



## Eugene City Council

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www.eugene-or.gov

# EUGENE CITY COUNCIL AGENDA

October 23, 2023

## 5:30 p.m. CITY COUNCIL WORK SESSION

City Council work sessions will be held in hybrid format using virtual and in person meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

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### Meeting of October 23, 2023; Her Honor Mayor Lucy Vinis Presiding

#### Councilors

Randy Groves, President  
Lyndsie Leech  
Jennifer Yeh  
Mike Clark

Matt Keating, Vice President  
Emily Semple  
Alan Zelenka  
Greg Evans

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## 5:30 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION and POSSIBLE ACTION: Approval of the Project List with \$5 Million for Walking Projects, \$3 Million for Bicycling Projects, \$3 Million for Safety Projects, and \$2 Million for Street Trees as Part of the 2025-2029 Street Repair Bond Measure**
- 2. WORK SESSION: Neighborhood Planning**

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El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,  
or visit us online at [www.eugene-or.gov](http://www.eugene-or.gov).

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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Work Session and Possible Action: Approval of the Project List with \$5 Million for Walking Projects, \$3 Million for Bicycling Projects, \$3 Million for Safety Projects, and \$2 Million for Street Trees as Part of the 2025-2029 Street Repair Bond Measure

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Meeting Date: October 23, 2023  
Department: Public Works  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 1  
Staff Contact: Reed Dunbar  
Contact Telephone Number: 541-682-5727

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## ISSUE STATEMENT

Council is requested to approve the walking, bicycling, and safety project list, and the process that will be used for prioritizing and selecting street tree projects for the spending of \$13 million through the 2025-2029 Street Repair Bond Measure.

## BACKGROUND

Move EUG was a planning process used to identify and prioritize walking, biking, and safety projects for construction across the city using voter-approved pavement bond funds. After engaging the community and developing a recommended project list, staff provided the council with an update regarding the development of a recommended project list for walking, biking and transportation safety projects and the process that will be used for prioritizing and selecting street tree projects at the Council Work Session on September 25, 2023. The council resolution (Resolution No. 5364) authorizing the public vote on the bond measure requires that the project list for walking, biking, safety and street tree funding be approved by council by November 1, 2023.

The 2025-2029 Street Repair Bond Measure sets aside \$15 million for walking, biking, safety, and street tree projects with the following distribution:

- Walking projects: \$5 million
- Biking projects: \$3 million
- Safety projects: \$3 million
- Street tree projects: \$2 million
- Unprogrammed – leverage opportunities: \$2 million

Council resolution no. 5364 also required the following criteria for selecting walking, biking, safety, and street tree projects:

- (a) Geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds, balanced with projects selected to increase the equity of infrastructure across the City;

- (b) Citizen input on walking, biking and safety and street needs, challenges and opportunities obtained through a variety of public outreach tools such as pop-up events, outreach to neighborhood groups, the business community and Latino, Black, and alter-abled communities, online survey, and stakeholder listening sessions;
- (c) Assessment of where street trees are most needed along City streets including equity and urban heat island mapping and where they are best suited in accordance with the approved street tree list;
- (d) The condition of shared use paths and other pedestrian and bicycle facilities;
- (e) Triple bottom line considerations of social equity, environmental health and economic prosperity; and.
- (f) Projects and policies identified in the TSP, Vision Zero Action Plan, and Climate Action Plan 2.0.

To help determine which projects are recommended for funding, city staff developed a public outreach plan that offered a variety of in-person and online engagement opportunities. Concluding in spring 2023, the Move EUG process collected over 1,300 project ideas, staff held two open houses, attended 32 events and over 23,000 postcards were mailed to areas of town where public engagement tends to be low. After the engagement process concluded, city staff began the work of interpreting the information received from the community.

After identifying projects based on the public engagement responses, staff analyzed all relevant projects from the 2035 Eugene Transportation System Plan, reviewed the Vision Zero Action Plan, and then ranked both adopted projects and community ideas based on an objective set of evaluation criteria. These criteria categories included the following:

#### Safety

- Crash data including Vision Zero network evaluation;
- Posted speed limits;
- Presence of existing facilities such as sidewalks.

#### Equity

- Proximity to affordable housing site or social service provider;
- EPA environmental justice tool (Asthma);
- Percentage of minors and seniors (18 and under and 65 and older);
- Percentage of residents who are people of color or of Hispanic/Latino origin;
- Low-income status.

#### Travel Demand

- Street functional classification;
- Proximity to transit stops, public buildings, employment centers;
- Proximity to schools and parks.

Based on these criteria, all projects were ranked to create a prioritized project list. This prioritized list was further refined to ensure geographic distribution of significant project investments across the City as well as opportunities to increase equity of infrastructure in areas

with higher infrastructure investment needs. The refined prioritized project list is provided in Attachment A. The attached prioritized project list includes 55 projects that span the City and address a variety of improvements addressing pedestrian, bicycling, and safety facilities. The project list contains the following types of projects:

- Sidewalk infill
- Pedestrian and bicycle crossings of busy streets
- Bike lanes and protected bike lanes
- Neighborhood greenways
- Street lighting
- Traffic calming
- Shared use path enhancements including lighting, ramp improvements and separation from traffic
- Shared use path rehabilitation
- Speed feedback and school zone signs
- Accessways

Larger scale capital projects are not recommended for funding with the bond funds. This enables projects to be distributed more evenly around Eugene. As we have done historically, staff will continue to pursue grant opportunities to fund larger projects.

Attachment B provides a proposed process for programming the \$2 million in bond funds for street tree projects.

On September 25, 2023 the City Council work session generated the follow-up summarized below.

- Total bond distribution including paving projects and Move EUG projects. See Table 1.
- Center lane miles of streets and total sidewalk miles by ward. See Table 2.
- There was a question about funding street lighting projects and how the city addresses dark streets and coordinates with EWEB on lighting projects. Street lighting projects on three specific corridors, N. Danebo, Bailey Hill Road and River Road are on the draft project list. City staff coordinate with EWEB to use existing utility poles to the extent they are available and in the right location for streetlights. On the draft project list, there is also a lighting project on the Roosevelt Path. Pedestrian crossing projects often include new street lighting at the location of the crossing if the existing lighting is inadequate.
- City staff offered to meet with individual City Councilors to review projects identified in their ward, discuss the project selection process, and review funding opportunities or plans for prioritized projects not selected for the recommended bond-funded project list.

Table 1: 2025-2029 Street Repair Bond Distribution

Ward	Paving Projects		Bike, Ped & Safety Projects		Overall Spending by Ward (\$M)
	Number of Projects	Ward Total (\$M)	Number of Projects	Ward Total (\$M)	
1	6	\$ 5.86	8	\$ 0.95	\$ 6.81
2	8	\$ 4.75	7	\$ 1.18	\$ 5.94
3	5	\$ 5.02	4	\$ 1.00	\$ 6.02
4	9	\$ 6.24	6	\$ 1.10	\$ 7.34
5	5	\$ 4.57	5	\$ 0.94	\$ 5.51
6	4	\$ 5.47	7	\$ 1.33	\$ 6.80
7	4	\$ 8.38	12	\$ 1.59	\$ 9.97
8	6	\$ 5.59	13	\$ 2.91	\$ 8.49

Table 2: Street Centerline Miles and Total Sidewalk Miles by Ward

Ward	Street Centerline Miles	Total Built Sidewalk Miles*
1	134	112
2	153	112
3	69	58
4	97	106
5	102	110
6	81	100
7	101	101
8	116	112

\*Mileage does not include needed sidewalk infill or construction

**PREVIOUS COUNCIL DIRECTION**

[July 13, 2022, Work Session](#)

Council approved resolution No. 5364, “A Resolution Calling a City Election on November 8, 2022, for the Purpose of Referring to the Legal Electors of the City of Eugene a Measure Authorizing the Issuance of a Maximum of \$61,200,000 of General Obligation Bonds to Fund Street Preservation Projects, Walking Projects, Biking Projects, Safety Projects, and Street Tree Projects.” (Resolution passed 8:0). See Attachment C to this AIS.

