



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

February 23, 2015

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 February 23, 2015;
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:

**Review of 2014 Implementation of Bond Measure to Fix
Streets and 2015 Pavement Management Report**

**6:15 p.m. B. WORK SESSION:
Climate Recovery Proposal**

**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 Resolution Annexing Land to the City Of Eugene (Northwest Corner of County Farm Road and Lakeview Drive, and Identified as Assessor's Map 17-03-08-44, Tax Lot 6200 and a Portion of Tax Lot 9200) (MWIC Eugene, LLC - A 14-7)**
- D. Approval of a Resolution Annexing Land to the City of Eugene (Southwest Corner of River Road and River Loop 2, and Identified as Assessor's Map 17-04-02-31, Tax Lot 1500) (Wolf - A 14-8)**
- E. Interim Appointment to Police Commission**

3. PUBLIC FORUM:

Envision Eugene Urban Growth Boundary Revised Recommendation for Housing

4. ACTION:

An Ordinance Concerning Delegating Authority to the City Manager for Removal of Chemicals from the Hazardous Substances List and Updating Tracking Instructions

5. ACTION:

An Ordinance Concerning Obnoxious Vegetation

**time approximate*

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

City Council meetings and work sessions are broadcast live on the City's Web site. In addition to the live broadcasts, an indexed archive of past City Council webcasts is also available. To access past and present meeting webcasts, 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,

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Review of 2014 Implementation of Bond Measure to Fix Streets and 2015 Pavement Management Report

Meeting Date: February 23, 2015
 Department: Public Works
www.eugene-or.gov

Agenda Item Number: A
 Staff Contact: Kurt Corey
 Contact Telephone Number: 541-682-8421

ISSUE STATEMENT

This work session is an opportunity for the Eugene City Council to review the implementation of Measure 20-197, the 2012 bond measure to fix streets. To facilitate this review, two documents were prepared: the Citizen Street Repair Review Panel 2014 Report, and the independent accountant's report by Isler CPA. These reports are provided as informational items in compliance with the City Council resolution placing the bond measure on the ballot. This work session will also review the 2015 Pavement Management Report.

BACKGROUND

Council Action History

Following considerable study and discussion, including forming a Council Committee on Transportation Funding and convening an ad hoc citizen Street Maintenance Task Force, the council on July 28, 2008, approved Resolution 4953, calling a city election on a measure authorizing the issuance of \$35.9 million of general obligation bonds to fund street preservation projects. Eugene voters on November 4, 2008, approved Measure 20-145, the 2008 bond measure to fix streets. Beginning in April 2010, and continuing through February 2014, the council received annual reports from the Street Repair Review Panel and the independent accountant regarding implementation of the 2008 bond measure.

On July 9, 2012, the council approved Resolution 5063, calling a city election on a measure authorizing the issuance of \$43 million of general obligation bonds to fund street preservation projects, and bicycle and pedestrian projects. In November 2012, Eugene voters overwhelmingly approved Measure 20-197 that continues the City's road repair program for another five years. The new bond measure promises to fix 76 more streets and provide an average of \$516,000 per year for bicycle and pedestrian projects. The bond measure took effect in 2014 and continues the bond-funded pavement preservation program that was first approved by local voters in 2008.

The 2012 bond measure to fix streets continued the requirements related to accountability. The City Council resolution and the information provided to voters specified:

- In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the council and make the report publicly available. (Resolution 5063, Section H)
- To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this resolution. The City Manager will provide the street repair review panel's report to the council and make the report publicly available. (Resolution 5063, Section I)

Street Repair Review Panel

In October 2009, a citizen group was initially formed to review the implementation of the 2008 road bond measure and report whether the bond funds were used in compliance with the council resolution. The citizen member street repair review panel, including six founding members, reconvened to review the implementation of Measure 20-197, the 2012 bond measure to fix streets. The 11 community members serving on the 2014 SRRP were: John Barofsky (chair), Janet Calvert, Allison Camp, Mel Damewood, Paul Holbo, Steve Lee, Dave Perez, Ollie Snowden, Clayton Walker, Gary Wildish, and Sue Wolling. During the past year, the committee met three times over a three-month period in preparation of the report, which included a physical inspection of the projects completed in 2014.

On February 4, 2015, the Street Repair Review Panel unanimously approved its annual report (Attachment A), focusing on the first year of implementing the 2012 bond measure to fix streets, which included the following conclusion:

Based on this limited review and all materials presented to us, we unanimously conclude that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5063. (SRRP 2014 Report, Page i).

The 2014 SRRP report recognized the progress made on fixing Eugene's streets. Building on the success of the 2008 bond measure, in which 85.4 lane miles of improved streets and five miles of off-street shared-use paths were repaired, the projects funded in 2014 by the 2012 voter-approved bond measure resulted in reconstructing or resurfacing just over 18 lane miles on 12 streets. The 2012 bond also allocated funding for bicycle and pedestrian projects guided by the Pedestrian and Bicycle Master Plan, City staff and the Bicycle and Pedestrian Advisory Committee. In 2014, the projects included significant safety improvements that added three signalized pedestrian crossings on busy streets, access ramps and sidewalk infill. The positive economic impacts include the funding of more than 92 full-time equivalent jobs during the period of

construction.

The report from the SRRP highlighted the City's sustainability achievements. The bond projects continue to support implementation of the Community Climate and Energy Action Plan by utilizing industry leading methods and materials to reduce greenhouse gas emissions and waste from construction (as detailed in the attached report), as well as reducing delay to the traveling public. In addition to helping achieve sustainability goals, the bond measure projects are designed to improve safety and result in complete streets that are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. These efforts include expanding the pedestrian and bicycle network through implementation of new facilities such as bicycle boulevards and buffered bike lanes, accessible sidewalk ramps and traffic signals, enhanced street crossings and other facilities.

A web site tracking the bond measure implementation has been established at www.eugene-or.gov/gobonds. The panel's 2014 report has been placed on the internet, and links to the online report will be sent to the Neighborhood Leaders Council and other community and business organizations. In preparation of the 2015 report, the Street Repair Review Panel is scheduled to reconvene in the fall, upon completion of the 2014 construction season.

Independent Accountant's Report

The accounting firm of Isler CPA, who also performed the annual audit of the city's FY14 financial statements, was contracted to perform sufficient agreed-upon procedures in order to determine whether the expenditure of general obligation bonds were made in accordance with the purposes and limitations outlined in the street repair bond resolution – namely, that expenditures were:

1. used only for costs related to street preservation projects, bicycle and pedestrian projects and payment of bond issuance costs, and not to expand the motor capacity of the street system; and also,
2. limited to projects included in Exhibit A to the resolution, unless upon completion of all of the projects listed in Exhibit A, the council adds other street preservation projects to the list in order to utilize unspent bond proceeds.

The accountant's procedures were performed for expenditures incurred from inception (beginning February 2013) through December 31, 2014, and were conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The independent accountant expenditure testing concluded:

All tested expenditures were recorded in the proper account, fund and period and were spent on street projects included in Exhibit A of City Council Resolution No. 5063 or other street preservation projects approved by City Council, as permitted under Resolution 5063. No exceptions were noted.

Further, it was the summary conclusion of the independent accountant that, "Based on our limited testing, we noted that the City followed the purpose and limitation of the City Council Resolution #5063." The Isler CPA report is included as Appendix C to the SRRP 2014 Report and has been placed on the internet at www.eugene-or.gov/gobonds.

Pavement Management Report

The annual Pavement Management Report is produced to update information and data regarding the City of Eugene's transportation system including improved streets, unimproved streets and off-street shared-use paths. The report provides surface descriptions and associated mileage, reviews current treatment programs and costs, and projects future treatment needs based on several funding scenarios. Currently, Public Works manages 1,345 lane miles (538 centerline miles) of streets, and approximately 45 miles of off-street shared-use paths within the city limits. The report includes a breakdown of the street transportation system in terms of pavement type, level of improvement, and functional classification.

The 2015 Pavement Management Report (Attachment B) was compiled by the Public Works Maintenance Division's Surface Technical Team to provide updated information on the condition of asphalt paving in Eugene using 2014 rating and inventory data. The 2015 Pavement Management Report shows progress has been made on the condition of Eugene's streets, but more work is needed to further reduce the backlog of needed repairs of city streets. Specifically, based on the 2012 ratings and reported in the 2013 report the calculated backlog of repairs on improved asphalt streets was \$100 million. As of the end of 2014, the current backlog has been calculated to be \$84 million. Overall, even though the backlog figure declined in 2014, the projected level of funding beyond the 2012 bond measure is insufficient to stabilize the backlog over the long term.

The report also includes an inventory of streets by improvement status and functional classification, details how a pavement management system is used to inspect and rate pavement surfaces, explains Eugene's pavement preservation program, and includes updated information about treatment types and costs. Electronic copies of the 2015 Pavement Management Report are available at www.eugene-or.gov/DocumentCenter/View/18477.

RELATED CITY POLICIES

Council's goals include "Transportation Initiative: Develop mechanisms to adequately fund our transportation system for cars, trucks, bikes and pedestrians including maintenance and preservation and capital reconstruction."

COUNCIL OPTIONS

This work session is informational; no action is requested.

CITY MANAGER'S RECOMMENDATION

This work session is informational; no action is requested.

SUGGESTED MOTION

This work session is informational; no motion is requested.

ATTACHMENTS

- A. Citizen Street Repair Review Panel 2014 Report, including Auditor's Report
- B. 2015 Pavement Management Report

FOR MORE INFORMATION

Staff Contact: Kurt Corey, Public Works Director
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Staff E-Mail: Kurt.A.Corey@ci.eugene.or.us

Citizen Street Repair Review Panel 2014 Report

Implementation Update for Measure 20-197 Bonds to Fix Streets





Memorandum

Date: February 4, 2015
 To: Jon Ruiz, City Manager
 From: Street Repair Review Panel
 Subject: 2014 Report of the Street Repair Review Panel

It is our pleasure to present the 2014 annual report of the Street Repair Review Panel, focusing on the first year of implementing the 2012 bond measure to fix streets. This panel initially was formed in 2009 to review the implementation of the 2008 road bond measure. This report was written in response to the accountability provisions in Measure 20-197, the 2012 bond measure to fix streets.

The 11-member panel met three times over a three-month period in preparation of this report, which included a physical inspection of the projects completed in 2014. We reviewed and accepted the report prepared by the City's external auditor (Appendix C) with respect to the City's use of the bond proceeds through December 31, 2014.

Based on this limited review and all materials presented to us, we unanimously conclude that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5063. We are also providing a detailed report, prepared at our request and with our approval, from the Public Works staff on the bond projects constructed in 2014.

Highlights from our review of the 2014 street bond projects include the following:

- **Progress** – Building on the success of the 2008 bond measure, in which 85.4 lane miles of improved streets and five miles of off-street shared-use paths were repaired, the projects funded in 2014 by the 2012 voter-approved bond measure resulted in reconstructing or resurfacing just over 18 lane miles on 12 streets. The 2012 bond also allocated funding for bicycle and pedestrian projects guided by the Pedestrian and Bicycle Master Plan, City staff and the Bicycle and Pedestrian Advisory Committee. In 2014, the projects included significant safety improvements that added three signalized pedestrian crossings on busy streets, access ramps and sidewalk infill.
- **Acknowledging Variability in Funding Forecasts** – The challenge of comparing estimated costs to actual project expenditures is evident in the Appendix A summary for 2014 projects. The bottom line is that actual costs are expected to be approximately \$567,000 (8%) more than was programmed when the list of 2012 bond measure projects was put together. One reason for this is that estimates are based on surface observations while the actual treatment is determined by rigorous project-specific scientific testing. Variances in 2014 were also due to unforeseen circumstances encountered in a challenging project with changeable soil conditions. There are also macro-economic forces such as the price of oil and competitive bidding trends that are very difficult to predict over time. We will let you know if we perceive any significant trends developing as the bond measure continues to be implemented. The portion of the bond funds used to construct improvements for bicycle and pedestrian projects in 2014 also exceeded the \$516,000 annual average set in the bond measure. It's our understanding that staff intentionally "front loaded" the cost of bicycle and pedestrian projects in 2014 to accommodate the scheduling of large grant funded projects in future years, and we are assured that bond expenditures for bicycle and pedestrian projects will be adjusted in future years to achieve the \$516,000 annual average.
- **Importance of Collaborating with Internal and External Partners** – Eugene's robust pavement preservation program requires strong coordination with internal and external utility stakeholders to schedule and coordinate the street work with any needed upgrades and repairs to the nearby utility

facilities. Because the street repair projects sometimes include opportunities for traffic engineering changes such as improving on-street bicycle lanes, public engagement on potential changes needs to occur well in advance of actual construction. Also added to the mix for the next couple of years is LTD's construction in the West Eugene EmX corridor. Staff has done a good job coordinating and collaborating with a variety of partners, and we encourage continued efforts in this area.

- **Continuing to Communicate with Citizens and Businesses** – As noted in previous reports, major street repair projects, by their nature, tend to be disruptive. Examples of construction-related inconveniences include street closures, detours, dust and noise. These issues can affect residents, businesses and commuters. The committee found that, in 2014, the Public Works Department successfully managed impacts on potentially disruptive projects such as the reconstruction of First Avenue and the challenging work done on a long stretch of North Shasta Loop. Again, we note the planned construction of West Eugene EmX starting in 2015, and we continue to encourage the department to coordinate projects as much as possible and to continue to look for new and better ways to proactively coordinate communications and minimize impact to the traveling public and impacted businesses and residents.
- **Achieving Sustainability Goals** – The bond projects continue to support implementation of the Community Climate and Energy Action Plan by utilizing industry leading methods and materials to reduce greenhouse gas emissions and waste from construction (as detailed in the attached report), as well as reducing delay to the traveling public.
- **Building Safe and Complete Streets** – In addition to helping achieve sustainability goals, the bond measure projects are designed to improve safety and result in complete streets that are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. These efforts include expanding the pedestrian and bicycle network through implementation of new facilities such as bicycle boulevards and buffered bike lanes, accessible sidewalk ramps and traffic signals, enhanced street crossings and other facilities.
- **Understanding the Process for Selecting Projects** – SRRP members often are asked what process is used to select streets for repairs. The streets chosen for bond funding were selected using the criteria listed on page 3 of the attached report. Bicycle and pedestrian projects were not listed in the bond measure. Their selection is guided by the Pedestrian and Bicycle Master Plan, City staff and the Bicycle and Pedestrian Advisory Committee. The memo by Associate Transportation Planner Reed Dunbar (Appendix D) explains in more detail how these safety improvement projects are selected.
- **Recognizing the Continued Economic Value of Street Bond Projects** – Based on the Oregon Department of Transportation Highway Division jobs multiplier model, the bond measure projects completed in 2014 conservatively sustained approximately 92 full-time equivalent jobs during the period of construction. Another significant economic benefit is the avoided expense by timely repair of city streets. According to the 2015 Pavement Management Report, the current backlog of needed street repairs is \$84 million. Had the community not embarked on a pavement preservation program funded in great part by voter-approved bond measures, the backlog could have been \$282 million at this point – a difference of almost \$200 million.
- **Bottom Line** – We believe the community is getting a good return for their investment in street repairs, and the bonds are being used wisely to meet the objectives of Ballot Measure 20-197.

We feel that Public Works Director Kurt Corey and his staff are doing an excellent job at designing and constructing bond measure projects. We appreciate the support they have given us in the course of our review. The committee also continues to express its appreciation to the voters and taxpayers of Eugene for their ongoing support of the bond measures that have made our community a better place to live and do business.

Additional information about the Street Repair Review Panel can be found at www.eugene-or.gov/gobonds. Please feel free to contact any of us for additional information.

SRRP Members

John Barofsky	Dave Perez
Janet Calvert	Ollie Snowden
Allison Camp	Clayton Walker
Mel Damewood	Gary Wildish
Paul Holbo	Sue Wolling
Steve Lee	

City of Eugene Staff

Kurt Corey	Matt Rodrigues
Eric Johnson	Mark Schoening
Eric Jones	Tammy Smith
Paul Klope	Robert Tintle
Jeff Lankston	Jenifer Willer

Citizen Street Repair Review Panel 2014 Report

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Photos on cover from 2014 projects: Completed paving on 13th Avenue (top); Green Acres crossing (lower left); repaving of Goodpasture Loop (lower right)

INTRODUCTION

BACKGROUND

This report has been compiled for use by the Street Repair Review Panel (SRRP). It is intended to give background on projects included in the 2012 voter-approved Bond Measure 20-197, the schedule for construction of these projects, and details of bond projects constructed in 2014. The street repair bond is a five-year bond, with construction of bond-funded projects starting in 2014 and completing in 2018.

KEY TERMS

Bond - Bond Measure 20-197, Bonds to Fix Streets, approved by Eugene voters in November 2012.

In-Place Recycling - A process in which a large piece of equipment called a reclaimer mixes the existing base rock and a portion of subgrade soils with cement and water to create a cement-treated base. This process greatly reduces the use of virgin materials and trucking that are needed using conventional remove-and-replace construction techniques.

Eugene has been using in-place recycling since 2009. While using cement to stabilize the underlying soils and gravel is not new to Eugene, in 2014, the City experimented with a method to reduce cement dust from the process. Eugene developed a design where the cement powder was pre-mixed with sand and water, creating a paste that was spread on the in-place soils and rock and then mixed in. By not using cement powder on site, there was no cement dust on the project and the treatment is expected to be more effective as the cement will be better mixed with the water, which activates the cement's strength properties.

Inlay – An inlay treatment consisting of removing a specified depth of the existing pavement surface and repaving that same depth with a new pavement surface. This treatment works well where the pavement distress is isolated to the removed portion of the pavement. At times, the inlay treatment needs to be supplemented with an “overlay,” which is when an additional thickness of pavement is placed over the inlaid pavement. An overlay is used when engineering analysis shows that the existing structure does not have sufficient strength to accommodate the projected traffic loading. The term “overlay” is commonly used to describe both the inlay and overlay practices.



In-place recycling on North Shasta Loop

One of the benefits of performing an inlay treatment is that the new pavement surface will match existing adjacent structures and not increase the street cross grade. Another benefit of an inlay is that in the removal of the existing pavement, contractors grind up the old pavement and stockpile the material to be recycled into new pavement.

PPP - Pavement Preservation Program. This is the current capital project program to preserve Eugene's improved street system. A priority for this program is to preserve streets that have not yet degraded to a point where reconstruction is required. Preserving a street through overlay or similar treatment is four to five times more cost effective than waiting to repair a street until after it requires reconstruction. This program was initiated in 2003 and, until passage of the 2008 and 2012 street repair bonds, was predominately funded with local fuel tax revenue and the reimbursement fee component of transportation system development charges.



Paving on Monroe Street

Reconstruction – Once the street has deteriorated to the point that it can no longer be repaired with an inlay or overlay, it is repaired by reconstructing the pavement. Traditional reconstruction involves digging up the existing pavement, any existing base rock, and subsurface soils to the depth that will accommodate a new pavement structure. As discussed above, in-place recycling may sometimes be used as an alternative to traditional reconstruction. Reconstruction is the most expensive of the repair options, which is why the City prioritizes preserving streets before they reach the point of needing reconstruction. Reconstruction may be four to five times more expensive than an inlay treatment.

Warm Mix Asphalt - Warm mix asphalt pavement is identical to conventional hot mix asphalt pavement, except that through a special mixing process it is produced at a temperature approximately 50 to 100 degrees cooler than conventional hot mix asphalt. In Eugene, all asphalt concrete producers have retrofitted their plants to produce warm mix asphalt using a water-foaming process. The foaming process allows temperature reductions of approximately 50 degrees. This reduction in temperature has several advantages:

1. Reduces energy consumption to produce asphalt concrete, lowering costs and greenhouse gas emissions.
2. Reduces off-gassing (smoke) of asphalt concrete by keeping temperature under the boiling point of "light oils" in the liquid asphalt, benefiting construction workers and the public.
3. Because the light oils are not boiled off, the liquid asphalt coating the rock particles is slightly thicker, which slows the aging process of the asphalt.
4. Reduces the oxidation caused during high temperature production that causes premature aging of the asphalt, which should provide a longer life product.

The use of warm mix asphalt pavement is specified for all City of Eugene paving projects.

SRRP MISSION

Per Resolution No. 5063 the SRRP “will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City’s use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution.”

CRITERIA FOR PROJECT SELECTION AND SCHEDULING

STREET PROJECTS

Street projects to be included in the bond were specifically listed (see Appendix A). All street projects were identified by the Public Works Maintenance Pavement Management System as priorities for repair. In addition, the following criteria were used to select streets for the bond measure:

1. Citizen input with respect to prioritizing major streets in need of reconstruction.
2. Scientific information about needed street rehabilitation and reconstruction from the pavement management system.
3. Geographic distribution throughout the community to ensure all areas of the City receive a benefit from the bond proceeds.

The list of the street bond projects, their estimated repair cost from the Pavement Management System in 2012 dollars, and the year constructed or planned year of construction is included in Appendix A. In scheduling the street repair projects, the priorities were preserving streets prior to their needing reconstruction, grouping projects by location for cost savings, and coordinating with utility work. The list includes a comparison of programmed costs to actual costs with any difference noted. Differences in total project costs on individual projects may affect the funding available for future projects.

BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS

The 2012 bond measure stated that the City will allocate an annual average of \$516,000 to support bicycle and pedestrian projects. These projects were not named in the bond measure; rather, the selection of the projects would be guided by the Pedestrian and Bicycle Master Plan, City staff and the Bicycle and Pedestrian Advisory Committee. In 2014, pedestrian and bicycle improvements were added to several paving projects and as a stand-alone project. These improvements are further described in the project details, below.



New bike lane and bike box on 13th Avenue

USE OF OTHER FUNDS IN CONJUNCTION WITH STREET BOND FUNDS

The use of street-repair bond funds is limited to the overlay or reconstruction of the driving surface of streets as well as to preserve existing integral elements of the street such as curbs, gutters, sidewalks, on-street bike lanes, traffic signals, street lights, medians, traffic calming devices, and other integral parts of a street preservation project. In addition, the City will allocate an annual average of \$516,000 of the bond proceeds over a period of five years to fund bicycle and pedestrian projects. (Resolution 5063, Section D).

However, there is often a need or an opportunity to complete additional work as part of the construction contracts for street preservation. The additional work may be funded by wastewater and stormwater utility funds, local gas taxes, transportation system development charges, or state and federal grants.

Wastewater and stormwater utility funds are typically used to repair and rehabilitate the existing wastewater and stormwater systems, respectively, that underlie much of the city's street system. Making these repairs in coordination with the street bond projects is a cost-effective way to accomplish the work and precludes emergency repairs in the future that would require cutting new pavement.

Local gas taxes have been used to include adjacent streets in the street bond project contracts.

Transportation system development charges (SDCs) are often used to upgrade existing signal systems during pavement preservation projects. The work typically includes installing new conduit under the pavement to connect the traffic detection loops to the signal controllers and installing audible pedestrian devices for pedestrian crossing signals.

SUSTAINABILITY AND GAINS THROUGH TECHNICAL DEVELOPMENTS

The City of Eugene continually strives to improve the quality, environmental footprint, and cost efficiency of its projects. In 2014, Eugene continued to use warm mix asphalt pavement, in-place recycling and increased use of reclaimed binder to meet these sustainability criteria. Because of these considerations, the City's Pavement Preservation Program was recognized by the Oregon Chapter of the American Public Works Association with the 2014 Sustainable Practices Award for the state.



Warm mix asphalt continued to be specified for all the paving projects in 2014 in place of conventional hot mix asphalt; over 34,000 tons of warm mix asphalt pavement was placed on bond-funded streets in 2014. As explained in the Key Terms section of this report warm mix asphalt provides environmental and human health benefits as well as a potentially longer lasting product. The National Cooperative Highway Research Program (NCHRP) estimates that there is a CO₂ savings of 12 pounds per ton of pavement using warm mix as compared to hot mix asphalt. The NCHRP also estimates that the use of warm mix asphalt reduces the energy used in the asphalt batch plant by about 30% compared to hot mix asphalt.

The City continued the practice of in-place recycling of existing roadbed and subgrade soils in 2014, maximizing the use of existing materials and reducing the production and hauling of virgin construction materials. In-place recycling (see Key Terms) was used on the street bond projects on North Shasta Loop and Firland Blvd. It is estimated that using the in-place recycling process for these streets eliminated the need to excavate and haul away 2,000 cubic yards of material and eliminated hauling 3,500 tons of new base rock to the site, saving over 270 truck trips for the two streets. We have also estimated that in-place recycling is approximately 30% less expensive than traditional full depth reconstruction.

The City of Eugene started using the in-place recycling process to realize the environmental, economic and social benefits to the community that can come from this type of process. The reduction in land filling, material mining, and truck hauling all have direct environmental benefits; the reduction in excavating existing roadway materials and importing virgin construction materials have direct economic benefits; and the reduction in construction time has a direct social benefit.

The use of reclaimed asphalt pavement (RAP) has been used in Eugene for more than 20 years. The current standard specification allows up to 30% RAP, by weight, to be used in new asphalt pavement mixes. For several years, local asphalt producers have been supplying mixes that maximize the allowed RAP content. Increasing the amount of reclaimed asphalt binder in pavement mixes potentially impacts the quality and longevity of the asphalt pavement, so increasing the allowed reclaimed asphalt binder in mixes needs to be done with consideration as RAP contents above 20-30% is an emerging technology without much research conducted on long-term impacts to the pavement quality. Nationally, multiple organizations are experimenting with increasing the reclaimed asphalt binder content and Eugene provided pavement samples for research by the Asphalt Pavement Association of Oregon in 2013.

The standard specification for Eugene projects calls for 30% RAP. This specification results in a one-to-one replacement of the virgin asphalt cement needed for a typical Level 2, ½" dense graded asphalt pavement used on residential and collector streets in Eugene. Since the asphalt cement generally makes up about a quarter of the cost of asphalt pavement, reducing the amount of virgin asphalt cement used has the potential to decrease materials costs as well as conserving virgin resources.

Based on positive test results on projects constructed in 2013, Eugene continued the practice of increasing the reclaimed binder in asphalt pavements in 2014 using the 35% binder replacement asphalt pavement on the Madison and Monroe Streets projects. The specification allows flexibility for the contractors to meet the 35% binder replacement value using RAP or a combination of RAP and reclaimed asphalt shingles (RAS) depending on materials availability and plant capabilities. In addition to the bond funded projects, this specification was also used on two local gas tax funded projects.

Between the bond and local gas tax funded projects, over 13,700 tons of RAP was used on 2014 projects, reducing the need for nearly 800 tons of asphalt cement and 12,900 tons of aggregate to be mined, refined, processed and subsequently shipped to the pavement producers.

By its nature, reclaimed asphalt binders are stiffer and pavements that contain higher contents of reclaimed asphalt binders are more susceptible to cracking. To compensate for this potential, the grade of virgin asphalt binder typically used for Eugene paving was replaced with a "softer" binder that should better resist cracking.

In the use of increased reclaimed binder content, Eugene is on the forefront of this technology and while we are being leaders, we are also proceeding with caution and choosing projects on a case by case basis. Typically, we are choosing streets with lower traffic volumes in order to minimize the chances of unintended consequences.

Funding Status and Forecast

In 2012 project costs were estimated for each street for the purpose of selecting streets to be included in the bond measure. These cost estimates were based on the overall surface condition of each street as described in the City's Pavement Management System. A unit cost was assigned to each street based on whether the street rehabilitation treatment was assumed to be a reconstruct or an overlay. Approximately 18 months prior to construction, more detailed pavement testing is conducted to determine specific treatments to each street based on the existing pavement structure, subgrade soil conditions and traffic loading. Actual rehabilitation treatments may be different than the original assumptions, requiring more, less or a combination of rehabilitation techniques.

For the streets scheduled for 2014 construction, the 2012 estimated cost with inflation was \$7,115,000. As of January 1, although not all project contracts have been closed out, the projected actual cost for the 2014 bond projects is \$7,682,000; a net difference of \$567,000 above the costs projected in 2012. Details on a project by project basis are provided in the following pages and summarized in Appendix A. As construction is completed each year,

Appendix A will be updated and included in future reports to track the funding status of the overall bond funds.

The 2012 bond measure also allocated an average of \$516,000 for pedestrian and bicycle improvements each year. In its first year of construction, the project and expenditures on all pedestrian and bicycle improvements funded by the bond totaled \$739,000 which exceeds the average allocation. Pedestrian and bicycle improvements planned in the City over the next five years prompted front loading projects in the early bond years to accommodate large projects funded from other sources scheduled for the later years of the bond. Future year allocations of bond-funded improvements will be adjusted to maintain an annual average of \$516,000.

2014 Bond Construction Projects

The following pages are reports on individual projects. The total costs for each project listed are estimated as not all of the 2014 construction-related costs have been finalized as of January 1, 2015.



Portland cement concrete overlay paving on Coburg Road
between the viaduct and Ferry Street Bridge

1st Avenue, Madison Street, Monroe Street

Project Description: This project consisted of rehabilitation of three streets in downtown Eugene:

- 1st Avenue from Van Buren Street to Washington Street
- Madison Street from 1st Avenue to 8th Avenue
- Monroe Street from 1st Avenue to Blair Boulevard

This project also included pedestrian and bicycle improvements that were funded by the pedestrian and bicycle component of the bond, such as a rectangular rapid flashing beacon and median island at 1st and Monroe, restriping 1st Avenue to include a buffered bike lane on the south side of the street and adding bicycle shared lane markings to Monroe.

Treatment Methodology:

- First Avenue was rehabilitated by removing the top three inches of existing pavement and strengthening it by repaving with four inches of asphalt pavement. The additional one inch of pavement strengthening added to the overall project cost.
- Madison Street was severely deteriorated and required full depth reconstruction.
- Monroe Street was primarily a Portland cement concrete street and was able to be rehabilitated by targeted reconstruction and replacement of the failed concrete panels.

Costs: Total project costs, from all funding sources, are estimated at \$2,367,000.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation	\$2,059,000
Total Projected/Actual Paving Bond Funds Used =	\$2,201,000
Difference =	\$(142,000)

Bond funds used for pedestrian and bicycle improvements used on this project are estimated at \$74,000.

Additional Sources of Funding: Stormwater and wastewater utility funds paid for minor utility work. A short section of Van Buren Street was also repaved as part of this project using local gas taxes. Transportation System Development Charges (SDC) paid for some short sections of sidewalk.

Project Photos:



1st Avenue post-project



Madison Street post-project



Monroe Street post-project

13th Avenue from Garfield Street to Washington Street

Project Description: This project consisted of rehabilitation and reconstruction of 13th Avenue from Garfield Street to Washington Street in downtown Eugene. This project also included pedestrian and bicycle improvements that were funded by the pedestrian and bicycle component of the bond, such new bike lane and buffered bike lane on the south side of the street and audible pedestrian signals.

One of the challenges on this project was working around the Lane County Fair. 13th Avenue runs along the frontage of the county fairgrounds, which frequently hosts activities during the summer, including the Lane County Fair in mid-July. Because of the magnitude of this project, it wasn't feasible to entirely complete the project before or after the Fair, so the project was conducted in two phases. The first phase was between Chambers and Washington and was completed prior to the Fair in July. The second phase from Garfield to Chambers was started and completed after the Fair.

Treatment Methodology: The pavement design report recommended a combination of rehabilitation and full or partial-depth reconstruction. The final design consisted of full depth reconstruction where transit loading occurs and inlay/overlay asphalt pavement rehabilitation in the sections that did not need to be reconstructed.

Costs: Total project costs, from all funding sources, are estimated at \$2,173,000.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$2,392,000
Total Projected/Actual Paving Bond Funds Used =	\$2,071,000
<hr/>	
Difference =	\$ 321,000

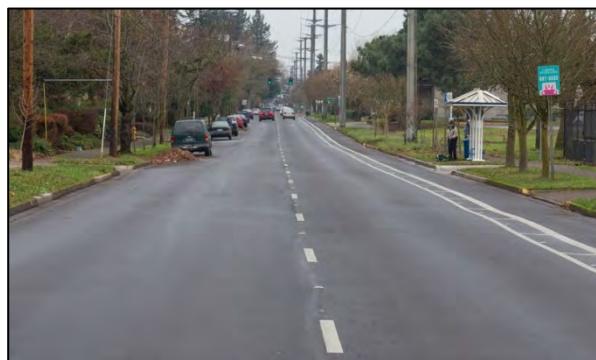
Bond funds used for pedestrian and bicycle improvements on this project totaled \$25,000.

Additional Sources of Funding: Stormwater and wastewater utility funds paid for minor utility work. Transportation System Development Charges (SDC) funds paid for traffic signal upgrades.

Project Photos:



13th Avenue pre-construction



13th Avenue post-construction

13th Avenue and Interior Street

Project Description: This project consisted of rehabilitation of two streets in west Eugene:

- 13th Avenue from Commerce Street to Bertelsen Road
- Interior Street

Treatment Methodology: The pavement testing and design indicated an inlay rehabilitation treatment by removing the top layer of existing asphalt pavement and repaving the street. During construction, the subgrade soils were not able to support the construction activities and significant portions of the project required full depth reconstruction.

Costs: Total project costs, from all funding sources, are estimated at \$392,000.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$488,000
Total Projected/Actual Paving Bond Funds Used =	\$391,000
<hr/>	
Difference =	\$ 97,000

Additional Sources of Funding: Stormwater and wastewater utility funds were used for minor system repairs.

Project Photos:



Intersection of 13th and Interior pre-construction



13th Avenue post-construction

43rd Avenue, North Shasta Loop and Firland Boulevard

Project Description: This project consisted of rehabilitation and reconstruction of three streets in southeast Eugene:

- 43rd Avenue from Dillard to North Shasta Loop
- North Shasta Loop from 43rd Avenue to Firland Blvd
- Firland Blvd from North Shasta Loop to Spring Blvd

Treatment Methodology: Based on the surface condition, the preliminary analysis estimated that most of these roadways would be able to be rehabilitated with an inlay/overlay treatment with small sections of full depth reconstruction.

After testing the existing pavement, street base and subgrade soils for these streets, it was determined that there was no salvageable pavement on 60% of the project to rehabilitate. Approximately 27% of the project length required full depth reconstruction; and 33% of the project required full depth removal of the existing pavement. Only about 40% of the project met the conditions for an inlay/overlay.

- 43rd Avenue required partial depth reconstruction which is the full depth removal and replacement of the existing pavement surface.
- On North Shasta Loop, approximately 60% of the street length was able to be rehabilitated with a 3" thick overlay; 15% of the street length required partial depth reconstruction; and the remaining 25% of the street length required full depth reconstruction.
- Firland Blvd required full depth reconstruction.

In order to reduce project costs, in-place reclamation was used to salvage some of the existing material in lieu of traditional full depth reconstruction.

Costs: Total project costs, from all funding sources, are estimated at \$1,326,000.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation	\$ 701,000
Total Projected/Actual Paving Bond Funds Used =	\$1,319,000
Difference =	\$(618,000)

Most of this project needed partial or full depth reconstruction, resulting in significant cost increase from the Pavement Management System estimate.

Additional Sources of Funding: Stormwater and wastewater utility funds paid for minor utility work. This project also included rehabilitation of Dillard Road from East Amazon Drive to 43rd Avenue funded by the local gas tax.

Project Photos:



43rd Avenue post-project



Firland Boulevard post-project



North Shasta Loop post-project

Broadway and Coburg Road

Project Description: This project included the rehabilitation of Broadway from Mill Street to Pearl Street and the repaving of Coburg Road between the viaduct and Ferry Street Bridge.

Treatment Methodology: The Broadway rehabilitation consisted of a cold plane removal of the top layer of asphalt pavement followed by a pavement inlay.

Prior to the rehabilitation, Coburg Road had a short asphalt pavement section between the concrete surface of the viaduct and the concrete surface of the Ferry Street Bridge that was deteriorating under the heavy arterial traffic. The existing asphalt pavement surface was removed to a depth of 6 inches and the roadway was repaved with a reinforced concrete surface. While more expensive, this new surfacing will be easier to maintain as it will have the same maintenance requirements as the bridge and viaduct surface. The concrete surface will also be able to better handle the heavy truck and bus traffic that travels on this section; requiring less maintenance which is challenging under these traffic conditions.

Costs: Total project costs, from all funding sources, are estimated at \$903,000.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation	\$ 372,000
Total Projected/Actual Paving Bond Funds Used =	\$ 757,000
Difference =	\$(385,000)

As noted above, the concrete surface on Coburg Road was significantly more expensive than asphalt pavement inlay, but is intended to have lower life cycle costs.

Additional Sources of Funding: Stormwater and wastewater utility funds and Transportation SDCs for traffic signal upgrades.

Project Photos:



Broadway post-construction



Coburg Road post-construction

Goodpasture Loop

Project Description: This project consisted of the rehabilitation of Goodpasture Loop on the north side of Goodpasture Island Road.

Treatment Methodology: Surface condition and pavement testing indicated this pavement needed to be rehabilitated by cold plane removal of the top layer of asphalt pavement and inlay paving; full depth asphalt pavement removal and repaving was necessary on the east end of the project subject to heavier traffic.

Costs: Total project costs, from all funding sources, are estimated at \$982,000.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$1,103,000
Total Projected/Actual Bond Funds Used =	\$ 943,000
<hr/>	
Difference =	\$ 160,000

Bond funds used for pedestrian signal improvements on this project totaled \$29,000.

Additional Sources of Funding: Stormwater and wastewater utility funds.

Project Photo:



Goodpasture Loop post-construction

2014 Pedestrian and Bicycle Improvement Projects

Project Description: In addition to the pedestrian and bicycle improvements incorporated into the paving projects described above, there were constructed pedestrian and bicycle improvements at five locations for \$428,000:

- Construction of bicycle and pedestrian improvements between the north side of the Lane County Fairgrounds and the Fern Ridge Path.
- Installation of sidewalk ramps, median and rectangular rapid flashing beacon on Green Acres Road east of Applewood Lane.
- Installation of a sidewalk access ramp on Hilyard Street at 28th Avenue at the Amazon Community Center.
- Installation of sidewalk access ramp on Amazon Parkway at 24th Place.
- Installation of sidewalk access ramps and pedestrian hybrid signal on 30th Avenue at University Street.

One item of note is the pedestrian hybrid beacon (shown in the photo below). These types of signals are also known as High Intensity Activated Crosswalk beacons, or “HAWK” signals. These types of signals were first installed in the US in 2000, but this is the first installation in Eugene. The Federal Highway Administration reports that after a HAWK signal is installed, vehicle/pedestrian crashes can be expected to be reduced by 69% and all crashes by 29%.

Bond funds also paid \$93,000 for pedestrian signal improvements and sidewalk infill on Roosevelt Boulevard between Terry and Danebo streets, completing the connection from the Roosevelt Path to the Fern Ridge Path. Bond funds of \$90,000 were also used for sidewalk infill at Acorn Park completing the sidewalk network from 11th Avenue to Acorn Park.

Pedestrian and Bicycle Improvements Funded in 2014: The 2012 bond measure allocated an average of \$516,000 for pedestrian and bicycle improvements each year. In its first year of construction, this project and expenditures on all pedestrian and bicycle improvements funded by the bond totaled \$739,000 which exceeds the average allocation.

