



City Council Agenda

Mayor
Christine Lundberg

City Council
Sean VanGordon, Ward 1
Steve Moe, Ward 2
Sheri Moore, Ward 3
Leonard Stoeher, Ward 4
Marilee Woodrow, Ward 5
Joe Pishioneri, Ward 6

City Manager Pro Tem:

Mary Bridget Smith

City Recorder:

AJ Ripka 541.726.3700

City Hall

225 Fifth Street

Springfield, Oregon 97477

541.726.3700

Online at www.springfield-or.gov

Due to State-wide orders regarding social distancing and large gatherings, the meeting will be available via phone and internet using GoToWebinar. Members of the public wishing to attend this meeting electronically can call in or attend virtually by following the directions below. This information can also be found on the City's website. Members of the public are encouraged to attend virtually, but if you are unable and wish to attend in person the doors at the South Entrance of City Hall will be open at 6:50 p.m. to allow people to attend the meeting in the Council Chambers. Social distancing practices will be enforced.

If you would like to provide public testimony in advance that will be entered into the record, you can email that to publicrecords@springfield-or.gov by 5:00 p.m. on Monday, May 4, 2020

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available, as well as an Induction Loop for the benefit of hearing aid users.

To arrange for these services, call 541.726.3700.

Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.

All proceedings before the City Council are recorded.

May 4, 2020

7:00 p.m. Regular Meeting

COVID-19 Precautions:

Attend from your computer, tablet or smartphone:

GoToWebinar

Meeting ID: 766-801-467

<https://attendee.gotowebinar.com/register/1583880991270439694>

To dial in using your phone in Listen Only Mode:

Dial 1 (914) 614-3221

Meeting ID: 686-686-343

Oregon Relay/TTY: 711 or 800-735-1232

If you are unable to attend virtually, limited seating will be available
in the Council Meeting Room
Building Access through the South Entrance

CALL TO ORDER

ROLL CALL - Mayor Lundberg ____, Councilors VanGordon ____, Moe ____, Moore ____, Stoehr ____, Woodrow ____, and Pishioneri ____.

PLEDGE OF ALLEGIANCE

SPRINGFIELD UPBEAT

1. Mayor's Recognition
 - a. Bike Month Proclamation
[Mayor Lundberg] (05 Minutes)

CONSENT CALENDAR

1. Claims
2. Minutes
3. Resolutions
 - a. RESOLUTION NO. 1 - A RESOLUTION TO ACCEPT CITY PROJECT P31039 2ND AND 3RD ST IMPROVEMENTS PUBLIC IMPROVEMENT PROJECT (PIP).
4. Ordinances
5. Other Routine Matters

MOTION: APPROVE/REJECT THE CONSENT CALENDAR

ITEMS REMOVED FROM THE CONSENT CALENDAR

PUBLIC HEARINGS - Please limit comments to 3 minutes. Request to speak cards are available at both entrances. Please present cards to City Recorder. Speakers may not yield their time to others.

1. Request for Metro Plan Diagram Amendment for 0.85 Acres of Property at 287 Deadmond Ferry Road; and Zone Change for 0.96 Acres of Property at 287 Deadmond Ferry Road Including a 16-Foot Wide by 310.7-Foot Long Strip of Adjoining Land, Cases 811-20-000031-Typ4 and 811-20-000032-Typ3
[Andy Limbird] (15 Minutes)

ORDINANCE NO. 2 - AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (METRO PLAN) DIAGRAM BY REDESIGNATING APPROXIMATELY 0.85 ACRES OF LAND FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY RESIDENTIAL (MDR); CONCURRENTLY AMENDING THE GATEWAY REFINEMENT PLAN

DIAGRAM BY REDESIGNATING THE SAME APPROXIMATELY 0.85 ACRES OF LAND FROM LDR TO MDR; CONCURRENTLY AMENDING THE SPRINGFIELD ZONING MAP BY REZONING APPROXIMATELY 0.96 ACRES OF LAND FROM LDR TO MDR; ADOPTING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE. (FIRST READING).

NO ACTION REQUEST. THIS IS A FIRST READING.

2. Liquor License Endorsements For The Renewal Period Of 2020-2021
[Tom Boyatt] (10 Minutes)

MOTION: 1. GRANT; 2. NO RECOMMENDATIONS; 3. DO NOT GRANT UNLESS (APPLICANT DEMONSTRATES COMMITMENT TO OVERCOME LISTED CONCERNS); OR 4. DENY THE LIQUOR LICENSE ENDORSEMENTS FOR THE RENEWAL PERIOD OF 2020-2021.

3. Build Grant Match Pledge
[Tom Boyatt] (05 Minutes)

RESOLUTION NO. 2 - A RESOLUTION OF THE CITY OF SPRINGFIELD AGREEING TO ASSIST IN FULFILLING THE MATCH FUNDS REQUIRED FOR THE BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM.

MOTION: ADOPT/NOT ADOPT RESOLUTION NO. 2

BUSINESS FROM THE AUDIENCE - **Limited to 20 minutes. Please limit comments to 3 minutes. Request to Speak cards are available at both entrances. Please present cards to City Recorder. Speakers may not yield their time to others.**

COUNCIL RESPONSE

CORRESPONDENCE AND PETITIONS

1. Correspondence Aloura DiGiallonardo requesting the Council's support for affordable housing in Springfield by the allocation of CDBG funds in accordance with the Draft 2020 Eugene-Springfield Consolidated Plan Priority Needs.
2. Correspondence from Mike and Tammy Fitch stating that they are opposed to CBGD funds being used for the Memorial Building purchase to operate a respite facility permanently.
3. Correspondence from Teresa Nohrenberg requesting the Mayor and City Council to reconsider another location for housing the homeless, not a downtown location.

MOTION: ACCEPT FOR FILING AND/OR PROVIDE STAFF DIRECTION/FOLLOWUP.

BIDS

ORDINANCES

1. Comcast Franchise Extension
[Neil Obringer and Kristina Kraaz] (05 Minutes)

ORDINANCE NO. 2 - AN ORDINANCE TO EXTEND THE TERM OF ORDINANCE 6208 GRANTING TO COMCAST OF OREGON II, INC. A FRANCHISE FOR OPERATION OF A CABLE TELECOMMUNICATIONS SYSTEM, ADOPTING A SEVERABILITY CLAUSE, AND PROVIDING AN EFFECTIVE DATE

MOTION: ADOPT/NOT ADOPT ORDINANCE NO. 2

BUSINESS FROM THE CITY COUNCIL

1. Committee Appointments
2. Business from Council
 - a. Committee Reports
 - b. Other Business

BUSINESS FROM THE CITY MANAGER

1. Ratification of the Metropolitan Wastewater Management Commission (MWMC) FY 2020-21 Regional Wastewater Program Budget and Capital Improvement Program (CIP).
[Matt Stouder] (10 Minutes)

MOTION: ADOPT A MOTION RATIFYING THE FY 2020-21 REGIONAL WASTEWATER PROGRAM BUDGET AND CAPITAL IMPROVEMENT PROGRAM (CIP).

2. Eugene-Springfield 2020 Consolidated Plan
[Erin Fifield] (05 Minutes)

RESOLUTION NO. 3 - A RESOLUTION APPROVING THE EUGENE-SPRINGFIELD 2020 CONSOLIDATED PLAN FOR SUBMISSION TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

MOTION: ADOPT/NOT ADOPT RESOLUTION NO. 3

3. FY21 Community Development Block Grant (CDBG) One Year Action Plan
[Erin Fifield] (10 Minutes)

MOTION: APPROVE/NOT APPROVE THE FY2021 CDBG ONE YEAR ACTION PLAN AS SHOWN IN ATTACHMENT 1.

MOTION: APPROVE/NOT APPROVE THE AWARD OF FY2021 CDBG FUNDS TO THOSE RFP APPLICATIONS LISTED IN ATTACHMENT 2.

4. Other Business

BUSINESS FROM THE CITY ATTORNEY

1. A Resolution Amending Resolution 2020-05 to Extend the State of Emergency Due to the Present COVID-19 Pandemic
[Mary Bridget Smith] (10 Minutes)

RESOLUTION NO. 4 - A RESOLUTION AMENDING RESOLUTION 2020-05 TO EXTEND
THE STATE OF EMERGENCY DUE TO THE PRESENT COVID-19 PANDEMIC
AND ADOPTING AN EMERGENCY REGULATION TO EXTEND BUSINESS LICENSES

MOTION: ADOPT/NOT ADOPT RESOLUTION NO. 4

ADJOURNMENT

May is *Still* Bike Month Proclamation

WHEREAS: the bicycle is an economical, healthy, convenient, and environmentally sound form of transportation and an excellent tool for enjoyment of Springfield's scenic beauty that allows community members to follow social distancing guidelines and travel for essential trips and exercise purposes during the Covid-19 pandemic; and

WHEREAS: throughout the month of May, the residents of Springfield can experience the joys of bicycling while supporting community safety by attending virtual events, wearing masks while riding, maintaining safe distances from others, riding solo or with members of their own household, choosing less busy times of day and less busy routes for rides; and

WHEREAS: community members can directly support the local economy by purchasing bicycles from and taking bicycles to local bike shops by appointment while wearing masks; and

WHEREAS: creating a bicycling-friendly community has been shown to improve citizens' health, well-being, and quality of life, grow the economy, improve traffic safety, support student learning outcomes, and reduce pollution, congestion, and wear and tear on our streets; and

WHEREAS: the City of Springfield, Point2Point at LTD, and Springfield Safe Routes to School are also promoting greater public awareness of bicycle operation and safety education in an effort to reduce collisions, injuries, and fatalities and improve health and safety for everyone on our streets; and

NOW, THEREFORE, I, Christine L. Lundberg, Mayor of the City of Springfield, do hereby proclaim May 2020 is *Still* Bike Month in Springfield, Oregon and urge all residents to join me in this special observance.



A handwritten signature in black ink, reading "Christine L. Lundberg".

Christine L. Lundberg
Mayor

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Clayton McEachern
Development and Public
Works
Staff Phone No: 541-736-1036
Estimated Time: Consent Calendar
Council Goals: Maintain and Improve
Infrastructure and
Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: ACCEPTANCE OF PROJECT P31039 2ND AND 3RD ST IMPROVEMENTS
PUBLIC IMPROVEMENT PROJECT

**ACTION
REQUESTED:** Adopt/Not Adopt the following resolution:
A RESOLUTION TO ACCEPT CITY PROJECT P31039 2ND AND 3RD ST
IMPROVEMENTS PUBLIC IMPROVEMENT PROJECT (PIP).

**ISSUE
STATEMENT:** The work on this project has been completed by the Developer, 5th St Project, LLC.
Final inspection, paperwork, and approval have been completed by City staff and
the Developer's consulting engineers, Branch Engineering, Inc. The project is now
ready for formal City Council acceptance.

ATTACHMENTS: 1. P31039 2nd AND 3RD ST IMPROVEMENTS PIP Acceptance - Resolution

**DISCUSSION/
FINANCIAL
IMPACT:** This project connects a dead end street (3rd Street) and 2nd Street with a new east-
west connection called R Street and improves the east side of 2nd Street to the
intersection with S Street. The entire width of 2nd Street for this length is fully
improvement to current standards.

- Construction of 400 feet of new street, curb and gutter and sidewalk (R St)
- Construction of 300 feet of ½ of a new street, curb and gutter and sidewalk (2nd St)
- Installation of 2 new stormwater treatment planters and small sections of stormdrain lines to drain the planters.

All construction work and City staff time was paid for by 5th St Project, LLC.
Engineering services were provided by Nathan Patterson and staff of Branch
Engineering, Inc.

All work done under this permit project has been completed and inspected by the
City Engineer or his designee and found to be satisfactory. There is no final
construction cost for this project, as it was privately engineered, built and financed.
There is no financial impact to the City other than the typical future maintenance
responsibilities for public infrastructure.

**CITY OF SPRINGFIELD, OREGON
RESOLUTION NO. _____**

ACCEPTANCE

WHEREAS, work on the improvement described below has been fully completed and has been duly inspected by the City Engineer of the City of Springfield: P31039, 2nd and 3rd Street Improvements, Public Improvement Project;

WHEREAS, said work was found to be in conformance with the terms of the Public Improvement Permit and plans submitted by the Engineer of Record and approved by the City Engineer; and

WHEREAS, it is the recommendation of the City Engineer that this Public Improvement Project be accepted and permanently included in the improvement maintenance program of the City of Springfield.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD:

Section 1: The Common Council of the City of Springfield does hereby accept for future maintenance the above-described project and accepts said improvement from the Developer involved.