[September 25, 2023, Work Session](#)

Staff reviewed the public engagement and project selection and prioritization process with City Council at a work session. Work session materials included the recommended project list as shown in Attachment A.

## **RELATED CITY POLICIES**

The Move EUG community process to identify bond funded investments in walking, biking and safety projects and the proposed framework for street tree projects align with the Urgent Community Needs, Communication and Outreach and Culture of Belonging focus areas of the [2023-2026 City of Eugene Strategic Plan](#).

### Urgent Community Needs

*Strategic Goal: Advance climate action and community resilience to natural and human caused disasters.* The recommended walking and biking projects will decrease transportation-related emissions and the street tree projects will improve the city's resilience to climate change by increasing the city's tree canopy to cool surrounding areas, add shade, and reduce flooding.

*Strategic Goal: Increase Sense of Safety.* Investment in walking, biking and safety projects will increase people's sense of safety in their community including by lighting streets and shared use paths and creating safe walking and biking crossings of busy streets.

### Communication and Outreach

*Strategic Goal: Engage with a broader cross-section of the community.* The outreach for Move EUG went beyond previous public involvement efforts to engage with low-income housing residents and providers, social services providers and community-based organizations.

### Culture of Belonging

*Strategic Goal: Strengthen relationships with the whole community, with emphasis on the inclusion of the most marginalized groups.* The Move EUG process strengthened relationships with the community through conversations with community members at two staff held open houses and attending over 30 community events to engage and listen to the needs of the community. This included intentional participation in events organized by and for groups that have historically been more marginalized in Eugene. For example, staff participated in the Spanish Public Safety Forum and the Spanish Fix-it-Fair, a BIPOC-focused open house, and several events at affordable housing complexes.

The following city policies are also relevant to this topic:

- [Eugene 2035 Transportation System Plan](#)
- [Vision Zero Action Plan](#)
- [Climate Action Plan 2.0](#)
- [Climate Recovery Ordinance](#)

## **COUNCIL OPTIONS**

1. Approve the document titled “Proposed Walking, Biking, and Safety Project List: All Wards” that is included in Attachment A to this AIS and the document titled “Street Trees Projects -- Process for Prioritizing transportation Bond Funds” set forth in Attachment B to this AIS.
2. Approve the documents referenced above with specific changes that are consistent with the criteria for selecting walking, biking, safety, and street tree projects set out in Resolution 5364.
3. Direct the City Manager to return with additional information or alternatives. (Note that Resolution 5364 requires that the final project lists be adopted by the City Council by November 1, 2023.)

## **CITY MANAGER’S RECOMMENDATION**

The City Manager recommends approval of the document titled “Proposed Walking, Biking, and Safety Project List: All Wards” that is included in Attachment A to this AIS and the document titled “Street Trees Projects -- Process for Prioritizing transportation Bond Funds” set forth in Attachment B to this AIS.

## **SUGGESTED MOTION**

Move to approve the document titled “Proposed Walking, Biking, and Safety Project List: All Wards” that is included in Attachment A to this AIS and the document titled “Street Trees Projects -- Process for Prioritizing transportation Bond Funds” set forth in Attachment B to this AIS.

## **ATTACHMENTS**

- A. Transportation Bond Funding Proposal
  1. Summary Tables
  2. “Proposed Walking, Biking and Safety Project List: All Wards”
  3. Proposed Walking, Biking, and Safety Project List, broken out by Ward
- B. Street Tree Projects – Process for Prioritizing Transportation Bond Funds
- C. Council Resolution No. 5364

## **FOR MORE INFORMATION**

Staff Contact: Reed Dunbar, Senior Transportation Planner  
Telephone: 541-682-5727  
Staff E-Mail: RDunbar@eugene-or.gov

## Attachment A: Transportation Bond Funding Proposal

Summary Table 1. Estimated Bond Funds by Ward		
Wards	# of Projects	Estimated Bond Funds
1	8	\$ 948,300
2	7	\$ 1,183,000
3	4	\$ 1,000,000
4	6	\$ 1,041,000
5	5	\$ 942,000
6	7	\$ 1,332,500
7	12	\$ 1,592,700
8	13	\$ 2,905,500

Summary Table 2. Amount Spent by Fund Category		
Fund Type	Estimated Bond Funds Programmed	Target Amounts
Ped	\$ 5,000,000	\$ 5,000,000
Bike	\$ 3,000,000	\$ 3,000,000
Safety	\$ 3,000,000	\$ 3,000,000
Flexible*	\$ 2,000,000	\$ 2,000,000
<b>Total</b>	<b>\$ 13,000,000</b>	<b>\$ 13,000,000</b>

\* Flexible funds are considered discretionary and are not itemized in subsequent pages.

Staff currently plan to dedicate flexible funds to enhance bond paving projects and/or for grant match requirements as needed



