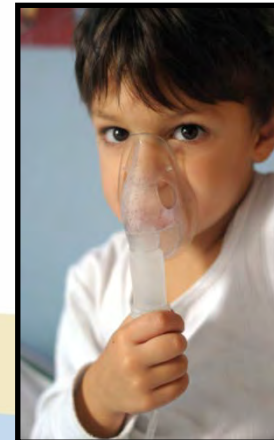
3) Identify adaptations to climate change.

4) Identify adaptations to rising and volatile fossil fuel prices.



Climate and Energy Action Plan

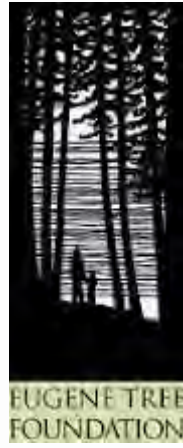
1. Buildings and Energy
2. Food and Agriculture
3. Land Use and Transportation
4. Consumption and Waste
5. Health and Social Services
6. Urban Natural Resources



Climate and Energy Action Plan 2013 Progress Report



UNIVERSITY OF OREGON



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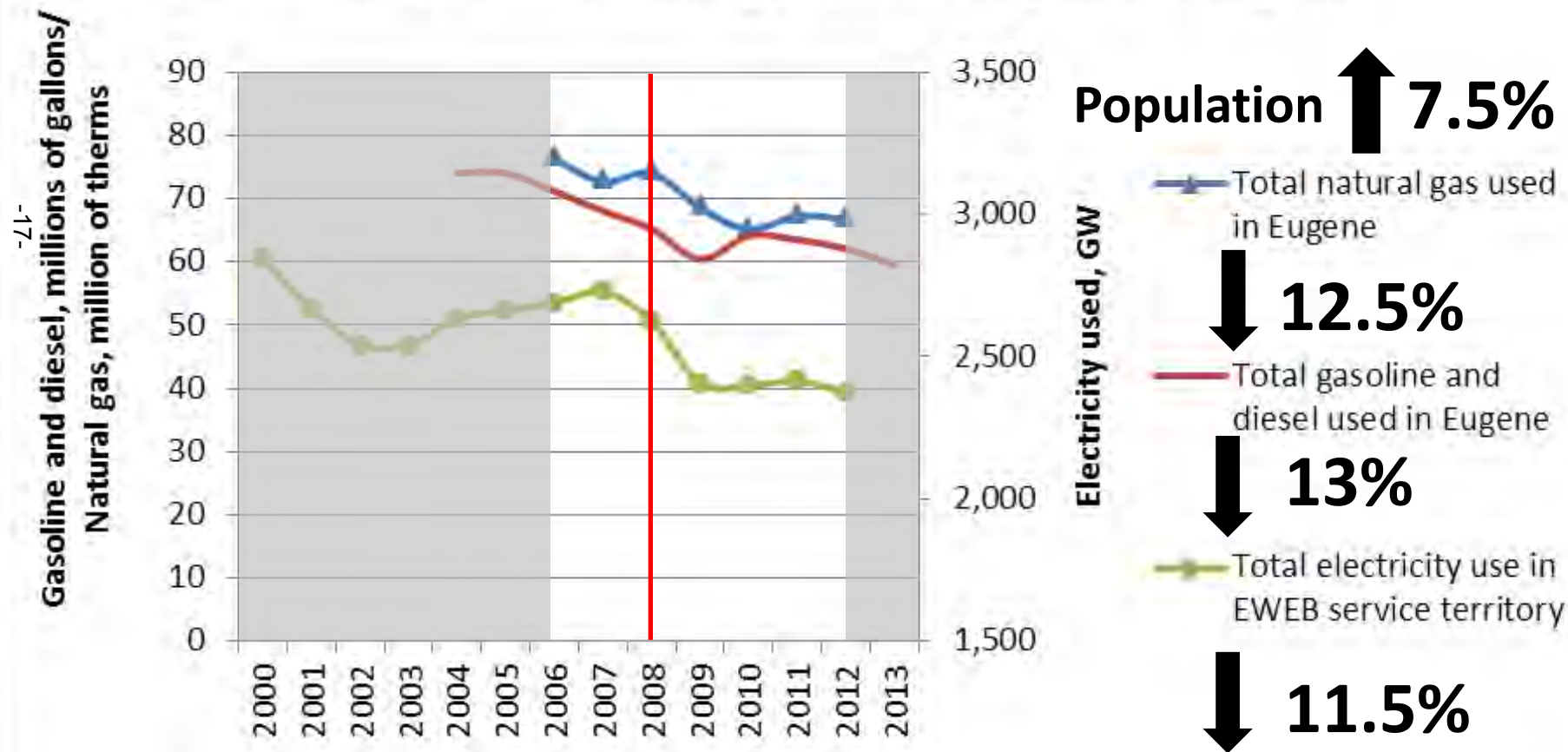


NW Natural
We grew up here.



Community Energy Use Trends

Select measures of energy use in Eugene, Oregon



Matt McRae

City of Eugene Office of Sustainability

Climate and Energy Analyst

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www.eugene-or.gov/sustainability

Climate Recovery Ordinance and Community Climate and Energy Action Plan

	Climate and Energy Action Plan	Climate Recovery
Targets	GHGs 75% below 1990 levels by 2050	Meet 350ppm
	Consistent with Oregon targets	More aggressive
	Political	Scientific
Commitment to targets	Supported	Binding
Commitment to plan	Aspirational	Binding
Reporting Period	3-5 years	2 years









Community Climate and Energy Action Plan

Action by action progress

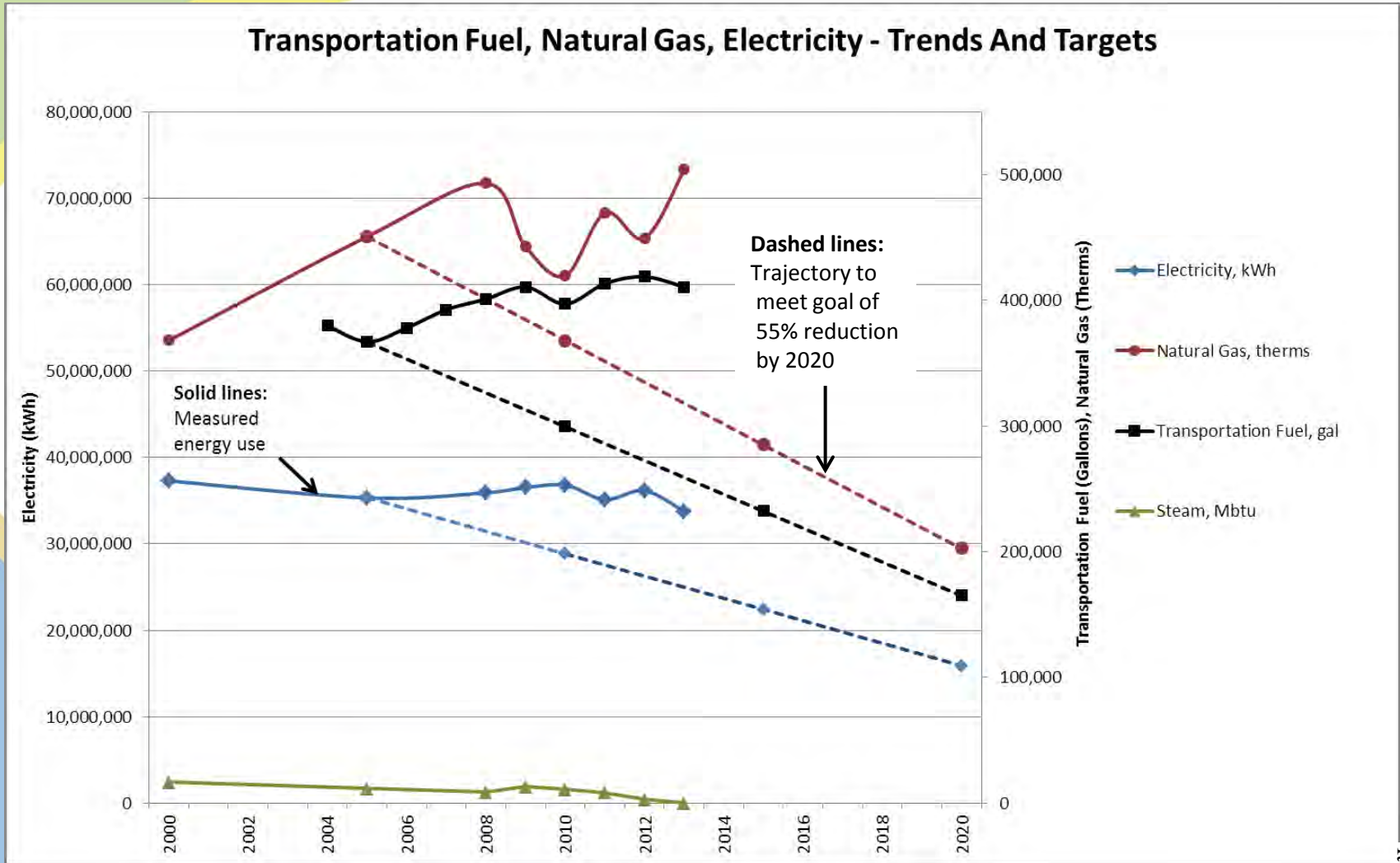
STRATEGY SCORECARD

A snapshot of strategies finished, striding, getting started and no movement.



	Strategies finished	Strategies in stride	Strategies getting started	Strategies with no movement
2011 TOTALS	 = 3	 = 23	 = 53	 = 25
2012 TOTALS	 = 11	 = 36	 = 28	 = 13

City of Eugene Internal Energy Use



Public Attitudes

77% = climate change is happening and it's manmade

75% = climate change requires much stronger regulation of GHGs

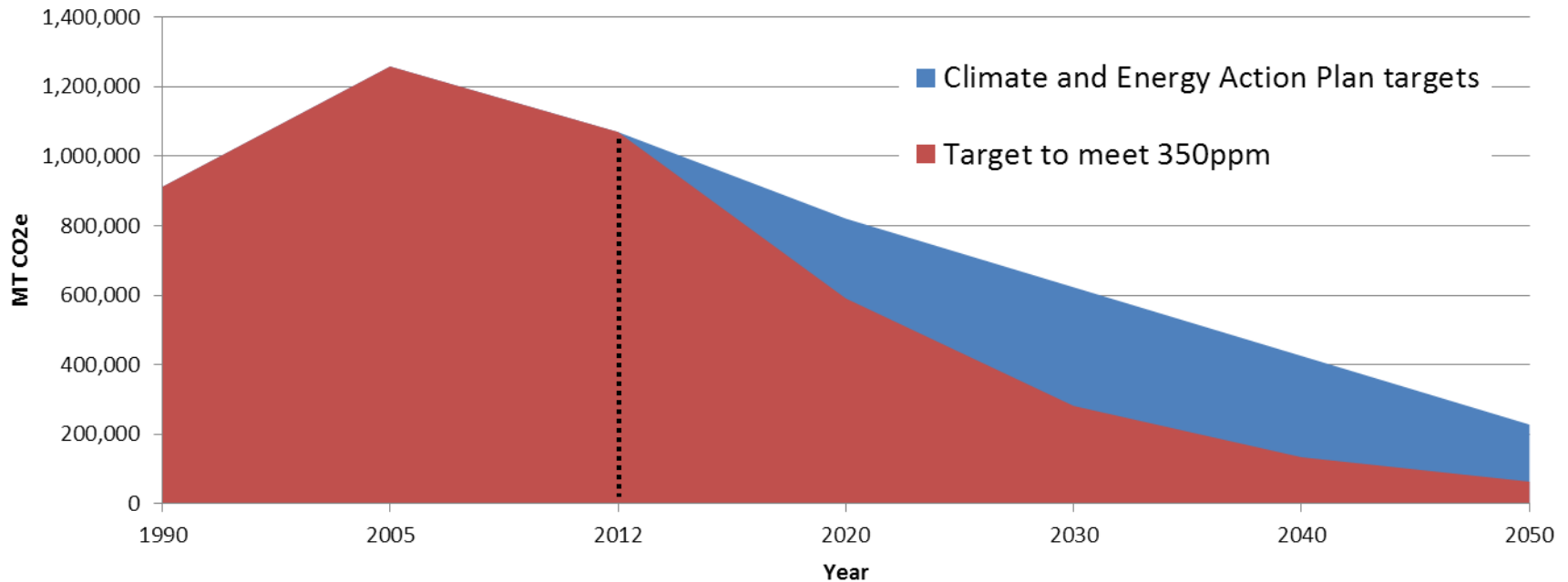
81% = climate change requires us to entirely rethink our behavior

74% = individual action can make a difference



Comparison: Greenhouse Gas Emissions Reduction Targets

Eugene Greenhouse Gas Emissions Reduction Targets



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EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Scenario Planning Update

Meeting Date: March 10, 2014
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: B
 Staff Contact: Carolyn Burke
 Contact Telephone Number: 541-682-8816

ISSUE STATEMENT

This item will provide the City Council with an update and opportunity for discussion on the Central Lane Scenario Planning project.

BACKGROUND

In 2009, the Oregon Legislature passed the Jobs and Transportation Act which included a provision requiring the Central Lane Metropolitan Planning Organization (MPO) to undertake a scenario planning process for the region. Specifically, this bill requires the MPO to evaluate alternative transportation and land use scenarios to reduce greenhouse gas emissions from light vehicles. The state has established a greenhouse gas (GHG) reduction target of 20 percent for the Eugene-Springfield region, though the region is not required to meet that target through the scenario planning process. Ultimately, the MPO must cooperatively select a preferred scenario. However, the bill does not require implementation of this scenario. The MPO is required to report its findings to the legislature by February 2015.

Given the fact that this project does not require implementation, this scenario planning process serves as a tool to explore how specific land use and transportation choices potentially affect GHG levels. Such information will help the State to better understand the practical and financial challenges facing local jurisdictions in reducing GHG emissions. Similarly, the results of the scenario planning effort may help inform local governments in future policy choices.

To assist in this effort, Kristin Hull with CH2M Hill is serving as the project manager. She and representatives of all the partner agencies (Eugene, Springfield, Lane County, Coburg, LCOG, Lane Transit, and Oregon Department of Transportation [ODOT]) comprise the staff team. This work is being funded by ODOT.

Staff has included a fact sheet and memo (Attachments A and B) which provides a more detailed explanation of the scenario planning process as well as the key steps involved in this project. The scenario planning project is laid out with three key steps:

1. **Understanding existing policies:** Collecting and evaluating existing data and policies
2. **Test and Learn:** Developing, evaluating and comparing alternative scenarios
3. **Refine and Select:** Refining scenarios for each jurisdiction and cooperatively selecting a

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preferred scenario

The staff team has completed the first step of this work which provides a good opportunity to update the council and discuss upcoming steps.

Understanding existing policies

One of the key components of Step 1 is to estimate the effect of continuing the current planning assumptions for the region. For Eugene, the strategies and assumptions of Envision Eugene have been evaluated to determine how well this policy direction moves the community toward achieving the GHG reduction target set by the State. Similarly, the comprehensive planning policies of Springfield, Lane County, Coburg, and LTD have been incorporated. Collectively, this policy direction comprises the reference case that will serve as the baseline for further scenario planning efforts. Staff has provided a summary of the reference case results and assumptions (Attachment C). The summary indicates that the region's current policy direction will help reduce GHG emissions by three percent (from 2005 levels), however these policies alone will not achieve the 20 percent reduction target. The next step in the process will be to develop scenarios that further reduce GHG levels.

In addition to meeting the State's requirement to evaluate GHG reductions, the MPO also agreed that it was important to assess how such transportation and land use choices affect other important goals such as economic vitality, public health, and equity considerations. These factors will be evaluated as part of the upcoming scenario alternatives analysis. Attachment D provides a synopsis of the evaluation measures that will be used to assess such impacts.

Public Involvement

With the background work (Step 1) completed, the project team will now begin the work of developing alternative scenarios. This work will also kick off the public and stakeholder involvement program. A variety of public outreach efforts are anticipated, including public workshops, surveys, targeted outreach and the project website (www.clscenarioplanning.org) which will provide regular updates and opportunity for feedback. The first of these workshops will be held in April to introduce the project and help inform the work around scenario development. A more detailed description of the public involvement program and decision making process is included in Attachment E.

Next Steps

Following the first public workshop, staff anticipates returning to the City Council later this spring to discuss the draft scenario alternatives. Once the alternative scenarios have been determined, the project team will evaluate and compare the results of these scenarios. It is expected that this work will be completed this summer. The second half of 2014 will be devoted to refining the scenarios, followed by the process of selecting the preferred scenario.

RELATED CITY POLICIES

The Jobs and Transportation Act of 2009 (HB 2001) requires the Central Lane MPO to conduct this scenario planning work.

The Climate and Energy Action Plan (2010) includes a goal to "Reduce community-wide

greenhouse gas emissions 10 percent below 1990 levels by 2020.”

COUNCIL OPTIONS

This matter is before the City Council as an update and discussion item. No action is required.

CITY MANAGER’S RECOMMENDATION

No recommendation is necessary as this is a discussion item.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Central Lane Scenario Planning Fact Sheet (December 2013)
- B. Scenario Planning Process memo
- C. Reference Case Results and Assumptions memo
- D. Evaluation Measures
- E. Stakeholder and Public Involvement Plan memo

FOR MORE INFORMATION

Staff Contact: Carolyn Burke, Interim Planning Director
Telephone: 541-682-8816
Staff E-Mail: Carolyn.J.Burke@ci.eugene.or.us



Central Lane Scenario Planning

December 2013

Examining choices for how we grow

Over the past three decades, central Lane County has made important choices about how to grow. This thoughtful approach to managing growth has resulted in vibrant, livable communities that offer choices about where and how we live. Over the next twenty years, our communities are likely to welcome more than 70,000 new residents. Plans like those currently being developed in the region – Envision Eugene, Springfield 2030 and Coburg Crossroads – establish a local vision for how our communities will accommodate new residents and jobs.

Scenario planning – a process for considering a range of plausible futures – allows us to examine how different choices would affect our region. This means that we can compare what happens to our region if we grow as planned to what happens if we change our plans. Scenario planning also lets us compare these various futures based on a wide range of community goals, from how much each of us will drive, walk, bike and take transit, to how clean our air will be, to how much our households will spend on housing and transportation.

In 2009, the Oregon Legislature passed the Jobs and Transportation Act (House Bill 2001). The Jobs and Transportation Act requires the local governments in central Lane County to conduct scenario planning and cooperatively select a preferred scenario that accommodates planned population and employment growth while achieving a reduction in greenhouse gas emissions from passenger vehicles. To comply with this legislative requirement, Lane County, the cities of Eugene, Springfield and Coburg, the Lane Transit District, and the Central Lane Metropolitan Planning Organization have begun the scenario planning process. The selected scenario will not bind our local governments or change existing plans or policy direction, but, through this process, we may learn important lessons that inform future land use and transportation planning.



Scenario planning process

The process is divided into three major steps. The first step is focused on understanding what would happen if existing plans and policy directions are implemented over the next 20 years. The second step is focused on developing and comparing different futures (alternative scenarios). The third step will

What is “Scenario Planning”?

Scenario planning is a process for considering a range of plausible futures, allowing for examination of how different transportation choices would affect the region in terms of land use, equity, public health, and other factors.

Photos courtesy Don Hankins

Item B.

focus on refining the scenarios that best meet local goals and working toward cooperatively selecting a preferred scenario. While the greenhouse gas reduction goal set by the state must be considered during the process, the selected scenario is not required to meet the goal. Additionally, each jurisdiction can choose those actions that are most appropriate for their communities and that best match local plans and policies. The local governments of central Lane County will report back to the legislature in 2015 about what they learned from the process.



A basis for comparison

Before we begin developing alternative scenarios, we need to first understand how well our current plans and policy directions meet local goals. To accomplish this, we are considering how central Lane County will look in 2035 if existing plans are put into place. Though Eugene and Springfield are in the process of creating new land use and transportation plans (Envision Eugene and Springfield 2030), we used the draft results from both, in addition to results of Coburg Crossroads, as our best guess of existing plans and policies.

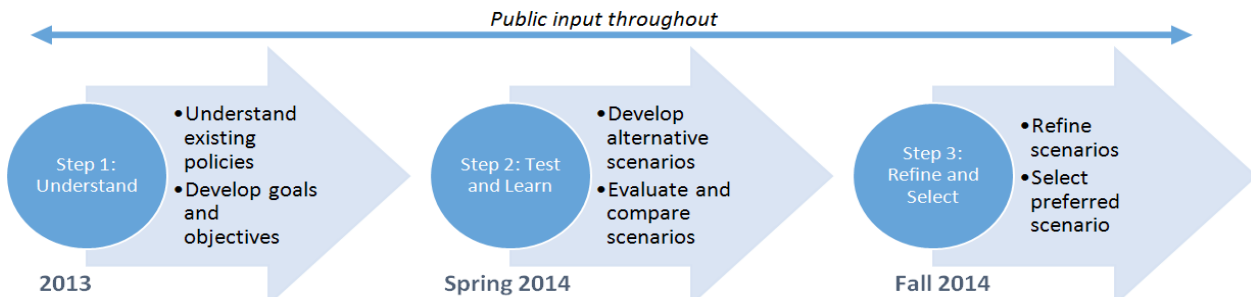


Figure 1. Scenario planning process

Since the Envision Eugene and Springfield 2030 plans are still works in progress, the technical team will make assumptions about pieces of these plans that are not yet completed. Because scenario planning is an exercise to consider alternate futures, this approach provides the best comparison for future policy changes. The details still being worked out in Envision Eugene and Springfield 2030 will likely not affect the themes that emerge from the scenario planning process.

Get involved

Watch our website (www.CLscenarioplanning.org) for information about public workshops and other ways to participate. If you would like to receive updates about the scenario planning process, send an email to questions@CLscenarioplanning.org and we will add you to our mailing list.

The Central Lane Scenario Planning project is funded by the Oregon Jobs & Transportation Act of 2009 and a grant from the federal Department of Housing and Urban Development (HUD)



Visit www.CLscenarioplanning.org for more information

March 5, 2014

CENTRAL LANE SCENARIO PLANNING

Scenario planning process

Overview

In 2009, the Oregon Legislature passed the Jobs and Transportation Act. This legislation directs the Central Lane Metropolitan Planning Organization (MPO) to undertake scenario planning and for the local governments in central Lane County to cooperatively select a preferred land use and transportation scenario. The state set a greenhouse gas (GHG) emissions reduction target of 20% for the MPO; while this target must be considered in the scenario planning process, the final selected scenario is not required to meet this target.

A project management team (PMT) consisting of representatives of all the partner governments is providing oversight for the process. LCOG and consultant staff are providing technical support for the project.

What is scenario planning?

Over the next twenty years, our communities are likely to welcome more than 64,000 new residents. Plans like those currently being developed in the region – Envision Eugene, Springfield 2030, and Coburg Crossroads – establish a local vision for how our communities will accommodate new residents and jobs.

Scenario planning is a process for considering a range of plausible futures and allows us to examine how different choices would affect our region. Scenario planning also lets us compare these various futures based on a wide range of community goals, from how much each of us will drive, walk, bike, and take transit, to how clean our air will be, to how much our households will spend on housing and transportation.

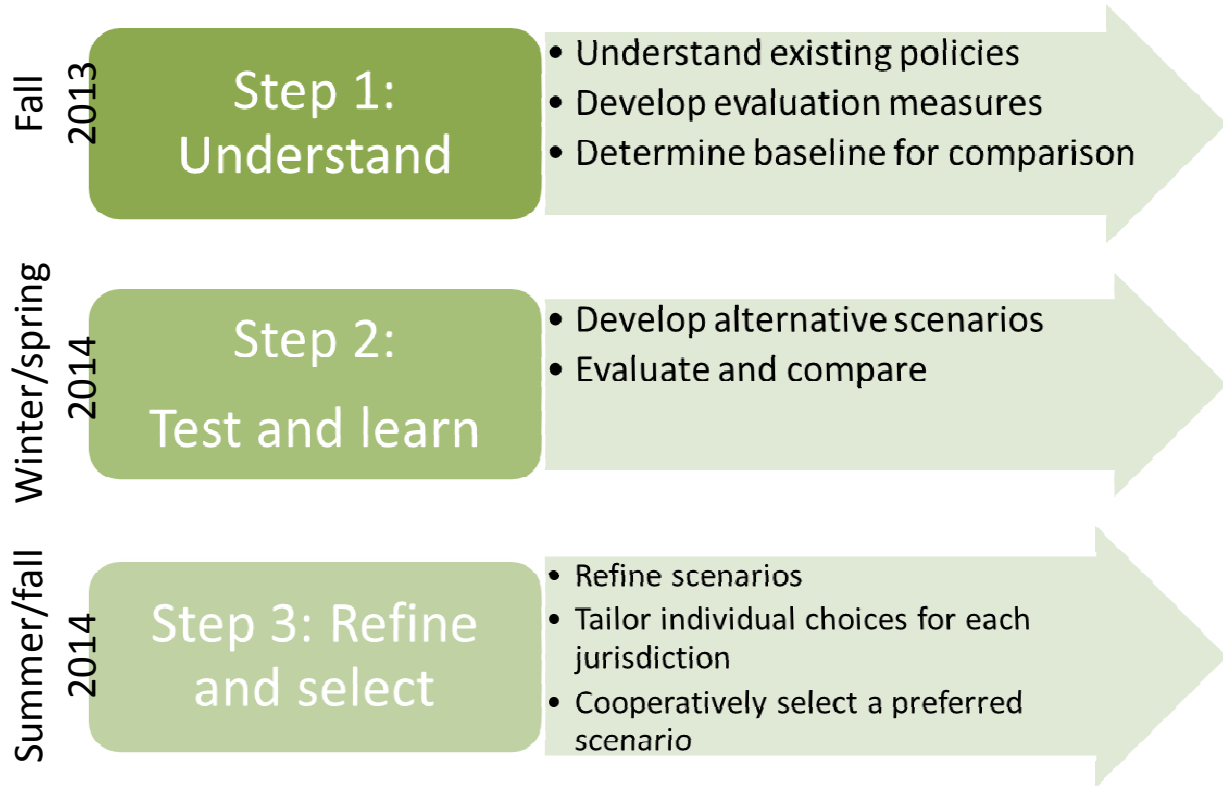
Participants

The cities of Coburg, Eugene, Springfield, Lane County, the Lane Council of Governments, and the Lane Transit District are all participating in the process.



Schedule

Phase 1 of the process will be complete in February 2014. Phase 2, which includes scenario development, evaluation, and selection, will be complete by spring 2015.



Scenario planning outcomes

At the end of the process, the local government partners will cooperatively select a preferred transportation and land use scenario. The preferred scenario will likely contain a range of policies and strategies that reduce GHG emissions and also produce a range of “co-benefits” – benefits like improved public health and greater economic prosperity – that would result from the preferred scenario policies. *The local government partners are not required to implement the preferred scenario.*

Work accomplished to date (phase 1)

- **Reference scenario – a baseline for comparison:** the project team developed and tested a “reference scenario” which provides a baseline against which alternative scenarios can be compared. The reference scenario approximates the future if current plans and policies are carried out.

- **Evaluation criteria:** the project team developed a set of criteria that will be used to evaluate alternative scenarios. Evaluation criteria categories include Economy and Prosperity, Air Quality, Feasibility, and others.
- **Scenario development methodology:** the team prepared a method, described below, for developing and evaluating scenarios that will be used in the next phase of work.
- **Equity framework:** an important project goal is to ensure that communities of concern – people who are elderly, disabled, low-income or are members of a minority community – are engaged in the development, evaluation and refinement of scenarios. An Equity Technical Advisory Committee spent two sessions defining how equity considerations can be incorporated into the scenario planning process.
- **Model testing:** staff at LCOG used the state’s Metropolitan GreenSTEP, a strategic analysis model, to quickly test the effects of transportation and land use scenarios on greenhouse gas emissions. Beyond greenhouse gas emissions, the GreenSTEP model produces more than 70 indicators that can be used to evaluate other benefits and impacts associated with scenarios including vehicle miles traveled by bike, household fuel costs, and local gas tax revenues.

This work sets the stage for developing, evaluating, and selecting a preferred scenario in phase 2 of the project.

Scenario development, evaluation and selection (phase 2)

The scenario planning process will include three more major steps: develop and evaluate scenarios, refine a single scenario and select a preferred scenario. The final step of the scenario planning process will be for the local governments in the Eugene-Springfield area to cooperatively select a preferred scenario. *While the local governments are required to cooperatively select a preferred scenario, they are not required to implement it.*

At each step, the Project Management Team (PMT) will make decisions about how to move forward. The PMT will consult with elected officials and the public in making interim decisions to direct the scenario planning process. The Eugene City Council, Springfield City Council, Coburg City Council, and Lane County Board of Commissioners will be ultimately responsible for selecting the preferred scenario.

The public will be invited to participate at each step of the process. The project team will host four public workshops at key milestones, regularly update a project website (www.clscenarioplanning.org), and create factsheets to inform and engage the community in the development and evaluation of scenarios.

Develop and evaluate scenarios

To develop scenarios, the team will first agree on distinct scenario themes. Next, the team will populate those themes with specific policies that are likely to meet the greenhouse gas reduction target as well as meeting health, equity and economic development goals. The PMT will choose a single scenario to advance to the next step using information from GreenSTEP and other evaluation tools.

Refine single scenario

PMT will define realistic implementing actions, refine policies where necessary, and adjust the scenario as needed. Using additional evaluation, the PMT will move toward recommendation of a preferred scenario.

Select a preferred scenario

Once the PMT identifies a recommended preferred scenario the technical team will complete a final evaluation of that scenario to support documentation of the expected impacts and benefits associated with the preferred scenario. This scenario will be presented to the Springfield City Council, Eugene City Council, Coburg City Council and the Lane County Board of Commissioners to meet the legislative mandate to cooperatively select a preferred scenario. The local governments are only required to select a preferred scenario; they are not required to implement it.

March 5, 2014 (updated)

CENTRAL LANE SCENARIO PLANNING

Reference Case Results and Assumptions

Kristin Hull, CH2M HILL

Josh Roll, Central Lane MPO

Introduction

In 2009, the Oregon Legislature passed House Bill 2001, the Jobs and Transportation Act (JTA). Section 38a of the JTA directs the Central Lane MPO to undertake scenario planning, and for the local governments in Central Lane MPO boundary to cooperatively select a preferred land use and transportation scenario. The local governments – the cities of Springfield, Eugene and Coburg, Lane County and the Lane Transit District – are working together to develop and evaluate scenarios to fulfill this requirement while testing strategies to address local economic development, public health and equity goals.

As an early step in the scenario planning process, the local governments have established a 2035 reference scenario. The reference scenario is the baseline to which alternative scenarios are compared; it approximates the future if current policy direction is carried out without significant changes. The reference case represents our best assumptions about how current policy direction could be implemented over the next 25 years. This memo outlines the assumptions that underlie the reference scenario and document the Metropolitan GreenSTEP outputs for the reference scenario. This work forms the baseline against which alternative future scenarios will be compared.

2035 reference scenario assumptions

Land use assumptions

- Envision Eugene and Springfield 2030 are adopted and implemented without major changes.
- 2010 Coburg Urbanization Study is implemented without major changes.

The reference scenario generally reflects current policy direction. Since Eugene, Springfield and Coburg are in the process of developing new land use plans, the reference scenario reflects current policy direction contained in those emerging plans.

Population and household assumptions



- Between 2010 and 2035, the population within the Central Lane MPO boundary is forecast to increase by nearly 64,000 residents. This assumption is based on state population forecasts and is provided to the region by state officials.
- Housing and land area supply is based on current policy direction. For 2035, households are matched to dwelling unit types based on reasonable assumptions about socio-demographic characteristics.
- Metropolitan GreenSTEP travel behavior estimates do not rely explicitly on the location of new employment areas, but the location of employment does affect population density and land uses. Land use assumptions are based on current policy direction.
- Household size is assumed to be the same as in 2010.

Pricing assumptions

- Federal gas tax is 18 cents per gallon – the same as today.
- State gas tax per gallon is 24 cents in 2005 and 2010, and 30 cents in 2035.
- Local gas tax is 4 cents per gallon.
- The average daily cost of parking is approximately \$3.00 in 2035, slightly lower than in 2005.
- Locations with paid parking are limited to downtown Eugene and the University of Oregon in 2005 but expand to Springfield in 2035. The cost for parking in downtown Springfield is assumed to be half the cost to park in downtown Eugene.
- Zero households participate in pay-as-you-drive insurance, and the state does not have a vehicle miles traveled tax or carbon tax.

Marketing and incentive assumptions

- Participation in employer-based commute options programs stays the same as it is in 2005
- Participation in individualized trip reduction marketing increases slightly in Eugene, Springfield, and Coburg.
- Participation in individualized car sharing stays the same as it is today.

Fleet and technology assumptions¹

- The region's auto and light truck fleet mix changes, with more people driving passenger cars and fewer driving light trucks and sport utility vehicles (SUVs) than today.

¹ Reference case is consistent with assumptions included in OAR 660-044.

- The Low Carbon Fuel Standard (as proposed by the Oregon Department of Environmental Quality) is adopted; carbon intensity of fuels will decline by 20 percent below today's average.
- For model year 2035, autos with internal combustion engines (ICE) reach fuel efficiency of 68 mpg while light trucks and SUVs reach 48 mpg.
- For model year 2035, plug in hybrid electric (PHEV) or electric vehicles (EV) comprise 8% of all autos and 2% of light trucks and SUVs. Of those vehicles, 26% of autos and 26% of light trucks and SUVs are electric vehicles (EV).

Transportation system assumptions

- The roadway system is relatively similar to today with minor increases in lane miles for freeways and arterials in Coburg and Springfield. Because the Eugene TSP is still in progress, the results do not reflect any changes in lane miles in Eugene. The Metropolitan GreenSTEP model is not detailed enough to capture changes to intersections, collector streets or pedestrian and bicycle network improvements.
- The transit system expands to include 5 bus rapid transit lines as detailed in the Regionally Adopted Transportation Plan. These lines include the West Eugene, River Road, Highway 99W, Main Street/McVay, and Lane Community College lines. In total, transit service grows from 12 revenue miles per capita to 18 revenue miles per capita with a total of more than 5.4 million revenue miles in the region in 2035.
- Twice as many miles travel by bike in the region as compared to today.

2035 reference scenario outputs

The Central Lane MPO analyzed the changes expected between 2010 and the 2035 reference scenario using Metropolitan GreenSTEP. The results are presented below.

Category	Measure	2010	2035	2035 (% change compared to 2010)
Greenhouse Gas Emissions	Per capita greenhouse gas emissions from light vehicles including reductions from fleet changes (metric tons)	3.47	1.32	-62%
Fuel Consumption	Annual per capita fuel consumption (gallons)	339	150	-56%
Travel and System Performance	Daily vehicles miles traveled per capita	21.7	22.2	3%
	Annual vehicle delay per capita (hours)	30	37	23%
	Transit revenue miles per capita	12.8	17.9	40%
Active Travel	Per capita annual walk trips	120	123	3%
	Daily miles traveled by bicycle per capita	0.27	0.53	153%

Category	Measure	2010	2035	2035 (% change compared to 2010)
Land Use and Natural Resources	UGB area (acres)	49,737	52,858	6%
	Households living in mixed use areas (%)	12.9%	14.4%	12%
	Per capita water use (gallons)	256	219	-14%
Taxes, Fees and Expenses	Annual household fuel costs (per capita)	\$1,863	\$1,866	0%
	Annual household vehicle operating costs (fuel, taxes, parking)	\$2,383	\$2,208	-7%
	Annual vehicle ownership and maintenance expenses	\$5,521	\$6,485	17%
	Annual local gas tax revenue	\$4.18 million	\$2.38 million	-43%
Public Health	Clean Air Act criteria pollutants (Metric Tons)	61	25	-59%
	See active travel for additional public health indicators.			
Other	External social costs per capita ²	\$446	\$327	-27%

Note: All dollar values use \$2005 dollars.

Because of uncertainties about future land use plans in the region, several minor variations in land use were tested to confirm that outputs were consistent. Through this work, it has been confirmed that using Metropolitan GreenSTEP, a strategic analysis model, these minor variations in UGB expansion or local development patterns do not significantly change overall light vehicle travel or derived emissions at the regional level.

Greenhouse gas reduction targets

In May 2011, The Land Conservation and Development Commission (DLCD) adopted a per capita roadway greenhouse gas emissions reduction target for light-duty vehicles for all six metropolitan areas³. The target for the Central Lane MPO area is 20% reduction over 2005 levels. This 20% target should be considered without accounting for fleet and technology changes. The region is not required to meet this target through scenario planning, but is required to consider it.