Section 2: This Resolution will take effect upon adoption by the Council and approval by the Mayor.

ADOPTED by the Common Council of the City of Springfield this 4th day of May 2020, by a vote of _____ for and _____ against.

Mayor

ATTEST:

City Recorder

**REVIEWED & APPROVED AS
TO FORM

Mary Bridget Smith
DATE: August 28, 2018
OFFICE OF CITY ATTORNEY
CITY OF SPRINGFIELD**

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Andy Limbird, DPW
Staff Phone No: 541-726-3784
Estimated Time: 15 Minutes
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: REQUEST FOR METRO PLAN DIAGRAM AMENDMENT FOR 0.85 ACRES OF PROPERTY AT 287 DEADMOND FERRY ROAD; AND ZONE CHANGE FOR 0.96 ACRES OF PROPERTY AT 287 DEADMOND FERRY ROAD INCLUDING A 16-FOOT WIDE BY 310.7-FOOT LONG STRIP OF ADJOINING LAND, CASES 811-20-000031-TYP4 AND 811-20-000032-TYP3

ACTION REQUESTED: Conduct a public hearing and first reading of the following ordinance:
AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (*METRO PLAN*) DIAGRAM BY REDESIGNATING APPROXIMATELY 0.85 ACRES OF LAND FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY RESIDENTIAL (MDR); CONCURRENTLY AMENDING THE *GATEWAY REFINEMENT PLAN* DIAGRAM BY REDESIGNATING THE SAME APPROXIMATELY 0.85 ACRES OF LAND FROM LDR TO MDR; CONCURRENTLY AMENDING THE SPRINGFIELD ZONING MAP BY REZONING APPROXIMATELY 0.96 ACRES OF LAND FROM LDR TO MDR; ADOPTING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE. (FIRST READING).

ISSUE STATEMENT: The applicant has submitted concurrent *Metro Plan* diagram and Zoning Map amendment applications for a residential parcel and also rezoning of a linear panhandle extension of an adjoining parcel.

ATTACHMENTS Attachment 1: Ordinance and Exhibits
Exhibit A: Map and Legal Description for Metro Plan Amendment
Exhibit B: Map and Legal Description for Zoning Map Amendment
Exhibit C: Staff Report for Metro Plan Amendment
Exhibit D: Staff Report for Zoning Map Amendment
Attachment 2: Metro Plan Amendment Application and Exhibits
Attachment 3: Zoning Map Amendment Application and Exhibits
Attachment 4: Site Maps
Attachment 5: Planning Commission Recommendations and Exhibits
Attachment 6: Comments from the Oregon Fair Housing Council

**DISCUSSION/
FINANCIAL
IMPACT:** The subject site is a residential parcel containing an existing single detached dwelling addressed as 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800). The property is approximately 0.85 acres and zoned and designated for Low Density Residential use. The property is bordered by Medium Density Residential zoning to the east and south, Low Density Residential zoning to the west, and Campus Industrial zoning to the north across Deadmond Ferry Road. The applicant is proposing to change the comprehensive plan designation and zoning for the property to facilitate future construction of multi-unit residential dwellings on the site.

The panhandle extension of an adjoining parcel to the east (Assessor's Map 17-03-22-00, portion of Tax Lot 100) also is included with the proposed Zoning Map amendment. This area is zoned LDR but is designated MDR in the *Gateway Refinement Plan*. Rezoning the intervening strip of property from LDR to MDR concurrently with this action will not have any effect on its current and future use, and it will bring the property into conformity with the comprehensive plan designation and remove a potential Zoning Map anomaly. The affected property owner (PeaceHealth) has given concurrence for the proposed rezoning.

The Planning Commission conducted a public hearing on the proposal to amend the *Metro Plan* diagram, *Gateway Refinement Plan* diagram, and Zoning Map on April 7, 2020. The Planning Commission unanimously adopted recommendations of support for the proposal (Attachment 5). The City Council is requested to hold a public hearing and give first reading to the amending Ordinance at the regular meeting on May 4, 2020. Staff recommends that the City Council hold open the public record until May 18 to allow members of the public unable to attend the Council meeting virtually to provide public comment.

CITY OF SPRINGFIELD, OREGON
ORDINANCE NO. _____ (GENERAL)

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (*METRO PLAN*) DIAGRAM BY REDESIGNATING APPROXIMATELY 0.85 ACRES OF LAND FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY RESIDENTIAL (MDR); CONCURRENTLY AMENDING THE *GATEWAY REFINEMENT PLAN* DIAGRAM BY REDESIGNATING THE SAME APPROXIMATELY 0.85 ACRES OF LAND FROM LDR TO MDR; CONCURRENTLY AMENDING THE SPRINGFIELD ZONING MAP BY REZONING APPROXIMATELY 0.96 ACRES OF LAND FROM LDR TO MDR; ADOPTING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.

THE CITY COUNCIL OF THE CITY OF SPRINGFIELD FINDS THAT:

WHEREAS, Section 5.14-100 of the Springfield Development Code (SDC) sets forth procedures for *Metro Plan* diagram amendments; and

WHEREAS, Section 5.14-115.A of the SDC classifies amendments to the *Metro Plan* diagram for land inside the Springfield City limits as being Type I *Metro Plan* amendments that require approval by Springfield only; and

WHEREAS, Section 5.14-125.A of the SDC sets forth procedures for property owners to initiate a Type I *Metro Plan* diagram amendment for property under their ownership; and

WHEREAS, the applicant/owner of the subject property initiated a Type I *Metro Plan* diagram amendment as follows:

Redesignate approximately 0.85 acres of property that is addressed as 287 Deadmond Ferry Road and identified as Assessor's Map 17-03-15-40, Tax Lot 1800, as generally depicted and more particularly described in **Exhibit A** to this Ordinance, from Low Density Residential to Medium Density Residential; and

WHEREAS, Section 5.22-110 of the SDC sets forth procedures for property owners to initiate an amendment to the Springfield Zoning Map; and

WHEREAS, Section 5.22-110.A.1 sets forth procedures for concurrent amendments to the *Metro Plan* diagram and Springfield Zoning Map through the Legislative Zoning Map amendment process; and

WHEREAS the applicant/owner of the subject property initiated the following Springfield Zoning Map amendment:

Rezone approximately 0.96 acres of property identified herein as 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800) and also including a 16-foot wide by 310.7-foot long strip of adjoining land (Assessor's Map 17-03-22-00, Portion of Tax Lot 100), as generally depicted and more particularly described in **Exhibit B** to this Ordinance, from Low Density Residential to Medium Density Residential; and

WHEREAS, on April 7, 2020 the Springfield Planning Commission conducted a public hearing on the proposed *Metro Plan* diagram amendment request and concurrent request for *Gateway Refinement Plan* diagram and Zoning Map amendments. The Development & Public Works Department staff report, including criteria of approval, findings and recommendations, together with the testimony and submittals of the persons testifying at that hearing, were considered and were made a part of the record of the proceeding; and

WHEREAS, at the regular meeting on April 7, 2020 the Planning Commission conducted deliberations and voted 7 in favor and none (0) opposed to forward recommendations of approval to the City Council for the proposed *Metro Plan* diagram, *Gateway Refinement Plan* diagram, and Zoning Map amendments; and

WHEREAS, on May 4, 2020 the City Council held a public hearing to receive testimony and hear comments on the proposals; and

WHEREAS, The City Council is now ready to take action on these proposals with due consideration given to the above recommendations of the Planning Commission and the evidence and testimony already in the record, as well as the evidence and testimony presented at this public hearing held in the matter of adopting this Ordinance amending the *Metro Plan* diagram, *Gateway Refinement Plan* diagram, and Springfield Zoning Map; and

WHEREAS, substantial evidence exists within the record and the findings set forth in **Exhibits C & D**, attached hereto and incorporated herein by reference, that the proposal meets the relevant approval criteria,

NOW, THEREFORE, BASED ON THE FOREGOING FINDINGS, THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD ORDAINS AS FOLLOWS:

Section 1. The above findings and conclusions are hereby adopted.

Section 2. The applicant narrative and staff reports and recommendations to this Ordinance set forth in **Exhibits C & D**, attached hereto and incorporated herein by reference, are hereby adopted.

Section 3. The *Metro Plan* diagram designation of the subject property identified as 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800), generally depicted and more particularly described in **Exhibit A** attached hereto and incorporated herein by reference, is hereby amended from Low Density Residential (LDR) to Medium Density Residential (MDR).

Section 4. The *Gateway Refinement Plan* diagram designation of the subject property identified as 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800), generally depicted and more particularly described in **Exhibit A** attached hereto and incorporated herein by reference, is hereby amended from LDR to MDR.

Section 5. The Springfield Zoning Map is hereby amended to rezone the subject property identified as 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800) and also including a 16-foot wide by 310.7-foot long strip of land abutting the subject property to the east (Assessor's Map 17-03-22-00, Portion of Tax Lot 100), generally depicted and more particularly described in **Exhibit B** attached hereto and incorporated herein by reference, from LDR to MDR .

Section 6. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct, and independent provision and that holding shall not affect the validity of the remaining portion of this Ordinance.

Section 7. Notwithstanding the effective date of ordinances as provided by Section 2.110 of the Springfield Municipal Code 1997, this ordinance shall become effective 30 days from the date of passage by the City Council and approval by the Mayor or upon the date of acknowledgement as provided in ORS 197.625, whichever date is later.

ADOPTED by the City Council of the City of Springfield this ____ day of _____, 2020
by a vote of ____for and ____ against.

APPROVED by the Mayor of the City of Springfield this ____ day of _____, 2020.

Mayor

ATTEST:

City Recorder

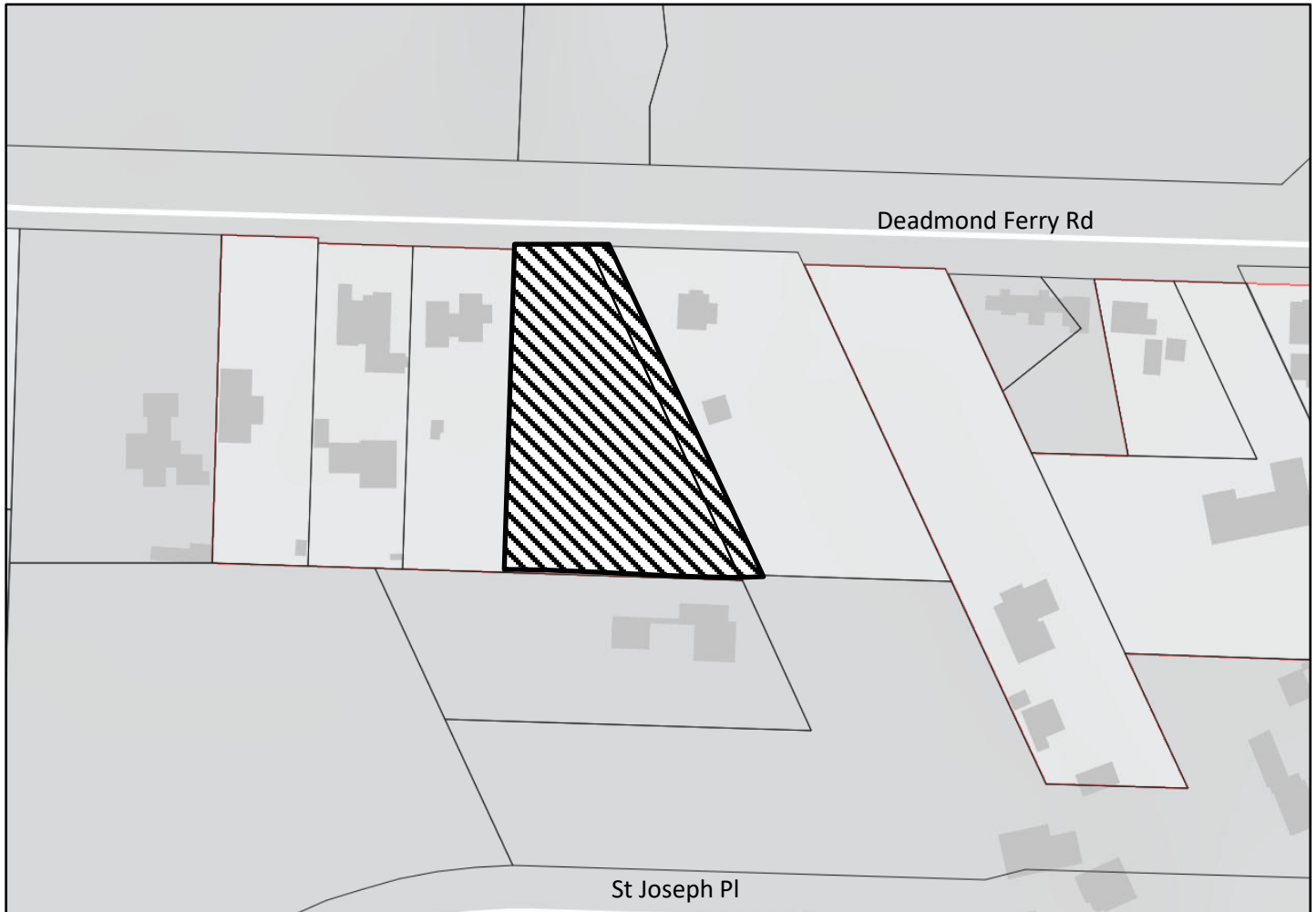
EXHIBIT A
PROPERTY REDESIGNATED FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



LEGAL DESCRIPTION

Beginning at the Northeast corner of the William Stevens Donation Land Claim No. 46, in Township 17 South Range 3 West of the Willamette Meridian; thence North $89^{\circ} 55'$ West 737.88 feet along the North line of said Claim No. 46; thence South 15.0 feet to a point on the South line of County Road No. 90 (Deadmond Ferry Road), said point being the true point of beginning; running thence South $89^{\circ} 55'$ East 62.60 feet along the South line of said road; thence leaving said South line, South $26^{\circ} 38'$ East 306.75 feet; thence North $89^{\circ} 55'$ West 200.10 feet; thence North 274.2 feet to the true point of beginning, in Lane County, Oregon.