Proposed Walking, Biking, and Safety Project List: All Wards						
ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds	Ward Info
753	Bailey Hill Rd	W 13th Ave to W 18th Ave	Safety	Street Lighting	\$ 157,000	8
824	Berntzen Rd	Marshall Ave to Royal Ave	Safety	Traffic Calming	\$ 65,000	6
796	Bertelsen Rd	11th to 18th	Ped	Sidewalk	\$ 552,000	8
746	Broadway	Mill St to Patterson St	Ped	Sidewalk	\$ 500,000	3
392	Cal Young Rd	Willakenzie Rd to Oakway Rd	Bike	Protected Bike Lane	\$ 291,000	4
825	Candlelight Dr	Royal Ave to Avalon St	Safety	Traffic Calming	\$ 133,000	6
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000	1, 8
826	Clinton Dr	Willagillespie Rd to Crenshaw Rd	Safety	Traffic Calming	\$ 83,000	5
SP2	Coburg Rd	Ferry Street Bridge to Oakway	Ped	Island Redesign	\$ 150,000	4
SP3	Division Avenue	Lone Oak way to River Rd	Safety	Match for Safety Grant	\$ 310,000	7
885	E 15th Ave and Patterson St + E 15th and Hilyard	N/A	Ped	Ped Crossing - RRFB	\$ 240,000	3
802	E 24th Ave	Willamette St to Amazon Pkwy	Ped	Sidewalk	\$ 87,000	2
894	E 24th Ave and Amazon Path	N/A	Bike	Ped Crossing - Raised Crossing	\$ 300,000	2
707	E 30th Ave	Hilyard St to University St	Safety	Traffic Calming - speed feedback	\$ 24,000	2
944	E 3rd Ave and Coburg Rd	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000	7
928	Elkay Dr and River Rd	N/A	Ped	Ped Crossing - RRFB	\$ 200,000	7
809	Empire Park Dr/Hwy 99	N/A	Ped	Accessway	\$ 154,000	6
SP11	Enhancements to West Bank Path Extension		Ped	Shared Use Path Enhancements	\$ 428,000	5
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000	7, 8
968	Fern Ridge Path and Beltline	N/A	Ped	Undercrossing Improvement	\$ 15,000	8
973	Fern Ridge Path and Chambers St	N/A	Safety	Undercrossing Improvement	\$ 15,000	1
880	Fern Ridge Path and City View St	N/A	Bike	Ped Crossing - Raised Crossing + 2-way Bike Facility	\$ 320,000	8
972	Fern Ridge Path and Garfield St	N/A	Ped	Undercrossing Improvement	\$ 15,000	1
970	Fern Ridge Path and W 11th Ave	N/A	Ped	Undercrossing Improvement	\$ 15,000	8
704	Fox Hollow Rd	W Amazon Dr to Donald St	Safety	Traffic Calming - speed feedback	\$ 24,000	2
SP12	Franklin/Broadway	Onyx to Hilyard	Ped	Shared Use Path Enhancements	\$ 158,000	3
770	Garfield St	RR tracks to driveway	Ped	Sidewalk	\$ 98,000	7
887	Garfield St and W Broadway	N/A	Ped	Ped Crossing - PHB	\$ 455,000	1
910	Goodpasture Island Rd and Ridgeway Dr and Happy Ln	N/A	Ped	Ped Crossing - RRFB	\$ 207,000	5
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000	1, 7
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000	5, 7
897	Jackson St and W 1st Ave	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000	7
732	Jeppesen Acres Rd	Gilham Rd to Providence St	Ped	Sidewalk	\$ 200,000	4
SP5	Marshall Path Rehabilitation		Bike	Shared Use Path	\$ 400,000	6
709	Martin Luther King Jr Blvd	Harris to S Garden Way	Ped	Shared Use Path Enhancements	\$ 200,000	4
920	Martin Luther King Jr Blvd and Leo Harris Pkwy	N/A	Ped	Ped Crossing - RRFB	\$ 200,000	4
SP13	Matt Drive	Infill sidewalk gap	Bike	Sidewalk	\$ 55,000	4
436	N Danebo Avenue	Barger to Souza (West Side)	Ped	Sidewalk	\$ 450,000	6

Attachment A

SP9	N Danebo Avenue		Safety	Street Lighting	\$ 200,000	8
SP6/7	Path Rehabilitation Amazon/Tugman Paths		Bike	Shared Use Path	\$ 600,000	2
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000	1, 7
362	Polk Street	South of W 2nd Avenue	Ped	Sidewalk	\$ 13,000	7
SP8	River Road		Safety	Street Lighting	\$ 300,000	7
772	Roosevelt Path	N Danebo Ave to Maple St	Safety	Shared Use Path Lighting	\$ 750,000	8
SP4	Roosevelt Path Rehabilitation		Bike	Shared Use Path	\$ 553,000	8
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000	6, 7, 8
946	Royal Ave and Berntzen Rd	N/A	Ped	Ped Crossing - RRFB	\$ 120,000	6
334	Seneca Road	gap south of 5th Avenue	Ped	Sidewalk	\$ 137,000	8
335	Seneca Road	North of W 7th Place	Ped	Sidewalk	\$ 44,000	8
822	Spring Blvd	Fairmount Blvd to Capital Dr	Safety	Traffic Calming	\$ 102,000	3
SP1	W 15th Ave	Chambers to Grant	Ped	Sidewalk	\$ 112,000	1
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000	1, 2
767	Willagillespie Rd	Willagillespie Community School	Safety	Traffic Calming - speed feedback	\$ 24,000	5
SP10	Willamette and 31st	N/A	Safety	Ped Crossing	\$ 136,000	2

**Proposed Walking, Biking, and Safety Project List: Ward 1**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000
887	Garfield St and W Broadway	N/A	Ped	Ped Crossing - PHB	\$ 455,000
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000
SP1	W 15th Ave	Chambers to Grant	Ped	Sidewalk	\$ 112,000
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000.00
973	Fern Ridge Path and Chambers St	N/A	Safety	Undercrossing Improvement	\$ 15,000
972	Fern Ridge Path and Garfield St	N/A	Ped	Undercrossing Improvement	\$ 15,000

\* Project 445 is shared between Wards 1 and 8. Approximately 50% of listed project funds would serve design and construction in Ward 1.

\* Project 523 is shared between Wards 1 and 7. Approximately 70% of listed project funds would serve design and construction in Ward 1.

\* Project 595 is shared between Wards 1 and 7. Approximately 80% of listed project funds would serve design and construction in Ward 1.

\* Project 752 is shared between Wards 1 and 2. Approximately 50% of listed project funds would serve design and construction in Ward 1.

**Proposed Walking, Biking, and Safety Project List: Ward 2**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
802	E 24th Ave	Willamette St to Amazon Pkwy	Ped	Sidewalk	\$ 87,000
894	E 24th Ave and Amazon Path	N/A	Bike	Ped Crossing - Raised Crossing	\$ 300,000
707	E 30th Ave	Hilyard St to University St	Safety	Traffic Calming - speed feedback	\$ 24,000
704	Fox Hollow Rd	W Amazon Dr to Donald St	Safety	Traffic Calming - speed feedback	\$ 24,000
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000
SP10	Willamette and 31st	N/A	Safety	Ped Crossing	\$ 136,000.00
SP6/7	Path Rehabilitation Amazon/Tugman Paths		Bike	Shared Use Path	\$ 600,000

\* Project 752 is shared between Wards 2 and 1. Approximately 50% of listed project funds would serve design and construction in Ward 2.

**Proposed Walking, Biking, and Safety Project List: Ward 3**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds
746	Broadway	Mill St to Patterson St	Ped	Sidewalk	\$ 500,000
885	E 15th Ave and Patterson St + E 15th and Hilyard	N/A	Ped	Ped Crossing - RRFB	\$ 240,000
SP12	Franklin/Broadway	Onyx to Hilyard	Ped	Shared Use Path Enhancements	\$ 158,000
822	Spring Blvd	Fairmount Blvd to Capital Dr	Safety	Traffic Calming	\$ 102,000.00

**Proposed Walking, Biking, and Safety Project List: Ward 4**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds
392	Cal Young Rd	Willakenzie Rd to Oakway Rd	Bike	Protected Bike Lane	\$ 291,000
SP2	Coburg Rd	Ferry Street Bridge to Oakway	Ped	Island Redesign	\$ 150,000
732	Jeppesen Acres Rd	Gilham Rd to Providence St	Ped	Sidewalk	\$ 200,000
709	Martin Luther King Jr Blvd	Harris to S Garden Way	Ped	Shared Use Path Enhancements	\$ 200,000
920	Martin Luther King Jr Blvd and Leo Harris Pkwy	N/A	Ped	Ped Crossing - RRFB	\$ 200,000
SP13	Matt Drive	infill sidewalk gap	Bike	Sidewalk	\$ 55,000.00

**Proposed Walking, Biking, and Safety Project List: Ward 5**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
826	Clinton Dr	Willagillespie Rd to Crenshaw Rd	Safety	Traffic Calming	\$ 83,000
910	Goodpasture Island Rd and Ridgeway Dr and Happy Ln	N/A	Ped	Ped Crossing - RRFB	\$ 207,000
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000
767	Willagillespie Rd	Willagillespie Community School	Safety	Traffic Calming - speed feedback	\$ 24,000.00
SP11	Enhancements to West Bank Path Extension		Ped	Shared Use Path Enhancements	\$ 428,000

\* Project 43 is shared between Wards 5 and 7. Approximately 50% of listed project funds will serve design and construction in Ward 5 and adjacent County ROW.