When fleet and vehicle changes are excluded, the reference scenario shows a 3% decrease in greenhouse gas emissions as compared to 2005. This forecast of greenhouse gas emissions includes both commercial and household light duty vehicles. Because of the method of

² External costs include, air pollution, other environmental resources, safety, noise, climate change, energy security. Source: White paper: Costs of Motor vehicle Travel – Cambridge Systematics.

³ http://www.oregon.gov/LCD/docs/rulemaking/trac/660_044.pdf

calculation, this scenario cannot be directly compared to the reference scenario described above.

Lessons learned

The Metropolitan GreenSTEP outputs show that the region is making progress in many areas based on current policy direction. Under current policy direction, the region's greenhouse gas emissions from light vehicles decreases by 3% from 2005 levels when fleet and technology changes are not included. If fleet and technology changes are included, the reduction is more than 60%.

Under the reference case, biking and walking increase, and air pollution and fuel consumption decrease. While vehicle ownership and maintenance costs increase, vehicle operations costs for households decrease. Per capita vehicle miles traveled and delay increase on the transportation system.

Based on input from the TAC and PMT, the project team will test variations of the reference case to better understand how different inputs affect the Metropolitan GreenSTEP indicators. This sensitivity testing will answer questions about how changing individual and bundled inputs affects key indicators and will influence the development of alternative scenarios. During this sensitivity testing step, the project team will explore what inputs are contributing to the performance on individual indicators like greenhouse gas emission reduction.

Evaluation Category	Questions to answer	Evaluation measures	Unit of measure	Tool
Land use & housing	How will our choices affect where we live, work, and play?	Rural (non-urban) land consumption	Acres	UGB expansion assumptions
		Housing mix (single family, multi-family)	% of units	GreenSTEP
	How much rural land will be consumed by development?	Population density	Persons per acre	GreenSTEP
		Mixed-use development	Acres	GreenSTEP
Economy & prosperity	How will household and business budgets be impacted?	Driving costs as percentage of household income	% of average HH income	GreenSTEP
		Average household income, by income quintiles	\$	GreenSTEP
	How will regional livability be affected?	Parking costs	Average regional daily parking cost	GreenSTEP
		Value of time lost to congestion	\$	GreenSTEP
		Households within walking distance of amenities (parks, schools, medical services, etc.)	# and % of total	GIS
Energy consumption and GHG emissions	How will our choices affect energy consumption and climate change?	GHG emissions per capita	Tons CO2/year	GreenSTEP
		Petroleum fuel consumption	Gallons/capita	GreenSTEP
Transportation outcomes	How will our choices affect how we get around the region?	Vehicles miles travelled	VMT/capita	GreenSTEP
		Transit service	Revenue miles/capita	GreenSTEP
		Bicycle travel	Bicycle miles travelled per capita	GreenSTEP
		Pedestrian travel	Walk miles travelled per capita	GreenSTEP
		Transit ridership	Total annual ridership	Travel demand model
		Vehicle ownership	Average no. of vehicles per HH	GreenSTEP
		Hours of congestion	Hours per capita per year	GreenSTEP
		Air Quality	How will our choices affect air quality?	Criteria air pollutant emissions
Feasibility	What can we afford?	Legal, legislative, or regulatory barriers to implementation	Qualitative assessment	Qualitative assessment
		Public/private infrastructure costs	Qualitative assessment	Qualitative assessment
	Are our choices implementable, given legal, legislative, policy, or other constraints?	Local gas tax revenue	\$	GreenSTEP
		Political or public acceptability	Qualitative assessment	Qualitative assessment
Health	How will our transportation and land use choices affect public health?	Physical activity per capita	Average minutes per capita per week	GreenSTEP
		Chronic illness incidence	% reduction or increase	I-THIM public health model
		Cost savings due to reduced disease burden	\$	I-THIM public health model, sketch planning model
		Change in fatal or injury accidents	% reduction or increase in pedestrian/bicyclist injuries and fatalities	I-THIM public health model
Equity	Will our choices disproportionately benefit or impact certain groups?	Those evaluation measures, highlighted above, where impacts can be measured across population groups (age, income) will be assessed qualitatively to determine if disproportionately negative impacts will occur to certain groups.		

December 10, 2013

CENTRAL LANE SCENARIO PLANNING

Stakeholder and Public Involvement Plan

Prepared by: CH2M HILL

Overview

The Central Lane Scenario Planning (CLSP) process will support the exploration of how different land use and transportation policies could change the future of central Lane County. Through development of land use and transportation scenarios, community members, business leaders, elected officials and planners will be able to consider different ways the region could develop and how those different policies might affect public health, equity, and economic vitality, as well as the region's contributions to greenhouse gas (GHG) emissions.

The Oregon Legislature, in 2009, passed the Jobs and Transportation Act (House Bill 2001). Part of this Act requires the local governments in central Lane County to develop different ways of accommodating forecasted population and job growth while reducing GHG emissions and to cooperatively select a preferred land use and transportation scenario at the end of the process. Because the local governments are not required to implement this preferred scenario, they are focused examining alternate futures to inform future planning efforts and local transportation and land use decisions.

This public involvement plan establishes goals for the public involvement program, a schedule and a range of engagement tactics. This plan will be revised as needed throughout the process.

Public involvement goals

For any public outreach process to be successful, it is important to consider the goals of the process. For the CLSP, the public engagement process should:

- Provide opportunities for the proactive engagement of interested people
- Provide access for all community members regardless of ability, age, income or race/ethnicity
- Demonstrate how public input shapes decisions
- Build on information gathered through past or related planning processes

The International Association of Public Participation (IAP2)'s spectrum of public participation, Figure 1, shows varying levels of engagement based on the level of public impact. Because the



level of public impact for scenarios is relatively low (particularly because the region is required to select a scenario but not to implement it), the public and stakeholders will be engaged at the “inform” and “consult” levels.

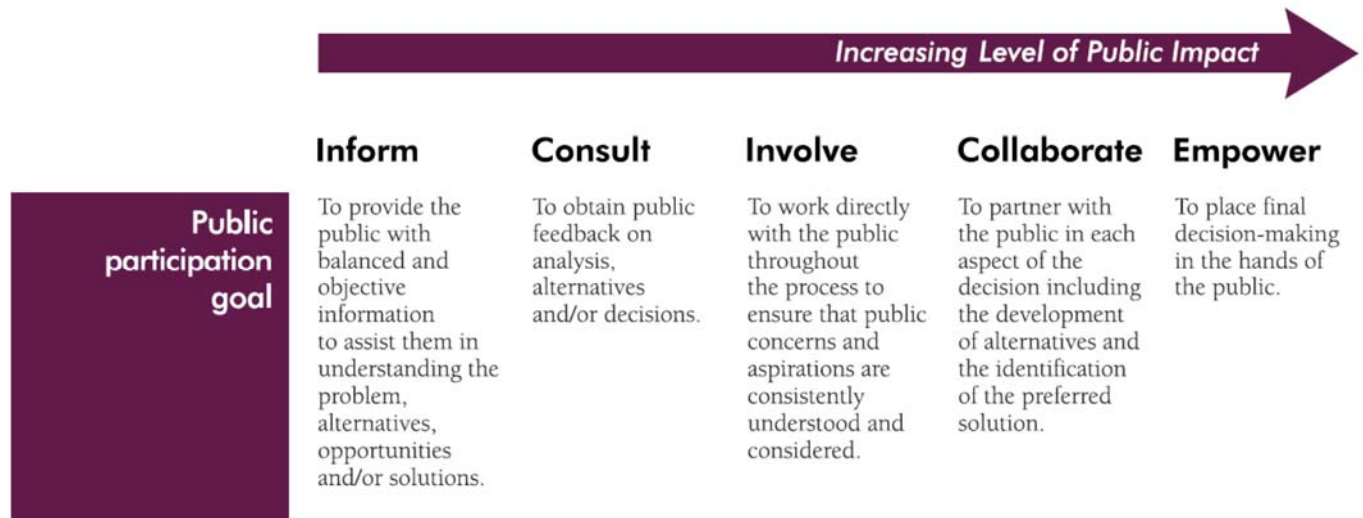
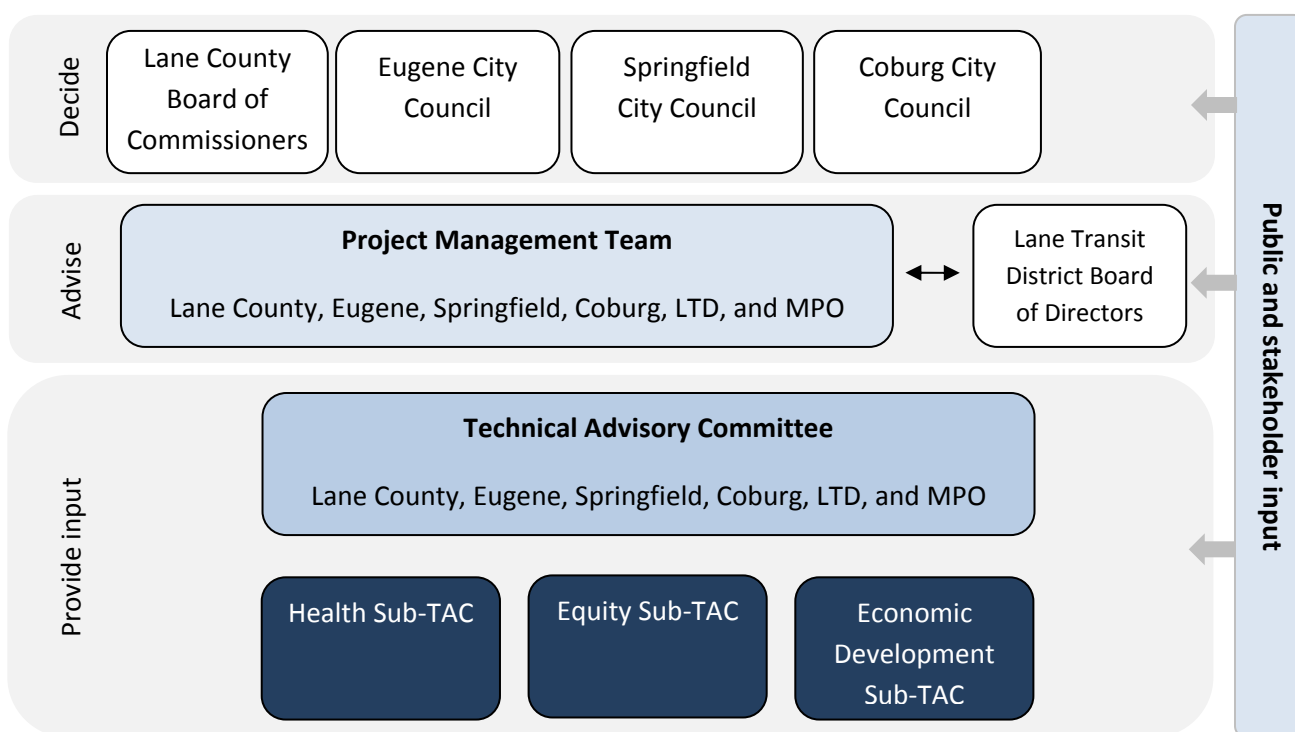


Figure 1. IAP2 Spectrum of Public Participation (source: www.iap2.org)

Decision making structure

At the conclusion of the process, the Lane County Board of Commissioners, Eugene City Council, Springfield City Council and Coburg City Council are required to cooperatively select a preferred land use and transportation scenario. They are not required to make changes to their transportation and land use plans to implement this scenario. Their ultimate decision will be informed by the Project Management Team, a Technical Advisory Committee and public input. Figure 2 illustrates decision making responsibilities.

Figure 2. Decision making responsibilities



Decide: City Councils and County Board of Commissioners

The Lane County Board of Commissioners, and Eugene, Springfield and Coburg City Councils will ultimately approve the selection of a preferred land use and transportation scenario. Each jurisdiction will determine how to engage their planning commissions or other advisory bodies.

Advise: Project Management Team (PMT)

The PMT will provide day-to-day guidance to CLSP staff. The PMT will provide a recommendation to the City Councils and County Board of Commissioners regarding the preferred land use and transportation scenario. The PMT will consider public input in their deliberations.

Provide input: Technical Advisory Committee (TAC) and Sub-TACs

The TAC will provide input to the PMT on technical issues. In some cases, the Sub-TACs will provide input for the TAC's consideration. The TAC and Sub-TACs will consider public input in their deliberations.

Audiences

The audience for scenario planning will largely be community leaders, business leaders, social service representations, and civic group leaders who are already engaged in planning activities in

the region. These groups will be consulted at each step of the process. Hearing from the general public is important as well. The general public will be informed throughout the process with input specifically sought at the beginning of the process and as a preferred scenario is developed. Title VI and Environmental Justice communities, those who are traditionally under-represented in planning processes, will be invited to participate throughout the process.

Equity approach

One goal of this outreach plan is to ensure that communities of concern – people who are elderly, disabled, low-income or are members of a minority community – are engaged in the development, evaluation and refinement of scenarios. A group of service providers and planners with a focus on equity issues met twice to discuss how to incorporate equity into the scenario planning process. They provided the following recommendations related to public involvement:

- Draw from public input gathered for related processes (e.g. affordable housing resident survey) to understand issues and concerns.
- Conduct outreach via service providers and encourage service providers to participate in the scenario planning process to represent the interests of communities of concern.
- Consider how to engage low-income, elderly and disabled communities separately.
- Go to existing groups to gather input.
- Use existing groups and networks to share information about participation opportunities.

Public involvement tactics and schedule

The public and stakeholder involvement program will begin in spring 2014. Figure 3 presents a general schedule. Each tactic is described in detail below.

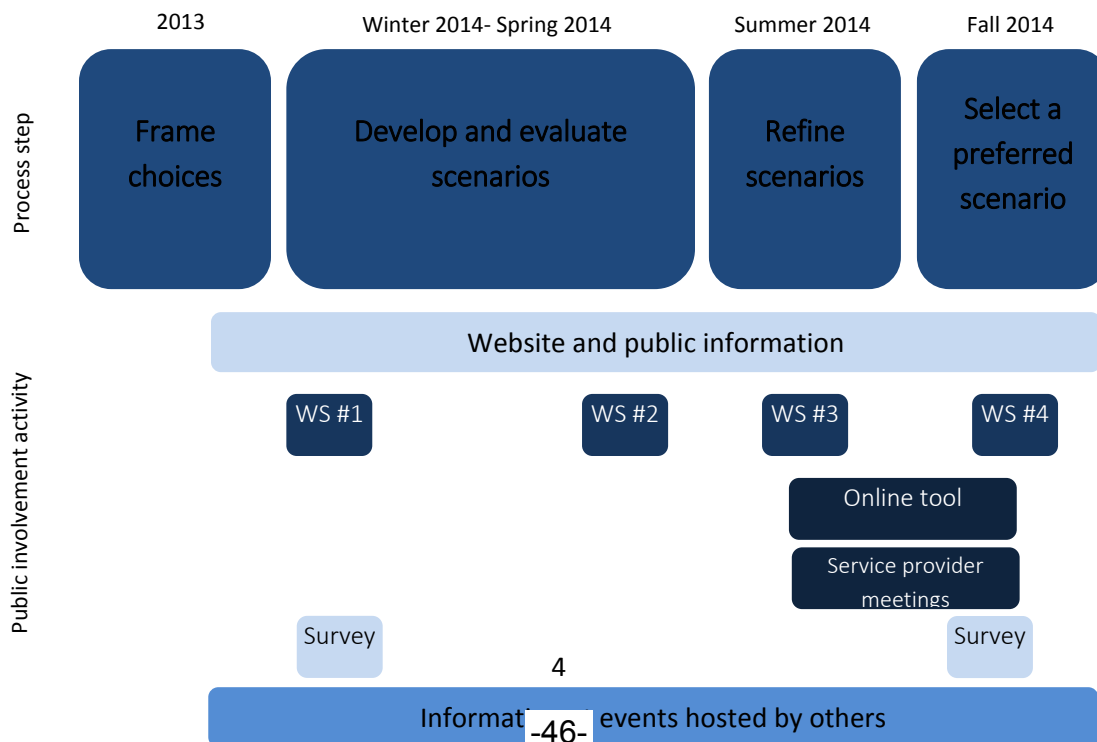


Figure 3. Public Involvement Schedule

Website and public information

The CLSP team will develop a website and public information that describes the scenario planning process and progress at each milestone. The website and public information will use easily understandable language to describe the scenario planning process and findings. At key milestones, the project team will prepare news releases and fact sheets. A specific Facebook page or Twitter feed will not be launched for CLSP. The project team will translate this information on request.

Workshops (WS)

The CLSP partners will host workshops at four milestones. A full mailing list that includes people who have participated in recent land use or transportation planning processes, planning commissioners, members of other standing committees, chambers of commerce, neighborhood leaders and representatives of public health and equity organizations will be developed. At each workshop, participants will be asked to review information and provide input structured around particular questions or activities. The group will not be asked to develop a recommendation or reach consensus. This plan anticipates holding four workshops:

1. Scenario elements/policy levers
2. Scenarios
3. Scenario evaluation
4. Refined/hybrid scenarios

Information at events hosted by others

Throughout the process, the CLSP partners may host tables or provide information at events hosted for other projects. This might mean hosting a table at a public open house for another city project or staffing a booth at a farmers' market or community event. Current fact sheets and project information will be available to support these events.

Online tool

As the scenario choices are being narrowed, the team may develop an online tool that allows community members to test the impact of implementing different policy choices on key indicators that are part of the CLSP evaluation framework. This tool would be used to gather input on the acceptability of policy choices. The PMT will determine if this is a useful and appropriate mechanism for gathering input before it is developed.

Public opinion research (survey)

Public opinion research is an effective way of finding out what people who do not typically participate in public meeting think or how they might react to policy changes. For this process, it may be difficult to engage the general public through more traditional means, so a survey may be the best way to test the acceptability of policy choices. Public opinion research should be conducted at two points: 1) as policy choices are developed; 2) as a preferred scenario is developed. Public opinion research could take the form of a telephone survey or a series of focus groups. The PMT will determine how and when to use public opinion research.

Outreach to service providers and advocacy groups

Through the Equity Sub-TAC we learned that outreach to existing groups is the best way to ensure that the needs of communities of concern are met through the scenario planning process. As the preferred scenario is refined, the project team will meet with 4-5 existing groups to vet the scenario and learn about the implications for communities of concern.

Roles and responsibilities

CH2M HILL will develop the website and initial public information. Other roles and responsibilities will be assigned as a phase 2 work plan is developed.



Central Lane Scenario Planning



Scenario Planning Update

Spring 2014



What is scenario planning?

- Scenario planning involves considering alternative, plausible futures.
- In Lane County, we are doing this to determine:
 - If current policies achieve desired goals
 - Alternative policies or strategies that could be considered to achieve desired goals
 - Likely outcomes of policy changes

Why are we doing scenario planning?

- Required by House Bill 2001 (2009)
 - The Central Lane MPO must develop scenarios that show a reduction in greenhouse gas emissions
 - Eugene, Springfield, Coburg and Lane County must cooperatively select a preferred scenario
- Implementation is not required
 - Jurisdictions are not required to amend local plans based on the preferred scenario
 - Preferred scenario will include a “menu” of strategies consistent with the preferred scenario that jurisdiction could choose to implement

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Scenario planning goals

Develop scenarios that:

- Reduce greenhouse gas emissions
- Consider economic development and vitality
- Consider public health
- Consider equity
- Can be tailored to each individual jurisdiction



Greenhouse gas reduction targets

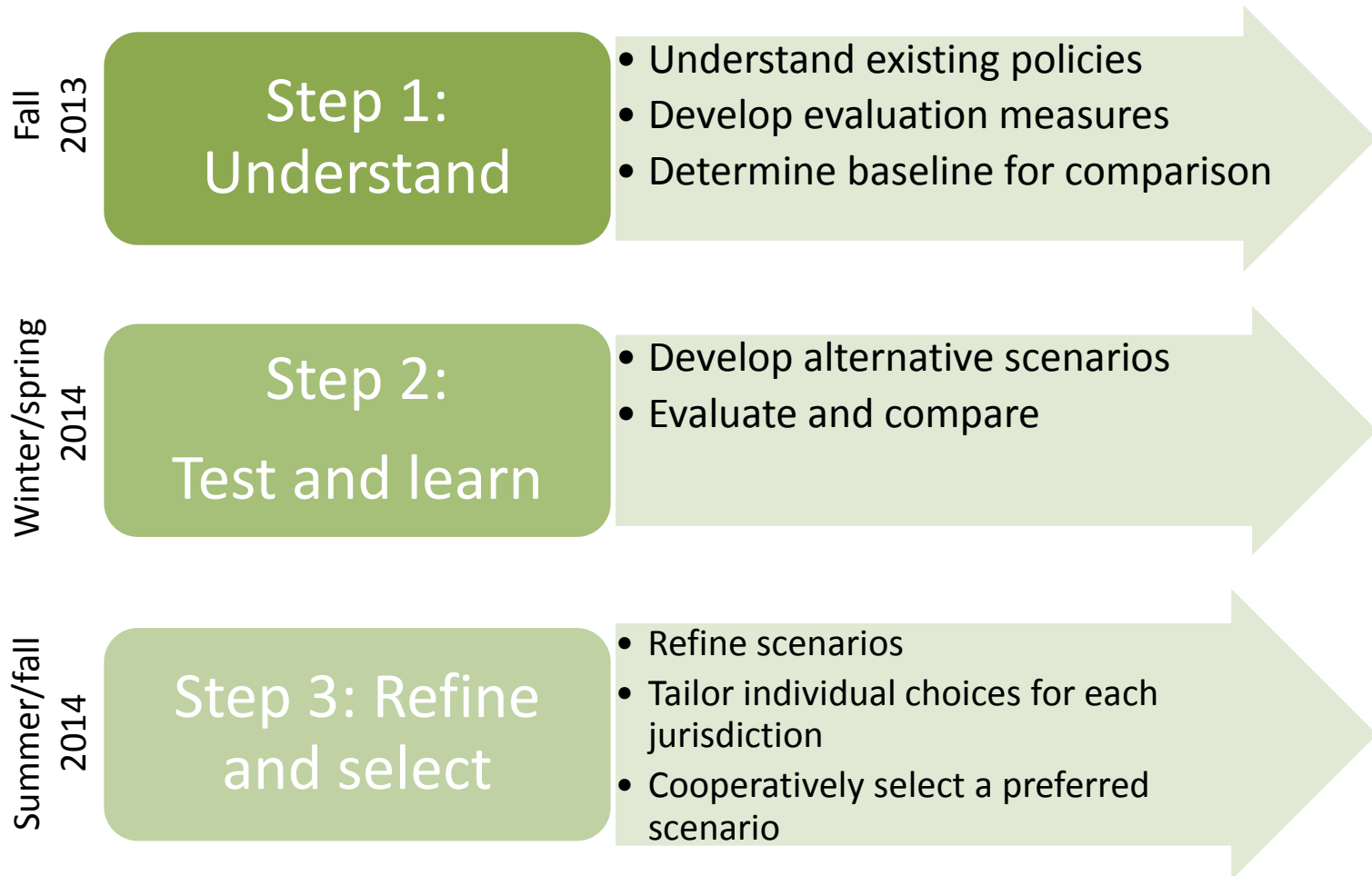
- State goal is 75% reduction below 1990 levels by 2050.
- State identified targets for each metro area.
- Region is **not required** to meet target but must consider it.
- Local goal is 10% reduction below 1990 levels by 2020 (Climate & Energy Action Plan)

Per Capita GHG reduction over 2005 levels (light vehicles)

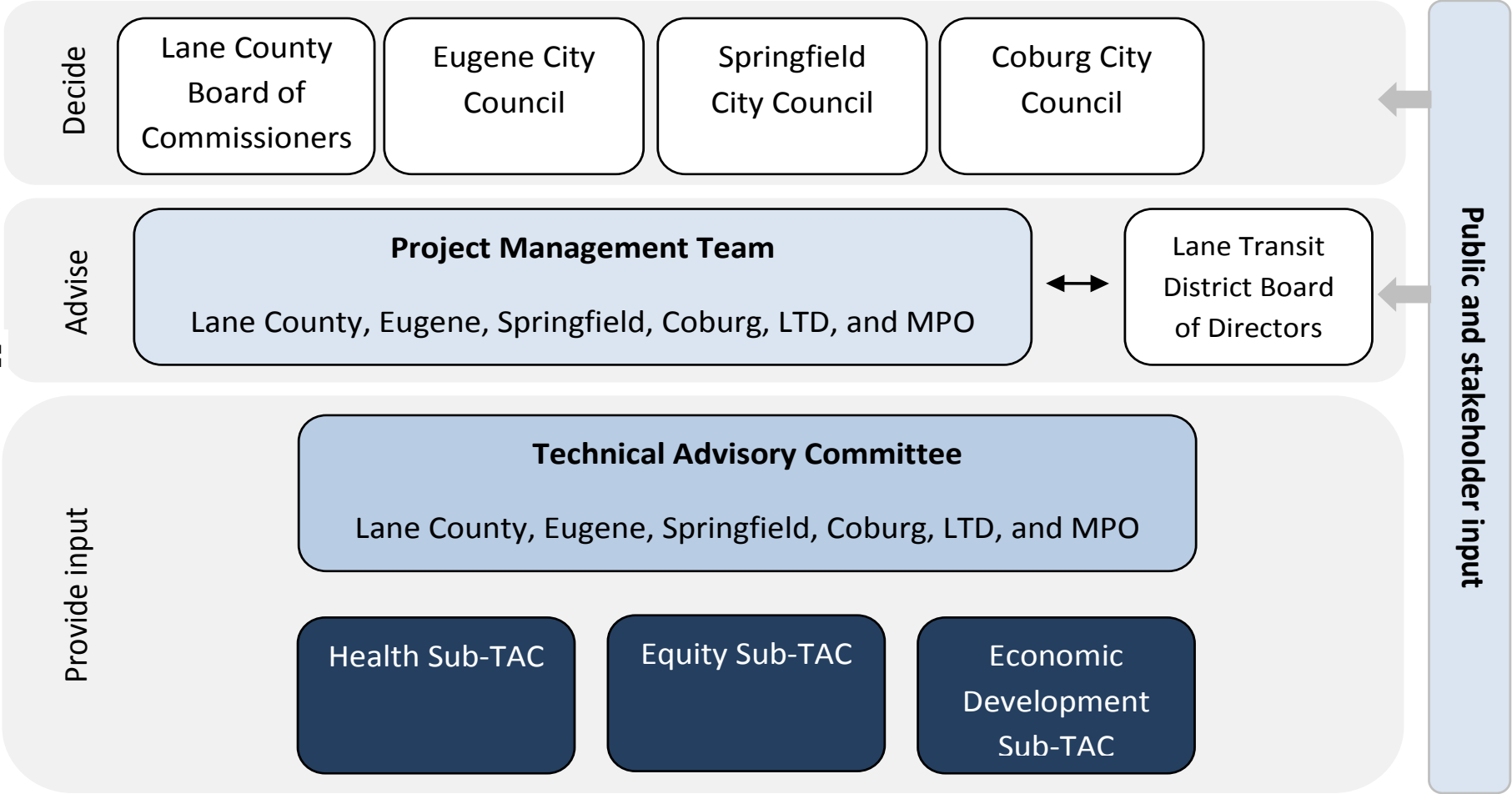
Metropolitan area	Adopted 2035 target
Portland Metro	20%
Salem-Keizer	17%
Corvallis	21%
Eugene-Springfield	20%
Bend	18%
Rogue Valley	19%

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What is the timeline?



Cooperative selection process

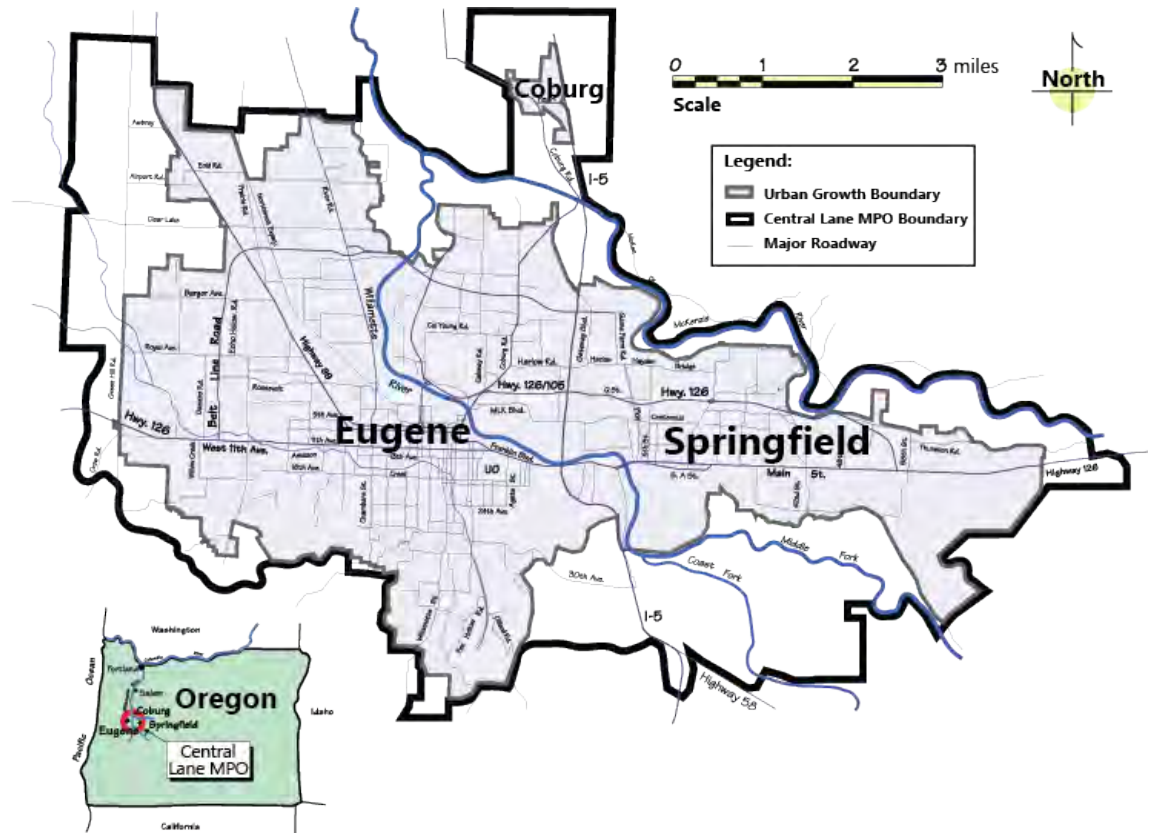


-55-

-56- Understand existing policies

What does 2035 look like?

- Current/emerging plans are implemented
 - Envision Eugene
 - Springfield 2030
 - Coburg's comprehensive plan
- More than 64,000 new people in the region



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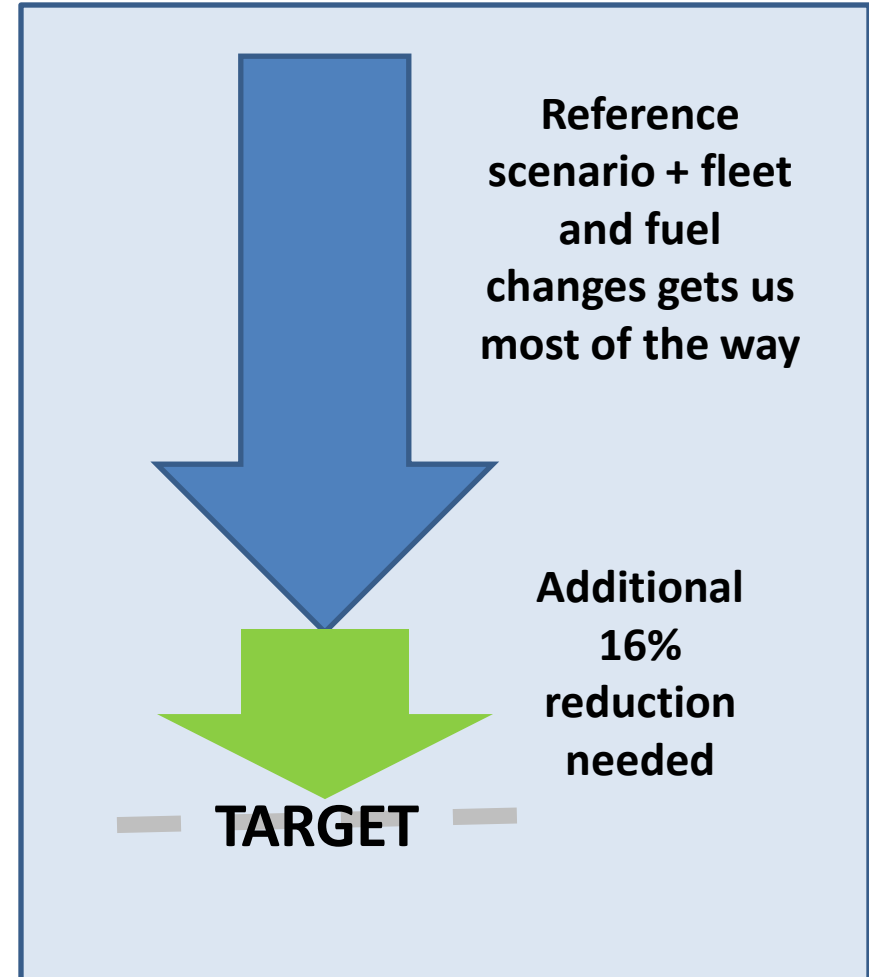
What does 2035 look like?

- Taxes and fees related to driving are mostly the same
- Participation in marketing and education programs (e.g. Smart Trips) is mostly the same
- West Eugene EmX and 4 additional lines are open; transit service has grown more quickly than population
- More miles are traveled by bike than today
- Average fuel economy for cars and trucks has increased
- More people drive plug-in hybrids and electric vehicles

**What happens to greenhouse gas
emissions if current policy is
implemented?**

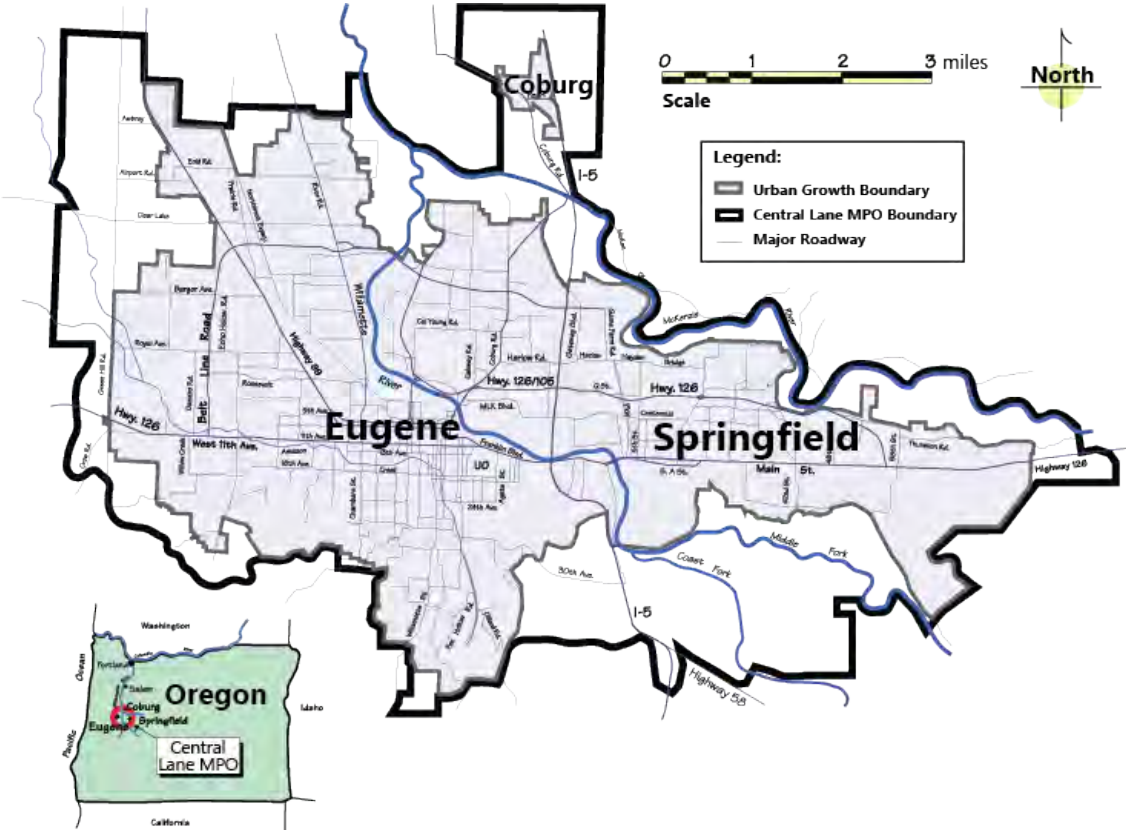
Greenhouse gas emissions

- Changes in fleet and fuels are assumed to result in major emission reductions
- These reductions cannot be considered as part of the 20% reduction target



Greenhouse gas emissions

- Current local and regional policies result in a 3% reduction (compared to 2005)
- By 2035, if the region was not to make any investments in transit or cycling, we would expect a 3% increase in per capita GHG emissions.