EXHIBIT B
PROPERTIES REZONED FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



LEGAL DESCRIPTION

Beginning at the Northeast corner of the William Stevens Donation Land Claim No. 46, in Township 17 South Range 3 West of the Willamette Meridian; thence North $89^{\circ} 55'$ West 737.88 feet along the North line of said Claim No. 46; thence South 15.0 feet to a point on the South line of County Road No. 90 (Deadmond Ferry Road), said point being the true point of beginning; running thence South $89^{\circ} 55'$ East 62.60 feet along the South line of said road; thence leaving said South line, South $26^{\circ} 38'$ East 306.75 feet; thence North $89^{\circ} 55'$ West 200.10 feet; thence North 274.2 feet to the true point of beginning, in Lane County, Oregon.

ALSO INCLUDING: Beginning at a point on the South line of County Road No. 90, which point is 171 feet North $89^{\circ} 55'$ West of a point marked by an iron pipe which is 16.7 feet South $26^{\circ} 38'$ East from a point 57.34 chains South $89^{\circ} 55'$ East from the Northwest corner of the William M. Stevens Donation Land Claim No. 46, Township 17 South, Range 3 West of the Willamette Meridian; and running thence North $89^{\circ} 55'$ West 16.0 feet; thence South $26^{\circ} 38'$ East 310.73 feet; thence South $89^{\circ} 55'$ East 16.0 feet; thence North $26^{\circ} 38'$ West 310.73 feet to the Point of Beginning. The Basis of Bearings for this description is County Survey File No. 37826, on record in the Lane County Surveyor's Office, in Lane County, Oregon.

**Staff Report and Findings
Springfield City Council
Type I Amendment to the Metro Plan Diagram**

Meeting Date: May 4, 2020

Case Number: 811-20-000031-TYP4

Applicant: Rick Satre, Schirmer Satre Group on behalf of Moving Forward LLC

Project Location: 287 Deadmond Ferry Road (Assessor's Map 17-03-15-40, Tax Lot 1800).

Request

The City has received applications for a Type I *Metro Plan* diagram amendment and a concurrent Zoning Map amendment from a property owner. In accordance with Springfield Development Code (SDC) 5.14-115.A.1, proposals for redesignating land inside the City limits are classified as a Type I *Metro Plan* diagram amendment requiring approval by Springfield only. In accordance with SDC Section 5.14-125.A, an amendment to the *Metro Plan* diagram can be initiated by a property owner at any time. In accordance with SDC 5.14-130, the property-owner initiated amendment to the *Metro Plan* diagram is processed as a Type IV land use action that requires public hearings before the Springfield Planning Commission and City Council.

The proposed *Metro Plan* diagram amendment would change the plan designation for the subject parcel from Low Density Residential (LDR) to Medium Density Residential (MDR). The proposed amendment to the *Metro Plan* diagram would also amend the adopted *Gateway Refinement Plan* diagram, which is a refinement plan to the *Metro Plan*. Concurrent with the comprehensive plan amendment, an amendment to the Springfield Zoning Map would change the zoning of the site from LDR to MDR.

The proposed plan designation and zoning would allow for uses listed at SDC 3.2-210 Schedule of Uses, including the applicant's plan for construction of multi-unit residential dwellings on the site.

The application was submitted on February 3, 2020 and the Springfield Planning Commission held a public hearing on the proposed *Metro Plan* diagram, *Gateway Refinement Plan* diagram, and Zoning Map amendments on April 7, 2020. The Planning Commission unanimously adopted a recommendation of support for the proposal at the April 7, 2020 meeting.

Notification and Written Comments

In accordance with the Oregon Administrative Rules (OARs) 660-018-0020, prior to adopting a change to an acknowledged comprehensive plan or land use regulation, local governments are required to notify the state Department of Land Conservation and Development (DLCD) at least 35 days prior to the first evidentiary hearing. A Notice of Proposed Amendment was transmitted to the DLCD on February 24, 2020, which is 43 days prior to the initial public hearing on the matter.

In accordance with SDC 5.2-110.B, Type IV land use decisions require mailed notification as well as notice in a newspaper of general circulation. Notification of the May 4, 2020 City Council public hearing was mailed to adjacent property owners and residents on March 16, 2020 and published in the legal notices section of *The Register Guard* on March 24 and 31, 2020. Staff also posted notices of the April 7, 2020 Planning Commission and May 4, 2020 City Council public hearings along the Deadmond Ferry Road

frontage of the subject property, in the lobby of City Hall, on the Development & Public Works office digital display, and on the City's webpage.

To comply with the Governor's strong recommendation in Executive Order 20-12 that local governments implement social distancing and conduct work remotely as much as possible, the April 7, 2020 Planning Commission meeting was conducted via an online meeting platform that also allows members of the public to join the meeting virtually or call-in via a toll free number. In addition, members of the public were permitted to view the online meeting and submit public testimony in person at Springfield City Hall. No members of the public attended.

On April 16, 2020, the Governor issued Executive Order 20-16, which requires governing bodies to hold public meetings and hearings by telephone, video, or through other electronic or virtual means whenever possible. The governing body must make available a method by which the public can listen to or virtually attend the public meeting or hearing at the time it occurs. Executive Order 20-16 allows governing bodies to accept public testimony by telephone, video, or other virtual or electronic means, or to provide a means to submit written testimony (including email or other electronic methods) that the governing body can consider in a timely manner. Executive Order 20-16 overrides conflicting requirements for quasi-judicial public hearings in state law or in the Springfield Development Code or Metro Plan.

The May 4 City Council public hearing is being conducted via online meeting platform that allows members of the public to listen to the meeting online or by calling a toll free number. Members of the public may provide testimony to the Council by observing the online meeting at City Hall in Council chambers, or by joining the online meeting remotely. The public may listen to the meeting by phone but cannot provide testimony by phone. Details regarding how to join the online meeting were provided in the City Council meeting agenda, and posted on the City's website. To comply with the requirements of EO 20-16 and to ensure that all interested parties can submit testimony in this matter, staff recommend that the City Council hold open the public record until May 18, 2020. If no additional testimony is received during that time, the Council may then close the record and hold a second reading. If there is new testimony submitted, the Council must further extend the open record period to allow the applicant to respond.

Criteria of Approval

Section 5.14-135 of the SDC contains the criteria of approval for the decision maker to utilize during review of *Metro Plan* diagram amendments. The Criteria of approval are:

SDC 5.14-135 CRITERIA

A Metro Plan amendment may be approved only if the Springfield City Council and other applicable governing body or bodies find that the proposal conforms to the following criteria:

- A. The amendment shall be consistent with applicable Statewide Planning Goals; and*
- B. Plan inconsistency:*
 - 1. In those cases where the Metro Plan applies, adoption of the amendment shall not make the Metro Plan internally inconsistent.*
 - 2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.*

A. Consistency with Applicable State-Wide Planning Goals

Finding 1: Of the 19 statewide goals, 13 should be considered in general terms as “urban” goals, that is, these goals will be applicable for purposes of review to any plan map amendments in the city; however, it is the proposal and its effect on the purpose of these goals that will determine whether or not the proposed amendment is “consistent with” the applicable goals. The goals that are to be evaluated are: Goal 1 – Citizen Involvement; Goal 2 – Land Use Planning; Goal 5 - Natural Resources, Scenic and Historic Areas, and Open Spaces; Goal 6 - Air, Water and Land Resources Quality; Goal 7 – Areas Subject to Natural Hazards; Goal 8 - Recreational Needs; Goal 9 – Economic Development; Goal 10 – Housing; Goal 11 - Public Facilities and Services; Goal 12 - Transportation; Goal 13 - Energy Conservation; Goal 14 – Urbanization; and Goal 15 - Willamette River Greenway. All of the statewide goals are listed below; the narrative that accompanies each is more expositive when the discussion applies to the 13 goals identified above.

Goal 1 – Citizen Involvement

Applicant’s Narrative: “The City of Springfield has an acknowledged citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process. The Springfield Code (SDC Section 5.14-100 Metro Plan Amendments and the City’s public notice standards – SDC Section 5.2-115) requires public hearings before the Springfield Planning Commission and the Springfield City Council, and includes specifications for the content, timing and dispersal of mailed notice. This proposed Metro Plan amendment does not amend the citizen involvement program. The process for adopting amendments is in accordance with Statewide Planning Goal 1, as it complies with the requirements of the State’s citizen involvement provisions. Therefore, the amendment is consistent with Statewide Planning Goal 1.”

Finding 2: Goal 1 – Citizen Involvement calls for “the opportunity for citizens to be involved in all phases of the planning process.” As the applicant notes in their narrative, the proposed citizen-initiated amendment to the adopted *Metro Plan* diagram is subject to the City’s acknowledged plan amendment process – SDC Section 5.14-100 Metro Plan Amendments and the City’s public notice standards – SDC Section 5.2-115 which requires a public hearing before the Springfield Planning Commission and a public hearing before the Springfield City Council, and includes specifications for the content, timing and dispersal of mailed notice (see description following). The Planning Commission public hearing to consider the proposed amendments was held April 7, 2020. Mailed notification of the Planning Commission and City Council public hearings was provided to all property owners and residents within 300 feet of the subject property on March 16, 2020. The City Council public hearing was advertised in the legal notices section of the *Register-Guard* on March 24 & 31, 2020. The recommendations of the Planning Commission to the Springfield City Council are included with the AIS for consideration at the public hearing meeting currently scheduled for May 4, 2020. The notice for this proposed *Metro Plan* diagram amendment complies with SDC 5.2-115 and is consistent with Goal 1 requirements. Additional information was provided to the public for how to attend the meeting via online meeting platform or by phone, as described above. The public hearing on May 4 is being conducted in compliance with Executive Order 20-16.

Goal 2 – Land Use Planning

Applicant’s Narrative: “The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the acknowledged comprehensive plan for guiding land use planning in Springfield. The subject property is also within the adopted Gateway Refinement Plan area and the proposed amendment to

the Metro Plan diagram would concurrently amend the adopted Refinement Plan diagram. The City has also adopted the Springfield Comprehensive Plan. The policies and implementation actions of the Springfield 2030 Refinement Plan Residential Land Use and Housing Element are intended to refine and update the goals, objectives and policies of the Metro Plan's Residential Land Use and Housing Element. Therefore, both plans are applicable to this request and the proposed Metro Plan amendment and Zone Change will be consistent with both the Metro Plan and the Springfield Comprehensive Plan. These findings and records show that there is an adequate factual base for decisions to be made concerning the proposed amendment. Goal 2 further requires that the City coordinate the review of the amendment with affected governmental units. Therefore, the amendment is consistent with Statewide Planning Goal 2."