**Proposed Walking, Biking, and Safety Project List: Ward 6**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
824	Berntzen Rd	Marshall Ave to Royal Ave	Safety	Traffic Calming	\$ 65,000
825	Candlelight Dr	Royal Ave to Avalon St	Safety	Traffic Calming	\$ 133,000
809	Empire Park Dr/Hwy 99	N/A	Ped	Accessway	\$ 154,000
SP5	Marshall Path Rehabilitation		Bike	Shared Use Path	\$ 400,000
436	N Danebo Avenue	Barger to Souza (West Side)	Ped	Sidewalk	\$ 450,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000
946	Royal Ave and Berntzen Rd	N/A	Ped	Ped Crossing - RRFB	\$ 120,000.00

\* Project 747 is shared between Wards 6, 7, and 8. Approximately 42% of listed project funds would serve design and construction in Ward 6.

**Proposed Walking, Biking, and Safety Project List: Ward 7**

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
SP3	Division Avenue	Lone Oak way to River Rd	Safety	Match for Safety Grant	\$ 310,000
944	E 3rd Ave and Coburg Rd	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000
928	Elkay Dr and River Rd	N/A	Ped	Ped Crossing - RRFB	\$ 200,000
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000
770	Garfield St	RR tracks to driveway	Ped	Sidewalk	\$ 98,000
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000
897	Jackson St and W 1st Ave	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000
362	Polk Street	South of W 2nd Avenue	Ped	Sidewalk	\$ 13,000
SP8	River Road		Safety	Street Lighting	\$ 300,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000.00

\* Project 43 is shared between Wards 7 and 5. Approximately 50% of listed project funds would serve design and construction in Ward 7 and adjacent County ROW.

\* Project 523 is shared between Wards 7 and 1. Approximately 30% of listed project funds would serve design and construction in Ward 7.

\* Project 595 is shared between Wards 7 and 1. Approximately 20% of listed project funds would serve design and construction in Ward 7.

- \* Project 747 is shared between Wards 7, 6, and 8. Approximately 12% of listed project funds would serve design and construction in Ward 7.
- \* Project 763 is shared between Wards 7 and 8. Approximately 50% of listed project funds would serve design and construction in Ward 7.

Proposed Walking, Biking, and Safety Project List: Ward 8					
ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
753	Bailey Hill Rd	W 13th Ave to W 18th Ave	Safety	Street Lighting	\$ 157,000
796	Bertelsen Rd	11th to 18th	Ped	Sidewalk	\$ 552,000
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000
SP9	N Danebo Avenue		Safety	Street Lighting	\$ 200,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000
334	Seneca Road	gap south of 5th Avenue	Ped	Sidewalk	\$ 137,000
335	Seneca Road	North of W 7th Place	Ped	Sidewalk	\$ 44,000
968	Fern Ridge Path and Beltline	N/A	Ped	Undercrossing Improvement	\$ 15,000
880	Fern Ridge Path and City View St	N/A	Bike	Ped Crossing - Raised Crossing + 2-way Bike Facility	\$ 320,000
970	Fern Ridge Path and W 11th Ave	N/A	Ped	Undercrossing Improvement	\$ 15,000
772	Roosevelt Path	N Danebo Ave to Maple St	Safety	Shared Use Path Lighting	\$ 750,000
SP4	Roosevelt Path Rehabilitation		Bike	Shared Use Path	\$ 553,000

- \* Project 445 is shared between Wards 8 and 1. Approximately 50% of listed project funds would serve design and construction in Ward 8.
- \* Project 763 is shared between Wards 8 and 7. Approximately 50% of listed project funds would serve design and construction in Ward 8.
- \* Project 747 is shared between Wards 8, 6, and 7. Approximately 42% of listed project funds would serve design and construction in Ward 8.

## Street Tree Projects – Process for Prioritizing Transportation Bond Funds

Approximately \$2,000,000 of bond proceeds will be used for street tree projects distributed among Tier 1 and 2 level project types and vetted annually in consultation the Sustainability Commission.

### *Tier 1 project types*

- planting of street trees
- watering to establish the street trees

### *Tier 2 project types*

- removal of stumps and hazard trees
- preparation of soil
- alterations to curbs and gutters and sidewalks if needed to accommodate street trees
- other elements integral to these infrastructure systems.

The criteria for selecting tree projects will include:

(a) geographic distribution balanced with projects selected to increase equity and visibility of impact. Focus on downtown core and arterials.

(b) assessment of where street trees are most needed along City streets including equity and urban heat island mapping and where they are best suited in accordance with the approved street tree list

Data informed decision making utilizing [Tree Plotter Canopy](#) to assess canopy cover percentage. Priority areas are selected using equity indicators such as:

- average temperature
- household income
- vulnerable populations
- health index generated by the CDC

Right tree, right location considerations include:

- suitable species selection
- proper spacing
- land use designations
- future development
- planting strip width, soil quality and volume
- adjacent infrastructure

(c) triple bottom line considerations of social equity, environmental health and economic prosperity

(d) goals of the Climate Action Plan 2.0



**COUNCIL RESOLUTION NO. 5364**

**A RESOLUTION CALLING A CITY ELECTION ON  
NOVEMBER 8, 2022, FOR THE PURPOSE OF REFERRING  
TO THE LEGAL ELECTORS OF THE CITY OF EUGENE A  
MEASURE AUTHORIZING THE ISSUANCE OF A  
MAXIMUM OF \$61,200,000 OF GENERAL OBLIGATION  
BONDS TO FUND STREET PRESERVATION PROJECTS,  
WALKING PROJECTS, BIKING PROJECTS, SAFETY  
PROJECTS, AND STREET TREE PROJECTS.**

**PASSED: 8:0**

**REJECTED:**

**OPPOSED:**

**ABSENT:**

**CONSIDERED: July 13, 2022**



**RESOLUTION NO. 5364****A RESOLUTION CALLING A CITY ELECTION ON NOVEMBER 8, 2022, FOR THE PURPOSE OF REFERRING TO THE LEGAL ELECTORS OF THE CITY OF EUGENE A MEASURE AUTHORIZING THE ISSUANCE OF A MAXIMUM OF \$61,200,000 OF GENERAL OBLIGATION BONDS TO FUND STREET PRESERVATION PROJECTS, WALKING PROJECTS, BIKING PROJECTS, SAFETY PROJECTS, AND STREET TREE PROJECTS.****The City Council of the City of Eugene finds that:**

**A.** Since the first street bond approved by voters in 2008, the City has repaired over 230 lane miles of streets by using the \$35.9 million five-year bond measure approved by voters in November 2008, a \$43 million five-year bond measure approved by voters in November 2012, and a \$51.2 million five-year bond measure approved by the voters in November 2017, the latter of which included an annual average of \$1 million to fund bicycle and pedestrian projects.

**B.** The revenues from the local gas tax, and the 2008, 2012, and 2017 bond measures have helped reduce the backlog of street repair projects. Nevertheless, the 2021 Pavement Management Report calculated that the backlog of repairs on improved asphalt streets is \$87.6 million. This backlog is projected to continue to grow unless there is funding that is both sufficient and sustainable. The taxes levied from the 2017 street bond end in 2023. Streets that have failed to the point of reconstruction create safety problems and cause vehicle repair problems, make walking, biking or driving on the streets uncomfortable, interfere with economic activity and diminish the quality of life.