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Outcomes of current local policy

- People drive slightly more than today but drive more efficient vehicles
- Congestion increases, but idling has a smaller impact on emissions due to changes in vehicle technology
- Vehicle operation costs decrease, but ownership and maintenance costs increase
- Biking increases significantly
- Air quality improves

Beyond today's policies

Policy Bundle	Levels 1	Level 2	Level 3
Community Design	●	●	●
Pricing	●	●	●
Marketing and Incentives	●	●	●
Roads	●	●	
Fleet and Technology	●	●	

➔ Difficulty of implementation

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Economic development evaluation

- Driving costs as a percentage of household income
- Average household income by housing type
- Parking costs
- Value of time lost to congestion

Health evaluation

- Physical activity per capita
- Chronic illness incidence
- Cost savings due to reduced disease burden
- Change in fatal or injury accidents

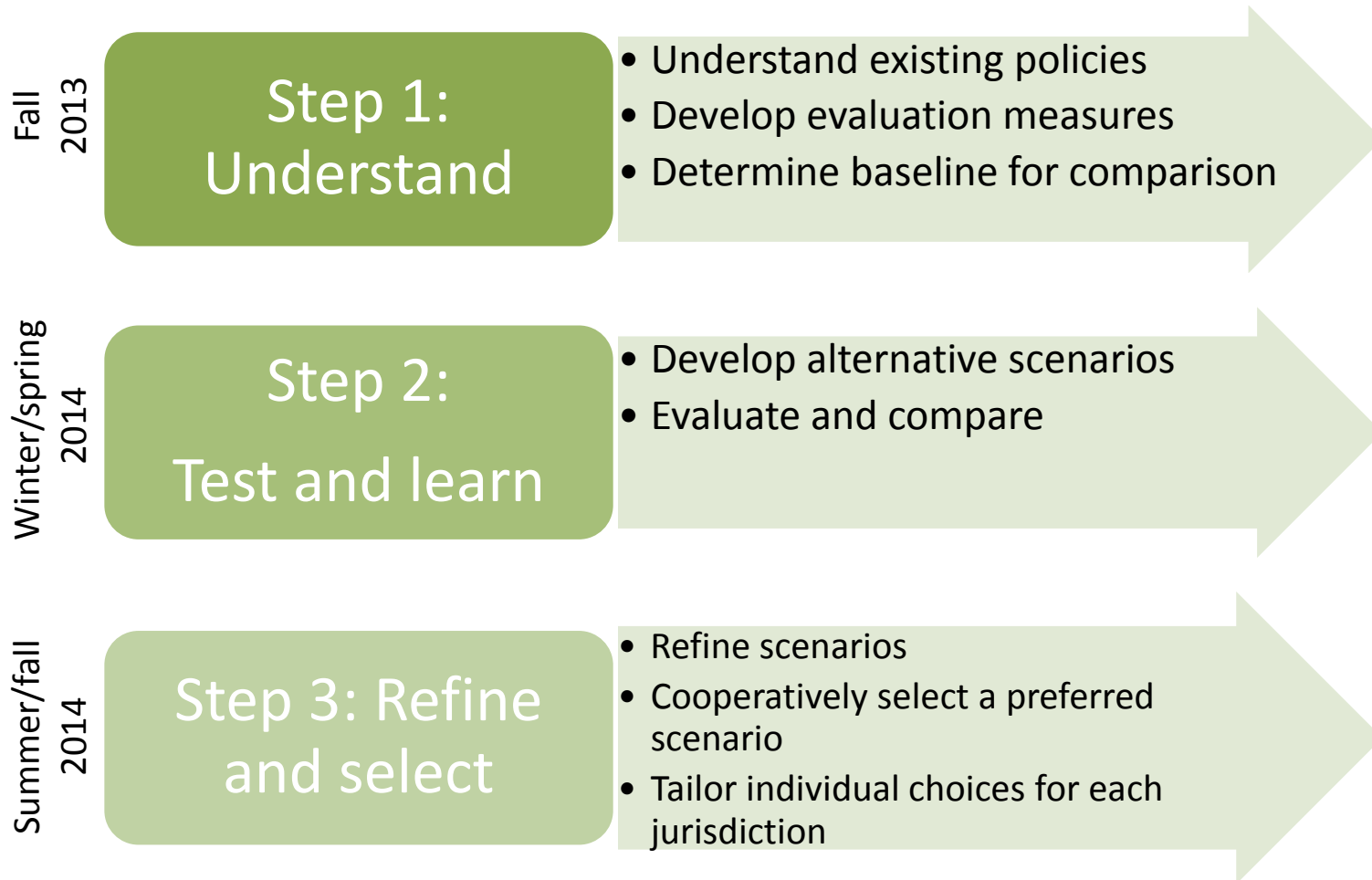
Equity evaluation

Evaluate the following across income groups:

- Driving costs as a percentage of household income
- Average household income by housing type
- Physical activity per capita

-67- **Next steps**

Next step: Develop scenarios



Discussion



www.clscenarioplanning.org

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Public Forum

Meeting Date: March 10, 2014
Department: City Manager's Office
www.eugene-or.gov

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

ISSUE STATEMENT

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

SUGGESTED MOTION

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

FOR MORE INFORMATION

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

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Approval of City Council Minutes

Meeting Date: March 10, 2014
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 2A
Staff Contact: Kris Bloch
Contact Telephone Number: 541-682-8497

ISSUE STATEMENT

This is a routine item to approve City Council minutes.

SUGGESTED MOTION

Move to approve the minutes of the February 18, 2014, Public Hearing, February 19, 2014, Work Session, February 24, 2014, Work Session February 24, 2014, Meeting, and February 26, 2014, Work Session.

ATTACHMENTS

- A. February 18, 2014, 2014, Public Hearing
- B. February 19, 2014, Work Session
- C. February 24, 2014, Work Session
- D. February 24, 2014, Meeting
- E. February 26, 2014, Work Session

FOR MORE INFORMATION

Staff Contact: Kris Bloch
Telephone: 541-682-8497
Staff E-Mail: kris.d.bloch@ci.eugene.or.us

ATTACHMENT A

MINUTES

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

**February 18, 2014
7:30 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, Chris Pryor, Claire Syrett, Greg Evans

Councilors Absent: George Poling, Mike Clark

Mayor Piercy opened the February 18, 2014, City Council public hearing.

1. PUBLIC HEARING: An Ordinance Providing for Withdrawal of Annexed Properties from the River Road Park & Recreation District, the River Road Water District, the Santa Clara Fire District, the Santa Clara Water District, Lane Rural Fire Protection District, and the Willakenzie Rural Fire Protection District

There was no testimony on this ordinance.

2. PUBLIC HEARING: Ordinance Extending Sunset Date of Rest Stop Pilot Program

1. Jennifer Frenzer-Knowlton , supported program extension and better communication.
2. Jean Stacey, favored the extension of the rest stops and requested better communication.
3. Stephanie Talbott, thanked the council for its work on homelessness; wants more cooperation.
4. Michael Adams, supported deadline extension and better communication on the process.
5. Wayne Martin, offered an invitation to an open house at Whoville.
6. Michael Gannon, continued his Christmas story of 2013 related to homeless needs.

The meeting adjourned at 8:15 p.m.

Respectfully submitted,

Beth Forrest
City Recorder

ATTACHMENT B

MINUTES

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

**February 19, 2014
12:00 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, George Poling, Mike Clark, Chris Pryor, Claire Syrett, Greg Evans

Mayor Piercy opened the February 19, 2014, City Council work session.

A. WORK SESSION: Beverly Property

Public Works Executive Director Kurt Corey introduced the item and provided an overview of the PROS Bond measure and the intended use of those funds.

MOTION: Councilor Taylor, seconded by Councilor Brown, moved to direct the City Manager to offer to purchase the Beverly property consistent with the financial considerations to be discussed during the executive session.

MOTION AND VOTE: Councilor Clark, seconded by Councilor Poling moved to table this discussion until other conversations have taken place and it's a more appropriate time. **PASSED 5:4**, Councilors Pryor, Brown, Taylor and Zelenka opposed; Mayor Piercy broke the tie in favor.

MOTION: Councilor Pryor, seconded by Councilor Evans, moved to direct the City Manager to offer to engage in conversations with persons interested in contributing substantial funds toward a purchase of the Beverly property and then return to the council.

A friendly amendment to request more information about the SDC's park list and options to buy one or more of the Beverly lots, in various combinations, was accepted.

VOTE: PASSED 8:0.

B. WORK SESSION: Review of 2013 Implementation of Bond Measure to Fix Streets

Public Works Executive Director Kurt Corey introduced the item and provided a historical look at the funding source, project list, financial audit, community review team's annual report, jobs created and quality of work. During the presentation councilors requested follow-up information on the number of miles of new bike lanes created and the plan for repair of 15th and Villard Streets.

Item 2.A.

The meeting adjourned at 1:30 p.m.

Respectfully submitted,

Beth Forrest
City Recorder

ATTACHMENT C

MINUTES

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

**February 24, 2014
5:30 p.m.**

Councilors Present: George Brown, Betty Taylor, George Poling, Mike Clark, Chris Pryor, Claire Syrett, Greg Evans, Alan Zelenka (via conference phone)

Mayor Piercy opened the February 24, 2014, City Council work session.

A. WORK SESSION: Sick Leave Ordinance

Interim Division Manager, Mia Cariaga introduced the item and provided background information, including current and proposed legislation at the state and local levels. After some discussion, the council requested another work session and/or forum that might include members of the business community, employees, health professionals and the Chamber of Commerce.

B. WORK SESSION: Update from Police Auditor

Police Auditor Mark Gissiner presented a report detailing the number and types of complaints his office received over the past few months. He noted that EPD is gathering more demographic info to determine if profiling is taking place and that a community request to hire a bi-lingual and bi-cultural intake staff person is being considered.

C. COMMITTEE REPORTS AND ITEMS OF INTEREST FROM MAYOR, CITY COUNCIL, AND CITY MANAGER

Mayor Piercy and City Councilors reported on the following:

- Housing Policy Board is working on regional priorities for low-income housing.
- LCOG is looking at its fee structure and by-laws.
- Human Rights Commission held a homelessness discussion.
- Human Services Commission discussed the Poverty and Homeless Commission structure.
- Municipal Court is seeking input on a Community Court process via a survey on City's website.

The meeting adjourned at 7:05 p.m.

Respectfully submitted,

Beth Forrest

Item 2.A.

City Recorder

ATTACHMENT D**MINUTES**

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

**February 24, 2014
7:30 p.m.**

Councilors Present: George Brown, Betty Taylor, George Poling, Mike Clark, Chris Pryor, Claire Syrett, Greg Evans

Councilors Absent: Alan Zelenka

Mayor Piercy opened the February 24, 2014, City Council meeting.

1. PUBLIC FORUM

1. Gordon Levitt, supported the Climate Recovery Ordinance presented by Our Children's Trust.
2. Meg Ward, supported the proposed Climate Recovery Ordinance.
3. Julia Olson, supported the Climate Recovery Ordinance and environmental protection.
4. Deb Frisch, said she is unhappy about the City's purchase of Civic Stadium.
5. Sue Sierralupé, provided an update from Occupy Medical, noting a shortage of doctors.
6. Jerry Smith, urged more shelter and more mental health care for homeless people.
7. Michael Carrigan, thanked the City for its work on Whoville and relocation attempts.
8. Azra Khalidi, requested three traffic lights: one downtown and two in South Eugene.
9. Bob Brown, said the City should support both wet and dry rest stop options.
10. Brenda Brainard, said illegal fireworks are dangerous; supported enforcement and outreach.
11. Kelsey Moore, said she wants a safe Willamette Street with options for all modes and ages.
12. Mark Robinowitz, said climate and environmental issues need attention.
13. David Nelkin, submitted Willamette Street crash statistics; supported current design.
14. Katherine Lavine, said Willamette Street needs to be safer for all modes.
15. Carol Seaton, supported emergency access to all apartments/houses for 1st responders.
16. Jean Stacey, said homeless shelters are lacking, Eugene is worst of U.S. cities its size.
17. Marina Hajek, advocated for Willamette Street option #3 with bike lanes.
18. Lisa Arkin, advocated for pesticide-free parks for healthier mothers and children.
19. Carla Hervelt, urged the council to approve the resolution for pesticide-free parks.

2. CONSENT CALENDAR

MOTION AND VOTE: Councilor Pryor, seconded by Councilor Syrett, moved to adopt the Consent Calendar. **PASSED 7:0.**

3. ACTION: An Ordinance Extending the Sunset Date of the Permitted Overnight Sleeping ("Rest Stop") Pilot Program Adopted by Ordinance No. 20517

Council discussion included:

1. Identify options and alternatives to rest stops prior to October 1 sunset date.

2. Identify benchmarks City will use to evaluate efficacy of the program, including public health and public safety.
3. Clarify the number of people using the rest stops.
4. Clarify Council goals regarding homelessness and shelters as starting point for future improvements.
5. Partner with the County and Human Services Commission to address the array of homelessness issues, including mental health, addiction, loss of income and medical needs.

MOTION AND VOTE: Councilor Pryor, seconded by Councilor Syrett, moved to adopt Council Bill 5109 extending the sunset date of Ordinance No. 20517 to October 1, 2014.
PASSED 7:0.

The meeting adjourned at 8:45 p.m.

Respectfully submitted,

Beth Forrest
City Recorder

ATTACHMENT E

MINUTES

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

**February 26, 2014
12:00 p.m.**

Councilors Present: George Brown, Betty Taylor, George Poling, Mike Clark, Chris Pryor, Claire Syrett, Greg Evans

Councilors Absent: Alan Zelenka

Mayor Piercy opened the February 26, 2014, City Council work session.

A. WORK SESSION: Rest Stops

City Manager Jon provided background information and outlined his recommended motion as follows:

I move that council approve the City Manager's recommendations, including: (a) Council authorizing one additional rest stop at the NW Expressway location; (b) staff working with social service providers to assist campers at the Broadway/Hilyard site in transitioning to one of the rest stop locations, Mission, car camp locations or other venues; and (c) staff closing the Broadway/Hilyard location beginning not later than April 1, 2014.

MOTION: Councilor Poling, seconded by Councilor Syrett, moved that the council approve the City Manager's recommendation of Council authorizing one additional rest stop at the Northwest Expressway location.

MOTION TO SUBSTITUTE: Councilor Clark, seconded by Councilor Evans, moved to substitute to re-join the elements of the original suggested motion (parts A, B and C.)
PASSED, 4:3, Councilors Poling, Brown and Taylor opposed.

VOTE ON SUBSTITUTE MOTION: PASSED 5:2, Councilors Poling and Taylor opposed.

Council discussion

- A suggestion was made to add a second rest-stop at the NW Expressway site, with a maximum of 15 people and an on-site manager.
- Eugene Mission and Opportunity Village residents are required to be both drug and alcohol free. Where will disabled and drug or alcohol dependent people go for shelter?
- Concerns were expressed about 'campgrounds' when rest stops were the original intention.
- It was suggested that the council focus on more permanent shelters or housing solutions. A joint meeting with Lane County to discuss opportunities for collaboration was proposed.

- Human Services Commission should be leading the rally to provide homeless shelters.

B. WORK SESSION: Enhancing Current Integrated Pest Management in Parks (Pesticide Use as a Last Alternative)

Parks Operations Manager Kevin Finney introduced the topic via a PowerPoint presentation. The presentation focused on preferred options to manage pests such as weeds, mice, ants, wasps, and others on City owned property.

MOTION AND VOTE: Councilor Pryor, seconded by Councilor Syrett moved to adopt Resolution 5101. **PASSED 7:0.**

Councilor Syrett requested that staff come back to the council in early 2016 with an update on the pesticide free parks program as well as how athletic fields are being managed.

The meeting adjourned at 1:20 p.m.

Respectfully submitted,

Beth Forrest
City Recorder

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: March 10, 2014
Department: City Manager’s Office
www.eugene-or.gov

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

ISSUE STATEMENT

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

BACKGROUND

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

RELATED CITY POLICIES

There are no policy issues related to this item.

COUNCIL OPTIONS

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

CITY MANAGER’S RECOMMENDATION

Staff has no recommendation on this item.

SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

ATTACHMENTS

A. Tentative Working Agenda

FOR MORE INFORMATION

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

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2014

MARCH 10	MONDAY		
5:30 p.m.	Council Work Session		
Harris Hall	Expected Absences: Taylor, Evans, Syrett		
A. WS: Climate Recovery			45 mins – CS/O'Sullivan
B. WS: Scenario Planning Update			45 mins – PDD/Burke
7:30 p.m.	Council Meeting		
Harris Hall	Expected Absences: Taylor, Evans, Syrett		
1. Public Forum			
2. Consent Calendar			
a. Approval of City Council Minutes			CS/Forrest
b. Approval of Tentative Working Agenda			CS/Forrest
c. Approval of Annexation Resolution for Nordic Homes (A 14-1)			CS/Taylor
d. Approval of Resolution in Support of Passenger Rail Service			CS/Gardner
3. Action: Ordinance Providing for Withdrawal of Annexed Properties from Special Districts			PDD/Taylor
4. Action: Ordinance Concerning University Area Protection Measures			PDD/Hansen
5. Action: Surplus Property (901 Franklin Boulevard)			PDD/Laurence
6. Legislative Update			CS/Gardner
7. Committee Reports: Police Comm, Lane Metro, LTD (EmX), LWP, OMPOC, McKenzie Watershed			
MARCH 11	TUESDAY	** NOTE: 6:00 PM BUDGET COMMITTEE MEETING ADDED **	
6:00 p.m.	Budget Committee Meeting		
Harris Hall	Expected Absences:		
A. Budget Committee Deliberations			
MARCH 12	WEDNESDAY		
Noon	Council Work Session		
Harris Hall	Expected Absences: Taylor, Evans		
A. WS: West Eugene EmX Update			45 mins – PW/Inerfeld
B. WS: Initiating Process to Amend Metro Plan Diagram for 955 Coburg Road			45 mins – PDD/Nystrom
COUNCIL BREAK: March 13, 2014 – April 9, 2014			
APRIL 9	WEDNESDAY		
12:00 p.m.	Council Work Session		
Harris Hall	Expected Absences:		
A. WS: City Hall			90 mins – CS/Penwell
APRIL 14	MONDAY		
5:30 p.m.	Council Work Session		
Harris Hall	Expected Absences:		
A. Committee Reports: HRC, SC, Travel LC, HSC, LCOG, MPC, PSCC			30 mins
B. WS: MUPTTE Revisions			60 mins - PDD/Braud
7:30 p.m.	Council Meeting		
Harris Hall	Expected Absences:		
1. Public Forum			
2. Consent Calendar			
a. Approval of City Council Minutes			CS/Forrest
b. Approval of Tentative Working Agenda			CS/Forrest

A=action; PH=public hearing; WS=work session

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EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2014

APRIL 16	WEDNESDAY	
Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: South Willamette Street Improvement Plan		90 mins – PW/Henry
APRIL 21	MONDAY	
7:30 p.m.	Council Public Hearing	
Harris Hall	Expected Absences:	
1. PH:		
APRIL 23	WEDNESDAY	
Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: Striker Field Redesignation		45 mins – PW/Björklund
B. WS: Onsite Management of Multi-Unit Housing Facilities		45 mins – PDD/Wisth
APRIL 28	MONDAY	
5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences: Zelenka	
A. Committee Reports and Items of Interest from Mayor, City Council, and City Manager		30 mins
B. WS: Glass Recycling		45 mins - PDD
7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences: Zelenka	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Forrest
b. Approval of Tentative Working Agenda		CS/Forrest
c. Approval of 2013 CDBG Reallocations		PDD/Wisth
3. Action: 2014-15 Annual CDBG and HOME allocations		PDD/Wisth
APRIL 30	WEDNESDAY	
Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: Urban Forestry Policy/Sidewalks		45 mins – PW/Snyder
MAY 12	MONDAY	
5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports: Chamber of Commerce, HPB, LRAPA, MWMC		30 mins
B. WS: MUPTE Revisions		60 mins - PDD/Braud
7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Forrest
b. Approval of Tentative Working Agenda		CS/Forrest
c. Ratification of MWMC FY 2014-15 Regional Wastewater Program Budget and CIP		PW/Huberd

A=action; PH=public hearing; WS=work session

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EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2014

MAY 14	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	
MAY 19	MONDAY
7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	
MAY 21	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	
MAY 27	TUESDAY
5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports and Items of Interest from Mayor, City Council, and City Manager	30 mins
B. WS:	
7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Forrest
b. Approval of Tentative Working Agenda	CS/Forrest
MAY 28	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	
JUNE 9	MONDAY
5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports: PC, Lane Metro, Lane Workforce, LTD/EmX, OMPOC, McKenzie Watershed	30 mins
B. WS:	
7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Forrest
b. Approval of Tentative Working Agenda	CS/Forrest
JUNE 11	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

A=action; PH=public hearing; WS=work session

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EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2014

JUNE 16	MONDAY
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7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	

JUNE 18	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 23	MONDAY
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5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports and Items of Interest from Mayor, City Council, and City Manager	30 mins
B. WS:	

7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Forrest
b. Approval of Tentative Working Agenda	CS/Forrest
3. Public Hearing and Action: FY15 Budget	CS/Silvers

JUNE 25	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JULY 9	WEDNESDAY
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12:00 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JULY 14	MONDAY
----------------	---------------

5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports: HRC, SC, Travel LC, HSC, LCOG, MPC, PSCC	30 mins
B. WS:	

7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Forrest
b. Approval of Tentative Working Agenda	CS/Forrest

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2014

JULY 16	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JULY 21	MONDAY
----------------	---------------

7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	

JULY 23	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences: Taylor
A. WS:	
B. WS:	

JULY 28	MONDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences: Zelenka	
A. Committee Reports and Items of Interest from Mayor, City Council, and City Manager		30 mins
B. WS:		

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences: Zelenka	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Forrest
b. Approval of Tentative Working Agenda		CS/Forrest

JULY 30	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

COUNCIL BREAK: July 31, 2014 – September 8, 2014

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Approval of Resolution on Annexing Land to the City of Eugene (Nordic Homes - A 14-1)

Meeting Date: March 10, 2014
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2C
 Staff Contact: Becky Taylor
 Contact Telephone Number: 541-682-5437

ISSUE STATEMENT

This item is a request to annex 1.96 acres of property located between Gilham Road and Walton Lane, south of Ashbury Drive. The subject property is zoned AG/UL Agricultural with Urbanizable Land Overlay. The /UL overlay will automatically be removed upon annexation. The applicant has submitted a zone change application from AG to R-1 Low-Density Residential, which will be processed following annexation approval. The applicant indicates that their intention is to construct a single-family dwelling on each of the four existing lots.

BACKGROUND

In December 2007, the City Council adopted an ordinance establishing the procedures for annexation requests and amending Chapter 9 of the Eugene Code (EC) to include these procedures. These annexation procedures provide for the council to adopt a resolution approving, modifying and approving, or denying an application for annexation; or provide for the council to hold a public hearing before consideration of the annexation request.

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

Public notice for this annexation request was provided in accordance with Eugene Code requirements, and no written testimony has been received. Referral comments were provided by affected agencies including City of Eugene Public Works and Eugene Water & Electric Board (EWEB). These referral comments confirm that the property can be provided with the minimum level of key urban services consistent with the approval criteria. Given the findings of compliance and lack of testimony received, a public hearing is not recommended in this instance.

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

RELATED CITY POLICIES

The Metro Plan contains the policies that are related to this annexation request. The Willakenzie Area Plan is the refinement plan applicable to the subject properties. The policies applicable to this request are addressed in the Planning Director's findings and recommendation (Exhibit C to Attachment B).

COUNCIL OPTIONS

City Council may consider the following options:

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

CITY MANAGER'S RECOMMENDATION

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

SUGGESTED MOTION

Move to adopt Resolution 5102, which approves the proposed annexation request consistent with the applicable approval criteria.

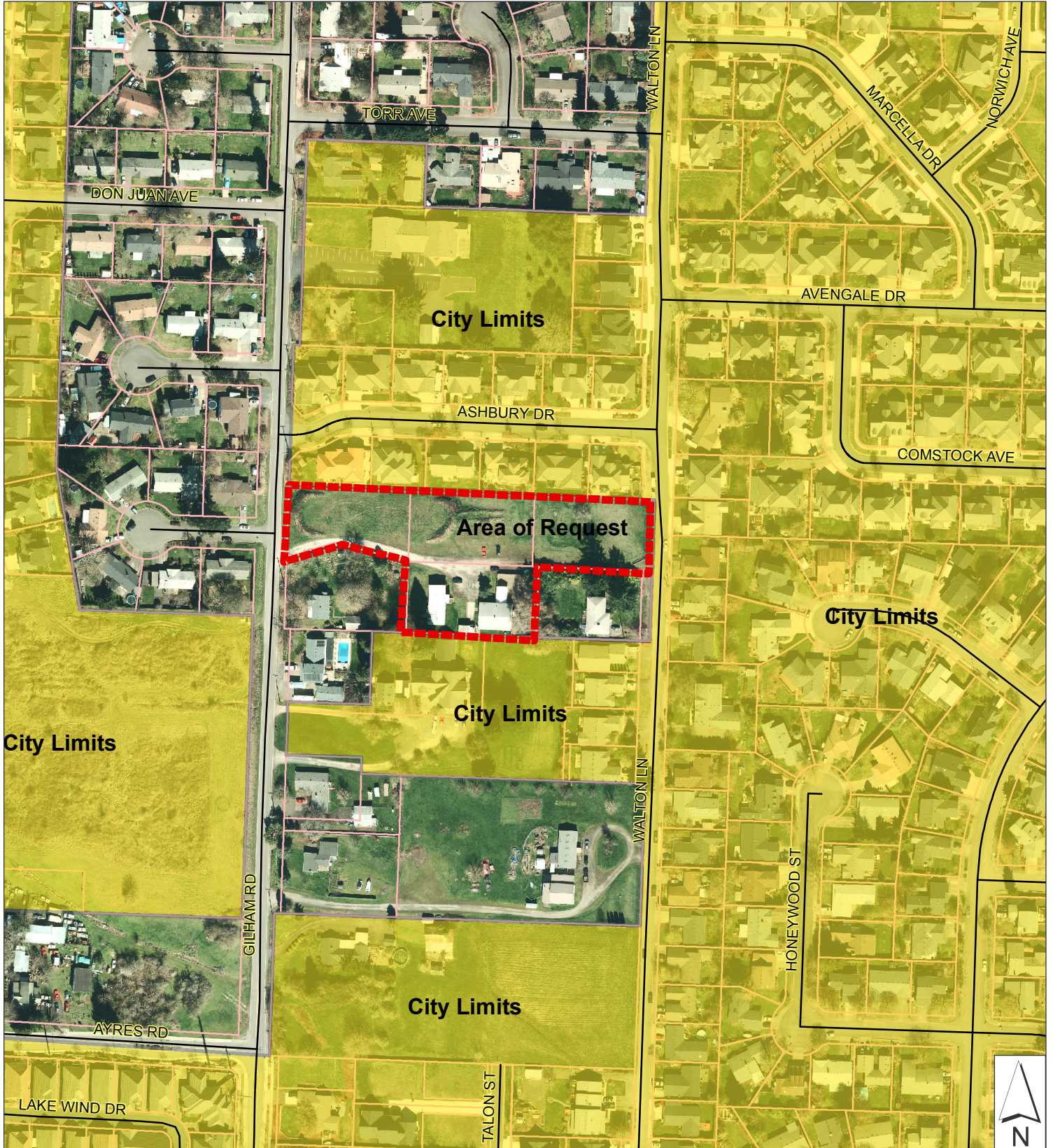
ATTACHMENTS

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

FOR MORE INFORMATION

Staff Contact: Becky Taylor, Associate Planner
Telephone: 541-682-5437
Staff E-mail: becky.g.taylor@ci.eugene.or.us

Attachment A - Map of Annexation Request



Legend

- EUG
- Taxlots



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

January 29, 2014



ATTACHMENT B**RESOLUTION NO. _____****A RESOLUTION ANNEXING LAND TO THE CITY OF EUGENE
(PROPERTY IDENTIFIED AS ASSESSOR'S MAP 17-03-08-31 TAX LOTS
2600, 2700, 2800 AND 3100).****The City Council of the City of Eugene finds that:**

A. An annexation application was submitted by Nordic Homes, on January 13, 2014, in accordance with the provisions of Section 9.7810(2) of the Eugene Code, 1971, ("EC") for annexation to the City of Eugene of the property identified as Assessor's Map 17-03-08-31 Tax Lots 2600, 2700, 2800, and 3100.

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

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

D. On February 7, 2014, a notice containing the assessor's map and tax lot numbers, a description of the land proposed to be annexed, and the Planning Director's preliminary recommendation was mailed to the applicants, owners and occupants of property within 500 feet of the subject property, and the Northeast Neighbors. The notice advised that the City Council would consider the Planning Director's full recommendation on the proposed annexation on March 10, 2014.

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

NOW, THEREFORE,

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

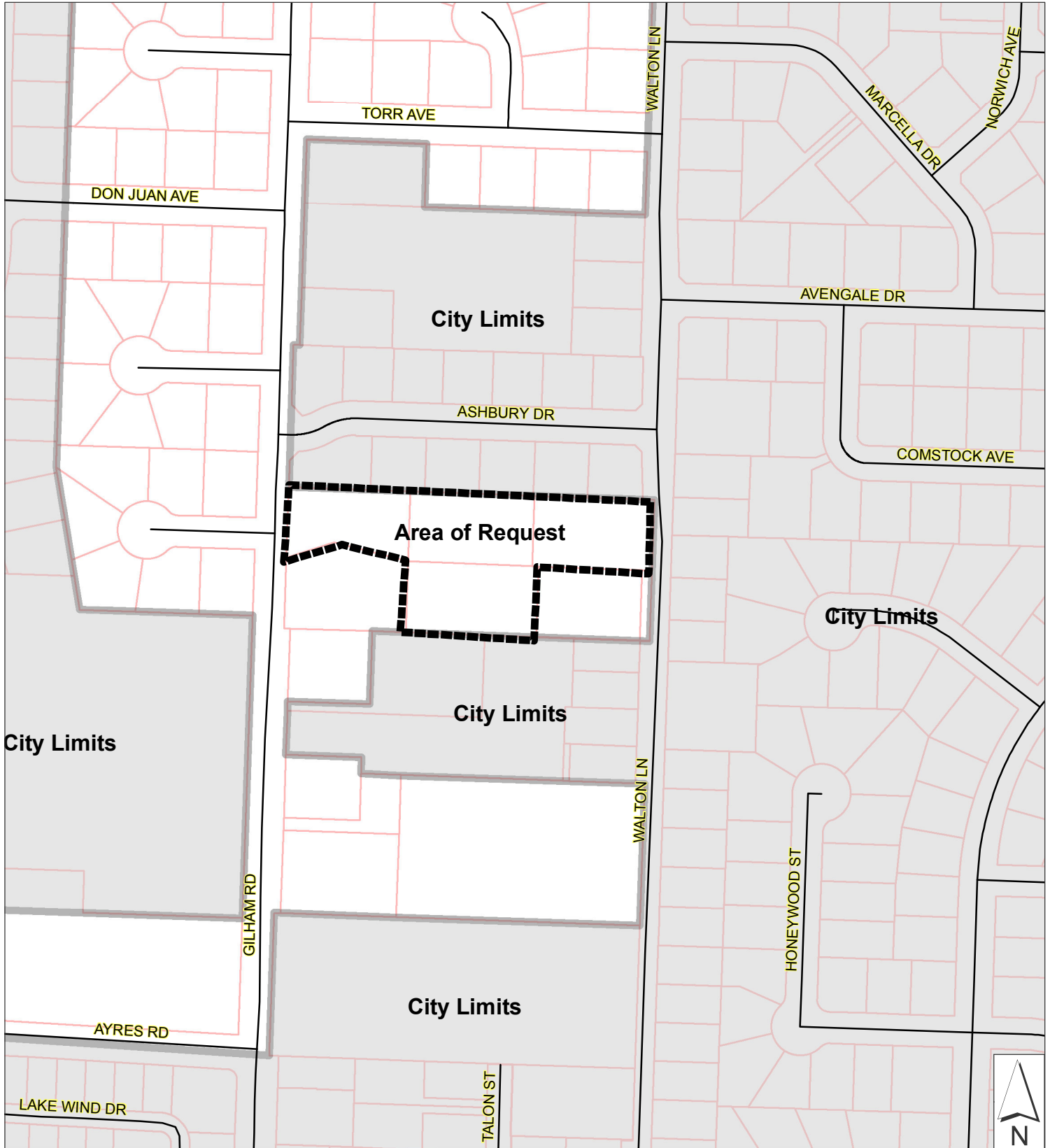
Section 1. Based on the above findings and the Planning Director's Recommendation and Findings attached as Exhibit C which are adopted in support of this Resolution, it is ordered that the land identified as Assessor's Map 17-03-08-31 Tax Lots 2600, 2700, 2800, and 3100 on the map attached as Exhibit A, and described in the attached Exhibit B, is annexed to the City of Eugene.

Section 2. This Resolution is effective immediately upon its passage by the City Council. The annexation and automatic rezoning of the land from AG/UL to AG pursuant to EC 9.7820(3) shall become effective in accordance with State law.



The foregoing Resolution adopted the ____ day of March, 2014.

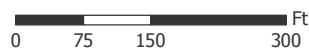
City Recorder

Exhibit A - Vicinity Map



Legend

-  EUG
-  Taxlots



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

January 29, 2014





January 8, 2014

LEGAL DESCRIPTION

ANNEXATION APPLICATION

TAX MAP 17-03-08-31, TAX LOTS 2600, 2700, 2800 & 3100

Branch Engineering Inc. Project No. 13-252

TAX LOT 2600

Being all those lands conveyed as Parcel 1 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 1 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2440.9 feet; thence 89°54' East 20.0 feet across a 20.0 foot right of way to the TRUE POINT OF BEGINNING; thence North along the East line of the said 20.0 foot road, 113.0 feet; thence South 89°54' East 193.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet to the centerline of a 25.0 foot private roadway easement; thence North 77°40'30" West along the center of said 25.0 foot roadway, 120.83 feet; thence continuing along said centerline South 70°47' West 79.38 feet to the true point of beginning, in Lane County, Oregon.

TAX LOT 2700

Being all those lands conveyed as Parcel 2 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 2 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2327.9 feet; thence South 89°54' East 213 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records to the TRUE POINT OF BEGINNING of the tract to be described; thence South 89°54' East 196.5 feet continuing along said south boundary; thence South 113 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 196.5 feet; thence North 113 feet to the TRUE POINT OF BEGINNING, in Lane County, Oregon.

TAX LOT 2800

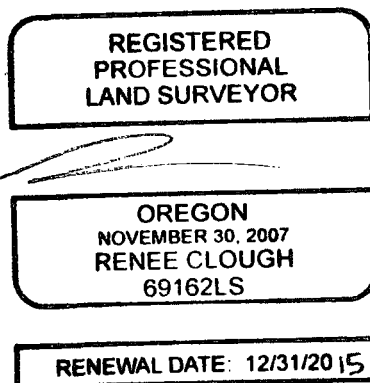
Being all those lands conveyed as Parcel 3 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 3 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 409.5 feet to the true place of beginning; thence North 1.0 foot; thence South 89°54' East 189.0 feet; thence North 111.5 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 189.0 feet; thence North 113.0 feet; thence South 89°54' East 190.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet along a right-of-way line; thence South 112.5 feet along a right-of-way line; thence North 89°54' West 190.0 feet to the place of beginning, in Lane County, Oregon.

TAX LOT 3100

Being all those lands conveyed as Parcel 4 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 4 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 213.0 feet to the true point of beginning of the following described tract; and running thence South 89°54' East 206.5 feet; thence North 112.5 feet to the center of a private roadway easement; thence North 89°54' West 206.5 feet along the center of said roadway; thence South 112.5 feet to the point of beginning, in Lane County, Oregon.