Project Photo:



Pedestrian Hybrid Beacon on 30th Avenue

5-Year Street Bond Project List - Costs and Forecast

Project Map #	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2012) plus inflation	Actual Cost	Difference
Construction Year 2014								
1	1st Avenue	Washington St	Van Buren St	7	Overlay	\$ 544,000		
55	Madison Street	1st Ave	8th Ave	1, 7	Reconstruction	\$ 969,000	\$ 2,201,000	\$ (142,000)
58	Monroe Street	1st Ave	Blair Blvd	1, 7	PCC panel replacement	\$ 546,000		
8	13th Avenue	Washington St	Garfield St	1	Reconstruction/Overlay	\$ 2,392,000	\$ 2,071,000	\$ 321,000
9	13th Avenue	Bertelsen Rd	Commerce St	8	Reconstruction/Overlay	\$ 169,000	\$ 391,000	\$ 97,000
44	Interior Street	north end	south end	8	Reconstruction/Overlay	\$ 319,000		
21	43rd Avenue	North Shasta Lp	Dillard Rd	2	Pavement Removal and Replacement	\$ 165,000	\$ 1,319,000	\$ (618,000)
40	Firland Blvd	Spring Blvd	Agate St	2	Reconstruction	\$ 97,000		
59	North Shasta Loop	Firland Blvd	North Shasta Lp	2	Reconstruction/Overlay	\$ 439,000		
25	Broadway	Mill St	Pearl St	1, 3	Overlay	\$ 184,000	\$ 757,000	\$ (385,000)
33	Coburg Road	south end of Ferry Street Bridge	north end of viaduct	3, 7	Pavement Removal and Replacement	\$ 188,000		
43	Goodpasture Loop	Goodpasture Island Road		5	Overlay	\$ 1,103,000	\$ 943,000	\$ 160,000

Construction Year 2014 Totals = \$ 7,115,000 \$ 7,682,000 \$ (567,000)

Construction Year 2015								
10	15th Avenue	Fairmount Blvd	Agate St	3	Reconstruct	\$ 1,020,000		\$ -
11	17th Avenue	Fairmount Blvd	Agate St	3	Reconstruct	\$ 653,000		\$ -
12	19th Avenue	Fillmore St	Chambers St	1	Pavement Rem/Overlay	\$ 85,000		\$ -
13	22nd Avenue	Friendly St	Polk St	1	Pavement Rem/Overlay	\$ 181,000		\$ -
14	25th Avenue	Hawkins Ln	Brittany St	8	Overlay	\$ 231,000		\$ -
19	39th Avenue	Willamette St	100' East of Densmore	2	Overlay	\$ 215,000		\$ -
20	40th Avenue	Hilyard St	Donald St	2	Overlay	\$ 169,000		\$ -
22	Avalon Street	Echo Hollow Rd	Juhl St	6	Reconstruct	\$ 298,000		\$ -
24	Brae Burn Drive	39th Ave	Willamette St	2	Overlay	\$ 515,000		\$ -
30	Cascade Drive	Avalon St	Juhl St	6	Reconstruct	\$ 170,000		\$ -
32	City View Street	28th Ave	29th Ave	8	Reconstruct	\$ 278,000		\$ -
37	Elizabeth Street	Knoop Ave	Royal Ave	6	Overlay	\$ 120,000		\$ -
39	Fillmore Street	19th Ave	24th Ave	1	Pavement Rem/Overlay	\$ 597,000		\$ -
48	Juhl Street	north side of address 1424	south end	6	Reconstruct	\$ 160,000		\$ -
49	Knoop Avenue	Echo Hollow Rd	Elizabeth St	6	Overlay	\$ 78,000		\$ -
56	Mahlon Avenue	Garden Way	Honeysuckle Ln	4	Pavement Rem/Overlay	\$ 232,000		\$ -
67	Timberline Drive	Warren St	Wintercreek Dr	8	Reconstruction/Overlay	\$ 426,000		\$ -

Construction Year 2015 Totals = \$ 5,428,000 \$ - \$ -

Construction Year 2016								
4	5th Avenue	Bertelsen Rd	west end	8	Reconstruct	\$ 664,000		\$ -
5	6th Avenue	Bertelsen Rd	Commercial St	8	Overlay	\$ 166,000		\$ -
6	7th Avenue	Bertelsen Rd	Oscar St	8	Reconstruct	\$ 863,000		\$ -
15	27th Avenue	Columbia St	south end	3	Overlay	\$ 117,000		\$ -
28	Capital Drive	Spring Blvd	50' north of Crest De Ruta	3	Reconstruct	\$ 418,000		\$ -
31	Centennial Loop	MLK Jr Blvd		4	Reconstruct	\$ 678,000		\$ -
34	Commercial Street	5th Ave	south end	8	Overlay	\$ 230,000		\$ -
38	Fairfield Avenue	Hwy 99	Royal Ave	7	Reconstruct	\$ 701,000		\$ -
46	Jacobs Drive	Hwy 99	Fairfield Ave	6, 7	Reconstruct	\$ 840,000		\$ -
53	Lincoln Street	5th Ave	13th Ave	7	Overlay	\$ 392,000		\$ -
62	Potter Street	24th Ave	29th Ave	3	Reconstruct	\$ 847,000		\$ -
66	Spring Boulevard	Fairmount Blvd	Capital Dr	3	Overlay	\$ 150,000		\$ -
70	Van Ness Street	23rd Ave	27th Ave	3	Overlay	\$ 134,000		\$ -
71	Washington Street	8th Ave	13th Ave	1	Reconstruct	\$ 751,000		\$ -
75	Willamette Street	10th Ave	13th Ave	1	Reconstruct	\$ 613,000		\$ -

Construction Year 2016 Totals = \$ 7,564,000 \$ - \$ -

Construction Year 2017								
2	1st Avenue	west end	Blair Blvd	7	Reconstruct	\$ 548,000		\$ -
3	2nd Avenue	Garfield St	Blair Blvd	7	Reconstruct	\$ 1,255,000		\$ -
16	30th Avenue	Spring Blvd overpass	Agate St	2, 3	Reconstruct	\$ 2,871,000		\$ -
23	Best Lane	Willakenzie Rd	Kentwood Dr	4	Overlay	\$ 157,000		\$ -
27	Calvin Street	Western Dr	Harlow Rd	4	Reconstruct	\$ 273,000		\$ -

5-Year Street Bond Project List - Costs and Forecast

Project Map #	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2012) plus inflation	Actual Cost	Difference
36	East Amazon Drive	Hilyard St	Dillard Rd	2	Reconstruct	\$ 1,322,000		\$ -
42	Garfield Street	Roosevelt Blvd	6th Ave	7	Reconstruct	\$ 1,891,000		\$ -
45	Ione Avenue	Best Ln	Adkins St	4	Overlay	\$ 77,000		\$ -
47	Jefferson Street	8th Ave	18th Ave	1	Reconstruct	\$ 1,237,000		\$ -
52	Leigh Street	Western Dr	north end	4	Reconstruct	\$ 184,000		\$ -
54	Lydick Way	Tomahawk Ln	Harlow Rd	4	Overlay	\$ 87,000		\$ -
60	Pioneer Court	Pioneer Pike	north end	4	Reconstruct	\$ 112,000		\$ -
64	Satre Street	Bailey Ln	Western Dr	4	Overlay	\$ 714,000		\$ -
68	Tomahawk Lane	Harlow Rd	580' north of Harlow	4	Overlay	\$ 92,000		\$ -
73	Western Drive	Calvin St	west end	4	Reconstruct	\$ 454,000		\$ -

Construction Year 2017 Totals = \$ 11,274,000 \$ - \$ -

Construction Year 2018

7	7th Place	Hwy 99 (7th Ave)	Bailey Hill Rd	1, 7, 8	Reconstruct	\$ 3,417,000		\$ -
17/18	30th Avenue	Willamette Street	Ferry Street	2	Reconstruct	\$ 437,000		\$ -
26	Buff Way	Woodside Dr	Forrester Wy	4	Reconstruct	\$ 179,000		\$ -
29	Carmel Avenue	Minda Dr	400' south	5	Reconstruct	\$ 132,000		\$ -
35	Corydon Street	Forrester Wy	Tandy Turn	4	Reconstruct	\$ 41,000		\$ -
41	Forrester Way	Coburg Rd	west side of driveway 1033	4	Reconstruct	\$ 248,000		\$ -
50	Larkspur Avenue	Norkenzie Rd	604' west	5	Reconstruct	\$ 211,000		\$ -
51	Larkspur Loop	Norkenzie Rd		5	Reconstruct	\$ 171,000		\$ -
57	Mill Street	30th Avenue		2	Reconstruct	\$ 49,000		\$ -
61	Piper Lane	Chasa St	Fir Acres Dr	5	Reconstruct	\$ 196,000		\$ -
63	Roland Way	Oakway Rd	Cal Young Rd	5	Reconstruct	\$ 216,000		\$ -
65	Sharon Way	Coburg Rd	east side of driveway 1023	4	Reconstruct	\$ 376,000		\$ -
69	Tulip Street	Crescent Ave	Holly Ave	5	Reconstruct	\$ 118,000		\$ -
72	West Amazon Drive	Hilyard St	Fox Hollow Rd	2	Reconstruct	\$ 1,463,000		\$ -
74	Willamette Street	24th Ave	29th Ave	1, 2	Reconstruct	\$ 1,232,000		\$ -
76	Woodside Drive	Cal Young Rd	Sharon Wy	4	Reconstruct	\$ 423,000		\$ -

Construction Year 2018 Totals = \$ 8,909,000 \$ - \$ -

Total Programmed Costs = \$ 40,290,000 \$ 7,682,000 \$ 32,608,000

Pedestrian and Bicycle Improvements Project List

Projects	Average Annual Allocation \$516,000	Projected/ Actual Cost	Difference
Construction Year 2014			
2014 Pedestrian & Bicycle Repairs		\$ 428,000	
Acorn Park Sidewalks		\$ 90,000	
1st, Madison, Monroe		\$ 74,000	
13th Avenue (Washington to Garfield)		\$ 25,000	
Goodpasture Island Loop Pedestrian Signals		\$ 29,000	
Roosevelt Blvd Pedestrian Signals and Sidewalk Infill		\$ 93,000	
Construction Year 2014 Pedestrian & Bicycle Repairs Total =			\$ 739,000 \$ (223,000)

Construction Years 2015 - 2018 \$ 1,841,000

Total Pedestrian and Bicycle Improvement Project Costs = \$ 2,580,000 \$ 739,000 \$ 1,841,000

Summary of Bond Costs

Total Street Projects in 2012 Dollars with inflation = \$ 40,290,000

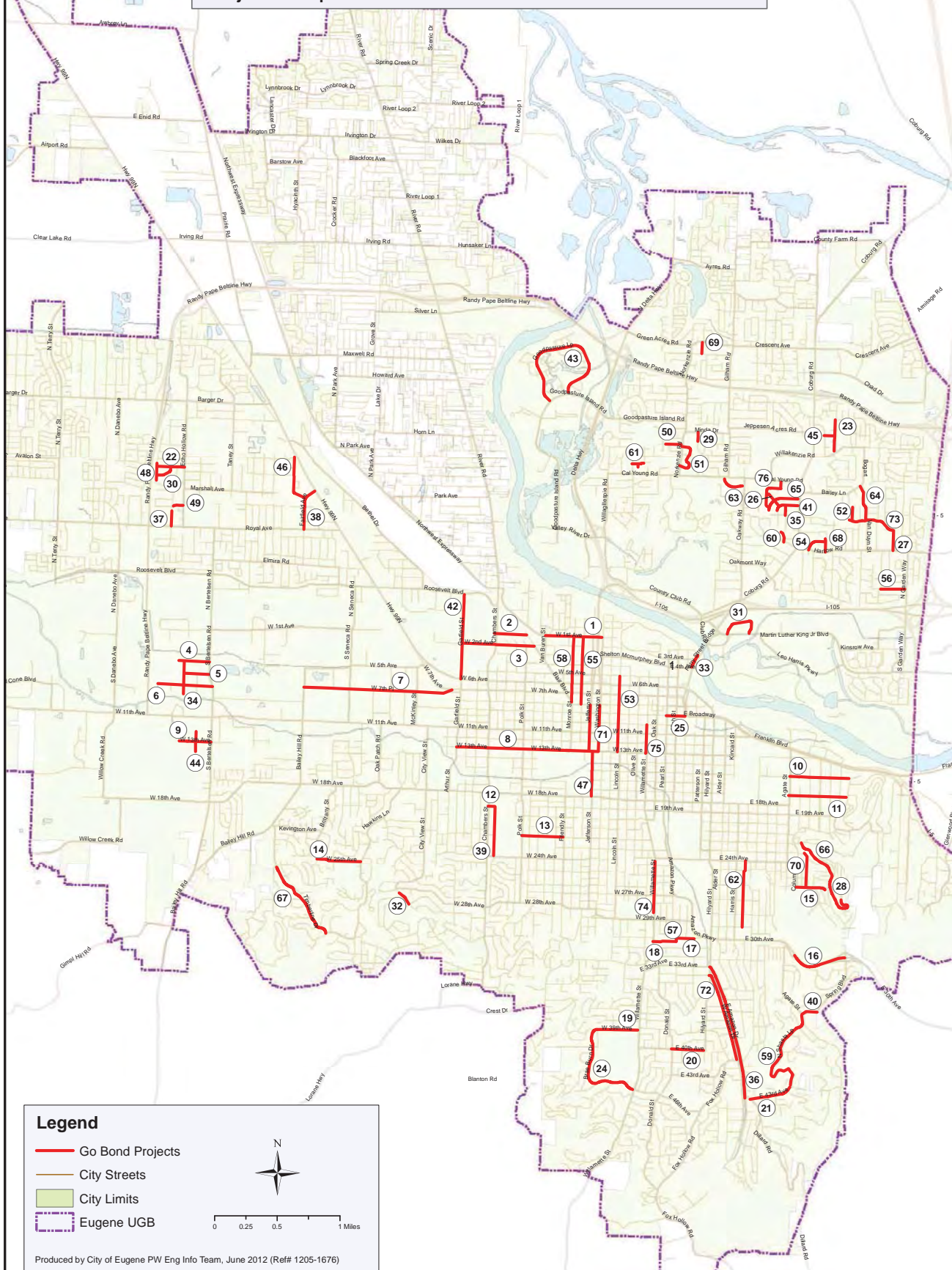
Total Pedestrian & Bicyclist Improvements = \$ 2,580,000

Bond Issuance Costs = \$ 130,000

Total Bond Costs = \$ 43,000,000

Eugene Street Preservation Projects

Project Map for 2012 Bond Measure to Fix Streets



Legend

- Go Bond Projects
- City Streets
- City Limits
- Eugene UGB



0 0.25 0.5 1 Miles

Produced by City of Eugene PW Eng Info Team, June 2012 (Ref# 1205-1676)

2014 SPPB REPORT
See accompanying index for specific project information

Project List for 2012 Bond Measure to Fix Streets

Map #	Street Name	Limits
1	01ST AVE	WASHINGTON ST - VAN BUREN ST
2	01ST AVE	BLAIR BLVD - WEST END
3	02ND AVE	BLAIR BLVD - GARFIELD ST
4	05TH AVE	BERTELSEN RD - WEST END
5	06TH AVE	BERTELSEN RD - COMMERCIAL ST
6	07TH AVE	BERTELSEN RD - OSCAR ST
7	07TH PL	7TH AVE/HWY 99 - BAILEY HILL RD
8	13TH AVE	WASHINGTON ST - GARFIELD ST
9	13TH AVE	BERTELSEN RD - COMMERCE ST
10	15TH AVE	FAIRMOUNT BLVD - AGATE ST
11	17TH AVE	FAIRMOUNT BLVD - AGATE ST
12	19TH AVE	FILLMORE ST - CHAMBERS ST
13	22ND AVE	FRIENDLY ST - POLK ST
14	25TH AVE	HAWKINS LN - BRITTANY ST
15	27TH AVE	COLUMBIA ST - SPRING BLVD
16	30TH AVE	SPRING OVERPASS - AGATE ST
17	30TH AVE	MILL ST (WEST) - FERRY ST (EAST)
18	30TH AVE	MILL ST - WILLAMETTE ST
19	39TH AVE	WILLAMETTE ST - 100' EAST OF DENSMORE RD
20	40TH AVE	HILYARD ST - DONALD ST
21	43RD AVE	N SHASTA - DILLARD RD
22	AVALON ST	ECHO HOLLOW RD - JUHL ST
23	BEST LN	WILLAKENZIE RD - KENTWOOD DR
24	BRAE BURN DR	39TH AVE - WILLAMETTE ST
25	BROADWAY	MILL ST - PEARL ST
26	BUFF WAY	WOODSIDE DR - FORRESTER WAY
27	CALVIN ST	WESTERN DR - HARLOW RD
28	CAPITAL DR	SPRING BLVD - 50' N OF CRESTA DE RUTA ST
29	CARMEL AVE	MINDA DR - 400' SOUTH OF MINDA DR
30	CASCADE DR	AVALON ST - JUHL ST
31	CENTENNIAL LP	MLK, JR BLVD (EAST) - MLK, JR BLVD/CLUB RD
32	CITY VIEW ST	28TH AVE - 29TH AVE
33	COBURG RD	SS FERRY ST BRIDGE - 50' S OF EWEB ON/OFF RAMP
34	COMMERCIAL ST	5TH AVE - SOUTH END
35	CORYDON ST	FORRESTER WAY - TANDY TURN
36	EAST AMAZON DR	HILYARD ST - DILLARD RD
37	ELIZABETH ST	KNOOP AVE - ROYAL AVE
38	FAIRFIELD AVE	WS HWY 99 - ROYAL AVE
39	FILLMORE ST	19TH AVE - 24TH AVE
40	FIRLAND BLVD	SPRING BLVD - AGATE ST
41	FORRESTER WAY	COBURG RD - WS DRWY 1033
42	GARFIELD ST	ROOSEVELT - 6TH AVE
43	GOODPASTURE LOOP	GOODPASTURE IS RD (EAST INTERSECTION) - GOODPASTURE IS RD (WEST INTERSECTION)
44	INTERIOR ST	NORTH END OF CUL DE SAC - SOUTH END OF IMPROVED SECTION

Map #	Street Name	Limits
45	IONE AVE	BEST LN - ADKINS ST
46	JACOBS DR	HWY 99N - FAIRFIELD AVE
47	JEFFERSON ST	8TH AVE - 18TH AVE
48	JUHL ST	NS ADDR 1424 - SOUTH END
49	KNOOP AVE	ECHO HOLLOW RD - ELIZABETH ST
50	LARKSPUR AVE	NORKENZIE RD - 640 FEET WEST OF NORKENZIE RD
51	LARKSPUR LOOP	NORKENZIE RD (N) - NORKENZIE RD (S)
52	LEIGH ST	NORTH END - WESTERN DR
53	LINCOLN ST	5TH AVE - 13TH AVE
54	LYDICK WAY	TOMAHAWK LN - HARLOW RD
55	MADISON ST	1ST AVE - 8TH AVE
56	MAHLON AVE	GARDEN WAY - HONEYSUCKLE LN
57	MILL ST	30TH AVE (NORTH) - 30TH AVE (SOUTH)
58	MONROE ST	1ST AVE - BLAIR BLVD
59	NORTH SHASTA LOOP	FIRLAND - 43RD AVE
60	PIONEER CT	PIONEER PIKE - NORTH END
61	PIPER LN	CHASA ST - FIR ACRES DR (INCL CUL-DE-SAC)
62	POTTER ST	24TH AVE - 29TH AVE
63	ROLAND WAY	OAKWAY RD - CAL YOUNG RD
64	SATRE ST	BAILEY LN - WESTERN DR
65	SHARON WAY	COBURG RD - ES DRWY 1023
66	SPRING BLVD	FAIRMOUNT BLVD - CAPITAL DR
67	TIMBERLINE DR	WARREN ST - WINTERCREEK DR
68	TOMAHAWK LN	HARLOW RD - 580' NORTH OF HARLOW RD
69	TULIP ST	CRESCENT AVE - HOLLY AVE
70	VAN NESS ST	23RD AVE - 27TH AVE
71	WASHINGTON ST	8TH AVE - 13TH AVE
72	WEST AMAZON DR	ES HILYARD - SS FOX HOLLOW
73	WESTERN DR	CALVIN ST - WEST END/MONROE MIDDLE SCHOOL
74	WILLAMETTE ST	24TH AVE - 29TH AVE
75	WILLAMETTE ST	10TH AVE - 13TH AVE
76	WOODSIDE DR	CAL YOUNG RD - SHARON WAY



INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To Jon Ruiz, City Manager
City of Eugene
Eugene, Oregon

We have performed the procedures enumerated below, which were agreed to by the City of Eugene ("City"), solely to assist you in connection with the determination of whether the expenditure of the 2012 general obligation bond funds approved for issuance through voter's approval of Ballot Measure 20-197 were expended in accordance with the purposes and limitations outlined in City Council Resolution No. 5063; namely that such expenditures were: a) used only for costs related to street preservation projects, fund bicycle and pedestrian projects and payment of bond issuance costs and not to expand the motor vehicle capacity of the street system; and, b) limited to projects included in Exhibit A to the Resolution unless upon completion of all of the projects listed in Exhibit A the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. Management is responsible for the accounting records pertaining to the use of the bond proceeds. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

All procedures were performed for expenditures incurred from inception (beginning Feb 2013) through December 31, 2014. All procedures we performed were limited to documentation and information supplied to us by the City, as follows:

- An Excel spreadsheet detailing all payments made, charges allocated and/or invoices received by the City for expenditures related to the use of the bond proceeds
- Copies of Resolution No. 5063 and Ballot Measure 20-197
- Copies of bids and contracts issued by the City for any projects to be completed using the bond proceeds
- Copies of supporting documentation including, but not limited to, invoices, cancelled checks, payroll records, certifications of payments and bank statements; and
- Copies of the City's general ledger detail for the bond fund accounts, as needed

The procedures we performed and the associated findings are as follows:

- (1) *Expenditure testing.* From inception (beginning Feb 2013) through December 31, 2014, total expenditures for the projects funded by the 2012 bond proceeds were \$8,445,638 per the City's general ledger. We tested \$5,717,963, or 68%, of those expenditures. All tested expenditures were supported by appropriate documentation such as invoices from vendors, certifications of payment, payroll records, signed contracts, and photographs of the work in progress. All tested expenditures were recorded in the proper account, fund and period and were spent on street projects included in Exhibit A of City Council Resolution No. 5063 or other street preservation projects approved by City Council, as permitted under Resolution 5063. No exceptions were noted.

- (2) We reviewed bids and contracts related to 3 of 20 new construction projects between inception to December 31, 2014. The bidding and contracting process for the three projects complied with the City's procurement policies and procedures.
- (3) We recalculated the amount of unspent bond proceeds and compared that amount to the actual amount of bond proceeds remaining. The following is a summary of the 2012 bond proceeds and project expenditures from inception of the Street Bond project to December 31, 2014:

	From Issuance to 12/31/2014
Bond proceeds	\$ 8,500,000
Project expenditures	8,445,638

As of December 31, 2014, the City had \$3,500,000 outstanding on the line of credit facility. From inception (beginning Feb 2013) through December 31, 2014, the City received \$8,500,000 in bond proceeds and was charged interest of \$21,425; the City repaid \$5,021,425 during the same period. At December 31, 2014, the City had \$34,500,000 in authorized borrowing remaining on the bonds (\$43,000,000 authorized less \$8,500,000 in proceeds received to date).

Based on our limited testing, we noted that the City followed the purpose and limitation of the City Council Resolution 5063.

We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion on the financial records. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the City Manager of the City of Eugene, and is not intended to be and should not be used by anyone other than this specified party.

Isler CPA



Eugene, Oregon
January 26, 2015



INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To Jon Ruiz, City Manager
City of Eugene
Eugene, Oregon

We have performed the procedures enumerated below, which were agreed to by the City of Eugene ("City"), solely to assist you in connection with the determination of whether the expenditure of the 2008 general obligation bond funds approved for issuance through voter's approval of Ballot Measure 20-145 were expended in accordance with the purposes and limitations outlined in City Council Resolution No. 4953; namely that such expenditures were: a) used only for costs related to street preservation projects, off-street bicycle and pedestrian path preservation projects and payment of bond issuance costs and not to expand the capacity of the street system; and, b) limited to projects included in Exhibit A to the Resolution unless upon completion of all of the projects listed in Exhibit A the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. Management is responsible for the accounting records pertaining to the use of the bond proceeds. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

All procedures were performed for expenditures incurred between December 1, 2013 and December 31, 2014. All procedures we performed were limited to documentation and information supplied to us by the City, as follows:

- An Excel spreadsheet detailing all payments made, charges allocated and/or invoices received by the City for expenditures related to the use of the bond proceeds
- Copies of Resolution No. 4953 and Ballot Measure 20-145
- Copies of bids and contracts issued by the City for any projects to be completed using the bond proceeds
- Copies of supporting documentation including, but not limited to, invoices, cancelled checks, payroll records, certifications of payments and bank statements; and
- Copies of the City's general ledger detail for the bond fund accounts, as needed

The procedures we performed and the associated findings are as follows:

- (1) *Expenditure testing.* From December 1, 2013 through December 31, 2014, total expenditures for the projects funded by the 2008 bond proceeds were \$1,089,512 per the City's general ledger detail. We tested \$546,996, or 50%, of those expenditures. All tested expenditures were supported by appropriate documentation such as invoices from vendors, certifications of payment, payroll records, signed contracts, and photographs of the work in progress. All tested expenditures were recorded in the proper account, fund and period and were spent on street projects included in Exhibit A of City Council Resolution No. 4953 or other street preservation projects approved by City Council, as permitted under Resolution 4953. No exceptions were noted.

- (2) There were no new construction contracts for the 2008 bond between December 1, 2013 and December 31, 2014. The 2008 bond was completed in 2014.
- (3) We recalculated the amount of unspent bond proceeds and compared that amount to the actual amount of bond proceeds remaining. The following is a summary of the 2008 bond proceeds and project expenditures from inception of the Street Bond project to December 31, 2014:

	From Issuance to 11/30/2010	From 12/1/2010 to 11/30/2011	From 12/1/2011 to 11/30/2012	From 12/1/2012 to 11/30/2013	From 12/1/2013 to 12/31/2014	Total
Bond proceeds	\$ 8,350,000	\$ 9,690,000	\$ 7,460,000	\$ 8,620,000	\$ 1,780,000	\$ 35,900,000
Project expenditures	8,419,985	9,631,111	7,492,730	9,390,483	1,089,512	36,023,821

As of December 31, 2014, the City had zero outstanding balance on the line of credit facility. The outstanding balance at December 1, 2013 was \$4,000,000 and during the 13 months ended December 31, 2014 the City received \$1,780,000 in proceeds and was charged interest of \$15,892; the City repaid \$5,795,892 during the same period. At December 31, 2014, the City had issued all of \$35,900,000 authorized debt.

Based on our limited testing, we noted that the City followed the purpose and limitation of the City Council Resolution 4953.

We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion on the financial records. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the City Manager of the City of Eugene, and is not intended to be and should not be used by anyone other than this specified party.

Isler CPA



Eugene, Oregon
January 26, 2015

Memorandum

Date: December 29, 2014

To: Street Repair Review Panel

From: Reed Dunbar, AICP, Associate Transportation Planner (Bicycle and Pedestrian Planner)

Subject: Selection of Bond Measure Projects for People to Walk and Bike

This memo identifies the process for determining street characteristics for people who walk and bike and how the Pavement Bond Measure (PBM) is used to enhance the environment for active transportation modes. In addition, resources to educate roadway users about pavement markings and other improvements installed during PBM projects are also provided.

Pedestrian and Bicycle Master Plan (PBMP)

In 2012, City Council accepted the PBMP as a resource for network improvements related to walking and bicycling. The document contains one overarching goal to double the percentage of people who walk and bike for regular transportation trips over the next twenty years. The document outlines strategies for funding, identifies policy and code updates, and proposes a future network of walking and bicycling facilities. A summary of the public process used to determine the projects and plan components are available at this website: www.eugene-or.gov/pedbikeplan

For pavement preservation projects city staff consult the PBMP to determine what, if any, changes should be explored during project planning. Pavement projects present an opportunity to implement some improvements, such as bike lane striping, because striping will be entirely replaced as part of the project. Crosswalks and other pavement markings are included opportunistically to respond to community concerns and take advantage of potentially lower pricing because it is spread out over a larger project.

In 2015, the PBMP will be assimilated into the city's Transportation System Plan (TSP). The TSP, currently in process, is the city's transportation policy document and long-term vision for transportation resources. Policies, project tables, and maps for improving the walking and bicycling environment will be included in TSP and adopted by City Council.

Processes to Test the Master Plan

Pavement projects are reviewed against the PBMP to determine if there are projects that could be built at the same time the pavement is replaced. City staff will evaluate the project to see if there is enough right-of-way, determine budget needs, and perform any traffic studies required to implement the proposed PBMP project. For example, the addition of the bike lane on W 13th Avenue in 2014 required a parking utilization study and traffic analysis because the bike lane would require the allocation of travel lanes and on-street parking to be changed. In this instance, a travel lane was removed between Garfield and Chambers, and a parking lane was removed from Chambers to Van Buren but due to congestion, the bike lane was ended at Jefferson (and not extended to the existing bike lane at Lincoln).

Cost is also a component of the decision to include projects proposed in the PBMP. For example, the PBMP identifies 39 miles of new sidewalks, but due to limitations of the pavement funding, a different funding source is generally required for implementation. Enhanced pedestrian crossings, such as islands or flashing beacons, are also expenses that require a separate funding source. Sometimes, the cost is too high or a funding source cannot be located which results in projects being set aside for development at a later date or removed from the PBMP altogether if they are determined to be infeasible.

All significant changes to the roadway undergo a public process. Generally speaking, there are at least two public meetings that occur when planning staff investigate a PBMP project. The first meeting is used to introduce the pavement preservation program and any projects identified in transportation plans. The meeting is also used to test some ideas and record additional improvements the public would like to see implemented as part of the pavement project. Subsequent meetings are used to introduce alternatives (such as bike lanes or shared lane markings) and the city's recommendation for implementation. All meetings are publicly noticed and postcards are generally sent to adjacent or affected properties (owners and occupants) along the project corridor. Neighborhood associations are also involved in the meeting preparation and notification process.

Some of the decisions that result from the analysis and recommendation can be challenged by the public. For instance, the removal of parking can be challenged by affected parties through an appeal process. An appellant submits an appeal to the City Traffic Engineer and an Appeal's Hearing is held to determine if the procedures for parking removal were met. Similar processes exist to appeal other traffic decisions such as traffic diversion. Final installation of traffic improvements occur after the appeal decision has been made.

Coordination with the Bicycle and Pedestrian Advisory Committee (BPAC)

The 2012 Pavement Bond Measure includes the following language, "...Council determined that an annual average of \$516,000 should be allocated over a period of five years to support bicycle and pedestrian projects guided by the Pedestrian and Bicycle Master Plan, City staff, and the Bicycle and Pedestrian Advisory Committee." Transportation Planning works with BPAC to develop a list of bicycle and pedestrian projects for review. The projects include additions to pavement projects and stand-alone improvements for people who walk and bike.

In 2014, there were some bicycle and pedestrian projects that occurred in tandem with a pavement project. An example is W 13th Avenue where a bike lane was added when the pavement was replaced and new striping was installed. There are also discretionary projects that occur throughout the city that are not related to a pavement project. In 2014, the 30th Avenue Pedestrian Red Light (www.eugene-or.gov/30thcrossing) is an example. This project was brought to the city by the Southeast Neighbors, 4j School District, and parents of Camas Ridge Elementary School students. Discretionary projects are generally small projects (less than \$50,000) though it has become standard practice to include one "large" project like the 30th Avenue Pedestrian Red Light that cost about \$150,000.

BPAC has developed a guiding philosophy document to identify the types of projects that are appropriate for the discretionary list. Prioritization criteria emphasize safety, comfort, and utility. There is also an effort to prioritize projects that can leverage another funding source, or that are unlikely to secure funding from another financial resource.

Public Education

Once a walking or bicycling project has been completed, there is a need to monitor compliance and functionality. Generally speaking, there are education, encouragement, and enforcement strategies that can be used to ensure the improvement performs as designed. Education is a primary focus when a street has been changed or a new device has been installed.

For the 30th Avenue Pedestrian Red Light, city staff worked with Camas Ridge Elementary to disseminate information about the device. Backpack flyers went home with students, a parent email blast was sent by the school principal, and on the day the device was switched on there was an in-class announcement to alert students that there had been a traffic change. City staff were available at school dismissal to educate students and parents about how the device functions and to hand out education [pamphlets](#). Eugene Police Department was alerted to the device activation and monitored compliance during the first week. A media announcement was also distributed and it was picked up by two television stations and the Register Guard. The Register Guard made the improvement a front-page story on October 1st, 2014.

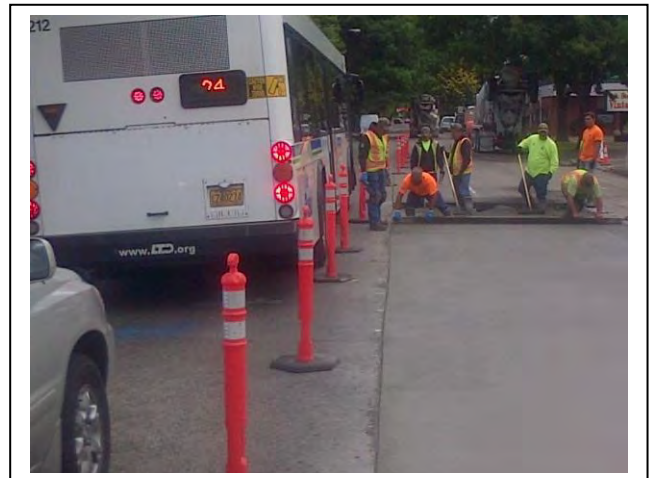
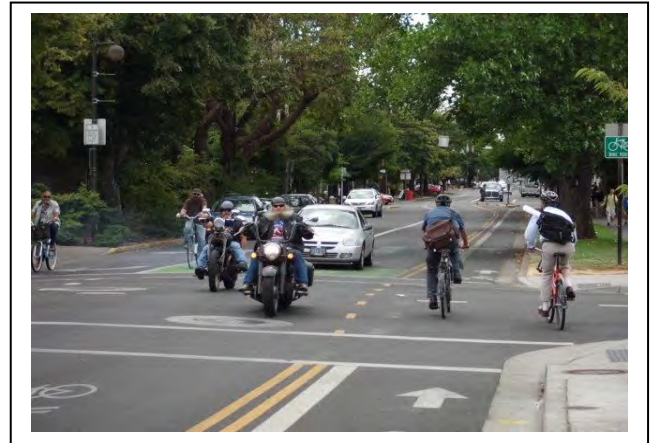
Pavement markings including shared lane markings, bike boxes, buffered bike lanes, and green bike lanes have education pamphlets printed for distribution at community events. There are also pamphlets for stutter flash beacons, bike traffic signals, and pedestrian red lights. Educational videos are also posted to the city's website: www.eugene-or.gov/trafficsafety to educate transportation users about each pavement marking or traffic control device.

In conclusion, the city has developed plans and processes for the development of walking and bicycling facilities. Each project is vetted by staff and the community to ensure an equitable transportation system is maintained to enable viable transportation choices for all city residents. The 2012 Pavement Bond Measure is helping to improve conditions for people who drive, take the bus, walk, and bicycle. It is also implementing complementary plans, such as Envision Eugene (20 Minute Neighborhoods) and the Climate and Energy Action Plan (Climate Recovery Ordinance) by reducing the reliance on private automobiles for people who want, or need, a variety of transportation options.

If you have any questions about transportation planning or transportation options programming, please contact me: reed.c.dunbar@ci.eugene.or.us, (541) 682-5727.

2015 PAVEMENT MANAGEMENT REPORT

An Update on Asphalt Pavement Conditions and Programs
(2014 Rating & Inventory Data)



Prepared by:
Public Works Maintenance
Surface Technical Team
1820 Roosevelt Blvd.
Eugene, OR 97402



Item A.

Cover Photos (top left – clockwise): GO BONDS, Alder Street Reconstructed Project, Surface Operations Maintenance Staff – concrete repair, Micro Paver

EXECUTIVE SUMMARY

The annual Pavement Management Report is produced to update information and data regarding the City of Eugene's transportation system including improved streets, unimproved streets and off-street shared-use paths. This report provides surface descriptions and associated mileage, reviews current treatment programs and costs, and projects future treatment needs based on several funding scenarios.

The transportation system is conservatively estimated to represent a \$500 million public asset. This asset is typically described in lane miles and/or centerline miles. Currently, Public Works manages 1345 lane miles (538 centerline miles) of streets, and approximately 45 miles of off-street shared-use paths within the City limits. This report includes a breakdown of the street transportation system in terms of pavement type, level of improvement, and functional classification.

2013 presented a challenge for staff with the implementation of MicroPaver, a new Pavement Management System (PMS), from the previous Centerline PMS program. In general, the system analysis are similar, in which each predict future treatment needs and the associated costs at the most beneficial time in a pavements' life. However differences between the systems do exist which may affect the trends previously reported.

Street (and off-street shared-use paths) conditions data are collected by Public Works Maintenance staff through on-site inspections. Pavement distress information is collected and a Pavement Condition Index (PCI) score is generated. Formulas and methodology within Micropaver helps establish efficient treatment requirements and identify financial implications of various response strategies. The PMS also provides a detailed street inventory and condition trends using a combination of CenterLine and MicroPaver street condition information collected since 1987.

The City established a local gas tax in 2003 for a Pavement Preservation Program (PPP) due to the fact that street repair funding was not at a level to keep pace with rehabilitation needs. In 2007, it was reported that the anticipated backlog for rehabilitation needs would reach more than \$282 million by 2016 (2007 Pavement Management Report). In 2008 a \$35.9 million, five-year bond measure was approved by voters and another five-year bond for \$43 million was approved by voters in 2012. Between these funding sources more than 126 streets in Eugene are identified to be repaired by 2018. The revenues from the local gas tax and the first bond measure have helped reduce the backlog of street repair projects. Specifically, based on the 2012 ratings and reported in the 2013 Pavement Management Report the calculated backlog of repairs on improved asphalt streets was \$100 million; as of the end of 2014 the current backlog has been calculated to be \$84 million.

In addition to the infusion of local gas tax and bond funding, other factors have contributed to the current status of the backlog:

- Several projects previously defined as needing to be reconstructed have been designated for overlay treatment after detailed testing was performed. An overlay treatment is much less expensive than a reconstruct treatment and can provide a comparable service life if the base is properly designed and undamaged.

EXECUTIVE SUMMARY – (continued)

- According to the Construction Costs Forecast (ODOT, October 2012) costs will continue to increase at a steadier rate rather than with the volatility of recent years. Changes in costs for construction materials and labor will affect long-term backlog estimates.
- New construction techniques such as in-place recycling (also known as in-place cement treated base) which strengthens existing roadbed materials for reuse have been successfully used in place of conventional reconstruction techniques resulting in substantial cost savings.
- There has been an increase in inventory of improved streets through capital improvement projects (CIP), privately engineered public improvements (PEPI) and jurisdictional transfers.

Overall, even though the backlog figure declined in 2014, the projected level of funding beyond the 2012 bond measure is insufficient to stabilize the backlog long term. Annually, a number of streets are falling into a more costly treatment category due to lack of funding to repair them. It is also important to note that the backlog estimate is limited to improved asphalt streets. It does not take into account the repair needs for concrete streets, unimproved streets, sidewalks, off-street shared-used paths, or other elements of the transportation system.

The 2014 report uses three funding scenarios to project treatment needs and costs over a 10-year period. The analyses for all three scenarios use costs updated by Engineering in 2011 and are adjusted to include a 2% inflation factor. Following is a summary of the analyses:

- Maintaining the current level of funding, including the 2012 bond measure, results in a total projected backlog of \$173 million in 10 years. Prior to approval of the 2012 bond, the projected 10-year backlog was \$264 million. The current bond measure funding will end in 2019 decreasing pavement preservation from an average of \$11.3 million to \$3.1 million unless additional funding is approved.
- After the 2012 bond measure funding is ended future funding of \$9 million annually is needed to prevent arterials and collectors from falling into the reconstruct range and eliminate the reconstruct backlog for arterial and collector streets in 10 years.
- Increasing the funding level to \$12 million annually is needed to prevent any street from falling into the reconstruct range and eliminate the total reconstruct backlog in 10 years. Residential streets account for approximately 62% (lane miles) of the system and over half of the current backlog is for the treatment of these streets.

SCOPE OF THIS REPORT

This report is made up of four primary sections:

Street Inventory: The street inventory is discussed including improvement status and functional classification definitions.

Pavement Management System (PMS): A brief history and description of the Pavement Management System used by the City, the selection process and conversion to MicroPaver system is discussed. Included in this section are the rating methodology, pavement inspection frequency, pavement conditions described by the Pavement Condition Index (PCI), specific distress definitions and the resulting reports.

Pavement Preservation Program (PPP): The Pavement Preservation Program is highlighted in this report, including Maintenance and Engineering Division roles, treatment types and estimated unit costs, project prioritization, sustainable construction, current treatment costs, projected funding, historical and projected funding graphs, unimproved streets, and off-street shared-use paths.

Projects: This section includes completed and future project lists and maps, including a list and map of the projects identified in the 2012 bond measure.

EUGENE'S STREET INVENTORY

The City of Eugene has jurisdictional responsibility for many different types and classifications of transportation facilities. Many factors such as age, development type, traffic loads, use, and future transportation needs affect the maintenance and rehabilitation planning for the system. The segment inventory component of the PMS system allows a reporting of both centerline miles (intersection to intersection) and lane miles of each segment of the system. While commonly used in reporting distance, centerline miles do not relate equally across streets of different widths or different number of lanes. For this report, comparisons typically are shown both in centerline and 12-foot-wide lane miles unless otherwise noted.

Improvement Status

For purposes of establishing budget allocations and rehabilitation priorities, and performing maintenance activities based on established maintenance policies, the City of Eugene divides the street inventory into two distinct categories:

Improved streets are those which have been fully designed for structural adequacy, have storm drainage facilities provided which include curbs and gutters, and have either an asphalt concrete (AC) or a Portland cement concrete (PCC) surface. Typically, these streets were either fully improved when the area was developed and paid for by the developer, or were improved through a local improvement district (LID) and paid for in part by the abutting property owners. In some cases a street may have been fully improved while under state or county jurisdiction and then surrendered to the City. Improved streets receive the highest level of ongoing maintenance and are eligible for rehabilitation funding through Eugene's Capital Improvement Program (CIP) and Pavement reservation Program (PPP).

Unimproved streets are those with soil, gravel, or asphalt mat surfaces that have typically evolved to their existing state, have not been structurally designed, and have few if any, drainage facilities and no curbs or gutters. Typically, an unimproved street must be fully improved through a local improvement district, funded in part by the abutting property owners before a higher level of service will be provided (see “City of Eugene Street Maintenance Policy and Procedure Manual” for levels of maintenance service). Unimproved streets receive a low level of ongoing maintenance limited primarily to emergency pothole patching (three inches or greater in depth) and minimal roadside ditch maintenance. To address the growing number of potholes on City streets, the City Council augmented the street repair budget with General Fund allocations for a total of \$2.35 million from FY 2009 through FY 2011. Subsequently, Public Works has allocated \$200,000 per year from Road Fund for enhanced pavement repairs. The Maintenance Division has addressed potholes by either filling individual potholes or by performing maintenance overlays over entire street segments. During the past seven years more than 95 unimproved streets, representing more than 31 lane miles, have been resurfaced as a temporary treatment. In addition, several unimproved streets have been brought up to full urban street standards through assessment projects, attributable in part to more flexible design standards.

The following tables categorize Eugene’s Improved and Unimproved Street System in Centerline Miles and 12-foot Lane Miles by Pavement Type and by Functional Class.

IMPROVED SYSTEM	Asphalt (ACP)		Asphalt over Concrete (APC)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial	13.97	64.39	0.03	0.16	0.51	2.26	0	0	0	0	14.51	66.81
Minor Arterial	62.8	211.56	2.22	7.3	3.61	12.03	0	0	0	0	68.63	230.89
Major Collector	30.21	92.81	1.15	2.72	3.09	8.29	0	0	0	0	34.45	103.82
Neighborhood Collector	23.86	61.83	0.45	1.23	1.58	4.35	0	0	0	0	25.89	67.41
Residential	305.62	709.47	1.71	4.37	20.95	53.25	0	0	0	0	328.28	767.09
Total	436.46	1140.06	5.56	15.78	29.74	80.18	0	0	0	0	471.76	1236.02

UNIMPROVED SYSTEM	Asphalt (ACP)		Bituminous Surface (BST)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial	0	0	0	0	0	0	0	0	0	0	0	0
Minor Arterial	1.82	3.51	0	0	0	0	0	0	0	0	1.82	3.51
Major Collector	3.25	7.34	0	0	0	0	0	0	0	0	3.25	7.34
Neighborhood Collector	4.13	8.31	0	0	0	0	0	0	0	0	4.13	8.31
Residential	37.86	62.62	4.9	7.41	0.03	0.03	9.07	13.37	4.69	5.91	56.55	89.34
Total	47.06	81.78	4.9	7.41	0.03	0.03	9.07	13.37	4.69	5.91	65.75	108.5

Functional Classifications

The quantity and associated vehicle weight of traffic using streets is a critical factor affecting the rate at which pavement and roadbeds deteriorate. Eugene divides streets into five categories called functional classifications (FC), each representing a different volume and type of vehicular usage. The MicroPaver terminology for functional classification/section rank is identified as follows:

Major Arterial (FC-1) - (A): Major Arterials are usually four or more lanes and generally connect various parts of the region with one another within the city and with the “outside world”. They serve as major access routes to regional destinations such as downtowns, universities, airports, and similar major focal points within the urban area. Major Arterials typically carry an average of more than 20,000 vehicles per day. Major Arterials receive high priority maintenance.