**C.** In order to address the funding shortfalls with the City's street maintenance and preservation program, and to address critical transportation system needs related to walking, biking, safety, and street trees, the City Council determined that a General Obligation Bond measure generating approximately \$61.2 million in bond proceeds should be referred to voters. Of that amount, the Council determined that an annual average of \$3 million should be allocated over a period of five years to fund walking projects, biking projects, safety projects, and street tree projects.

**D.** The bond proceeds will be used to overlay or reconstruct 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. These preservation efforts will be undertaken only to preserve existing elements, not to expand the motor vehicle capacity of the street system. In addition, the City will allocate an annual average of \$3 million of the bond proceeds over a period of five years, approximately \$15 million in total, to fund walking projects, biking projects, safety projects, and street tree projects.

**E.** A general obligation bond measure of \$61.2 million would fund approximately \$45.9 million in specific street preservation projects, approximately \$15 million in walking projects, biking projects, safety projects and street tree projects, and approximately \$300 thousand

in bond issuance costs over a period of five years. The \$45.9 million for street preservation projects represents 42 streets that would repair an estimated 44.6 lane miles of roads. The \$61.2 million figure accounts for \$11.3 million per year for five years at an inflation factor of 4%.

**F.** The measure is expected to cost an average of \$0.63 per \$1000 of assessed value each year for five years. For an average homeowner in Eugene, this would be about \$169 per year. This rate is also the approximate average tax rate levied over the five years of the 2017 bond measure. The taxes would first be levied in November 2024, after the 2017 bond taxes end in 2023.

**G.** The criteria for choosing bond street preservation projects included: (a) use of the most current engineering and cost-benefit information about needed street rehabilitation and reconstruction; (b) citizen input with respect to prioritizing major streets in need of reconstruction; and (c) geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds. Bond proceeds will be used only for street preservation projects included in the list of projects attached as Exhibit A to this Resolution. If all of the projects listed in Exhibit A are completed and there are bond proceeds remaining, the Council may add other street preservation projects to the list.

**H.** Walking projects, biking projects, safety projects, and street tree projects are intended to address critical needs in these systems. The criteria for selecting walking, biking, safety, and street tree projects will include: (a) geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds, balanced with projects selected to increase the equity of infrastructure across the City; (b) citizen input on walking, biking and safety and street tree needs, challenges and opportunities obtained through a variety of public outreach tools such as pop-up events, outreach to neighborhood groups, the business community and Latino, Black, and alter-abled communities, online survey, and stakeholder listening sessions; (c) assessment of where street trees are most needed along City streets including equity and urban heat island mapping and where they are best suited in accordance with the approved street tree list; (d) the condition of shared use paths and other pedestrian and bicycle facilities; (e) triple bottom line considerations of social equity, environmental health and economic prosperity; and, (f) projects and policies identified in the Transportation System Plan, Vision Zero Action Plan, and Climate Action Plan 2.0.

**I.** Using the process and criteria described in Paragraph H above, draft project lists will be developed in consultation with the Active Transportation Committee for walking projects and biking projects, the Vision Zero Advisory Committee for safety projects, and the Sustainability Commission for street tree projects. The draft project lists will be shared with the community for feedback. The final project lists adopted by the City Council will be completed by November 1, 2023, and will consider community feedback and guidance from the three identified committees and commissions. Any change to the adopted project lists will be made by the City Council in accordance with a Council-proscribed process which, depending on the scope of the change, could include soliciting feedback from the community and/or the three identified committees and commissions.

**J.** Examples of the types of walking, biking, safety, and street tree projects that would be eligible for funding with the \$15,000,000 of bond proceeds designated for these purposes, and the approximate amount of funding for each category of projects, are as follows:



- **Walking Projects:** Include projects such as construction, reconstruction, or rehabilitation of sidewalks, shared-use paths, shared use path bridges, enhanced pedestrian crossings, street and path lighting, safe routes to school, and other projects associated with improvements to walking and the elements integral to these infrastructure systems.
  - Approximately \$5,000,000 of bond proceeds will be used for walking projects.
- **Biking Projects:** Include projects such as construction, reconstruction, or rehabilitation of on-street bicycle facilities, bicycle parking, shared-use paths, shared-use path bridges, enhanced bicycle crossings, street and path lighting, safe routes to schools, and other projects associated with improvements to biking and the elements integral to these infrastructure systems.
  - Approximately \$3,000,000 of bond proceeds will be used for biking projects.
- **Safety Projects:** Include projects such as construction, reconstruction, or rehabilitation of traffic signals and other forms of traffic control, intersections, street medians, street accesses, street lighting, safe routes to school, traffic calming, and other projects associated with improvements to safety and the elements integral to these infrastructure systems.
  - Approximately \$3,000,000 of bond proceeds will be used for safety projects.
- **Street Tree Projects:** Include projects such as planting of street trees, removal of stumps and hazard trees, preparation of soil, watering to establish the street trees, alterations to curbs and gutters and sidewalks if needed to accommodate street trees and other elements integral to these infrastructure systems.
  - Approximately \$2,000,000 of bond proceeds will be used for street tree projects.
- Approximately \$2,000,000 of bond proceeds will remain unprogrammed and available to be used for walking projects, biking projects, safety projects, or street tree projects to allow the potential to leverage grant funding or other opportunities to leverage funds, achieve economies of scale, or other opportunities for multi-objective project benefits.

**K.** 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.

**L.** 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. To ensure accountability and citizen involvement in walking, biking, safety, and street tree projects, the City Manager will either include these projects in the work of the citizen street repair review panel or convene a separate citizen review panel for these projects that will prepare an annual report documenting the City's use of the bond proceeds for walking, biking, safety and street tree projects and noting whether the bond proceeds were used in compliance with the terms of this Resolution.

**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.** A city election is called for the purpose of submitting to the qualified electors of the City a Measure authorizing the issuance of a maximum of \$61,200,000 of General Obligation bonds to fund street preservation projects, walking projects, biking projects, safety projects, and street tree projects.

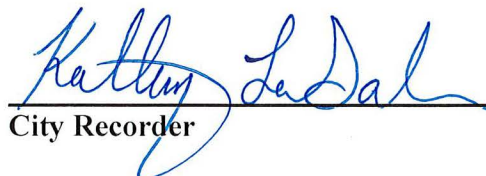
**Section 2.** The City Council orders this City election to be held in the City of Eugene, Oregon, concurrently with the general election on the 8<sup>th</sup> day of November, 2022, in accordance with the provisions of Chapter 254 of the Oregon Revised Statutes, and the ballots shall be counted and tabulated and the results certified as provided by law.

**Section 3.** The City Recorder is directed to give not less than ten days' notice of the City election by publication of one notice in the Register Guard, a newspaper published in the City and of general circulation within the City.

**Section 4.** If approved by the electors, the proceeds from the sale of the bonds will be used only for costs related to street preservation projects, walking projects, biking projects, safety projects, and street tree projects and payment of bond issuance costs and not to expand the motor vehicle capacity of the street system. The use of bond proceeds for street preservation projects will be limited to projects included in Exhibit A to this Resolution unless upon completion of all the projects listed in Exhibit A to this Resolution the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. The use of bond proceeds for walking, biking, safety, and street tree projects will be based on the criteria and process set forth in this Resolution. An outside auditor will report on whether the bond proceeds were used in compliance with these limitations.