**Planning Director’s Recommendations and Findings:
Nordic Homes (A 14-1)**

Application Submitted: January 13, 2014	
Applicant: Nordic Homes	
Map/Lot(s): 17-03-08-31 / 2600, 2700, 2800, and 3100	
Zoning: AG/UL Agricultural with Urbanizable Land Overlay	
Location: Between Gilham Road and Walton Lane, south of Ashbury Drive	
Representative: Renee Clough, Branch Engineering	
Lead City Staff:	Becky Taylor, Associate Planner, (541) 682-5437

EVALUATION:

Based on the information provided by the applicant, the City has determined that this request complies with Eugene Code (EC) Section 9.7805 Annexation - Applicability. As such, it is subject to review and approval in accordance with the requirements, application criteria and procedures of EC 9.7800 through 9.7835. The applicable approval criteria are presented below in bold typeface with findings and conclusions following each.

<p>EC 9.7825(1) The land proposed to be annexed is within the city’s urban growth boundary and is: (a) Contiguous to the city limits; or (b) Separated from the city only by a public right of way or a stream, bay, lake or other body of water.</p>	
<p>Complies</p> <p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>Findings: The annexation area is within the City's urban growth boundary (UGB), and is contiguous to the City limits, consistent with subsection (a). The City limits are contiguous to the subject property to the north, east, and south.</p>
<p>EC 9.7825(2) The proposed annexation is consistent with applicable policies in the Metro Plan and in any applicable refinement plans.</p>	
<p>Complies</p> <p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>Findings: The proposed annexation area is within the UGB. Several policies from the <u>Metro Plan</u> generally support this annexation by encouraging compact urban growth to achieve efficient use of land and urban service provisions within the UGB, including the following:</p> <p>C. Growth Management, Goals, Findings and Policies: <i>Policy 8. Land within the UGB may be converted from urbanizable to urban only through annexation to a city when it is found that:</i></p> <p><i>a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.</i></p> <p><i>b. There will be a logical area and time within which to deliver urban services and facilities. Conversion of urbanizable land to urban shall also be consistent with the Metro Plan. (page II-C-4)</i></p>

		<p><i>Policy 10. Annexation to a city through normal processes shall continue to be the highest priority. (page II-C-4).</i></p> <p><i>Policy 16. Ultimately, land within the UGB shall be annexed to a city and provided with the required minimum level of urban facilities and services. While the time frame for annexation may vary, annexation should occur as land transitions from urbanizable to urban. (page II-C-5)</i></p> <p>The <u>Metro Plan</u> designates the annexation area as appropriate for residential use. The <u>Willakenzie Area Plan (WAP)</u> is the adopted refinement plan for the subject properties and also designates the area for residential uses. The subject property is currently zoned AG/UL Agricultural with Urbanizable Land Overlay. Upon annexation, the /UL overlay will automatically be removed. The applicant intends to file a zone change application, following annexation, to change the zoning from AG to R-1 Low-Density Residential, consistent with the plan designation.</p> <p>With regard to applicable policies of the <u>WAP</u>, the subject property is within the “Unincorporated” subarea; none of these policies appear to be directly applicable to the subject request.</p> <p>As previously discussed in this subsection, and further detailed under subsection (3) below, the proposed annexation is consistent with <u>Metro Plan</u> growth management policies and can be served by the minimum level of key urban services. The annexation procedures beginning at EC 9.7800 are consistent with State law and therefore, as found throughout this report, the annexation is consistent with State law.</p>
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EC 9.7825(3) The proposed annexation will result in a boundary in which the minimum level of key urban facilities and services, as defined in the Metro Plan, can be provided in an orderly, efficient, and timely manner.

Complies		<p>Findings: The proposed annexation will result in a boundary in which the minimum level of key urban facilities and services can be provided in an orderly, efficient, and timely manner as detailed below:</p> <p>Wastewater Public wastewater is available to serve the subject property. Eight-inch main lines are located within the abutting streets: Gilham Road, to the west, and Walton Lane, to the east.</p> <p>Stormwater Public stormwater is available to serve the property from the existing 10-inch mainline located within Walton Lane. Public Works staff indicates that soil types on the subject property are suitable for infiltration and on-site stormwater management.</p>
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	

Exhibit C
Page 3 of 4

	<p>Streets The west property boundary abuts Gilham Road, which is a Lane County roadway, and the east property boundary abuts Walton Lane, which is a City street. The abutting segment of Gilham Road is classified as a neighborhood collector street and is partially improved with about 20 feet of pavement width. Referral comments from Lane County staff confirm that facility permits will be required for any work within their right-of-way. The abutting segment of Walton Lane is classified as a local street and is partially improved with a paved surface that varies between 20 and 25 feet. Any street improvements will be determined at the time of property development.</p> <p>Solid Waste Collection service is provided by private firms. Regional disposal sites and the Short Mountain Landfill are operated by Lane County.</p> <p>Water & Electric Eugene Water and Electric Board (EWEB) services are available to serve the subject property. Referral comments from EWEB staff state no objections to the proposed annexation and include contact information for obtaining additional service information.</p> <p>Public Safety The property is currently within the Willakenzie Rural Fire Protection District. Police protection can be extended to this site upon annexation consistent with service provision through the City. Fire protection services and ambulance services are currently provided to the subject property by the City of Eugene. Emergency medical services are currently provided on a regional basis by the cities of Eugene and Springfield to central Lane County and will continue in the same manner upon annexation. Referral comments from the Fire Marshal indicate no concerns with the proposed annexation.</p> <p>Parks and Recreation A minimum level of park service can be provided to the proposal area as prescribed in the <u>Metro Plan</u>. Creekside Park is located approximately 1,120 feet to the northwest and Gilham Park is located approximately 1,620 feet to the southeast.</p> <p>Planning and Development Services Planning and building permit services are provided for all properties located within the urban growth boundary by the City of Eugene. The Eugene Code, Chapter 9, will provide the required land use controls for future development of the subject property upon annexation.</p> <p>Communications Qwest communications and a variety of other telecommunications providers offer communications services throughout the Eugene/Springfield area.</p> <p>Public Schools The subject property is within the Eugene 4J School district and is served by Gilham Elementary School, Cal Young Middle School and Sheldon High School.</p>
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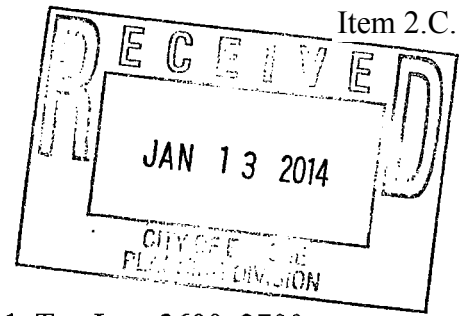
CONCLUSION:

Based on the above findings, the proposed annexation is found to be consistent with the applicable approval criteria. The Planning Director recommends that City Council approve this annexation proposal. The effective date is set in accordance with State law.

INFORMATION:

- ◆ Approval of this annexation does not relieve the applicant from complying with applicable codes and statutory requirements.
- ◆ Future development of the property will require a feasible stormwater proposal and demonstration that all applicable stormwater management standards have been met.

**WRITTEN STATEMENT
ANNEXATION
DECEMBER 6, 2013**



This application proposes an annexation for Tax Map 17-03-08-31, Tax Lots 2600, 2700, 2800, and 3100. All properties are located inside the Metro Plan boundary and are zoned AG Agriculture, with a /UL Urbanizable Land Overlay Zone. The subject sites are currently adjacent to City of Eugene incorporated land (Tax Map 17-03-08-31 Tax Lots 8200, 8300, 8400, 8500, 8600, 8700, 3401, and 3500). The purpose of the annexation is to allow new home construction on each individual property. The following describes how the proposed annexation conforms to the Eugene Code:

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

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

All properties to be annexed are within the urban growth boundary and contiguous to the city limits.

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

The properties are within the Metro Plan and require key urban facilities and services to be available.

- *Electrical service is provided by EWEB. Overhead wires are available for connection along the east side of Gilham Road.*
- *Water service is provided by EWEB. Water mains are accessible from multiple locations.*
- *The City of Eugene currently has 8” wastewater mains located along Gilham Road and Walton Lane.*
- *Willakenzie/Eugene RFPD services are currently provided to the subject properties; however upon annexation, these properties will be automatically withdrawn, and fire protection will be provided by the City of Eugene Fire & EMS Department.*
- *The city stormwater system consists of an 8” main and curb inlets in Walton Lane, and roadside ditches along Gilham Road.*

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

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

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

PETITION

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

Petition Signatures Sheet
Annexation by Individuals

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

Signature	Date Signed m/d/y	Print Name	Residence Address (street, city, zip code)	Map and Tax Lot Number (example: 17-04-03-00-00100)	Land Owner	Reg Voter	Acres (qty)
1. <i>Shallum Bivens</i> <i>[Signature]</i>	1/8/14	Nordic Homes and Construction, LLC	N/A	17-03-08-31-02600	<input checked="" type="checkbox"/>		0.44
2. <i>Shallum Bivens</i> <i>[Signature]</i>	1/8/14	Nordic Homes and Construction, LLC	N/A	17-03-08-31-02700	<input checked="" type="checkbox"/>		0.50
3. <i>Shallum Bivens</i> <i>[Signature]</i>	1/8/14	Nordic Homes and Construction, LLC	N/A	17-03-08-31-02800	<input checked="" type="checkbox"/>		0.49
4. <i>Shallum Bivens</i> <i>[Signature]</i>	1/8/14	Nordic Homes and Construction, LLC	N/A	17-03-08-31-03100	<input checked="" type="checkbox"/>		0.53
5.							

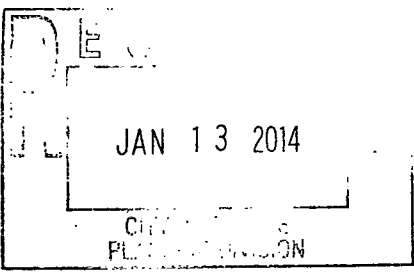
Note: With the above signature(s), I am attesting that I have the authority to consent to annexation on my own behalf or on behalf of my firm or agency. (Attach evidence of such authorization when applicable.)

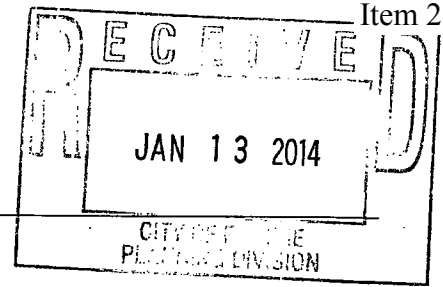
I, Renee Clough (printed name of circulator), hereby certify that every person who signed this sheet did so in my presence.
X [Signature] (signature of circulator)

CERTIFICATION OF PROPERTY OWNERS

The total landowners in the proposed annexation are 4 (qty). This petition reflects that 4 (qty) landowners (or legal representatives) listed on this petition represent a total of 100 (%) of the landowners and 100 (%) of the acres as determined by the map and tax lots attached to the petition. A&T is not responsible for subsequent deed activity which may not yet be reflected on the A&T computerized tax roll.

[Signature]
Lane County Department of Assessment and Taxation
1-13-14
Date Certified





Consent to Annexation

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

TM 17-03-08-31

Map and Tax Lot: TLs 2600, 2700, 2800, 3100 Address: 3527 Gilham Road (TL 3100 only)

Legal Description:

See attached exhibit

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

DATED this 08 day of JANUARY, 2013¹⁴.

Shallum Bivens, Manager

Nordic Homes and Construcion, LLC

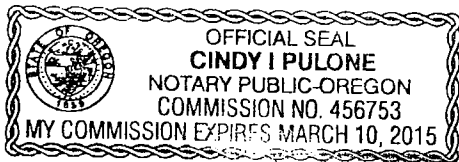
STATE OF OREGON)

County of LANE)ss)

On this 08 day of JANUARY, 2013¹⁴, before me, the undersigned, a notary public in and for the said county and state, personally appeared the within-named, Shallum Bivens

who is known to me to be the identical individual described herein and who executed the same freely and voluntarily.

Seal:



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

Notary Public for Oregon

My Commission Expires MARCH 10, 2015



January 8, 2014

LEGAL DESCRIPTION

ANNEXATION APPLICATION

TAX MAP 17-03-08-31, TAX LOTS 2600, 2700, 2800 & 3100

Branch Engineering Inc. Project No. 13-252

TAX LOT 2600

Being all those lands conveyed as Parcel 1 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 1 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2440.9 feet; thence 89°54' East 20.0 feet across a 20.0 foot right of way to the TRUE POINT OF BEGINNING; thence North along the East line of the said 20.0 foot road, 113.0 feet; thence South 89°54' East 193.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet to the centerline of a 25.0 foot private roadway easement; thence North 77°40'30" West along the center of said 25.0 foot roadway, 120.83 feet; thence continuing along said centerline South 70°47' West 79.38 feet to the true point of beginning, in Lane County, Oregon.

TAX LOT 2700

Being all those lands conveyed as Parcel 2 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 2 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2327.9 feet; thence South 89°54' East 213 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records to the TRUE POINT OF BEGINNING of the tract to be described; thence South 89°54' East 196.5 feet continuing along said south boundary; thence South 113 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 196.5 feet; thence North 113 feet to the TRUE POINT OF BEGINNING, in Lane County, Oregon.

TAX LOT 2800

Being all those lands conveyed as Parcel 3 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 3 being more particularly described as follows:

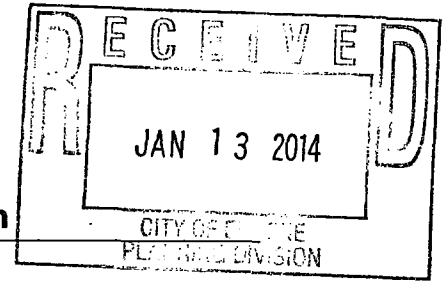
Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 409.5 feet to the true place of beginning; thence North 1.0 foot; thence South 89°54' East 189.0 feet; thence North 111.5 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 189.0 feet; thence North 113.0 feet; thence South 89°54' East 190.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet along a right-of-way line; thence South 112.5 feet along a right-of-way line; thence North 89°54' West 190.0 feet to the place of beginning, in Lane County, Oregon.

TAX LOT 3100

Being all those lands conveyed as Parcel 4 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 4 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 213.0 feet to the true point of beginning of the following described tract; and running thence South 89°54' East 206.5 feet; thence North 112.5 feet to the center of a private roadway easement; thence North 89°54' West 206.5 feet along the center of said roadway; thence South 112.5 feet to the point of beginning, in Lane County, Oregon.





Summary of Urban Service Provision

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

Property Owner(s) Name:
Nordic Homes and Construction, LLC

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

Map 17-03-08-31 Tax Lots 2600,2700,2800 and 3100

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

The property(ies) in this annexation request:

will be served from an existing gravity wastewater line.

Location and size of existing wastewater line:
8" mains in Gilham and Walton Ln.

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

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

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

Is the site currently served by an approved stormwater system?

Yes

If yes,
location? 10" main in Walton Ln.

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

Streets – What existing streets provide access to this site. List existing streets that provide access to this site from River Road, the Northwest Expressway, or Beltline Highway. Coburg Road, Crescent Avenue, Gilham Road
Ashbury Dr, Walton Ln

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

Yes _____ No _____ Unknown

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

_____ Yes No _____ Unknown

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

Parks, Recreation, and Cultural Services

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

Creekside Park, Gilham Park, Riverridge Golf Course
Cal Young Sports Park, Striker Field

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

Public Safety

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

For River Road/Santa Clara area-

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

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

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

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

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

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

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

Electric Service – Which electric company will serve this site?
Eugene Water and Electric Board

Water Service -- Please provide the size and location of the water main closest to your property. Eugene Water and Electric Board

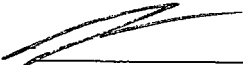
Solid Waste -- Solid waste collection service is provided by private firms. Regional disposal sites and the Short Mountain Landfill are operated by Lane County.

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

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

Certification of Description

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

Signature:  _____
Registered Land Surveyor

Print Name: Renee Clough, PLS, PE, AICP

Date: 1/8/14

Seal:

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**


**OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS**

RENEWAL DATE: 12/31/2015



January 8, 2014

LEGAL DESCRIPTION

ANNEXATION APPLICATION

TAX MAP 17-03-08-31, TAX LOTS 2600, 2700, 2800 & 3100

Branch Engineering Inc. Project No. 13-252

TAX LOT 2600

Being all those lands conveyed as Parcel 1 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 1 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2440.9 feet; thence $89^{\circ}54'$ East 20.0 feet across a 20.0 foot right of way to the TRUE POINT OF BEGINNING; thence North along the East line of the said 20.0 foot road, 113.0 feet; thence South $89^{\circ}54'$ East 193.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet to the centerline of a 25.0 foot private roadway easement; thence North $77^{\circ}40'30''$ West along the center of said 25.0 foot roadway, 120.83 feet; thence continuing along said centerline South $70^{\circ}47'$ West 79.38 feet to the true point of beginning, in Lane County, Oregon.

TAX LOT 2700

Being all those lands conveyed as Parcel 2 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 2 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2327.9 feet; thence South $89^{\circ}54'$ East 213 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records to the TRUE POINT OF BEGINNING of the tract to be described; thence South $89^{\circ}54'$ East 196.5 feet continuing along said south boundary; thence South 113 feet to the center line of a 25 foot private roadway easement; thence North $89^{\circ}54'$ West along the center line of said road 196.5 feet; thence North 113 feet to the TRUE POINT OF BEGINNING, in Lane County, Oregon.

TAX LOT 2800

Being all those lands conveyed as Parcel 3 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 3 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 409.5 feet to the true place of beginning; thence North 1.0 foot; thence South 89°54' East 189.0 feet; thence North 111.5 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 189.0 feet; thence North 113.0 feet; thence South 89°54' East 190.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet along a right-of-way line; thence South 112.5 feet along a right-of-way line; thence North 89°54' West 190.0 feet to the place of beginning, in Lane County, Oregon.

TAX LOT 3100

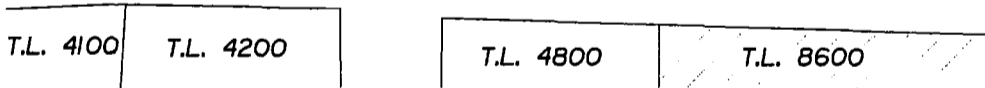
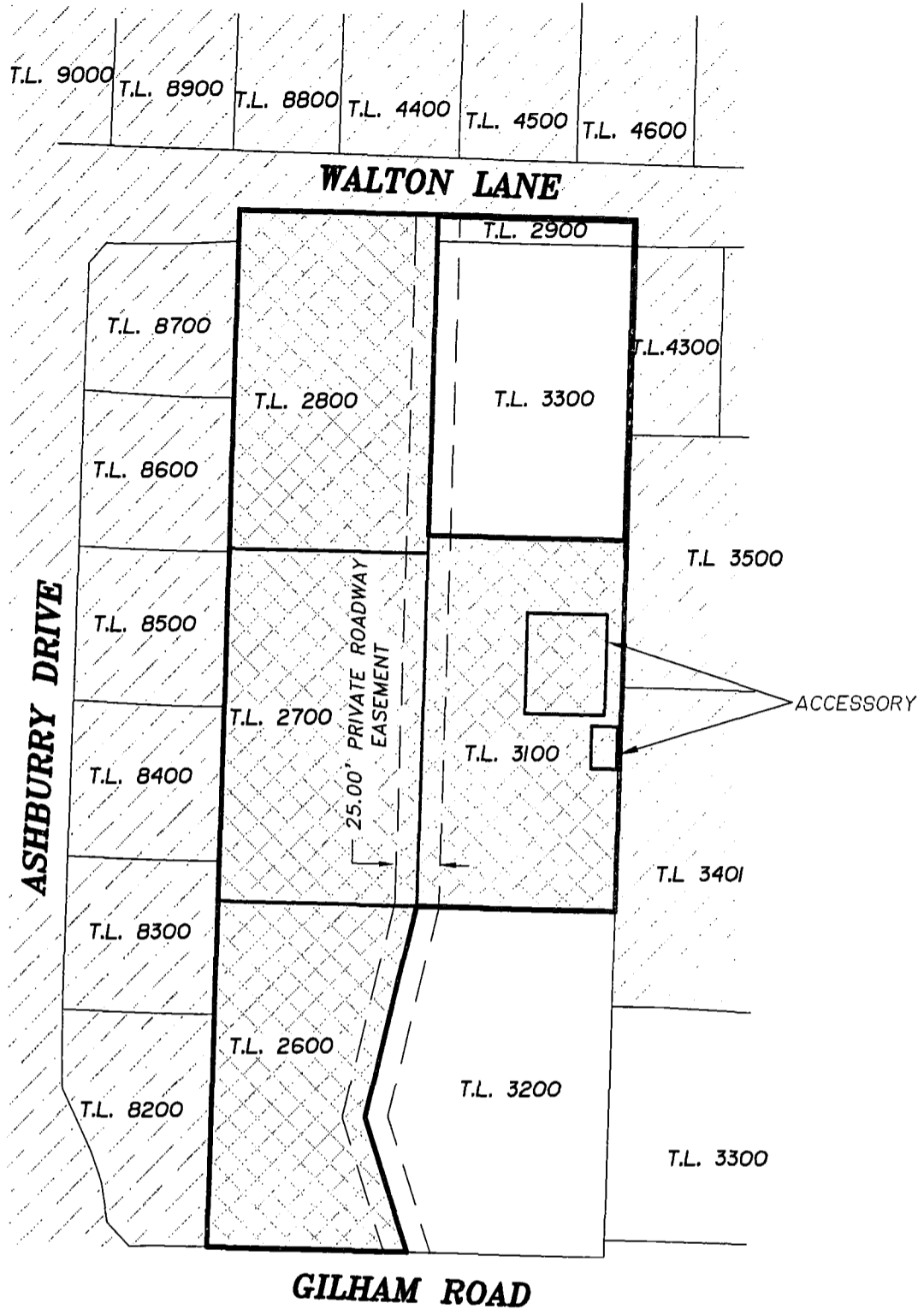
Being all those lands conveyed as Parcel 4 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 4 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 213.0 feet to the true point of beginning of the following described tract; and running thence South 89°54' East 206.5 feet; thence North 112.5 feet to the center of a private roadway easement; thence North 89°54' West 206.5 feet along the center of said roadway; thence South 112.5 feet to the point of beginning, in Lane County, Oregon.

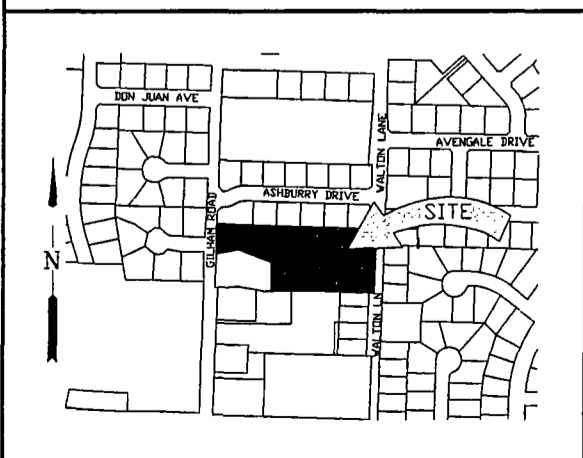
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS

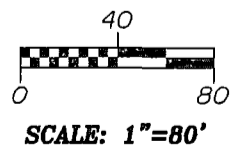
RENEWAL DATE: 12/31/2015



**LAND ANNEXATION FOR
NORDIC HOMES**
NE 1/4, SW 1/4 SEC 8, T17S, R3W, WM
EUGENE, LANE COUNTY, OREGON
JANUARY 08, 2014



VICINITY MAP NOT TO SCALE



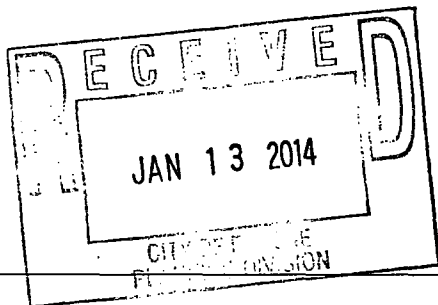
LEGEND

- CITY LIMITS
- LANDS TO BE ANNEXED

Branch
ENGINEERING, INC.
Since 1977

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

ASSESSOR'S MAP(S) TAX MAP 17-03-08-31, TL'S 2600, 2700, 2800 & 3100



Planning & Development Planning

City of Eugene
 99 West 10th Avenue
 Eugene, Oregon 97401
 (541) 682-5377
 (541) 682-5572 Fax
 www.eugene-or.gov

ANNEXATION APPLICATION

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

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

Assessor's Map	Tax Lot	Zoning	Acreage
17-03-08-31	2600	UL	0.44
17-03-08-31	2700	UL	0.50
17-03-08-31	2800	UL	0.49
17-03-08-31	3100	UL	0.53

Property Address: 3527 Gilham Road (TL 3100 only)

Plans for Future Development & Permit Number (if applicable): N/A

Public Service Districts:

Name			
Parks:	City of Eugene		
Electric:	Eugene Water and Electric Board		
Water:	Eugene Water and Electric Board		
Sanitary Sewer:	City of Eugene		
Fire:	Willakenzie/Eugene RFPD		
Schools:	Elementary: Gilham	Middle: Cal Young	High: Sheldon
Other:			

Filing Fee

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

Written Statement (Submit 5 copies)

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

Site Plan Requirements

Submit 8 copies of a site plan, drawn to an engineer's scale on 8 ½" x 14" sheet of paper. Site plans shall include the following information:

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

Other Application Requirements (Submit 5 copies of all)

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

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

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

PROPERTY OWNER OF TAX LOT: 2600-2800 & 3100

Name (print): Nordic Homes and Construction, LLC

Address: P.O. Box 72090

Email: nordichomes@aol.com

City/State/Zip: Springfield, OR 97475

Phone: 541-521-9324

Fax:

Signature: [Handwritten Signature]

Date: 1/8/14

PROPERTY OWNER OF TAX LOT: _____

Name (print): _____

Address: _____

Email: _____

City/State/Zip: _____

Phone: _____

Fax: _____

Signature: _____

Date: _____

PROPERTY OWNER OF TAX LOT: _____

Name (print): _____

Address: _____

Email: _____

City/State/Zip: _____

Phone: _____

Fax: _____

Signature: _____

Date: _____

SURVEYOR:

Name (print): Renee Clough, PLS, PE, AICP

Company/Organization: Branch Engineering, Inc.

Address: 310 5th Street

541-746-0637

City/State/Zip: Springfield, OR 97477

Phone:

Fax: 541-746-0389

E-mail: renee@branchengineering.com

Signature:



Date: 1/8/14

REPRESENTATIVE (If different from Surveyor):

Name (print):

Company/Organization:

Address:

City/State/Zip:

Phone:

Fax:

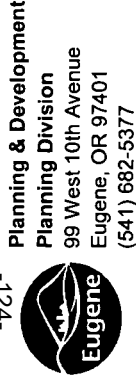
E-mail:

Signature:

Date:

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

Planning Receipt



Planning & Development
Planning Division
99 West 10th Avenue
Eugene, OR 97401
(541) 682-5377

Date: 1/13/14 Received From NORDIC HOMES
Address _____

Method of Payment:

- Cash
- Check
- Visa/MC

Amount Received _____ Phone _____
\$ 5155.70 Project 3527 Gilham Rd

Enter amount:

Annexation	\$ 4730.00	Subdivision, Tentative	\$
Appeal	\$	Subdivision, Final	\$
Conditional Use Permit	\$	Traffic Impact Analysis	\$
Legal Lot Verification	\$	Vacations (all)	\$
Lot Validation	\$	Willamette Greenway	\$
Partition, Tentative	\$	Zone Change	\$
Partition, Final	\$	Other	\$
Property Line Adjustment	\$	Fire Review Fee	\$
PUD Tentative	\$	Subtotal	\$ <u>4730.00</u>
PUD Final	\$	Administrative Fee (except appeals)	\$ <u>425.70</u>
Site Review	\$	TOTAL	\$ <u>5155.70</u>

Staff Initials _____

=====

CITY OF EUGENE
BUILDING & PERMIT SERVICE
99 WEST 10TH AVE 682-5086
REG-RECEIPT:3-0000269 Jan 13 2014
CASHIER: NLR

=====

Annexation Fee \$4,730.00
3527 Gilham Rd
Admin Fee-Auto Calc \$425.70

TOTAL DUE: \$5,155.70

RECEIVED FROM:
NORDIC HOMES & CONSTRUCTION

Check: \$5,155.70

Total tendered: \$5,155.70

Change due: \$0.00

=====

www.eugene-or.gov/bldgpermittracking

=====

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

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EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY

Adoption of a Resolution Affirming the City of Eugene's Support for an Improved Passenger Rail Corridor Serving the Eugene Depot

Meeting Date: March 10, 2014
 Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 2D
 Staff Contact: Lisa Gardner
 Contact Telephone Number: 541-682-5245

ISSUE STATEMENT

This resolution will affirm support for maintaining and improving a passenger rail line serving the Eugene Depot.

BACKGROUND

Governor Kitzhaber created a Leadership Council of primarily elected officials from the Willamette Valley to advise the Governor and the Oregon Transportation Commission on a preferred alignment for inter-city passenger rail improvements that will become a foundation for the future to make Oregon more competitive in finding funding for future projects for freight and passenger rail service in Oregon. Mayor Piercy currently serves as Co-Chair of the Oregon Passenger Rail Leadership Council. Attachment B provides background information on the role of the Oregon Passenger Rail Leadership Council.

The City of Eugene has a long history of supporting improved passenger rail service in Eugene. Significant capital investments have been made with local, state and federal funds to preserve, maintain, and improve the Nationally Registered Historic Resource of the Eugene Depot building, plaza, and traffic circulation.

RELATED CITY POLICIES

Rail travel, both passenger and freight, serves an important role in the state's economy as well as supporting the triple bottom line of the city/metro economy.

From Eugene-Springfield Transportation System Plan (TransPlan):

TSI Other Modes Policy #2: High Speed Rail Corridor

Support provision of rail-related infrastructure improvements as part of the Cascadia High Speed Rail Corridor Project.

TSI Other Modes Policy #3: Passenger Rail and Bus Facilities

Support improvements to the passenger rail station and inter-city bus terminals that enhance usability and convenience.

COUNCIL OPTIONS

The council could:

- 1) Adopt the proposed resolution as submitted or with modifications.
- 2) Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adopting the resolution on rail service to the community.

SUGGESTED MOTION

Move to adopt the resolution affirming the City of Eugene's support for an improved passenger rail corridor serving the Eugene Depot.

ATTACHMENTS

- A. Proposed Resolution
- B. Role of Leadership Council in Long Range High Speed Rail Planning

FOR MORE INFORMATION

Staff Contact: Lisa Gardner
Telephone: 541-682-5245
Staff E-Mail: lisa.a.gardner@ci.eugene.or.us

ATTACHMENT A

RESOLUTION NO. _____

A RESOLUTION AFFIRMING THE CITY OF EUGENE’S SUPPORT FOR AN IMPROVED PASSENGER RAIL CORRIDOR SERVING THE EUGENE DEPOT.

The City Council of the City of Eugene finds that:

A. The Oregon Department of Transportation (ODOT) is considering the location of an improved passenger rail line serving the Willamette Valley.

B. The Union Pacific rail line currently serving the Willamette Valley is the least expensive and least obstructed route of the alternatives being considered by ODOT.

C. The State of Oregon, in partnership with Amtrak and the City of Eugene, and utilizing federal grant funding, has invested more than 5.6 million dollars to construct, update and maintain the nationally registered historic railroad passenger depot and associated parking.

D. The proximity of the Union Pacific Line to Interstate 5 allows for efficient connection to other modes of transportation and is closest to population centers.

E. Passenger rail travel is 20 percent more efficient than airline travel and 28 percent more efficient than automobile travel, supporting value of the City of Eugene’s triple bottom line practices.

F. Recent studies indicate that the ridership on the Cascade route, running along the Interstate 5 corridor, is increasing so significantly that it is becoming the fastest growing corridor in the national rail service’s West Coast system.

G. The City of Eugene is the population, government and business center of the southern Willamette Valley.

H. The City of Eugene has a rich, history and demonstrated enthusiasm for both passenger and freight rail in the state economy.

I. The Union Pacific alignment can be implemented in phases which is consistent with the funding that will likely be available in Oregon for construction of passenger rail improvements.

NOW, THEREFORE,

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

Section 1. The Eugene City Council supports maintaining and improving rail passenger service on existing Union Pacific right-of-way.

Section 2. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted the 10th day of March, 2014.

City Recorder



Memorandum

Role of Leadership Council in Long Range High Speed Rail Planning

To: Oregon Passenger Rail Leadership Council
 From: Jim Cox and David Knowles
 Date: December 12, 2013

Background

The purpose of the Oregon Passenger Rail project is to improve the frequency, convenience, speed, and reliability of passenger rail service between the Eugene-Springfield area and the Columbia River in the Portland metropolitan area. The project has established that the vehicle technology must be compatible with the vehicle technology in Washington State. In general, this means vehicles that do not exceed 125 miles per hour. The first step in project development—completion of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act—is the focus of the work that is underway now. The Leadership Council is an important part of the decision making for the EIS effort. At each milestone in the EIS process, the Leadership Council is providing recommendations to ODOT which in turn is seeking approval by the Federal Railroad Administration.

Since the beginning of the Oregon Passenger Rail project, members of the Leadership Council have expressed an interest in preserving opportunities for true high speed rail—vehicles which travel in excess of 125 miles per hour—in the future. However, the EIS process focuses on near term improvements. The EIS process does not provide much flexibility for considering a long range vision for true high speed rail.

In response to the interest expressed at the October 29 Leadership Council meeting, ODOT developed a proposed approach for the Leadership Council to participate in a conceptual vision for high speed rail. In developing this approach, ODOT consulted with the Steering Committee for the Oregon State Rail Plan update. The Steering Committee was appointed by the ODOT Director. Leadership Council Co-Chair Mayor Kitty Piercy is a member of the Steering Committee. The Rail Plan update is in the final phase of a planning process that will result in a comprehensive, long range, state-wide strategic Rail Plan for improvements that benefit both freight and passenger rail service within the state. However, the plan will not directly address the future of high speed rail in the state.

Proposed Approach for Preparation of the Plan

ODOT and the consultant team will support the Leadership Council for development of a Long Range Concept Plan for high speed rail. The planning effort will have four primary objectives:

1. Develop an agreed upon definition of high speed rail (in excess of 125 miles per hour), including characteristics that differentiate it from passenger rail that travels at lower speeds.
2. Recommend a list of improvements needed to achieve high speed rail service in the Willamette Valley between the Eugene-Springfield area and Vancouver, Washington for implementation beyond 2035.
3. Determine population levels and associated ridership needed to support a portion of operations and maintenance costs.
4. Identify actions needed by local, state, and federal governments to advance development and funding of the concept.

This will be a high level study. The improvements needed will be studied at a conceptual level. No specific alignments will be identified. Cities to be served will be identified, but not specific station locations. Costs will be developed based upon best available data on unit prices for similar projects.

The study will be overseen by a committee consisting of members of the Oregon Rail Plan Steering Committee and members of the Leadership Council. The major study topics and recommendations will be reviewed by the oversight committee and then forwarded to the Leadership Council and Rail Plan Steering Committee.

Schedule and Process

The proposed schedule is to complete the first phase of activities by April 15, 2014 with follow up action at the conclusion of the EIS process. These are the proposed study steps:

1. Leadership Council sub-group approved work program and outcomes (December 4).
2. Rail Plan Steering Committee approves work program and outcomes (December 12).
3. Leadership Council approves work program and outcomes. Appoints sub-committee (December 17).
4. Project Team consults with key stakeholders seeking input on key issues and concept corridors (mid December to early February). Stakeholders include local and regional governments, ODOT, individuals and interest groups.
5. Project Team drafts the plan and develops cost estimates (January and February).
6. Joint oversight committee reviews and provides comments on draft plan (February and March).
7. Project team revises plan (March and April) and publishes an interim report by April 15th.

8. At the conclusion of the EIS process, the Leadership Council will determine if there are elements of the Locally Preferred Alternative that should be included in the Final Vision Report.
9. Leadership Council adopts statement endorsing Concept Plan and submits to Oregon Rail Plan and Oregon Transportation Commission.

An outline of the proposed study is attached.