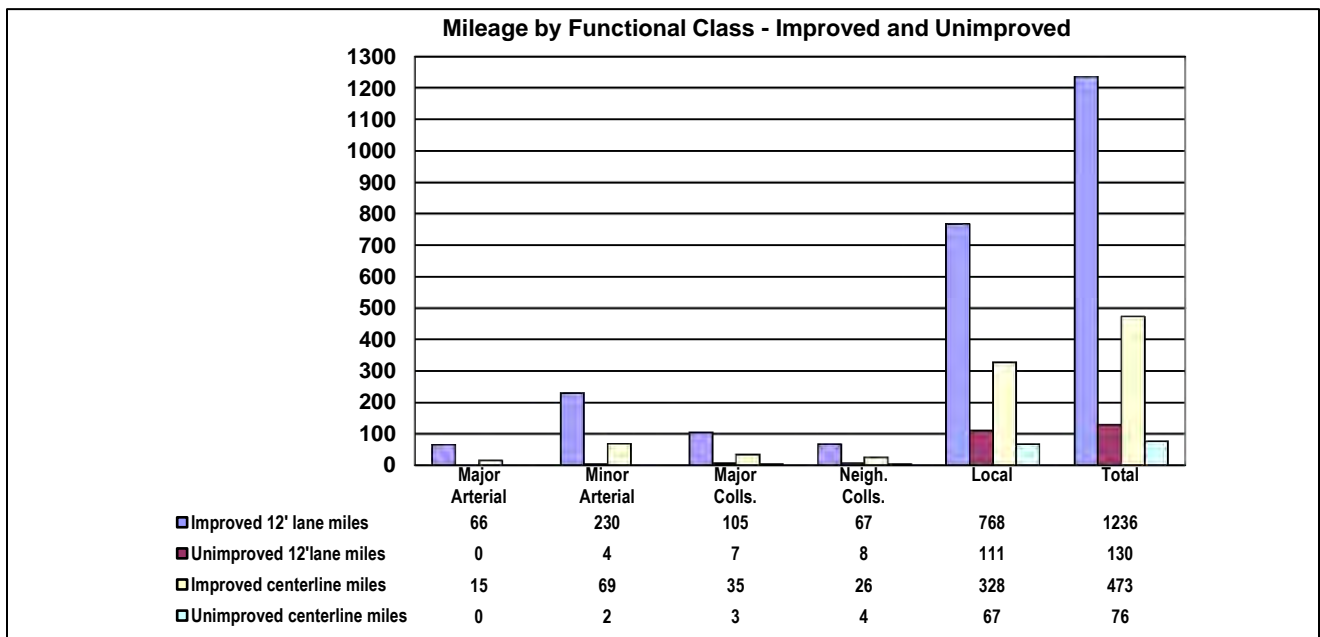
Minor Arterial (FC 2) - (B): Minor Arterials are typically two or three lanes. These streets provide the next level of urban connectivity below major arterials. In most cases their main role tends to be serving intra-city mobility. Minor Arterials carry between 7,500 and 20,000 vehicles per day. Minor Arterials receive priority maintenance.

Major Collector (FC-3) - (C): Major Collectors can be found in residential, commercial, and industrial areas. They typically carry between 2,500 and 7,500 vehicles per day. Major Collectors have a higher priority for maintenance than local streets.

Neighborhood Collector (FC-4) - (D): Neighborhood Collectors are found only in residential neighborhoods and provide a high degree of access to individual properties in a neighborhood. They typically carry between 1,500 and 2,500 vehicles per day.

Local (FC-5 - (E): Local streets provide access to individual properties along the roadway. They are narrow, slow-speed, and low-volume service facilities. They typically carry fewer than 1,500 vehicles per day, and receive low priority maintenance. Local streets are also referred to as Residential streets.

The following graph illustrates both centerline miles and lane miles by improvement type and functional classes.



PAVEMENT MANAGEMENT SYSTEM

A Pavement Management System (PMS) performs analysis of collected rating data and reports on the current and projected conditions of the street system. In addition, it is used to evaluate the effectiveness of planning and funding priorities, and provides guidance in the decision making process. The goal of the decision making process is to prevent pavement failures through judicious maintenance.

City of Eugene implemented MicroPaver in 2013 due to the fact that the pavement management system used by the City since 1987, CenterLine, would no longer be supported by Measurement Research Corporation (MCR). City staff reviewed software programs for several years, MicroPaver was a program recognized by American Public Works Association (APWA). The program appeared to be more customizable for the city's needs and decision processes. Factors such as costs, control of the data instead of stored off-site, available support and with the recommendations from MCR, staff chose MicroPaver.

MicroPaver combines visual field inspection ratings, compiled under strict criteria, with computer tracking and condition analysis. Beginning in 2010 the rating methodology was revised to the WDOT's Extended (WSEXT) method, collection of deterioration values by area, lineal footage thus keeping the program consistent with industry standards. This also allowed for smoother transition to MicroPaver with the ability to migrate three years of rating data with some modifications. With this migrated condition data, rating the entire asphalt street system the last two years plus construction history we are able to perform an analysis with rational accuracy to report financial needs and road conditions. There will be some variation in the outcomes of the analysis due to slight differences in rating and calculation methodology but overall the data is consistent.

Pavement Inspection Frequency

Two predominant work efforts required to maintain the PMS are updating the street inventory and performing the annual inspection of surface conditions.

City streets are divided into segments based on their Functional Classification (FC), pavement type, and geometric design. Segments are the basic unit for evaluating streets and surface conditions. A segment is defined as a portion of a street with a beginning and ending description. Changes in geometric features are used as a guide for determining segments. Examples of geometric differences are surface type, segment width, surface age, and extent of past rehabilitations.

Field inspections are conducted by pavement raters who walk each individual street segment evaluating the pavement surface for signs of distress. City arterial and collector streets are inspected annually; residential streets inspections are completed in a three-year cycle; and off-street shared-use path inspections are completed in a two-year cycle.

In 2010 and 2011 **all** streets were inspected to establish an accurate baseline using the WSEXT rating method. In 2012, the program resumed with standard annual inspection intervals with the exception of off-street shared-use paths.

In 2013 and 2014 staff inspected the entire street system and may continue for an additional three years for an accurate baseline in MicroPaver. Once staff evaluates the data for accuracy a decision to return to standard inspection cycle as described above will be determined.

Pavement Condition Index (PCI), Deduct Values, and Distresses

Pavement distresses are dependent on pavement type and are rated by severity and extent. MicroPaver provides a numerical value calculated internally based on deduct values for the distresses rated per street segment. The value in CenterLine was Overall Pavement Condition Index (OCI). MicroPaver defines this valued as Pavement Condition Index (PCI) which will be the term used throughout this report. A street with a PCI of 100 represents a new or recently rehabilitated street. This PCI value is the basis used to analyze the surface treatment needs. Distress data are collected using ACER Tablets and then uploaded to the pavement management software. MicroPaver method rates severities and all their extents for up to 20 different distresses. As the condition of a streets' surface begins to deteriorate, the PCI decreases. Asphalt distresses typically observed are alligating, longitudinal and transverse cracks, rutting, and raveling. Distresses in concrete streets typically observed and rated include cracks per panel, raveling, joint spalling, faulting, and crack sealing. Descriptions of some common distresses are shown below:

Alligator Cracking: When the asphalt begins to crack in all direction it is called alligator cracking.



Longitudinal Cracking/Transverse Cracking: These are cracks that - run parallel to the roadway centerline (longitudinal) and perpendicular to the roadway center line (transverse). These distresses usually divide the piece into different sections and which are caused by repeated traffic loading. The low-severity cracks are not considered serious to the overall function and safety of the road. Medium to high-severity cracks are usually caused by heavy traffic loads and environmental factors and can become very serious distresses. The picture below shows longitudinal cracking.



Rutting: When the traffic of the street becomes heavy for long periods of times the asphalt begins to sink into the wheel path of the vehicles causing a rut. When there is a rut it is usually a long length of the road and is 1 to 2 feet wide and there are almost always two ruts, one for each wheel path of the vehicle. The severity of the rut is rated on the average rut depth from $\frac{1}{4}$ " – over $\frac{3}{4}$ " in depth.



Joint Spalling: Spalling is the deterioration of the edges of a concrete slab within 2 feet (0.6m) of the joint. The edges get chipped off concrete slabs causing spalling. Spalling is caused by heavy traffic loads and environmental factors.



Raveling: The roads, mainly asphalt, over time become worn out and rough not smooth as when they were first put in, often due to age and the effects of UV rays. Raveling measures the severity of the roughness and coarseness of the top layer of the street.



Faulting: Faulting is the difference in elevation across the slab. One side may be leaning up more over the other side. Causes are soft foundations, heavy traffic, poor construction, and environmental damage.



How PMS Information is Used

The primary purpose of maintaining a PMS is to collect and analyze information relating to street system condition and deterioration trends. With this vital information Public Works managers ensure the most cost-effective maintenance or rehabilitation strategies are identified and performed at the optimum time.

Each year the PMS is used to generate several reports requested by other agencies as well as statistical data requested within our own agency. The following is a sample of reports produced with PMS data:

- Pavement Preservation Project List
- Crack Seal Program
- Five-Year Surface List – five-year moratorium for street cutting
- ODOT Oregon Mileage Report
- City of Eugene Public Infrastructure Table
- Annual Insurance Marketing Report
- Transportation Service Profile

PAVEMENT PRESERVATION PROGRAM

Street preservation and rehabilitation, capital improvements, off-street shared-use path projects, and maintenance efforts make up Eugene's Pavement Preservation Program (PPP). Additionally, the City has budgeted funding for Maintenance Operations to repair portions of the unimproved street system through the Enhanced Street Repair Program. Both PW Maintenance and PW Engineering have important roles within the PPP.

PW Maintenance Roles

Maintenance Division Surface Technical team completes the pavement rating, budget and street life analysis, resulting in a proposed list of projects which is forwarded to Engineering for field testing and final grouping. Surface Technical staff is responsible for producing this report. Operations staff is responsible for the preventative maintenance of all City streets (including concrete streets) and off-street shared-use paths. Preventative maintenance designed to extend the life of the transportation asset is of highest priority. Fully improved asphalt streets receive the highest level of maintenance. Maintenance activities are performed to mitigate hazardous conditions and to extend the useful life of the street. The goal of preventative maintenance is to prevent a street's PCI from slipping from preventative maintenance or minor rehabilitation into a reconstruction category.

PW Engineering Roles

The Engineering Division typically receives projects proposed for preservation from the Maintenance Division three years in advance of the planned construction. Engineering then performs field investigations to confirm the need for treatment, and reviews historic data on construction and maintenance of the streets. Streets are then prioritized for detailed pavement testing and design recommendations based on the available funding and the assessed condition of the streets. The pavement testing and design reports identify whether a street needs to be reconstructed or rehabilitated (overlaid) and the range of treatment options available. If a street is determined to be a full reconstruct, it is typically deferred until funding is identified and available, such as street repair bond measures.

The Engineering Division is responsible for capital project management including design, stakeholder coordination and communication, contract administration, and construction management. For analysis and reporting of projected backlogs, the Engineering Division has provided construction costs based on historic and current road projects.

Treatment Types and Estimated Costs

For the purpose of reporting projected backlogs the Engineering Division provides construction costs based on historic and present road projects. Treatments reflected in the backlog analysis are limited to three types; slurry seal, overlay, and reconstruction and reporting is based on a system wide approach, not at the project level performed by Engineering. Each functional class has an estimated unit cost for overlay and reconstruction treatments. For local streets (FC-5) an additional maintenance option, slurry seal, is considered.

Slurry Seal: The slurry seal option allows for a cost-effective treatment to seal the surface and restore the skid resistance of local street segments, which do not carry high traffic loads. This treatment is not used on streets which require strengthening or reconstruction. Typical slurry seal costs include street cleaning, removal of vegetation, minor base repairs (dig-outs), sealing of cracks, and application of an emulsified asphalt aggregate mixture to the entire paved surface. Associated costs include replacement of striping and pavement markings, and other work needed to return the street to normal operation.

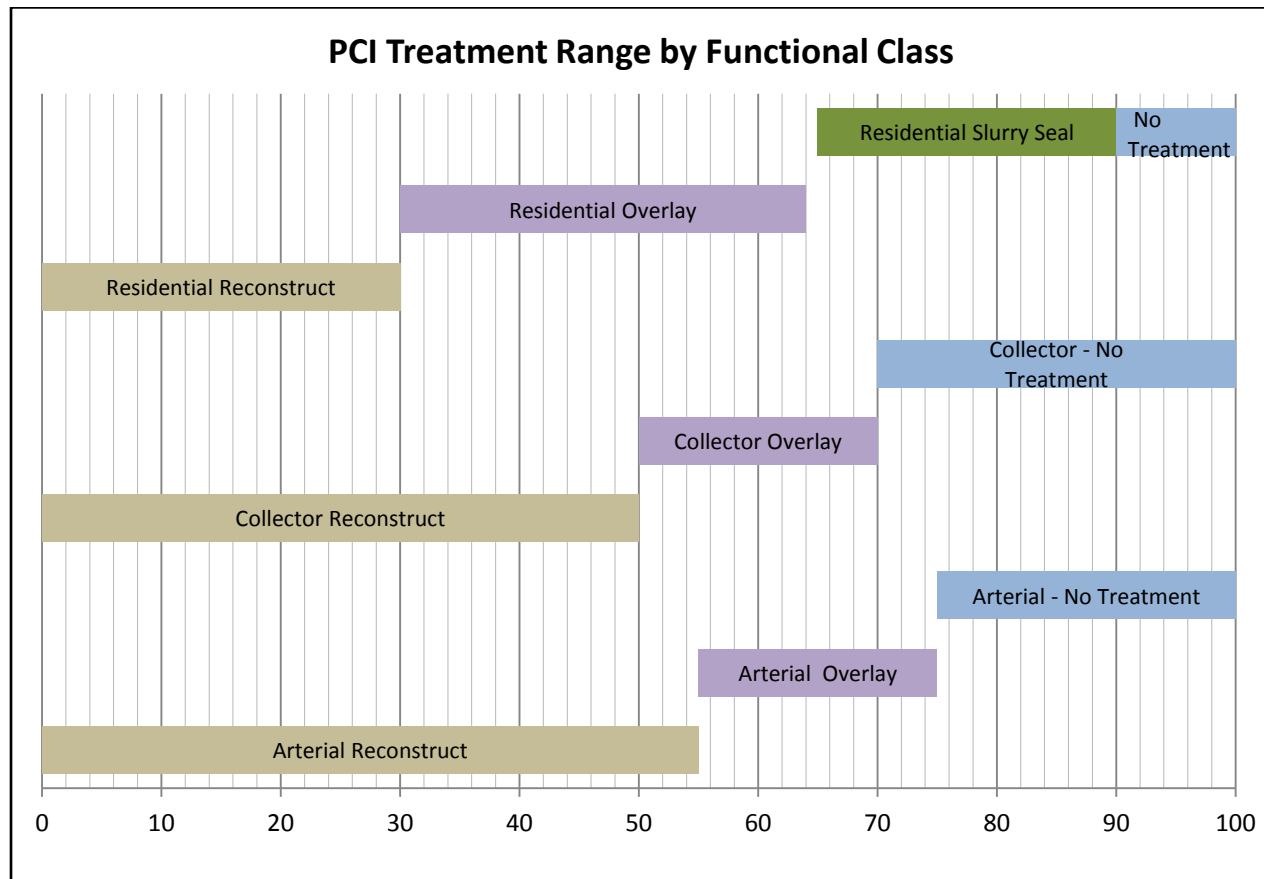
Overlay: Typical overlay rehabilitation costs include milling of existing pavement to a moderate depth to remove existing cracking and increase strength of the structural section. Isolated areas of severely distressed pavement are removed and replaced including a new aggregate base. Associated costs include replacement of striping and pavement markings, adjustment of manholes, and other work needed to return the street to normal operation.

Reconstruct: Typical street reconstruction costs include removal of the existing pavement and base structural section and replacement with a new structural section which will meet a 20-year design life. Isolated areas of curb and gutter are replaced where they would not be suitable to contain new paving or have severe drainage problems.

The following table identifies the estimated costs for the various treatment types including costs to upgrade curb ramps to comply with The American with Disabilities Act (ADA). The slurry seal treatment is exempt from ADA requirements.

Treatment – Functional Class Improved System	12' Lane Mile Cost		
	Updated Eng. 2006 cost	Updated Eng. 2012 cost	2015 cost with 2% inflation
Overlay - FC 1 & 2	\$215,000	\$243,000	\$263,000
Overlay - FC 3 & 4	\$184,000	\$214,000	\$231,000
Overlay - FC 5	\$169,000	\$195,000	\$210,000
Re-Const - FC 1 & 2	\$765,000	\$724,000	\$783,000
Re-Const - FC 3 & 4	\$677,000	\$679,000	\$735,000
Re-Const - FC 5	\$505,000	\$505,000	\$547,000
Slurry Seal - FC 5	\$19,000	\$25,000	\$28,000

The following graph identifies the trigger points (PCI) for each treatment based on Functional Class.



Project Prioritization

Selecting streets or street segments for treatment is done through a process involving analysis, testing, and staff experience. Using the data produced by MicroPaver, and combining this information with estimated revenues allows staff to approximate backlogs and group potential street segments for consideration for treatment under the Pavement Preservation Program.

Streets are not prioritized on a “worst first” basis. Public Works’ main objective is to keep street segments from slipping into the reconstruction category, which typically costs four to five times more per lane mile than rehabilitation. By rehabilitating (overlaying) a street before it significantly deteriorates, 15 to 20 years of useful life can be added to a street at a substantial cost savings over reconstruction. Once a street has deteriorated to the point that it must be reconstructed, the opportunity for preventive street maintenance (overlay) is lost. For these reasons, streets that are categorized as overlay projects receive the highest priority for corrective treatment. If at some point in the future there are additional funds available, or if the majority of overlay projects have been addressed, reconstruction projects will be scheduled.

A prioritized list of 32 street repair projects to be funded by a local bond measure was approved by Eugene voters in 2008. The list, approved by City Council, was developed by staff based on citizen input, information about needed street rehabilitation and reconstruction from the pavement management system, and equitable geographic distribution of projects throughout the

community. Subsequently, a 12-member citizen review panel was formed to document the use of the bond proceeds. In 2011, City Council approved the addition of 22 streets selected in the same manner and recommended by the citizen review panel to be repaired.

In 2012, a second five-year bond measure was approved by Eugene voters with a prioritized list of 76 street repair projects (Exhibit A) and additional funding to support bicycle and pedestrian improvement projects. The list was developed using the same criteria as above and approved by City Council.

Sustainable Construction

Since 2008, Eugene has been in the forefront of sustainable construction and paving practices, some of which include paving with warm mix asphalt (WMA), using reclaimed asphalt pavement (RAP), and full depth reclamation (FDR). Production of warm mix asphalt is a “green” solution for the environment with noticeable reduced energy consumption and greenhouse gas emissions. Exposure to fuel emissions, fumes, and odors are reduced for asphalt producers, construction workers and the public. Benefits of paving with WMA are the ability to extend the paving season in colder weather, longer haul distances, and better road performance. Warm mix asphalt is identical to conventional hot mix asphalt, except that through a special mixing process it is produced at a temperature approximately 50 to 100 degrees cooler than conventional hot mix asphalt. This mixing process for asphalt aids in compaction during paving, assists in preventing premature aging and slowing the aging process of asphalt. In Eugene, all asphalt producers have retrofitted their plants to produce warm mix asphalt.

Council set goals in 2011 for waste reduction by requiring that the quantity of materials placed in landfills be reduced. In addition to using WMA, Public Works conducted two pilot projects specifying that reclaimed asphalt shingles (RAS) be used as a binder in the asphalt mix, thereby keeping this material from entering the waste stream. The City continues to use warm mix asphalt and in-place recycling techniques to improve the quality, environmental footprint, and cost efficiency of the street bond projects. Key terms in sustainable construction practices:

In-Place Recycling: A process in which a large piece of equipment called a reclaimer pulverizes and mixes the existing base rock and a portion of subgrade soils with dry cement and water to create a cement-treated base. This process greatly reduces the use of virgin materials and trucking that are needed using conventional remove and replace construction techniques.

Full Depth Reclamation: When applicable, partial or full-depth reclamation (FDR) is used as a cost- and time-saving alternative to traditional reconstruction. Associated costs include replacement of striping and pavement markings, adjustment of manholes, and other work needed to return the street to normal operation.

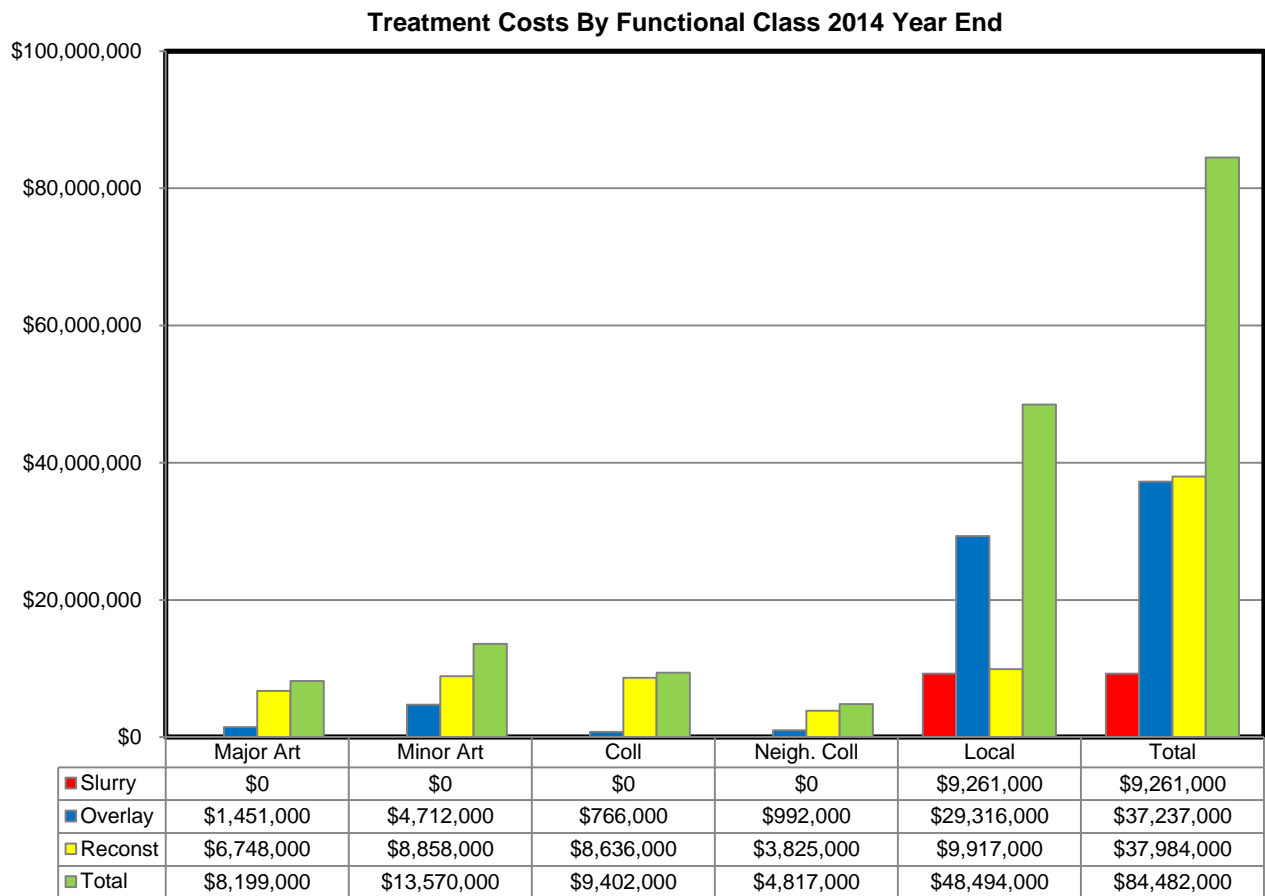
Crack Seal: Placing specialized materials into cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers. Crack sealing can be used for two different reasons in pavement maintenance. One is a treatment to seal the cracks in order to prevent moisture intrusion into the pavement. The other is preparatory work to other treatments, such as overlays, and slurry seals.

Reclaimed Asphalt Pavement (RAP): The term given to removed and/or reprocessed pavement materials containing asphalt and aggregates. These materials are generated when asphalt pavements are removed for reconstruction, resurfacing, or to obtain access to buried utilities. When properly crushed and screened, RAP consists of high-quality, well-graded aggregates coated by asphalt cement that can be reused as a substitute for a portion of virgin materials in asphalt and aggregate base.

Recycled Asphalt Shingles (RAS): A primary reason for the high potential value of recycled shingles is that they contain ingredients that hot mix asphalt (HMA) producers purchase to enhance their paving mixtures including asphalt cement (or AC “binder”) and mineral aggregate. Asphalt shingles also contain a fibrous mat made from organic felt (cellulose) or fiberglass that can also be valuable as fiber in some asphalt paving mixes.

Current Treatment Costs

This chart provides detail of the current cost for treatment of the entire improved system excluding concrete streets at the end of the 2014 rating period. The total estimated treatment cost backlog at the end of 2014 is \$84 million down from \$100 million reported in 2012.



Projected Funding for Pavement Preservation Program FY14 through FY20

From the inception of the Pavement Preservation Program (PPP), Eugene has been faced with the challenge of securing adequate, sustainable funding for this program. Currently there are several sources that contribute funding for pavement rehabilitation and reconstruction projects. The primary source of ongoing revenue is the City's local motor vehicle fuel tax ("gas tax"), which is currently levied at 5 cents per gallon. The reimbursement component of Transportation System Development Charges (SDCs) have historically generated close to \$800,000 per year for PPP projects. In the current economic environment, building permit activity continues to be low, reducing the level of this funding stream. The cumulative effect of these factors is that PPP annual revenues, which were once projected at \$4.2 million per year, are now projected to level out at approximately \$3 million per year

In 2008, voters approved a \$35.9 million dollar bond measure dedicated to 32 street preservation projects and shared-use path rehabilitation work. Based on numerous economic factors construction bids were significantly less than anticipated allowing 22 streets to be added to the original 32 streets approved by voters.

In 2012, voters approved a second \$43 million bond measure dedicated to 76 street preservation projects plus \$516,000 annually to support bicycle and pedestrian projects. The measure will generate approximately \$8 million annually for FY14 through FY18.

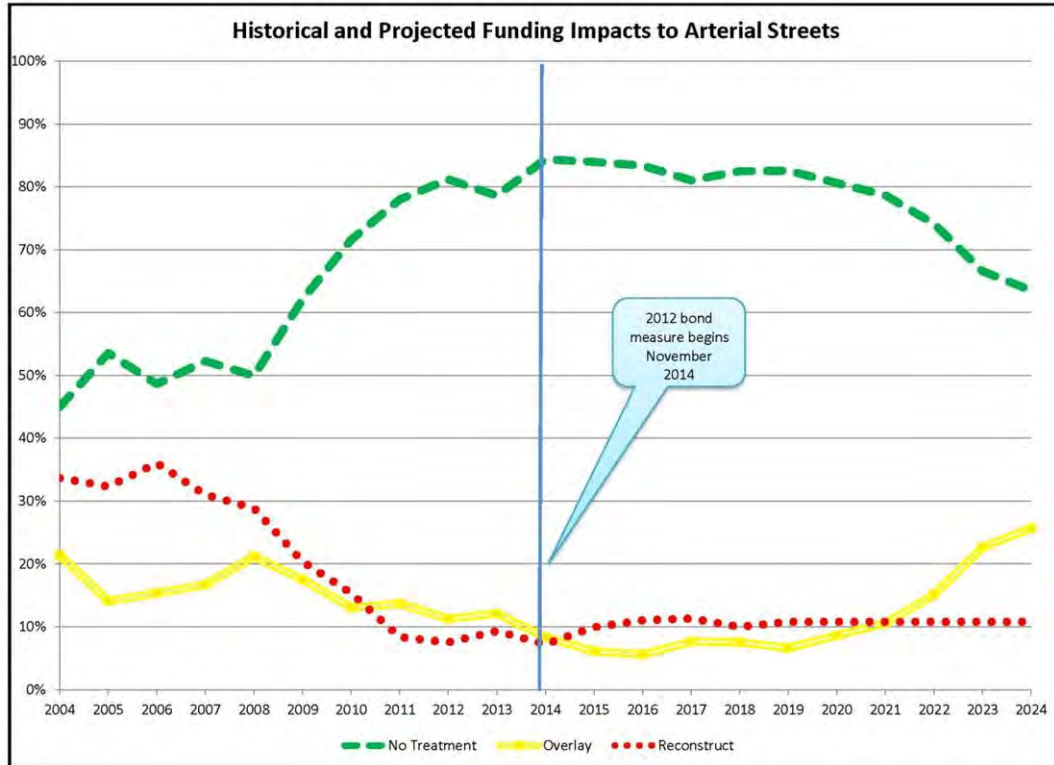
With the funding identified approximately 112 lane miles of City streets and will be repaired. To date approximately 3 miles of off-street shared-use paths have been repaired.

Projected Funding Sources Pavement Preservation Projects FY14 through FY20

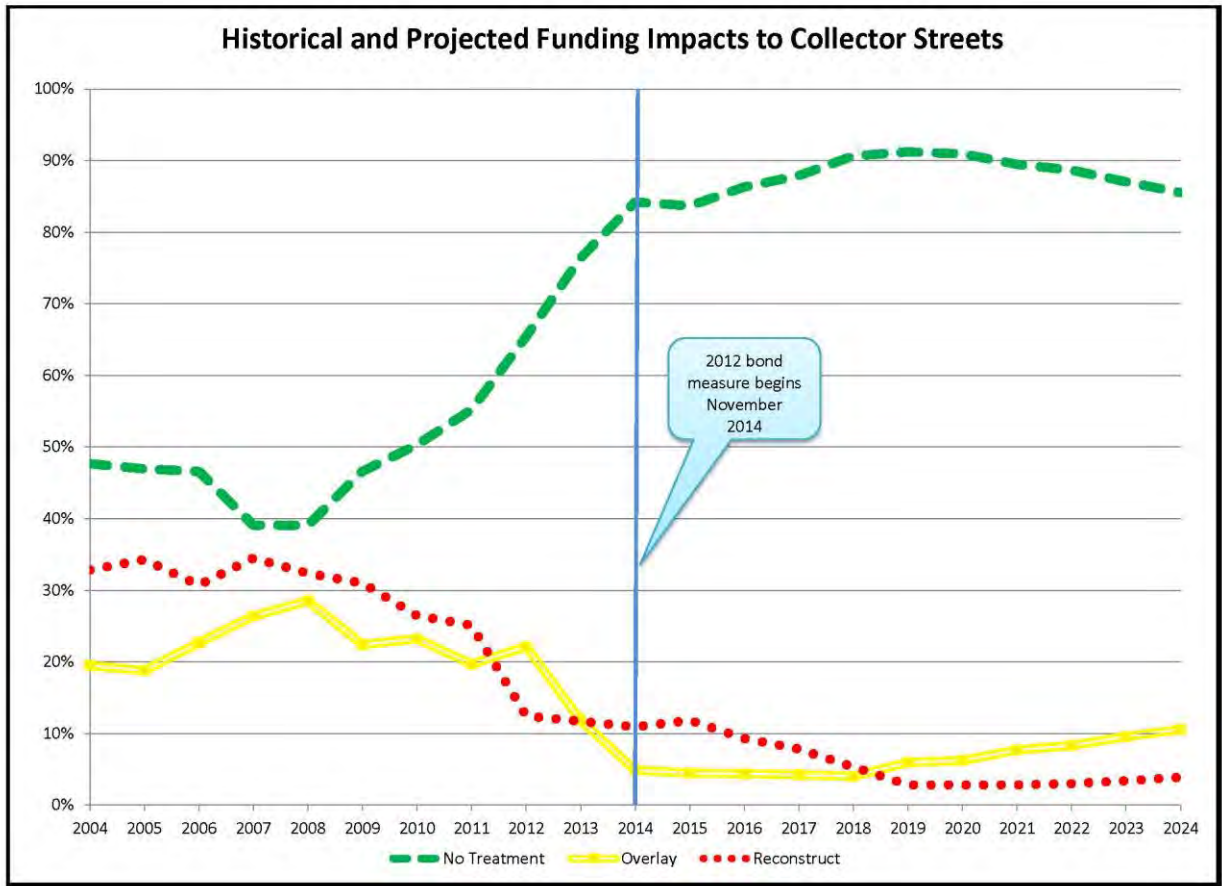
Fiscal Year	Local Gas Tax Note 1	SDC Note 2	Bond Note 3	Other Note 4	Total Funding
FY13 (actual)	\$2,908,491	\$296,529	\$7,480,000	\$72,500	\$10,757,520
FY14 (actual)	\$2,868,768	\$641,561	\$9,530,000	\$28,571	\$13,068,900
FY15 (est.)	\$2,940,000	\$234,070	\$8,010,000	\$17,195	\$11,201,265
FY16 (est.)	\$2,880,000	\$213,400	\$8,290,000	\$17,795	\$11,401,195
FY17 (est)	\$2,880,000	\$213,400	\$8,590,000	\$17,795	\$11,701,195
FY18 (est)	\$2,880,000	\$213,400	\$8,900,000	\$17,795	\$12,011,195
FY19 (est)	\$2,880,000	\$213,400	\$6,220,000	\$17,795	\$9,331,195
FY20 (est)	\$2,880,000	\$213,400	\$0	\$17,795	\$3,111,195

Historical and Projected Funding Outcomes

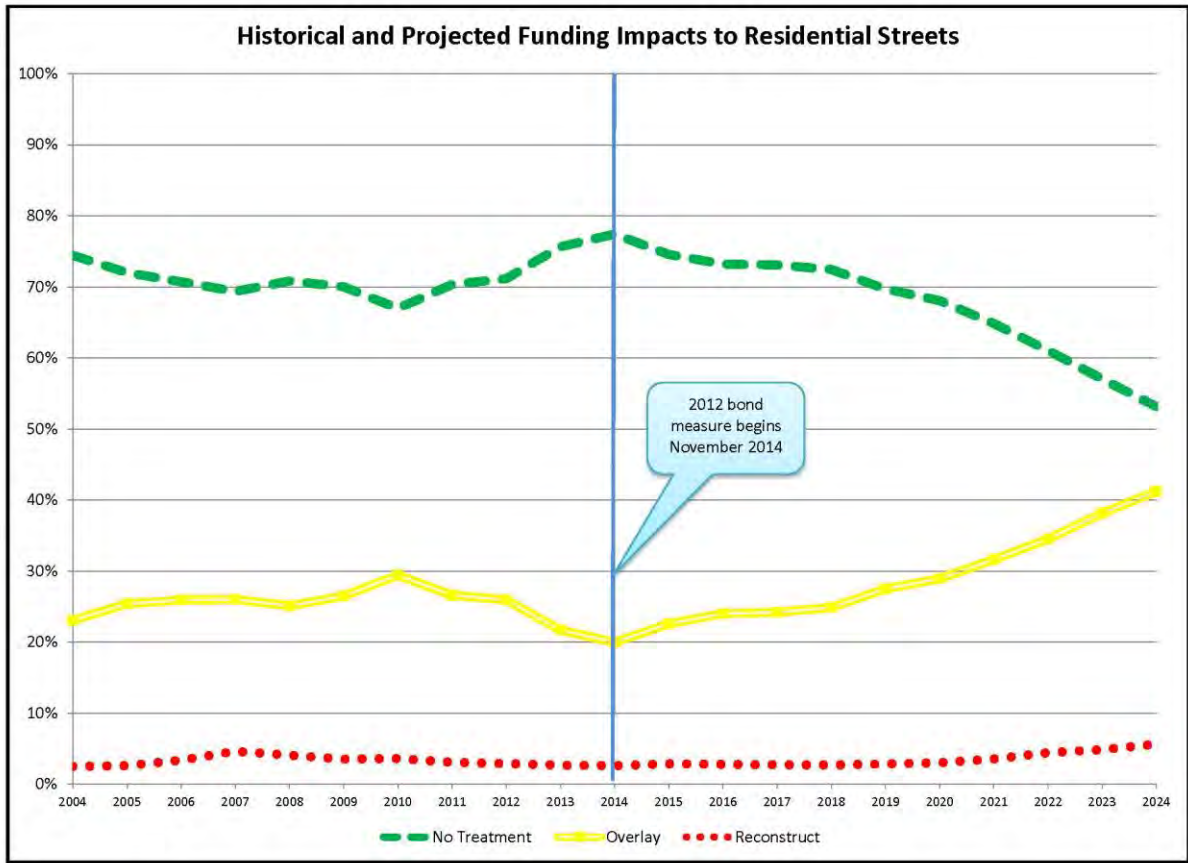
Using the PMS software, an analysis for a 10-year period (2014 through 2024) has been completed based on the current funding, including the 2012 bond measure. The PMS software evaluates the deterioration of each segment based on individual PCI ratings. The software then projects when to apply the necessary treatment at the proper time. When possible, the system applies a less expensive treatment earlier in the degradation curve to prevent the street from falling into an overlay or reconstruct range. In the following four graphs this projected evaluation includes historical data to present a more comprehensive view of the street system. The graphs show the impact of past and current funding over a 20-year period (2004 to 2024). Each graph indicates the **percentage** of streets that fall within a specific treatment range (reconstruct, overlay and no treatment). Plotting the percentages of streets within a treatment range over time visually demonstrates the overall condition of streets within that class. This is useful when deciding how to allocate funds in future years.



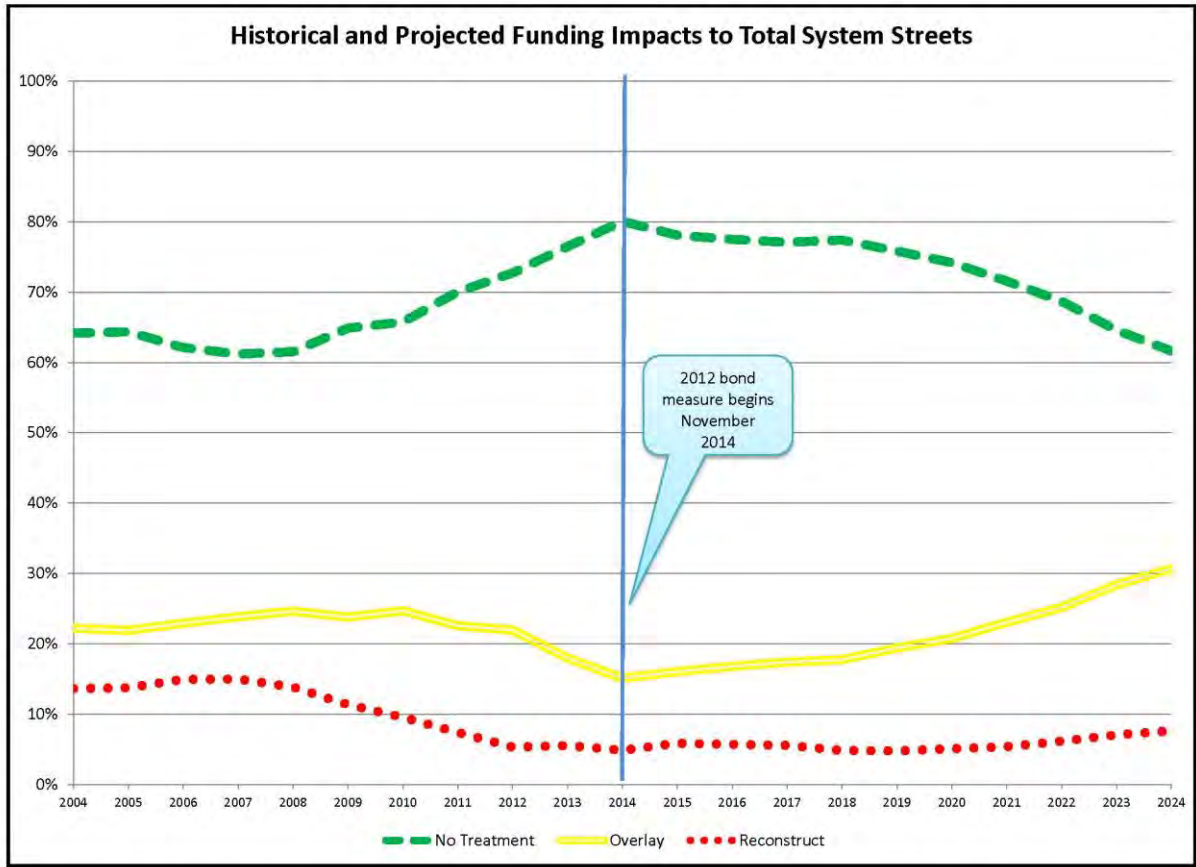
Arterial streets have been a major focus of the Pavement Preservation Program since 2002; as a result the percentage of arterial streets within the reconstruct treatment range steadily declined from 2008 to present and is projected to stabilize after 2014. This stabilization provides an opportunity for funding to be allocated towards preservation (preventative maintenance) of the streets, a primary goal of the pavement management system. Preventative treatments (including overlays) are far less expensive and can extend the life of a street considerably. Additionally, further analysis of the arterial classification shows a period of time where there is an opportunity to direct a large portion of available funds to the residential classification for treatment.



Similar to arterial streets, reconstruction and overlay treatment needs have decreased since 2008 as a result of completed and upcoming projects. As with arterial streets, further analysis has shown that a majority of streets in the overlay treatment category are in the upper end of the PCI scale. Streets in the upper range of the PCI scale have a number of years remaining before they are at risk of falling into the reconstruct category. Once again, with more arterial and collector streets in the upper range of the PCI scale, a portion of available funding can potentially be directed to the residential classification where street repair needs continue to rise. Beginning in 2019 it is projected that streets which have previously been treated will begin to show expected deterioration.



Residential (Local) streets make up 56% of the total street system backlog. To date residential streets have not been adequately funded to keep them from deteriorating, therefore we see very little change from the overlay and no treatment projections reported in 2013. The 2012 bond measure identifies approximately 15 centerline miles for repair, less than 5% of the functional class. The percentage of streets within the overlay treatment range continues to increase. Reflectively, the percentage of residential streets within the no-treatment range has been dropping and is projected to continue so that by 2024, 50% of residential streets will require no treatment.



This graph of the combined arterial, collector and residential streets reflects the impacts to the overall street system due to insufficient funding for residential street treatments as well as a treatment strategy that includes reconstruction as well as overlay treatment. The percentage of streets needing “no treatment” declines, while streets requiring a “reconstruct” treatment increases.