**Section 5.** This Resolution shall become effective immediately upon its adoption.

**The foregoing Resolution adopted the 13<sup>th</sup> day of July, 2022.**

  
 \_\_\_\_\_  
 City Recorder

Street Preservation Project List for 2022 Bond Measure

Exhibit A

Project Location	From	To	Ward	Estimated Cost*
Chambers St	13th Ave	18th Ave	1	\$1,741,800
Grant St	18th Ave	23rd Ave	1	\$697,500
Hayes St	18th Ave	S End	1	\$697,500
Pierce St	18th Ave	23rd Ave	1	\$697,500
Willamette St	13th Ave	18th Ave	1	\$1,032,800
Agate St	Agate St	31st Ave	2	\$622,700
Harris St	NS 29th Ave	SS 29th Ave	2	\$143,100
31st Ave	Agate St	Onyx St	2	\$966,300
Huckleberry St	Pine Canyon Dr	End	2	\$124,200
Pine Canyon Dr	Vine Maple St	End	2	\$879,700
South Ridge Dr	Spring Blvd	End	2	\$261,400
Spring Blvd	N Shasta Loop	320' E of South Ridge Dr	2	\$1,125,500
Vine Maple St	Agate St	Spring Blvd	2	\$629,200
24th Ave	Columbia St	Agate St	3	\$525,900
Agate	22nd Ave	27th Ave	3	\$1,718,900
University St	23rd Ave	24th Ave	3	\$451,700
22nd Ave	Alder St	Potter St	3	\$991,400
Sunset Dr	Fairmount Blvd	Parkside Dr	3	\$859,300
Longview St	Fairmount Blvd	End	3	\$469,400
Bailey Ln	Luella St	Coburg Rd	4	\$448,700
Kinsrow Ave	Commons Dr	297' W of Chevy Chase St	4	\$772,000
Lindley Ln	MLK Jr Blvd	Bardell Ave	4	\$1,187,800
Honeysuckle Ln	Harlow Rd	970' S of Harlow Rd	4	\$355,700
Van Ave	Luella St	730' East	4	\$385,900
Jeppesen Acres Rd	Coburg Rd	Gilham Rd	4	\$2,034,400
N Delta Hwy	Ayres Rd	Green Acres Rd	5	\$2,035,100
Echo Hollow Rd	Willhi St (N)	Royal Ave	6	\$1,471,600
Ohio Street	Jessen Drive	Burnett Ave	6	\$993,600
Waite St	Hawthorne Ave	Royal Ave	6	\$660,100
Terry St	N End	Barger Dr	6	\$2,341,200
Irvington Dr	Drwy 110	NW Expressway	7	\$2,207,300
River Rd	Green Ln	Beltline Rd	7	\$2,014,900
Bethel Dr	1006 Bethel Dr	Roosevelt Blvd	7	\$2,672,700
14th Ave	Wilson Ct	City View St	8	\$787,900
Commerce St	11th Ave	13th Ave	8	\$559,400
Plumtree Dr	Bailey Hill Rd	End	8	\$688,200
Westleigh St	Bailey Hill Rd	650' East	8	\$680,200
Willow Creek Rd	352' S of W 11th Ave	18th Ave	8	\$1,874,400
McLean Blvd	Chambers St	Graham Dr	1,8	\$1,993,800
Club Rd	MLK Jr Blvd	Cedarwood Dr	4,5	\$887,300
County Farm Rd	Dale Ave	Kinney Lp	4,5	\$792,000
Country Club Rd	Southwood Ln	Cedarwood Dr	4,5	\$430,400
River Rd	Wedgewood Dr	Green Ln	5,7	\$2,959,800

Total Estimated Project Costs \$45,870,200

\*Estimated costs are for informational purposes only and will be adjusted based on actual project costs

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Work Session: Neighborhood Planning

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Meeting Date: October 23, 2023  
Department: Planning & Development  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 2  
Staff Contact: Alissa Hansen  
Contact Telephone Number: 541-682-5508

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### ISSUE STATEMENT

This work session is a follow up to the City Council's April 19, 2023 work session on the Planning & Development Department Work Plan and Bethel Neighborhood Planning Effort Discussion. Specifically, this work session responds to Council's request to explore options for simultaneously advancing neighborhood planning efforts for both the University and Bethel areas. A copy of the Agenda Item Summary from the Council's April 19, 2023 work session is provided as Attachment A.

At this work session, staff will provide background on neighborhood planning in Eugene, the changing conditions which necessitate a change in practice, and a proposal for moving forward.

### BACKGROUND

The City of Eugene has a rich history of working with community members to create neighborhood or area-specific plans that address a wide range of land use related issues. Historically, this work has been led by the Planning Division and has typically resulted in the adoption of refinement or land use plans, which serve as refinements to the Metro Plan (the regional comprehensive plan). Refinement plans of the Metro Plan have included specific neighborhood plans, special area plans, or functional plans. Typically, these plans have provided policy guidance on land use, transportation, and other related topics for a specific area within the city. The majority of these adopted plans do not follow neighborhood association boundaries, but rather respond to unique conditions or impacts of a specific area, or topographic similarities. Attachment B includes a list of Eugene's adopted neighborhood refinement plans by date of adoption.

Neighborhood planning work has been underway in the River Road and Santa Clara neighborhoods since 2017 and is anticipated to wrap up in spring of 2024. Based on previous council direction, the next neighborhood planning effort in the queue is the area around the University of Oregon, followed by Bethel. At the April 19, 2023 work session, councilors expressed a desire to move forward with both plans at the same time if possible, and there was acknowledgement that a new approach was needed.

As discussed during the April 19, 2023 work session, there are several factors that necessitate

looking at a new approach to neighborhood planning. One of the biggest reasons is the evolving legal landscape and planning practices that emphasize a more equitable, future-oriented, city-wide focus. While there hasn't been a specific change in state law that prohibits the adoption of neighborhood refinement plans, recent actions by the state, including the accessory dwelling unit requirements, middle housing requirements, Climate Friendly and Equitable Communities rules and legislation related to housing planning and production and needed housing/clear and objective requirements have placed an emphasis on equitable tools implemented at the citywide scale. Cumulatively, these changes have substantially altered the focus of Planning's work plan and have also limited the ability to address certain issues at a neighborhood level.

In addition, the advent of a local comprehensive plan (Envision Eugene Comprehensive Plan) and a local transportation plan (Eugene 2035 Transportation System Plan) provide the opportunity to adopt Eugene-specific land use and transportation policies that previously did not exist. While the Metro Plan addresses these topics, it does so on a regional scale. Previously, neighborhood plans have filled the gap by providing localized policies, which can now be included in Eugene-specific plans.

Resource constraints are also an issue. The River Road-Santa Clara Neighborhood Plan process has taken over five years, countless staff and volunteer hours, and has been costly. Changes in state law that occurred mid-process (including middle housing and parking reform) impacted the timeline and the outcome of the process. Given the Planning Division's work plan, which is primarily comprised of state-mandated projects, and the City's budget constraints, continuing neighborhood planning in its current form would be impractical and resource-intensive.

As a result of these factors, there is a compelling need for a different approach to neighborhood planning. Such an approach would continue to recognize and place value on the unique nature of different areas in the city and be a collaborative effort with neighborhood residents and business owners. However, it would shift the focus from land use policies to addressing neighborhood needs and priorities. The process would include staff from a variety of divisions, departments and organizations, including Economic Development, Housing, Parks, Transportation, Planning, Office of Equity and Community Engagement, Police and Fire, as well as local schools, utility providers, affordable housing providers and local non-profits.