Long Range Concept Plan Report Outline

- I. Introduction**
 - A. Description of the Oregon Passenger Rail Project
 - B. Role of the Leadership Council
 - C. National Environmental Policy Act Scope and Process

- II. Purpose of the Report**
 - A. Document Leadership Council Support for High Speed Rail
 - B. Provide Basic Information on High Speed Rail components

- III. Summary of Stakeholder Comments on High Speed Rail from outreach during the Tier One study**
 - A. Project Purpose
 - B. Project Need
 - C. Alignment
 - D. Communities with Stations

- IV. Corridor Demographics**
 - A. Population
 - B. Employment

- V. High Speed Rail Potential Improvements**
 - A. High Speed Rail Case Studies
 - 1. Threshold Characteristics
 - 2. "Tool Box" of HSR Improvements
 - B. Oregon Corridor Characteristics and Application of High Speed Rail Improvements
 - C. Order of Magnitude Costs for Potential Improvements
 - D. Recommended Improvements

- VI. Action Plan for Funding and Implementation**
 - A. Potential Funding Sources
 - B. Local Actions
 - C. State Actions
 - D. Federal Actions

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Providing for Withdrawal of Annexed Properties from the River Road Park & Recreation District, the River Road Water District, the Santa Clara Fire District, the Santa Clara Water District, Lane Rural Fire Protection District, and the Willakenzie Rural Fire Protection District

Meeting Date: March 10, 2014
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 3
 Staff Contact: Becky Taylor
 Contact Telephone Number: 541-682-5437

ISSUE STATEMENT

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

BACKGROUND

The City Council held the required public hearing on this item on February 18, 2014. No public testimony was received at the public hearing. The purpose of the ordinance is to remove annexed properties from the tax rolls of special service districts, which in this case are the River Road Park & Recreation District, the River Road Water District, the Santa Clara Fire District, the Santa Clara Water District, Lane Rural Fire Protection District, and the Willakenzie Rural Fire Protection District.

Annexation of these properties was approved by the council in 2013, at the request of the property owners. The City is now providing urban services to these properties; however, they remain on the tax rolls of special service districts until withdrawn. These withdrawals come before the council on an annual basis. The 2013 batch contains the 11 annexations approved by the council in 2013 (for a total of 20 tax lots). Timing for adoption of the ordinance is critical. State statutes provide that any properties to be withdrawn must be withdrawn by March 31, 2014; otherwise those properties will remain on the tax rolls of special service districts until July 2014.

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

RELATED CITY POLICIES

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

COUNCIL OPTIONS

The City Council may consider the following options:

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

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance as drafted, providing for withdrawal of all listed territories by March 31, 2014.

SUGGESTED MOTION

I move to adopt Council Bill 5108, withdrawing territories from the River Road Park & Recreation District, the River Road Water District, the Santa Clara Fire District, the Santa Clara Water District, Lane Rural Fire Protection District, and the Willakenzie Rural Fire Protection District.

ATTACHMENTS

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

FOR MORE INFORMATION

Staff Contact: Becky Taylor, Associate Planner

Telephone: 541-682-5437

Staff e-mail: becky.g.taylor@ci.eugene.or.us

ATTACHMENT A

ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR WITHDRAWAL OF ANNEXED PROPERTIES FROM THE RIVER ROAD PARK & RECREATION DISTRICT; THE RIVER ROAD WATER DISTRICT; THE SANTA CLARA FIRE DISTRICT; THE SANTA CLARA WATER DISTRICT; THE LANE RURAL FIRE PROTECTION DISTRICT; AND THE WILLAKENZIE RURAL FIRE PROTECTION DISTRICT.

The City Council of the City of Eugene finds that:

A. Notice of the proposed withdrawal of real property contained in the River Road Park & Recreation District, the River Road Water District, the Santa Clara Fire District, the Santa Clara Water District, the Lane Rural Fire Protection District, and the Willakenzie Rural Fire Protection District (“the Districts”) which have been annexed to the City, was published in the Register-Guard on February 4 and 11, 2014, posted in four public places in the City of Eugene for a period of two successive weeks prior to the hearing date, and mailed to the affected public service districts.

B. The Notice provided that a public hearing was scheduled for February 18, 2014, at 7:30 p.m., in Harris Hall at the Lane County Public Service Building in Eugene, Oregon, to allow the City Council to hear objections to the withdrawals and to determine whether the withdrawals are in the best interest of the City.

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

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

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the River Road Park & Recreation District and from the River Road Water District, effective July 1, 2014:

- File Name/Number: Sage Raterman / A12-4
- Site Address: 860 West Hilyard Lane
- Assessor's Map: 17-04-23-14; Tax Lot: 200
- Location: South side of West Hilliard Lane between Apple Drive and Jayne Street, west of River Road, and more particularly described on Exhibit A attached to this Ordinance and incorporated herein by reference.
- Annexation Approved: January 28, 2013, by Eugene Council Resolution #5079

Annexation Effective: February 6, 2013
File Name/Number: David Adee and Joan Connolly / A13-1
Site Address: Southeast terminus of Oakleigh Ln (no street number applicable)
Assessor's Map: 17-04-24-13; Tax Lot: 400 and
Assessor's Map: 17-04-24-24; Tax Lot: 5500
Location: Southeast terminus of Oakleigh Lane between River Road and the Willamette River, and more particularly described on Exhibit B attached to this Ordinance and incorporated herein by reference.
Annexation Approved: April 8, 2013, by Eugene Council Resolution #5084
Annexation Effective: May 22, 2013

File Name/Number: Emily Reiman / A13-2
Site Address: 1160 Maple Drive
Assessor's Map: 17-04-23-11; Tax Lot: 5301
Location: North of West Hilyard Lane, south of Horn Lane, east of Fairway Drive, and more particularly described on Exhibit C attached to this Ordinance and incorporated herein by reference.
Annexation Approved: June 24, 2014, by Eugene Council Resolution #5087
Annexation Effective: June 26, 2013

File Name/Number: Pennington Family Trust / A13-3
Site Address: Maxwell Road (no street number applicable)
Assessor's Map: 17-04-14-32; Tax Lot: 3800
Location: South side of Maxwell Road between Maxwell Connector and North Park, and more particularly described on Exhibit D attached to this Ordinance and incorporated herein by reference.
Annexation Approved: September 23, 2013, by Eugene Council Resolution #5093
Annexation Effective: November 6, 2013

Section 2. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Santa Clara Fire District, effective July 1, 2014:

File Name/Number: Debra Dade/Estate of Diana Vermeys / A13-7
Site Address: 350 River Loop 1
Assessor's Map: 17-04-12-20; Tax Lot: 1500
Location: East side of River Loop 1, north of Grizzly Avenue, and more particularly described on Exhibit E attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 28, 2013, by Eugene Council Resolution #5096
Annexation Effective: November 6, 2013

File Name/Number: Future B Homes / A13-6
Site Address: South terminus of Gardenia Way (no street number applicable)
Assessor's Map: 17-04-11-11; Tax Lot: 4100 and
Assessor's Map: 17-04-11-12; Tax Lot: 5600
Location: South terminus of Gardenia Way, east of River Road, and more particularly described on Exhibit F attached to this Ordinance and incorporated herein by reference.

Annexation Approved: October 28, 2013, by Eugene Council Resolution #5095
Annexation Effective: November 6, 2013

Section 3. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Santa Clara Water District, effective July 1, 2014:

File Name/Number: Debra Dade/Estate of Diana Vermeys / A13-7
Site Address: 350 River Loop 1
Assessor's Map: 17-04-12-20; Tax Lot: 1500
Location: North of Grizzly Avenue, east side of River Loop 1, and more particularly described on Exhibit E attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 28, 2013, by Eugene Council Resolution #5096
Annexation Effective: November 6, 2013

File Name/Number: Future B Homes / A13-6
Site Address: South terminus of Gardenia Way (no street number applicable)
Assessor's Map: 17-04-11-11; Tax Lot: 4100 and
Assessor's Map: 17-04-11-12; Tax Lot: 5600
Location: South terminus of Gardenia Way, east of River Road, and more particularly described on Exhibit F attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 28, 2013, by Eugene Council Resolution #5095
Annexation Effective: November 6, 2013

File Name/Number: Bruce Wiechert Custom Homes / A13-4
Site Address: 937 Irvington Drive
Assessor's Map: 17-04-03-40; Tax Lot: 2303
Location: 937 Irvington Drive on the north side of Irvington between Willowbrook Street and Stark Street, and more particularly described on Exhibit G attached to this Ordinance and incorporated herein by reference.
Annexation Approved: July 22, 2013, by Eugene Council Resolution #5094
Annexation Effective: July 24, 2013

File Name/Number: Bruce Wiechert Custom Homes / A12-3
Site Address: Irvington Drive (no street number applicable)
Assessor's Map: 17-04-03-34; Tax Lots: 500 and 10100
Location: South side of Irvington Drive, west of Korbel Street, and more particularly described on Exhibit H attached to this Ordinance and incorporated herein by reference.
Annexation Approved: January 28, 2013, by Eugene Council Resolution #5078
Annexation Effective: February 6, 2013

Section 4. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Lane Rural Fire Protection District, effective July 1, 2014:

File Name/Number: Bruce Wiechert Custom Homes / A13-4

Site Address: 937 Irvington Drive
Assessor's Map: 17-04-03-40; Tax Lot: 2303
Location: 937 Irvington Drive on the north side of Irvington between Willowbrook Street and Stark Street, and more particularly described on Exhibit G attached to this Ordinance and incorporated herein by reference.
Annexation Approved: July 22, 2013, by Eugene Council Resolution #5094
Annexation Effective: July 24, 2013

File Name/Number: Bruce Wiechert Custom Homes / A12-3
Site Address: Irvington Drive (no street number applicable)
Assessor's Map: 17-04-03-34; Tax Lots: 500 and 10100
Location: South side of Irvington Drive, west of Korbel Street, and more particularly described on Exhibit H attached to this Ordinance and incorporated herein by reference.
Annexation Approved: January 28, 2013, by Eugene Council Resolution #5078
Annexation Effective: February 6, 2013

Section 5. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Willakenzie Rural Fire Protection District, effective July 1, 2014:

File Name/Number: Scott Knox / A12-5
Site Address: 3775 and 3793 Gilham Road
Assessor's Map: 17-03-08-00; Tax Lot: 7700
Location: East side of Gilham Road, at the north terminus of Walton Lane, and more particularly described on Exhibit I attached to this Ordinance and incorporated herein by reference.
Annexation Approved: January 28, 2013, by Eugene Council Resolution #5080
Annexation Effective: February 6, 2013

File Name/Number: Gilbert and Danielle Castro / A13-8
Site Address: 3325 Coburg Road
Assessor's Map: 17-03-09-34; Tax Lot: 3400
Location: Northeast corner of Coburg Road and Hillview Lane 1, and more particularly described on Exhibit J attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 28, 2013, by Eugene Council Resolution #5097
Annexation Effective: November 6, 2013

File Name/Number: River Ridge Golf Complex / A 12-6
Site Address: 499, 515, 3790, 3925, and 3800 North Delta Highway
Assessor's Map: 17-03-07-00; Tax Lots: 304, 305, 1200, 1201, 1202, 1207, and 1211
Location: East side of N. Delta Hwy, north of Ayres Road, and more particularly described on Exhibit K attached to this Ordinance and incorporated herein by reference.
Annexation Approved: April 8, 2013 by Eugene Council Resolution #5083
Annexation Effective: May 22, 2013

Section 6. The City Recorder is requested to forward a copy of this Ordinance to the above referred Districts.

Passed by the City Council this

_____ day of March, 2014.

Approved by the Mayor this

_____ day of March, 2014.

City Recorder

Mayor

Legal Description
Tax Lot 17-04-23-14 #200

Beginning at a point which is 1094.18 feet North and 2530.13 feet East from the Southwest corner of Benjamin Davis and wife Donation Land Claim No. 45, in Township 17 South, Range 4 West, Willamette Meridian; thence North 0° 08' 00" East 225.32 feet to a point on the Northerly margin of West Hilliard Lane; thence along said Northerly margin the following courses and distances: South 86° 20' 00" East 171.48 feet, South 65° 14' 30" East 164.91 feet, South 85° 58' 00" East 125.96 feet, North 87° 10' 44" East 197.13 feet; thence leaving said Northerly margin, South 2° 49' 16" East 50.00 feet to a point on the Southerly margin of said West Hilliard Lane; thence along said Southerly margin the following courses and distances: South 87° 10' 44" West 200.16 feet, North 85° 58' 00" West 138.12 feet, North 65° 14' 30" West 164.75 feet, North 86° 20' 00" West 39.02 feet; thence leaving said southerly margin, South 0° 08' 00" West 167.95 feet; thence North 89° 48' 30" West 119.77 feet to the point of beginning in lane County, Oregon.


REGISTERED
PROFESSIONAL
LAND SURVEYOR

Marvin S. Krush

OREGON
JULY 14, 1978
MARVIN S. KRUSH
1643

Raterman, Sage (A 12-4)



 Eugene City Limits





**Legal Description for Annexation to the City of Eugene
of the Adjusted Boundaries of
Assessor's Map No. 17-04-24-13, TL No. 400 &
Assessor's Map No. 17-04-24-24 TL No. 5500
comprising the boundary of Oakleigh Meadows LLC**

Beginning at a point on the south boundary of the plat of Oakleigh as platted and recorded in Book 9, Page 32 Lane County Oregon Plat Records, said point being South 88°11'00" East 893.64 feet from the Initial Point of said plat of Oakleigh; thence continuing along the south boundary of the plat of Oakleigh South 88°11'00" East 132.25 feet to the southwest corner of Lot A of said plat of Oakleigh; thence continuing South 88°11'00" East 139.88 feet to a point referenced by a 5/8" rebar and marking the northwest corner of that certain tract of land described in a Warranty Deed recorded June 4, 1985 Recep. No. 8519512 Lane County Oregon Deed Records; thence leaving the south boundary of the plat of Oakleigh and running along the west boundary of said last described tract South 7°09'32" East 323.30 feet; thence leaving said west boundary and running North 88°08'26" West 123.48 feet; thence South 1°51'34" West 21.90 feet to the northeast corner of that certain tract of land described in a Warranty Deed recorded June 9, 1976 Recep. No. 7628236 Lane County Oregon Deed Records; thence along the north boundary of said last described tract and its westerly extension North 88°08'26" West 202.11 feet to a point on the west boundary of that certain tract of land described in a Warranty Deed recorded June 12, 1961 Recep. No. 34813 Lane County Oregon Deed Records; thence along the west boundary of said last described tract North 1°52'51" East 268.76 feet to a point on the south boundary of that certain tract of land described in a Warranty Deed recorded March 16, 1970 Recep. No. 99610 Lane County Oregon Deed Records, said point being referenced by a 5/8" rebar with a yellow plastic cap stamped "Branch Eng Inc."; thence along the south boundary of said last described tract North 88°11'00" East 2.74 feet to the southeast corner thereof; thence North 1°49'00" East 72.25 feet to the point of beginning, all in Lane County Oregon.

Adee/Connolly (A 13-1)



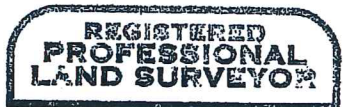
 Eugene City Limits




April 9, 2013

**Legal Description
of
Assessors' Map No. 17-04-23-11 TL No. 5301
to be
Annexed to the City of Eugene**

Beginning at a point on the centerline of Maple Drive, said point being North 00°11' East 693.7 feet of a point South 89°47' East 1982.0 feet from a point on the West line of the Benjamin Davis Donation Land Claim No. 45 Notification No. 2244 in Township 17 South, Range 4 West of the Willamette Meridian, which is NORTH 1205.82 feet from the southwest corner of said D.L.C. No. 45; thence North 89°47' West 20.00 feet to a point on the west margin of Maple Drive, said point being the True Point of Beginning; thence leaving said west margin and running North 89°47' West 123.90 feet; thence North 00°11' East 80.00 feet; thence South 89°47' East 123.90 feet to a point on the west margin of Maple Drive, said point being 20 feet westerly of, when measured at right angles to the centerline of Maple Drive; thence along the west margin of Maple Drive South 00°11' West 80.00 feet to the True Point of Beginning, all in Lane County Oregon.

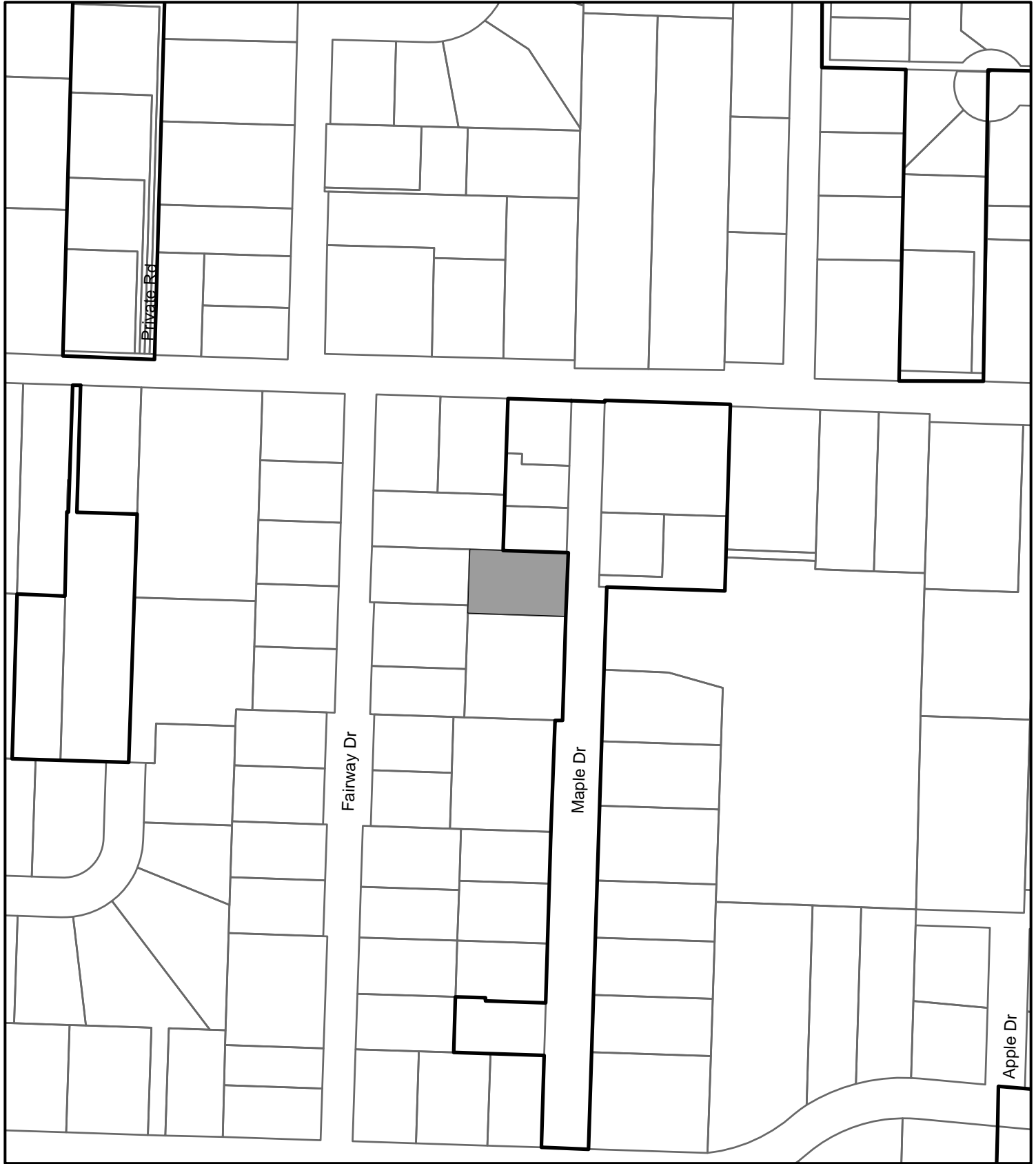




Jonathan A. Oakes



Expires: Dec 31 2014

Reiman, Emily (A 13-2)



 Eugene City Limits




Legal Description of Affected Territory to be Annexed

Map and Tax Lot 17-04-14-32-03800

A unit of land being situated in Southwest $\frac{1}{4}$ Section 14, Township 17 South, Range 4 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at the Northeast corner of the James E. McCabe Donation Land Claim No. 46, in Township 17 South, Range 4 West of the Willamette Meridian;

Thence South $89^{\circ}59'00''$ West 2229.50 feet and South $00^{\circ}00'00''$ East 1226.50 feet to a point in the centerline of County Road No. 1008 (known as Maxwell Road), said point being the POINT OF BEGINNING of this unit of land;

Thence along said centerline, South $89^{\circ}59'00''$ West 282.27 feet to the Northeast corner of that certain parcel of land described in deed to the Archdiocese of Portland in Oregon, recorded July 19, 1965, Reception No. 11500; Lane County Oregon Deed Records;

Thence along the East line of said parcel, South $00^{\circ}01'00''$ East 821.60 feet to the Southeast corner thereof;

Thence along the Southerly line of said parcel, North $78^{\circ}26'00''$ West 131.73 feet to a corner in the most Easterly line of that certain parcel of land described in deed to Lane County, a political subdivision of the State of Oregon, recorded May 10, 1963, Reception No. 10072; Lane County Oregon Deed Records;

Thence along the East line of said parcel, South $0^{\circ}11'20''$ East 429.00 feet to a point on the South line of that certain parcel of land described in deed to John W. Pennington recorded in Book 233, Page 187, Lane County Oregon Deed Records;

Thence along said South line, North $00^{\circ}00'00''$ East 987.79 feet to a point on the centerline of County Road No. 1008 (known as Park Avenue);

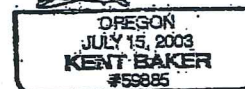
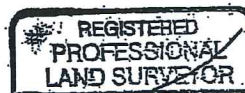
Thence along said centerline, North $00^{\circ}00'00''$ East 577.15 feet to the point of intersection with the most Southerly line of that certain parcel of land described in deed to Lane County, a political subdivision of the State of Oregon, recorded December 24, 1964, Reception No. 86613; Lane County Oregon Deed Records;

Thence along said Southerly line, South $89^{\circ}59'00''$ West 30.00 feet to the Southwest corner thereof;

Thence along the West line of said parcel, North $0^{\circ}10'00''$ East 233.36 feet to a point on the South line of that certain parcel of land described in deed to George F. Wingard and Rhee Wingard recorded October 8, 1964, Reception No. 77372; Lane County Oregon Deed Records;

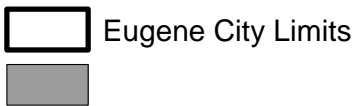
Thence along said South line, South $89^{\circ}59'00''$ West 550.00 feet to the Southwest corner thereof;

Thence along the West line of said parcel, North $0^{\circ}10'00''$ East, 413.93 feet to the Point of Beginning, in Lane County, Oregon.



Expires 12-31-2013

Pennington Family Trust (A 13-3)



Legal Description
Map 17-04-12-20, Tax Lot 1500

Beginning at a point 212.52 feet South 0° 30' East of a stone set for the beginning point of County Road No. 18, said stone according to County Survey being 42.56 chains South 89° 50' West of a point 20.10 chains South of the Northeast corner of the L. Poindexter Donation Land Claim No. 52, Township 17 South, Range 4 West; running thence South 0° 30' East 110.0 feet; thence South 89° 50' East 245.0 feet; thence South 0° 30' East 214.0 feet; thence North 89° 45' East 374.74 feet; thence North 0° 30' West 324.88 feet to a point which is North 89° 50' East from the point of beginning; thence South 89° 50' West 619.74 feet to the place of beginning, in Lane County, Oregon.

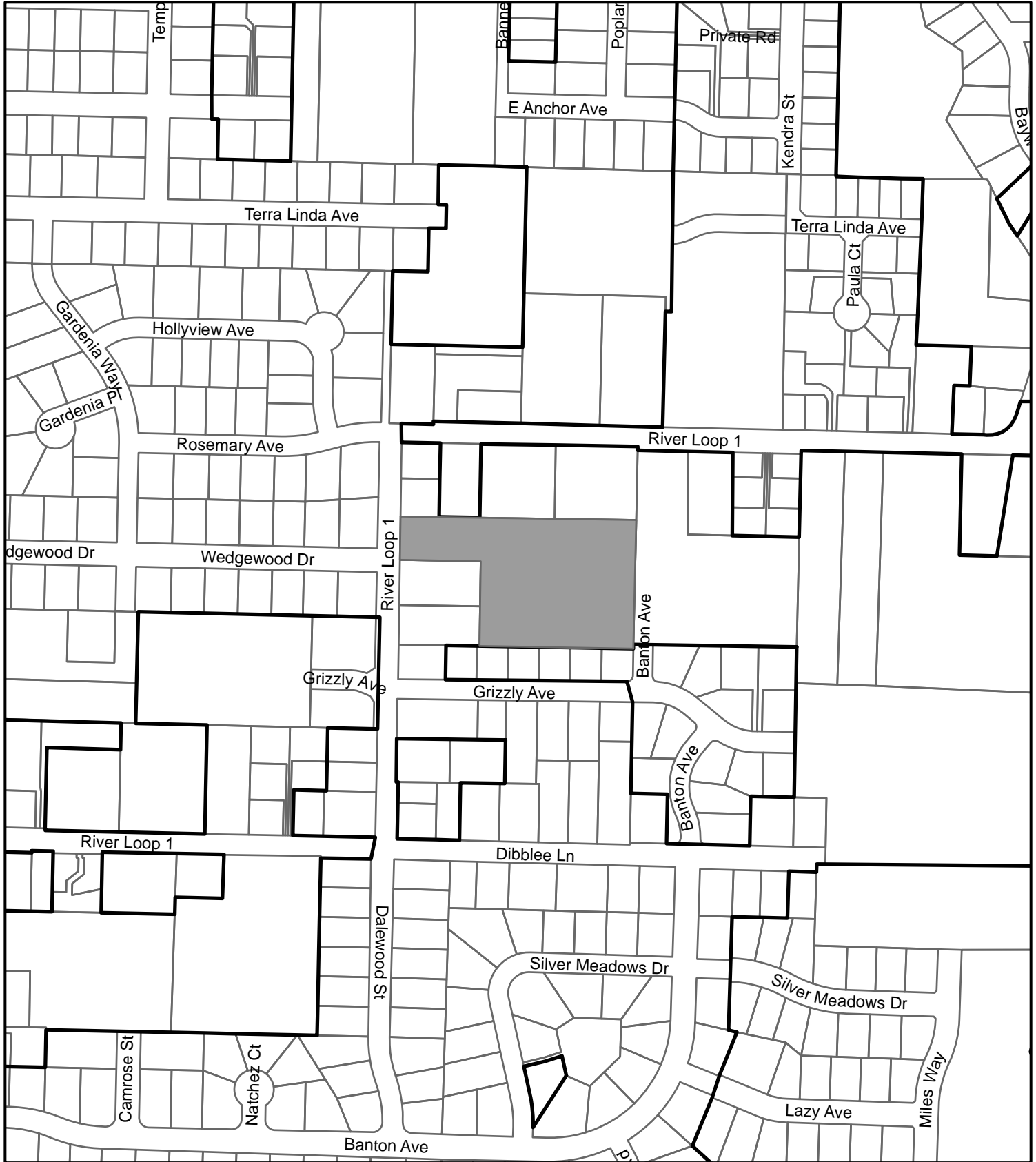
REGISTERED
PROFESSIONAL
LAND SURVEYOR



Thomas F. Poage

OREGON
SEPTEMBER 23, 1977
THOMAS F. POAGE
1301

Expires: 12/31/2014

Dade, Debra (A 13-7)



 Eugene City Limits




TAX MAP 17-04-11-11, TAX LOT 4100

SITUATED in Lane County, State of Oregon in the Northeast 1/4 of Section 11, Township 17 South, Range 4 West of the Willamette Meridian and described as follows:

BEING all those lands conveyed in that Warranty Deed recorded on December 27, 2012 as Reception Number 2012-0066289 in the Lane County Oregon Official Records; said lands being more or less described as follows:

BEGINNING at the Southeast corner of those lands conveyed in that Warranty Deed recorded on December 27, 2012 as Reception Number 2012-0066289 in the Lane County Oregon Official Records; **THENCE** North 89°40'04" West, 467.67 feet (West, 584.66 feet on the tax map); **THENCE** North 00°14'15" East, 100.05 feet; **THENCE** South 89°47'44" East, 467.63 feet (East, 584.66 feet on the tax map); **THENCE** South 00°12'39" West, 101.09 feet (South 99.0 feet on the tax map) to the **POINT OF BEGINNING**.

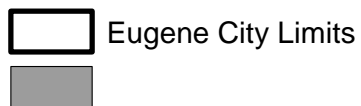
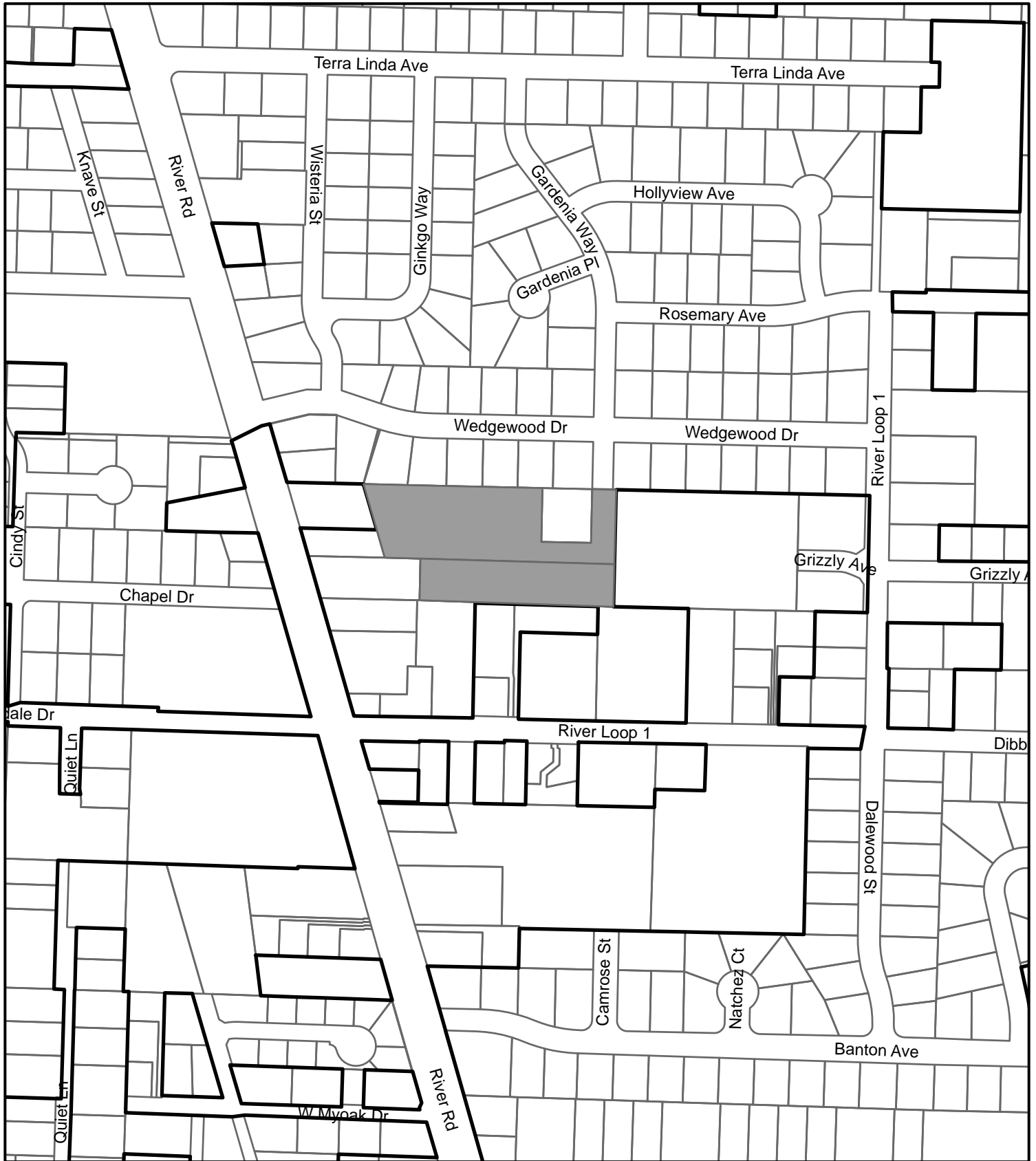
TAX MAP 17-04-11-12, TAX LOT 5600

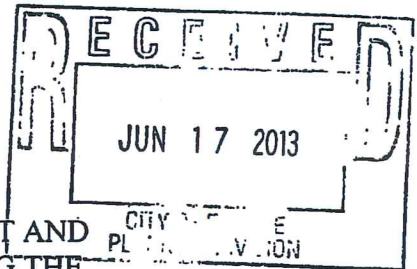
SITUATED in Lane County, State of Oregon in the Northeast 1/4 of Section 11, Township 17 South, Range 4 West of the Willamette Meridian and described as follows:

BEING all those lands conveyed in that Statutory Warranty Deed recorded on March 24, 2006 as Reception Number 2006-020457 in the Lane County Oregon Official Records; said lands being more or less described as follows:

BEGINNING at the Northeast corner of those lands conveyed in that Warranty Deed recorded on December 27, 2012 as Reception Number 2012-0066289 in the Lane County Oregon Official Records; **THENCE** North 89°47'44" West, 560.82 feet; **THENCE** North 17°17'44" West, 188.35 feet (North 17°19'30" West, 188.27 feet on the tax map); **THENCE** South 89°47'44" East, 439.76 feet (South 89°49'30" East on the tax map); **THENCE** South 00°12'16" West, 129.52 feet (South 00°10'30" West, 129.52 feet on the tax map); **THENCE** South 89°47'44" East, 120.00 feet (120.0 feet on the tax map); **THENCE** North 00°12'16" East, 129.52 feet (North 00°10'30" East, 129.52 feet on the tax map); **THENCE** South 89°50'26" East, 57.72 feet; **THENCE** South 00°12'39" West, 179.68 feet to the **POINT OF BEGINNING**.

Future B Homes (A 13-6)





LEGAL DESCRIPTION:

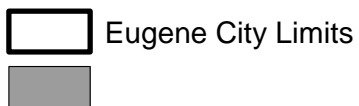
BEGINNING AT A POINT BEING SOUTH 89°52'00" EAST 589.64 FEET AND NORTH 00°08'00" EAST 150 FEET FROM THE BRASS CAP MARKING THE SOUTHEAST CORNER OF THE MARION SCOTT DONATION LAND CLAIM NO. 56, TOWNSHIP 17 SOUTH, RANGE 4 WEST OF THE WILLAMETTE MERIDIAN, THENCE NORTH 00°08'00" EAST 589.20 FEET; THENCE SOUTH 89°52'00" EAST 294.82 FEET; THENCE SOUTH 00°08'00" WEST 438.20 FEET; THENCE NORTH 89°52'00" WEST 145.00 FEET; THENCE SOUTH 00°08'00" WEST 261.00 FEET TO THE NORTHERLY MARGIN OF IRVINGTON DRIVE; THENCE ALONG SAID MARGIN NORTH 89°52'00" WEST 60.00 FEET; THENCE LEAVING SAID MARGIN NORTH 00°08'00" EAST 110.00 FEET; THENCE NORTH 89°52'00" WEST 89.82 FEET TO THE POINT OF BEGINNING, IN LANE COUNTY, OREGON.