Finding 3: Goal 2 – Land Use Planning outlines the basic procedures for Oregon's statewide planning program. In accordance with Goal 2, land use decisions are to be made in accordance with a comprehensive plan, and jurisdictions are to adopt suitable implementation ordinances that put the plan's policies into force and effect. Consistent with the City's coordination responsibilities and obligations to provide affected local agencies with an opportunity to comment, the City sent a copy of the application submittals to the following agencies: Willamalane Park & Recreation District; Springfield Utility Board (water, ground water protection, electricity and energy conservation); Lane 911; United States Postal Service; Northwest Natural Gas; Emerald People's Utility District; Rainbow Water District; Eugene Water and Electric Board – Water and Electric Departments; Springfield School District #19 Maintenance, Safe Routes to School and Financial Services; Lane County Transportation, County Sanitarian; Lane Regional Air Pollution Authority; Comcast Cable; CenturyLink; Lane Transit District; and ODOT Planning and Development, State Highway Division. Additionally, notice was provided electronically to DLCD on February 24, 2020.

Finding 4: The *Metro Plan* is the acknowledged comprehensive plan for guiding land use planning in Springfield. The City has adopted other neighborhood- or area-specific plans (such as Refinement Plans) that provide more detailed direction for land use planning under the umbrella of the *Metro Plan*. The subject property is within the adopted *Gateway Refinement Plan* area and the proposed amendment to the *Metro Plan* diagram would concurrently amend the adopted Refinement Plan diagram. Additionally, the City has developed and adopted key elements of the Springfield Comprehensive Plan. The *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* provides supplemental policy and expands upon – but does not replace – the applicable residential *Metro Plan* policies. The City's initial action to this end was the adoption of Ordinance #6268 on June 20, 2011, which

“[E]stablishes a separate Urban Growth Boundary for the City of Springfield as required by ORS 197.304 and a tax lot specific map of the UGB in accordance with OAR 660-024-0020(2); and the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* and Springfield Residential Land and Housing Needs Analysis February 2011 attached as Exhibit A and B and incorporated here by this reference are adopted pursuant to ORS 197.304 as refinements to the *Metro Plan*.”

This action refined and updated the *Metro Plan*'s Residential Element, including findings, objectives and policies.

Finding 5: The public hearing process used for amendment of the *Metro Plan* and adopted Refinement Plans is specified in Chapter IV *Metro Plan* Review, Amendments, and Refinements.

The findings under Criteria B (below) demonstrate that the proposed amendment will not make the adopted *Metro Plan* internally inconsistent.

Finding 6: The *Springfield Development Code* is a key mechanism used to implement the goals and policies of the City's adopted comprehensive plans, particularly the *Metro Plan*. The proposal is classified as a Type I amendment to the adopted *Metro Plan* diagram that is approved by Springfield only in accordance with SDC 5.14-115.A. The proposed *Metro Plan* diagram amendment is processed as a Type IV land use action as described in SDC 5.1-140 and 5.14-130. The process observed for the proposed *Metro Plan* diagram amendment is consistent with the policies pertaining to Review, Amendments and Refinements. Additionally, the proposed *Metro Plan* diagram amendment has been initiated in accordance with the provisions of the City's acknowledged Comprehensive Plan and Development Code. Staff finds the proposed *Metro Plan* diagram amendment does not affect City ordinances, policies, plans, and studies adopted to comply with Goal 2 requirements, and that notice and coordination requirements "with those local governments, state and federal agencies and special districts which have programs, land ownerships, or responsibilities within the area" that includes this proposal have been provided consistent with Goal 2.

Goal 3 – Agricultural Land

Applicant's Narrative: "Goal 3 is not applicable to this amendment, as the subject property and proposed actions are located within an acknowledged urban growth boundary and do not affect any agricultural plan designation or use. Therefore, Goal 3 is not applicable or relevant to the amendment."

Finding 7: Goal 3 – As noted by the applicant in their narrative, Agricultural Land applies to areas subject to farm zoning that are outside acknowledged urban growth boundaries (UGBs): "Agricultural land does not include land within acknowledged urban growth boundaries or land within acknowledged exceptions to Goals 3 or 4." (Text of Goal 3). The City has an acknowledged UGB and therefore consistent with the express language of the Goal, does not have farm land zoning within its jurisdictional boundary. Furthermore, the site of the proposed *Metro Plan* diagram amendment is inside the City's acknowledged UGB and within a developed neighborhood. Consequently, and as expressed in the text of the Goal, Goal 3 is not applicable.

Goal 4 – Forest Land

Applicant's Narrative: "Goal 4 is not applicable as the subject property and proposed actions do not affect any forest plan designation or use. Goal 4 does not apply within urban growth boundaries and, therefore, does not apply to the subject property nor affect the area's compliance with Statewide Planning Goal 4. Consequently, Goal 4 is not applicable."

Finding 8: Goal 4 – Forest Land applies to timber lands zoned for that use that are outside acknowledged UGBs with the intent to conserve forest lands for forest uses: "Oregon Administrative Rule 660-006-0020: Plan Designation Within an Urban Growth Boundary. Goal 4 does not apply within urban growth boundaries and therefore, the designation of forest lands is not required." The City has an acknowledged UGB and does not have forest zoning within its incorporated area. Furthermore, the site of the proposed *Metro Plan* diagram amendment is inside the City's UGB. Consequently, and as expressed in the text of the Goal, Goal 4 is not applicable.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Applicant's Narrative: "Open Spaces, Scenic and Historic Areas, and Natural Resources applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands and establishes a process for each resource to be inventoried and evaluated. The Springfield Natural Resources Inventory does not list a Goal 5 natural resource on or near the site. The proposed amendment does not amend a plan or code provision adopted to protect a Goal 5 resource, does not allow new uses that could conflict with a Goal 5 resource site, and does not amend the acknowledged Urban Growth Boundary. Therefore, Goal 5 does not apply to this amendment."

Finding 9: Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands, and establishes a process for each resource to be inventoried and evaluated. As stated in the applicant's narrative, the site that is subject of the proposed *Metro Plan* diagram amendment has not been identified in the City's Natural Resources Inventory, Register of Historic Sites, or the Willamalane Park & Recreation District Comprehensive Plan. Additionally, the City does not have a specific zoning district which it applies to inventoried Goal 5 natural resources, where they exist. Therefore, this action does not alter the City's acknowledged compliance with Goal 5.

Goal 6 – Air, Water and Land Resources Quality

Applicant's Narrative: "Goal 6 addresses waste and discharges from development and is aimed at protecting air, water, and land from impacts from those discharges. Nothing in the proposal, character of the site, or potential uses indicates a future development that would compromise air, water, and land resources. The proposal does not amend the metropolitan area's air, water quality, or land resource policies. The City can reasonably expect that future development of the site complies with applicable environmental laws. Therefore, the amendment is consistent with Statewide Planning Goal 6."

Finding 10: Goal 6 – Air, Water and Land Resources Quality applies to local comprehensive plans and the implementation of measures consistent with state and Federal regulations on matters such as clean air, clean water, and preventing groundwater pollution. The proposed *Metro Plan* diagram amendment and concurrent *Gateway Refinement Plan* amendment does not affect City ordinances, policies, plans, and studies adopted to comply with Goal 6 requirements. Therefore, this action does not alter the City's acknowledged compliance with Goal 6.

Goal 7 – Areas Subject to Natural Hazards

Applicant's Narrative: "Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis and wildfires. The subject property is within a mature, developed residential neighborhood and is not subject to hazards normally associated with steep slopes, wildfires, or tsunamis. The northern portion of the subject property is located in Flood Zone A, so a Floodplain Development Permit will be acquired. Other hazards, such as earthquakes and severe winter storms can be mitigated at the time of development based on accepted building codes and building techniques. Therefore, this amendment is consistent with Statewide Planning Goal 7."

Finding 11: Goal 7 – Areas Subject to Natural Hazards applies to development in areas such as floodplains and potential landslide areas. Local jurisdictions are required to apply "appropriate

safeguards” when planning for development in hazard areas. The City has inventoried areas subject to natural hazards such as the McKenzie and Willamette River floodplains and potential landslide areas on steeply sloping hillsides. The subject site is within a developed residential neighborhood and a portion of the property is within the mapped 100-year flood hazard area of the McKenzie River. Future site development will be subject to the provisions of the City’s Site Plan Review and Floodplain Overlay District permitting process as described in SDC 5.17-100.

Finding 12: The proposed *Metro Plan* diagram amendment has no effect on City ordinances, policies, plans, and studies adopted to comply with Goal 7 requirements and siting standards for development within hillside areas or the mapped flood hazard area of the McKenzie and Willamette Rivers. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 7.

Goal 8 – Recreational Needs

Applicant’s Narrative: “Goal 8 requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The Lyle Hatfield Linear Path, abuts the eastern boundary line of the subject property and is listed on the Willamalane Park & Recreation District’s 20-Year Comprehensive Plan. The path has been extended to Deadmond Ferry Road and on-street bike paths have been added. The proposed amendment will not impact the provision of public recreational facilities nor will it affect access to existing or future public recreational facilities. The proposed Metro Plan diagram amendment would also not affect Willamalane’s adopted Comprehensive Plan or other ordinances, policies, plans, and studies adopted to comply with Goal 8 requirements. As such, the amendment is consistent with Statewide Planning Goal 8.”

Finding 13: As stated in the applicant’s narrative, Goal 8 – Recreational Needs requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The provision of recreation services within Springfield is the responsibility of Willamalane Park & Recreation District. Willamalane has an adopted 20-Year Comprehensive Plan for the provision of park, open space and recreation services for Springfield. The proposed *Metro Plan* diagram amendment would not affect Willamalane’s adopted Comprehensive Plan or other ordinances, policies, plans, and studies adopted to comply with Goal 8 requirements. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 8.

Goal 9 – Economic Development

Applicant’s Narrative: “The proposed Metro Plan diagram amendment does not affect economic development, as it is not requesting to change the designation of the subject site to or from commercial. The amendment seeks to designate land currently identified as Low Density Residential to Medium Density Residential. Therefore, the proposed amendment will not impact economic development or commercial land supply in any way. The amendment is consistent with Statewide Planning Goal 9.”

Finding 14: Goal 9 – Economic Development addresses diversification and improvement of the economy. It requires local jurisdictions to conduct an inventory of commercial and industrial lands, anticipate future needs for such lands, and provide enough appropriately-zoned land to meet the projected demand over a 20-year planning horizon. The City previously completed an analysis of its employment land base and determined that a deficit existed. To address the projected deficit of commercial and industrial land, the City completed a multi-year process to expand the UGB in the

North Gateway and South 28th Street areas. Expansion of the UGB is intended to provide sufficient employment-generating land area for the mandated 20-year planning horizon. The proposed redesignation and rezoning of the subject property from Low Density Residential to Medium Density Residential will not affect the amount of employment land within the City's inventory.

Goal 10 - Housing

Applicant's Narrative: "Goal 10 requires that communities plan for and maintain an inventory of buildable residential land for needed housing units. The Administrative Rule for Statewide Planning Goal 10 (OAR 660 Division 8) states:

'The mix and density of needed housing is determined in the housing needs projection. Sufficient buildable land shall be designated on the comprehensive plan map to satisfy housing needs by type and density range as determined in the housing needs projection.'

The subject property is currently designated for Low Density Residential and the applicant wishes to redesignate the property as Medium Density Residential. The Springfield 2030 Residential Land and Housing Element designates 'the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg. 5).' The proposed redesignation would change the anticipated type of housing form on the property from single-family residential to multi-family, attached homes, or townhouses, or a combination of these types. Third-party analysis has determined that a surplus of LDR designated land exists within the City's land inventory. Redesignation of the subject property would have an incremental impact to the City's residential land base; arguably, the impact would be limited to a recalculation of surplus versus deficit levels for each of the Low and Medium Density Residential categories. A series of Metro Plan amendments and Zone Changes have reduced the surplus of LDR designated land cited in the Residential Land Use and Housing Element by more than half. As of April 2019, the amount of surplus LDR-designated land in the City's inventory was 168 acres and the amount of surplus MDR designated land was 78 acres. As such, the site is adjacent to a pedestrian and transit-oriented Nodal Development area, and is close to major employers, health care facilities, multi-use pathway connections, and the regional transportation network. For these reasons, the site is appropriate for development under higher residential densities allowed in the MDR plan designation and zoning. Given this, the proposed Metro Plan amendment will have no adverse effect on the city's acknowledged compliance with Goal 10."