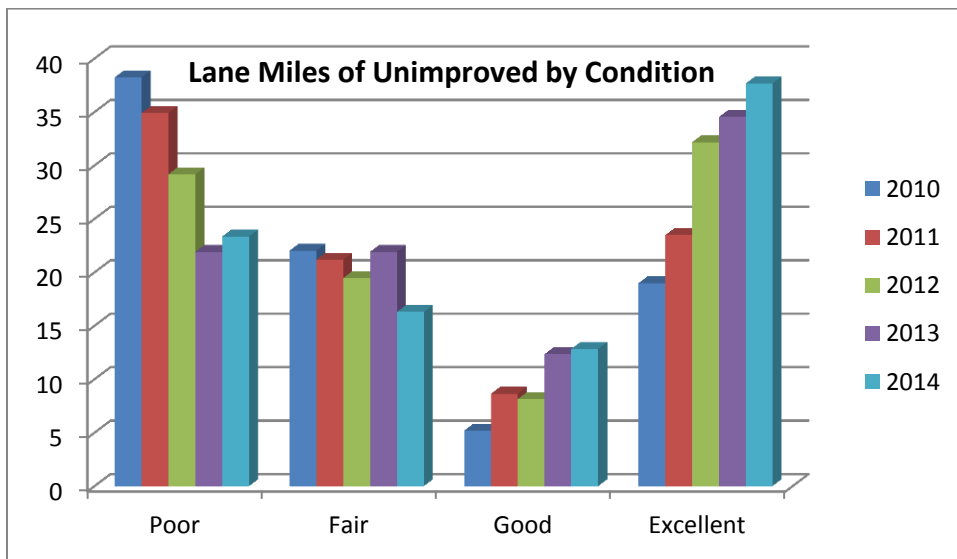
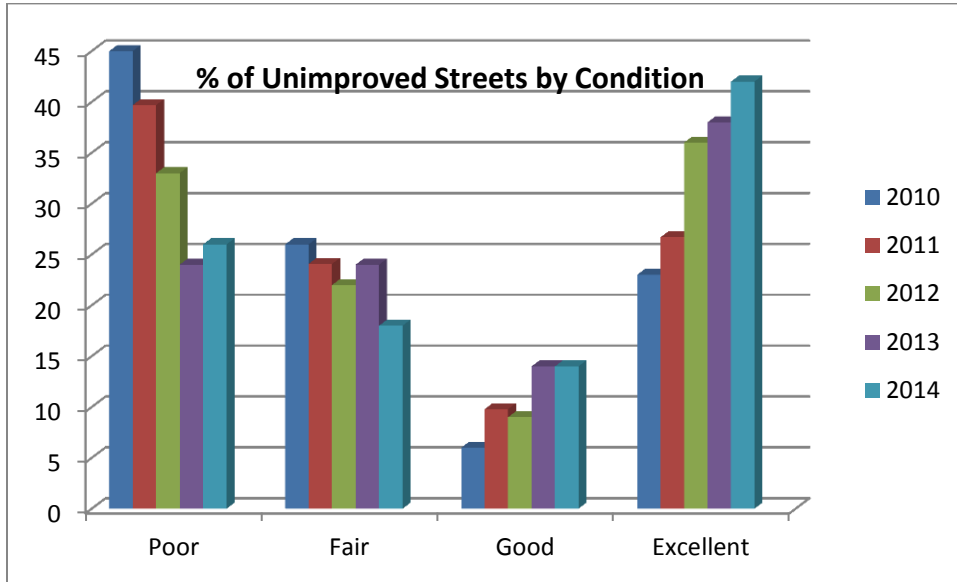
Unimproved Street System

The City's transportation system consists of 538 centerline miles of improved and unimproved streets. The unimproved portion of this total includes 52 centerline miles (90 lane miles) of asphalt and bituminous surface streets. This section of the report is intended to describe the overall condition of unimproved asphalt streets, potential treatment needs, associated rehabilitation costs, along with a projected backlog repair cost for addressing this classification of street. It is important to note that any treatment short of being brought up to full urban street standards should be considered temporary. The estimated cost to improve this classification to meet the urban street standards is approximately \$60 million. In addition, the following backlog figure is separate from the improved street backlog figure.

Based on 2014 rating data of the unimproved streets system there is a backlog of temporary repair projects, typically maintenance overlays, totaling an estimated \$3.76 million, down from \$9.8 million reported in 2012. A significant change in the backlog since the 2013 pavement management report is due to the reduction in treatment unit costs. The following charts and graphs indicate that 50 percent of the system falls into a no treatment category, up from 45 percent reported in 2013, due in large part to recent maintenance overlay and FDR treatments completed over the past several years. More than 95 unimproved streets have benefited from full or partial treatment since 2008. Twenty six percent of the system falls into the "poor" category. As funding allows, Public Works Maintenance plans on spending \$200,000 annually to address a portion of these streets.

2014 Unimproved Asphalt Street Condition and Rehabilitation Report (2014 Rating Data)						
<u>OCI</u>	<u>Lane Miles</u>	<u>% of System</u>	<u>Condition</u>	<u>Rehabilitation Cost</u>	<u>Unit Cost/SQFT *</u>	<u>Treatment **</u>
0-10	2.54	2.82%	Poor	\$402,336	\$2.50	FDR
11-20	6.74	7.48%	Poor	\$854,093	\$2.00	FDR or 2" HMAC
21-30	14.08	15.62%	Poor	\$1,159,741	\$1.30	1.5"-2" HMAC
31-40	6.68	7.41%	Fair	\$550,218	\$1.30	1.5"-2" HMAC
41-50	4.42	4.90%	Fair	\$364,067	\$1.30	1.5"-2" HMAC
51-60	3.76	4.17%	Fair	\$309,704	\$1.30	1.5"-2" HMAC
61-65	1.44	1.60%	Fair	\$118,610	\$1.30	1.5"-2" HMAC
66-70	2.68	2.97%	Good	\$0	\$0.00	No Treatment
71-80	5.26	5.83%	Good	\$0	\$0.00	No Treatment
81-85	4.9	5.43%	Good	\$0	\$0.00	No Treatment
86-90	2.56	2.84%	Excellent	\$0	\$0.00	No Treatment
91-100	35.1	38.93%	Excellent	\$0	\$0.00	No Treatment
			Total Rehabilitation	\$3,758,769	* Unit cost based on recent project costs	** Example treatments. Actual treatment would need further analysis.
	90.16	100.00%				

The following graphs are a visual representation of the information provided on the preceding page.



Off-Street Shared-Use Paths

Shared-use paths are used by a variety of non-motorized users, including pedestrians, cyclists, skaters, and runners. Shared-use paths are typically wider than an average sidewalk and paved (asphalt or concrete).

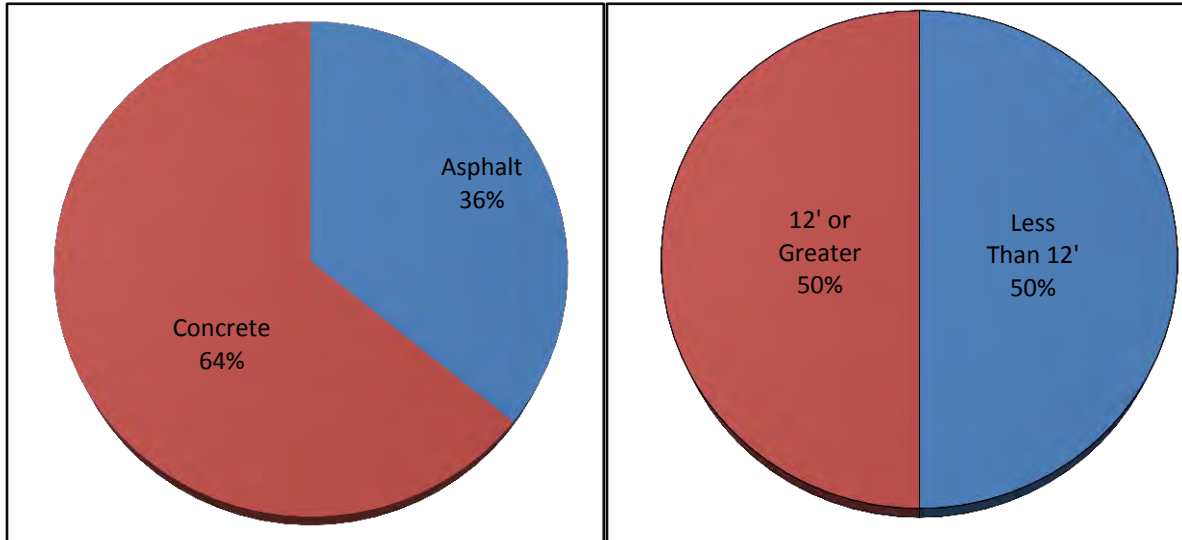
There are approximately 45 miles of shared-use paths identified by the PWE Transportation – Planning department. The last survey of shared-use paths was 2011 using the WSEXT rating methodology at that time only 41 miles of off-street paths were inventoried in the PMS. As with the street system, Off-Street Shared-Use Paths will be converted to MicroPaver next year and with this updated information a future analysis may be performed to project the condition and funding needs of this infrastructure. The City standards for shared-use paths require a concrete structure no less than six inches deep and 12 feet wide. Paths designed, constructed or reconstructed to current standards are expected to have a 50-year life.



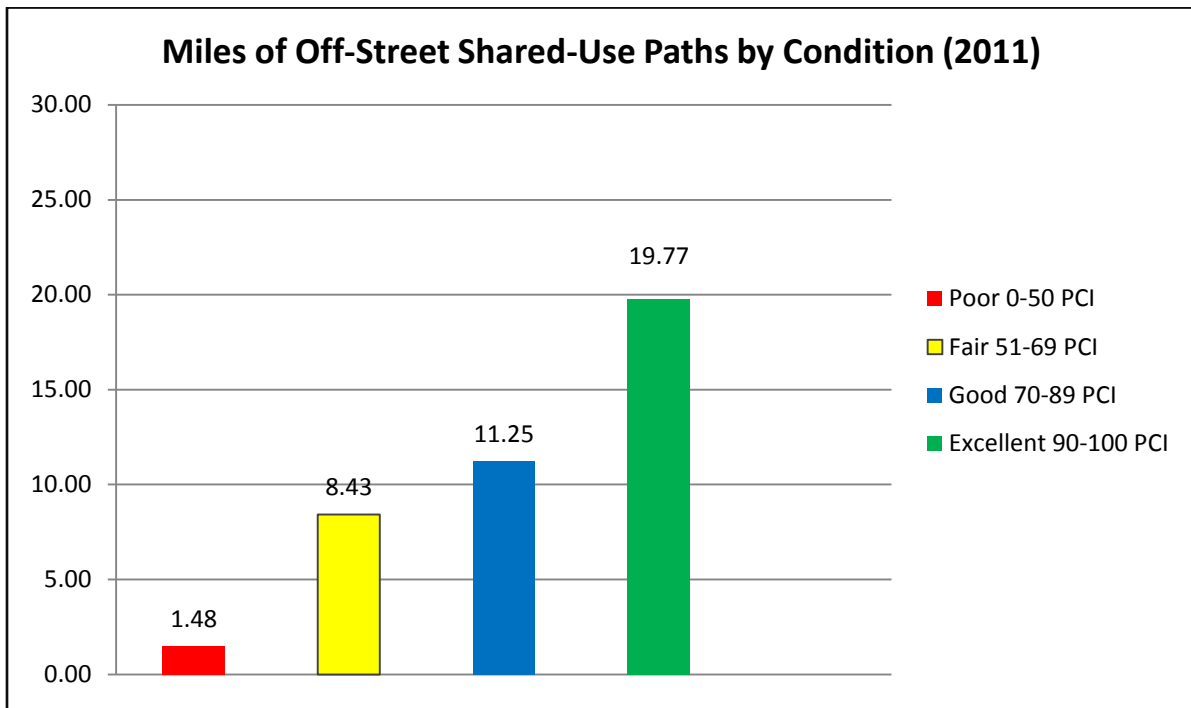
The following graphs show the division of 2011 surface types and widths within the system.

Off-Street Shared-Use Path Surface Type:

Off-Street Shared-Use Path Existing Widths:



The following graph shows the path condition in 2011 for the system.



Shared-use path projects have been historically funded by state and federal grants and more recently by voter-approved bond measures. There is currently no long-term funding identified specifically for shared-use paths. The following is a list of completed and current projects, including shared-use paths funded by the bond measures.

Name	Fiscal Year	Funding
Fern Ridge Chambers - City View	2004	STP-U
Garden Way Bike Path	2005	STP-U
Monroe Bikeway	2006	STP-U
N Bank Path Club Rd 3000'W	2006	STP-U
West Bank Trail	2007	Transportation Enhancement (TE) Funds
Delta Ponds Bridge	2007	Various Federal Funds
Amazon: SEHS - 31st Bike Path	2009	PBM
Fern Ridge Path Rehab/Westmoreland Connector	2010	PBM
South Bank Path Rehab	2011	PBM
West Bank Trail Extension	2011	STP-U/TE
Fern Ridge: Chambers - Arthur	2012	ODOT Rapid Readiness Funds
W Bank: Greenway - Copping	2012	PBM
Amazon/Willamette River Path Connectors	2012	State Urban Trail Funds
North Bank Path: DeFazio Bridge to Leisure Ln.	2012	STP-U
Fern Ridge: Terry - Greenhill	2013	STP-U/TE
South Bank Path - Riverplay to DeFazio Bridge	2013	PBM
South Bank Path - Knickerbocker Bridge to Franklin Blvd	2015	
Fern Ridge Path - Commerce to Connector Path	2016	LGT

Project Funding Abbreviations

PBM – Paving Bond Measure

LGT – Local Gas Tax/SDC/Other

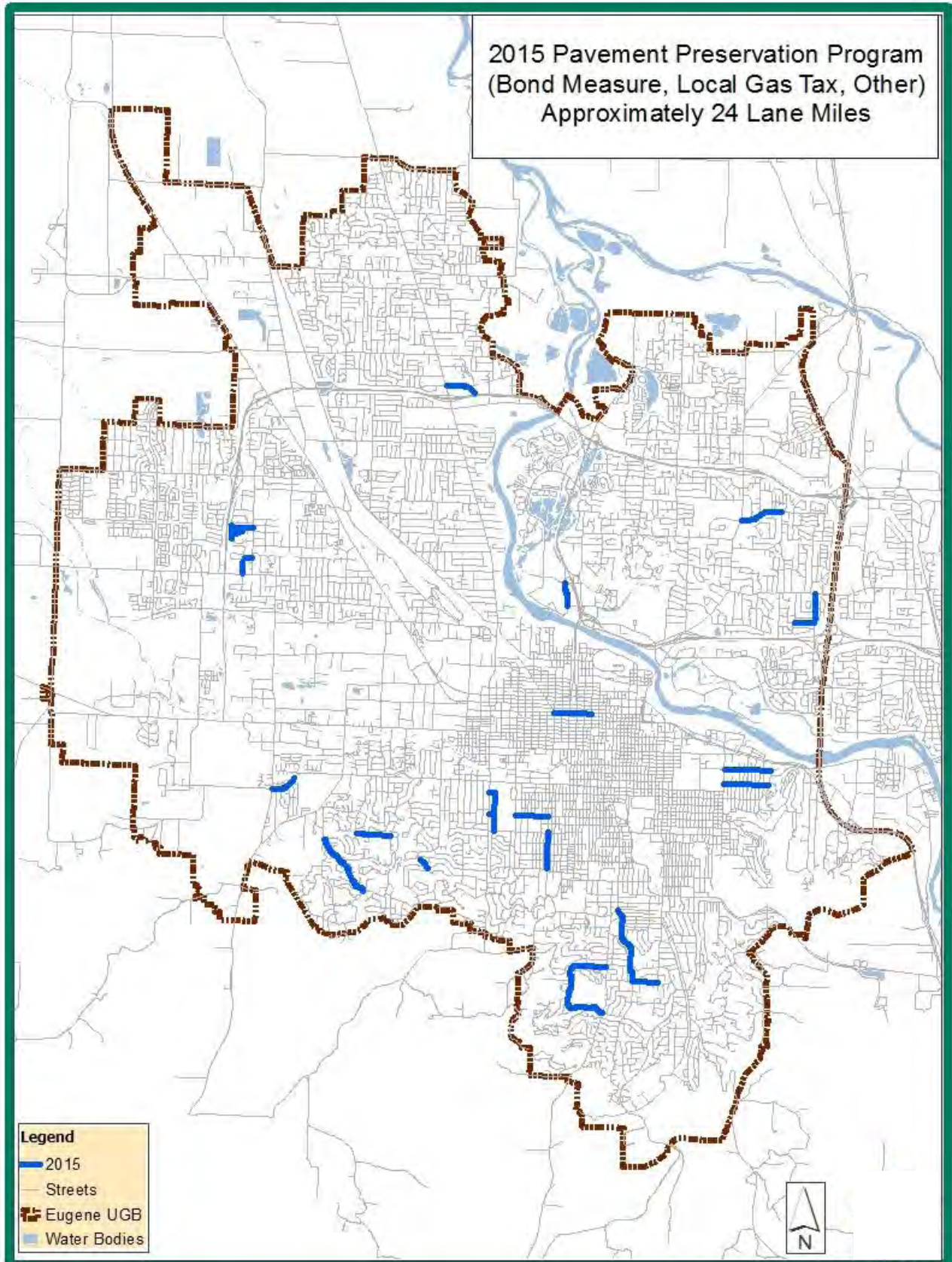
STP-U – Surface Transportation Funds-Urban (Federal)

TE – Transportation Enhancement (Federal)

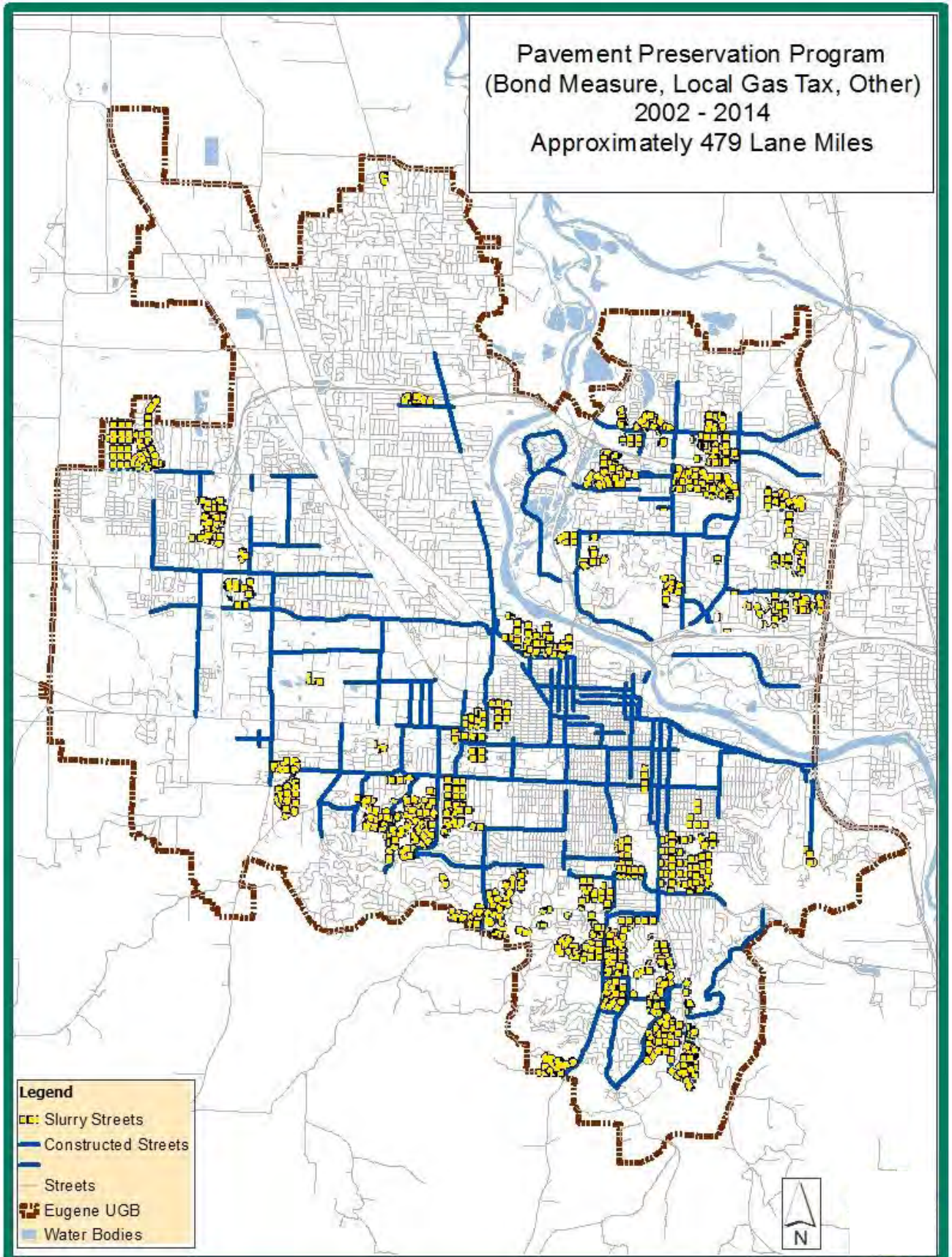
Scheduled Street Projects for 2015

2015 Project Name and Limits	Lane Miles	Funding
15th Ave. (Fairmount - Agate)	0.38	PBM
17th Ave. (Fairmount - Agate)	1.15	PBM
18th Ave. (Josh - Bertelsen)	1.34	STP-U
19th Ave. (Fillmore - Chambers)	0.15	PBM
22nd Ave. (Fillmore - Chambers)	0.10	LGT
22nd Ave. (Friendly - Polk)	0.70	PBM
25th Ave. (Hawkins - Brittany)	0.96	PBM
39th Ave. (Willamette - 100' East of Densmore)	0.90	PBM
40th Ave. (Hilyard - Donald)	0.71	PBM
8th Ave. (Lincoln - Monroe)	1.07	LGT
Avalon St. (Echo Hollow - Juhl)	0.53	PBM
Brae Burn St. (39th - Willamette)	1.72	PBM
Cascade Dr. (Avalon - Juhl)	0.30	PBM
City View St. (28th - 29th)	0.34	PBM
Division Ave (River Rd - Beltline)	3.11	LGT
Donald St. (32nd - 40th)	2.18	LGT
Elizabeth St. (Knoop - Royal)	0.33	PBM
Fillmore St. (19th - 24th)	1.06	PBM
Friendly St. (24th - 28th)	1.00	LGT
Garden Way (Harlow - 110' south of Sisters Ave)	0.82	LGT
Juhl St (NS Addr 1424 - south end)	0.28	PBM
Knoop Ave. (Echo Hollow - Elizabeth)	0.22	PBM
Mahlon Ave. (Garden Way - Honeysuckle)	0.41	PBM
Timberline Dr. (Warren - Wintercreek)	1.99	PBM
Valley River Way (Valley River Dr - SS of cul-de-sac)	0.83	LGT
Willakenzie Rd. (Coburg - Bogart)	1.57	LGT

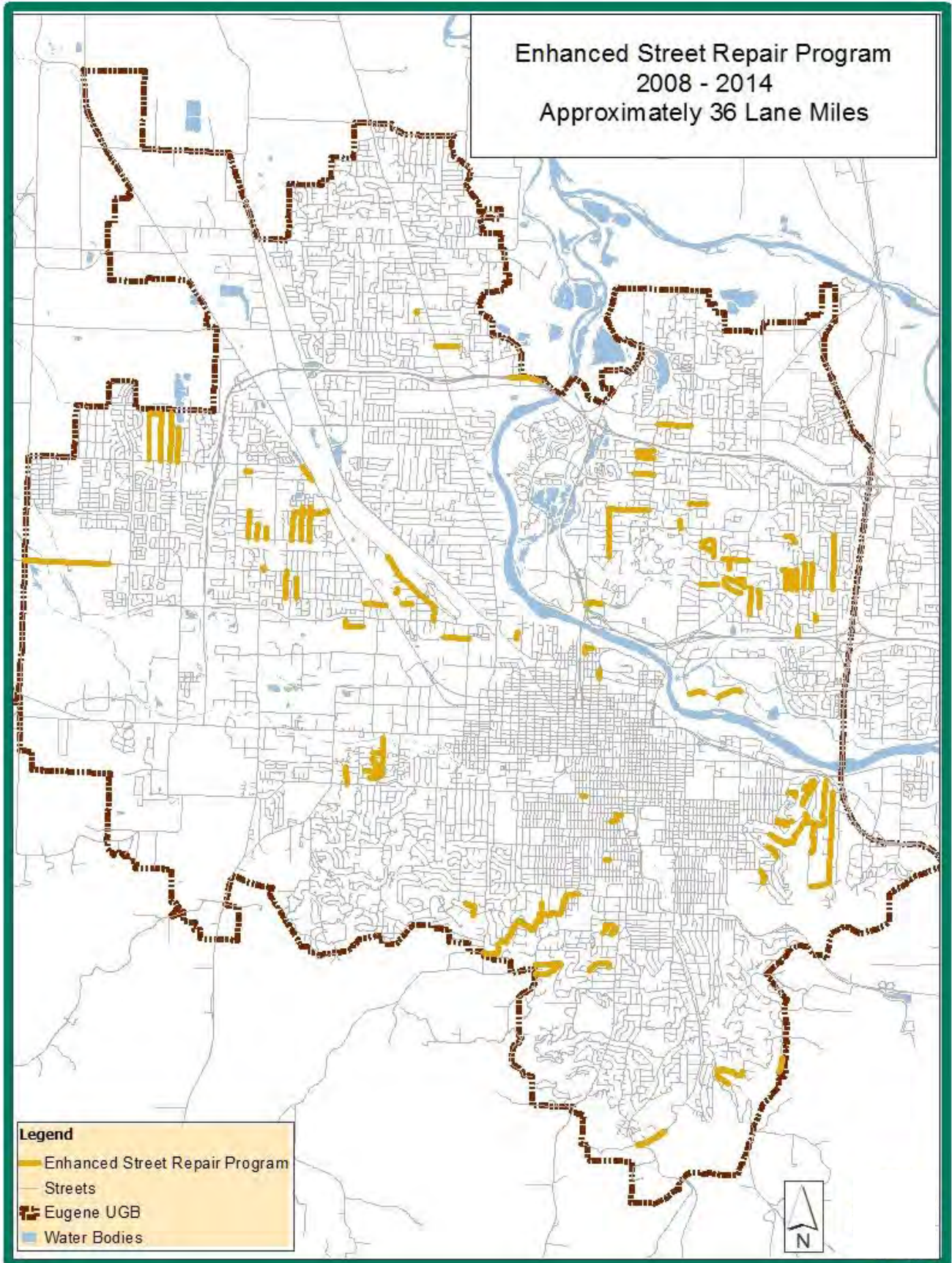
The following map illustrates the Pavement Projects scheduled for 2015.

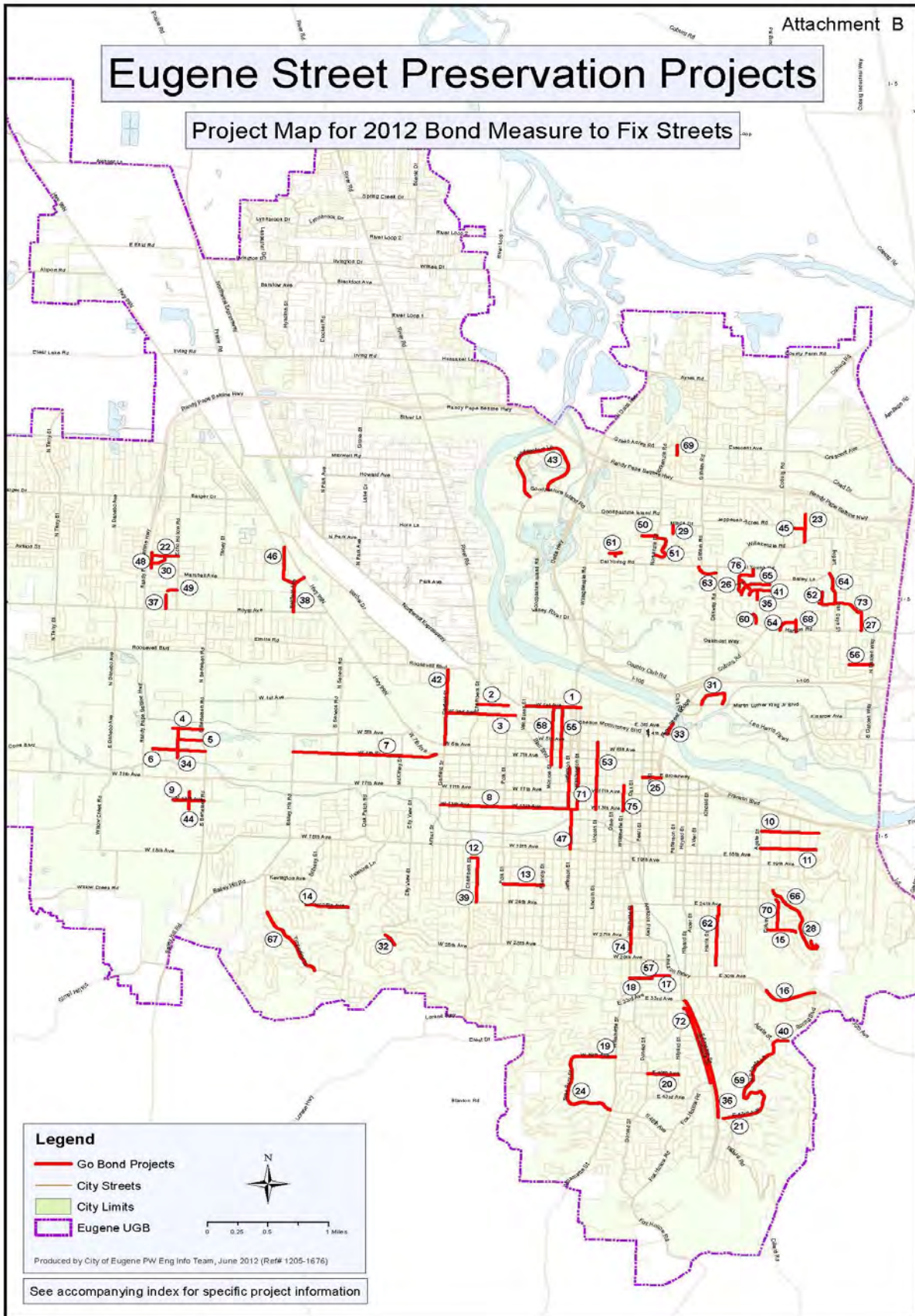


The following map illustrates Pavement Preservation Projects since inception of the program 2002 - 2014.



The following map illustrates the Enhanced Street Repair Program 2008-2014.





Project List for 2012 Bond Measure to Fix Streets

Map #	Street Name	Limits
1	01ST AVE	WASHINGTON ST - VAN BUREN ST
2	01ST AVE	BLAIR BLVD - WEST END
3	02ND AVE	BLAIR BLVD - GARFIELD ST
4	05TH AVE	BERTELSEN RD - WEST END
5	06TH AVE	BERTELSEN RD - COMMERCIAL ST
6	07TH AVE	BERTELSEN RD - OSCAR ST
7	07TH PL	7TH AVE/HWY 99 - BAILEY HILL RD
8	13TH AVE	WASHINGTON ST - GARFIELD ST
9	13TH AVE	BERTELSEN RD - COMMERCE ST
10	15TH AVE	FAIRMOUNT BLVD - AGATE ST
11	17TH AVE	FAIRMOUNT BLVD - AGATE ST
12	19TH AVE	FILLMORE ST - CHAMBERS ST
13	22ND AVE	FRIENDLY ST - POLK ST
14	25TH AVE	HAWKINS LN - BRITTANY ST
15	27TH AVE	COLUMBIA ST - SPRING BLVD
16	30TH AVE	SPRING OVERPASS - AGATE ST
17	30TH AVE	MILL ST (WEST) - FERRY ST (EAST)
18	30TH AVE	MILL ST - WILLAMETTE ST
19	39TH AVE	WILLAMETTE ST - 100' EAST OF DENSMORE RD
20	40TH AVE	HILYARD ST - DONALD ST
21	43RD AVE	N SHASTA - DILLARD RD
22	AVALON ST	ECHO HOLLOW RD - JUHL ST
23	BEST LN	WILLAKENZIE RD - KENTWOOD DR
24	BRAE BURN DR	39TH AVE - WILLAMETTE ST
25	BROADWAY	MILL ST - PEARL ST
26	BUFF WAY	WOODSIDE DR - FORRESTER WAY
27	CALVIN ST	WESTERN DR - HARLOW RD
28	CAPITAL DR	SPRING BLVD - 50' N OF CRESTA DE RUTA ST
29	CARMEL AVE	MINDA DR - 400' SOUTH OF MINDA DR
30	CASCADE DR	AVALON ST - JUHL ST
31	CENTENNIAL LP	MLK, JR BLVD (EAST) - MLK, JR BLVD/CLUB RD
32	CITY VIEW ST	28TH AVE - 29TH AVE
33	COBURG RD	SS FERRY ST BRIDGE - 50' S OF EWEB ON/OFF RAMP
34	COMMERCIAL ST	5TH AVE - SOUTH END
35	CORYDON ST	FORRESTER WAY - TANDY TURN
36	EAST AMAZON DR	HILYARD ST - DILLARD RD
37	ELIZABETH ST	KNOOP AVE - ROYAL AVE
38	FAIRFIELD AVE	WS HWY 99 - ROYAL AVE
39	FILLMORE ST	19TH AVE - 24TH AVE
40	FIRLAND BLVD	SPRING BLVD - AGATE ST
41	FORRESTER WAY	COBURG RD - WS DRWY 1033
42	GARFIELD ST	ROOSEVELT - 6TH AVE
43	GOODPASTURE LOOP	GOODPASTURE IS RD (EAST INTERSECTION) - GOODPASTURE IS RD (WEST INTERSECTION)
44	INTERIOR ST	NORTH END OF CUL DE SAC - SOUTH END OF IMPROVED SECTION

Exhibit A

Map #	Street Name	Limits
45	IONE AVE	BEST LN - ADKINS ST
46	JACOBS DR	HWY 99N - FAIRFIELD AVE
47	JEFFERSON ST	8TH AVE - 18TH AVE
48	JUHL ST	NS ADDR 1424 - SOUTH END
49	KNOOP AVE	ECHO HOLLOW RD - ELIZABETH ST
50	LARKSPUR AVE	NORKENZIE RD - 640 FEET WEST OF NORKENZIE RD
51	LARKSPUR LOOP	NORKENZIE RD (N) - NORKENZIE RD (S)
52	LEIGH ST	NORTH END - WESTERN DR
53	LINCOLN ST	5TH AVE - 13TH AVE
54	LYDICK WAY	TOMAHAWK LN - HARLOW RD
55	MADISON ST	1ST AVE - 8TH AVE
56	MAHLON AVE	GARDEN WAY - HONEYSUCKLE LN
57	MILL ST	30TH AVE (NORTH) - 30TH AVE (SOUTH)
58	MONROE ST	1ST AVE - BLAIR BLVD
59	NORTH SHASTA LOOP	FIRLAND - 43RD AVE
60	PIONEER CT	PIONEER PIKE - NORTH END
61	PIPER LN	CHASA ST - FIR ACRES DR (INCL CUL-DE-SAC)
62	POTTER ST	24TH AVE - 29TH AVE
63	ROLAND WAY	OAKWAY RD - CAL YOUNG RD
64	SATRE ST	BAILEY LN - WESTERN DR
65	SHARON WAY	COBURG RD - ES DRWY 1023
66	SPRING BLVD	FAIRMOUNT BLVD - CAPITAL DR
67	TIMBERLINE DR	WARREN ST - WINTERCREEK DR
68	TOMAHAWK LN	HARLOW RD - 580' NORTH OF HARLOW RD
69	TULIP ST	CRESCENT AVE - HOLLY AVE
70	VAN NESS ST	23RD AVE - 27TH AVE
71	WASHINGTON ST	8TH AVE - 13TH AVE
72	WEST AMAZON DR	ES HILYARD - SS FOX HOLLOW
73	WESTERN DR	CALVIN ST - WEST END/MONROE MIDDLE SCHOOL
74	WILLAMETTE ST	24TH AVE - 29TH AVE
75	WILLAMETTE ST	10TH AVE - 13TH AVE
76	WOODSIDE DR	CAL YOUNG RD - SHARON WAY

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Climate Recovery Proposal

Meeting Date: February 23, 2015
 Department: Central Services
www.eugene-or.gov

Agenda Item Number: B
 Staff Contact: Matt McRae
 Contact Telephone Number: 541-682-5649

ISSUE STATEMENT

This is a work session to present a progress report as outlined in the Climate Recovery Ordinance adopted in July 2014.

BACKGROUND

Climate Recovery Ordinance

Adopted by council in July 2014, the Climate Recovery Ordinance:

- 1) Clarifies and codifies existing *internal* and *community* greenhouse gas and fossil fuel goals:
 - a. Reduce total community-wide fossil fuel use 50% from 2010 levels by 2030
 - b. By the year 2020, all city-owned facilities and city operations shall be carbon neutral
- 2) Calls for a full assessment of current efforts to meet internal and community climate goals.
- 3) Calls for the development of a science-based community greenhouse gas reduction goal for Council consideration.
- 4) Calls for regular progress reports to Council.
- 5) Establishes a process of analysis, reporting, and readjustment if *community* or *internal* targets are not met.

The Climate Recovery Ordinance also specifies that six months following adoption, the City Manager is to “complete an assessment of current efforts to reach the climate action goals.” The Progress Report presented in this work session includes an assessment of:

- 1) Trends in current energy use for the community and for city operations and facilities; and
- 2) Progress in implementing the community climate and energy action plan and the internal climate action plan.

The attached 2015 Progress Report provides an overview of the sources of greenhouse gas emissions, both within city operations and the community at large, a review of emissions trends, and a status update for each of the two climate action plans. Key findings are discussed below.

Internal Climate Action Plan

The City developed an [Internal Climate Action Plan](#) (2009) which contains action items for

reducing the greenhouse gas (GHG) emissions associated with city operations and facilities. The Plan, when fully implemented, is designed to achieve a 55% reduction in greenhouse gas emissions, with the remaining 45% of emissions addressed through the purchase of “carbon offsets.”

The City of Eugene is a leader in using energy wisely. The City was an early adopter of hybrid technology and has continued to adopt more fuel efficient models throughout the fleet as they become available. For decades City facilities have undergone regular energy efficiency retrofits. Upgrades to the heating and lighting systems of City buildings continue to capture the latest improvements in technology. Despite these efforts, trends in electricity, natural gas and transportation fuel use indicate that the City is not on track to meet the goal for reducing greenhouse gas emissions.

In many places the “low hanging fruit”, those changes or investments that have a quick payoff in energy savings, have already been captured. There are still energy savings to be realized, but they will require a different set of solutions.

The Internal Climate Action Plan is now six years old. Promising new technologies and service delivery approaches need to be assessed and incorporated. The City Manager will be considering actions to capture the greatest cost savings and greenhouse gas reduction benefits into the future. Staff will inform Council of potential solutions in a future meeting as called for in the Climate Recovery Ordinance.

Community Climate and Energy Action Plan

The City developed the [Community Climate and Energy Action Plan](#) in 2010. The greenhouse gas emissions targets contained in the plan are aligned with those set by the State. The Plan contains actions to achieve the following goals:

- 1) Reduce community-wide greenhouse gas emissions 10 percent below 1990 levels by 2020.
- 2) Reduce community-wide fossil fuel use 50 percent by 2030.
- 3) Identify strategies that will help the community adapt to a changing climate and increasing fossil fuel prices.

The most recent review of the Plan (2013) indicates that progress has been made in implementing the various action items:

- 12% were completed
- 41% were in process
- 32% were getting started
- 15% had no movement

Progress is also evident with community emission levels. Overall, the general trend in emissions associated with energy consumption in Eugene is moving steadily downward. It is worth noting that these trends began several years before the economic downturn that occurred in the last half of 2008.

The Community Climate and Energy Action Plan is now 5 years old and due for an update. In addition to updating the plan, the actions within the plan need to be analyzed for their potential

GHG reductions to aid in prioritization and for determining what additional actions are needed to reach Council adopted goals.

RELATED CITY POLICIES

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)

COUNCIL OPTIONS

This is an informational work session; no action is required at this time.

CITY MANAGER'S RECOMMENDATION

No action is required at this time.

ATTACHMENTS

- A. 2015 Progress Report
- B. Climate Recovery Ordinance

FOR MORE INFORMATION

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



February 2015



Item B.

Introduction

In July, 2014 the City Council adopted a unique Climate Recovery Ordinance (Ordinance No. 20540) that:

- a) Clarifies and codifies existing *internal* and *community* greenhouse gas and fossil fuel goals:
 - a. Reduce total fossil fuel use (both for city operations and for the community) 50% from 2010 levels by 2030.
 - b. By the year 2020, all city-owned facilities and city operations shall be carbon neutral.
- b) Calls for a full assessment of current efforts to meet internal and community climate goals.
- c) Calls for the development of a science-based community greenhouse gas reduction goal for Council consideration.
- d) Calls for regular progress reports to Council.
- e) Establishes a process of analysis, reporting, and readjustment if *community* or *internal* targets are not met.

This Report

The Climate Recovery Ordinance specified that the City Manager was to “complete an assessment of current efforts to reach the climate action goals.” The following report includes the assessment of:

Trends in current energy use for the community and for city operations and facilities.

Progress in implementing the Community Climate and Energy Action Plan and the Internal Climate Action Plan.

Contents

Internal Progress

Internal greenhouse gas sources

Internal trends

Internal climate action progress

Community Progress

Community greenhouse gas sources

Community trends

Community climate action progress

Considerations

Internal Progress

Internal Climate Action Plan

The [Internal Climate Action Plan](#) (2009) contains action items for reducing the greenhouse gas (GHG) emissions associated with city operations and facilities. It serves as the roadmap for reaching two goals in the Climate Recovery Ordinance that pertain to city operations:

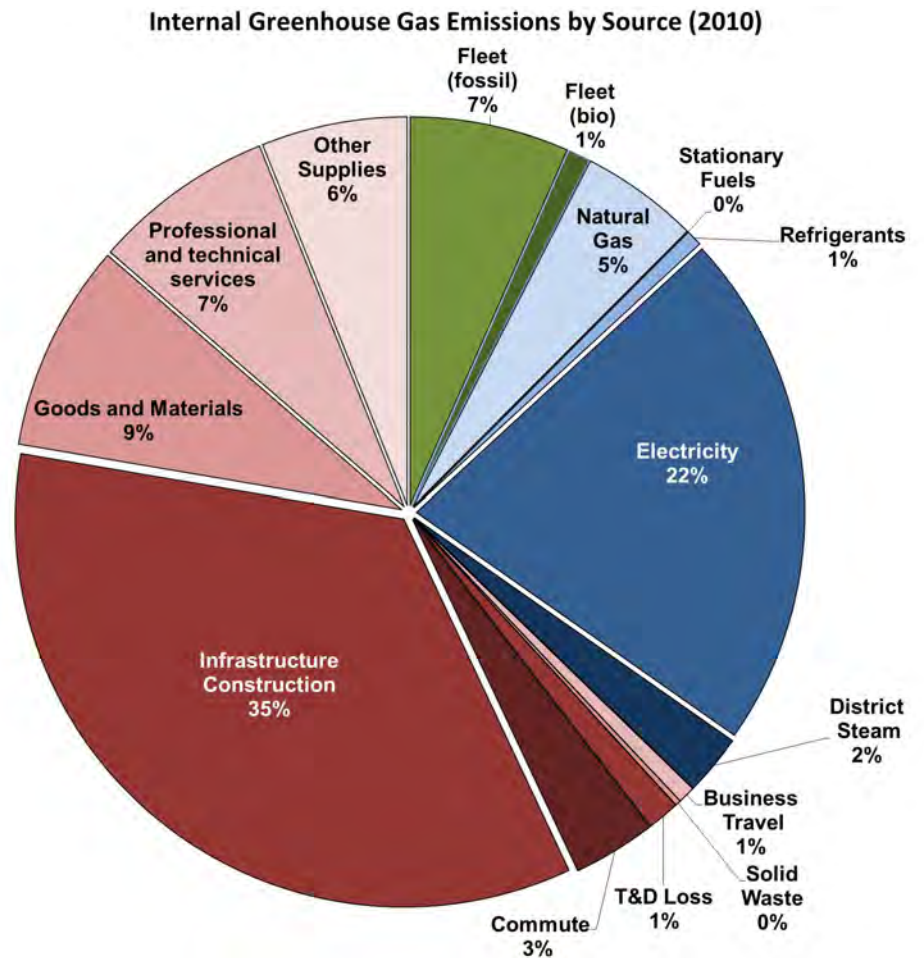
- a. Reduce total fossil fuel use (for city operations) 50% from 2010 levels by 2030.
- b. By the year 2020, all city-owned facilities and city operations shall be carbon neutral.