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

**OREGON
JULY 15, 2003
KENT BAKER
#59885**

Expires 12-31-2013

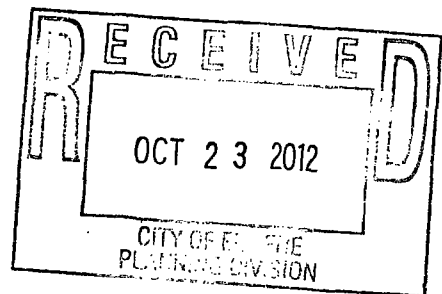
Bruce Wiechert Custom Homes (A 13-4)



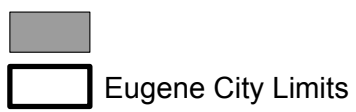
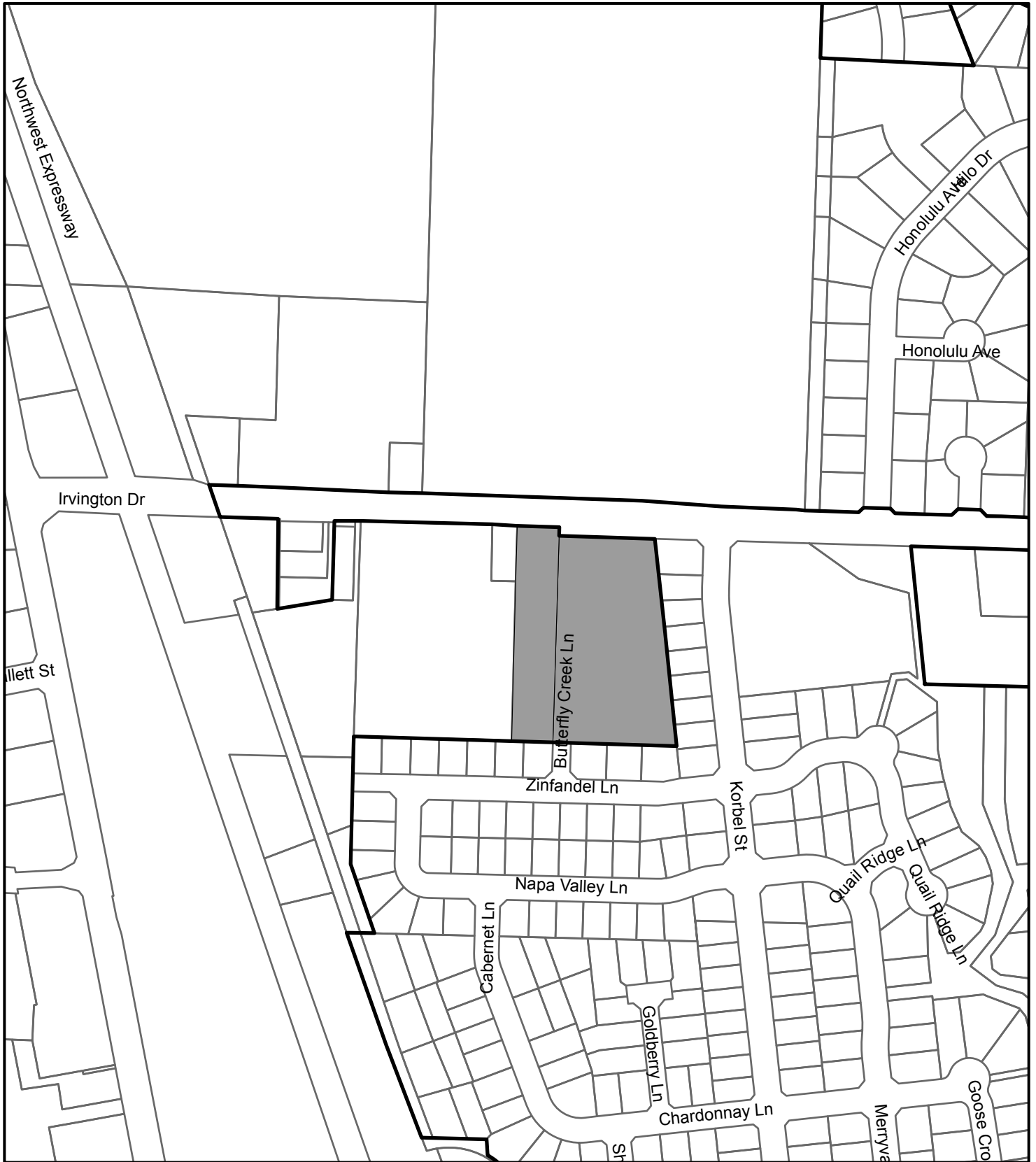
LEGAL DESCRIPTION:

BEGINNING AT THE NORTHEAST CORNER OF THE JAMES PEEK SR. DONATION LAND CLAIM NO. 50, TOWNSHIP 17 SOUTH, RANGE 4 WEST OF THE WILLAMETTE MERIDIAN, SAID NORTHEAST CORNER BEARS NORTH 89°06' EAST 132.0 FEET FROM THE SOUTHEAST CORNER OF THE MARION SCOTT DONATION LAND CLAIM NO 56, SAID TOWNSHIP AND RANGE, THENCE SOUTH 00°06'50" WEST 7.20 FEET ALONG THE EAST LINE OF SAID CLAIM NO. 50, THENCE SOUTH 89°39'25" WEST 2550.64 FEET TO THE TRUE POINT OF BEGINNING ; THENCE SOUTH 89°39'25" WEST 301.75 FEET, THENCE SOUTH 00°03'30" EAST 475.0, NORTH 89°39'25" EAST 366.51 FEET, THENCE NORTH 07° 50'10" WEST 479.08 FEET TO THE TRUE POINT OF BEGINNING IN LANE COUNTY, OREGON.

EXCEPT THEREFROM THAT PART DESCRIBED IN DEED TO LANE COUNTY, OREGON, RECORDED FEBRUARY 26, 2003, RECEPTION NO. 2003-017139, LANE COUNTY DEEDS AND RECORDS, IN LANE COUNTY, OREGON.

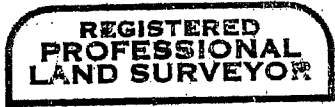


Bruce Wiechert Custom Homes (A 12-3)

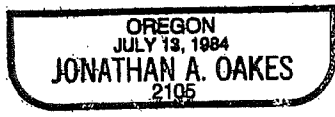


**Legal Description for Annexation to the City of Eugene
of
Assessor's Map No. 17-03-08-00, Tax Lot No. 7700**

Beginning at the re-entrant angle of the Thomas N. Aubrey Donation Land Claim No. 39 in Section 8, Township 17 South, Range 3 West of the Willamette Meridian, which is marked by a 1-1/2 inch iron well pipe replacing the original stone; thence South 1200.4 feet along the West line of the Thomas N. Aubrey Donation Land Claim No. 39 to a point; thence South 89°54' East 20 feet across a 20 foot right of way to a point marked by an iron pipe, said point being the True Point of Beginning; thence continuing South 89°54' East 579.5 feet to an iron pipe set in an old fence line; thence South 225.5 feet along the old fence line to a point marked by an iron pipe; thence North 89°54' West 579.5 feet to a point marked by an iron pipe; thence North 225.5 feet along the East side of a 20 foot right of way to the True Pont of Beginning, all in Lane County, Oregon.

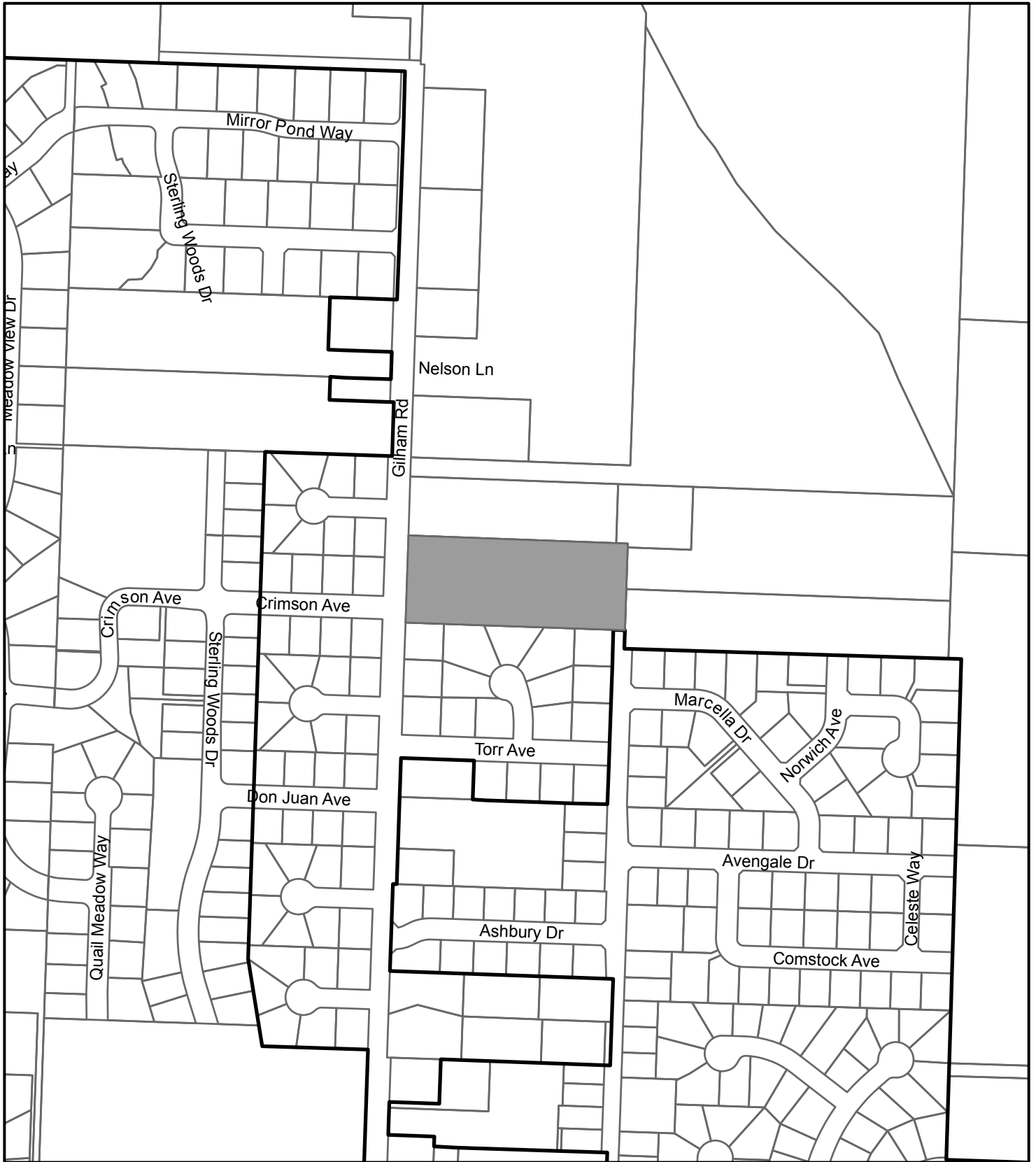



Jonathan A. Oakes



Expires: Dec 31 2012

Knox, Scott (A 12-5)



 Eugene City Limits

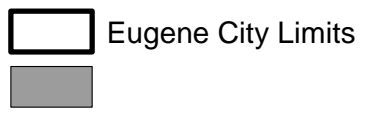
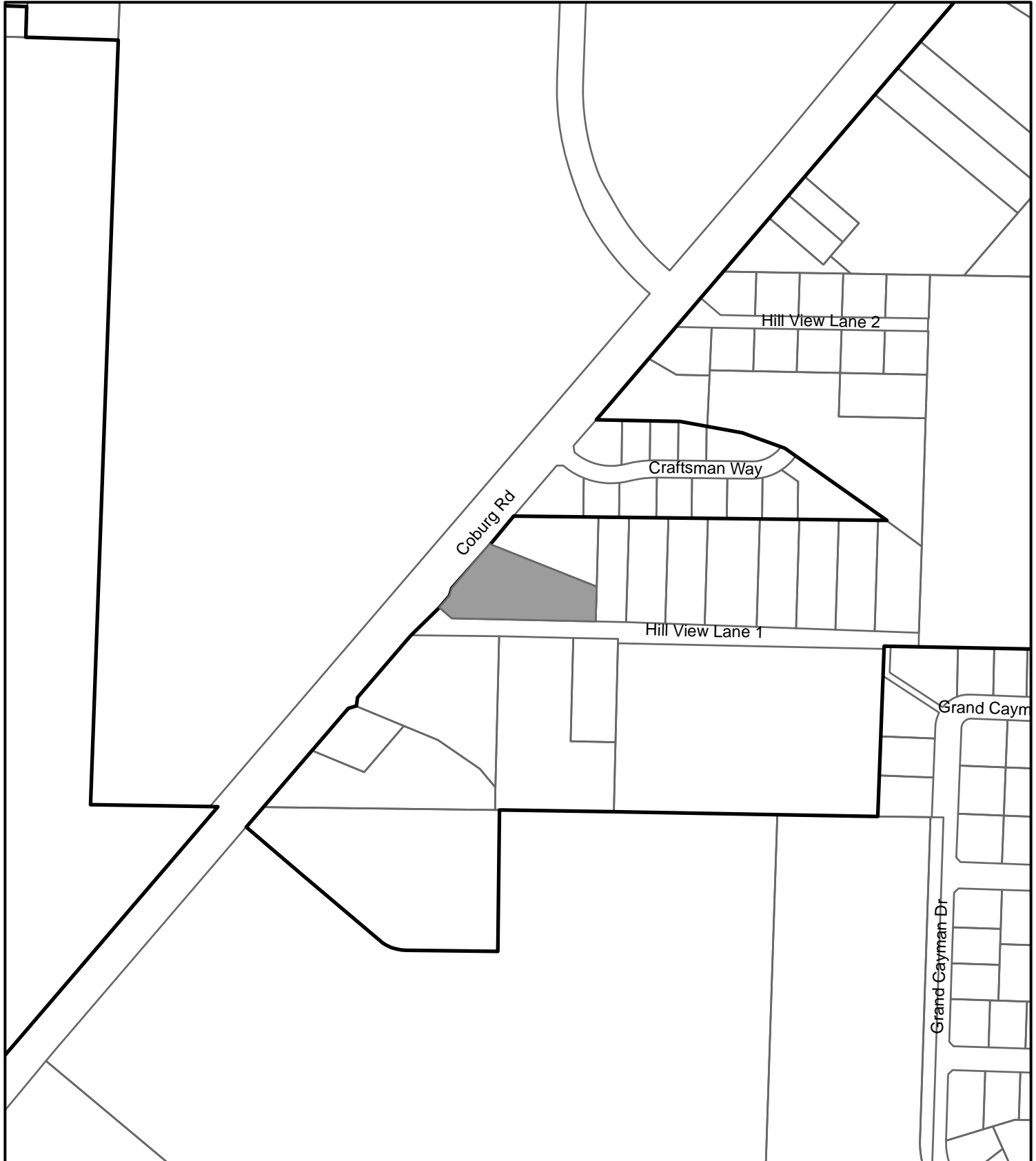


LEGAL DESCRIPTION:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 13 OF CRAFTSMAN SUBDIVISION, RECORDED AUGUST 5, 2004, AS DOCUMENT NO. 2004061784, RECORDED IN LANE COUNTY DEEDS AND RECORDS; THENCE SOUTH ALONG THE EASTERLY RIGHT OF WAY OF COBURG ROAD S 38°55'02" W 84.65 FEET TO THE TRUE POINT OF BEGINNING, THENCE S 69°57'48" E 265.54 FEET, THENCE S 00°17'27" E 77.22 FEET TO THE NORTHERLY RIGHT OF WAY OF HILLVIEW LANE 1, THENCE S 89°56'19" W 336.03 FEET, THENCE N 51°04'58" W 31.44 FEET, THENCE N 38°55'02" E 36.09 FEET, THENCE N 14°37'56" E 18.00 FEET TO THE EASTERLY RIGHT OF WAY OF COBURG ROAD, THENCE N 38°55'02" E 132.78 FEET TO THE TRUE POINT OF BEGINNING, IN LANE COUNTY, OREGON.



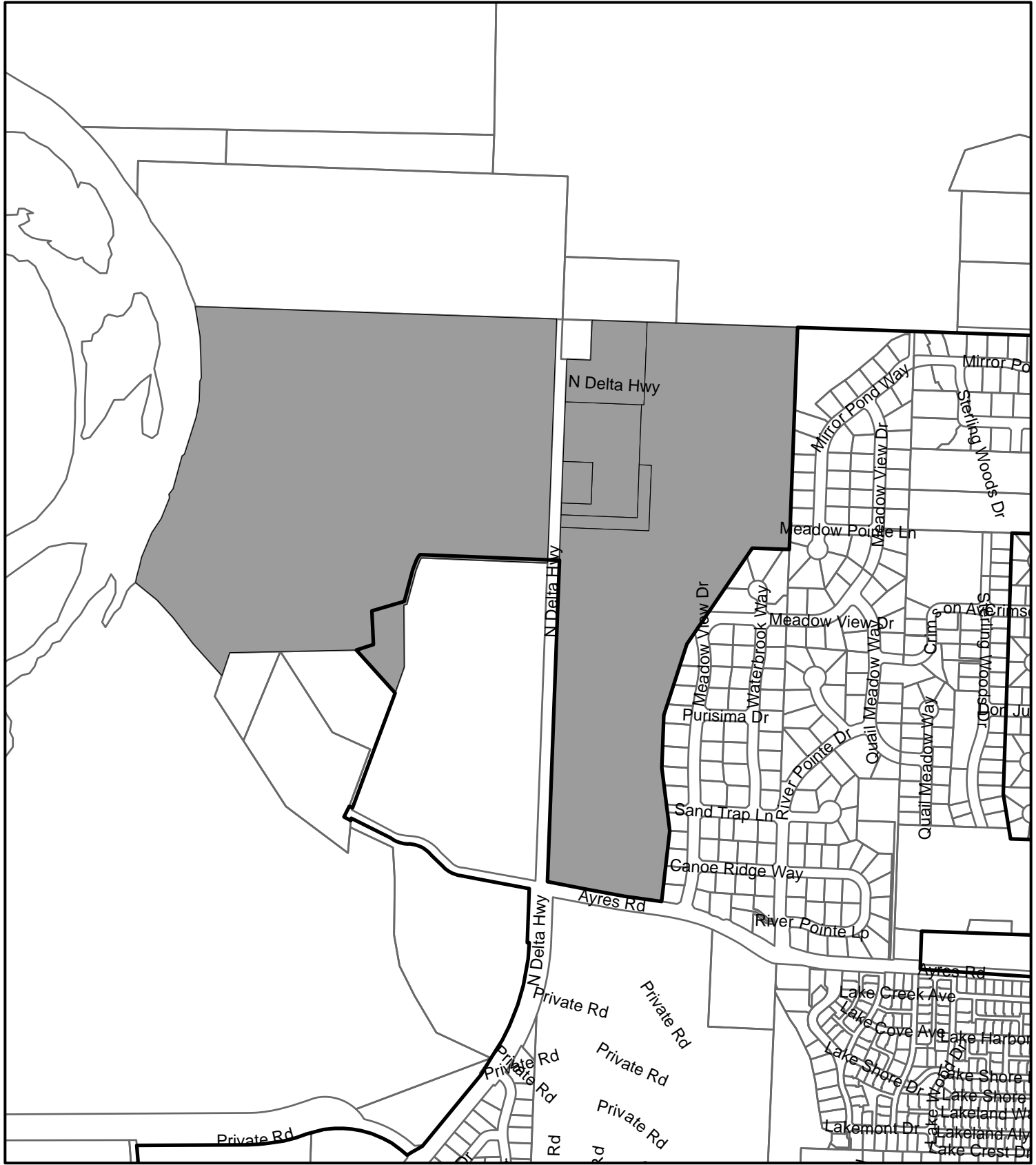
Castro, Gilbert (A 13-8)





**Legal Description
Entire Parcel**

Beginning at the northwest corner of the A. Stevens DLC #40, in Township 17 South, Range 3 West, Section 7, in the Willamette Meridian; thence South 89°32'23" East 150.00 feet (along the north boundary of said DLC) to the True Point of Beginning; thence continuing along said north boundary South 89°32'23" East 1035.21 feet; thence leaving said boundary South 0°38'11" West 1117.92 feet along the west boundary of River Pointe Second Addition, as platted and recorded May 9, 1995, File 75, Slides 180 thru 183, Lane County Oregon Deed Records; thence leaving said plat boundary and running along the west boundary of Ashley Estates, as platted and recorded August 30, 2001, Instrument #2001-056863, Lane County Oregon Deeds Records, the following six courses; North 89°21'49" West 186.74 feet, South 32°48'49" West 584.21 feet, South 16°32'52" West 376.22 feet, South 0°38'11" West 264.70 feet, South 8°38'13" East 319.47 feet, and South 5°06'52" West 357.94 feet to a point on the north margin of Ayres Road; thence along the north margin of said road the following three courses; North 84°21'41" West 61.95 feet, along the arc of a 3465.00 foot curve right (the long chord of which bears North 82°33'29" West 218.07 feet) 218.11 feet, and North 80°45'18" West 303.61 feet to a point on the east margin of North Delta Highway; thence along said east margin North 0°39'02" East 1625.12 feet; thence leaving said margin North 89°12'16" West 698.54 feet; thence along the arc of a 95.00 foot curve left (the chord of which bears South 32°22'13" West 39.74 feet) 40.03 feet; thence South 20°18'13" West 47.75 feet; thence South 13°46'01" West 171.00 feet; thence South 72°58'17" West 17.45 feet; thence South 72°58'17" West 151.60 feet; thence South 4°18'19" East 173.06 feet; thence South 73°12'53" West 91.00 feet; thence South 87°18'00" West 637.56 feet; thence South 17°19'00" West 121.41 feet; thence North 43°54'34" West 216.41 feet; thence North 39°13'22" West 103.29 feet; thence North 23°39'19" East 684.35 feet; thence North 8°20'20" East 496.87 feet; thence North 11°44'01" East 501.86 feet; thence South 89°31'04" East 1434.95 feet to the centerline of North Delta Highway; thence along said centerline South 0°39'02" West 200.00 feet; thence leaving said centerline South 89°32'23" East 150.00 feet; thence North 0°39'02" East 200.00 feet; to the True Point of Beginning, all in Lane County, Oregon.

River Ridge Golf Complex (A 12-6)



-  Eugene City Limits
-  Annexation Area



EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Concerning University Area Protection Measures; Amending Sections 9.0500, 9.2735, 9.2740, 9.2741, 9.2750, 9.2751, 9.2761, 9.3125, 9.3626, 9.6105, 9.6410, 9.6745, 9.8030 and 9.8415 of the Eugene Code, 1971; Adding Sections 9.1245 and 9.2737 to that Code; and Providing an Effective Date (City File CA 13-3)

Meeting Date: March 10, 2014
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 4
 Staff Contact: Alissa Hansen
 Contact Telephone Number: 541-682-5508

ISSUE STATEMENT

The City Council will take action on land use code amendments that are intended to provide interim protection measures in the Amazon, Fairmount and South University neighborhoods to prohibit certain dwelling types and land divisions, and limit certain uses in the R-1 Low Density Residential zone until more comprehensive planning of these areas can be completed.

BACKGROUND

As part of Envision Eugene, the City Council initiated land use code amendments to promote secondary dwelling units and allow for new alley-access lots in single-family neighborhoods. These amendments directly implement several Envision Eugene strategies under the housing affordability and neighborhood livability pillars. During the crafting of the actual language for these amendments, staff worked with a community advisory group as well as other individuals and determined that special consideration was warranted for the single-family neighborhoods surrounding the University of Oregon, specifically Amazon, Fairmount and South University. To that end, interim protection measures for these neighborhoods were incorporated into the package of city-wide single-family code amendments.

University Area Interim Protection Measures

These code amendments consist of interim protection measures for the existing single-family neighborhoods surrounding the University of Oregon (Amazon, Fairmount and South University), which have experienced a substantial increase in unintended housing development associated with the demand for student housing and the proximity of the university.

As part of Envision Eugene, the City is committed to completing area planning for the university neighborhoods, including consideration of specific design standards for housing to address impacts from proximity to the University of Oregon. However, this work is not slated to begin until after the local adoption of Envision Eugene (including a Eugene-specific urban growth boundary). The interim protection measures are intended to limit further negative impacts until the area planning process is completed. It is expected that these interim measures would be

replaced by a more comprehensive set of development and design standards established as part of the area planning effort. This planning effort will include important opportunities for neighbors and residents to weigh in on the types of standards that are important to them. Although the timelines for the area planning have not been fully determined, it is estimated that it will be completed in about two to three years. This means the interim protection measures would be in place for about two to three years, until they are replaced with permanent measures.

These code amendments achieve the following in the R-1 zoned areas of the Amazon, Fairmount and South University neighborhoods:

- Prohibit new rowhouses, duplexes, triplexes and fourplexes
- Prohibit new rezonings to the R-1.5 Rowhouse zone
- Prohibit the creation of new flag lots
- Limit the extent of property line adjustments
- Limit the number of bedrooms in single-family residences (new and remodels)
- Limit the size and number of accessory buildings
- Limit the location and extent of parking allowed in front yards
- Increase minimum lot size required for a secondary dwelling (which reduces the number of eligible lots) and add area specific development standards for secondary dwellings
- Add area specific development standards for existing alley access lots

City Council Process

Following a unanimous recommendation for approval by the Eugene Planning Commission in October 2013 for the entire package of single-family code amendments, the City Council held a work session and a public hearing. Following the public hearing, the City Council voted to hold the public hearing record open for one week for additional testimony. Written testimony received at the public hearing and during the open record period was provided previously to the City Council under separate cover.

At the February 12, 2014, work session on the entire package of single-family code amendments, the City Council voted 7 to 0, directing staff to return with a separate ordinance which on its own will accomplish the interim protection measures. Consistent with City Council's direction, staff worked with the City Attorney's office to extract only those portions pertaining to the university area interim protection measures and isolate them in a separate ordinance. This resulted in changes to the organization and format of the code sections in the ordinance, as well as code citation reference changes; however, no changes were made to the actual protection measures (the proposed limitations, prohibitions and specific development standards). Additionally, the findings and other exhibits were revised as necessary to reflect the creation of a separate ordinance. The revised ordinance and exhibits are provided as Attachment A.

As mentioned in the agenda item summary and staff's presentation for the February 12, 2014, City Council meeting, as a result of the public testimony, staff recommends a specific modification to the ordinance related to the maximum bedroom count for new dwellings. The information regarding this proposed modification provided for the previous meeting (including proposed code language) is repeated in Attachment B. This specific modification is not included in the attached ordinance; however, it is recommended for inclusion as noted in the City Manager's recommendation below.

The remaining single-family code amendments will be returning to City Council at a future date for further conversation. These proposed amendments, which were initiated as part of Envision Eugene, will improve compatibility standards citywide (for all R-1 neighborhoods except the three covered by the university area protection measures) for structures that are already allowed, including secondary dwellings, dwellings on existing alley access lots and accessory buildings, and will allow for new alley access lots in limited areas, subject to compatibility standards.

RELATED CITY POLICIES

Findings addressing the applicable approval criteria, including Statewide Planning Goals, the Metro Plan, and applicable refinement plans, are provided as an exhibit to the ordinance in Attachment A.

COUNCIL OPTIONS

Following deliberations, the City Council may consider the following options:

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

CITY MANAGER'S RECOMMENDATION

Following the council's deliberations on this request, the City Manager recommends approval of the ordinance as provided in Attachment A, with the specific modification contained in Attachment B.

SUGGESTED MOTION

Move to approve Council Bill 5110, an ordinance concerning University area protection measures as provided in Attachment A, with the specific modification contained in Attachment B.

ATTACHMENTS

- A. Proposed Ordinance and Findings
- B. Recommended Modification to Ordinance - Maximum Bedroom Limitation

FOR MORE INFORMATION

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

ORDINANCE NO. _____

AN ORDINANCE CONCERNING UNIVERSITY AREA PROTECTION MEASURES; AMENDING SECTIONS 9.0500, 9.2735, 9.2740, 9.2741, 9.2750, 9.2751, 9.2761, 9.6105, 9.6410, 9.6745, 9.8030 AND 9.8415 OF THE EUGENE CODE, 1971; ADDING SECTIONS 9.1245 AND 9.2737 TO THAT CODE; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The following definitions in Section 9.0500 of the Eugene Code, 1971, are amended to provide as follows:

9.0500 **Definitions.** As used in this land use code, unless the context requires otherwise, the following words and phrases mean:

Accessory Building. Any authorized, detached building subordinate to the main building on the same development site. ***For the purposes of EC 9.2700 through 9.2777, in the R-1 zone, an accessory building that shares a common wall with the primary dwelling for less than 8 feet is considered a detached accessory building.***

Alley Access Lot/Parcel. A lot, [er] parcel ***or lot of record*** abutting an alley and not abutting a street and created from the rear portion of an existing lot or parcel. For purposes of EC 9.3050 through 9.3065, an alley access lot or parcel is one that abuts an alley but does not abut a street.

Bedroom. ~~[Within a multiple-family dwelling, a]~~ **A** bedroom is any room that either:

- (A) Is designated as a bedroom on a development plan submitted to the city;
- (B) Is included in the number of bedrooms stated in an advertisement, rental or sales contract, marketing material, loan application, or any other written document in which the owner, or an authorized agent of the owner, makes a representation regarding the number of bedrooms available in the dwelling; or
- (C) Meets all of the following:
 1. Is a room that is a “habitable space” as defined by the current Oregon Structural Specialty Code (OSSC) or Oregon Residential Specialty Code (ORSC);
 2. Meets the OSSC or OSRC bedroom requirements for natural light, ventilation, and emergency escape and rescue windows;
 3. Is a room that is accessed by a door on an interior wall and that does not provide access to another room except for a bathroom, toilet room, closet, hall, or storage or utility space.

Dwelling, Secondary. A dwelling unit that is located on the same [parcel] **lot** as a primary one-family dwelling that is clearly subordinate to the primary one-family dwelling, whether a part of the same structure as the primary one-family dwelling or a detached dwelling unit on the same lot. ***Either the secondary dwelling or the primary dwelling must be occupied by the property owner.***

Kenel. An establishment or premises on which 4 or more dogs over 6 months of age are kept or maintained, whether by owners of the dogs or by persons providing facilities and care, and whether or not for compensation, not including the temporary keeping of one additional dog for up to 6 months in any 12-month period. For purposes of this definition, if the “premises” consists of a lot that contains a main dwelling and a secondary dwelling unit, the “premises” means the lot. **(See EC 9.2741(2)(a)5. and EC 9.2751(17)(j))**

Section 2. Section 9.1245 of the Eugene Code, 1971, is added to provide as follows:

9.1245 Legal Pre-Existing Structures. *The structures listed in Table 9.1245 Legal Pre-Existing Structures shall be considered to be pre-existing as long as such structures were legally established. These structures may continue, and are not subject to the provisions of sections 9.1200 through 9.1230. Determinations as to whether a particular structure qualifies as a pre-existing structure shall be made by the Planning Director.*

Table 9.1245 Legal Pre-Existing Structures		
<i>R-1 Low Density Residential within the within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association</i>	<i>Secondary Dwelling, Rowhouse, Duplex, Triplex, Fourplex, Flag Lot, Alley Access Lot, Dwellings with 4 or more bedrooms, Accessory Building</i>	<i>Limited to those in existence on _____ [effective date of ordinance]</i>

Section 3. Section 9.2735 of the Eugene Code, 1971, is amended to provide as follows:

9.2735 Residential Zone Siting Requirements. In addition to the approval criteria[!] of EC 9.8865 Zone Change Approval Criteria, a property proposed for the R-1.5 zone shall not exceed the area needed to accommodate up to 8 rowhouse lots and shall be located at least 500 feet, as measured along existing street public right-of-way, from any other property zoned R-1.5. ***Zone changes to R-1.5 are prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***

Section 4. Section 9.2737 of the Eugene Code, 1971, is added to provide as follows:

9.2737 Residential Occupancy Requirements. *Occupancy of a dwelling is limited by the definition of family at EC 9.0500. The city manager may require a property owner to provide copies of lease or rental agreements documenting compliance with occupancy limits.*

Section 5. The text of Section 9.2740 of the Eugene Code, 1971, and the following entry in Table 9.2740, are amended to provide as follows:

9.2740 Residential Zone Land Use and Permit Requirements. The following Table 9.2740 Residential Zone Land Use and Permit Requirements identifies those uses in the residential zones that are:

- (P) Permitted~~[, subject to zone verification]~~.
- (SR) Permitted, subject to an approved site review plan or an approved final planned unit development.
- (C) Subject to an approved conditional use permit or an approved final planned unit development.
- (PUD) Permitted, subject to an approved final planned unit development.
- (S) Permitted, subject to ~~[zone verification and]~~ the Special Development Standards for Certain Uses beginning at EC 9.5000.
- (#) The numbers in () in the table are uses that have special use limitations that are described in EC 9.2741 Special Use Limitations for Table 9.2740.

The examples listed in Table 9.2740 are for informational purposes and are not exclusive. Table 9.2740 does not indicate uses subject to Standards Review. Applicability of Standards Review procedures is set out at EC 9.8465.

Table 9.2740 Residential Zone Land Uses and Permit Requirements					
	R-1	R-1.5	R-2	R-3	R-4
Residential					
Rowhouse (One-Family on Own Lot Attached to Adjacent Residence on Separate Lot with Garage or Carport Access to the Rear of the Lot)	P(3)	P(3)	P	P	P

Section 6. Subsections (3), (4), (5), and (6) of Section 9.2741 of the Eugene Code,

1971, are amended to provide as follows:

9.2741 Special Use Limitations for Table 9.2740.

- (3) Rowhouses.**
 - (a)** *In R-1, new rowhouses are prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.*
 - (b)** In R-1.5, rowhouses shall comply with all of the following:
 - ~~(a)~~**1.** Maximum Building Size: Eight rowhouses in a building, no more than 180 feet in width.
 - ~~(b)~~**2.** Minimum Interior or Rear Open Space Required: 400 square feet per rowhouse with a minimum smallest dimension of 14 feet.
 - ~~(c)~~**3.** Auto access and parking shall be provided from the alley to the rear of the lot; there shall be no auto access from the front of the lot.
 - ~~(d)~~**4.** Siting requirements of EC 9.2735.
- (4) Duplex.** When located in R-1, a duplex shall conform to 1 of the following standards *below, except that new duplexes are prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association:*
 - (a) The duplex was legally established on August 1, 2001.
 - (b) The duplex is on a corner lot abutting public streets as provided in EC

- 9.2760 Residential Zone Lot Standards, which is at least 8,000 square feet in size.
- (c) The duplex is on a lot that was identified as being developable for a duplex on a subdivision plat.
 - (5) **Triplex.** When located in R-1, a triplex shall be on a lot that was identified as a triplex lot in a subdivision, ***except that new triplexes are prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***
 - (6) **Four[-]plex.** When located in R-1, a fourplex shall be on a lot that was identified as a four[-]plex lot in a subdivision, ***except that new fourplexes are prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***

Section 7. Section 9.2750 of the Eugene Code, 1971, is amended to provide as follows:

9.2750 Residential Zone Development Standards. In addition to applicable provisions contained elsewhere in this code, the development standards listed in this section and in EC 9.2751 to EC 9.2777 shall apply to all development in residential zones. In cases of conflicts, standards specifically applicable in the residential zone shall apply.

The following Table 9.2750 sets forth the residential zone development standards, subject to the special development standards in EC 9.2751.

Table 9.2750 Residential Zone Development Standards (See EC 9.2751 Special Development Standards for Table 9.2750.)					
	R-1	R-1.5	R-2	R-3	R-4
Density (1)					
Minimum Net Density per Acre	No Minimum	--	10 units	20 units	20 units
Maximum Net Density per Acre	14 units	--	28 units	56 units	112 units
Maximum Building Height (2), (3), (4), (5), (16), (17), (18)					
Main Building. Includes Secondary Dwellings Within the Main Building	30 feet	35 feet	35 feet	50 feet	120 feet
Accessory Building. Includes Secondary Dwellings Detached from Main Building (See EC 9.2741(2)(b) if located within 20 feet of property line.)	20 feet	20 feet	25 feet	30 feet	30 feet
Minimum Building Setbacks (2), (4), (6), (9), (10), (11), (16), (17), (18)					
Front Yard Setback (excluding garages and carports)	10 feet	10 feet	10 feet	10 feet	10 feet
Front Yard Setback for Garage Doors and Carports (12)	18 feet	--	18 feet	18 feet	18 feet

Table 9.2750 Residential Zone Development Standards (See EC 9.2751 Special Development Standards for Table 9.2750.)					
	R-1	R-1.5	R-2	R-3	R-4
Interior Yard Setback (except where use, structure, location is more specifically addressed below)(7)	5 feet or minimum of 10 feet between buildings	--	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings
Interior Yard Setback for Education, Government and Religious Uses.	15 feet	--	15 feet	15 feet	15 feet
Interior Yard Setback for Buildings Located on Flag Lots in R-1 Created After December 25, 2002 (See EC 9.2775(5)(b))	10 feet	--	--	--	--
Area-[s]Specific Interior Yard Setback	--	--	--	See (8)	See (8)
Maximum Lot Coverage (18)					
All Lots, Excluding Rowhouse Lots	50% of Lot	--	50% of Lot	--	--
Rowhouse Lots	75% of Lot	75% of Lot	75% of Lot	75% of Lot	75% of Lot
Outdoor Living Area (13)					
Minimum Total Open Space	--	--	20% of dev. site	20% of dev. [S]site	20% of dev. [S]site
Fences (14)					
[{]Maximum Height Within Interior Yard Setbacks[}]	6 feet	42 inches	6 feet	6 feet	6 feet
[{]Maximum Height within Front Yard Setbacks[}]	42 inches	42 inches	42 inches	42 inches	42 inches
Driveways and Parking Areas (15)					
General Standards	--	--	--	See (15)(b)	See (15)(b)
Area-Specific	See (15)(a)	--	--	--	--
Accessory Buildings (16)					
Area-Specific	See (16)	--	--	--	--
Secondary Dwelling Units (17)					
General Standards	See EC 9.2741(2)	--	--	--	--
Area-Specific	See (17)	--	--	--	--
Alley Access Lots (18)					
Area-Specific	See (18)				
Maximum Bedroom Count (19)					
Area-Specific	See (19)	--	--	--	--

Section 8. Figure 9.2751(18)(e)1. is added as shown on Exhibit A attached hereto; and Figure 9.2751(18)(k) is added as shown on Exhibit B attached hereto.