Finding 15: Goal 10 – Housing applies to the planning for – and provision of – needed housing types, including multi-family and manufactured housing. As noted by the applicant's narrative, staff and third-party analysis has determined that a surplus of LDR designated land exists within the City's land inventory. Based on the applicant's submittal (and staff recommendations found later in this report and the accompanying Zoning Map Amendment staff report), the amount of surplus Low Density Residential land would be reduced by about 0.85 acres and the amount of surplus Medium Density Residential (MDR) land would increase by about 0.85 acres. Findings 10 and 11 of the *Residential Land Use and Housing Element* identify a surplus of approximately 378 gross acres of LDR designation, a surplus of approximately 76 gross acres of MDR designation, and a deficit of approximately 28 gross acres of HDR designation. The *Residential Land Use and Housing Element* (Residential Finding 11, Page 11) goes on to state that the 28-acre deficit of HDR designation will be met through redevelopment in Glenwood.

Finding 16: A series of Metro Plan amendments and Zone Changes have reduced the surplus of LDR designated land by more than half. Adopted Ordinances 6364, 6373, 6374, 6375, 6378, 6395, 6400 and 6407 redesignated and rezoned more than 226.9 net acres of LDR-designated land to non-residential or higher density residential uses. Therefore, the amount of surplus LDR-designated land in the City's inventory is now approximately 151 acres. With adoption of Ordinances 6378, 6395 and 6400, the amount of surplus MDR designation has increased by 3.58 acres to approximately 79.6 acres. The proposed *Metro Plan* amendment and Zone Change would further adjust these calculated surpluses.

Finding 17: The *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* classifies the subject site as partially developed residential land. Therefore, part of the subject site is already contemplated for further residential development or redevelopment. Upon redesignation and rezoning of the site, the City will maintain an overall surplus of both LDR and MDR-designated land, although the quantities will change slightly. These zoning districts allow for a variety of housing forms, including single-detached, duplex, attached, four-plex, row house, and low-rise apartment units. Maintaining an adequate inventory of land for all forms of housing is consistent with Goal 10 requirements.

Finding 18: Currently, the property has a single-unit dwelling and the LDR zoning would allow for up to 12 dwelling units on the site. Upon redesignation and rezoning of the property to MDR, a minimum of 12 dwelling units would be required to meet the density requirements of the district with a maximum of 24 units. Trends in the Gateway area, including redesignation and rezoning of nearby properties to higher density residential, support redevelopment of the subject site with higher density residential uses. Overall, the requested Metro Plan Amendment would result in a net increase in dwelling units on the site. The provision of needed housing in a variety of forms, including multi-unit dwellings, is consistent with meeting Goal 10 requirements.

Finding 19: The proposed comprehensive plan amendment and zone change would not adversely affect other City ordinances, policies, plans, and studies adopted to comply with Goal 10 requirements. Therefore, this action has no adverse effect on the city's acknowledged compliance with Goal 10.

Goal 11 – Public Facilities and Services

Applicant's Narrative: "The subject site is located inside the City limits; thus, the existing level of public facilities and services is adequate to serve the needs of existing and future development. This area is already developed for a combination of industrial (north of the site), office, health care and internet services, and the public facilities serving this area have been designed accordingly. The amendment to the Metro Plan diagram [does] not significantly affect the planning or development of future public facilities or services. Therefore, the amendment is consistent with Statewide Planning Goal 11."

Finding 20: Goal 11 – Public Facilities and Services addresses the efficient planning and provision of public services such as sewer, water, law enforcement, and fire protection. In accordance with OAR 660-011-0005(5), public facilities include water, sewer and transportation facilities, but do not include buildings, structures or equipment incidental to the operation of those facilities. The proposed redesignation and rezoning should not result in permitted uses that will have an adverse effect on the demand for public facilities and services provided to the subject property and adjacent properties. This area of Springfield is already planned for a variety of residential, campus industrial,

and institutional development and the public facilities serving this area have been designed accordingly. Staff recently evaluated the sewer capacity for this area of Gateway at the time of proposed redesignation and rezoning of the Patrician Mobile Home Park site to ensure there would be no adverse impact to the sanitary sewer system. The findings for this area of the Gateway neighborhood indicate that the incrementally higher dwelling unit density resulting from the proposed *Metro Plan* amendment and Zone Change should not have an adverse impact to the City's sanitary sewer system.

Goal 12 – Transportation

Applicant's Narrative: "Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000 et. seq. The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) provides the regional policy framework through which the TPR is implemented at the local level. The TPR (OAR 660-012-0060) states that when land use changes, including amendments to acknowledged comprehensive plans, significantly affecting an existing or planned transportation facility, the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. This plan amendment will increase the trip generation potential of the subject property since the subject property will be redesignated to allow higher density residential housing. Due to potential traffic impact, the applicant has commissioned Kelly Sandow, a Licensed Traffic Engineer, to evaluate whether the plan amendment and zone change will have a significant impact on Deadmond Ferry Road. The traffic scoping letter created by Kelly Sandow is provided in Attachment 3."

Finding 21: The applicant's Goal 12 Transportation findings conclude that the trip generation for a proposed multi-unit development is below the City's threshold for requiring a Traffic Impact Assessment (TIA) and therefore would not create a significant effect. The applicant's Traffic Engineer assumed development of 12 single family dwelling units under the existing plan designation and zoning and 24 low-rise multi-unit dwellings under the proposed plan designation and zoning. Each scenario represents the reasonable worst-case scenario for traffic generation under the relevant plan designation and zoning. The proposed redesignation and rezoning results in 4 new peak hour trips and 7 fewer daily trips overall, which is not a significant increase over the peak hour or daily trips beyond what could be generated under the current LDR zoning and plan designation. The trip generation calculations prepared by Sandow Engineering and cited in the applicant's narrative above are found in Attachment 7 of the *Metro Plan* Amendment application package (Attachment 3 to the AIS). Therefore, the proposed redesignation and rezoning is consistent with Goal 12 as implemented by the Transportation Planning Rule.

Goal 13 – Energy Conservation

Applicant's Narrative: "Statewide Planning Goal 13 calls for land uses to be managed and controlled 'so as to maximize the conservation of all forms of energy, based upon sound economic principles.' Converting the 0.85 acre property from LDR to MDR should not have an appreciable impact to energy consumption, and in fact may offer opportunities for increased energy efficiency through contemporary multi-family housing design. The developer will have an opportunity to incorporate suitable energy conservation measures into the future site development upon redesignation and rezoning of the subject property. The City's conservation measures applicable to storm water management, temporary storage, filtration and discharge would apply to multi-family

residential uses developed on this site; therefore, this proposal is consistent with Statewide Planning Goal 13.”

Finding 22: The proposed comprehensive plan amendment and rezoning does not affect the City’s ordinances, policies, plans, or studies adopted to comply with Goal 13 requirements. As stated in the applicant’s narrative, converting the property from LDR to MDR should not have an appreciable impact to energy consumption and could offer opportunities for increased energy efficiency by implementing green building concepts. The developer will have an opportunity to incorporate suitable energy conservation measures into the future site development when detailed construction plans are prepared for the site. The City’s building codes comply with all Oregon State Building Codes Agency standards for energy efficiency in residential building design. The site’s solar access is not compromised by surrounding development. The City’s conservation measures applicable to storm water management, temporary storage, filtration and discharge would apply to multi-unit residential uses developed on this site; therefore, this action has no effect on the City’s acknowledged compliance with Goal 13.

Goal 14 - Urbanization

Applicant’s Narrative: “The amendment does not affect the transition from rural to urban land use, as the subject property is within the City limits. The City already planned for residential land use on the subject property when completing its residential buildable land inventory. Nevertheless, the proposed redesignation and zone change will not affect compliance with Statewide Planning Goal 14.”

Finding 23: Goal 14 – Urbanization requires cities to estimate future growth rates and patterns, and to incorporate, plan, and zone enough land to meet the projected demands. The City already planned for residential land use on the subject property when completing its residential buildable land inventory. Consistent with provisions of Goal 14, the City is responding to a request from a property owner to redesignate and rezone the subject property from low density residential to a higher density residential use. However, the proposed redesignation and zone change does not affect the City’s adopted ordinances, policies, plans, or studies adopted to satisfy the compliance requirements of Goal 14.

Goal 15 – Willamette River Greenway

Applicant’s Narrative: “The subject property is not within the boundaries of the Willamette River Greenway. Therefore, Statewide Planning Goal 15 does not apply.”

Finding 24: Goal 15 – Willamette River Greenway establishes procedures for administering the 300 miles of greenway that borders the Willamette River, including portions that are inside the City limits and UGB of Springfield. The subject site is not within the adopted Willamette River Greenway Boundary area so this goal is not applicable; therefore, this action has no effect on the city’s acknowledged compliance with Goal 15.

Goals 16-19 Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources

Applicant’s Narrative: “There are no coastal, ocean, estuarine, or beach and dune resources on or adjacent to the subject property. Therefore, these goals are not relevant, and the proposed amendment will not affect compliance with statewide planning Goals 16 through 19.”

This proposed Metro Plan Amendment meets the applicable Statewide Planning Goals.”

Finding 25: Goals 16-19 – Estuarine Resources; Coastal Shorelands; Beaches and Dunes; and Ocean Resources; these goals do not apply to land within the Willamette Valley, including Springfield. Therefore, in the same way that Goals 3 and 4 do not apply in Springfield, Goals 16-19 do not apply in Springfield or to land use regulations adopted in Springfield.

Conclusion: Staff has concluded that the proposed *Metro Plan* diagram land use designation amendment from Low Density Residential to Medium Density Residential is consistent with all applicable statewide land use planning goals in accordance with SDC 5.14-135.A.

B. Plan Inconsistency

1. In those cases where the *Metro Plan* applies, adoption of the amendment shall not make the *Metro Plan* internally inconsistent.

Applicant’s Narrative: “The adopted Metro Plan is the principal document that creates a framework for land use policy within the City of Springfield. The subject property is within the adopted Gateway Refinement Plan area. The Springfield 2030 Refinement Plan Residential Land Use and Housing Element are intended to refine and update the goals, objectives and policies of the Metro Plan’s Residential Land Use and Housing Element. This relationship therefore requires the proposed amendment be consistent with the Springfield Comprehensive Plan and the Gateway Refinement Plan. The proposed Metro Plan amendment does not make the Metro Plan internally inconsistent. It does not affect any Metro Plan policies or text. Moreover, the Gateway Refinement Plan will not be made inconsistent through this amendment. The Gateway Refinement plan will be amended automatically in conjunction with the Metro Plan amendment. There is no conflict created by the proposed amendment to the residential land inventory, needed employment land inventory, nor any other land use elements of the Metro Plan or Gateway Refinement Plan.”

Finding 26: The adopted *Metro Plan* and *Springfield 2030 Comprehensive Plan* are the principal policy documents that create the broad framework for land use planning within the City of Springfield. The City’s adopted Zoning Map implements the zoning designations of the *Metro Plan* diagram and localized Refinement Plans, which are adopted amendments to the *Metro Plan*. The subject property is within the adopted *Gateway Refinement Plan* area, and adoption of Springfield Ordinance #6268 included the new *Springfield 2030 Refinement Plan Residential Land Use and Housing Element*. As noted in the applicant’s narrative statement above, the policies and implementation actions of the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* are intended to refine and update (as opposed to replace) the goals, objectives and policies of the *Metro Plan’s* Residential Land Use and Housing Element. Therefore, both plans are applicable to this request and the proposed *Metro Plan* amendment and Zone Change needs to be consistent with both the *Metro Plan* and the *Springfield Comprehensive Plan*. The process and criteria for amending refinement plans is found in SDC 5.6-115 and as preempted in SDC 5.14-120 and 5.14-135.

Finding 27: The proposal is consistent with the *Residential Land Use and Housing Element* of the adopted *Metro Plan* including policies pertaining to residential land supply and demand. In accordance with Policy A.4, the City is to use annexation, provision of adequate public facilities, rezoning, redevelopment, and infill to meet the 20-year projected housing demand. The proposed

redesignation and rezoning of this property would create an opportunity for redevelopment of the site with multi-unit housing to meet market demand and a specific housing demographic.

Finding 28: The proposal is consistent with the residential density policies of the *Metro Plan* Residential Land Use and Housing Element, including Policies A.10, A.11 and A.12 which encourage higher density residential development in areas with existing infrastructure and facilities, close to existing employment and commercial services, proximate to transportation systems and public transit, and in conjunction with services and amenities. The subject site has frontage on a collector street and it is on the northern boundary of the PeaceHealth Riverbend campus, which is a major regional employment and health services center. The site is also within walking distance of other employers, major transportation corridors, bus rapid transit, shopping, services, and a variety of urban amenities.