At the work session, staff will provide more details on a proposed path for implementing this new approach and piloting it for both the University and Bethel areas. At a high level, the process will include capacity building, identification of neighborhood needs, prioritization of actions and identification of tools for implementation. In addition, it will integrate with existing plans and projects, align with the City's Strategic Plan and engage the community in a way that advances the City's objectives around belonging.

## **RELATED CITY POLICIES**

A number of plans and policy documents are relevant to neighborhood planning, including but limited to:

[Envision Eugene.](#) The Envision Eugene Comprehensive Plan is the City's long range land use plan that serves as the basic guiding policy document for land use planning in Eugene's urban growth boundary and addresses the future of Eugene through goals and regulatory policies regarding land use.

[Eugene 2035 Transportation System Plan \(TSP\).](#) The TSP establishes a system of transportation facilities and services that will serve the needs of Eugene residents, businesses, and visitors over the next 20 years.

*Eugene's Park and Recreation System Plan.* This plan contains both a 30-year vision and a 10-year implementation plan for Eugene's park and recreation system.

*Capital Improvement Program.* The CIP forecasts the City's capital needs over a six-year period based on various City long-range plans, goals, and policies and provides a six-year funding plan for the City's capital improvements, including projects from transportation, airport, public buildings, parks and open space, stormwater and wastewater.

[Housing Implementation Pipeline \(HIP\).](#) The HIP is the 5-year internal work plan to coordinate current and future resources, goals, and priorities with a systems-thinking approach to housing across the full spectrum from people experiencing homelessness to overall housing supply.

[Climate Action Plan 2.0 \(CAP 2.0\).](#) The CAP 2.0 was created through a data-driven process that engaged people and organizations in new ways that reflect the urgency of climate change. The Plan captures the actions our community is prepared to implement, as well as the community ideas for what else is needed to create an equitable and livable community for everyone.

[Eugene-Springfield 2020 Consolidated Plan.](#) The Con Plan presents an assessment of local housing, homelessness, and community development needs, identification of priority needs for use of funds received from US Department of Housing and Urban Development and presents strategies to address the priority needs.

*City of Eugene Strategic Plan 2023-2026.* Several strategic goals and actions are relevant to neighborhood action planning:

*Urgent Community Needs*

- Stabilize the cost of housing
- Increase sense of safety.
- Improve support for local businesses and the business environment.

*Culture of Belonging.*

- Strengthen relationships with the whole community, with emphasis on the inclusion of the most marginalized groups.

*Communication and Outreach.*

- Improve community awareness and understanding of priority topics.
- Engage with a broader cross-section of the community.

**PREVIOUS COUNCIL DIRECTION**

[April 19, 2023, Work Session](#)

As part of their discussion, several councilors expressed a desire for staff to return with a proposal for moving forward with neighborhood planning efforts for both the University and Bethel areas.

**COUNCIL OPTIONS**

This work session is informational only.

**CITY MANAGER’S RECOMMENDATION**

None.

**SUGGESTED MOTION**

None.

**ATTACHMENTS**

- A. Eugene City Council Agenda Item Summary, April 19, 2023
- B. List of Adopted Neighborhood Plans by Date

**FOR MORE INFORMATION**

Staff Contact: Alissa Hansen, Planning Director  
 Telephone: 541-682-5508  
 Staff E-Mail: [ahansen@eugene-or.gov](mailto:ahansen@eugene-or.gov)

Staff Contact: Fabio Andrade, Equity & Community Engagement Program Manager  
 Telephone: 541-682-5009  
 Staff E-Mail: [fandrade@eugene-or.gov](mailto:fandrade@eugene-or.gov)

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY




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## Work Session: Planning & Development Department Work Plan and Bethel Neighborhood Planning Effort Discussion

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Meeting Date: April 19, 2023  
Department: Planning and Development  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 1  
Staff Contact: Denny Braud  
Contact Telephone Number: 541-682-5536

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### ISSUE STATEMENT

This work session responds to a Council poll requested by Councilor Evans about the Planning Division's work plan and discussion of moving the Bethel neighborhood to the top of neighborhood planning priority. As a comprehensive context for this discussion, staff will provide an overview of the Planning and Development Department work plan, including ongoing core services, current projects and future projects and initiatives to address urgent community needs.

### BACKGROUND

#### *Planning and Development Department*

The Planning and Development Department (PDD) is one of six departments within the City of Eugene. The work of the department is undertaken by approximately 132 budgeted staff positions within four divisions (Building & Permit Services; Community Development; Planning; and Administration) who work on a variety of ongoing programs and services and community projects and initiatives.

The majority of PDD staff is engaged in ongoing core functions and dependable community services (such as building permit review and inspections, land use application review, parking enforcement, business loans, growth monitoring program, homeless shelter system management and affordable housing programs). The other categories of work of the department include other projects and initiatives that address urgent community needs and are responsive to opportunities that arise within the community. A summary of the major items currently included in Planning and Development Department's Work Plan are provided as Attachment A.

Many of the highest priorities identified in the recent community survey relate to PDD work (housing, homelessness, safety and climate). Because of this, PDD has an active role working closely with City Council on many issues. Some examples of projects that relate to these priorities include the Housing Implementation Pipeline, Climate Friendly and Equitable Communities implementation, Downtown Urban Renewal updates, Renter Protections and Urban Reserves.

#### *Neighborhood Planning*

Although neighborhood planning has long been housed within the Planning Division, recent



efforts have highlighted the need to broaden the process to include staff from a variety of other divisions, departments and organizations, including Community Development, Parks, Transportation, Office of Equity and Community Engagement, as well as local schools, utility providers, affordable housing providers and local non-profits. Also notable, recent actions at the state, such as the middle housing requirements and Climate Friendly and Equitable Communities rules have placed an emphasis on citywide planning and substantially changed the focus of Planning's work.

Neighborhood planning work has been underway in the River Road and Santa Clara neighborhoods since 2018 and is anticipated to wrap up early next year. The next neighborhood planning effort in the queue is the area around the University of Oregon. The Bethel neighborhood was added to the queue in 2017. In response to Councilor Evan's poll, Council has requested a discussion regarding whether the Bethel neighborhood should be prioritized, moving to the top of the list when the City has capacity to begin a new neighborhood planning process.

The issues to be addressed and outcomes identified in Councilor Evans' poll are provided below in *italics*:

- *Bethel is in desperate need of a comprehensive area plan.*
- *Bethel's last area planning effort dates back to 1982. Other city neighborhoods have received more detailed planning efforts including unincorporated areas of Eugene (River Road and Santa Clara).*
- *Since the 1980, Bethel has experienced exponential residential growth and limited commercial development. We need to create balance and vision for the future of Bethel now.*
- *Outcomes*
  - *Development of the Golden Gardens Sports Facility.*
  - *Redevelopment of Highway 99 Commercial area.*
  - *Residential development planning.*

## **RELATED CITY POLICIES**

A number of plans and policy documents guide the Planning and Development Department's work, including but limited to:

[\*Envision Eugene\*](#). The Envision Eugene Comprehensive Plan is the City's long range land use plan that serves as the basic guiding policy document for land use planning in Eugene's urban growth boundary and addresses the future of Eugene through goals and regulatory policies regarding land use.