Section 9. Subsections (3), (8), (11), and (15) of Section 9.2751 of the Eugene Code, 1971, are amended; and subsections (16), (17), (18), and (19) are added to provide as follows:

9.2751 Special Development Standards for Table 9.2750.

(3) Building Height.

- (a) Except as provided in (b) and (c) below, in the R-3 and R-4 zone, the maximum building height shall be limited to 30 feet for that portion of the building located within 50 feet from the abutting boundary of, or directly across an alley from, land zoned R-1.
- (b) For that area bound by Patterson Street to the west, Agate Street to the east, East 18th Avenue to the north and East 20th Avenue to the south:
 - 1. In the R-3 zone between 19th and 20th Avenues, the maximum building height is 35 feet.
 - 2. In the R-4 zone west of Hilyard Street, the maximum building height is 65 feet.
 - 3. In the R-4 zone east of Hilyard Street, the maximum building height is:
 - a. 35 feet within the area south of 19th Avenue;
 - b. 50 feet within the half block abutting the north side of 19th Avenue;
 - c. 65 feet within the half block abutting the south side of 18th Avenue.

(See Figure 9.2751(3)).

- (c) For that area bound by Hilyard Street to the west, Kincaid Street to the east, East 13th Alley to the north and East 18th Avenue to the south the maximum building height is 65 feet.

(See Figure 9.2751(3)).

- (d) An additional 7 feet of building height is allowed for roof slopes of 6:12 or steeper in the R-1, R-2, R-3 and R-4 zones, ***except that this additional building height allowance is not permitted for secondary dwellings, accessory buildings in the R-1 zone, or development on alley access lots within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***

- (8) Area-Specific Interior Yard Setback.** For R-3 and R-4 zoned properties located in the area bound by Hilyard Street to the west, Agate Street to the east, East 19th Avenue to the north and East 20th Avenue to the south and that are abutting or across an alley from R-1 zoned property:

- (a) The interior yard setback shall be a minimum of 10 feet from the property line abutting or across an alley from R-1 zoned property; and
- (b) At a point that is 25 feet above finished grade, the setback shall slope at the rate of 7 inches vertically for every 12 inches horizontally away from the property line abutting or across an alley from R-1 zoned property until a point not to exceed allowable building height at EC 9.2751(3)(b).

The allowances for setback intrusions provided at EC 9.6745(3) do not apply within the setback described in (a) and (b) above, except that eaves and

chimneys are allowed to project into this setback no more than 2 feet. **(See Figure 9.2751(8))**

- (11) **Alley Access Lots/Parcels.** Alley access parcels shall be subject to the provisions of this section for all yards, including the yard adjacent to the property line separating the alley access parcel from the original parent parcel. Alley access parcels have only interior yard setbacks. There are no front yard setbacks since there is no frontage on a street. **(See EC 9.2751(18) for Alley Access Lot Standards within the city-recognized boundaries of the Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.)**
- (15) **Driveways and Parking Areas [in R-3 and R-4].**
- (a) **R-1 Zone.** *Within the city-recognized boundaries of the Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association, the following standards apply when a new dwelling or a new parking area serving residential uses is created in the R-1 zone, except for alley access lots, flag lots, and lots on the east side of Fairmount Boulevard:*
1. *A lot shall have no more than one driveway accessed from a street.*
 2. *The total number of parking spaces shall be limited to 2 per lot, not including parking within a garage.*
 3. *The driveway and associated parking shall be perpendicular to the street.*
 4. *A driveway and associated parking area shall not exceed 22 feet in width by 18 feet in depth for side by side parking spaces, or 12 feet in width by 33 feet in depth for tandem parking spaces.*
 5. *Driveways and associated parking spaces shall be hard-surfaced with asphalt, concrete, pavers or grass-crete. No parking shall be allowed outside of the hard-surfaced area.*
- (b) **R-3 and R-4 Zones.** Except for development subject to the Multi-Family Development standards at EC 9.5500 and development authorized through a planned unit development approved prior to June 15, 2012, the following standards apply when a new dwelling or new parking area serving residential uses is created in the R-3 or R-4 zones.
- (a)1. Except for corner lots, a lot may have no more than one driveway accessed from a street. For corner lots, one driveway on each street frontage may be provided if allowed per EC 9.6735.
 - (b)2. Abutting lots may share a driveway provided such a driveway is allowed under Chapter 7 of this code. When shared driveways are provided, no additional driveways are permitted on that street frontage for either lot sharing the driveway.
 - (c)3. Except for a driveway and associated parking area shared by two adjoining lots ("shared driveway"), no driveway or associated parking area shall be located in the interior yard setback adjacent to a property line, except in an interior yard setback that is adjacent only to an alley.
 - (d)4. Consistent with the standards in this subsection, a driveway and associated parking area may be located between any structure and the street or alley.
 - (e)5. When a driveway and associated parking area is provided from an

alley, the driveway and associated parking area shall not extend further than the street facing façade of the building closest to the street.

- ~~(f)~~6. Except for shared driveways and as provided in [~~(h)~~] 8. below, when a driveway and associated parking area is accessed from a street, the driveway and associated parking area shall not exceed 22 feet in width. Shared driveways and associated parking areas shall not exceed 24 feet in width.
- ~~(g)~~7. Except as provided in [~~(h)~~] 8. below, a driveway and associated parking area accessed from a street shall be a minimum of 18 feet in depth and a maximum of 33 feet in depth, measured from the front lot line. The driveway and associated parking area shall be perpendicular to the adjacent street.
- ~~(h)~~8. When a parking area is provided behind the structure and accessed from a street, the driveway shall be perpendicular to the street until it serves the associated parking area and shall not exceed 20 feet in width.
- ~~(i)~~9. All portions of required front yard setbacks not otherwise covered by a legal driveway or by projecting building features as allowed per EC 9.6745(3) shall be landscaped and maintained with living plant material, except that a pedestrian path, not to exceed 4 feet in width, may be allowed from the street to the entrance of a dwelling. The pedestrian path shall be separated from any vehicle use areas by a minimum of 3 feet. The area between the vehicle use area and the pedestrian path shall be landscaped and maintained with living plant material.
- ~~(j)~~10. No parking shall occur in the landscaped portion of the required front yard setback.
- ~~(k)~~11. Adjustments to the standards in subsection [~~(i)~~] 9. may be made, based on the criteria at EC 9.8030(30).

(See Figure 9.2751(15))

(16) Area-Specific Accessory Building Standards. The following standards apply to all new accessory buildings associated with a dwelling in the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association that are detached or that share a common wall with the primary dwelling for less than 8 feet:

- (a) In addition to any accessory buildings legally established prior to _____ [effective date of ordinance], one accessory building is allowed.**
- (b) The accessory building shall not exceed 400 square feet in area.**
- (c) The accessory building shall not exceed 18 feet in height.**
- (d) An accessory building greater than 200 square feet in area shall have a minimum roof pitch of 6 inches vertically for every 12 inches horizontally.**
- (e) No accessory building shall be rented, advertised, represented or otherwise used as an independent dwelling.**
- (f) The accessory building shall not include more than one plumbing fixture.**
- (g) For an accessory building with one plumbing fixture, prior to the city's issuance of a building permit for the accessory building, the**

owner shall provide the city with a copy of a deed restriction on a form approved by the city that has been recorded with the Lane County Clerk. The deed restriction must include the following statements:

1. **The accessory building shall not be rented, advertised, represented or otherwise used as an independent dwelling.**
 2. **If the property owner is unable or unwilling to fulfill the requirements of the Eugene Code for use of the accessory building, then the property owner shall discontinue the use and remove the plumbing fixture from the building.**
 3. **Lack of compliance with the above shall be cause for code enforcement under the provisions of the applicable Eugene Code.**
 4. **The deed restriction shall lapse upon removal of the accessory building or removal of the plumbing fixture. The City must approve removal of deed restriction.**
 5. **The deed restriction shall run with the land and be binding upon the property owner, heirs and assigns and is binding upon any successor in ownership of the property.**
- (17) **Area-Specific Secondary Dwelling Standards. The following standards apply to all new attached or detached secondary dwellings in the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood:**
- (a) **Lot Area. To allow for secondary dwelling, the lot shall contain at least 7,500 square feet.**
 - (b) **Lot Dimension. The boundaries of the lot must be sufficient to fully encompass an area with minimum dimensions of 45 feet by 45 feet.**
 - (c) **Lot Coverage. The lot shall meet the lot coverage requirements for R-1, except that all roofed areas shall be included as part of the calculation of lot coverage.**
 - (d) **Vehicle Use Area. The maximum area covered by paved and unpaved vehicle use areas including but not limited to driveways, on-site parking and turnarounds, shall be limited to 20 percent of the total lot area.**
 - (e) **Building Size. For lots at least 7,500 square feet and less than 9,000 square feet in area, the secondary dwelling shall not exceed 600 square feet of total building square footage. For lots at least 9,000 square feet in area, the secondary dwelling shall not exceed 800 square feet of total building square footage. Total building square footage is defined as all square footage inside of the dwelling, including, but not limited to hallways, entries, closets, utility rooms, stairways and bathrooms.**
 - (f) **Minimum Attachment. The secondary dwelling and the primary dwelling must share a common wall or ceiling for a minimum length of 8 feet to be considered attached.**
 - (g) **Maximum Bedrooms. For lots with a primary dwelling containing 3 or fewer bedrooms, the secondary dwelling shall be limited to 2 bedrooms. For lots with a primary dwelling containing 4 or more bedrooms, the secondary dwelling shall be limited to 1 bedroom.**
 - (h) **Maximum Occupancy. For lots with a primary dwelling containing**

- 3 or fewer bedrooms, the secondary dwelling shall be limited to 3 occupants. For lots with a primary dwelling containing 4 or more bedrooms, the secondary dwelling shall be limited to 2 occupants.
- (i) **Building Height/Interior Sloped Setback.** For detached secondary dwellings:
1. The interior yard setback shall be at least 5 feet from the interior lot line. In addition, at a point that is 8 feet above grade, the setback shall slope at the rate of 10 inches vertically for every 12 inches horizontally (approximately 40 degrees from vertical) away from the lot line until a point not to exceed a maximum building height of 18 feet.
 2. The allowances for setback intrusions provided at EC 9.6745(3) do not apply within the setback described in a. above, except that eaves, chimneys and gables are allowed to project into this setback no more than 2 feet.
- (j) **Dog Keeping.** No more than 3 dogs shall be permitted on the lot, not including the temporary keeping of one additional dog for up to 6 months in any 12-month period.
- (k) **Ownership/Occupancy Requirements.** Either the primary dwelling or the secondary dwelling shall be the principal residence of the property owner. The principal residence must be occupied for a minimum of 6 months of each calendar year by a property owner who is the majority owner of the property as shown in the most recent Lane County Assessor's roll. If there is more than one property owner of record, the owner with the majority interest in the property shall be deemed the property owner. Any property owner of record holding an equal share in the property may be deemed the majority owner if no other owner owns a greater interest. The principal residence cannot be leased or rented when not occupied by the property owner. Prior to the city's issuance of the building permit for the secondary dwelling (or the primary dwelling if it is constructed later) the property owner must provide the city with a copy of the property deed to verify ownership and two forms of documentation to verify occupancy of the primary residence. Acceptable documentation for this purpose includes voter's registration, driver's license, homeowner's insurance, income tax filing, and/or utility bill. When both the primary and secondary dwelling are constructed at the same time, such documentation must be provided prior to final occupancy.
- (l) **Temporary Leave.** Notwithstanding subsection (k) above, a property owner may temporarily vacate the principal residence for up to one year due to a temporary leave of absence for an employment, educational, volunteer opportunity, or medical need. The property owner must provide the city proof of temporary leave status from the property owner's employer, educational facility, volunteer organization or medical provider, and a notarized statement that the property owner intends to resume occupancy of the principal residence after the one year limit. During the temporary leave, the property owner may rent or lease both units on the property. Leaves in which property owner is temporarily absent shall not be consecutive and shall not occur more than

- once every 5 years.
- (m) **Deed Restriction.** *Prior to issuance of a building permit for the secondary dwelling (or the primary dwelling if it is constructed later), the owner shall provide the city with a copy of a deed restriction on a form approved by the city that has been recorded with the Lane County Clerk. The deed restriction must include a reference to the deed under which the property was acquired by the present owner and include the following provisions:*
1. *One of the dwellings must be the principal residence of a property owner who is the majority owner of the property. Requirements for occupancy shall be determined according to the applicable provisions of the Eugene Code.*
 2. *The deed restriction runs with the land and binds the property owner(s), heirs, successors and assigns.*
 3. *The deed restriction may be terminated, upon approval by the City, when one of the dwellings is removed, or at such time as the city code no longer requires principal occupancy of one of the dwellings by the owner.*
In addition, the applicable maximum occupancy limitation in subsection (h) above must be included in the deed restriction.
- (n) **Verification.** *At least once every two years, the property owner shall provide to the city documentation of compliance with the ownership and occupancy requirements of subsection (k) above. The property owner must provide a copy of the current property deed to verify ownership and two forms of documentation to verify occupancy of the principal residence. Acceptable documentation for this purpose includes voter's registration, driver's license, homeowner's insurance, income tax filing, and/or utility bill.*
- (o) **Parking.** *For the primary dwelling, there shall be a minimum of one and a maximum of two parking spaces on the lot. There shall be one additional parking space on the lot for the exclusive use for the occupants and guests of the secondary dwelling.*
- (p) **Alley Access Parking and Driveway.** *The standards at EC 9.2751(18)(k) are applicable to attached and detached secondary dwellings where primary vehicle access for the required parking is from an alley.*
- (q) **Pedestrian Access.** *A pedestrian walkway shall be provided from the street or alley to the primary entrance of the secondary dwelling. The pedestrian walkway shall be a hard surface (concrete, asphalt or pavers) and shall be a minimum of 3 feet in width. The standards in this subsection (q) are applicable to attached and detached secondary dwellings, except that if primary vehicle access for the required parking is from an alley, the path must be provided from the alley.*
- (r) **Primary Entrance.** *The primary entry to a secondary dwelling shall be defined by a covered or roofed entrance with a minimum roof depth and width of no less than 3 feet. The standards in this subsection (r) are applicable to detached secondary dwellings only.*
- (s) **Outdoor Storage/Trash.** *Outdoor storage and garbage areas shall*

- be screened from view from adjacent properties and those across the street or alley with a minimum 42-inch tall 100-percent site obscuring fence or enclosure on at least three sides. The standards in this subsection (s) are applicable to detached secondary dwellings only.*
- (t) **Maximum Wall Length.** *Along the vertical face of the dwelling, offsets shall occur at a minimum of every 25 feet by providing at least one of following: recesses or extensions, including entrances, a minimum depth of 2 feet and a minimum width of 5 feet for the full height of the wall. Full height is intended to mean from floor to ceiling (allowing for cantilever floor joists). The standards in this subsection (t) are applicable for detached secondary dwellings only.*
- (u) **Enforcement.** *Failure to adhere to the standards required under this section shall constitute a violation subject to the enforcement provisions of section 9.0000 through 9.0280 General Administration.*
- (18) **Area-Specific Alley Access Lot Standards.**
- (a) **Applicability.** *The following standards apply to alley access lots existing as of _____ [effective date of ordinance] in the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood.*
- (b) **General.** *All base zone development standards must be met, unless otherwise stated in this section. Secondary dwellings are not allowed.*
- (c) **Building Size.** *An alley access lot dwelling shall not exceed 1,000 square feet of total building square footage, measured at the exterior perimeter walls. For alley access lots, total building square footage is defined as all square footage inside of the dwelling, including, but not limited to hallways, entries, closets, utility rooms, stairways and bathrooms. For one and one-half story structures, a maximum of 400 square feet of the total building square footage can be on the upper floor.*
- (d) **Lot Coverage.** *Alley access lots shall meet the lot coverage requirements for R-1, except that all roofed areas shall be included as part of the calculation of lot coverage.*
- (e) **Building Height/Interior Setback.**
1. *Interior yard setbacks shall be at least 5 feet, including along the alley frontage. In addition, at a point that is 14 feet above finished grade, the setback shall slope at the rate of 8 inches vertically for every 12 inches horizontally away from the property line perpendicular to the alley until a point not to exceed a maximum building height of 24 feet.*
 2. *The allowances for setback intrusions provided at EC 9.6745(3) do not apply within the setback described in 1. above, except that eaves, chimneys and gables are allowed to project into this setback no more than 2 feet.
(See Figure 9.2751(18)(e)1.)*
- (f) **Windows, Dormers and Balconies.**
1. *Any window on the upper story must be located a minimum of 10 feet from any property line.*

2. ***Up to two dormers are allowed on the side of the dwelling facing the alley. Dormers are limited to a maximum width of 10 feet. Dormers are not allowed on the remaining sides of the dwelling.***
 3. ***Balconies and other second floor outdoor areas are only allowed on the side of the dwelling facing the alley, and shall be setback at least 10 feet from the alley.***
 4. ***Notwithstanding 2. and 3. above, dormers and balconies are not allowed on the second floor of a dwelling on any non-alley facing property line unless the affected adjacent property owner consents in writing on a form approved by the city.***
- (g) ***Bedrooms. The dwelling shall contain no more than 3 bedrooms.***
- (h) ***Primary Entrance. The primary entry to the dwelling shall be defined by a covered or roofed entrance with a minimum roof depth and width of no less than 3 feet.***
- (i) ***Pedestrian Access. The dwelling shall be served by a minimum three foot wide hard-surfaced/hardscaped (paved, concrete or pavers) pedestrian walkway from the alley, or from the front street via an easement. The pedestrian walkway must be recognizable and distinct (different color, materials and/or texture) from the driveway and parking area, but is not required to be separated from the driveway or parking area.***
- (j) ***Parking Spaces. There shall be a minimum of 1 and a maximum of 2 parking spaces on the lot.***
- (k) ***Parking and Driveway.***
1. ***Only one covered or enclosed parking space may be provided (carport or garage). The covered or enclosed parking space shall be counted towards the total number of parking spaces.***
 2. ***The maximum dimensions for a garage shall be 16 feet by 24 feet, with a maximum garage door width of 9 feet.***
 3. ***The minimum setback for a garage shall be 5 feet from the alley. If the garage is setback greater than 5 feet from the alley, it must be setback a minimum of 15 feet and the area between the garage and the alley shall be counted towards one parking space.***
 4. ***The maximum width for a driveway accessing a garage or carport shall be 12 feet.***
 5. ***The maximum dimensions for one parking space located perpendicular to the alley shall be 12 feet in width by 20 feet in depth.***
 6. ***The maximum dimensions for two side by side parking spaces perpendicular to the alley shall be 20 feet in width by 20 feet in depth.***
 7. ***The maximum dimensions for tandem parking spaces shall be 12 feet in width by 33 feet in depth.***
 8. ***Only one parking space parallel to the alley shall be allowed, and such space shall not exceed 10 feet in width and 20 feet in length along the length of alley.***

9. *The total vehicle use area, including but not limited to driveways and on-site parking, but not including parking space in garage, shall not exceed 400 square feet.*
10. *No parking shall occur outside of the vehicle use area.
(See Figure 9.2751(18)(k))*
- (l) ***Distance from Street/Fire Safety.** If any portion of the exterior walls of the first story of the dwelling is greater than 150 feet from the centerline of the alley where it intersects with the curb of the street, as measured by a route approved by the fire code official, the dwelling shall be equipped throughout with multi-purpose residential sprinklers as defined in National Fire Protection Association Standard 13D.*
- (m) ***Trash and Recycling.** Outdoor storage and garbage areas shall be screened from view from adjacent properties and those across the alley with a minimum 42-inch tall 100-percent site obscuring fence or enclosure on at least three sides.*
- (n) ***Accessory Buildings.** Detached accessory buildings are allowed subject to the standards at EC 9.2751(16), except that the total square footage of all accessory buildings on an alley access lot is limited to 400 square feet.*
- (19) ***Area-Specific Maximum Bedroom Count.** In the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association, the maximum allowable number of bedrooms in a dwelling shall be as follows:*
 - (a) *New dwellings approved after _____ [effective date of ordinance] shall be limited to 3 bedrooms; or*
 - (b) *Additions, expansions or alterations that add bedroom(s) to a dwelling in existence on _____ [effective date of ordinance] shall be limited to 3 bedrooms total, except that additional bedroom(s) may be added beyond 3 if, prior to the city's issuance of a building permit for the addition, expansion or alteration that adds bedroom(s), the owner records a deed restriction with the Lane County Clerk, on a form approved by the city, that includes the following provisions:*
 1. *The maximum number of unrelated individuals living in dwelling shall be limited to 3.*
 2. *The deed restriction runs with the land and binds the property owner(s), heirs, successors and assigns.*
 3. *The deed restriction may be terminated, upon approval by the city, when bedrooms are removed so that there are 3 bedrooms, or at such time as the city code no longer requires a bedroom/occupancy limit in accordance with this section.*

Section 10. Subsections (2), (3), (4) and (8) of Section 9.2761 of the Eugene Code,

1971, are amended to provide as follows:

9.2761 Special Standards for Table 9.2760.

- (2) ***Small Lots.*** Lots shall comply with other small lot provisions unless approved as a cluster subdivision or a Planned Unit Development (PUD). (See EC

9.2770 Small Lot Standards for R-2, R-3 and R-4 Zones.

- (3) **Rowhouse Lots.**
 - (a) In R-1, rowhouse lots can be created only in a subdivision created after August 1, 2001 that contains 10 or more lots and where the overall residential density in the subdivision complies with Table 9.2750 Residential Zone Development Standards, ***except that the creation of new rowhouse lots is prohibited within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***
 - (b) In all zones, rowhouses shall have street frontage for the residence and alley access for off-street parking.
- (4) **Flag Lots.**
 - (a) No variances to residential flag lot standards are allowed.
 - (b) ~~[Minimum lot area excludes the pole portion of the lot.]~~ ***The creation of new flag lots is prohibited in the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association.***
 - (c) Other residential flag lot standards also apply. (See EC 9.2775 Residential Flag Lot Standards for R-1, R-2, R-3 and R-4.)
- (8) **Duplex Division Lots.** Duplex division lots shall comply with other duplex division provisions. (See EC 9.2777 Duplex Division Lot Standards.)

Section 11. The following entry in Table 9.6105(5) of Section 9.6105 of the Eugene Code, 1971, is amended to provide as follows:

Table 9.6105(5) Minimum Required Bicycle Parking Spaces		
Uses	Required Bicycle Parking (Minimum 4 bicycle spaces required unless -0- is indicated.)	Type and % of Bicycle Parking
Lodging		
Hotel, Motel, and similar business providing overnight accommodations	1 per 10 guest [bed]rooms.	75% long term 25% short term

Section 12. Subsection (1) of Section 9.6410 of the Eugene Code, 1971, and the following entry in Table 9.6410 of Section 9.6410 are amended to provide as follows:

9.6410 Motor Vehicle Parking Standards.

- (1) **Location of Required Off-Street Parking Spaces.** Required off-street parking shall be on the development site or within 1/4 mile or 1320 feet of the development site that the parking is required to serve.
 - (a) All required parking shall be under the same ownership as the development site served, except through a city approved agreement that binds the parking area to the development site. The off-street parking space requirement for a multi-family dwelling may be satisfied through an agreement that provides parking located on another multi-

family dwelling’s development site only if the party requesting approval demonstrates that, after the agreement is executed, both development sites will meet the current code’s minimum off-street parking space requirement. Each parking space provided through a city approved agreement must have a permanent sign of at least 1 square foot that indicates the name or address of the multi-family dwelling for which the parking is reserved.

- (b) Except as provided in EC 9.2751(15)(~~e~~)(b)3. Driveways and Parking Areas in R-3 and R-4, parking areas may be located in required setbacks only as permitted in EC 9.6745 Setbacks - Intrusions Permitted.
- (c) Tandem parking spaces may be utilized to meet off-street parking requirements for multi-family dwellings in the R-3 and R-4 zones within the boundaries of the [G]city recognized West University Neighbors and South University Neighborhood Association. Those tandem spaces may only be located in an underground parking area or at least 30 feet from a public street within a parking area that can be accessed only from an alley. **(For tandem parking on alleys, see Figure 9.6410(1)(c)).** Tandem parking spaces may not be utilized to meet off-street parking requirements for other types of development in any area.

Table 9.6410 Required Off-Street Motor Vehicle Parking	
Uses	Minimum Number of Required Off-Street Parking Spaces
Lodging	
Hotel, Motel, and similar business providing overnight accommodations	1 per guest [bed]room.

Section 13. Subsection (6) of Section 9.6745 of the Eugene Code, 1971, is amended to provide as follows:

9.6745 Setbacks-Intrusions Permitted.

- (6) **Driveways.** Except as provided in EC 9.2751(15)(~~e~~)(b)3. Driveways and Parking Areas in R-3 and R-4, in any zone, driveways or accessways providing ingress and egress to or from parking spaces, parking areas, parking garages, or structured parking shall be permitted, together with any appropriate traffic control devices, in any required setback.

Section 14. Subsection (30) of Section 9.8030 of the Eugene Code, 1971, is amended to provide as follows:

- 9.8030 Adjustment Review - Approval Criteria.** The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

- (30) Driveways and Parking Areas in R-3 and R-4.** The standards at EC 9.2751(15)(b)9. may be adjusted if the applicant demonstrates that any hardscaped or non-landscaped areas are separated from the driveway and associated parking area, and that vehicle access and parking is physically precluded.

Section 15. Subsection (6) of Section 9.8415 of the Eugene Code, 1971, is added to provide as follows:

9.8415 Property Line Adjustment Approval Criteria. The planning director shall approve, approve with conditions, or deny the property line adjustment application. Approval or approval with conditions shall be based on compliance with the following criteria:

- (6) *Within the R-1 zone in the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association, property lines may only be adjusted up to 5 feet, measured perpendicularly from the current location of the property line. A Property Line Adjustment allowed under this section may be up to 10 feet if the adjustment is necessary to accommodate an encroachment that existed as of _____ [effective date of ordinance].***

Section 16. The findings set forth in Exhibit C attached to this Ordinance are adopted as findings in support of this Ordinance.

Section 17. The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Section 18. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Section 19. This Ordinance shall take effect pursuant to Section 32 of the Eugene Charter 2002, or on the date of its acknowledgement as provided in ORS 197.625, whichever is later.

Passed by the City Council this

___ day of _____, 2014

City Recorder

Approved by the Mayor this

___ day of _____, 2014

Mayor

Figure 9.2751(18)(e)1.

Interior Yard Setbacks for Alley Access Lots

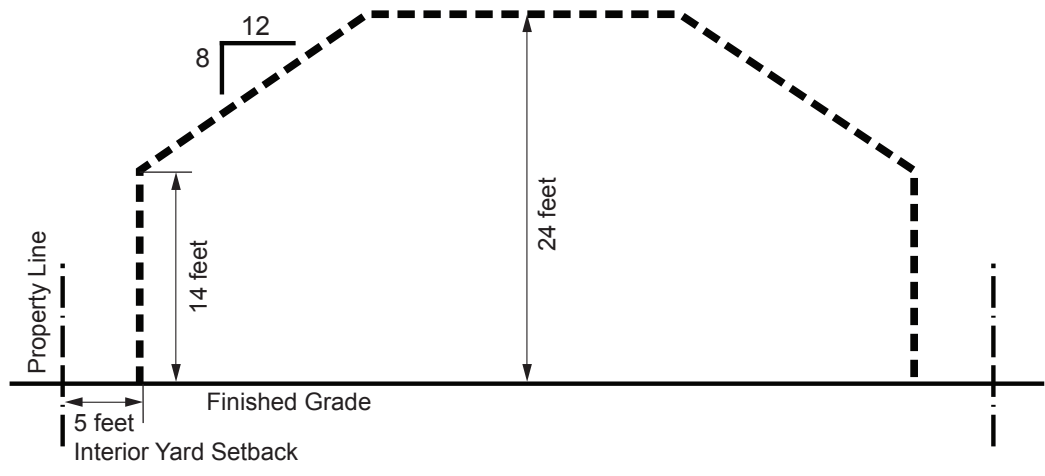
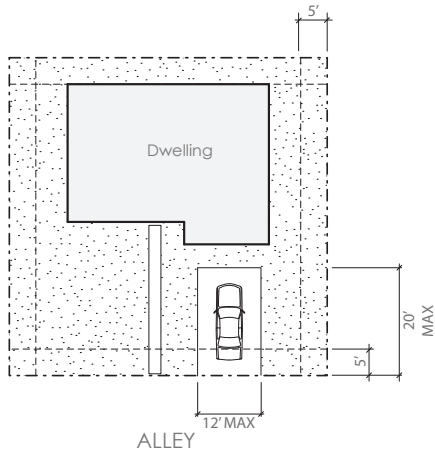


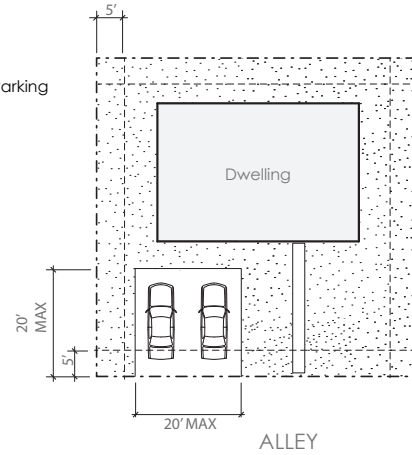
Figure 9.2751(18)(k)

Parking and Driveway for Alley Access Lots

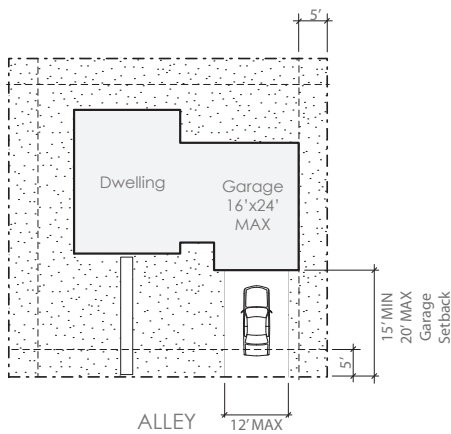
OPTION A:
Single Perpendicular Parking
400 SF MAX



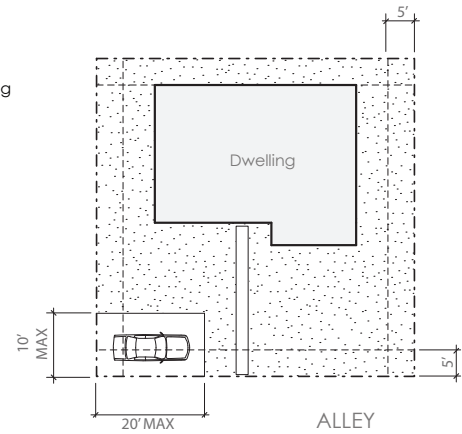
OPTION B:
Side by Side Parking
400 SF MAX



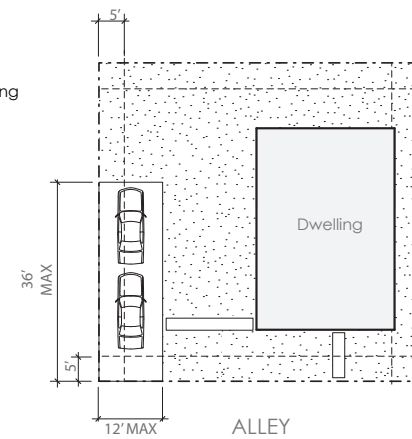
OPTION C:
Attached Parking and
Single Parking Combination
400 SF MAX



OPTION D:
Parallel Parking
400 SF MAX



OPTION E:
Tandem Parking
400 SF MAX



--- Property Line
- - - Setbacks

Exhibit C

Findings

**Single Family Land Use Code Amendments
University Area Protection Measures
(City File CA 13-3)**

Overview

This package of land use code amendments of the R-1 Low Density Residential zone provides interim protection measures in the Amazon, Fairmount and South University neighborhoods to prohibit certain dwelling types and land divisions, and limit certain uses until more comprehensive planning of these areas can be completed.

As part of Envision Eugene, the city is committed to completing area planning for the university neighborhoods, including consideration of specific design standards for housing to address impacts from being proximate to the University of Oregon. However, this work is not slated to begin until following the local adoption of Envision Eugene, meaning that an adopted University Area Plan is likely two to three years away. Protection measures in the form of code amendments are intended to limit further negative impacts until the area planning process is completed. These measures focus on the R-1 zoned areas in the South University, Fairmount and Amazon neighborhoods, which have experienced a substantial increase in unintended housing associated with the demand for student housing close to campus. These interim measures are intended to be replaced by a more comprehensive set of development and design standards established as part of the area planning effort.

Land Use Code Amendments (CA 13-1)

Eugene Code Section 9.8065 requires that the following approval criteria (in ***bold italics***) be applied to a code amendment:

(1) The amendment is consistent with applicable statewide planning goals adopted by the Land Conservation and Development Commission.

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The City has acknowledged provisions for citizen involvement which insure the opportunity for citizens to be involved in all phases of the planning process and set out requirements for such involvement. The amendments do not amend the citizen involvement program. The process for adopting these amendments complied with Goal 1 because it is consistent with the citizen involvement provisions.

The concepts for these protection measures are a result of numerous conversations and processes held over the past several years, including Envision Eugene, the Neighborhood Livability Working Group, Infill Compatibility Standards project and other code amendment processes, relating to the intense development pressures currently experienced in the single family neighborhoods surrounding the university.

Exhibit C

Prior to the start of the formal adoption process, the code concepts were sent out for broad public feedback to over 120 individuals that are interested in the topic or involved in a group or profession associated with neighborhood livability and infill, including neighborhood leaders and advocates, property owners, architects, designers and developers, Infill Compatibility Standards Task Team, and the Home Builder's Association. Other engagement and information opportunities included an open house in June 2013, an open invitation to neighborhood leaders and other interested parties to meet about the amendments, and the establishment of a project web page for the Single Family Code Amendments.

The Planning Commission's September 2013 public hearing was duly noticed to all neighborhood organizations, community groups and individuals who have requested notice, as well as to the City of Springfield and Lane County. In addition, notice of the public hearing was also published in the Register Guard. The City Council held a duly noticed public hearing in November 2013 to consider approval, modification, or denial of the code amendments. These processes afford ample opportunity for citizen involvement consistent with Goal 1. Therefore, the proposed ordinance is consistent with Statewide Planning Goal 1.

Goal 2 - Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

The Eugene land use code specifies the procedure and criteria that were used in considering these amendments. The record shows that there is an adequate factual base for the amendments. The Goal 2 coordination requirement is met when the City engages in an exchange, or invites such an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of the citizens. To comply with the Goal 2 coordination requirement, the City engaged in an exchange about the subject of these amendments with all of the affected governmental units. Specifically, the City provided notice of the proposed action and opportunity to comment to Lane County, Springfield and the Department of Land Conservation and Development. There are no exceptions to Statewide Planning Goal 2 required for these amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

Goal 3 - Agricultural Lands. To preserve agricultural lands.

The amendments are for property located within the urban growth boundary and do not affect any land designated for agricultural use. Therefore, Statewide Planning Goal 3 does not apply.

Goal 4 - Forest Lands. To conserve forest lands.

The amendments are for property located within the urban growth boundary and do not affect any land designated for forest use. Therefore, Statewide Planning Goal 4 does not apply.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. To conserve open space and protect natural and scenic resources.

OR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration

Exhibit C

of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

These amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site and do not amend the acknowledged urban growth boundary. Therefore, Statewide Planning Goal 5 does not apply.

Goal 6 - Air, Water and Land Resource Quality. *To maintain and improve the quality of the air, water and land resources of the state.*

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. The amendments do not affect the City's ability to provide for clean air, water or land resources. Therefore, Statewide Planning Goal 6 does not apply.

Goal 7 - Areas Subject to Natural Disasters and Hazards. *To protect life and property from natural disasters and hazards.*

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, land slides, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits a development in natural hazard areas without appropriate safeguards. The amendments do not affect the City's restrictions on development in areas subject to natural disasters and hazards. Further, the amendments do not allow for new development that could result in a natural hazard. Therefore, Statewide Planning Goal 7 does not apply.

Goal 8 - Recreational Needs. *To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Goal 8 ensures the provision of recreational facilities to Oregon citizens and is primarily concerned with the provision of those facilities in non-urban areas of the state. The amendments do not affect the City's provisions for or access to recreation areas, facilities or recreational opportunities. Therefore, Statewide Planning Goal 8 does not apply.