Finding 29: The proposal is consistent with Policy A.13 which looks to increase overall residential density in the metropolitan area by creating opportunities for infill, redevelopment and mixed-use while considering impacts on existing neighborhoods. The subject property represents a potential infill / redevelopment opportunity within an existing neighborhood.

Finding 30: The proposal is consistent with the residential housing type and tenure policies of the *Metro Plan* Residential Land Use and Housing Element, including Policies A.17 and A.18 which provide for a full range of housing types, densities, sizes and locations and encourage a mix of structure types and densities within residential designations. Currently, there is a single detached dwelling on the parcel proposed for development. The proposed redesignation would allow for up to 24 units to be developed on the property.

Finding 31: In accordance with Chapter IV – *Metro Plan* Review, Amendments, and Refinements, the City’s Comprehensive Plan is not designed or intended to remain static and unyielding in its assignment of land use designations. To that end, provisions of Chapter IV, Policy 7.a, allow for property owners to initiate an amendment to the *Metro Plan* diagram to reflect a change in circumstances or need. The applicant is proposing to amend the *Metro Plan* designation for the subject property from LDR to MDR and to concurrently rezone the property to MDR. There are no conflicts created by this proposed diagram amendment based on needed residential land inventories or needed employment land inventories. The development of this land with residential uses does not conflict with other land use elements in the *Metro Plan* including commercial, industrial, park and open space, or government and education. Adoption of the amendment to the Plan diagram will not result in an internal inconsistency. Therefore, Criteria B.1 is met.

2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.

Applicant’s Narrative: “The Residential Land and Housing Policies and Implementation Actions of the Springfield 2030 Refinement Plan Residential Land Use and Housing Element apply to the subject site. There are a number of policies in that document which apply to this proposed Metro Plan amendment. These include:

Policy H.3, the City shall ‘support community-wide, district wide and neighborhood-specific livability and redevelopment objectives and regional land use planning and transportation planning policies by locating higher density residential development and increasing the density

of development near employment or commercial services, within transportation-efficient Mixed-Use Nodal Development centers and along corridors served by frequent transit service.'

Policy H.6, the City shall 'continue to seek ways to reduce development impediments to more efficient utilization of the residential land supply inside the UGB...'

Policy H.11, the City shall 'continue to seek ways to update development standards to introduce a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Springfield residents.'

Policy H.12, the City shall 'continue to designate land to provide a mix of choices (e.g. Location, accessibility, housing types, and urban and suburban neighborhood character) through the refinement plan update process and through review of developer-initiated master plans.'

Policy H.13, the City shall 'promote housing development and affordability in coordination with transit plans and in proximity to transit stations.'

[Policy] H.14, the City shall 'continue to update existing neighborhood refinement plan policies and to prepare new plans that emphasize the enhancement of residential neighborhood identity, improved walkability and safety, and improved convenient access to neighborhood services, parks, schools, and employment opportunities.'

[Policy] H.15, the City shall 'update residential development standards to enhance the quality and affordability of neighborhood infill development (e.g. Partitions, duplex developments, transitional neighborhoods, rehab housing, accessory dwelling units) and multi-family development.'

The proposed amendment addresses the changing demographics of the neighborhood and will provide additional housing options. By rezoning the proposed subject property to medium density residential, it would provide a better buffer from the Campus Industrial zoning north of Deadmond Ferry Road and low density residential west of the property. The development will also provide a multi-family housing in close proximity to the public transit system. The City of Springfield also previously adopted the Residential Land Use and Housing Element of the Springfield 2030 Refinement Plan. As specified in this written statement, the Springfield 2030 Residential Land [Use] and Housing Element designates 'the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront / Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5).' The subject site is adjacent to and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at Riverbend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses. While the Metro Plan and the Springfield 2030 Refinement Plan Residential Land Use and Housing Element are the prevailing Comprehensive Plans for the site, the residential land use policies of the Gateway Refinement Plan also pertain to the proposed development. The Gateway Refinement Plan Residential Element Policy and Implementation Action 1.0 states, 'The City shall...actively participate in efforts to maintain and enhance residential neighborhoods and attract compatible multi-family developments that would enhance the Gateway Refinement Plan area.' The proposed Metro Plan [amendment] enables multi-family development on the subject property that is compatible with the surrounding neighborhood. The subject property is appropriate for MDR designation and zoning given its proximity to other higher-density

residential properties, to the Frequent Transit Network, and to large employment centers. The subject property's orientation to Deadmond Ferry Road is also more compatible with multi-family development than a single-family neighborhood. Therefore, the proposal to redesignate and rezone the subject property from LDR to MDR is consistent and compatible with the adopted policies of the Metro Plan, the Springfield 2030 Refinement Plan Residential Land and Housing Element and the Gateway Refinement Plan."

Finding 32: As stated in the applicant's project narrative above, the Residential Land and Housing Policies and Implementation Actions of the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* apply to the subject site. The proposed *Metro Plan* diagram amendment is consistent with Policy H.3 for the following reasons: there is existing, developed Medium Density Residential designated land on the southern boundary of the property; a similar-sized property to the east was also recently redesignated and rezoned to MDR consistent with these adopted policies; the property is proximate to the Lane Transit District EmX Gateway-Riverbend line with transit stations on Riverbend Drive and International Way to the southeast and north; and the site is strategically located within ¼ to ½-mile walking distance of major local employers, shopping, and services.

Finding 33: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.6, the proposed *Metro Plan* diagram amendment allows for the existing residential parcel with a single-detached dwelling to be planned and developed much more intensively as a higher density multi-unit site. Redesignation and rezoning of the property to a higher residential density is a necessary step to allow for multi-unit residential dwellings to be approved and constructed on the site.

Finding 34: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.10, "through the updating and development of each neighborhood refinement plan, district plan or specific area plan, amend land use plans to increase development opportunities for quality affordable housing in locations served by existing and planned frequent transit service that provides access to employment center, shopping, health care, civic, recreational and cultural services." The subject site is served by existing bus rapid transit, and is in close proximity to employment centers, shopping, and a wide variety of services.

Finding 35: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.11, the proposed *Metro Plan* amendment and Zone Change would allow for multi-unit residential dwellings to be constructed on the site – a form of needed housing in the community.

Finding 36: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.12, the proposed *Metro Plan* amendment and Zone Change would allow for a different type of housing form than otherwise would be allowable in the current LDR configuration.

Finding 37: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.13, the proposed *Metro Plan* diagram amendment is consistent with these policies because the property is within one-half mile of the Lane Transit District EmX Gateway-Riverbend line, which is identified in the *Springfield 2035 Transportation System Plan* as an existing/planned Frequent Transit Network (see Figure 9 of the *Springfield TSP*). The property is proximate to transit stations on Riverbend Drive to the southeast and International Way to the north.

Finding 38: In accordance with *Springfield 2030 Residential Land Use and Housing Element* Policy H.14, the proposed *Metro Plan* diagram amendment updates the *Gateway Refinement Plan* map

consistently with these policies. As described above, the subject property is proximate to a Frequent Transit Network and to large employment centers. The property is sufficiently large to meet the solar setback requirements of SDC 3.2-225 for the protection of the LDR property to the west. The existing collector street on the northern boundary of the site will have no appreciable impact from solar shading. Therefore, the subject property is strategically located for a higher density residential development.

Finding 39: While the *Metro Plan* and the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* are the prevailing Comprehensive Plans for the site, the residential land use policies of the *Gateway Refinement Plan* also pertain to the proposed development.

Finding 40: As amended by Ordinance 6109 adopted January 10, 2005, the *Gateway Refinement Plan* Residential Element Policy and Implementation Action 2.0 requires the City to, “Ensure availability of adequate supplies of land appropriate for low-, medium-, and high-density residential development, while allowing for an appropriate mix of commercial, employment and residential uses.” The proposed *Metro Plan* diagram amendment complies with this policy because it shifts property from the relatively large surplus of LDR-designated property to MDR, which has a smaller overall surplus. As further explained above and in the applicant’s narrative, the subject property is appropriate for Medium Density Residential designation and zoning given its proximity to other higher-density zoned and designated properties, to the Frequent Transit Network, and to large employment centers.

Finding 41: *Gateway Refinement Plan* Residential Element Policy and Implementation Action 1.0 states, “The City shall... actively participate in efforts to maintain and enhance residential neighborhoods and attract compatible multi-family developments that would enhance the Gateway Refinement Plan area.” The proposed *Metro Plan* diagram amendment complies with this policy by enabling multi-unit development on the subject property that is compatible and complementary to the existing memory care facility to the south and, overall, with the surrounding neighborhood. As further explained herein and in the applicant’s narrative, the subject property is appropriate for MDR designation and zoning given its proximity to other higher-density residential designated property, to the Frequent Transit Network, and to large employment centers. The configuration of the subject property and its orientation to Deadmond Ferry Road and Game Farm Road is also more compatible with multi-family development than a single-family neighborhood.

Finding 42: The subject property is identified in the *Gateway Refinement Plan* as part of Residential Subarea 4, the “McKenzie-Gateway MDR Subarea.” Under Ordinance 6109, *Gateway Refinement Plan* Policy and Implementation Action 13.3 requires, “All development within the McKenzie-Gateway MDR Site shall be consistent with an approved Master Plan.” Policy and Implementation Action 13.0 determines the scope of the Master Plan requirement for development in the McKenzie-Gateway MDR Site, “A Master Plan shall be approved under a Type IV review process, for areas larger than 5 acres within the city limits at the ‘McKenzie-Gateway MDR Site’ on the Refinement Plan Diagram, subsequent to annexation and prior to urban development of any portion of the Master Plan area.” The Master Plan requirement adopted in Ordinance 6109 was intended to facilitate the development of the PeaceHealth RiverBend Hospital and surrounding medical services and mixed-use development. The subject property is not within the boundaries of the *Riverbend Master Plan* adopted on June 19, 2006. Because the subject property is less than 5 acres in size and not within the area previously subject to the *Riverbend Master Plan*, the Master Plan requirement stated in Policy 13.3 is not applicable to the subject property.

Finding 43: Based on the foregoing, the proposal to redesignate and rezone the subject property from LDR to MDR is consistent and compatible with the adopted policies of the *Metro Plan*, the *Springfield 2030 Refinement Plan Residential Land and Housing Element* and the *Gateway Refinement Plan*.

Conclusion and Recommendation

Based on the applicant's narrative, the findings herein, testimony submitted into the record, the criteria of SDC 5.14-135 for approving amendments to the *Metro Plan*, the proposed *Metro Plan* diagram amendment, concurrent *Gateway Refinement Plan* amendment, and zone change from LDR to MDR are consistent with these criteria.

To comply with the requirements of EO 20-16 and to ensure that all interested parties can submit testimony in this matter, staff recommend that the City Council hold open the public record until May 18, 2020. If no additional testimony is received during that time, the Council may then deliberate, hold a second reading, and adopt/not adopt the Ordinance. If there is new testimony submitted before May 18, the Council must further extend the open record period on May 18, to allow the applicant to respond.

**Staff Report and Findings
Springfield City Council
Zone Change Request**

Hearing Date: May 4, 2020

Case Number: 811-20-000032-TYP3

Applicant: Rick Satre, Schirmer Satre Group on behalf of Moving Forward LLC

Property Owner: Moving Forward LLC

Site: 287 Deadmond Ferry Road (Map 17-03-15-40, Tax Lot 1800) and an adjoining 16-foot wide by 310.7-foot long panhandle extension of the PeaceHealth Guest House Parcel (Map 17-03-22-00, Portion of Tax Lot 100)

Request

Rezone a 0.85-acre residential parcel and a 0.11-acre portion of an adjacent parcel from Low Density Residential (LDR) to Medium Density Residential (MDR).

Site Information/Background

The application was initiated and accepted as complete on February 3, 2020, and the initial Planning Commission public hearing on the matter of the Zone Change request was held on April 7, 2020. The Zone Change request is being processed concurrently with a *Metro Plan* Diagram amendment submitted under separate cover, Case 811-20-000031-TYP4. The City Council will be reviewing both applications and the Planning Commission's recommendations at a public hearing currently scheduled for May 4, 2020.

The property that is subject of the Zone Change request is comprised of a residential parcel containing an existing single-detached dwelling, along with a panhandle extension of an adjoining parcel that runs along the eastern boundary of the subject site. The approximately 16-foot wide by 310.7-foot long panhandle extension contains the Lyle Hatfield linear pathway and is part of a parcel owned by PeaceHealth. In aggregate, the total site area proposed for rezoning is about 0.96 acres.