The Plan is designed to achieve 55% reduction in greenhouse gas emissions. To reach the final carbon neutral goal, the Plan calls for the purchase of GHG offsets for the remaining 45% of emissions. This two-part strategy was reflected in the Climate Recovery Ordinance which allows the City to meet the goal, if necessary, by “funding of verifiable local greenhouse gas reduction projects and programs or the purchase of verifiable carbon offsets for any remaining greenhouse gas emissions.” The balance of emission reductions and GHG offsets may change when the Plan is updated.

Sources of Greenhouse Gas Emissions from Internal City Operations

This chart shows the sources of greenhouse gas emissions from city operations and facilities, based on data from 2010.

- 57% of emissions are associated with infrastructure construction and other materials;
- 30% of emissions are tied to energy use in buildings including heating, lighting, and use of appliances and devices
- 8% of emissions are associated with transportation fuels
- 5% emissions from other sources

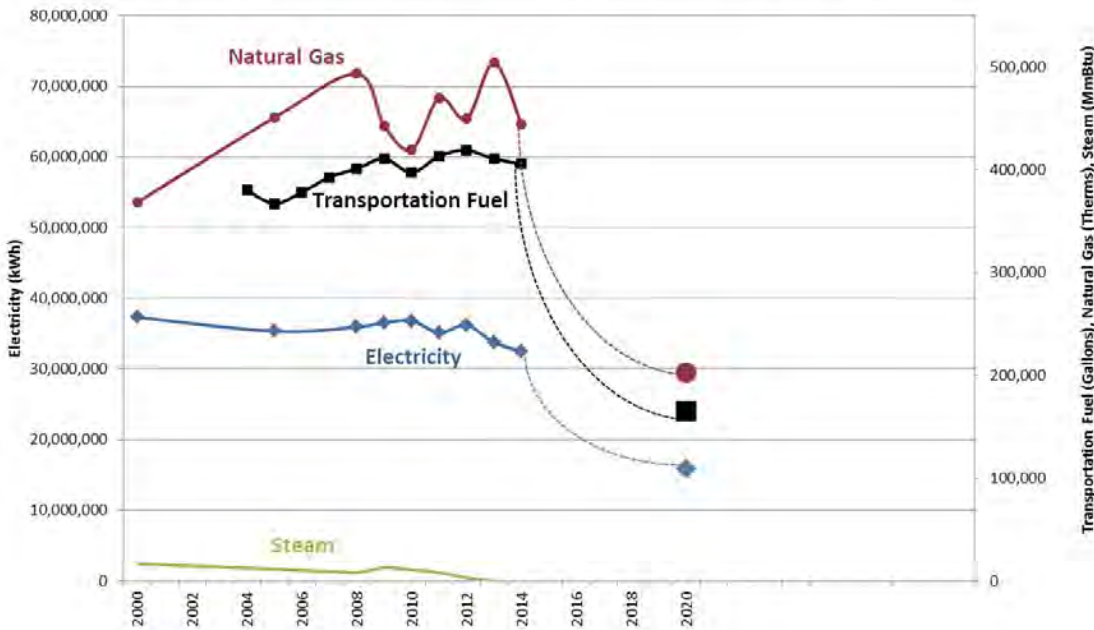


Trends in Internal Emissions Sources

While modest reductions in electricity continue and much has been accomplished in the six years since the plan was developed, overall internal energy use has leveled out since about 2008 after increasing over several years. The current trends in internal energy use do not reflect the type of emissions reductions necessary to reach the carbon neutral goal in the Climate Recovery Ordinance.

Looking at trends in energy use provides a useful but incomplete picture of what is happening with emissions. It's also important to note that emissions related to the purchase and use of goods and materials are significant and, for lack of data, are not illustrated in the trends shown below.

City of Eugene Internal Greenhouse Gas Emissions Sources



Energy and Fuel Use

The chart above shows electricity, natural gas, and transportation fuel consumption from 2000-2014. The dotted lines within the chart indicate the reductions necessary to reach the ICAP targets. Total energy use in 2014 was down 1.2% from 2013 levels.

Natural Gas

Natural gas consumption rose from 2000-2008 but has shown some decline from 2008-2014. Some significant efficiencies have been captured with the installation of high-efficiency equipment (see description below under “Highlights”), however some of these reductions may be offset due to the conversion of several buildings from the EWEB steam heat to natural gas heat. Much of the year to year variation we see in natural gas use stems from the fact that natural gas is used primarily to heat buildings and swimming pools and the amount of heating required depends on variable winter temperatures.

Electricity

Electricity use dropped a modest 1.3% from 2000-2010, but has fallen more than 11% since 2010.

Transportation Fuel

Consumption of transportation fuel increased from 2004 to 2008 but has leveled off changing little between 2008 and 2014. The departments with the largest consumption of transportation fuel are Public Works, Police and Fire/EMS.

Steam

EWEB provided steam heat to downtown customers for several decades. That service ended in 2012 due to system inefficiencies and a dwindling customer base. City facilities heated with steam such as the Hult Center, were retrofitted with other, more efficiency, heating systems.

Progress in Implementing ICAP

Highlights

Important work is going on throughout the organization to implement the ICAP action items. Here are a few highlights.

Fleet efficiency and fuel use

Operating the vehicles in the City fleet requires the consumption of over 400,000 gallons of liquid fuel each year. Several actions have been taken to reduce fuel consumption.

Police – The Department has replaced 50% of its investigation vehicles with more fuel-efficient hybrid sedans. EPD is also investing in a new patrol car that is expected to achieve a 35% increase in fuel efficiency over the Crown Victoria. Once the replacement program is complete in 2018, fuel savings should total approximately 67,000 gallons/year or about \$200,000.

Energy efficiency retrofits

City Facilities has overseen a number of significant energy efficiency projects in recent years. These efforts are on track to produce city energy savings of \$200,000/year, improve equipment reliability and decrease maintenance costs. Some of these projects include:

Pool upgrades – Sheldon and Echo Hollow pools received a variety of improvements including lighting upgrades, automatic pool blankets, upgrades to ventilation and HVAC systems and retro-commissioning of a solar water heating system (Sheldon).

Steam conversion – several downtown buildings including the Hult Center, Atrium, Overpark and Parade were taken off the failing and inefficient EWEB steam system. Most were retrofitted with new high-efficiency natural gas systems but in the case of the Parade, no new heating system was required. Instead, the existing ground-source heat pump (a geothermal heating technology) was upgraded thereby avoiding the installation of a heating system reliant on fossil fuel.

Small Heating, Ventilation and Air Conditioning systems - a package of upgrades was made to smaller HVAC systems at numerous locations. Many of the systems were switched from natural gas to all-electric to support efforts to reduce fossil fuel use.

Upcoming projects

Street lights

The Public Works Department is moving forward with implementation of a phase one street lighting retrofit project that will reduce energy use and greenhouse gas emissions by replacing approximately 5,000 existing 70W and 100W high pressure sodium (HPS) fixtures with LED fixtures. The City operates and maintains approximately 9,400 street lights. As LED technology improves and costs fall, the City will analyze the potential for future phases of the retrofit project to replace higher wattage fixtures.

Lighting retrofit pilot project

Recently, LED lighting has advanced to the point where it is both cost-effective and more efficient than current fluorescent bulbs for general area lighting. LED lighting also lasts 50% longer than fluorescent. Facilities staff is working to upgrade, in the course of a phased project, a large part of the fluorescent lighting in buildings supported by the general fund. This project would prioritize these upgrades based on the hours of use, current fixture condition and occupant lighting needs. The cost of energy for lighting could be reduced 10-30%.

New City Hall

The new City Hall currently under construction is designed to achieve significantly greater energy performance than its predecessor. Plans call for a net-zero-ready building that will be more efficient and rely on renewable energy generation to reach this performance goal. This would dramatically reduce operating expenses--a savings of approximately \$250,000 annually--and allow the new City Hall to operate as a net-zero building in the future.

ICAP status

The City of Eugene is a leader in using energy wisely. The City was an early adopter of hybrid technology and has continued to adopt more fuel efficient models throughout the fleet as they become available. For decades City Facilities have undergone regular energy efficiency retrofits. Upgrades to the heating and lighting systems of city buildings continue to capture the latest improvements in technology. Despite these efforts, trends in electricity, natural gas and transportation fuel use indicate that the City is not on track to meet the goal for reducing greenhouse gas emissions.

In many places the "low hanging fruit", those changes or investments that have a quick payoff in energy savings, have already been captured. There are still energy savings to be realized, but they will require longer payback periods, new technologies, and out-of-the-box thinking.

The Internal Climate Action Plan is now six years old and in need of updating. Promising new technologies and energy management approaches need to be assessed and incorporated. It will be important to consider actions that make real reductions in energy use, not just substitutions, to capture the greatest cost savings and greenhouse gas reduction benefits into the future.

Community Progress

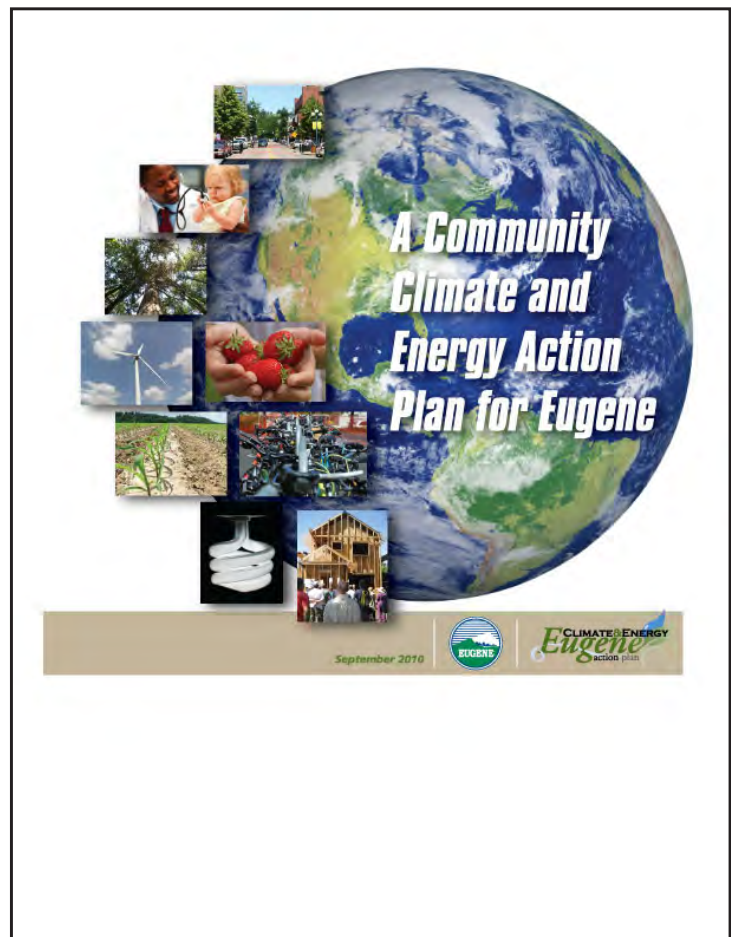
Community Climate and Energy Action Plan

The [Community Climate and Energy Action Plan](#) (CEAP), developed in 2010, contains three separate but overlapping goals, one of which was codified in the Climate Recovery Ordinance:

1. Reduce community-wide greenhouse gas emissions 10 percent below 1990 levels by 2020.
2. Reduce community-wide fossil fuel use 50 percent by 2030 (*included in the Climate Recovery Ordinance*).
3. Identify strategies that will help the community adapt to a changing climate and increasing fossil fuel prices

Actions in the Plan are grouped into six categories:

- Buildings and Energy;
- Food and Agriculture;
- Land Use and Transportation;
- Consumption and Waste;
- Health and Social Services, and
- Urban Natural Resources.

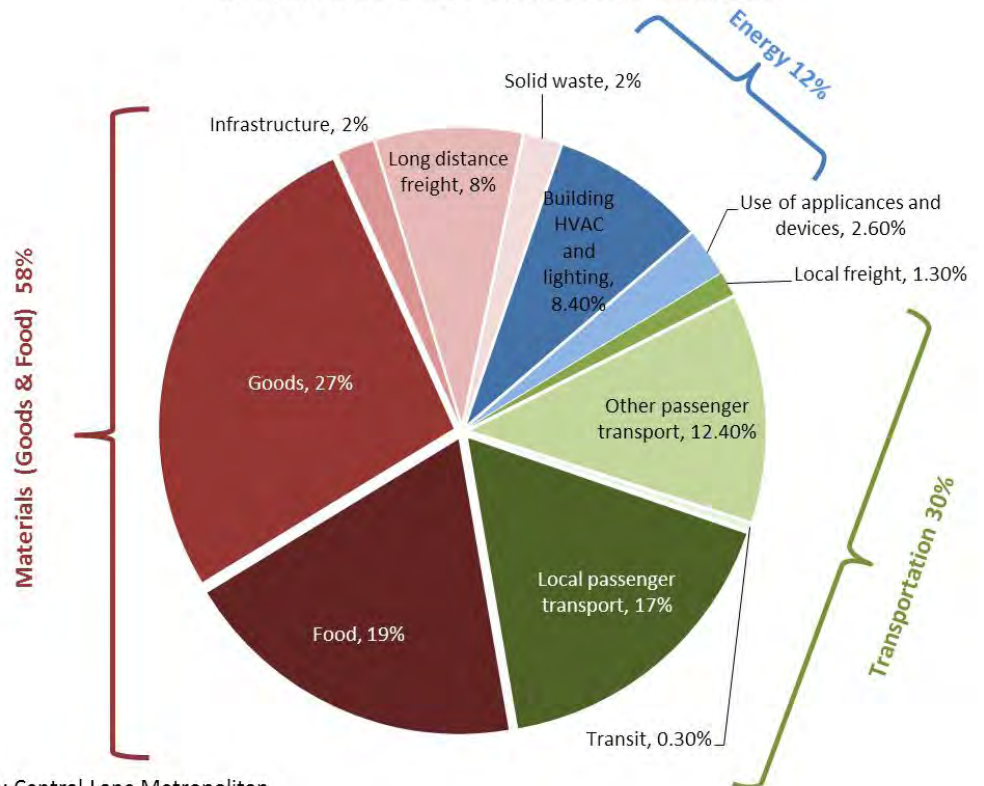


Sources of Greenhouse Gas Emissions in the Community

The last comprehensive assessment of community greenhouse gases emissions in Eugene was completed by City of Eugene staff in 2007 and based on 2005 data. More recently, the Central Lane Metropolitan Planning Organization completed a regional greenhouse gas inventory¹ in 2010 to inform long term regional planning efforts. The inventory indicates that:

- 58% of emissions are associated with the production, transportation, and disposal of goods and food
- 30% of emissions come from local passenger and freight transportation
- 12% of emissions are tied to energy use in buildings including heating, lighting, and use of appliances and devices

Eugene-Springfield Metropolitan Region Greenhouse Gas Emissions Sources



Source: Central Lane Metropolitan Planning Organization (2010)

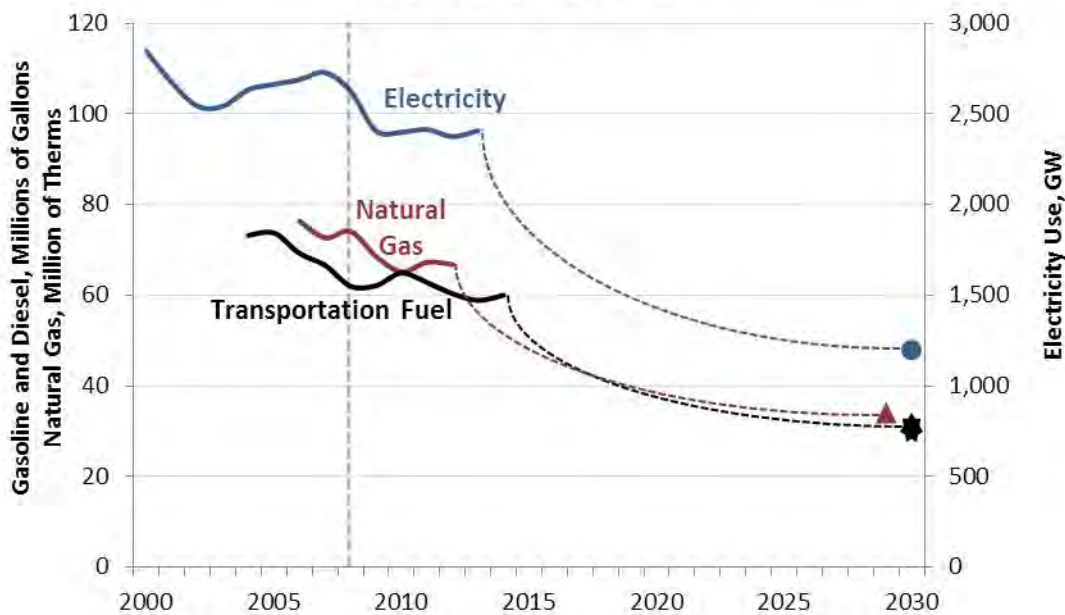
¹ Lane Council of Governments Regional Greenhouse Gas Inventory (2010) <http://www.lcog.org/DocumentCenter/View/410>

Trends in Community Emissions Sources

Overall, the general trend of energy consumption in Eugene is moving steadily downward. It is worth noting that these trends began several years before the economic downturn that occurred in the last half of 2008.

Looking at trends in energy use provides a useful but incomplete picture of what is happening with emissions. It's also important to note that emissions related to the purchase and use of goods and food are significant and, for lack of data, are not illustrated in the trends shown below.

Trends in Community-wide Greenhouse Gas Emissions Sources in Eugene



The above chart shows total annual electricity used in GW, natural gas use in Therms, and gallons of gasoline and diesel purchased in Eugene.

Electricity use

Electricity use reflects consumption in EWEB service territory. Electricity use fell 15% between 2000 and 2013. Recent reductions are due largely to reduced industrial electricity demand and milder winter temperatures.

Natural gas burned

Though consumption varied little between 2010 and 2012, it fell more than 12% between 2006 and 2012 (the most recent date of available data). Reduced demand is largely attributed to reduced industrial use as well as milder winter temperatures. While natural gas consumption data is not available for 2013 and 2014, use dropped less than 1% between 2011 and 2012.

Gallons of gas and diesel burned

In Eugene gasoline and diesel consumption dropped more than 19% between 2004 and 2013. Over that same time, the population of Eugene grew by 11% meaning per capita fuel reductions were more than 25% in nine years. Consumption rebounded in 2014, however, increasing by almost 2% in 2014.

Progress in Implementing CEAP

Highlights

EmX

LTD introduced the local bus rapid transit system (BRT), EmX, to the Eugene - Springfield area in 2007 in an effort to make the local transit system more efficient and convenient for riders. The first EmX line from downtown Eugene to downtown Springfield exceeded 20-year ridership projections within its first year of operation. The second EmX line to Gateway opened in January 2011 and construction of the West Eugene EmX line began in 2014 with service expected to begin in 2017. When completed, the regional system will consist of some 60 miles of connected BRT serving the Eugene - Springfield area.

University of Oregon net-zero increase policy

The University of Oregon began new campus-wide building standards in August 2011. According to a University of Oregon press release, "The University of Oregon adopted sustainability standards that will cap energy use from new development, resulting in a net-zero increase in energy use despite continued construction on its 295-acre campus. New projects will be required to meet LEED Gold certification and must produce 35 percent greater energy savings than the state's building code requires."

Bike and Pedestrian improvements

In 2012, The City of Eugene, with funding from a number of state and local partners, constructed a world class two-way buffered bicycle lane on Alder street near the University of Oregon. The project included widened sidewalks, colored pavement, and bicycle-only signals. Safety, reduced energy use, and economic stability for nearby businesses were important outcomes of the project. In 2014 the City of Eugene Public Works won a Sustainable Practices award from the Oregon Chapter of the American Public Works Association for upgrading and adding accessible sidewalk ramps as part of city-wide pavement preservation projects. Over 470 sidewalk ramps were upgraded or added in 2014, ensuring barrier free pedestrian access to all residents regardless of physical ability, stage of life, or economic status. These are just two of many improvements made to the local non-motorized transportation system in recent years.

Re:think Business program

The City of Eugene provides support for the RE:think Business program offered by BRING Recycling. This is a free, comprehensive program for Lane County businesses that provides confidential advice and support on practical ways to trim waste, reduce energy use and save money. The program helps increase business efficiency by reducing waste and energy and the associated environmental impacts. Businesses can also get certified through the program for their achievements in reducing their impact. The program currently has 73 participating businesses with 12 newly certified in 2014.

CEAP status

The [2013 Progress Report](#) includes an update for each action in the Community Climate and Energy Action Plan. For actions where information was available in 2012:

- 12% were completed
- 41% were in process
- 32% were getting started
- 15% had no movement

The Community Climate and Energy Action Plan is now 5 years old and due for an update. In addition to updating the plan, the actions within the plan need to be analyzed for their potential fossil fuel/GHG reductions to aid in prioritization and for determining what additional actions are needed to reach Council adopted fossil fuel goals.

Considerations

National, regional, state and local conditions heavily influence action on climate change in Eugene. Economic conditions, political trends, consumer prices, regulations and many other factors play an important role in what we achieve locally. Some of the more influential circumstances that provide context for this Progress Report are described below.

Carbon tax

The states of Washington, Oregon, and California along with British Columbia have committed to putting a cost on carbon pollution in an agreement signed in Oct. 2013. California and British Columbia already have “cap and trade” systems and Governor Inslee has proposed something similar for Washington. A recent study completed for Oregon found that a carbon tax would have relatively small impacts on employment and output while raising revenue and reducing greenhouse gas emissions. A price on carbon could become part of the state strategy to meet the targets within the Federal Clean Power Plan (see below).

Federal Clean Power Plan

The U.S. Environmental Protection Agency (EPA) in 2014 launched the Clean Power Plan to reduce carbon dioxide emissions from existing fossil fuel power plants. Oregon will develop a plan to meet the Federal emissions target which calls for reducing emissions in the state by 48% by 2030. In addition to addressing emissions from power plants, the EPA Plan allows states to reach the goal through investments in renewable energy and energy efficiency that reduce demand on existing fossil fuel power plants.

Clean Fuels Standard

In January 2015, the Oregon Environmental Quality Commission approved rules which lay out the next phase of the Oregon Clean Fuels Program. The rules are aimed at reducing greenhouse gas emissions by lowering the carbon content from Oregon's transportation fuels 10 percent over a 10-year period. The requirement will expire however, unless the legislature acts this session to remove a sunset clause.

Transportation System Plan

The City of Eugene is updating its Transportation System Plan (TSP) to improve the transportation system over the next 20 years. The plan covers all modes of transportation and will guide investments in new projects and infrastructure to meet the community's transportation needs. The Plan is currently under development and is expected to be adopted by Eugene City Council in 2015. It contains policies and goals, as well as a list of construction projects, which will have a direct impact on fossil fuel use and greenhouse gas emissions. Some examples include 1) complete streets policy for accommodating multiple transportation modes on city streets; 2) goal for doubling bike and pedestrian mode share; and, 3) priority for improved transit service in Key Transit Corridors.

Scenario Planning

State legislation in 2009 required local governments in central Lane County to select a preferred transportation scenario that accommodates planned population and employment growth while achieving a reduction in greenhouse gas emissions from passenger vehicles. The scenario, due to be selected in spring of 2015, is expected to include strategies for transit, active transportation (bicycling and walking), pricing, parking management, roads, fleet and fuel changes, and education and marketing. While Eugene is not required to implement the scenario, it provides an important pathway for GHG reductions needed to meet the goals of the Climate Recovery Ordinance.

Energy prices

Relatively low energy prices mean energy conservation efforts are less cost effective in the short run.

The price of natural gas remains low

After peaking in 2006, real natural gas prices fell more than 30% bottoming out in 2013 and rebounding only slightly in 2014².

The price of electricity

Nationwide, the price of residential electricity has been fairly stable over the past decade

Crude oil prices drop

Global crude oil prices and the associated cost of transportation fuels dropped significantly at the end of 2014. From a 2014 high in July just above \$100 per barrel, crude oil prices fell below \$50 per barrel in January 2015. Gasoline prices fell accordingly and in January 2015 a gallon cost \$2.00 at several stations in the Eugene/Springfield area, the lowest price in over five years³.

EWEB Integrated Electric Resource Plan

In 2011 EWEB developed an Integrated Electric Resource Plan (IERP) to inform the agency's long-term planning and investments. Conservation is EWEB's preferred source for additional energy resources and the first choice in regional resource planning efforts. Conservation acquisition, however, is directly tied to expected energy demand. With little additional energy demand forecast in coming years, EWEB has re-calibrated its program offerings to balance conservation with load growth, resulting in scaled back incentives compared to previous years. However, program eligibility requirements have expanded to include customers with fossil fuel-based systems who upgrade to efficient electric heating systems and water heaters. EWEB continues to test customer interest in demand management programs that focus on when energy is used to limit exposure to market purchases that are more carbon intensive while optimizing their existing resource portfolio. For example, a time of use pricing pilot program to encourage energy use during 'off-peak' hours will begin this year.

2014: The hottest year since 1880

According to analysis conducted by National Oceanic and Atmospheric Administration (NOAA) 2014 was the hottest year on record since 1880. Nine of the ten warmest years in the 135-year period of recordkeeping have occurred since 2000.

² US Energy Information Administration <http://www.eia.gov/forecasts/steo/realprices/>
³ The Register Guard, January 22, 2015, Gas falls below \$2 at several stations



City of Eugene

Office of Sustainability, City Manager's Office
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www.eugene-or.gov/sustainability



COUNCIL ORDINANCE NO. 20540

COUNCIL BILL 5124

**AN ORDINANCE CONCERNING CLIMATE RECOVERY
AND ADDING SECTIONS 6.675, 6.680, 6.685, AND 6.690
TO THE EUGENE CODE, 1971.**

ADOPTED: July 28, 2014

SIGNED: July 29, 2014

PASSED: 6:2

REJECTED:

OPPOSED: Clark, Poling

ABSENT:

EFFECTIVE: August 29, 2014



ORDINANCE NO. 20540

AN ORDINANCE CONCERNING CLIMATE RECOVERY AND ADDING SECTIONS 6.675, 6.680, 6.685, AND 6.690 TO THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Sections 6.675, 6.680, 6.685, and 6.690 of the Eugene Code, 1971, are added to provide as follows:

6.675 **Climate Recovery – Climate Action Goals.** The city shall carry out the requirements of sections 6.680 through 6.690 of this code in order to achieve the following goals:

- (1) By the year 2020, all city-owned facilities and city operations shall be carbon neutral, either by reducing greenhouse gas emissions to zero, or, if necessary, by funding of verifiable local greenhouse gas reduction projects and programs or the purchase of verifiable carbon offsets for any remaining greenhouse gas emissions.
- (2) By the year 2030, the city organization shall reduce its use of fossil fuels by 50% compared to 2010 usage.
- (3) By the year 2030, all businesses, individuals and others living or working in the city collectively shall reduce the total (not per capita) use of fossil fuels by 50% compared to 2010 usage.

6.680 **Climate Recovery – Assessment.** Within six months of ____ [*effective date of this ordinance*], the city manager or the manager's designee shall complete an assessment of current efforts to reach the climate action goals. The assessment shall include a review and analysis of the following:

- (1) Trends in current energy use for the community and for city operations and facilities; and
- (2) Progress in implementing the community climate and energy action plan and the internal climate action plan.

6.685 **Climate Recovery – Targets & Benchmarks.** To reach the climate action goals, the city council shall establish numerical targets and benchmarks, and take other actions that the council determines are necessary, for achieving the required reductions through the following steps:

- (1) Within 12 months of ____ [*effective date of this ordinance*], the city manager shall propose for adoption by the city council the following targets and benchmarks:

- (a) Numerical greenhouse gas and fossil fuel reduction targets equivalent to achieving the related goals; and
 - (b) Two-year and five-year benchmarks for reaching the numerical targets.
- (2) The city manager shall propose for adoption by the city council, a numerical community-wide goal or “carbon budget” for greenhouse gas emission reductions consistent with achieving 350 parts per million of CO₂ in the atmosphere by the year 2100. The community-wide goal shall include numerical targets and associated benchmarks.
 - (3) The city manager shall adopt administrative rules pursuant to section 2.019 of this code that establish a specified baseline amount and appropriate greenhouse gas inventory methodology.
 - (4) When the city manager prepares options for council consideration pursuant to this section, including options for meeting the goals, the manager shall include a triple bottom line assessment of the options including a cost-benefit analysis.

6.690 **Climate Recovery – Reporting.** Following council adoption of the numerical targets and benchmarks, the city manager shall report to the city council on progress in reaching adopted climate action goals as follows:

- (1) Provide a progress report every two years.
- (2) Provide a comprehensive report every five years that includes an assessment of greenhouse gas emission reductions to date and the status in reaching the established targets and benchmarks. If the five-year comprehensive report indicates that the city is not reaching the adopted targets and benchmarks, the city manager or the manager’s designee shall:
 - (a) Conduct an analysis of possible actions to get back on track to achieve the next adopted benchmark, together with a triple bottom line analysis of those options.
 - (b) Develop for council consideration potential revisions to the plan that reflect the necessary actions to achieve the next adopted benchmark.
- (3) Update the community climate and energy action plan and the internal climate action plan every five years, which shall be based on the updated greenhouse gas inventory.

Section 2. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein,

Item B.

or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

28th day of July, 2014

Beth Forrest
City Recorder

Approved by the Mayor this

29 day of July, 2014

Kathy Percy
Mayor

Climate Recovery Progress Report

February 23, 2015



Overview

1. The Climate Recovery Ordinance
2. Assessment of current trends
3. Next steps

Climate Recovery Ordinance

1. Clarifies and codifies existing goals:

Reduce community-wide fossil fuel use 50% by 2030
Carbon Neutral City operations by 2020

2. Calls for an assessment of current efforts

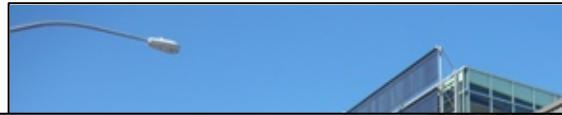
Highlights

Internal

Community



-110-



Climate Recovery Ordinance

1. Clarifies and codifies existing goals:

Reduce community-wide fossil fuel use 50% by 2030
Carbon Neutral City operations by 2020

2. Calls for an assessment of current efforts

3. Calls for the development of a science-based community greenhouse gas reduction goal

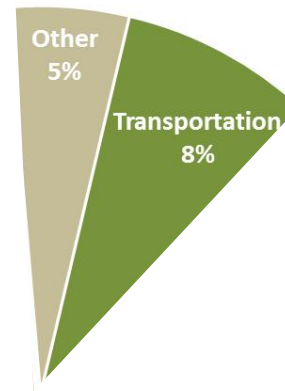
4. Calls for regular progress reports to Council

5. Establishes a process of analysis, reporting, and readjustment if community or internal targets are not met.

Internal Progress

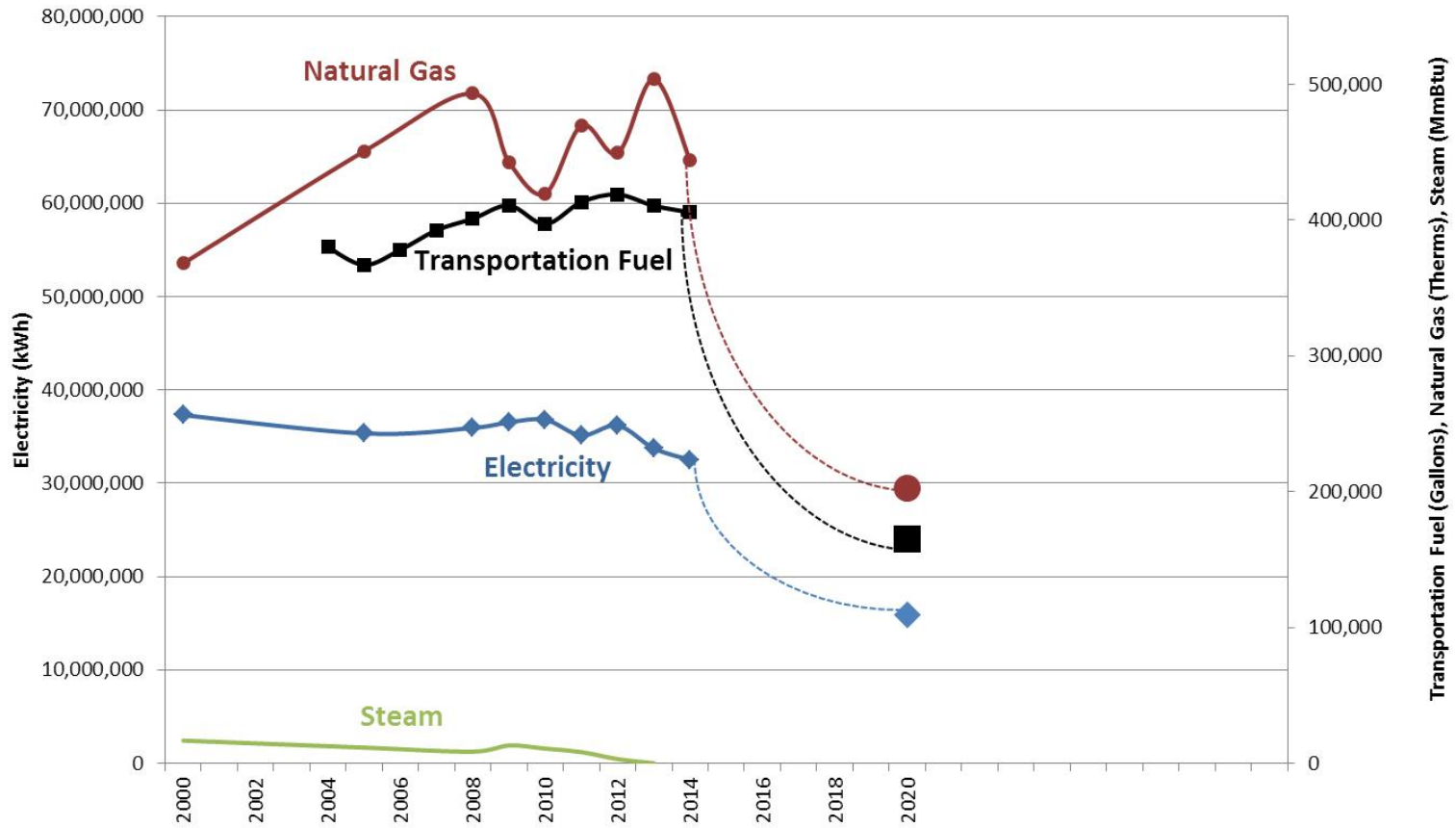
Internal Greenhouse Gas Emission Sources (2010)

City of Eugene Internal
Greenhouse Gas Emissions Sources



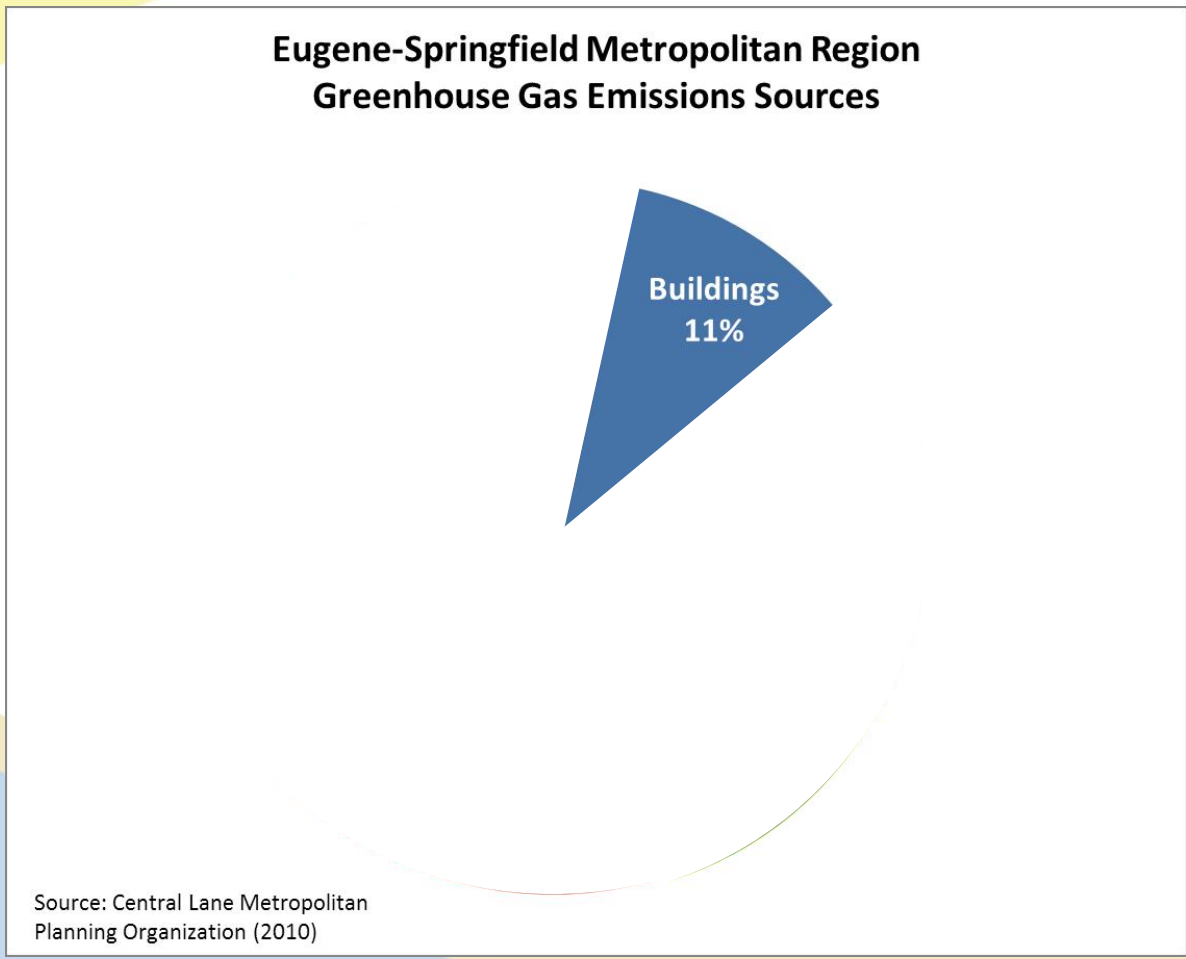
Internal Greenhouse Gas Emission Sources

City of Eugene Internal Greenhouse Gas Emissions Sources



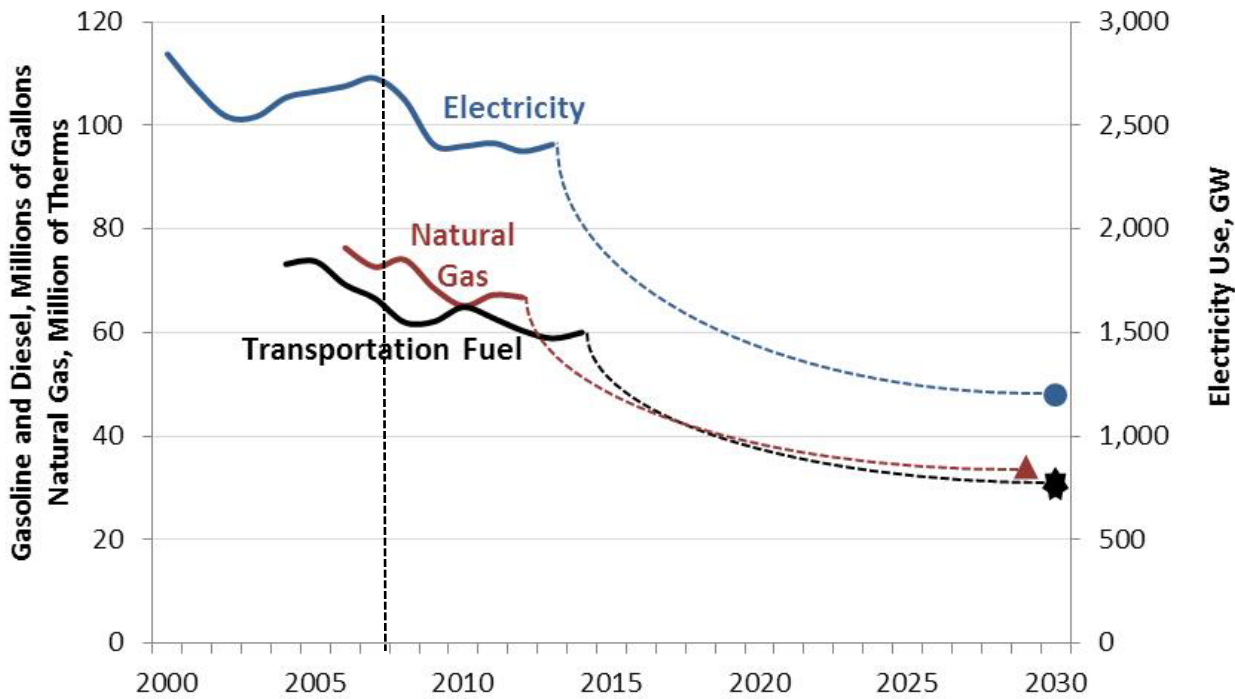
Community Progress

Community Energy Use and Emissions (2010)



Community Energy Trends

Select Measures of Community-wide Energy Use in Eugene



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Next Steps



Next Steps



UNIVERSITY OF OREGON



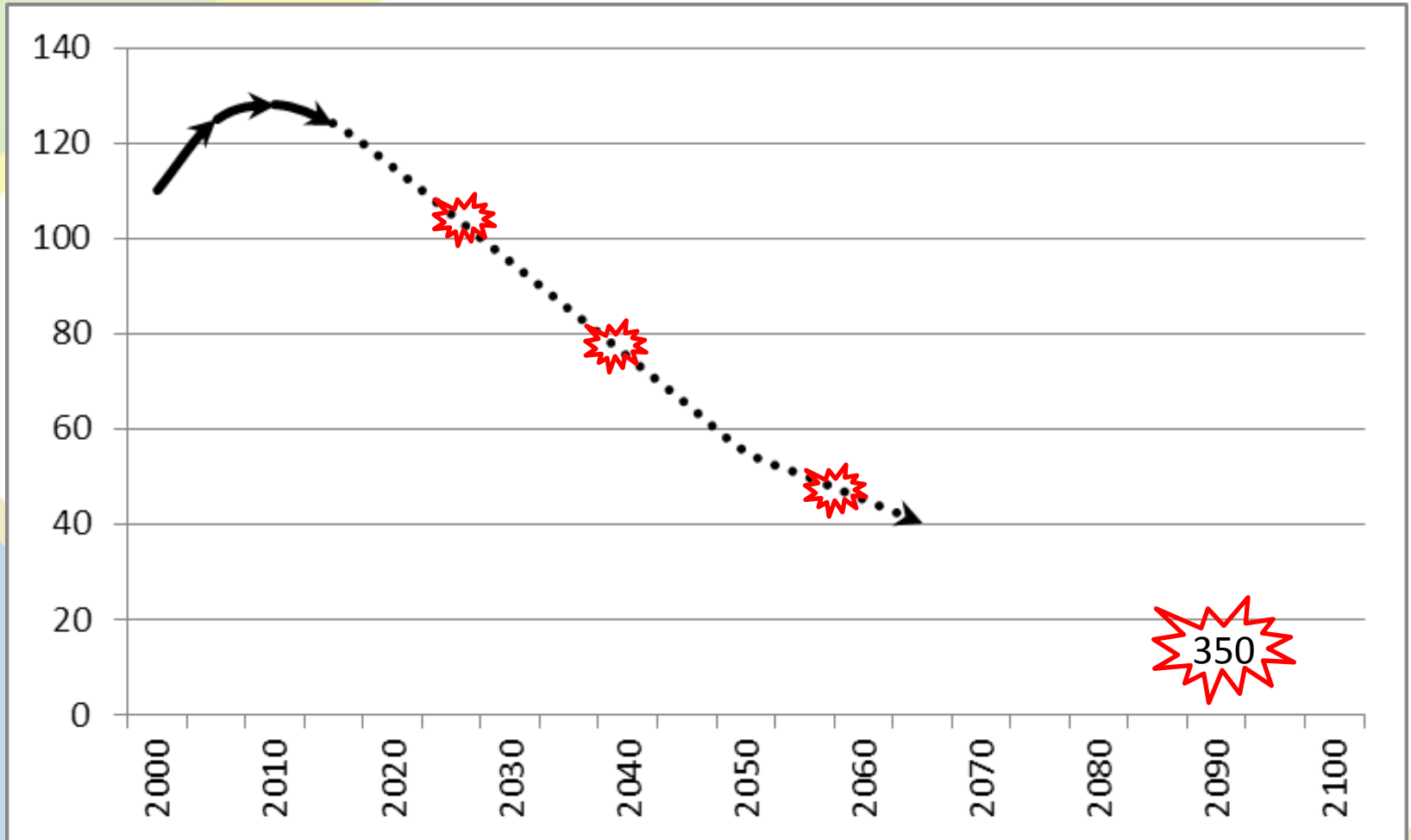
-119-



Creating innovative solutions to the complex social-ecological challenges of our time

Item B.