Goal 9 - Economic Development. *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Exhibit C

Goal 9 requires cities to evaluate the supply and demand of commercial land relative to community economic objectives. The Eugene Commercial Lands Study (1992) was adopted by the City of Eugene as a refinement of the Metro Plan, and complies with the requirements of Goal 9 and the corresponding Administrative Rule. As the amendments are specific to residential development standards in the R-1 Low Density Residential zone, which implements the low density residential Metro Plan designation, the amendments do not impact the supply of industrial or commercial lands. Therefore, the amendments are consistent with Statewide Planning Goal 9.

Goal 10 - Housing. *To provide for the housing needs of citizens of the state.*

Goal 10 requires communities to provide an adequate supply of residential buildable land to accommodate estimated housing needs for a 20-year planning period. The Residential Lands Study (1999) was adopted by the City of Eugene as a refinement of the Metro Plan, and complies with the requirements of Goal 10 and the corresponding Administrative Rule. According to the Residential Lands Study, there is sufficient buildable residential land to meet the identified land need.

The proposed amendments do not impact the supply of residential buildable land. No land is being re-designated from residential use to a nonresidential use, and the amendments do not otherwise diminish the lands available for residential use. The proposed changes could potentially decrease the number of residential units that can be accommodated on certain parcels of residentially designated land. However, it is projected that the changes could result in only 22 fewer homes being built. The existing surplus of residential land, based on various actions Eugene and Springfield have taken to decrease the amount of acreage (approximately 1250 to 178 acres, considering a low or high demand assumption), is sufficient to accommodate the possible 22 displaced dwellings.

Based on the above, the amendments do not impact the supply or availability of residential lands included in the documented supply of “buildable land” that is available for residential development as inventoried in the acknowledged Residential Lands Study. Therefore, the amendments are consistent with Statewide Planning Goal 10.

Goal 11- Public Facilities and Services. *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

The amendments do not affect the City’s provision of public facilities and services. Therefore, Statewide Planning Goal 11 does not apply.

Goal 12- Transportation. *To provide and encourage a safe, convenient and economic transportation system.*

The Transportation Planning Rule (OAR 660-012-0060) contains the following requirement:

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it*

Exhibit C

would:

- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) *Change standards implementing a functional classification system; or*
- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
 - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

The proposed amendments do not change the functional classification of a transportation facility or change the standards implementing a functional classification system. Therefore, the amendments do not have a significant effect under (a) or (b). In regards to (c), the level of residential and development currently permitted through existing code and zoning regulations will be reduced by up to 22 dwellings as a result of these amendments, and thus will not result in the degradation of any transportation facility. Therefore, the amendments do not significantly affect any existing or future transportation facilities. Based on the above findings, the amendment is consistent with Statewide Planning Goal 12.

Goal 13 - Energy Conservation. *To conserve energy.*

The amendments do not impact energy conservation. Therefore, Statewide Planning Goal 13 does not apply.

Goal 14 - Urbanization. *To provide for an orderly and efficient transition from rural to urban land use.*

The amendments do not affect the City's provisions regarding the transition of land from rural to urban uses. Therefore, Statewide Planning Goal 14 does not apply.

Goal 15 - Willamette River Greenway. *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The amendments do not contain any changes that affect the Willamette River Greenway regulations, therefore, Statewide Planning Goal 15 does not apply.

Exhibit C

Goal 16 through 19 - Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources.

There are no coastal, ocean, estuarine, or beach and dune resources related to the property effected by these amendments. Therefore, these goals are not relevant and the amendments will not affect compliance with Statewide Planning Goals 16 through 19.

(2) *The amendment is consistent with applicable provisions of the Metro Plan and applicable adopted refinement plans.*

Applicable Metro Plan Policies

The following policies from the *Metro Plan* (identified below in *italics*) are applicable to these amendments. To the extent that the following policies constitute mandatory approval criteria, based on the findings provided below, the amendments are consistent with and supported by the applicable provisions of the *Metro Plan*.

Existing Housing Supply and Neighborhoods Policies

- A.25 *Conserve the metropolitan area's supply of existing affordable housing and increase the stability and quality of older residential neighborhoods, through measures such as revitalization; code enforcement; appropriate zoning; rehabilitation programs; relocation of existing structures; traffic calming; parking requirements; or public safety considerations. These actions should support planned densities in these areas.*

- A.26 *Pursue strategies that encourage rehabilitation of existing housing and neighborhoods.*

Consistent with these policies, the intent of the University area interim protection measures is to conserve the supply of existing affordable housing in the Amazon, Fairmount and South University neighborhoods, as well as increase the stability in these three neighborhoods, which have experienced an increase in unintended housing development associated with the demand for student housing and the proximity of the University of Oregon. The type of development experienced recently in these areas, including remodels to increase the number of bedrooms in single-family homes, as well as the construction of single family homes with five or more bedrooms, is geared towards students. As such, these homes are no longer viable options in terms of affordability or functionality for other populations. The proliferation of high-occupancy student housing and loss of a variety of housing types is causing instability. The interim protection measures are intended to limit this type of development and stabilize the neighborhoods until more comprehensive planning can be completed.

Applicable Refinement Plans

The University area protection measures fall within the areas covered by the Fairmount/U of O Special Area Study (1982), the 19th and Agate Special Area Study (1988) and the South Hills Study (1974). No relevant policies were found in the 19th and Agate Special Area Study or the South Hills Study. Findings addressing relevant provisions of applicable refinement plans are provided below.

Exhibit C

Fairmount/U of O Special Area Study (1982)

Although there are no policies in this refinement plan that directly address the amendments or constitute mandatory approval criteria, the below text from the Land Use Diagram Text of the plan is relevant to the University area interim protection measures, as they relate to the Fairmount neighborhood. As these amendments apply within the Low Density Residential area, and are intended to preserve and maintain the existing single family character, they are consistent with, and supported by this text.

Low Density Residential

This area generally encompasses the south and east portions of the special study area. This area is to remain in low-density residential use with emphasis on preserving and maintaining the single-family character which currently exists.

Based on the above findings, the proposal is consistent with and supported by the applicable provisions of these adopted plans.

(3) *The amendment is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone, in the case of establishment of a special area zone.*

The amendments do not establish a special area zone. Therefore, this criterion does not apply to these amendments.

Recommended Modification to Ordinance

Maximum Bedroom Limitation

Testimony raised the issue that the proposed limit of three bedrooms for new homes in the university area would place an undue burden on property owners proposing to build new single family homes for themselves, especially those with large families (such as multiple children or multi-generational living situations), or those wanting a guest room or home office (which would meet the definition of bedroom). To provide flexibility for such situations, it was recommended to allow for more than three bedrooms when the number of unrelated individuals in the dwelling is limited to three (as is proposed to be allowed for additions and remodels of existing homes in the university area).

As noted in the Summary of the Planning Commission Recommendation (provided as Attachment A to the February 12, 2014 Agenda Item Summary), the Planning Commission discussed and voted 7 to 0 in a straw vote to recommend supporting the three bedroom limit for new dwellings/remodels, with following exception: For any remodel that adds a bedroom or bedrooms beyond three bedrooms, the maximum number of unrelated individuals living in dwelling would be limited to three (instead of five) as long as interim protection measures are in effect, and property owner would be required to record deed restriction stating such. The Planning Commission's recommendation is included in the ordinance.

Based on testimony, staff recommends incorporating the same exception for new dwellings into the ordinance. The proposed code language (below) is provided for the City Council's consideration.

Proposed Code Language:

Underline = Text to be inserted

~~***Underline***~~ = Text to be removed

9.2751 Special Development Standards for Table 9.2750.

- (17) ***Maximum Bedroom Count. In the R-1 zone within the city-recognized boundaries of Amazon Neighbors, Fairmount Neighbors and South University Neighborhood Association, the maximum allowable number of bedrooms in a dwelling shall be ~~as follows:~~***
- ~~(a) ***New dwellings approved after _____ [effective date of ordinance] shall be limited to 3 bedrooms; or***~~
- ~~(b) ***Additions, expansions or alterations that add bedroom(s) to a dwelling in existence on _____ [effective date of ordinance] shall be limited to 3 bedrooms total, except that additional bedroom(s) may be added beyond 3 if, prior to the city's issuance of a building permit for a new dwelling or for an ~~the~~ addition, expansion or alteration that adds bedroom(s), the owner records a deed restriction with the Lane County Clerk, on a form approved by the city, that includes the following provisions:***~~
1. ***The maximum number of unrelated individuals living in the dwelling shall be limited to 3.***
 2. ***The deed restriction runs with the land and binds the property owner(s), heirs, successors and assigns.***
 3. ***The deed restriction may be terminated, upon approval by the city, when bedrooms are removed so that there are 3 bedrooms, or at such time as the city code no longer requires a bedroom/occupancy limit in accordance with this section.***

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: Surplus Property (901 Franklin Boulevard)

Meeting Date: March 10, 2014
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 5
 Staff Contact: Nan Laurence
 Contact Telephone Number: 541-682-5340

ISSUE STATEMENT

City Council action is requested on the sale of surplus property at 901 Franklin Boulevard. A context map is provided as Attachment A, a diagram of the property is provided as Attachment B, and the key deal points are listed in Attachment C.

BACKGROUND

The City owns property at 901 Franklin Boulevard, shown as Site #1 on Attachment B. On February 21, 2014, City Manager Jon Ruiz signed a Purchase and Sale Agreement with Kit Tangtrongjita for the sale of a portion of this property, subject to City Council approval. As proposed, Mr. Tangtrongjita will pay \$288,000 and convey his property, approximately 8,000 square feet, to the City (shown as Site #2). In exchange, the City will convey approximately 38,000 square feet to Kit Tangtrongjita (shown as Site #3). Mr. Tangtrongjita plans to relocate the former Agripac Office Building and use the property and the building for a food service concept based on Cart de Frisco. The City will lease the remainder of the City-owned property as well as the property formerly owned by Mr. Tangtrongjita to Core Campus for their required parking for The Hub development at 515 East Broadway (shown as Site #4).

The City's property at 901 Franklin has been actively marketed since 2011, through the City's real estate management contractor, Pacific Real Estate. In late 2011, the City Council approved the sale of the property for a fast-food restaurant. The purchaser did not move forward with the transaction following their determination that the site's access did not meet the needs of the proposed project. In June 2013, City Council approved the lease of property (with option to purchase) for parking to Core Campus.

The PSA addresses the following goals: a) provide adequate City-owned property to lease to Core Campus for off-site parking for the Hub development, b) support Mr. Tangtrongjita's pedestrian-oriented commercial development concept along the Franklin Corridor, and c) preserve the Agripac Office Building. The proposed property transaction provides parking that is more convenient and accessible to The Hub, enhances the commercial development opportunity for Mr. Tangtrongjita's food service concept, and provides a new use and permanent location for the Agripac building. If the sale of surplus property is approved by the council, the closing is expected to take place as close to March 31, 2014, as possible.

Transaction Components

Purchase Price

The purchase price listed in the PSA has been negotiated based on the 2011 appraisal and with consideration of development constraints. First, the property extends into the Millrace waterway; the Water Resources Overlay Zone applies to a portion of the property and limits the type and location of development permitted. Second, the property is immediately adjacent to the Union Pacific railroad tracks. Third, vehicular access along Franklin Boulevard is limited to right-in, right-out movements only; this limitation was the reason the previous development concept did not progress.

Property Line Adjustment

As shown in Attachment B and per the PSA, Mr. Tangtrongjita will purchase a portion of the City-owned property, Site #3. Before closing on the PSA and City conveyance to Mr. Tangtrongjita, a property line adjustment will be required.

Agripac Office Building

The Agripac Office Building was moved from the site currently under construction for the Northwest Community Credit Union in May 2013, as a result of the sale of surplus property approved by the City Council in December 2012. The building has been stored on Eugene Water & Electric Board's (EWEB) property through a Memorandum of Understanding. EWEB retains the right to require that the building be removed within 90 days of their request.

After closing on the PSA, the property line adjustment, and conveyance of property to Mr. Tangtrongjita, the Agripac Office Building will be relocated to Mr. Tangtrongjita's property (Site #3). The building will be incorporated into Mr. Tangtrongjita's commercial development concept.

RELATED CITY POLICIES

The proposed transaction supports Pillars in Envision Eugene encouraging economic opportunity and compact urban, pedestrian-oriented development along a key transit corridor.

COUNCIL OPTIONS

Following deliberations, the City Council may consider the following options:

1. Approve the proposed property transaction generally consistent with Attachments B and C.
2. Approve the proposed property transaction with specific modifications as determined by the City Council
3. Deny the proposed property transaction

CITY MANAGER'S RECOMMENDATION

The City Manager recommends approval of the disposition of a portion of the City-owned property at 901 Franklin Boulevard generally consistent with Attachments B and C.

SUGGESTED MOTION

Move to approve the disposition of a portion of the City-owned property at 901 Franklin

Boulevard generally consistent with attachments B and C.

ATTACHMENTS

- A. Franklin Boulevard Area Context Map
- B. 901 Franklin Property Diagram
- C. 901 Franklin Key Deal Points

FOR MORE INFORMATION

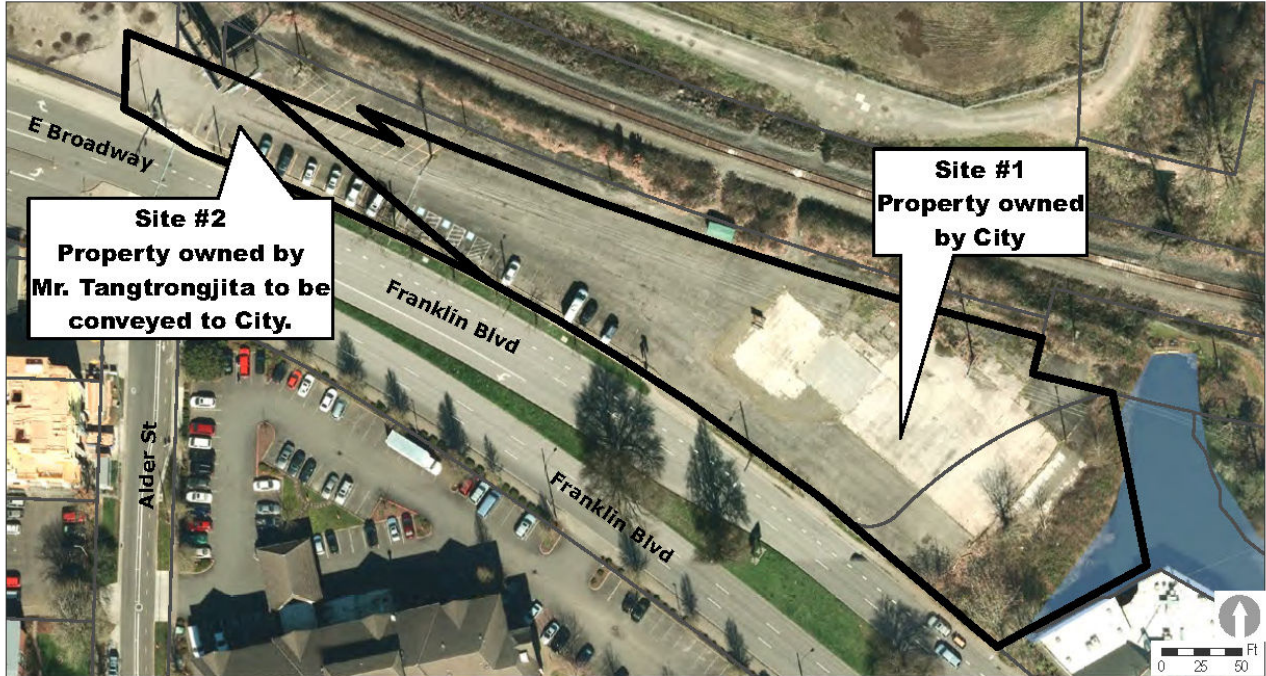
Staff Contact: Nan Laurence
Telephone: 541-682-5340
Staff E-Mail: nan.laurence@ci.eugene.or.us

Attachment A:
Franklin Boulevard Area Context

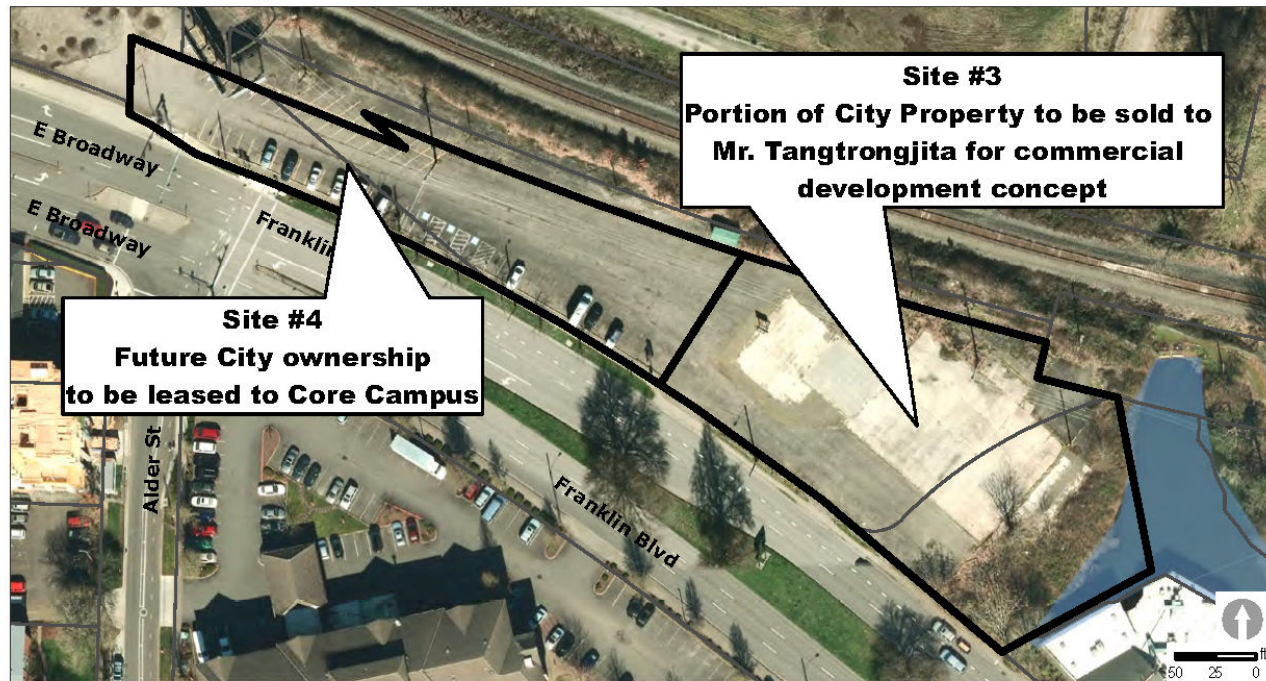


Attachment B:
901 Franklin Property Diagram

Existing Ownership



Future Ownership



Orthophotography 2013
Caution: This map is based on imprecise source data, subject to change, and for general reference only.

Attachment C:
901 Franklin Key Deal Points

1. Mr. Tangtrongjita will convey his property to the City and pay a total of \$288,000 for a portion of the City's property.
2. Mr. Tangtrongjita will pay \$50,000 towards the purchase price; the remainder will be financed by the City for a period of 5 years at a 5% interest rate.
3. Mr. Tangtrongjita will purchase the Agripac Office Building for \$1, secure any required permits, contract to move the building, and agree to use the building for his commercial development concept.
4. The City will pay for building moving costs up to \$50,000.
5. If Mr. Tangtrongjita demolishes the building or sells the property to a new owner who intends to demolish, Mr. Tangtrongjita must first offer the building back to the City and reimburse the City for the initial moving costs.
6. The Due Diligence period begins after execution of the PSA and is in effect until March 31, 2014.
7. During Due Diligence, the City will address costs associated with the required property line adjustment and any sidewalk or curb cut construction to benefit Mr. Tangtrongjita's development. The City will also perform an environmental analysis on Mr. Tangtrongjita's property and provide Mr. Tangtrongjita with existing environmental information on the City's property.
8. During Due Diligence, Mr. Tangtrongjita will secure an easement for access at the west end of his property.
9. The City will facilitate Mr. Tangtrongjita's use of any system development credits (SDCs) on the property.
10. The City will pay a commission fee to the City's real estate management contractor of 5% of the purchase price.
11. The closing date is to be within 10 days of the end of the due diligence period.
12. The sale is subject to City Council approval.



Surplus Property:

901 Franklin Boulevard

March 10, 2014

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Item 5.

901 Franklin Boulevard



- Project Goals
- Property Details
- Recommendation



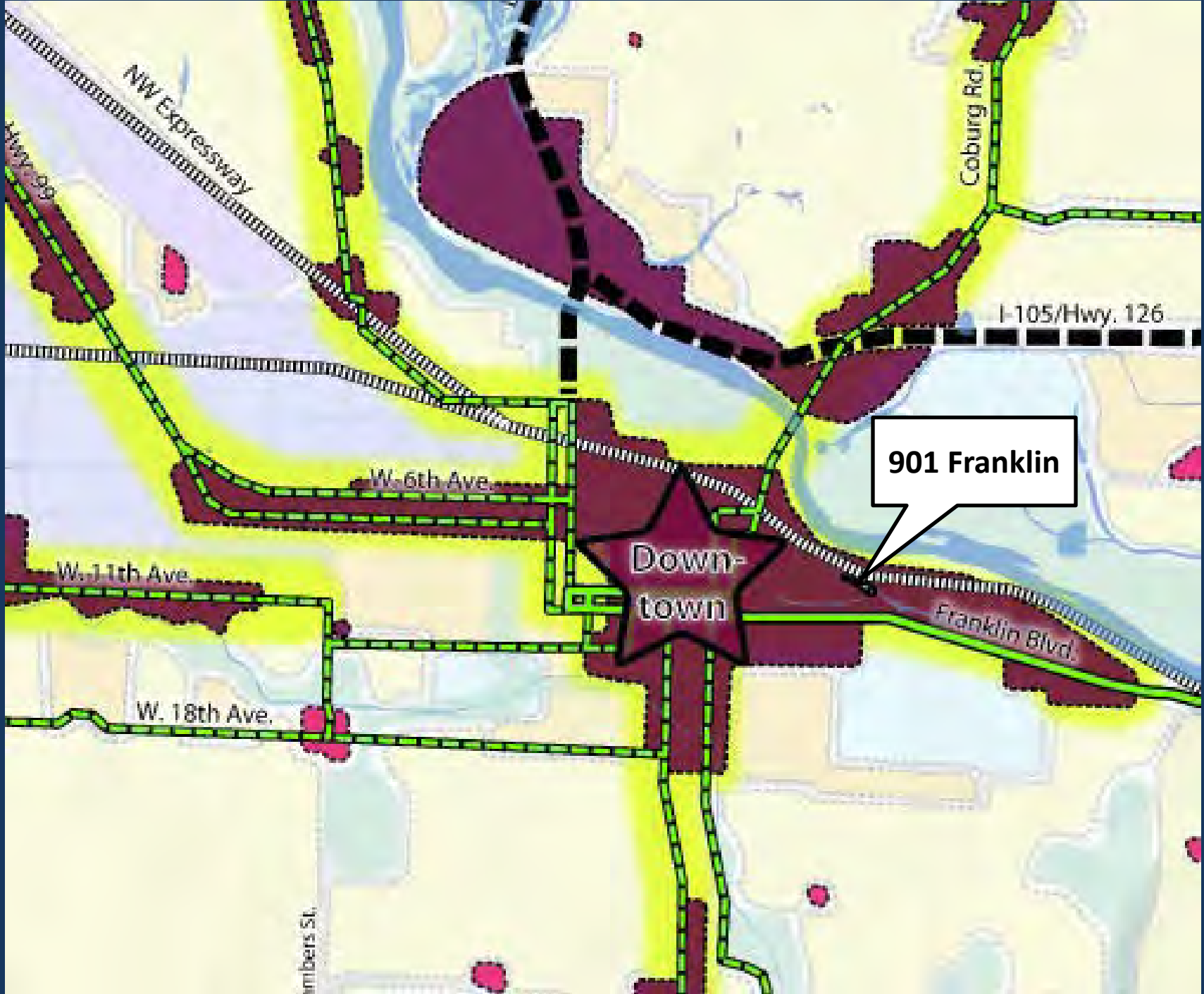
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Item 5.



901 Franklin

Downtown

NW Expressway

Hwy 99

Coburg Rd.

I-105/Hwy. 126

W. 6th Ave.

W. 11th Ave.

W. 18th Ave.

Franklin Blvd.

Timbers St.

-211-



901 Franklin



Kit Owned

City Owned

City Owned

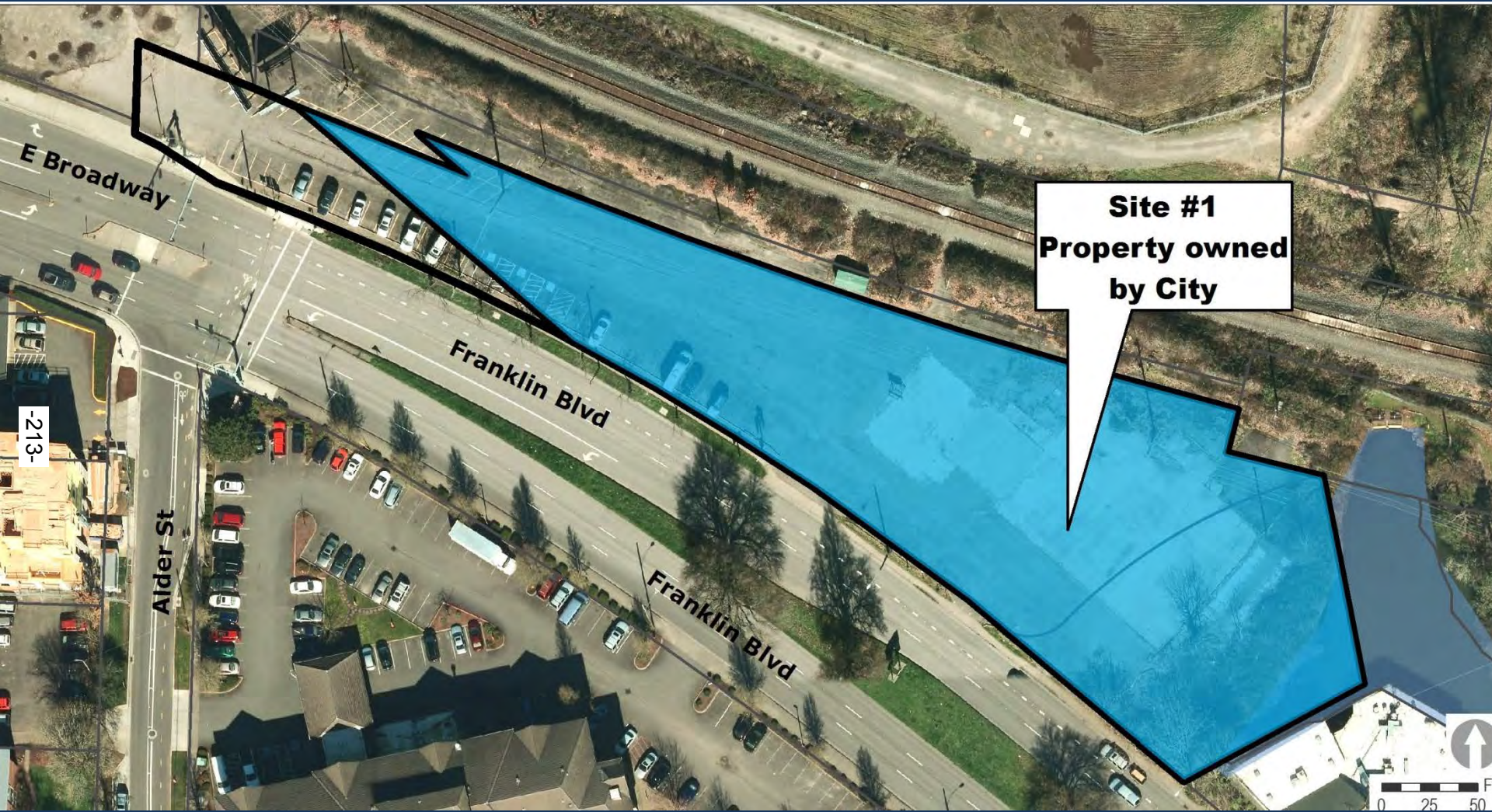
-212-

Broadway

Fränklin Blvd

Franklin Blvd

Alder St



Site #1
Property owned
by City

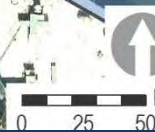
E Broadway

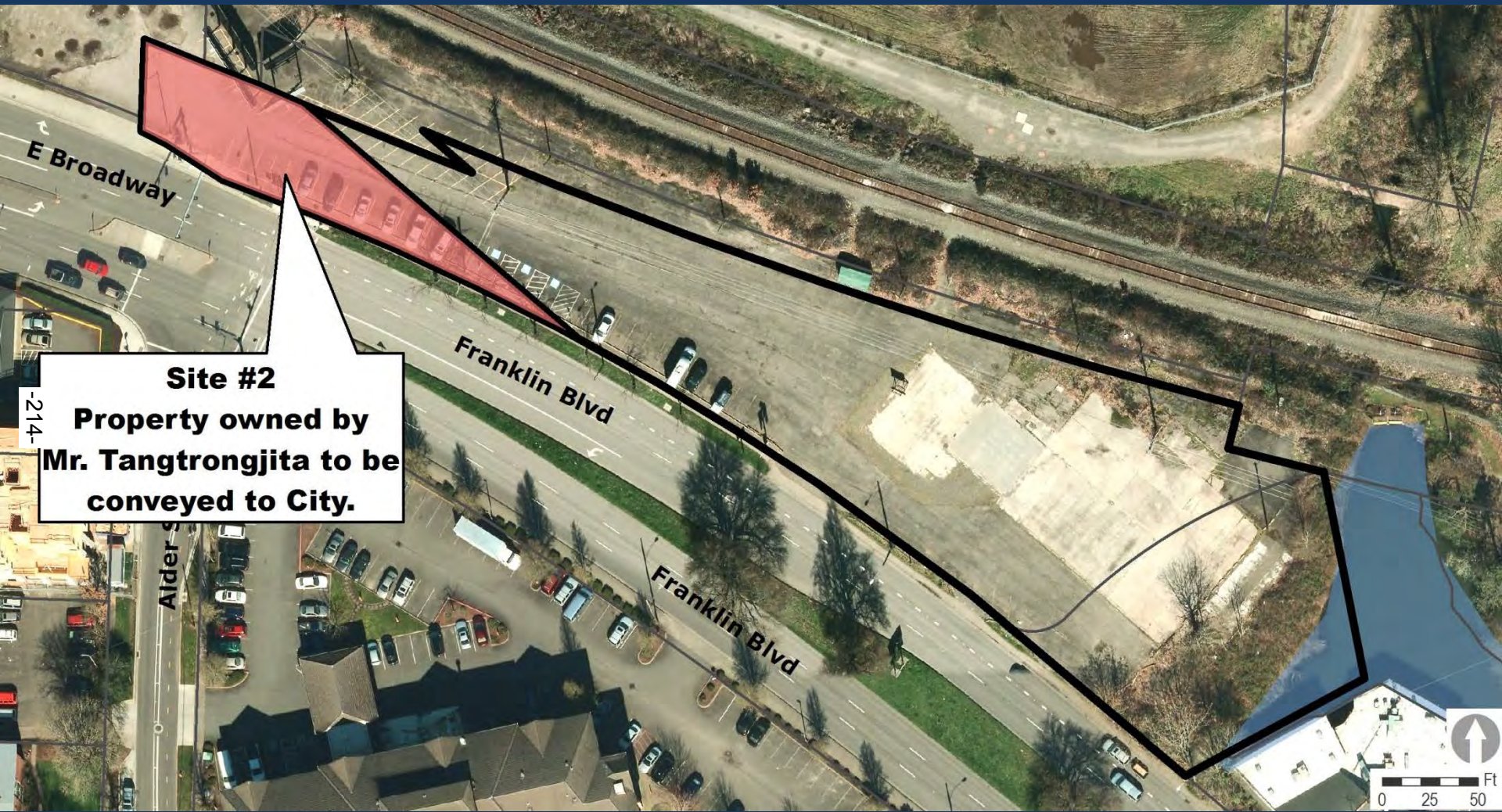
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Alder St

Franklin Blvd

Franklin Blvd





Site #2
Property owned by
Mr. Tangtrongjita to be
conveyed to City.

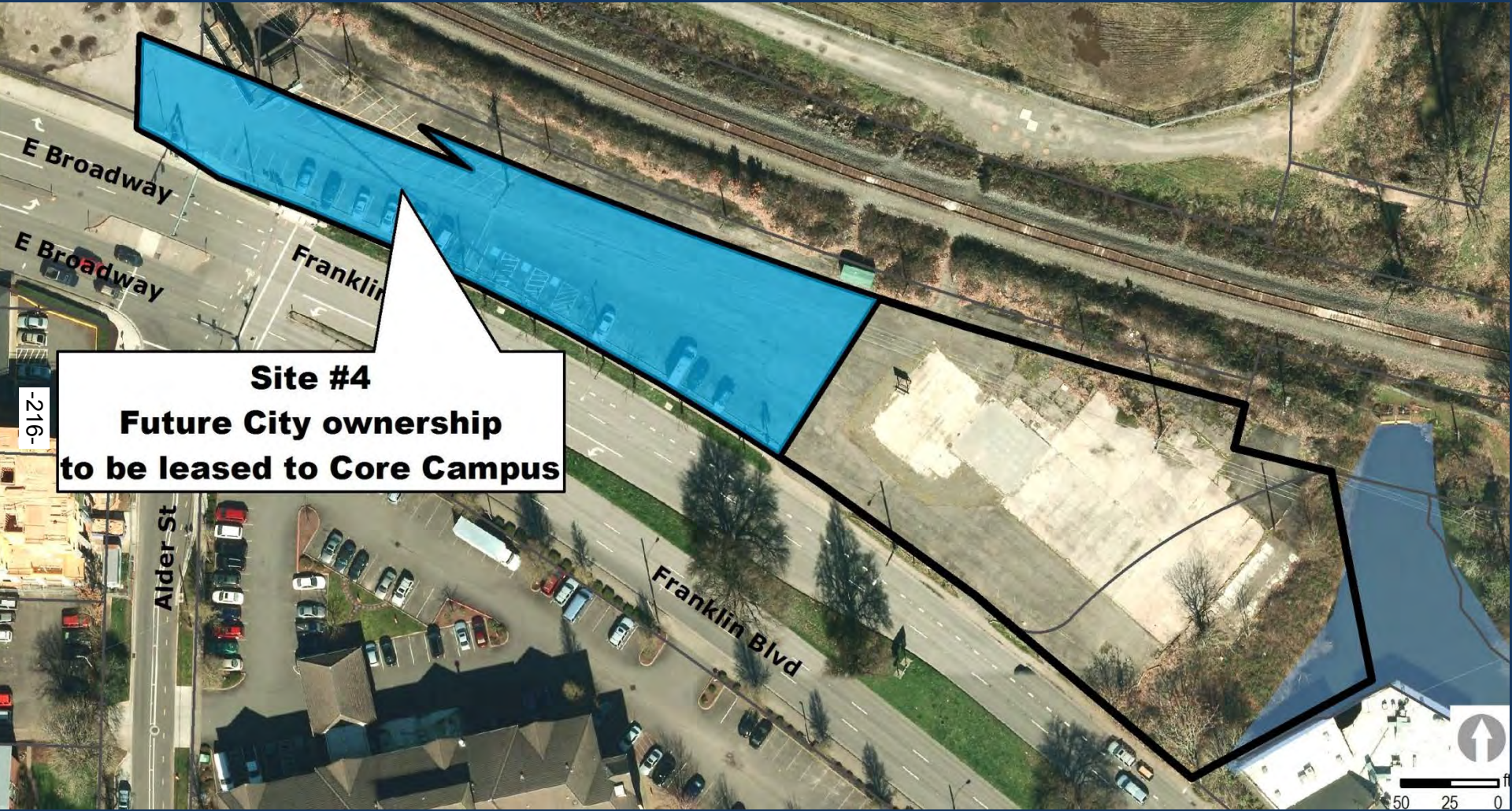
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-215-

Site #3
Portion of City Property to be sold to
Mr. Tangtrongjita for commercial
development concept



Site #4
Future City ownership
to be leased to Core Campus

-216-

50 25 0

Deal Points

- Price: \$288,938
- Ownership of additional parcel
- Move, improve and re-use the Agripac Building
- Complete an environmental review
- Complete a Property Line Adjustment
- Council Approval

Recommendation

The City Manager recommends:

Approval of the disposition of a portion of the City-owned property at 901 Franklin Boulevard generally consistent with Attachments B and C.