The subject site has frontage on Deadmond Ferry Road along the northern boundary. The site abuts the recently constructed Heartfelt Guest House along the southern boundary and an unincorporated LDR parcel along the western boundary. To the east of the panhandle extension containing the walkway, property at 273 Deadmond Ferry Road was recently redesignated and rezoned to MDR in accordance with Planning Actions 811-18-000181-TYP3 & 811-18-000182-TYP4.

The subject property is zoned and designated LDR in accordance with the *Metro Plan* and *Gateway Refinement Plan* diagrams and the Springfield Zoning Map. The applicant is proposing the zone change from LDR to MDR to facilitate future redevelopment of the property with multi-unit residential dwellings. The panhandle extension containing the Lyle Hatfield linear pathway is part of Tax Lot 100, which is designated MDR on the *Gateway Refinement Plan* diagram. The main area of Tax Lot 100 south of the subject property is already zoned MDR so the panhandle extension represents a potential plan/zone conflict. The panhandle extension is recommended for rezoning concurrent with the subject Zoning Map amendment to address the plan/zone conflict and eliminate an intervening sliver of LDR zoning between two MDR parcels (one existing, one proposed). The adjacent and affected property owner, PeaceHealth, has provided concurrence for the proposed rezoning of the panhandle extension. For the aforementioned

reasons, staff is recommending that the panhandle extension of Tax Lot 100 is rezoned from Low Density Residential to Medium Density Residential with this action. Further discussion of this recommended action is found in Criterion 1 below.

Notification and Written Comments

Notification of the May 4, 2020 City Council public hearing was sent to all property owners and residents within 300 feet of the site on March 16, 2020. Notification of the April 7, 2020 Planning Commission and May 4, 2020 City Council public hearings was published in the March 24 and 31, 2020 editions of the *Register-Guard*. Staff responded to one telephone call requesting additional information about the proposal and an email requesting copies of the staff reports for the April 7, 2020 Planning Commission public hearing. A letter in support of the proposal was received from the Oregon Fair Housing Council (Attachment 6).

To comply with the Governor's strong recommendation in Executive Order 20-12 that local governments implement social distancing and conduct work remotely as much as possible, the April 7, 2020 Planning Commission meeting was conducted via an online meeting platform that also allows members of the public to join the meeting virtually or call-in via a toll free number. In addition, members of the public were permitted to view the online meeting and submit public testimony in person at Springfield City Hall. No members of the public attended.

On April 16, 2020, the Governor issued Executive Order 20-16, which requires governing bodies to hold public meetings and hearings by telephone, video, or through other electronic or virtual means whenever possible. The governing body must make available a method by which the public can listen to or virtually attend the public meeting or hearing at the time it occurs. Executive Order 20-16 allows governing bodies to accept public testimony by telephone, video, or other virtual or electronic means, or to provide a means to submit written testimony (including email or other electronic methods) that the governing body can consider in a timely manner. Executive Order 20-16 overrides conflicting requirements for quasi-judicial public hearings in state law or in the Springfield Development Code or Metro Plan.

The May 4 City Council public hearing is being conducted via online meeting platform that allows members of the public to listen to the meeting online or by calling a toll free number. Members of the public may provide testimony to the Council by observing the online meeting at City Hall in Council chambers, or by joining the online meeting remotely. The public may listen to the meeting by phone but cannot provide testimony by phone. To comply with the requirements of EO 20-16 and to ensure that all interested parties can submit testimony in this matter, staff recommend that the City Council hold open the public record until May 18, 2020. If no additional testimony is received during that time, the Council may then close the record and hold a second reading. If there is new testimony submitted, the Council must further extend the open record period to allow the applicant to respond.

Criteria of Approval

Section 5.22-100 of the Springfield Development Code (SDC) contains the criteria of approval for the decision maker to utilize during review of Zoning Map amendment requests. The Criteria of Zoning Map amendment approval criteria are:

SDC 5.22-115 CRITERIA

C. Zoning Map amendment criteria of approval:

1. *Consistency with applicable Metro Plan policies and the Metro Plan diagram;*

2. *Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and*
3. *The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.*
4. *Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:*
 - a. *Meet the approval criteria specified in Section 5.14-100; and*
 - b. *Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.*

Proposed Findings In Support of Zone Change Approval

Criterion: Zoning Map amendment criteria of approval:

1. Consistency with applicable *Metro Plan* policies and the *Metro Plan* diagram;

Applicant's Narrative: "The Zoning Map amendment is consistent with the Metro Plan policies and diagram. The Zoning Map amendment does not amend any Metro Plan policies or text and is submitted concurrently with a Metro Plan amendment. The following Metro Plan policies support the proposed zone change:

Metro Plan Policy 1 – The UGB and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. The provision of all urban services shall be concentrated inside the UGB. The Metro Plan policies define compact growth as 'the filling in of vacant and underutilized lands in the UGB.' The proposed rezoning will fill underutilized low-density residential land with more compact medium-density residential land. The parcel is within the Springfield Urban Growth Boundary (UGB) and city limits. The development will follow the acknowledged comprehensive plan ordinances and will have access to urban facilities and services. As such, the subject site provides for compact urban growth and essential services.

Metro Plan Policy A.1 – Encourage the consolidation of residentially zoned parcels to facilitate more options for development and redevelopment of such parcels. The proposed rezoning will permit more options for development. Through rezoning the parcel to medium density residential, the subject site is in keeping with the direction in which the neighborhood is moving.

Metro Plan Policy A.3 – Provide an adequate supply of buildable residential land within the UGB for the 20-year planning period at the time of Periodic Review. As mentioned in the concurrent Metro Plan Amendment application, the Springfield 2030 Residential Land and Housing Element designates 'the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5).' The subject site is nearby and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at Riverbend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses.

Metro Plan Policy A.9 – Establish density ranges in local zoning and development regulations that are consistent with the broad density categories of this plan. The proposed rezoning will result in development that meets the broad density requirements of the Metro Plan. Upon adoption of the amending Ordinance, the Metro Plan diagram would be amended, and the requested zone change from LDR to MDR would be consistent with the provisions of the adopted Comprehensive Plan.

Metro Plan Policy A.10 – Promote higher residential density inside the UGB that utilizes existing infrastructure, improves the efficiency of public services and facilities, and conserves rural resource lands outside the UGB. As previously mentioned, the rezoning will result in higher density development than the current low-density residential zoning. In this manner, a higher number of residents will use existing infrastructure. This creates a more efficient use of public services and facilities, as a greater number of people are living in proximity to existing facilities. Moreover, rural resource lands are conserved, as more units are provided within the UGB.

Metro Plan Policy A.11 – Generally locate higher density residential development near employment or commercial services, in proximity to major transportation systems or within transportation-efficient nodes. The proposed rezoning will locate medium density residential development near Game Farm Road, Deadmond Ferry, and Beltline Rd, all of which are key corridors in the City of Springfield. The subject site is also located near parks, schools, and services and amenities as well as the bus rapid transit EmX line (International Way). It is an ideal location to provide access and opportunities to commercial services, employment, and major transportation systems.

Metro Plan Policy A.12 – Coordinate higher density residential development with the provision of adequate infrastructure and services, open space, and other urban amenities. As mentioned in the response to Metro Plan Policy A.10, the proposed rezoning will ensure adequate infrastructure and services are provided to the subject site. Open space will be provided through the requirements found throughout the Springfield Development Code.

Metro Plan Policy A.13 – Increase overall residential density in the metropolitan area by creating more opportunities for effectively designed in-fill, redevelopment, and mixed use while considering impacts of increased residential density on historic, existing and future neighborhoods. The proposed zoning will provide an effective and compatible transition between densities. The site is proximate to properties that are zoned and designated for medium density residential development to the south; these include the abutting PeaceHealth Heartfelt Construction and multi-family housing. While there are some long-established residential uses on Deadmond [Ferry] Road to the west, the subject properties are in an area which, as it develops/redevelops, is moving away from low density residential uses. As such, the proposed Zone Change is compatible with existing uses in the vicinity and allows for effective infill development that maximizes land utility.

Metro Plan Policy A.23 – Reduce impacts of higher density residential and mixed-use development on surrounding uses by considering site, landscape, and architectural design standards or guidelines in local zoning and development regulations. The proposed rezoning is compatible with surrounding uses and therefore, shall have minimal impact on adjacent commercial and residential uses. As the proposal calls for medium density residential to best transition to and from adjacent uses, the suggested zoning is compatible with this policy.

Therefore, the Metro Plan diagram will not be inconsistent with this zoning map amendment, should both amendments be approved.”

Finding 1: *Metro Plan Chapter IV, Policy 7.a states: “A property owner may initiate a [Type I Metro Plan diagram] amendment for property they own at any time. Owner initiated amendments*

are subject to the limitations for such amendments set out in the development code of the home city.”

Finding 2: The property owner initiated a concurrent *Metro Plan* Diagram amendment in accordance with provisions of SDC 5.14-100 (Case 811-20-000031-TYP4). Upon adoption of the amending Ordinance, the *Metro Plan* Diagram would be amended and the requested zone change from LDR to MDR would be consistent with the provisions of the adopted Comprehensive Plan. Prior or concurrent amendment of the *Metro Plan* Diagram will be required for the subject zone change request to be approved.

Finding 3: The proposed zone change is consistent with provisions of the *Metro Plan* whereby zoning can be monitored and adjusted as necessary to meet current urban land use demands. The requested change from LDR to MDR would facilitate the future review and approval of multi-unit residential dwellings on the site.

Finding 4: The subject site is adjacent to property that is zoned and designated MDR to the south and east. There is an intervening, 17-foot wide strip of LDR-zoned property (a panhandle extension of Tax Lot 100) that lies between the eastern boundary of the subject site and the MDR zoned property to the east (273 Deadmond Ferry Road). The approximately 17-foot wide by 310-foot long strip of land is zoned LDR but designated MDR in the adopted *Gateway Refinement Plan*. Staff is recommending that the strip of LDR is rezoned to MDR through this Zoning Map amendment action (Case 811-20-000032-TYP3).

Finding 5: The site is proximate to property that is zoned and designated for Campus Industrial uses across the street on the north side of Deadmond Ferry Road. As such, the proposed Zone Change is consistent with nearby zoning and the zone change is compatible with existing uses in the vicinity. The proposed zoning is consistent with Policy A.11 for the following reasons: there is existing Medium Density Residential designated land to the east and south of the property; the property abuts a newly-constructed lodging facility (Heartfelt Guest House) to the south; the property is proximate to the Lane Transit District EmX Gateway-Riverbend line with transit stations on Riverbend Drive and International Way to the southeast and north; and the site is strategically located within ¼ to ½-mile walking distance of major local employers, shopping, and services.

2. Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans;

Applicant's Narrative: “The adopted Metro Plan is the principal document that creates a framework for land use policy within the City of Springfield. The subject property is within the adopted Gateway Refinement Plan area. As noted in Goal 2, adoption of the new Springfield 2030 Refinement Plan Residential Land Use and Housing Element, replaced the goals, objectives and policies of the Metro Plan's Residential Land Use and Housing Element. This relationship therefore requires the proposed amendment be consistent with the Springfield Comprehensive Plan and the Gateway Refinement Plan. The proposed Metro Plan amendment does not make the Metro Plan internally inconsistent. It does not affect any Metro Plan policies or text. Moreover, the Gateway Refinement Plan will not be made inconsistent through this amendment. The Gateway Refinement Plan will be amended automatically in conjunction with the Metro Plan amendments. There is no conflict created by the proposed amendment to the residential land inventory, needed employment land inventory, nor any other land use elements of the Metro Plan or Gateway Refinement Plan. The City of Springfield also previously adopted the Residential Land Use and Housing Element of the Springfield 2030 Refinement Plan. As specified in this written statement

along with the concurrent Metro Plan Amendment application, the Springfield 2030 Residential Land and Housing Element designates ‘the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5).’ The subject site is nearby and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at Riverbend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses.”

Finding 6: The property lies within the adopted *Gateway Refinement Plan* area of Springfield. Therefore, the Residential land use policies of the *Gateway Refinement Plan* apply to the subject site. In accordance with Residential Policy and Implementation Action 1.0, “the City shall, through site plan review, home and neighborhood improvement programs, and/or other related programs, actively participate in efforts to maintain and enhance existing residential neighborhoods and attract compatible multi-family developments that would enhance the Gateway Refinement Plan area.”

Finding 7: The applicant’s statement regarding adoption of the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* is not consistent with the applicant’s Goal 2 findings in the accompanying Metro Plan amendment report (Case 811-20-000031-TYP4). It should be clarified that the adopted *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* updates and refines, but does not replace, the *Residential Land Use and Housing Element* of the *Metro Plan*.