Future Council Check-In



-120-

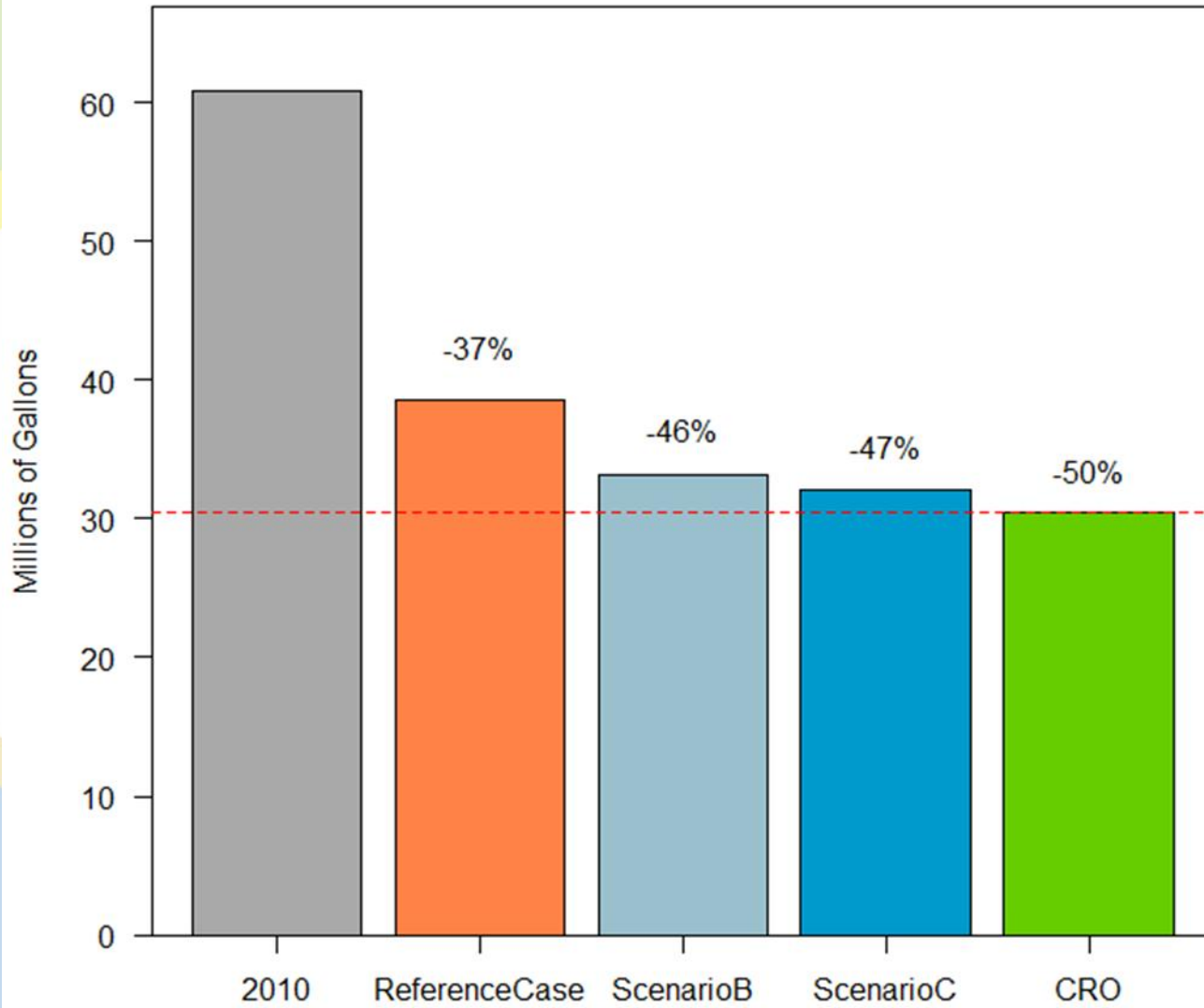
Matt McRae
City of Eugene
(541) 682-5649

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

www.eugene-or.gov/sustainability

*Eugene City Council
February 23, 2015*

Annual Fuel Consumption for Light-duty Vehicles in 2030



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- Duplicate slides of pie charts

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Public Forum

Meeting Date: February 23, 2015
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: February 23, 2015
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 11, 2015, Work Session.

ATTACHMENTS

- A. February 11, 2015, 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 11, 2015
12:00 p.m.**

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

Councilor Syrett opened the February 11, 2015, City Council work session and noted that Mayor Piercy was out of town on official business.

A. EXECUTIVE SESSION

The Eugene City Council met in Executive Session to negotiate real property transactions. The Executive Session was held pursuant to ORS 192.660 (2)(e).

B. WORK SESSION: Parks and Open Space Operations and Maintenance Funding Options

Parks and Open Space Division Manager Craig Carnagey discussed potential funding options for Parks and Open Space operations and maintenance.

Council discussion:

- Pursuit of a local option levy is preferred to implementation of a user fee.
- Continue to pursue private donations and endowment funds.
- No action should be taken before budget meetings for FY16 budget have concluded.
- A public hearing on any proposal is needed; council decision may follow once public input is received.
- Special districts would need to show benefit for entire City, not just specific area.
- Stormwater fee may be effective for the short-term; but a long-term solution is still needed.
- Consider public/private partnerships and leasing agreements as options.
- More detailed information on Stormwater fee process requested.
- Need to create a list of parks or services and communicate clearly and widely on any proposal.

The meeting adjourned at 1:26 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: February 23, 2015
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

February 18, 2015

FEBRUARY 23	MONDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: Review of 2014 Implementation of Bond Measure to Fix Streets		45 mins – PW/Corey
B. WS: Climate Recovery Progress Reports		45 mins – CS/O'Sullivan

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest
c. Approval of Annexation A 14-7 MWIC Eugene, LLC		PDD/Nystrom
d. Approval of Annexation A 14-8 Wolf		PDD/Nystrom
e. Interim Appointment to Police Commission		CS/Cleversey
3. Public Forum: Envision Eugene – Revised Residential UGB Recommendation		PDD/Harding
4. Action: Ordinance Amending Code Regarding Removal of Hazardous Substances		Fire/Eppli
5. Action: Ordinance on Nuisance Vegetation Program Code Provisions		PW/Björklund

FEBRUARY 25	WEDNESDAY
--------------------	------------------

Noon	Council Work Session	
Harris Hall	Expected Absences: Syrett (via phone)	
A. WS and Action: Envision Eugene – Revised Residential UGB Recommendation		90 mins – PDD/Harding

MARCH 9	MONDAY
----------------	---------------

5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences: Taylor, Evans	
A. WS: Railroad Quiet Zone		45 mins – PW/Larsen
B. WS: Central Lane Scenario Planning Update		45 mins – PDD/Hostick

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences: Taylor, Evans	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest
3. PH and Action: Capital Improvement Program		CS/Miller
4. Action: Ordinance Withdrawing Annexed Properties from Special Districts		PDD/Nystrom
5. Committee Reports: PC, Lane Metro, Lane Workforce, LTD/EmX, OMPOC, McKenzie Watershed		

MARCH 11	WEDNESDAY
-----------------	------------------

Noon	Council Work Session	
Harris Hall	Expected Absences: Taylor, Evans	
A. WS: EWEB Riverfront Development Update		90 mins – PDD/Braud

COUNCIL BREAK: March 12, 2015 – April 13, 2015

APRIL 13	MONDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports and Items of Interest: HRC, SC, HSC, LCOG, MPC, PSCC		30 mins
B. WS: On-Site Management		45 mins - PDD/Medary

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

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EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

February 18, 2015

7:30 p.m. Council Meeting
Harris Hall Expected Absences:

1. Public Forum
2. Consent Calendar
 - a. Approval of City Council Minutes CS/Bloch
 - b. Approval of Tentative Working Agenda CS/Forrest

APRIL 15	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
<ol style="list-style-type: none"> A. WS: Healthy Downtown/Public Smoking 45 mins – B. WS: Systems Development Charge Overview 45 mins - Schoening 	

APRIL 20	MONDAY
7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
<ol style="list-style-type: none"> 1. PH: 	

APRIL 22	WEDNESDAY
Noon	Council Work Session
Harris Hall	Expected Absences:
<ol style="list-style-type: none"> A. WS: Disadvantaged/Minority Contracting 45 mins – CS/Silvers B. WS and Action: Consolidated Plan 45 mins – PDD/Jennings 	

APRIL 27	MONDAY
5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
<ol style="list-style-type: none"> A. Committee Reports and Items of Interest from Mayor, City Council and City Manager 30 mins B. WS: Micro Housing 45 mins – PDD/Brown 	

7:30 p.m. Council Meeting
Harris Hall Expected Absences:

1. Public Forum
2. Consent Calendar
 - a. Approval of City Council Minutes CS/Bloch
 - b. Approval of Tentative Working Agenda CS/Forrest

APRIL 29	WEDNESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
Noon	Council Work Session	
Harris Hall	Expected Absences:	
<ol style="list-style-type: none"> A. WS: B. WS: 		

7:30 p.m. Budget Committee Meeting
B/T Room, Library Expected Absences:

1. City Manager's Presentation of FY16 Proposed Budget

MAY 5	TUESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
5:30 p.m.	Budget Committee Meeting	
B/T Room, Library	Expected Absences:	
<ol style="list-style-type: none"> 1. Budget Committee Deliberations 		

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

February 18, 2015

MAY 11	MONDAY	
5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports: Chamber of Commerce, HPB, LRAPA, MWMC		
B. WS:		45 mins
7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest
c. Ratification of MWMC Budget		PW/Huberd
MAY 12	TUESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
5:30 p.m.	Budget Committee Meeting	
B/T Room, Library	Expected Absences:	
1. Budget Committee Deliberations and Recommendation		
MAY 13	WEDNESDAY	
Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS:		
B. WS:		
MAY 18	MONDAY	
7:30 p.m.	Council Public Hearing	
Harris Hall	Expected Absences:	
1. PH:		
MAY 20	WEDNESDAY	
Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS:		
B. WS:		
MAY 26	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:		
C. WS:		
7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
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

February 18, 2015

MAY 28	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 8	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	
B. WS:	
C. WS:	

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

JUNE 10	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 15	MONDAY
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7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	

JUNE 17	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 22	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, Council and City Manager	
B. WS:	
C. WS:	

7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Bloch
b. Approval of Tentative Working Agenda	CS/Forrest
3. PH and Action: Supplemental Budget	CS/Miller
4. PH and Action: FY16 Budget	CS/Miller
5. PH and Action: URA FY16 Budget	CS/Miller

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

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

February 18, 2015

JUNE 24	WEDNESDAY
Noon Harris Hall A. WS: B. WS:	Council Work Session Expected Absences:
JULY 13	MONDAY
5:30 p.m. Harris Hall A. Committee Reports and Items of Interest: HRC, SC, HSC, LCOG, MPC, PSCC B. WS:	Council Work Session Expected Absences: 30 mins
7:30 p.m. Harris Hall 1. Public Forum 2. Consent Calendar a. Approval of City Council Minutes b. Approval of Tentative Working Agenda	Council Meeting Expected Absences: CS/Bloch CS/Forrest
JULY 15	WEDNESDAY
Noon Harris Hall A. WS: B. WS:	Council Work Session Expected Absences:
JULY 20	MONDAY
7:30 p.m. Harris Hall 1. PH:	Council Public Hearing Expected Absences:
JULY 22	WEDNESDAY
Noon Harris Hall A. WS: B. WS:	Council Work Session Expected Absences:
JULY 27	MONDAY
5:30 p.m. Harris Hall A. Committee Reports and Items of Interest from Mayor, City Council and City Manager B. WS:	Council Work Session Expected Absences: 30 mins
7:30 p.m. Harris Hall 1. Public Forum 2. Consent Calendar a. Approval of City Council Minutes b. Approval of Tentative Working Agenda	Council Meeting Expected Absences: CS/Bloch CS/Forrest
JULY 29	WEDNESDAY
Noon Harris Hall A. WS: B. WS:	Council Work Session Expected Absences:

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

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EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

February 18, 2015

COUNCIL BREAK: JULY 30 , 2015 – SEPTEMBER 14, 2015

ON THE RADAR

Work Session Polls/Council Requests

Status

1. Economic Development Review, Panels and Action (Zelenka) approved; date TBD

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Adoption of Resolution 5127 Annexing Land to the City Of Eugene
(Northwest Corner of County Farm Road and Lakeview Drive, and Identified as
Assessor's Map 17-03-08-44, Tax Lot 6200 and a Portion of Tax Lot 9200)
(MWIC Eugene, LLC - A 14-7)

Meeting Date: February 23, 2015
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2C
Staff Contact: Steve Nystrom
Contact Telephone Number: 541/682-8385

ISSUE STATEMENT

This item is a request to annex two tax lots, totaling 0.35 acres. The property is located north of the intersection of County Farm Road and Lakeview Drive. It is located within the Urban Growth Boundary (UGB) and is surrounded on all sides by the City limits. The property is zoned R2/UL Medium-Density Residential with the Urbanizable Land overlay. The Metro Plan and the Willakenzie Area Plan designate the subject property for medium density residential use. Currently, the property contains a house and accessory structures. Plans for future development of the site are not included as part of this annexation application.

BACKGROUND

In December 2007, the City Council adopted Ordinance No. 20400 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 as of this date. Referral comments were provided by affected agencies including City of Eugene Public Works and 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 C. A full copy of all materials in the record is also available at the Permit and Information Center located at 99 West 10th Avenue.

RELATED CITY POLICIES

The Metro Plan contains the policies that are related to this annexation request. The 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 be approved.

SUGGESTED MOTION

Move to adopt Resolution No. 5127, 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: Steve Nystrom, Principal Planner
Telephone: 541/682-8385

Staff Email: Steven.a.nystrom@ci.eugene.or.us

MWIC Eugene, LLC (A 14-7)



Legend

- EUG
- Taxlots



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

December 10, 2014



RESOLUTION NO. _____

A RESOLUTION ANNEXING LAND TO THE CITY OF EUGENE (NORTHWEST CORNER OF COUNTY FARM ROAD AND LAKEVIEW DRIVE, AND IDENTIFIED AS ASSESSOR'S MAP 17-03-08-44, TAX LOT 6200 AND A PORTION OF TAX LOT 9200).

The City Council of the City of Eugene finds that:

A. An annexation application was submitted by MWIC Eugene, LLC, on October 23, 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 17-03-08-44, Tax Lot 6200 and a portion of Tax Lot 9200.

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 January 23, 2015, a notice containing the street address and assessor's map and tax lot number, a description of the land proposed to be annexed, and the Planning Director's preliminary recommendation was mailed to the 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 February 23, 2015.

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 17-03-08-44, Tax Lot 6200 and a portion of Tax Lot 9200, as depicted on the map attached as Exhibit A, and described in the legal description attached as Exhibit B, is annexed to the City of Eugene.

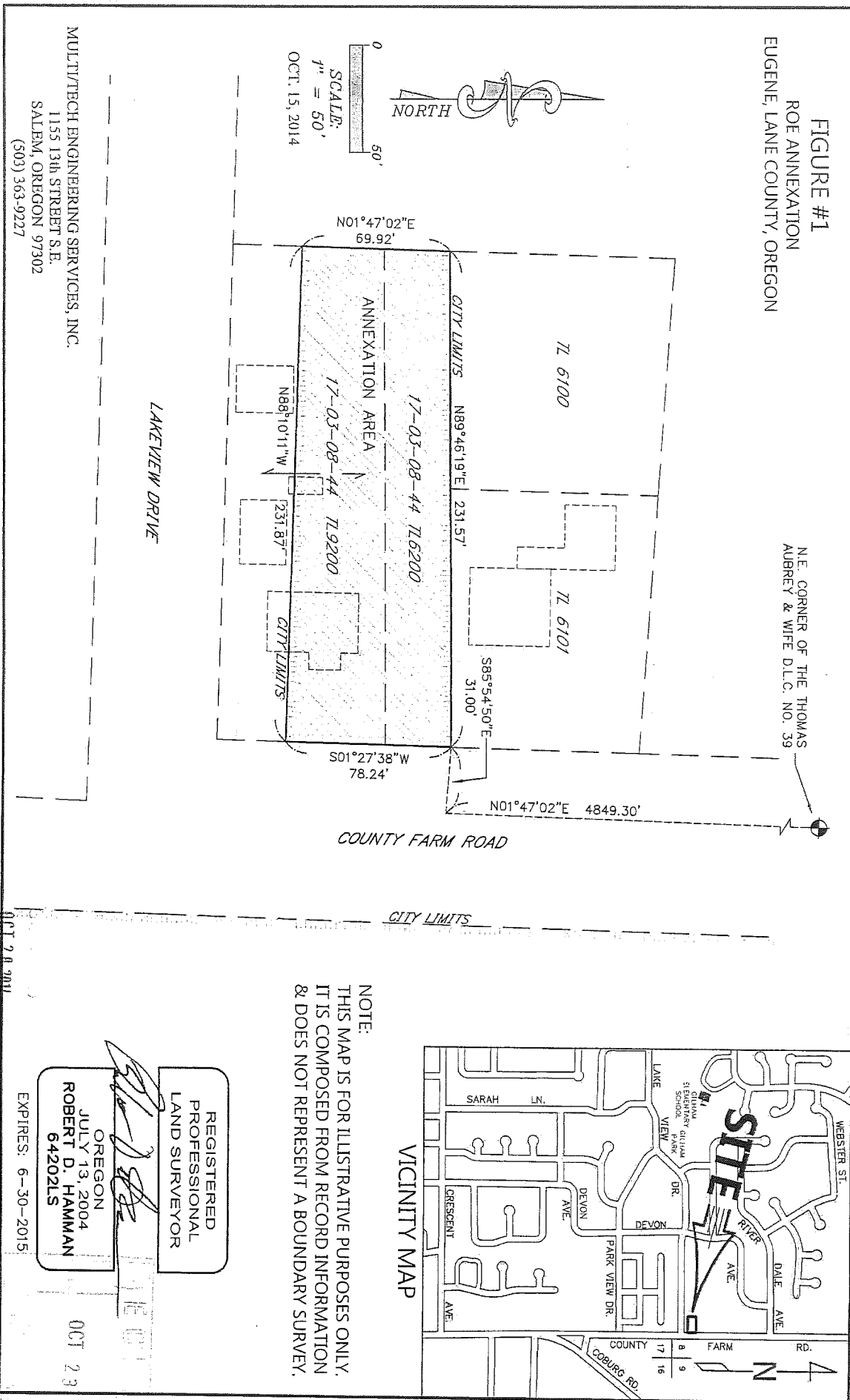
Section 2. This Resolution is effective immediately upon its passage by the City Council. The annexation and automatic rezoning of the land from R-2/UL to R-2 pursuant to EC 9.7820(3) shall be effective in accordance with State law.

The foregoing Resolution adopted the ____ day of _____, 2015.

City Recorder

EXHIBIT A

FIGURE #1
ROE ANNEXATION
EUGENE, LAKE COUNTY, OREGON



NOTE:
THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY,
IT IS COMPOSED FROM RECORD INFORMATION
& DOES NOT REPRESENT A BOUNDARY SURVEY.

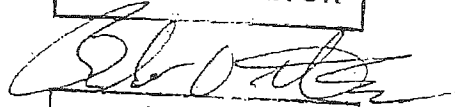
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13th STREET S.E.
SALEM, OREGON 97302
(503) 363-9227

EXHIBIT B

AREA TO BE ANNEXED

Beginning at a point being 4849.30 feet South 01°47'02" West, and 31.00 feet North 85°54'50" West, of the Northeast corner of the Thomas Aubrey and wife D.L.C. No. 39 , in Township 17 South, Range 3 West of the Willamette Meridian, city of Eugene, Lane County, Oregon; thence along the West right of way of County Farm Road, South 01°27'38" West 78.24 feet; thence North 88°10'11" West 231.87 feet; thence North 01°47'02" East 69.92 feet; thence North 89°46'19" East 231.57' to the point of beginning and containing 17165 Sq. Ft. of more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 13, 2004
ROBERT D. HAMMAN
64202LS

EXPIRES: 6/30/2015

RECEIVED
OCT 23 2014

EXHIBIT C



**Planning Director’s Recommendations and Findings:
3120 County Farm Road (MWIC Eugene, LLC) (A 14-7)**

Application Submitted: October 23, 2014	
Applicant: Jason Tokarski, Manager, MWIC Eugene, LLC	
Map/Lot(s): 17-03-08-44, Tax Lot 6200 and a portion of Tax Lot 9200	
Zoning: R2/UL; Medium Density Residential with Urbanizable Land Overlay	
Location: 3120 County Farm Road; County Farm Road and Lakeview Drive	
Representative: Bill Kloos, 541-954-1260	
Lead City Staff:	Steve Nystrom, 541-682-8385

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 area to be annexed includes one tax lot and one partial tax lot totaling 0.35 acres. The annexation area is within the City's urban growth boundary and is contiguous to the city limits along all of its boundary lines.</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: 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> <i>a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.</i> <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 medium density residential use.</p> <p>The <u>Willakenzie Area Plan</u> is the adopted refinement plan for the annexation area and also designates the area for medium density residential use. The subject property is currently zoned R2/UL Medium Density Residential with Urbanizable Land overlay zone. Upon annexation, the /UL overlay will automatically be removed.</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.

<p>Complies</p>	<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><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>Wastewater Public wastewater is available to serve the subject property. An 8-inch main line is located within Lakeview Drive, the street located just south of tax lot 9200. The applicant confirms that they will extend public wastewater within the subject property at the time of development, at the developer’s expense.</p> <p>Stormwater Public stormwater facilities are available to serve this site. There are public mainlines of varied diameters within Lakeview Drive. Stormwater runoff generated by development may be accommodated on-site, or discharged to a new stormwater flood control facility constructed by the applicant. Compliance with applicable stormwater development standards will be ensured at the time of development.</p> <p>The applicant confirms that future development of the subject property will include onsite stormwater management facilities to infiltrate all runoff within the bounds of the subject property. Available data indicates that the site is suitable for infiltration. This type of stormwater management is preferred in the City’s stormwater development standards, for providing pollution-reduction and minimizing contributing flows to the</p>

	<p>public system and to more closely mimic the natural hydrological cycle. Compliance with the stormwater development standards for pre-treatment and any detention requirements will be confirmed during the development permit process.</p> <p>Streets The property is located at the northwest corner of the intersection of County Farm Road and Lakeview Drive. Lakeview Drive is classified as a local street. County Farm Road is designated as a major collector.</p> <p>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 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 Willakenzie/Eugene RFPD. 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.</p> <p>Parks and Recreation A minimum level of park service can be provided to the subject area as prescribed in the <u>Metro Plan</u>. Armitage Park, a major county park, is roughly ½ mile from the subject property. Smaller city parks, including Gilham Park at Gilham Elementary, are also within ½ mile of the subject property.</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 A variety of telecommunications providers offer 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.

October 23, 2014

ANNEXATION APPLICATION

Property Location: Map 17-03-08-44, TL 6200 and 9200

Owners/applicant: MWIC Eugene LLC
201 Ferry St., Ste 400
Salem, Or 97301

Applicants'
Representative: Law Office of Bill Kloos, PC
PO Box 11906
Eugene, OR 97440

Contact: Bill Kloos
Phone: 541-954-1260; email: billkloos@landuseoregon.com

**Narrative in Support of
Annexation of Property known as 3120 County Farm Rd
(Map 17-03-08-44, TL 6200 and 9200)**

I. Introduction

This is an application for annexation of roughly 0.35 acres of land containing a house and accessory structures. The property is at the northwest corner of County Farm Road and Lakeview Drive. The property is located within the City of Eugene UGB. The property is a small island of unincorporated territory that is entirely surrounded by territory that has been incorporated into the city limits, and is adjacent to the city limits on all sides. In addition, a portion of one of the tax lots that is the subject of this application (TL 9200) has already been incorporated into the city limits.

The street address is 3120 County Farm Road, Eugene, OR 97408 (Map 17-03-08-44, TL 6200 and 9200). The subject property is currently zoned R-2/UL.¹

The City of Eugene makes annexation decisions under the standards and procedures set out in Ordinance No. 4960 (Dec. 10, 2007). The requirements for an annexation application are stated in EC 9.7810. These are addressed in Part II below, and the supporting documents are attached hereto as exhibits. A full list of exhibits appears at the end of this statement.

¹ The applicant is also filing a separate, concurrent application for a zone change on adjacent, but separate land owned by the applicant. The "footprint" of the annexation application is distinct and non-overlapping with the "footprint" of the zone change application.

The approval criteria for annexations are stated in EC 9.7825. These are addressed in Part III below.

II. Application Contents

The information requirements for an annexation application are stated at EC 9.7810(1) through (10). Each item is addressed in the respective paragraph below.

EC 9.7810(1): Owners, electors, tax lots, street addresses:

Owner: MWIC Eugene LLC, 201 Ferry St., Ste 400, Salem, Or 97301

Electors: None.

Street address: 3120 County Farm Road, Eugene, OR 97408

EC 9.7810(2): Consent to annex form by all owners and not less than 50 percent of residing electors : See Exhibit A, a consent to annex form signed by the owner and no electors, as no electors are registered to vote at this address.

EC 9.7810(3): Alternative to consent to annex form signed by a majority of electors and owners: This information is not required, as (2) above has been complied with.

EC 9.7810(4): Previous owner's consent: This information is not required, as (2) above has been complied with.

EC 9.7810(5): Verification of property owners form signed by Lane County A&T: See Exhibit B.

EC 9.7810(6): Certificate of electors form signed by Lane County Elections: See Exhibit B. See also census sheet, Exhibit C.

EC 9.7810(7): Legal Description by surveyor in form of ORS 308.225: See Exhibit D, prepared by Multi/Tech Engineers.

EC 9.7810(8): County Assessor's cadastral map of land: See Assessor's map in Exhibit E.

EC 9.7810(9): List of Lane County public service districts presently providing service:

Fire: Willakenzie/Eugene RFPD

Ambulance: Eugene Fire & EMS (district WC)

Transportation: Lane Transit District (service area and ride source)

Soil and Water Conservation District: Upper Willamette

Utility District: Eugene Water and Electric Board

Schools: Eugene 4J (Gilham, Cal Young and Sheldon)

See Exhibit F and G.

EC 9.7810(10): Written Narrative addressing criteria in EC 9.7825: See Part III below.

III. Narrative addressing approval criteria

The standards for annexation are stated at EC 9.7825. There are three standards:

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

(1) Within the Urban Growth Boundary: The property proposed to be annexed is within the UGB. See Exhibit H.

(1)(a) Contiguous to the city limits: The property proposed to be annexed is contiguous to the city limits on all sides. See Exhibit H.

(2) Consistency with Metro Plan Policies and applicable refinement plans:

Metro Plan Policy 10, page 11-C-4, recognizes annexations through this normal process to be the highest priority. As such, the proposal is consistent with this policy.

Metro Plan Policy 8, page 11-C-4, provides for annexation when a minimum level of key facilities and services can be provided. This Metro Plan policy is implemented by annexation standard in (3) below.

Metro Plan Policy 16 provides that land within the UGB shall be annexed to a city and provided with the minimum level of urban facilities and services. It further provides that while the timeframe for annexation may vary, annexation should occur as land transitions from urbanizable to urban. The property is within the UGB and is surrounded on three sides with urban level development. The provision of facilities and services is addressed in standard (3) below. The property is already designated Medium Density

Residential and zoned R-2, and key facilities and services have been provided to adjacent properties. See (3) below. As such, the property has transitioned to urban, and following annexation, the property is a candidate for re-development at densities consistent with its zoning. The proposal is consistent with Policy 16.

Metro Plan Policy 18 is instructional to the City to dissolve special service districts after annexation and to consider intergovernmental agreements with affected special service districts. The applicant does not object to dissolving special service districts, as needed. The proposal is consistent with Policy 18.

Refinement Plans: The subject property is also within the area of the Willakenzie Area Plan (“WAP”), an area refinement plan. The Land Use Element of the WAP contains generally applicable policies, and it also includes policies that apply to specific sub-areas. The subject property is within the Unincorporated Subarea. Below we address the generally applicable policies first, followed by the residential policies, followed by the potentially relevant policies specifically applicable to the Unincorporated Subarea:

Policy 5 (page 15) Site review procedures or special development standards shall be considered for properties which abut or face one another, when the uses permitted on those properties are potentially incompatible.

Site Review procedures and special development standards are not relevant at this time because this annexation application does not propose development. EC 9.7820(4) does not allow a property to be re-zoned until after annexation. It would appear, however, that none of the abutting or facing properties permit uses incompatible with the uses allowed on the subject property, or *vice versa*, as the subject property shares the same R-2 zoning as the abutting properties.

Policy 6 (page 15) – Minimize land use conflicts by promoting compatibility between low density and higher-density residential land uses as well as between residential and nonresidential land uses.

6.1 Encourage nonresidential land uses to provide landscaping with particular emphasis on parking-lot screening and provision of buffering between residential and nonresidential uses.

The general directive to encourage compatibility between areas of different residential densities is further described in the Residential section of policies in the WAP. This refinement plan policy is a general directive that helps describe implementing regulations that could be adopted (*e.g.*, a code requirement for buffering between residential and nonresidential uses, such as EC 9.2170(5)(c), which requires landscaping in commercially-zoned yards that abut residential zones.) This refinement plan policy is not directly applicable to an annexation application. However, if this standard did apply directly here, it would be of limited relevance, as the subject property is surrounded on

three sides by land with identical medium-density designation, and is separated from low-density residential land on the fourth side by County Farm Rd.

Residential Policy 2 (page 16) – Require new medium-density residential development in the Willakenzie area to achieve a minimum density level of 10 dwelling units per acre and new high-density residential development to achieve a minimum density level of 15 dwelling units per acre. If a future citywide code amendment establishes different minimum density levels than are established in this plan, the levels established in the code will take precedence, except in the Chase Gardens High-Density Residential area. Development in this area shall achieve a minimum density level of no less than 15 dwelling units per acre.

2.1 – Amend the Eugene Code to establish minimum density requirements for medium- and high-density residential development within the Eugene urban growth boundary. The suggested minimum density requirements are 10 DU/Acre for areas designated Medium-Density Residential and 15 DU/Acre for areas designated High-Density Residential.

This policy sets minimum density levels, but it also provides that those density levels may be subsequently set by city code. Eugene Code provides the minimum density for R-2 (the base zoning applicable to the subject property) is 10 units per acre. Table EC 9.2750. Regardless, these minimum density standards will apply directly at the time of development, and, consistent with this WAP policy, can be implemented by code. In the meantime, this policy does not apply to the current annexation request, as no residential development is currently being proposed.

Residential Policy 4 (page 16) – Encourage a mixture of housing densities and types to address the housing needs of a diverse population.

This policy is hortatory, as the Metro Plan designations and zoning designations accomplish exactly this task. An overview of the city's zoning map shows that the roughly one square mile area surrounding the subject property contains R1, R2 and R4 zones, along with smaller areas of C-1 and GO zones. The three residential zones in this area provide the mixture of housing densities and types called for by this policy.

Residential Policy 5 (page 16) – Encourage medium- and high-density residential uses in areas which have good access to commercial services, public open space, schools, parks, transit and other alternative modes of transportation.

This policy is also intended to be implemented by zoning designations, and specific development applications, and is not directly applicable to an *ala carte* annexation application. However, an overview of the city's zoning map in this area shows that this policy has been implemented, as medium-density residential areas (including the subject

property) and the nearby high-density residential areas (such as the area at Crescent Ave. and Lord Byron Pl.) have access to Gilham Park and elementary, Striker field, the county's Armitage Park, and the wide range of commercial services available nearby at the intersection of Coburg Rd. and Chad Dr. Therefore, this policy has already been implemented.

Residential Policy 8 (page 16) Promote compatibility between low-density residential land uses and medium- to high-density residential land uses.

8.1 Apply the site review /SR suffix to all parcels designated medium or high-density residential land use which directly abut low-density residential land uses.

As explained above, compatibility between uses is already “baked into” the subject property, because it is surrounded by property that shares its medium-density designation. The subject property is developed with a single-family residence, but it does not directly abut low-density residential land use, and it is likely to be redeveloped in medium density residential use (similar to the adjacent development to the west and north) in the near future. For the meantime, this policy does not apply directly to the current annexation request.

Policies 1 through 10 in the unincorporated subarea section of the WAP are not applicable because they apply to specific properties, separate from the subject property.

Unincorporated Subarea Policy 11 (page 59) – The City shall acknowledge the potential for development of residential/mixed-use neighborhoods in the Unincorporated Subarea.

11.1 Create a process for preparing Eugene Code amendments which are specifically structured to encourage the development of pedestrian-oriented communities. This process should insure the involvement of property owners, neighborhood groups, and other interested parties in the development of the code amendments.

This policy acknowledges potential for residential/mixed use neighborhoods and provides directives for future code amendments. In the current situation, the subject property has already been zoned for medium-density residential, and the surrounding area has already been developed with medium-density uses. This policy is not directly applicable to a simple annexation application.

Policies 12 through 14 are not relevant because they either apply to areas identified as “opportunity areas” in the unincorporated subarea or to residential mixed-use areas.

Unincorporated Subarea Policy 15 (page 59) – The City shall recognize the area at the northwest corner of Ayres and Gilham roads and the area at the southwest corner of Coburg Road and County Farm Loop, as

depicted on the Willakenzie Land Use Diagram, as appropriate for medium-density residential development.

15.1 Amend the Metro Plan diagram from low-density to a medium-density residential designation for the above-referenced area, as depicted on the Willakenzie Land Use Diagram.

The current Metro Plan diagram indicates that this policy has already been fulfilled. As it applies to the subject property, the medium-density residential designation called for in the Willakenzie land use diagram has already been applied. After annexation, the subject property will automatically have its urbanizable lands /UL overlay removed, and it can potentially be redeveloped with medium-density residential uses, as envisioned by this policy.

Public Facilities and Services Element

Policy 1 (page 122) – The City shall provide for annexation of urbanizable land in a manner consistent with State law as well as local annexation and growth management policies.

By applying through the standard annexation process, which requires county certification of ownership and electors in the subject property, the proposal is consistent with the state law portion of this policy. Local annexation and growth management policies are further addressed in section (3), below, in regard to provision of key urban facilities and services.

(3) Provision of a minimum level of key urban facilities and services in an orderly, efficient, and timely manner:

The Metro Plan defines the “Minimum Level” of “key urban facilities and services” as including

“wastewater service, stormwater service, transportation, solid waste management, water service, fire and emergency medical services, police protection, city-wide parks and recreation programs, electric service, land use controls, communication facilities, and public schools on a district-wide basis (in other words, not necessarily within walking distance of all students served).”

Each of these facilities and services is addressed below.

In summary, the minimum level of key urban facilities and services is either immediately available or can be provided within a reasonable future time frame as needed. See Exhibit F.

Wastewater services: When property is annexed to the city, it is automatically annexed to the Lane County Metropolitan Wastewater Service District, as provided for in

ORS 199.510(2)(c). In the post-Boundary Commission era, the subject property will have to be annexed to the MWSD in a separate action, following annexation to the city.

Currently, there is an 8-inch public wastewater line adjacent to the subject property in Lakeview Dr. No extension of public trunk line would be required. A private service line could tie directly into the public line within the adjacent road ROW. Alternatively, in light of the fact that the adjacent property to the west and north of the subject property is under the same ownership, future development of the subject property could potentially tie into the existing waste water system associated with this adjacent property. See Exhibit F-3.

Stormwater services:

Maps from the City of Eugene's 2013 edition of the Wastewater and Stormwater Infrastructure Map Book show there are stormwater facilities in place adjacent to the subject property in Lakeview Dr. The diagram is somewhat unclear, but it appears to show two parallel 6-inch public lines in the Lakeview Dr. ROW, with one 12-inch section. These lines appear to be overlaid in places with the red-dashed line indicating a "BMP line," which is an unfamiliar term for the applicant. Regardless, it appears that stormwater facilities are already in place to serve the subject property. See Exhibit F-2.

Transportation:

The property is at the corner of County Farm Road and Lakeview Dr. County Farm Rd. is designated on the City of Eugene's Street Classification Map as a Major Collector. Exhibit F1. Lakeview Dr. appears to have been completed after this map was produced (2009), but the applicant suspects it would be classified as a local street. In addition, the site is within the LTD service and ride source area. County Farm Rd. has paved shoulders suitable to accommodate cyclists, and there are dedicated bike lanes on Coburg Rd. Therefore, transportation facilities currently exist, and do not need to be extended, in order to serve the subject property.

Solid Waste Management: Private firms and individuals collect and transport solid waste to the Lane County administered landfill.

Water Service: Water is available to the subject property from a 12-inch water main line on the east side of County Farm Road and an 8-inch main line on the north side of Lakeview Dr. The existing residential structure has a service line coming off of the main line in County Farm Rd. Exhibit F4.

Fire and emergency medical services: Fire protection is currently provided either by Willakenzie/Eugene RFPD. Upon annexation, the City of Eugene will provide services directly to the property.

Police Protection: Police protection will be provided by Eugene, which currently services other properties inside the city. After annexation this property will receive police services on an equal basis with all properties inside the city.

City-wide parks and recreation programs: A minimum level of park services can be provided to this area, consistent with the Metro Plan. Armitage Park, a major county park, is roughly ½ mile north of the subject property on Coburg Road. Smaller city parks, including Gilham Park at Gilham Elementary, are also within ½ mile of the subject property.

Electric Service: The property is already served by EWEB. Exhibit F6. New development will be served by EWEB.

Land Use Controls: The subject property is now, and after annexation will continue to be, subject to the land use controls of the City of Eugene.

Communication Facilities: Land line phone service and wireless service from major carriers is currently available at the subject property.

Public schools on a district-wide basis: The Eugene 4J School District serves the annexation area. Existing schools are: Gilham Elementary, Cal Young Middle School and Sheldon High School. Exhibit G.

CONCLUSION: key urban services and facilities can be extended to the subject property. In most regards, they already have been extended to the subject property.

CONCLUSION: Approval of the annexation application is consistent with the three core approval standards established by EC 9.7825.

Sincerely,

Bill Kloos

Bill Kloos

LIST OF EXHIBITS FOR ANNEXATION

- A. Consent to Annex Forms
- B. Annexation Petition, which includes: Lane County Assessment and Taxation Verification of Property Ownership form and Certificate of Electors Form, Lane County Elections
- C. Census information sheet

- D. Legal description and Map of Annexation Area, Multi/Tech Engineering
 - Exhibit D.1 – Site Plan for annexation area
 - Exhibit D.2 – Surveyor certification of legal description and map

- E. Lane County Assessor’s cadastral map of subject property.

- F. Summary Table of Urban Services Provided
 - F2. City Stormwater Maps excerpt
 - F3. City Wastewater Maps excerpt
 - F4. EWEB Water Maps excerpts
 - F5. EWEB Power Maps excerpt

- G. RLID property printouts
 - G1. 17-03-08-44-06200
 - G2. 17-03-08-44-09200

- H. Area Map

- I. Aerial Photograph detail

- J. Zoning Maps details
 - J1. Base zones
 - J2. Overlay zones

- K. Designation Map detail

Consent to Annexation

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

Map and Tax Lot: Map 17-03-08-44, TL 6200 and 9200 Address: 3120 County Farm Rd., Eugene OR 97408

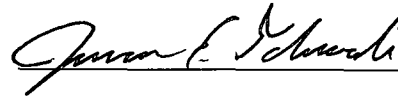
Legal Description:

Attached as Exhibit A.

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

DATED this 16 day of October, 2014.

Jason Tokarski, as Manager of MWIC Eugene, LLC.