[\*Housing Implementation Pipeline \(HIP\)\*](#). The HIP is the 5-year internal work plan to coordinate current and future resources, goals, and priorities with a systems-thinking approach to housing across the full spectrum from people experiencing homelessness to overall housing supply.

[\*Downtown Plan\*](#). The Downtown Plan is used to guide public and private decisions regarding change in downtown and has served as a work plan for downtown project prioritization.

[Eugene-Springfield 2020 Consolidated Plan](#). The Con Plan presents an assessment of local housing, homelessness, and community development needs, identification of priority needs for use of funds received from US Department of Housing and Urban Development and presents strategies to address the priority needs.

[Climate Action Plan 2.0 \(CAP 2.0\)](#). The CAP 2.0 was created through a data-driven process that engaged people and organizations in new ways that reflect the urgency of climate change. The Plan captures the actions our community is prepared to implement, as well as the community ideas for what else is needed to create an equitable and livable community for everyone.

[Eugene 2035 Transportation System Plan \(TSP\)](#). The TSP establishes a system of transportation facilities and services that will serve the needs of Eugene residents, businesses, and visitors over the next 20 years.

### **PREVIOUS COUNCIL DIRECTION**

#### [April 26, 2017 Work Session](#)

Moved to direct the City Manager to refocus the City's planning efforts on 1) developing special area zones or refinement plans for the River Road/Santa Clara area where significant preparatory work and planning has already occurred by area residents, 2) continuing the work on Building a Better Bethel, and 3) developing and bringing back to Council a plan for moving forward on University neighborhoods. If neighborhoods other than those mentioned above bring neighborhood planning ideas to the City Manager, the City Manager shall forward those ideas to Council for consideration. (*Motion passed 4:3*)

### **CITY MANAGER RECOMMENDATION**

Informational only. No decision needed at this time.

### **SUGGESTED MOTION**

Informational only. No decision needed at this time.

### **ATTACHMENTS**

A. Summary of Planning and Development Department Work Plan

### **FOR MORE INFORMATION**

Staff Contact: Denny Braud  
Telephone: 541-682-5536  
Staff E-Mail: [DBraud@eugene-or.gov](mailto:DBraud@eugene-or.gov)

## Summary of Planning and Development Department Work Plan

### Ongoing Programs/Core Services

- Affordable Housing Landbank Program
- Affordable Housing Development Programs
- Affordable Housing System Development Charge (SDC) Exemptions
- Rental Rehabilitation Revolving Loan Program
- Emergency Home Repair Program
- Low-Income Rental Housing Property Tax Exemption Program
- Construction Excise Tax/Affordable Housing Trust Fund Program
- Community Development Block Grant (CDBG) Program
- Social Service Provider Support
- Fair Housing
- City Supported Shelters
- Homeless Services Support
- Homeless Services System Regional Coordination
- Renter Protections Program
- Business Growth Loans
- Enterprise Zone
- Business Outreach and Support
- Downtown Loans
- Downtown Service Districts
- Downtown Activity Zone Permits
- Downtown Development Support
- Downtown Urban Renewal District
- Riverfront Urban Renewal District
- Multiple-Unit Property Tax Exemption Program
- West University Service District
- Board/Commission Support
  - Eugene Planning Commission
  - Historic Review Board
  - Envision Eugene Technical Advisory Committee
  - Housing Policy Board
  - Human Services Commission
  - Community Development Block Grant Advisory Committee
  - Affordable Housing Trust Fund Advisory Committee
  - HOME Consortium Governing Board
  - Multi-Unit Property Tax Exemption Review Panel
  - Loan Advisory Committee
- Land Use Application Review
- Historic Preservation Program
- Growth Monitoring Program/Annual Reporting
- Urban Design Program

- Building Permit Review
- Building Permit Inspection
- Code Compliance
- Rental Housing Program
- Business License Program
- Erosion Prevention/ Construction Site Management Program
- Permit and Information Center
- Parking Permit Services
- Parking Structure Management
- Commercial Property Lease Management
- Parking Enforcement
- Electric Vehicle Charging Station Program
- Neighborhood Services Officer Program
- Solid Waste Diversion and Education
- City-Wide Food Waste Composting
- Solid Waste Hauler Licensing
- e-Build/Technology Services
- Department Financial Management
- Department Administration
- Other Program/Project Support - examples include:
  - State/Federal Legislation Tracking
  - Transportation (Franklin Boulevard, MovingAhead)
  - Code Amendments (floodplain, bike parking)
- Racial Equity & Access Project Review Implementation (HIP)

#### **Current Projects**

- Housing Implementation Pipeline (HIP) Initiative and Projects
- Broadband Exploration
- Downtown Priorities and Projects Implementation
- 8<sup>th</sup> Avenue Streetscape
- Downtown Riverfront Development (Atkins Dame)
- Downtown Urban Renewal Plan Update
- Riverfront Urban Renewal Plan Update
- Renter Protections Phase II
- Mayor's Blue Ribbon Business Council on Economic Development
- Housing Policy Board Update
- Crow Road/Clear Lake Infrastructure
- 1059 Willamette Street Redevelopment
- Affordable Housing Project Support
  - Naval Reserve Apartments
  - The Coleman
  - Ross Lane
  - Bridges on Broadway

- Land Use Fee Update
- Middle Housing Code Amendments (Appeal)
- Urban Reserves Adoption
- Willamette Greenway Code Amendments
- Public Facilities and Services Plan Update
- Goshen/Short Mountain Landfill Metro Plan Amendment
- River Road/Santa Clara Neighborhood Planning
- CFEC: Parking Reform
- CFEC: Climate Friendly Area Study
- CFEC: Climate Friendly Area Designation
- Urban Growth Boundary Update
- Comprehensive Plan: Housing & Compact Development Chapters
- Comprehensive Plan: Parcel-Specific Land Use Diagram/Align Zoning
- Recycling Modernization Act
- eBuild Development and Expansion

#### **Future Projects**

- Housing Implementation Pipeline (HIP) initiative and projects
- Downtown Riverfront Development (Steam Plant)
- Downtown Riverfront Development (Affordable Housing Site RFP)
- Comprehensive Plan: Remaining Chapters (Health, Resiliency, etc)
- University Neighborhood Planning
- Bethel Neighborhood Planning
- Clear Lake Local Wetland Inventory Adoption
- CFEC: Scenario Planning & Compact Development code amendments
- Key Transportation Corridor Planning (HIP)
- Building Electrification
- Livability Code
- Public Health Overlay Concept
- Gas Stations (Council request for work session)
- Tree Preservation (Council request for work session)
- Solar Access Standards (Council request for work session)
- Residential Character Definition (Council request for work session)
- Short-term Rentals (Council request for work session)

## List of Adopted Neighborhood Land Use Plans (adoption date)

Walnut Station Specific Area Plan (2010)

Eugene Downtown Plan (2004)

Whiteaker Plan (1994)

Willakenzie Area Plan (1992)

19th and Agate Special Area Study (1988)

River Road-Santa Clara Urban Facilities Plan (1987)

Bethel-Danebo Refinement Plan - Phase II/Industrial (1987)

South Willamette Subarea Study (1987)

Westside Neighborhood Plan (1987)

Riverfront Park Study (1985)

Jefferson/Far West Refinement Plan (1983)

Bethel-Danebo Refinement Plan (1982)

Fairmount/U of O Special Area Study (1982)

Laurel Hill Neighborhood Plan (1982)

West University Refinement Plan (1982)

Willow Creek Special Area Study (1982)

South Hills Study (1974)