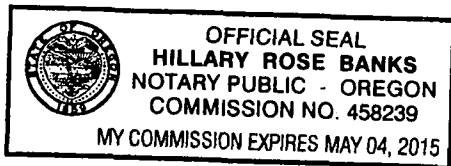
STATE OF OREGON)

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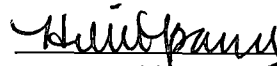
County of)

On this 16 day of October, 2014, before me, the undersigned, a notary public in and for the said county and state, personally appeared the within-named, Jason Tokarski, as Manager of MWIC Eugene, LLC., who is known to me to be the identical individual described herein and who executed the same freely and voluntarily.

Seal:

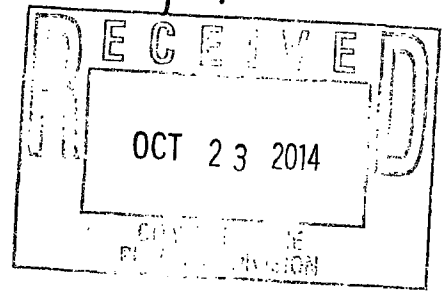


IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.



Notary Public for Oregon

My Commission Expires May 4, 2015



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

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

PETITION

**Petition Signature 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)*:

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>Janice E. Schwab</i>	10/21/14	MWIC Eugene, LLC, By and through its manager, Jason Tokarski, Vice President of Mountain West Investment Corp. Manager of MWIC Eugene, LLC.	MWIC Eugene LLC 201 Ferry St., Ste 400 Salem, Or 97301	Map 17-03-08-44, TL 6200	x		0.17
				Map 17-03-08-44, TL 9200	x		0.2 approx

*(.39 ac)
AS*

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, Hillary Banks (printed name of circulator), hereby certify that every person who signed this sheet did so in my presence.
x *Hillary Banks* (signature of circulator)

RECEIVED

OCT 22 2014

Lane County
Assessment & Taxation

CERTIFICATION OF PROPERTY OWNERS

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

A. Stupaski
Lane County Department of Assessment and Taxation

10-22-2014
Date Certified

CERTIFICATION OF ELECTORS

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

Cynthia Plimmon
Lane County Clerk or Deputy Signature

10/22/14
Date Certified

RECEIVED
OCT 23 2014
Item 2.C

-163-

AREA TO BE ANNEXED

Beginning at a point being 4849.30 feet South 01°47'02" West, and 31.00 feet North 85°54'50" West, of the Northeast corner of the Thomas Aubrey and wife D.L.C. No. 39 , in Township 17 South, Range 3 West of the Willamette Meridian, city of Eugene, Lane County, Oregon; thence along the West right of way of County Farm Road, South 01°27'38" West 78.24 feet; thence North 88°10'11" West 231.87 feet; thence North 01°47'02" East 69.92 feet; thence North 89°46'19" East 231.57' to the point of beginning and containing 17165 Sq. Ft. of more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



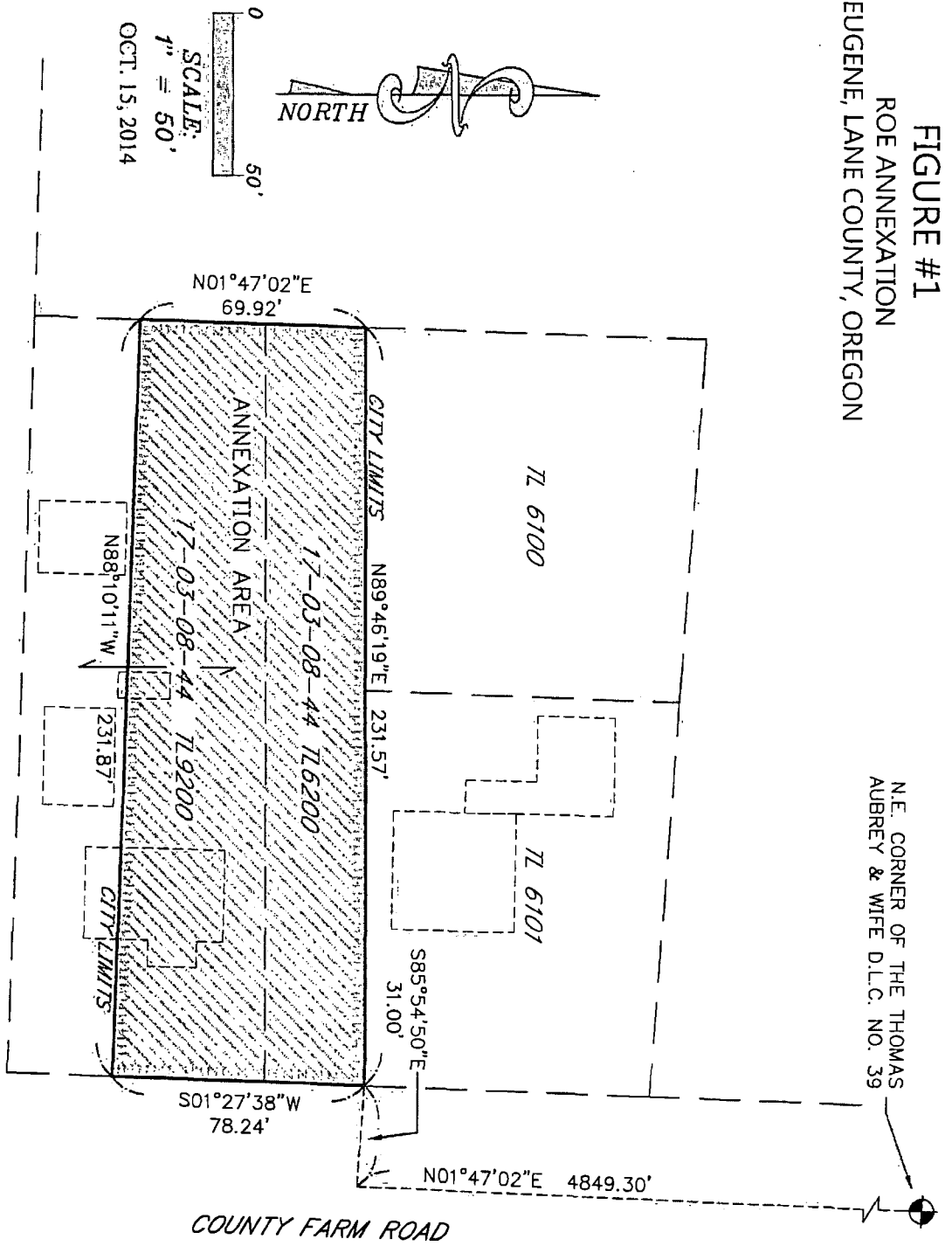
OREGON
JULY 13, 2004
ROBERT D. HAMMAN
64202LS

EXPIRES: 6/30/2015

RECEIVED

OCT 23 2014

FIGURE #1
ROE ANNEXATION
EUGENE, LANE COUNTY, OREGON



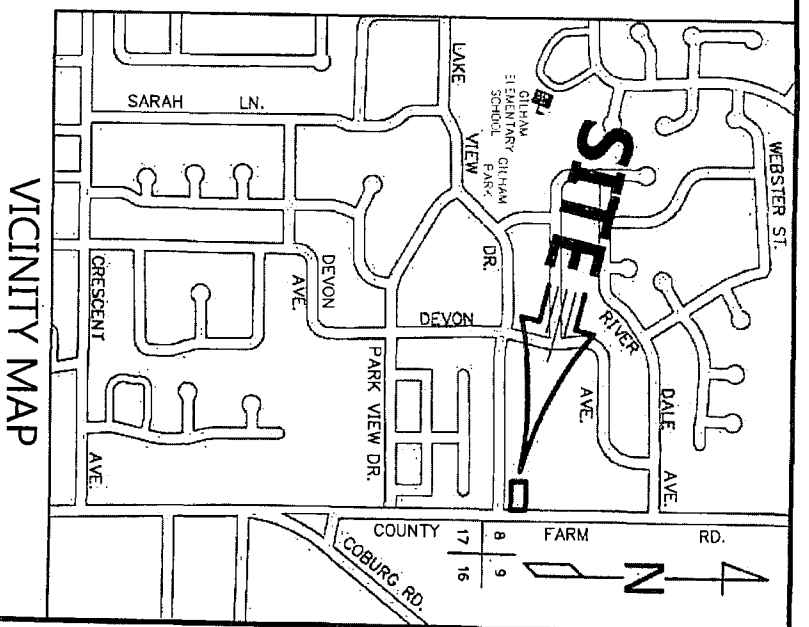
NE CORNER OF THE THOMAS
 AUBREY & WIFE D.L.C. NO. 39

MULTITECH ENGINEERING SERVICES, INC.
 1155 13th STREET S.E.
 SALEM, OREGON 97302
 (503) 363-9227

LAKEVIEW DRIVE

COUNTY FARM ROAD

CITY LIMITS



VICINITY MAP

NOTE:
 THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY.
 IT IS COMPOSED FROM RECORD INFORMATION
 & DOES NOT REPRESENT A BOUNDARY SURVEY.

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Robert D. Hamman

OREGON
 JULY 13, 2004
 ROBERT D. HAMMAN
 64202LS

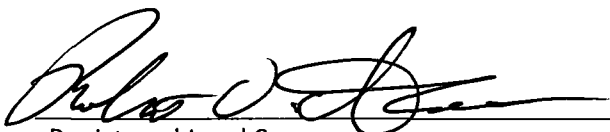
RECEIVED

OCT 23 2014

EXPIRES: 6-30-2015

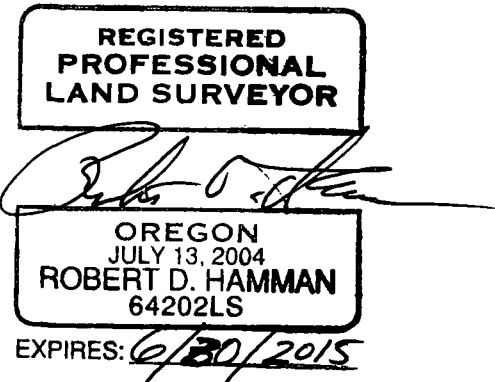
Certification of Description

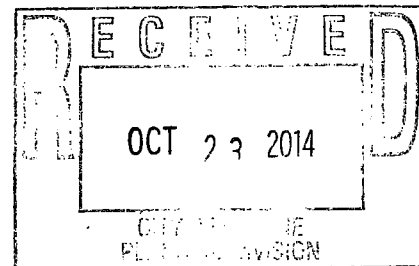
Pursuant to EC 9.7810(7), Annexation Application Requirements, I hereby certify the metes and bounds description of the real property proposed for annexation closes; and the map outlining the boundary is a true representation of the description.

Signature: 
Registered Land Surveyor

Print Name: Robert Hamman

Date: 10/13/2014

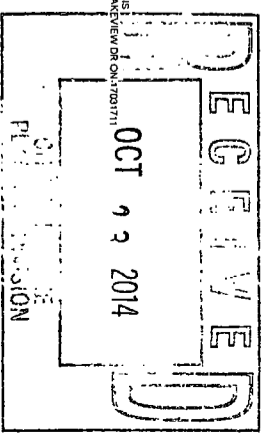
Seal: 





CANCELLED
6300
6600
6700
6300
6400
7500

REVISIONS
02/07/2011 - LOT 17A - CONVERT MAP TO GIS
02/19/2013 - LOT 17A - P/N OF 2025 INTO LAKEVIEW DR ON 17031711



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:

MWIC Eugene, LLC

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

Map 17-03-08-44, TL 6200 and 9200

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

The property(ies) in this annexation request:

x will be served from an existing gravity wastewater line.

Location and size of existing wastewater line:

In Lakeview Dr. ROW, 8' line.

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

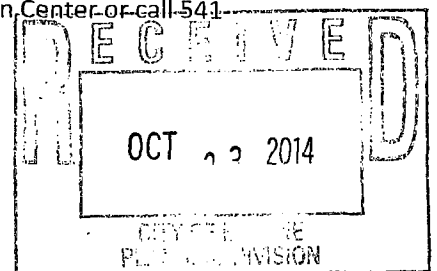
Where will a wastewater line be extended from? When will it be extended? By whom?

n/a

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

Is the site currently served by an approved stormwater system?

no.



If yes,
location? n/a

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

At the time of redevelopment, stormwater standards will be addressed. As described in the Applicant's narrative, the general vicinity is served by public stormwater facilities.

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. Access available from County Farm Rd. and Lakeview Dr. From Beltline, take Coburg Rd. north. Turn left to continue north onto County Farm Rd. Subject property is on the left.

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:

Gilham Park to the west, Armitage Park to the northeast, Striker field to the east, Cal Young

Sports Park to the south west.

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

Public Safety

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

For River Road/Santa Clara area-

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

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

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

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

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

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

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

Electric Service – Which electric company will serve this site?

_____ EWEB _____

Water Service -- Please provide the size and location of the water main closest to your property. There is an existing 12-inch water main line on the east side of County Farm Road and an 8-inch main line on the north side of Lakeview Dr.

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.

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Adoption of Resolution 5128 Annexing Land to the City of Eugene (Southwest Corner of River Road and River Loop 2, and Identified as Assessor's Map 17-04-02-31, Tax Lot 1500)(Wolf - A 14-8)

Meeting Date: February 23, 2015
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2D
Staff Contact: Steve Nystrom
Contact Telephone Number: 541/682-8385

ISSUE STATEMENT

This item is a request to annex roughly 33 acres of vacant land adjacent to the west side of River Road, north of Irvington Road and southwest of River Loop 2. It is located within the Urban Growth Boundary (UGB) and is surrounded on all sides by the City limits. The portion of the property closest to River Road is zoned R-1/WR/UL Low-Density Residential with Water Resources and Urbanizable Land Overlays, while the majority of the property is zoned AG/WR/UL Agricultural with Water Resources and Urbanizable Land Overlays. The Metro Plan and the River Road / Santa Clara Urban Facilities Plan designate the subject property for low density residential use. Plans for future development of the site are not included as part of this annexation application, but the applicant intends on filing subsequent zone change and subdivision applications for low-density residential development following annexation.

BACKGROUND

In December 2007, the City Council adopted Ordinance No. 20400 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 as of this date. Referral comments

were provided by affected agencies including City of Eugene Public Works and 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 C. A full copy of all materials in the record is also available at the Permit and Information Center located at 99 West 10th Avenue.

RELATED CITY POLICIES

The Metro Plan contains the policies that are related to this annexation request. The River Road Santa Clara Urban Facilities 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 be approved.

SUGGESTED MOTION

Move to adopt Resolution No. 5128, which approves the proposed annexation request consistent with the applicable approval criteria.

ATTACHMENTS

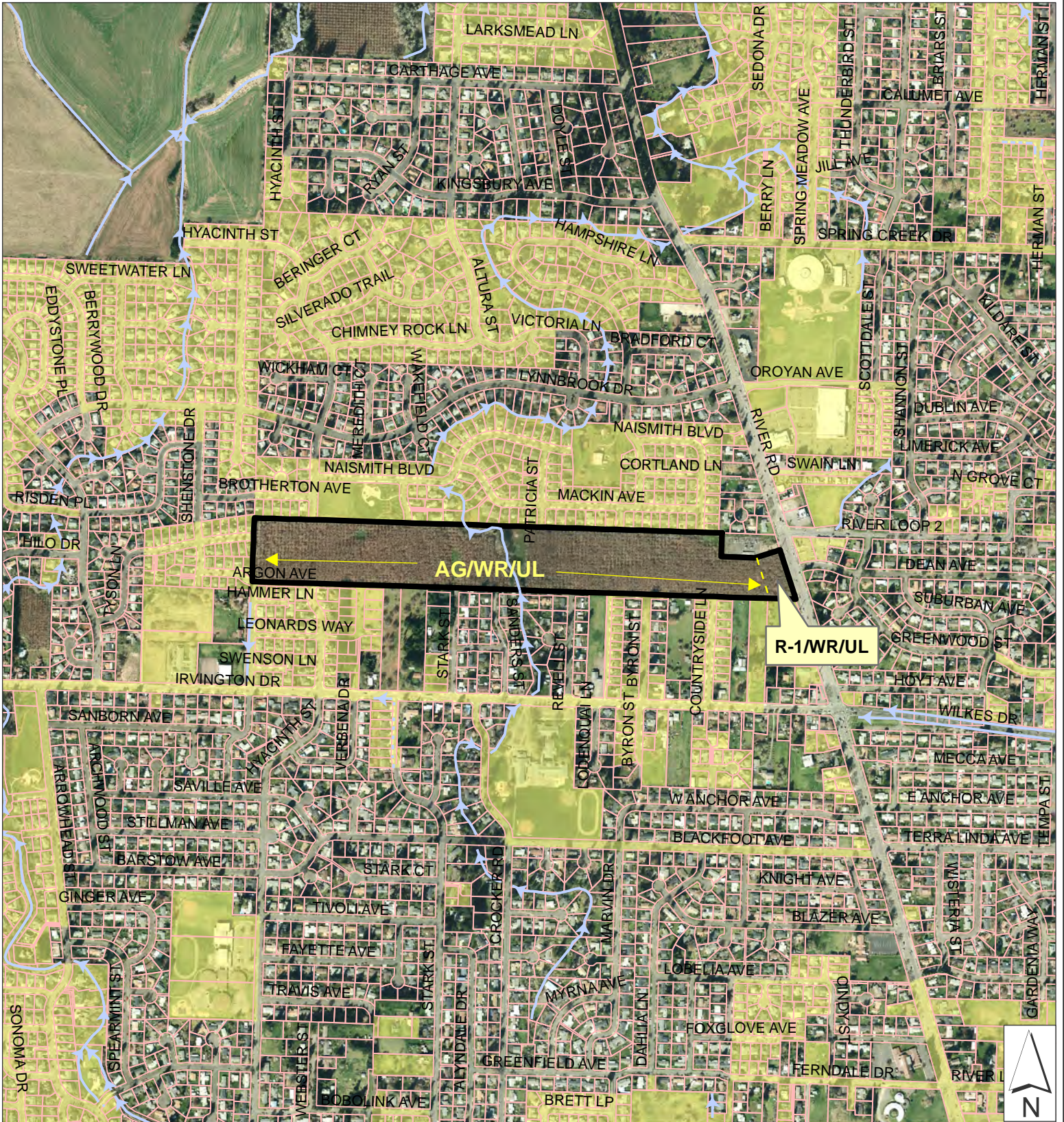
- A. Map of Annexation Request
- B. Draft Annexation Resolution with Exhibits A through C
 - Exhibit A: Map of Annexation Request
 - Exhibit B: Legal Description
 - Exhibit C: Planning Director Findings and Recommendation
- C. Application Materials for Annexation Request

FOR MORE INFORMATION

Staff Contact: Steve Nystrom, Principal Planner
Telephone: 541/682-8385

Staff Email: Steven.a.nystrom@ci.eugene.or.us

Wolf Trust (A 14-8)



- Legend
- Area of Request
 - City Limits
 - Taxlots
 - Creeks Ditches



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



RESOLUTION NO. _____

**A RESOLUTION ANNEXING LAND TO THE CITY OF EUGENE
(SOUTHWEST CORNER OF RIVER ROAD AND RIVER LOOP 2, AND
IDENTIFIED AS ASSESSOR'S MAP 17-04-02-31, TAX LOT 1500).**

The City Council of the City of Eugene finds that:

A. An annexation application was submitted by the Karolyn S. Wolf Testamentary Trust on December 2, 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 17-04-02-31, Tax Lot 1500.

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 January 23, 2015, a notice containing the street address and assessor's map and tax lot number, a description of the land proposed to be annexed, and the Planning Director's preliminary recommendation was mailed to the applicants, owners and occupants of property within 500 feet of the subject property, and the Santa Clara Community Organization. The notice advised that the City Council would consider the Planning Director's full recommendation on the proposed annexation on February 23, 2015.

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 17-04-02-31, Tax Lot 1500, as depicted on the map attached as Exhibit A, and described in the legal description attached as 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/WR/UL to AG/WR and R-1/WR/UL to R-1/WR pursuant to EC 9.7820(3) shall be effective in accordance with State law.

The foregoing Resolution adopted the ____ day of _____, 2015.

City Recorder

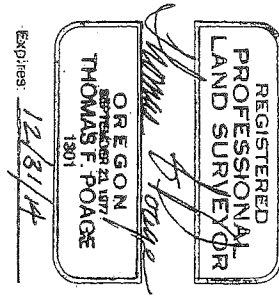
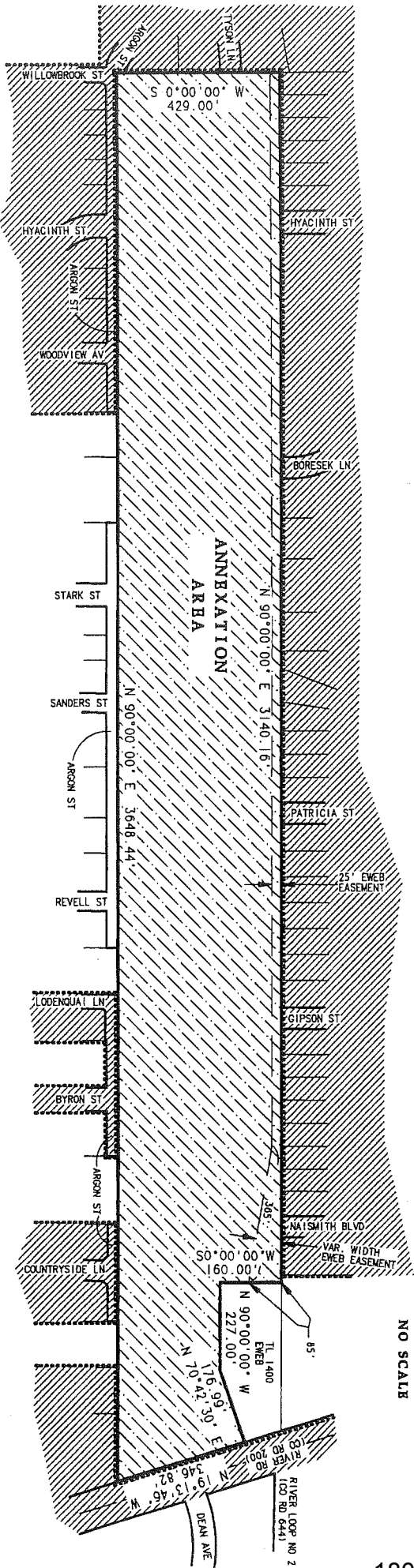
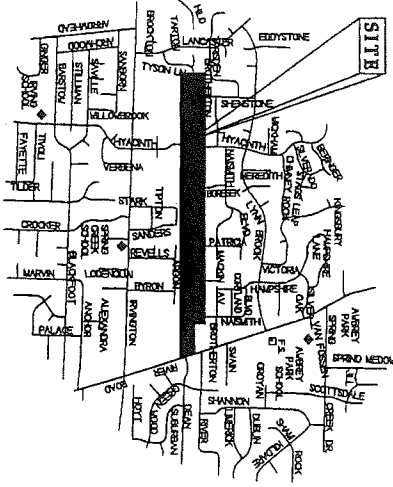
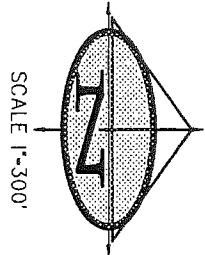


FIGURE 1
WOLF ANNEXATION
 ASSESSOR'S MAP 17-04-02-31, TAX LOT 1500
 LANE COUNTY, OREGON
 DECEMBER 1, 2014



POAGE ENGINEERING & SURVEYING, INC.
 P.O. BOX 2537 • Eugene, Oregon 97407 • (541) 485-4505
 JOB No. 4366 • DRAWN: MJK\4366\ANNEX.GXD • 12-1-14

**Legal Description
for Wolf Annexation**

Beginning at a point on the North line of the Abram Peck Donation Land Claim No. 51, of Township 17 South, Range 4 West of the Willamette Meridian, said point being 20 feet EAST of the Initial Point of Brotherton, as platted and recorded in Volume 27, Page 12 of the Lane County Oregon Plat Records; thence WEST along the said North line of said DLC#51 3140.16 feet to the Southwest corner of Thomas S. Poindexter Donation Land Claim No. 55, of the same Township, said point also being the Northwest corner of said Abram Peck DLC; thence SOUTH 429.00 feet; thence EAST 3648.44 feet on a line parallel to the North line of said Abram Peck DLC to a point on the West margin of County Road #200 (River Road); thence along said margin North $19^{\circ}13'46''$ West 346.82 feet; thence leaving said margin South $70^{\circ}42'30''$ West 176.99 feet; thence WEST 227.00 feet; thence NORTH 160.00 feet to the point of beginning, all in Lane County, Oregon.

Containing 33.9 acres

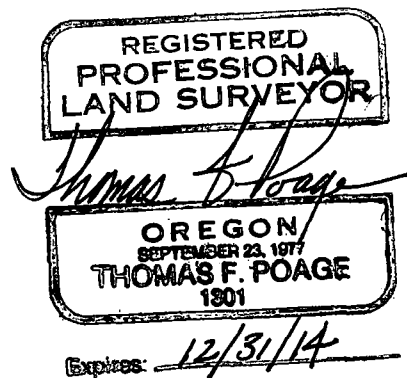


EXHIBIT C



**Planning Director's Recommendations and Findings:
33 Acres at SW corner of River Road & River Loop 2 (Wolf Trust) (A 14-8)**

Application Submitted: December 2, 2014	
Applicant: Karolyn S. Wolf Testamentary Trust	
Map/Lot(s): 17-04-02-31, Tax Lot 1500	
Zoning: AG/WR/UL, Agricultural with Water Resources and Urbanizable Land Overlays; R-1/WR/UL, Low Density Residential with Water Resources and Urbanizable Land Overlays	
Location: Southwest corner of River Road and River Loop 2	
Representative: Bill Kloos, 541-954-1260	
Lead City Staff:	Steve Nystrom, 541-682-8385

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 align="center">Complies</p> <p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>Findings: The area to be annexed includes one tax lot totaling 33.76 acres. The annexation area is within the City's urban growth boundary and is contiguous to the city limits along all of its boundary lines.</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 align="center">Complies</p> <p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>Findings: 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> <i>a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.</i> <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 low-density residential use.</p> <p>The <u>River Road / Santa Clara Urban Facilities Plan</u> is the adopted refinement plan for the annexation area and also designates the area for low-density residential use. The majority of the subject property is zoned AG/WR/UL, Agricultural with Water Resources and Urbanizable Land overlay zones. A small portion of the subject property, abutting River Road, is currently zoned R-1/WR/UL, Low Density Residential with Water Resources and Urbanizable Land overlay zones. Upon annexation, the /UL overlay will automatically be removed. The /WR overlay will remain. The /WR overlay was applied in order to protect the portion of Spring Creek which bisects the parcel. No development is proposed with this annexation application. The applicant intends on subsequently filing zone change and subdivision applications for future single-family development.</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.

<p>Complies</p> <p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>	<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. Several public wastewater lines have been stubbed to the property boundaries within the adjacent streets.</p> <p>Stormwater Spring Creek flows through the center of the site, which is a Goal 5 adopted riparian resource with a 20-foot setback. Stormwater discharge is possible, subject to the water being pre-treated and, if there are any downstream capacity issues, detained on-site to reduce peak flows. The development review process (i.e. subdivision) will include an evaluation for minimizing and mitigating natural resource impacts. Compliance with the stormwater development standards for pre-treatment and any detention requirements will be confirmed during the development permit process.</p>
--	---

	<p>Streets The property abuts River Road, to the east, and several streets terminate at the property boundaries. 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 Police protection can be extended to this site upon annexation consistent with service provision through the City. 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.</p> <p>Parks and Recreation A minimum level of park service can be provided to the subject area as prescribed in the <u>Metro Plan</u>. Filbert Meadows, a neighborhood park, abuts the northwest portion of the property.</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 A variety of telecommunications providers offer services throughout the Eugene/Springfield area.</p> <p>Public Schools The subject property is within the Eugene 4J School District and is served by Spring Creek Elementary School, Madison Middle School, and North Eugene High School.</p>
--	--

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.

RECEIVED



**Planning &
Development
Planning**

DEC 02 2014

ANNEXATION APPLICATION

CITY OF EUGENE
BUILDING & PERMIT SVCS

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

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

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

Assessor's Map	Tax Lot	Zoning	Acreage
17-04-02-31	01500	ag	33.76

Property Address: n/a

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

Public Service Districts:

Name		
Parks:	River Road Parks and Rec	
Electric:	EWEB	
Water:	EWEB	
Sanitary Sewer:	MWMC	
Fire:	Santa Clara RFPD	
Schools:	Elementary: Spring Creek	Middle: Madison High: North Eugene
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 1/2" 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.* **(SEPARATE SHEET FOR EACH OWNER)**
- Notarized Consent to Annexation form. **(SEPARATE FORM FOR EACH OWNER)**
- 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. **(SEVERAL MAPS HAVE BEEN SPLICED)**

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: 01500

Name (print): Nanci K. Bryon, Individually and as Co-Trustee of the Karolyn S. Wolf Testamentary Trust

Address: 803 Brandyleigh Ct.

Email: _____

City/State/Zip: Franklin, TN 37069

Phone: _____

Fax: _____

Signature: Nanci K. Bryon

Date: November 21 2014

PROPERTY OWNER OF TAX LOT: 01500

Name (print): Ronald F. Wolf, Individually and as Co-Trustee of the Karolyn S. Wolf Testamentary Trust

Address: 2420 NE 15th Ave., Apt. #1

Email: _____

City/State/Zip: Portland, OR 97212

Phone: _____

Fax: _____

Signature: Ronald F. Wolf

Date: November 25 2014

PROPERTY OWNER OF TAX LOT: _____

Name (print): _____

Address: _____

Email: _____

City/State/Zip: _____

Phone: _____

Fax: _____

Signature: _____

Date: _____

SURVEYOR:

Name (print): _____

Company/Organization: _____

Address: _____

City/State/Zip: _____ Phone: _____ Fax: _____

E-mail: _____

Signature: _____ Date: _____

REPRESENTATIVE (If different from Surveyor):

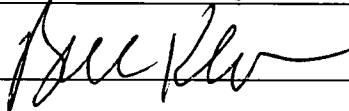
Name (print): Bill Kloos

Company/Organization: Law Office of Bill Kloos

Address: 375 W. 4th Ave., Suite 204

City/State/Zip: Eugene, OR 97493 Phone: 541-954-1260 Fax: 0-

E-mail: billkloos@landuseoregon.com

Signature:  Date: 12-2-014

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

**Narrative in Support of
Annexation of Wolf Property
(Map 17-04-02-31, TL 1500)**

I. Introduction

This is an application for annexation of roughly 33 acres of vacant land adjacent to the west side of River Road north of Irvington. The property is located within the City of Eugene UGB. As shown on the Site Plan, the property is adjacent to the city limits at several locations. The property is zoned AG with the /UL overlay zone.

The City of Eugene now makes annexation decisions under the standards and procedures set out in Ordinance No. 4960 (Dec. 10, 2007). The requirements for an application are stated in ULC 9.7810. These are addressed in Part II below, and the supporting documents are attached hereto.

The approval criteria for annexations are stated in EC 9.7825. These are addressed in Part III below.

II. Application Contents

The information requirements for an annexation application are stated at EC 9.7810(1) through (10). The application form page 2 lists all the required information. That information has been compiled here, as reflected in the check boxes on the application form.

III. Narrative addressing approval criteria

The standards for annexation are stated at EC 9.7825. There are three standards:

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

(1) Within the Urban Growth Boundary: The property proposed to be annexed is within the UGB, as reflected on the city zoning map.

(1)(a) Contiguous to the city limits: The property proposed to be annexed is contiguous to the city limits on the east, north, west and most of the south property line. See Site Plan.

(2) Consistency with Metro Plan Policies and applicable refinement plans:

The Metro Plan Policy 10, page 11-C-4, recognizes annexations through this normal process to be the highest priority. As such, the proposal is consistent with this policy

Metro Plan Policy 8, page 11-C-4, provides for annexation when a minimum level of key facilities and services can be provided. This policy is the subject of the annexation standard in (3) below.

Metro Plan Policy 16 provides that land within the UGB shall be annexed to a city and provided with the minimum level of urban facilities and services. It further provides that while the timeframe for annexation may vary, annexation should occur as land transitions from urbanizable to urban. The property is within the UGB and therefore, based on this policy, should be annexed. The provision of facilities and services is addressed in standard (3) below. The property is designated LDR and zoned Ag. A zone change application will follow annexation.

Metro Plan Policy 18 is instructional to the City to dissolve special service districts after annexation and to consider intergovernmental agreements with affected special service districts. The applicant does not object to dissolving special service districts, as needed. The proposal is consistent with Policy 18.

(3) Provision of a minimum level of key urban facilities and services in an orderly, efficient, and timely manner:

The Metro Plan defines the “Minimum Level” of “key urban facilities and services” as including

“wastewater service, stormwater service, transportation, solid waste management, water service, fire and emergency medical services, police protection, city-wide parks and recreation programs, electric service, land use controls, communication facilities, and public schools on a district-wide basis (in other words, not necessarily within walking distance of all students served).”

Each of these facilities and services is addressed below.

In summary, the minimum level of key urban facilities and services is either immediately available or can be provided within a reasonable future time frame as needed.

Wastewater services: When property is annexed to the city, it is automatically annexed to the Lane County Metropolitan Wastewater Service District, as provided for in ORS 199.510(2)(c). In the post-Boundary Commission era, the subject property will have to be annexed to the MWSD in a separate action, following annexation to the city.

Currently, there are 6" or 8" lines is an 8-inch public wastewater lines adjacent to the perimeter of the site. This is shown on page 34 of the Wastewater and Stormwater Infrastructure Map Book 2013.

Stormwater services:

As shown in the Infrastructure Map Book above, Spring Creek divides the site and is a part of the city's wastewater system.

Transportation:

The property is adjacent to River Road on the east and many local roads on the north and south.

Solid Waste Management: Private firms and individuals collect and transport solid waste to the Lane County administered landfill.

Water Service: Water is available in the adjacent residential development on the north and south and in River Road.

Fire and emergency medical services: According to RLID, fire protection is currently provided either by the Santa Clara RFPD. Upon annexation, the City of Eugene will provide services directly to the property.

Police Protection: Police protection will be provided by Eugene, which currently services other properties inside the city. After annexation this property will receive police services on an equal basis with all properties inside the city.

City-wide parks and recreation programs: A minimum level of park services can be provided to this area, consistent with the Metro Plan. Arrowhead park and Awbrey parks are in the vicinity, as is Spring Creek Elementary School.

Electric Service: There is an EWEB substation adjacent to the northeast corner of the site.

Land Use Controls: The subject property is now, and after annexation will continue to be, subject to the land use controls of the City of Eugene.

Communication Facilities: Land line phone service is provided by Centurylink other services are now available to the subject property, and to the immediately surrounding property.

Public schools on a district-wide basis: The Eugene 4J School District serves the annexation area. Existing schools are: Spring Creek , Madison Middle, and North Eugene High Schools

Application #: C * 2008 - _____

For City Use Only

Attachment C

RECEIVED

DEC 02 2014

Lane County
Assessment & Taxation

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

PETITION

Petition Signature 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)*:

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)	<input checked="" type="checkbox"/> Land Owner	<input checked="" type="checkbox"/> Reg Voter	Acres (qty)
1. <i>Ronald F. Wolf</i>	<i>11/25/14</i>	Ronald F. Wolf, Individually and as Co-Trustee of Karolyn S Wolf Testamentary Trust	2420 NE 15th Ave., Apt #1 Portland, OR 97212	17-04-02-31-01500	<input checked="" type="checkbox"/>	<input type="checkbox"/>	33.76
2.							
3.							
4.							
5.							

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

I, *Zeljka Juric* (printed name of witness), hereby certify that every person who signed this sheet did so in my presence.
X *[Signature]* (signature of witness)

CERTIFICATION OF PROPERTY OWNERS

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

CERTIFICATION OF ELECTORS

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

A. Stupski
Lane County Department of Assessment and Taxation

12-2-14
Date Certified

Sinda Curue
Lane County Clerk or Deputy Signature

12/2/14
Date Certified

RECEIVED

DEC 02 2014

Lane County
Assessment & Taxation

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

PETITION

**Petition Signature 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)*:

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)	<input checked="" type="checkbox"/> Land Owner	<input checked="" type="checkbox"/> Reg Voter	Acres (qty)
1. <i>Nancy K Bryon</i>	<i>11/21/14</i>	Nancy K. Bryon, Individually and as Co-Trustee of Karolyn S Wolf Testamentary Trust	803 Brandyleigh Ct. Franklin, TN 37069	17-04-02-31-01500	X		33.76
2.							
3. <i>Ronald G Wng</i>	<i>11/28/14</i>						
4.							
5.							

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

I, *Kevin Ragan* (printed name of witness), hereby certify that every person who signed this sheet did so in my presence.
 X *KR* (signature of witness)

CERTIFICATION OF PROPERTY OWNERS

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

CERTIFICATION OF ELECTORS

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

A. Stupaski
Lane County Department of Assessment and Taxation

12-2-14
Date Certified

Sandra Owens
Lane County Clerk or Deputy Signature

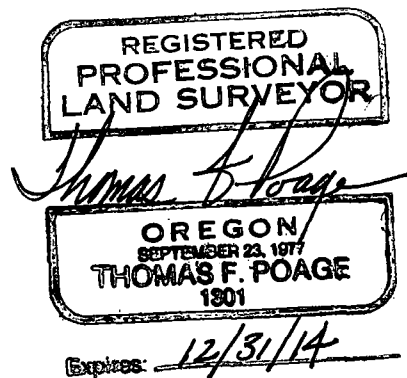
12/2/14
Date Certified

-195-

**Legal Description
for Wolf Annexation**

Beginning at a point on the North line of the Abram Peck Donation Land Claim No. 51, of Township 17 South, Range 4 West of the Willamette Meridian, said point being 20 feet EAST of the Initial Point of Brotherton, as platted and recorded in Volume 27, Page 12 of the Lane County Oregon Plat Records; thence WEST along the said North line of said DLC#51 3140.16 feet to the Southwest corner of Thomas S. Poindexter Donation Land Claim No. 55, of the same Township, said point also being the Northwest corner of said Abram Peck DLC; thence SOUTH 429.00 feet; thence EAST 3648.44 feet on a line parallel to the North line of said Abram Peck DLC to a point on the West margin of County Road #200 (River Road); thence along said margin North 19°13'46" West 346.82 feet; thence leaving said margin South 70°42'30" West 176.99 feet; thence WEST 227.00 feet; thence NORTH 160.00 feet to the point of beginning, all in Lane County, Oregon.

Containing 33.9 acres



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: *Thomas F. Poage*
Registered Land Surveyor

Print Name: Thomas F. Poage

Date: 12/01/2014

Seal:



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: RONALD W. WOLF
NANCY K. BENON

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

17-04-02-31 TL 1500

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:

9 LINES 6" OR 8" ADJACENT TO PROPERTY

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? SPRING CREEK RUNS THRU SITE

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. ADJACENT TO RIVER RD; CONNECTED BY LOCAL STREETS TO IRVINGTON

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:

ARROWHEAD PARK; ANWBRY PARK; SPRING CREEK ELEMENTARY

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?

EVER - ADJACENT. TO SITE IS SUBSTATION

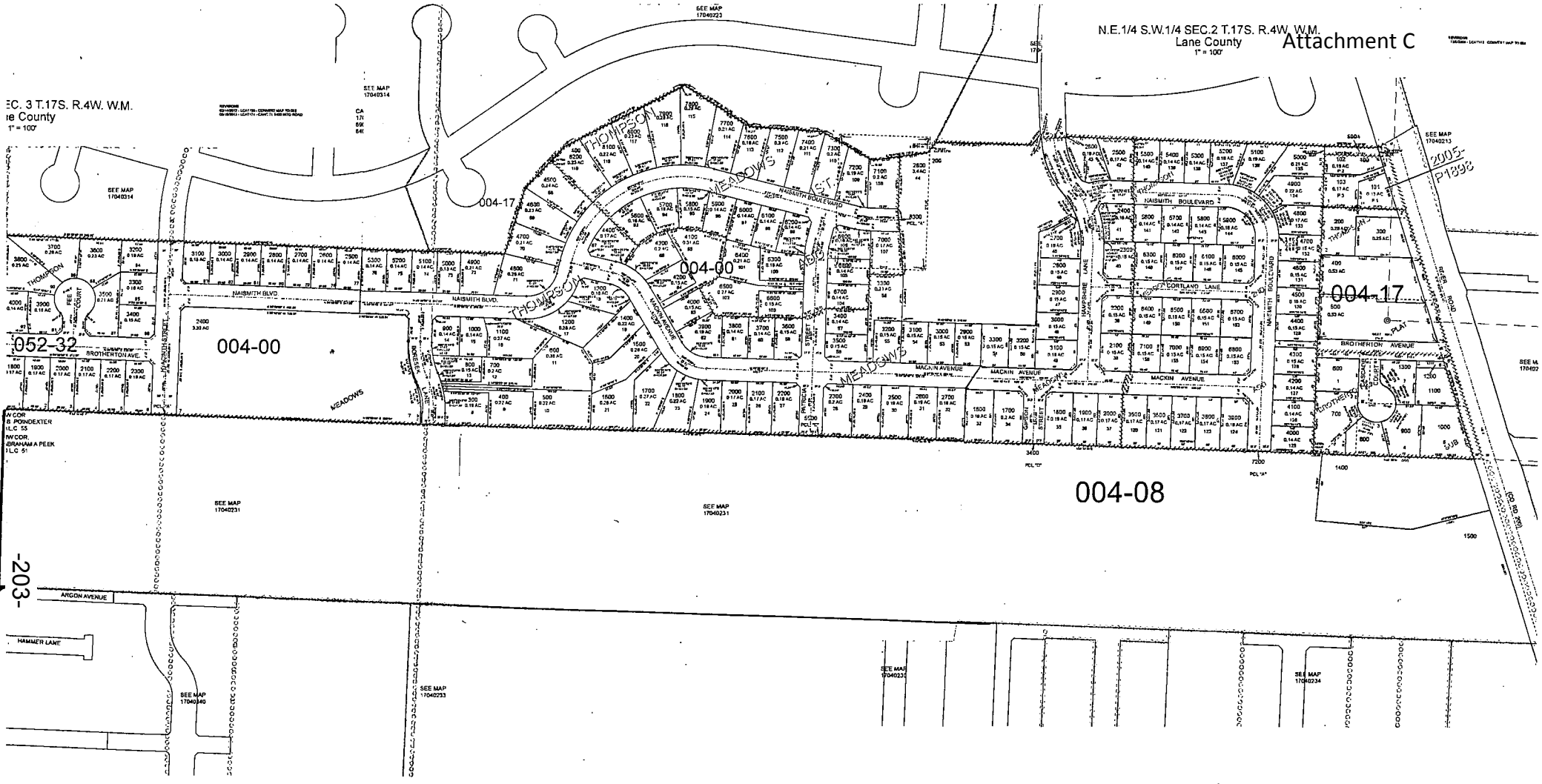
Water Service -- Please provide the size and location of the water main closest to your property. ON ALL ADJACENT LOCAL STREETS ON PERIMETER

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.

EC. 3 T.17S. R.4W. W.M.
Lane County
1" = 100'



EUGENE
17040341

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Appointment to Police Commission

Meeting Date: February 23, 2015
 Department: Police
www.eugene-or.gov/policecommission

Agenda Item Number: 2E
 Staff Contact: Jeremy Cleversey
 Contact Telephone Number: 541-682-5852

ISSUE STATEMENT

This item is to fill a vacancy on the Police Commission created by the resignation of Juan Carlos Valle last summer.

BACKGROUND

Each year, the council makes appointments to boards, committees and commissions. Chapter 2 of the Eugene Code addresses standing committees to the City Council and the appointment process for these committees. For most standing committees created in the Code, the council is the appointing authority. The normal recruitment period for boards, committees and commissions begins in January unless a resignation occurs mid-term. The Mayor nominates candidates and the council appoints members to this commission.

Due to the resignation of Mr. Valle, there is one vacancy on the Police Commission. Mr. Valle's term is set to expire on June 30, 2016, and his replacement will assume the remaining part of this term. A special recruitment was held for this position because there had been no vacancies on the commission during the general recruitment and there was not a pool of applicants from which to choose. The special recruitment yielded six applications. A subset of the Police Commission met with the candidates and recommended any of the six candidates to Mayor Piercy, who said she "would be pleased with either Mr. Landrum or Ms. Hecht" to fill the vacancy on the Police Commission. However, her first choice is Raquel Hecht, "because Ms. Hecht has experience with immigrant issues" which the Mayor feels could be very useful to the commission.

RELATED CITY POLICIES

The Eugene Police Commission is a 12-member citizen body that acts in an advisory capacity to the City Council, Chief of Police and the City Manager on police policy and resource issues. The commission was created by City Ordinance 20136 in December 1998.

COUNCIL OPTIONS

The City Council may:

1. Appoint the candidate nominated by the Mayor.
2. Appoint another candidate after reviewing all of the applications.

CITY MANAGER'S RECOMMENDATION

The City Manager has no recommendation on this item; the appointments are made by the council.

SUGGESTED MOTION

Move to appoint Raquel Hecht to Position 2 on the Police Commission, the unexpired term of Juan Carlos Valle, ending on June 30, 2016.

ATTACHMENTS

- A. Police Commission Applications
- B. Letter of Recommendation from Police Commission

FOR MORE INFORMATION

Staff Contact: Jeremy Cleversey
Telephone: 541-682-5852
Staff E-Mail: Jeremy.D.Cleversey@ci.eugene.or.us



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Police Commission

Name **Richard A. Cunningham**

Address **3925 Century Drive
Eugene OR 97402**

Occupation **Retired-Insurance Broker**

Business Address

Evening Phone **541-461-1120** Day Phone **541-232-7967**

Do You Live within the City Limits? **Y** If so how long? **14**

Ward **6** Neighborhood **Active Bethel Citizens**

Employer

Fax E-Mail **richc414@aol.com**

How did you learn of this vacancy? **Friend**

Optional Information

Gender **M** Age **56-65** Ethnicity **White/European American**

Disability **Y** Description

Additional Languages spoken

Education / Training

I have been a public service for over 30 years.

Job Experience

**Insurance broker 1984-2002
EWEB Commissioner 2008-2012 Wards 6 and 7
Bethel School Board Membrrer 20011 to present**

Community Service / Volunteer

**Bethel School District Budget Committee 9 years.
High School Sports Coach for 33 years.
Served in various elective and appontive offices for the
past 32 years.**

Personal Experience

**Prior to becoming disabled in 2002 I had been in Insurance
sales and marketing for my whole life.**



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Personal Interest

I have long had an interest in Law Enforcement and feel I could be a productive member of the Police Commission

Contribution

I am a good thinker and quite experience at setting public policy and participating in discussions of this nature. I am also a good consensus builder.

1 What is your understanding of the role of the Police Commission within the community?

My understanding is that the police commission assists the city in developing good public policy for the department as a whole.

2 What do you see as the role of the Police Commission relative to City government?

I believe the police commission should assist the Chief, City Manager and City Council in establishing public safety policy for the benefit of all the citizens of Eugene

3 What community issues, related to the work of the Police Commission, are of intrest to you?

I believe strongly in community policing and helping the youth of our community becoming good law abiding citizens. Good public policy can be developed when good people are working together for the benefit of the community and I want to become part of the solution to our communities debates on public safety.

-208-



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Police Commission

Name **Kate R. Davidson**

Address **814 Martin Street**

Eugene OR 97405

Occupation **Small Business Owner**

Business Address **814 Martin Street**

Eugene OR 97405

Optional Information

Gender **F** Age **46-55** Ethnicity **White/European American**

Additional Languages spoken **English**

Education / Training

**Masters of Public Administration, University of Oregon;
B.A. Creative Writing, University of Colorado**

Community Service / Volunteer

**Chair, Lane County Stabilization Task Force, Chair,
Community Action Advisory Committee (HSC); Chair, HSC
Budget and Planning Committee; City of Eugene Budget
Committee, Boardmember South East Neighbors, School
Garden Project**

Evening Phone **541-337-9276** Day Phone **541-337-9276**

Do You Live within the City Limits? **Y** If so how long? **24 years**

Ward **2** Neighborhood **Southeast Neighbors**

Employer **Self**

Fax E-Mail **kate@theombrella.com**

How did you learn of this vacancy? **Newspaper**

Disability **N** Description

French

Job Experience

**Principal, Davidson Strategies; consulting with non-profits
and government agencies for Community Engagement,
Fund Development, Board Trainings, Public Relations.
CEO, The OMBrella: Purveyor of Tie-Dye and other uniquely
styled umbrellas world-wide**

Personal Experience

**Married 20 years, now divorced, raised 3 amazing children,
now grown, Director and Development Director non-profits,
ran a small consultancy, started and run a small business,
traveled extensively, make art as a hobby, served on
numerous boards.**

-209-



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Personal Interest

I enjoy volunteering on boards and commissions, am good at it. I am very creative, artistic; and bring that quality into my business and life in general. I love the City of Eugene and its commitment to the arts. I'm a visual creative type, would enjoy participating in the decision making process of Eugene's public art; and feel I have a lot to offer in terms of group collaborative skills, knowledge of Eugene's diverse population, along with my own artistic tastes and sensibilities.

Contribution

I have a good sense of Eugene's diversity and believe my voice would be an excellent contribution. I also am creative, artistic, follow the arts in Eugene, know many local visual artists so have a sense of the wealth of talent and creations in our community. I want to be a member of this commission because I love volunteering my time, haven't volunteered in awhile, and am a skillful group participant.

1 What is your understanding of the role of the Police Commission within the community?

The Police Commission is a twelve member citizen body that acts in an advisory capacity to city council, the chief of police and the city manager on police policy and resource issues.

2 What do you see as the role of the Police Commission relative to City government?

Citizen advisory capacity on policing and public safety issues facing the City of Eugene.

3 What community issues, related to the work of the Police Commission, are of interest to you?

I've lived in Eugene for 24 years, raised a family here, attended graduate school at the UofO, and run a small business. I'm concerned about the homeless population here and how we police and otherwise deal with what I perceive to be a growing population of people who are at times negatively affecting Eugene's livability and image.

-210-



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Police Commission

Name **raquel . Hecht**

Address **329 E 8TH AVENUE
EUGENE OR 97401**

Occupation **Immigration Law**

Business Address **see above
Eugene OR 97401**

Optional Information

Gender **F** Age **46-55** Ethnicity **White/European American**

Additional Languages spoken **Spanish**

Education / Training

**JD UCLA 1993; MA UCLA Latin American Studies 1990;
BA Latin American Studies NYU 1988**

Community Service / Volunteer

**Founding member of Grupo Latino de Accion Directa;
past Human Rights Commission Educational Outreach
Committee member; Rotary**

Evening Phone **5414652173** Day Phone **5414652173**

Do You Live within the City Limits? **Y** If so how long? **21**

Ward **4** Neighborhood **Fairmont Neighbors**

Employer **Self**

Fax E-Mail **raquel@immigrationoregon.com**

How did you learn of this vacancy? **Word of Mouth**

Disability **N** Description

Portuguese

Job Experience

21 years experience as an immigration attorney in Eugene.

Personal Experience

see above

-211-



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Personal Interest

My interests are in promoting the well-being of all members of the community and working on practices for the successful integration of members of underrepresented groups.

Contribution

I believe I have good insight into the needs and issues surrounding underrepresented groups in our community and in particular those of newer immigrants.

1 What is your understanding of the role of the Police Commission within the community?

To review public and police policy and make advisory suggestions regarding those policies

2 What do you see as the role of the Police Commission relative to City government?

To understand and review public and city policies and make advisory suggestions regarding those policies.

3 What community issues, related to the work of the Police Commission, are of interest to you?

I am particularly interested in issues concerning immigrants



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Police Commission

Name **David D. Landrum**
 Address **2408 Lakeview Drive**
Eugene OR 97408
 Occupation **Administrator**
 Business Address **6213 University of Oregon**
Eugene OR 97403-6213

Evening Phone **541-342-3472** Day Phone **541-346-3181**
 Do You Live within the City Limits? **Y** If so how long? **4 years**
 Ward **5** Neighborhood **Northeast Neighbors**
 Employer **University of Oregon**
 Fax **541-346-5138** E-Mail **landrum@uoregon.edu**
 How did you learn of this vacancy? **Mail**

Optional Information

Gender **M** Age **46-55** Ethnicity **White/European American**

Disability **N** Description

Additional Languages spoken

Education / Training

MBA - Syracuse University, Certified Government Financial Manager (inactive), Glock certified armorer, NRA certified range officer

Job Experience

U.S. Army - 20 years (retired), variety of administrative positions, most relevant include: Finance Director, City of Coburg and Director of Administrative Services, UOPD.

Community Service / Volunteer

Hunter Education Instructor (ODFW), variety of church activities

Personal Experience

My interactions with law enforcement, both in Coburg and at the UO have provided me with an understanding of current challenges facing law enforcement and balancing the needs of the served population with need for officer safety.



Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Personal Interest

My family is multiracial and I am very aware of the friction points that often exist in this arena. I also understand the challenges of law enforcement from an department perspective.

Contribution

I feel I would bring several perspectives to the commission: veteran, multiracial, and public financial experience. I feel there is a variety of roles the police serve, including education and enforcement, and balancing accountability, officer safety, and the ability to interact effectively is critical.

1 What is your understanding of the role of the Police Commission within the community?

Provide effective communications between the community and EPD, provide input on police policies and assist in matching community resource priorities with EPD operations, policies and procedures.

2 What do you see as the role of the Police Commission relative to City government?

The Police Commission serves in an advisory role to the City Council. By being very focused on a complex and specialized aspect of City government, the Police Commission can provide sound recommendations to elected officials for consideration.

3 What community issues, related to the work of the Police Commission, are of interest to you?

The evolving challenge of transparency, effective enforcement, public interactions during enforcement (including recording and escalating), and the deployment of technology deserves considered input from the public. Cultural competency is also an area that I am very interested in.

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Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Police Commission

Name **Terry L. Robertson**
 Address **843 1/2 ALMADEN ST**
EUGENE OR 97402-4434
 Occupation **retired educator**
 Business Address

Evening Phone **541-653-9011** Day Phone **541-653-9011**
 Do You Live within the City Limits? **Y** If so how long? **2 yrs.**
 Ward **1** Neighborhood **Jefferson Westside Neighbors**
 Employer
 Fax E-Mail **tlr78787@gmail.com**
 How did you learn of this vacancy? **Web Site**

Optional Information

Gender **F** Age **66+** Ethnicity **Choose not to respond**

Disability **N** Description

Additional Languages spoken

Education / Training

AA in Police Admin, BA in Criminal Justice, MA in Political Science, teaching credentials in Nevada and New Mexico.

Job Experience

Motion Picture Production, 10 years; teaching 22 years. My last 7 years of teaching were at the Juvenile Detention facility in Las Vegas, NM.

Community Service / Volunteer

I volunteer at the Eugene Public Library currently.

Personal Experience

I was raised in a military family. I am widely traveled. Have always lived in and preferred a diverse population.

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Interested Applicants

InterestedApplicants

10/6/2014 9:30:51 AM

Personal Interest

I am seeking a way to become more involved in my community and feel this position is a good match for my skills and experience.

Contribution

Experience with diverse populations including a working knowledge of the criminal justice system including working with gang members and teens at risk.

1 What is your understanding of the role of the Police Commission within the community?

It is my understanding that this body serves in an advisory role for the Eugene Police Dept. and the City Council insofar as policies and procedures as they affect the community at large working to ensure that all citizens receive fair and equal treatment under the law.

2 What do you see as the role of the Police Commission relative to City government?

An advisory role and bridge between the Police and the City Council.

3 What community issues, related to the work of the Police Commission, are of interest to you?

I am especially interested in protecting the rights of all citizens whether victim or perpetrator in the criminal justice arena.

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300 Country Club Road
 Eugene, Oregon 97401
 (541) 682-5852
 www.eugene-or.gov



December 29, 2014

TO: Mayor Kitty Piercy
 City of Eugene
 125 East 8th Avenue, 2nd Floor
 Eugene, OR 97401

RE: Eugene Police Commission Vacancy

Dear Mayor Piercy:

The Eugene Police Commission has a vacancy of Position 2, created by the resignation of former Commissioner Juan Carlos Valle. The Police Commission members have accepted applications for this vacant position and have interviewed all applicants; please see the summary of the applicant interview scoring below.

Applicant	Rated "Recommend"	Rated "Highly Recommend"	Average Score
Rich Cunningham	3	1	15.4
Kate Davidson	1	3	18
Raquel Hecht	1	3	18
David Landrum	1	3	18.4
Louis Nosce	2	2	17.1
Terry Robertson	2	2	16.6

Each candidate was asked a series of questions, and rated on a scale of one (low) to four (high). Those individual scores were averaged and provided in the above table. Additionally, the commissioners were asked to assess each candidate on whether the candidate was "recommended" or "highly recommended". That information is also available in the attached table.

The Police Commission is requesting that you review this information and conduct interviews with any of the applicants you see fit. We would appreciate your recommendation to the City Council for the applicant of your selection to fill this vacancy on the Eugene Police Commission.

Thank you in advance for your assistance with this process. Please let us know if we can provide any further information.

Sincerely,

Tamara E. Miller
 Eugene Police Commission Vice Chair

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Public Forum: Envision Eugene Urban Growth Boundary Revised Recommendation for Housing

Meeting Date: February 23, 2015
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 3
 Staff Contact: Terri Harding
 Contact Telephone Number: 541-682-5635

ISSUE STATEMENT

The City Council will hold a work session to discuss the revised staff recommendation for accommodating the community's 20 year land need for homes.

BACKGROUND

The revised urban growth boundary recommendation was presented to the City Council on February 18, 2015. Based on the best available information and analysis, staff discovered that the number of single family homes that can fit inside the existing urban growth boundary exceeds the 20-year need. As such, the revised recommendation includes no expansion for housing.

In order to efficiently accommodate Eugene's future need for single family homes inside the existing UGB, and to implement the best outcomes of the community vision as a whole, the recommendation also includes:

- Providing services such as wastewater to enable development of land currently planned for single family homes, including detailed cost estimates and adding needed improvement projects to the City's infrastructure plans.
- Resolving current, transportation-related limitations on development capacity through the in-progress update to our local Transportation System Plan.
- Planning for the development of nearly 200 acres of land re-designated for single-family homes.
- Tracking the progress of land consumption and other key indicators of development capacity through an ongoing monitoring program.
- Initiating urban reserves planning for longer term growth once the city receives a new population forecast.

Next Steps

Public input opportunities on the revised recommendation include an open house and information session on February 19, 2015, and this City Council public forum. The City Council is scheduled to hold a work session on February 25, 2015, to provide direction to staff on the formal UGB adoption package for housing.

Item 3.

A single adoption package for jobs, parks, schools and housing will be brought to the City and Lane County Planning Commissions for a public hearing and recommendations. Subsequently, the City Council and Board of County Commissioners will hold a joint public hearing, and will take action to consider adoption of the new urban growth boundary.

RELATED CITY POLICIES

The 2012 Envision Eugene Recommendation is the guiding document for this agenda item.

COUNCIL OPTIONS

This is a public forum listening opportunity; no action is required at this time.

CITY MANAGER'S RECOMMENDATION

No action is required at this time.

SUGGESTED MOTION

No action is required at this time.

ATTACHMENTS

- A. Housing Mix Memo
- B. Additional Analysis Diagrams

FOR MORE INFORMATION

Staff Contact: Terri Harding
Telephone: 541-682-5635
Staff E-Mail: terri.l.harding@ci.eugene.or.us



Memorandum

Date: February 18, 2015
To: Mayor Piercy and City Council
From: Planning Division
Subject: Housing Mix Update

The topic of housing mix was raised at the City Council's January 20, 2015 public forum on the urban growth boundary recommendation for jobs, parks, schools and homes. Specifically, public comment asserted that the data had not been updated to reflect development over the past few years.

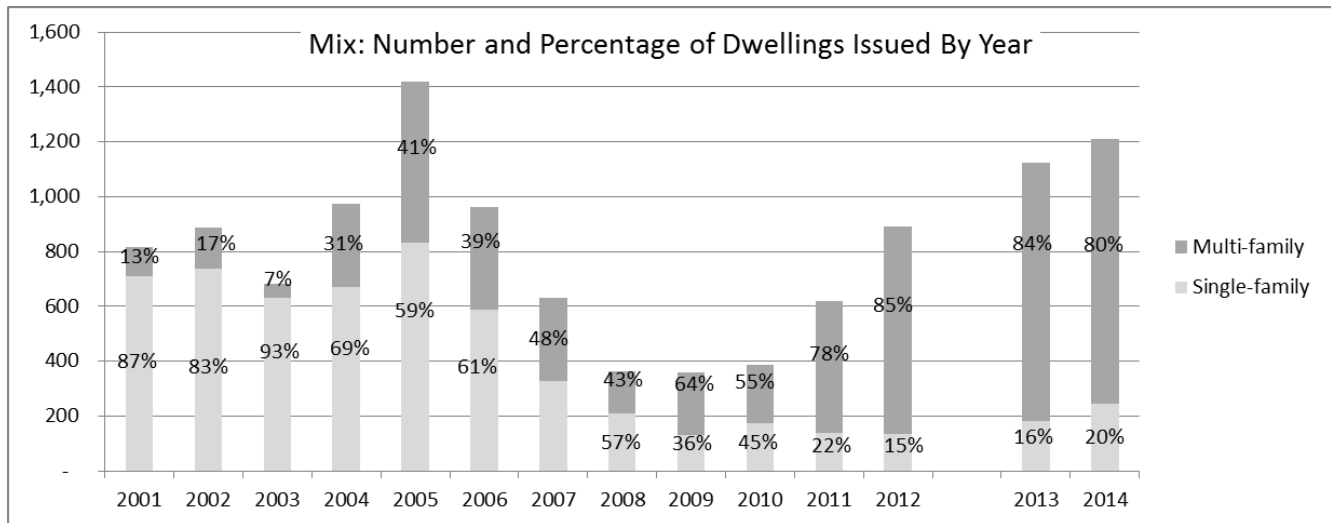
As you may recall, housing mix was addressed by City Council in June of 2012, resulting in a decision to assume a future housing mix of 55% single family and 45% multifamily for new housing. This assumption was based on a wide variety of information including analysis of past development trends in Eugene and other Oregon communities, changing demographics, and economic considerations such as housing affordability. The decision reflected a gradual transition to a greater share of multifamily housing in comparison to past trends, which historically has yielded an overall mix of 61% single family and 39% multifamily for existing housing stock.

As part of the TRG's analysis work carried out over the past few months, the housing mix calculations have been updated with new data through 2014. A summary of this data is provided on the reverse page.

As shown on Table 1, development activity between 2009 and 2014 included a significant increase in the share of multi-family housing. However, further analysis of the multi-family building permits shows that a majority of this shift was driven by the recent boom in student housing. When those multifamily projects that are considered student housing are factored out of the mix data, the resulting mix of housing built between 2001 and 2014 is 59% single family and 41% multifamily. As noted previously, the University of Oregon is not expecting to grow significantly during the next 20 years. In addition, the economic crisis of 2008 triggered a diversion of investment into student housing projects across the US. The result of this boom has already been accounted for, and future assumptions for Eugene's multifamily need do not include planning for additional student housing outside of campus.

Taking this into consideration, the variations we're seeing appear to be consistent with the gradual housing market shift anticipated by Council's previous decision. While concerns continue to be expressed around housing mix, staff recommends proceeding with the current assumption while closely monitoring actual development trends in accordance with Pillar 7 (Flexible Implementation).

Table 1: Housing Mix: Issued Building Permits

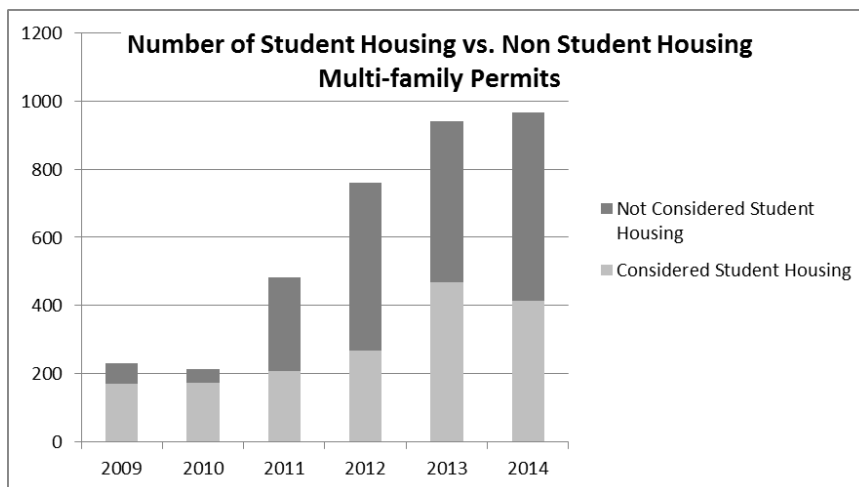


Housing Mix Grand Total Averages*

2001-2008 average	2001-2012 average	2001-2014 average
70%	59%	50%
30%	41%	50%
100%	100%	100%

*total SF du/total du & total MF du/total du

Table 2: Multi-Family Student Housing:

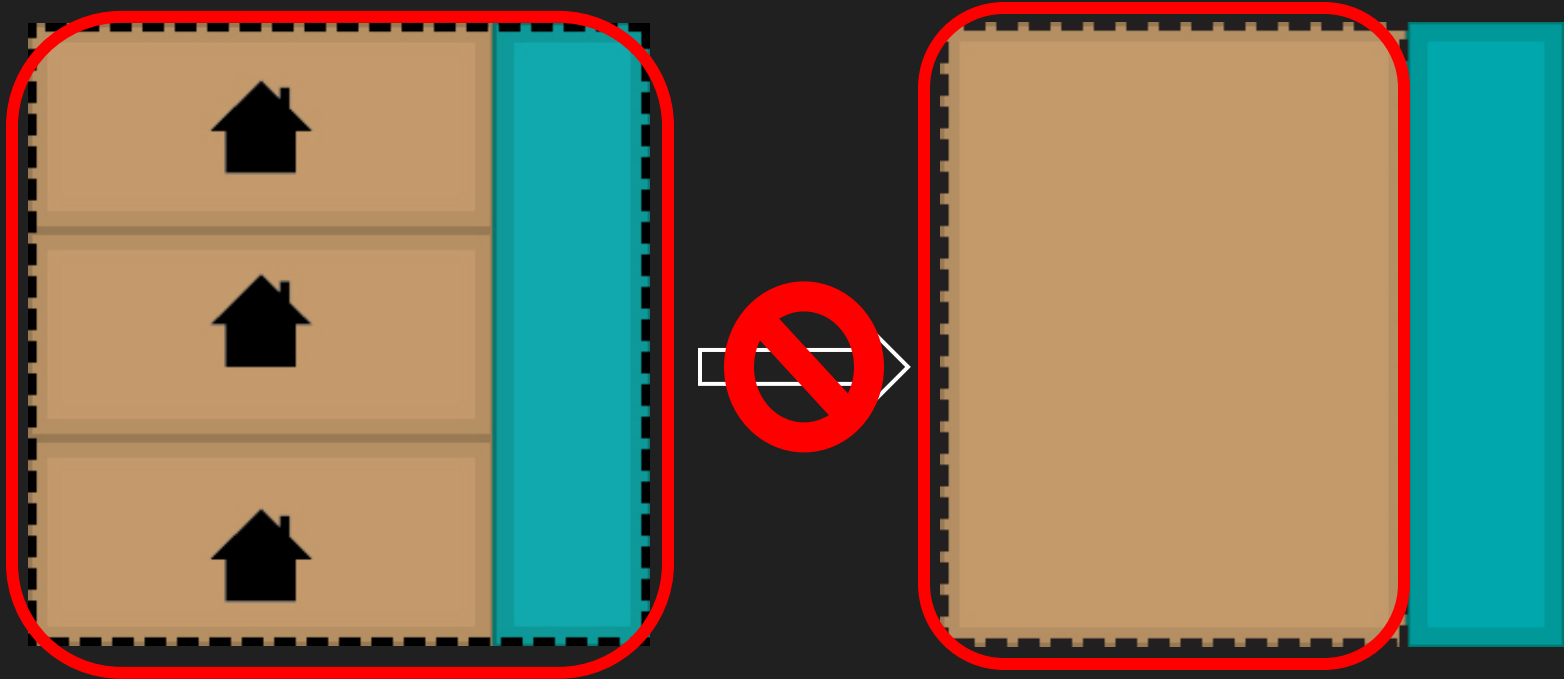


Housing Mix Grand total Averages with no multi-family student housing included in 2009-2014

2001-2008 average	2001-2012 average	2001-2014 average
70%	65%	59%
30%	35%	41%
100%	100%	100%

Housing Capacity on Sloped Land

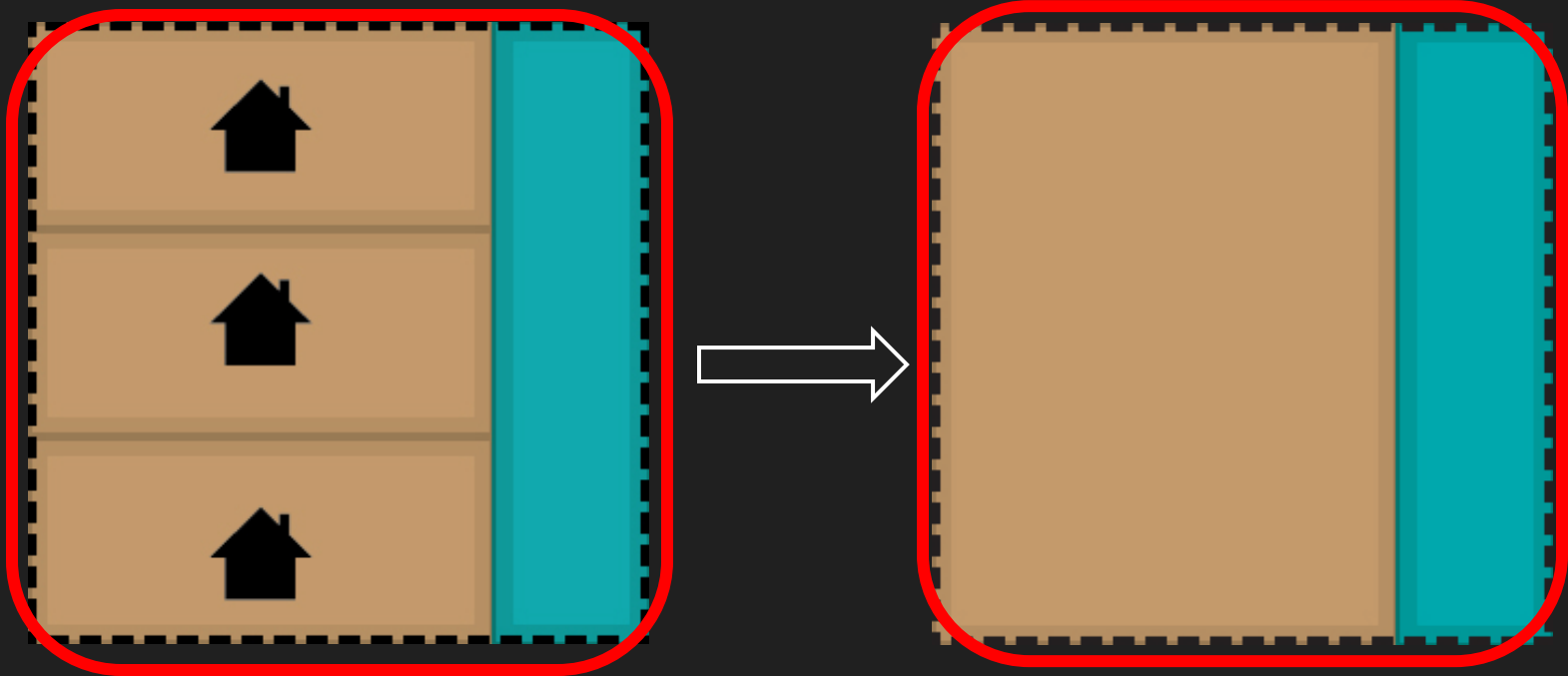
Initial application of density assumption



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Housing Capacity on Sloped Land

Correct application of density assumption



EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Delegating Authority for Removal of Hazardous Substances
and Updating Tracking Instructions to City Manager

Meeting Date: February 23, 2015
Department: Fire
www.eugene-or.gov

Agenda Item Number: 4
Staff Contact: Jo Eppli
Contact Telephone Number: 541-682-7118

ISSUE STATEMENT

As a housekeeping revision for routine changes to ensure primary components of the Eugene Toxics Right-to-Know Program remain current with the associated regulatory programs at the Federal, National and State levels, and to continue efforts to streamline processes, the attached ordinance proposes code amendments to Chapter 3 delegating authority to the City Manager to remove chemicals from program's List of Reportable Chemicals and to update the Hazardous Substance Tracking Instructions.

BACKGROUND

The Eugene Toxics Right-to-Know Program was created in 1996 by an amendment to the Eugene Charter that requires certain businesses to provide information to the public concerning the use and disposition of federally listed hazardous substances. The Charter Amendment provides in part, that hazardous substance users in Eugene shall file an annual materials balance report that lists inputs and outputs of all hazardous substances obtained, used or generated.

The Charter Amendment sets forth the lists containing the reportable chemicals. Currently, the City Code authorizes the City Manager to *add* a chemical to the reportable chemical lists, but the City Council must take action to *remove* a chemical from the lists.

Even though not required by the Charter Amendment or City Code, to assist businesses with the annual reporting process, the City provides guidance to reporting businesses with a handbook entitled *Hazardous Substance Tracking Instructions*. Beginning in 1998, the City Council has adopted the Hazardous Substance Tracking Instructions via Ordinance. The City Council last adopted the Hazardous Substance Tracking Instructions by Ordinance No. 20518 on October 28, 2013.

In a continued effort to minimize the financial impact of the program on industry, Toxics Program staff have been working with the Toxics Board to streamline processes for the Eugene Toxics Right-to-Know Program and reduce the amount of staff time spent managing the program. Delegating to the City Manager authority to remove chemicals from the program's List of

Reportable Chemicals (if removal is recommended by the Toxics Board) and authority to adopt amendments to the Hazardous Substance Tracking Instructions are two ways to reduce the overall cost of managing the Toxics Program.

RELATED CITY POLICIES

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

The Toxics Board provides policy direction on the Eugene Toxics Right-to-Know Program, and serves as an advisory board to the City Council, working under the Eugene City Charter Section 54 (Amendment IV).

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

- A. If a substance is added to or removed from the federal list of reportable substances under section 302 of 42 USC 11002, the Toxics Board may recommend to the City Council that the substance be added or removed from the definition of “extremely hazardous substance” in this Section. The council may remove a substance from the definition only if the Toxics Board has recommended its removal.
- E.5 If a substance is added to or removed from the lists described in Article III, Section 3 E.1. or E.4 of this Section, the Toxics Board may recommend to the city council that the substance be added to or removed from the definition of “hazardous substance” in this Section. The council may remove a substance from the definition only if the Toxics Board has recommended its removal.

Section 54, Article X of the Charter Amendment provides in part as follows:

The City Council shall, upon recommendation of the Toxics Board and without unreasonable delay, enact reasonable ordinances necessary and proper for carrying into execution the provisions of the Amendment.

Section 3.696 of the City Code provides guidance for the addition of chemicals to the Eugene Toxics Right-to-Know Program’s Hazardous Substances List and changes to reporting and accounting thresholds.

COUNCIL OPTIONS

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

CITY MANAGER’S RECOMMENDATION

The City Manager recommends that the Mayor and City Council take action on the Ordinance.

SUGGESTED MOTION

Move to adopt an ordinance concerning delegating authority to the City Manager for removal of chemicals from the hazardous substances list and updating tracking instructions.

ATTACHMENTS

A. Proposed Ordinance

FOR MORE INFORMATION

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

ATTACHMENT A

ORDINANCE NO. _____

AN ORDINANCE CONCERNING DELEGATING AUTHORITY TO THE CITY MANAGER FOR REMOVAL OF CHEMICALS FROM THE HAZARDOUS SUBSTANCES LIST AND UPDATING TRACKING INSTRUCTIONS, AND AMENDING SECTIONS 3.690 AND 3.696 OF THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Sections 3.690 and 3.696 of the Eugene Code, 1971, are amended to provide as follows:

- 3.690 Hazardous Substances User Fee – Purpose.** Sections 3.690 through 3.696 contain the procedures for payment by certain businesses that use hazardous substances of the hazardous substance user fees, as established in section 3.694 of this code, in a manner consistent with article VII of amendment IV to the Eugene [e]Charter of [1976]2002 (the “amendment”), taking into consideration the mandate of the courts in the litigation involving the amendment.
- 3.696 Hazardous Substances - Addition and Removal of Chemicals to Hazardous Substances List and Changes to Reporting and Accounting Thresholds.**
- (1) Within 60 days of learning that a chemical has been added to **or removed from** one or more of the lists described in Article III, section E, subsections 1(a), (b), (c), (f) and (g), 2, 3, and 4, of Amendment IV to the Eugene Charter of [1976]2002, the city manager shall request advice from the toxics board as to whether the new chemical should be added to **or removed from** the list of substances required to be reported under Amendment IV to the Eugene Charter of [1976]2002. **If the chemical is to be added, [F]the** city manager shall also request the toxics board’s advice on the appropriate reporting threshold and materials accounting threshold for each chemical in question.
 - (2) After obtaining the advice of the toxics board as provided in subsection (1) of this section, and after following the procedures described in section 2.019 of this code, the city manager may adopt an administrative rule that adds **or removes** a chemical or chemicals to the list of chemicals subject to the requirements of Amendment IV to the Eugene Charter of [1976]2002 and, **for added chemicals,** establishes reporting and materials balancing thresholds for that chemical or those chemicals if the manager determines that such a rule is consistent with the purpose and intent of Amendment IV to the

Eugene Charter of [1976]2002. The rules adopted by the manager shall also establish a date when the additional chemical(s) shall be subject to the reporting and materials accounting requirements.

- (3) Within 60 days of learning that the federal reporting threshold for any chemical reportable under Amendment IV to the Eugene Charter of [1976]2002 is reduced so as to fall below the materials accounting threshold established locally for that chemical, the city manager shall request the toxics board's advice on the appropriate reporting threshold and materials accounting threshold for that chemical.
- (4) After obtaining the advice of the toxics board as provided in subsection (3) of this section, and after following the procedures described in section 2.019 of this code, the city manager may adopt an administrative rule that changes the reporting and materials accounting thresholds for chemicals meeting the conditions described in subsection (3) of this section. The rules adopted by the city manager shall also establish a date when the new thresholds shall apply.
- (5) If the city manager declines to adopt an administrative rule that implements the toxics board's advice as described in subsections (2) or (4) of this section, the city manager shall explain to the city council and the toxics board in writing the reasons for the decision not to implement the toxics board's advice. **However, the city manager may remove a chemical pursuant to subsection (2) of this section only if the toxics board has recommended its removal.**

Section 2. The Hazardous Substance Tracking Instructions adopted by Ordinance No. 20518 may be amended by the City Manager following the rule making procedures of Section 2.019 of the Eugene Code, with notifications to the City Council at the same time that public notice is given.

Section 3. The City Recorder, at the request of, or with the consent 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.

Passed by the City Council this
____ day of _____, 2015

Approved by the Mayor this
____ day of _____, 2015

City Recorder

Mayor

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Concerning Obnoxious Vegetation and Amending Sections 6.825 and 6.835 of the Eugene Code, 1971

Meeting Date: February 23, 2015
 Department: Public Works
www.eugene-or.gov

Agenda Item Number: 5
 Staff Contact: Neil Björklund
 Contact Telephone Number: 541-682-4909

ISSUE STATEMENT

The City Council is scheduled to take action on proposed amendments to Chapter 6 of the Eugene Code, pertaining to the City's Nuisance Vegetation Program.

BACKGROUND

This item was the subject of a public hearing on January 17, 2015. No testimony was submitted. Additional background information is summarized below.

Sections 6.815 to 6.845 of the Eugene Code set out the provisions for the City's "Nuisance Vegetation" program, through which City staff enforces against private property owners who allow vegetation on their land to grow too tall or to spill over onto adjacent properties. Since 2001, this program has been managed by the Parks and Open Space Division, and funded out of the General Fund.

Typically, this program deals with undeveloped lots that are not mowed before the deadline set out in the code, but it also includes addressing untrimmed vegetation on developed lots, sometimes in situations involving disputes between neighbors. The latter can be very time-intensive for staff.

The Code requires the City to provide notice of the mowing deadlines via newspaper ads, to mail notice of the deadlines to all owners of undeveloped property within the City, both within a specified timeframe, and sets out some of the content for the newspaper notice. The Code also requires the City to abate all violations that have not been privately abated by the property owner within 10 days' notice of a violation.

A similar program exists for abating vegetation that encroaches on public rights-of-way, which is also managed by the Parks and Open Space Division. The draft ordinance does not include any changes to that program.

As presented at the October 27, 2014 Council Work Session, the Parks and Open Space Division has faced declining operations funding over a period of years during which the City's park and

open space system has more than doubled in size. Growing pressure to find cost savings to meet General Fund budget reduction targets has generated some unpopular changes in park maintenance. One of the options the Parks and Open Space Division has explored in order to reduce the impact of past cuts to park maintenance resources is to suspend enforcement of the Nuisance Vegetation program on private lands. Suspending enforcement of this program would free up approximately \$50,000 in General Fund dollars that could be applied to high priority park maintenance needs that are not currently funded. However, the prescriptive nature of some of the existing code provisions for this program do not allow the City the legal flexibility to suspend enforcement of the program or significantly reduce the service level.

The attached draft ordinance includes amendments to the Code provisions for the Nuisance Vegetation Program to provide the flexibility to allow changes in service level or suspension of the program to help meet budget targets. The changes can be characterized as two types. The first would be very simple: changing the word “shall” to “may” in three instances (Sections 6.825, 6.830 and 6.835). These three sections set out the requirements for publishing newspaper notices, mailing notices to owners of undeveloped properties, and setting out the requirements for abatement of violations. The second would be removal of a paragraph that addresses the specific content of the notice provided via newspapers, which binds the City to provide mowing services to property owners who do not wish to take care of their properties themselves.

RELATED CITY POLICIES

There is no adopted Council policy that addresses the level of service for management of nuisance abatement on private land, other than Eugene Code Chapter 6, Sections 6.825 – 6.845.

COUNCIL OPTIONS

1. Approve the proposed code changes and adopt ordinance as attached.
2. Modify the code changes, and adopt a modified ordinance.
3. Take no action.

CITY MANAGER’S RECOMMENDATION

The City Manager recommends Option 1, the Mayor and City Council approve proposed changes to the Obnoxious Vegetation provisions and adopt the ordinance as attached.

SUGGESTED MOTION

Move to adopt Council Bill 5141, updating the Obnoxious Vegetation program provisions.

ATTACHMENTS

- A. Proposed Ordinance

FOR MORE INFORMATION

Staff Contact: Neil Björklund
Telephone: 541-682-4909

Staff E-Mail: neil.h.bjorklund@ci.eugene.or.us

ORDINANCE NO. _____

AN ORDINANCE CONCERNING OBNOXIOUS VEGETATION AND AMENDING SECTIONS 6.825 AND 6.835 OF THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Sections 6.825 and 6.835 of the Eugene Code, 1971, are amended to provide as follows:

6.825 Obnoxious Vegetation - Notice.

- (1) Between May 1 and June 15 of each year the city recorder [~~shall~~] **may** cause to be published three times in a newspaper of general circulation in the city a copy of section 6.815, as notice to all persons responsible for property of their duty to keep their undeveloped property free of obnoxious vegetation. [~~The notice shall state that the city is willing to abate such a nuisance on any particular parcel of undeveloped property at the request of the owner or person in charge of the property, for a fee sufficient to cover the city's costs of such abatement. The notice shall also state that, even in the absence of such requests, the city intends to abate all such nuisances ten or more days after the final publication of the notice, and to charge the cost of doing so on any particular parcel of property plus a penalty to the person responsible or the property itself.~~]
- (2) In addition to the published notice, the city recorder [~~shall~~] **may** send by first class mail postage prepaid, a copy of the published notice to any person responsible for undeveloped property as shown on the Lane County tax rolls or upon records of the city. The failure to receive the mailed notice shall not relieve any person responsible from the obligation to abate obnoxious vegetation or to pay the cost of abatement performed by the city.

6.835 Obnoxious Vegetation - Abatement by City; Penalty.

- (1) If, within the ten days allowed by section 6.830 for abating a nuisance as defined in section 6.815, the nuisance has not been privately abated, the city manager or his designate [~~shall~~] **may** cause it to be abated.
- (2) The person authorized to cause, or retained to do, the abating may enter upon the property at reasonable times for purposes of investigating and abating the nuisance.
- (3) The finance officer shall keep an accurate record of the expense incurred by the city in abating the obnoxious vegetation and shall include therein a reasonable charge for administrative overhead.

- (4) Whenever the city abates obnoxious vegetation, in addition to any penalty judicially imposed and to the costs specified in subsection 6.835(3), there is hereby imposed on each parcel in separate ownership or contiguous parcels in single ownership, a penalty of \$50 or ten percent (10%) of the abatement costs, whichever is greater. The finance officer shall add the penalty to the amount to be collected as provided in section 6.840. The finance officer shall waive the penalty if the abatement costs are paid within the time specified in subsection 6.840(3).

Section 2. The City Recorder, at the request of, or with the consent 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.

Passed by the City Council this

___ day of _____, 2015

City Recorder

Approved by the Mayor this

___ day of _____, 2015

Mayor