Finding 8: The subject property is sufficiently large to represent a viable multi-unit development site. Upon rezoning of the subject property, should this occur, the developer would be required to undertake a Site Plan Review for any type of development on the site. A subdivision of the property would be required in order to achieve the minimum required density of six units per acre under the current LDR zoning. Therefore, developing the property as a single, consolidated site would be more efficient and allow for highest and best use of the land.

Finding 9: Rezoning of the subject property from LDR to MDR is consistent with the requested *Metro Plan* diagram and *Gateway Refinement Plan* diagram amendments initiated by the applicant in accordance with Case 811-20-000031-TYP4. Staff is also recommending that a 17-foot wide by 310-foot long panhandle extension of Tax Lot 100 (owned by PeaceHealth) is rezoned to MDR concurrently with the requested Zoning Map amendment. This rezoning action would address a zoning non-conformity and bring the adjoining panhandle extension into compliance with the current *Gateway Refinement Plan* diagram.

3. **The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.**

Applicant’s Narrative: “Finally, the subject site has adequate public facilities, services, and transportation to support the proposed use. The subject fronts Deadmond Ferry Road which is a fully developed urban arterial street with one vehicle travel lane and bicycle lanes in each direction. The street has lane striping, street lighting, street trees, sidewalks and piped stormwater management facilities. In addition, one of the Lyle Hatfield Linear Paths abuts the eastern boundary line of the subject property and the public transit system provides services near the development via the EMX Springfield route and stations.”

Finding 10: The property requested for Zone Change has frontage on Deadmond Ferry Road, which is classified as a major collector street. Along the northern boundary of the property frontage, Deadmond Ferry Road is a fully developed urban collector street with one vehicle travel lane and bicycle lane in each direction and a bi-directional center turn lane. The paved street has lane striping, street lighting, street trees, sidewalks and piped stormwater management facilities. A full suite of public utilities and services with sufficient capacity to support the requested rezoning from LDR to MDR are available on the perimeter of the subject property including the following:

- Sanitary Sewer: There is an existing sanitary sewer line that runs along the Deadmond Ferry Road frontage of the subject site. Staff has determined that the public sewer line has adequate capacity for future development on the property.
- Storm Sewer: There are public storm sewer lines that run along the Deadmond Ferry Road frontage of the subject site. The existing public stormwater lines have adequate capacity for future development of the property. Upon redevelopment of the subject property, stormwater runoff will need to be managed and treated on site.
- Water: The subject property was recently annexed to the City of Springfield and, as such, the water service provider for the property will be changed from Rainbow Water District to SUB Water on or around July 1, 2020.
- Electricity: SUB Electric has overhead electrical facilities along the Deadmond Ferry Road frontage of the property. The existing facilities are suitable for future redevelopment of the site with additional dwelling units.
- Telecommunications: Comcast and CenturyLink have telecommunication facilities along the Deadmond Ferry Road frontage of the property. The existing facilities are suitable for future redevelopment of the site with additional dwelling units.

Future development of the site with Medium Density Residential uses would be subject to the land use approval process outlined in Section 5.17-100 of the City's Development Code. Site Plan Review procedures will detail the design of residential construction, the location of utility connections and conformance with the criteria of approval for Site Plan Review.

4. Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:

- a. Meet the approval criteria specified in Section 5.14-100; and**
- b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.**

Applicant's Narrative: "Regarding the criteria contained in 5.22-115.C.4.a and SDC 5.22-115.C.4.b, compliance with the approval criteria specified in Section 5.14-100 is established in the concurrent Metro Plan Amendment. Compliance with OAR 660-012-0060 is also established in the written statement for the concurrent Metro Plan amendment. The change from Low Density Residential to Medium Density Residential...would increase the trip generation potential of the subject property, so the applicant will address the Transportation Planning Rule (TPR) to determine if there's a significant affect. To do this, the applicant has commissioned Kelly Sandow, a Licensed Traffic Engineer, to evaluate whether the plan amendment and zone change will have a significant impact on Deadmond Ferry Road. The traffic scoping letter created by Kelly Sandow is provided [herein]."

Finding 11: The applicant has submitted a concurrent *Metro Plan* Diagram amendment application (Case 811-20-000031-TYP4) under separate cover. The applicant's submittal

materials, narrative, and staff findings and recommendations demonstrate compliance with the *Metro Plan* amendment provisions of Chapter IV of the *Metro Plan* and SDC 5.14-135.

Finding 12: The requested Zone Change is being undertaken as a site-specific change in compliance with provisions of the adopted *Metro Plan* and the City's Development Code. The applicant has initiated an amendment to the *Metro Plan* Diagram to change the designation from LDR to MDR under separate cover (Case 811-20-000031-TYP4). Oregon Administrative Rules (OAR) 660-012-0060 requires that, "if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map), would significantly affect an existing or planned transportation facility, then the local government must put in place measures" to mitigate the impact, as defined in OAR 660-012-0060(2). Based on the findings in the traffic scoping letter and the findings under Goal 12 in the concurrent *Metro Plan* Diagram amendment, no significant affect will occur and therefore no mitigation measures are necessary. Therefore, the proposed rezoning complies with Goal 12.

Conclusion: Based on the above-listed criteria, the criteria for rezoning have been met.

Conditions of Approval

SDC Section 5.22-120 allows for the Approval Authority to attach conditions of approval to a Zone Change request to ensure the application fully meets the criteria of approval. The specific language from the code section is cited below:

5.22-120 CONDITIONS

The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Zoning Map amendment to be granted.

Staff advises that the Zone Change request was initiated in accordance with provisions of the City's Development Code. The Planning Commission reviewed and deliberated on the totality of the submitted information and unanimously adopted a recommendation of support for the proposal attached hereto. Because the applicant has initiated concurrent *Metro Plan* and *Gateway Refinement Plan* diagram amendments (Case 811-20-000031-TYP4), the comprehensive plan amendment will need to be completed prior to or concurrent with approval of the Zone Change. Provisions for concurrent amendment of the *Metro Plan* diagram, *Gateway Refinement Plan* diagram and Zoning Map have been incorporated into the amending Ordinance attached hereto.

City of Springfield
Development & Public Works
225 Fifth Street
Springfield, OR 97477
Phone: (541) 726-3753
Fax: (541) 726-3689



Metro Plan Amendment Application, Type IV

Type of Plan Amendment (Check One)

- ☐ **Type I:** is a non-site specific amendment of the Plan.
- ☒ **Type II:** changes the Plan diagram; or is a site-specific Plan text amendment.

Property Subject to the Amendment (if applicable)

Tax Assessor Map 17-03-15-40 Tax Lot(s) 1800
Street Address 287 Deadmond Ferry Road Acres 0.85
Metro Plan Designation Low Density Residential Refinement Plan Designation Low Density Residential

Description of Proposed Amendment (Attach additional sheets if needed)

The applicant is proposing multi-family housing. This will require a Metro Plan Amendment and zone change from low-density residential to medium-density residential.

Applicant/Owner Information

Printed Name of Applicant Lucas Hardy, Moving Forward, LLC Phone: 541-359-9966
Applicant Signature [Signature] Date 1-20-2020
Mailing Address P.O. Box 516 Pleasant Hill, OR 97455
Property Owner Signature [Signature] Date 1-20-2020
Mailing Address P.O. Box 516 Pleasant Hill, OR 97455

For Office Use Only:

Case No. 20-000031-5454 Received By [Signature] Date Received FEB 03 2020
Date Accepted as Complete _____

THE APPLICATION PACKET

A COMPLETE APPLICATION CONSISTS OF:

1. **A complete application page** (all of the sections on the opposite side of this page must be filled out).

2. **A statement containing Findings of Fact addressing the Criteria of Approval found in Springfield Development Code (SDC) 5.14-135.** In order for the Planning Commission and the City Council to consider an amendment of a plan text and/or diagram, there must be Findings of Fact submitted by the applicant. The Findings of Fact must show reason for the request consistent with the Criteria of Approval (shown below). If insufficient or unclear information is submitted by the applicant, the request may be denied or delayed.

The application must include requirements for addressing specific statewide goals that the Oregon legislature has said must be part of the amendment analysis. In particular, Statewide Planning Goal 9 Economy and Goal 10 Housing must be addressed for impact on buildable lands inventories, and a Goal 12 Transportation analysis must address criteria contained in OAR 660-012-060(1) and (2) of the Transportation Planning Rule (TPR). Goals 9, 10 and 12 are three of several "Applicable State-Wide Planning Goals" that must be specifically addressed in criteria (A) of the Springfield Development Code (SDC) 5.14-135.A. These specific items must be included in the application submittal to be considered a complete application.

In reaching a decision on these actions, the Planning Commission and the City Council shall adopt findings which demonstrate conformance to the following Criteria of Approval (SDC 5.14-135.

A Metro Plan amendment may be approved only if the Springfield City Council And other applicable governing body or bodies find that the proposal conforms to the following criteria.

- A. The amendment shall be consistent with applicable Statewide Planning Goals; and
- B. Plan inconsistency:
 - 1. In those cases where the Metro Plan applies, adoption of the amendment shall not make a Metro Plan internally inconsistent.
 - 2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan. (6331)
- 3. **A map to scale depicting the existing and proposed diagram change.** (If applicable)
- 4. **The application fee.** Refer to the *Development Code Fee Schedule* for the **appropriate fee.** A copy of the Fee Schedule is available at the Development & Public Works Department.

Revised 1/2017

Date Received

FEB 03 2020



SCHIRMER SATRE GROUP
Planners, Landscape Architects and Environmental Specialists
375 West 4th Avenue, Suite 201, Eugene, Oregon 97401
(541) 686-4540 • Fax (541) 686-4577 • www.schirmersatre.com

TRANSMITTAL

TO: City of Springfield
Development and Public Works
225 5th Street
Springfield, OR 9477

DATE: February 3, 2020

PROJECT: Moving Forward, LLC
287 Deadmond Ferry Road
Metro Plan Amendment

ATTN: _____ **SSG PROJ #:** 1926

TRANSMITTED:	Herewith	<input checked="" type="checkbox"/>	DISPOSITION:	For Your Approval	<input type="checkbox"/>
	Separate Cover	<input type="checkbox"/>		For Your Information/Use	<input checked="" type="checkbox"/>
	Other	<input type="checkbox"/>		For Reply	<input type="checkbox"/>

TRANSMITTED:

# Copies	Item	Dated	No. Pages
		(In addition to this cover page)	
4 paper copies of a:			
	Metro Plan Amendment Application Packet	Varies	Several

REMARKS: This Metro Plan Amendment application packet is hereby submitted for processing. The application package includes:

1. This Transmittal
2. Application Fee
3. Application Form
4. Written Statement
5. Attachment 1 – Map of Existing Metro Plan Land Use Designation
6. Attachment 2 – Map of Proposed Metro Plan Land Use Designation
7. Attachment 3 – TPR Memo – Sandow Engineering

We look forward to your assistance with the project. Don't hesitate to contact us should you have any questions or need any additional information. Thank you.

COPIES TO:

Agency	<input type="checkbox"/>
File	<input checked="" type="checkbox"/>
Owner	<input checked="" type="checkbox"/>
Consultant Team	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

BY:



Richard M. Satre, AICP, ASLA, CSI

Date Received

February 3, 2020

MOVING FORWARD, LLC 287 DEADMOND FERRY ROAD

Metro Plan Amendment

Map 17-03-15-40, Tax Lot 1800

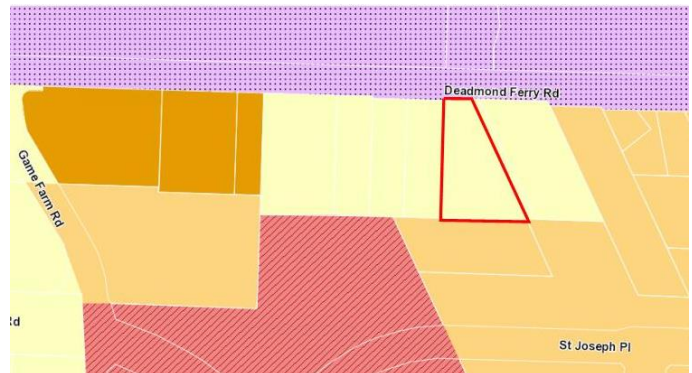
WRITTEN STATEMENT

In accordance with SDC 5.14-100 through SDC 5.14-145, Metro Plan Amendments, the applicant, Moving Forward, LLC, is requesting that the City of Springfield review this Metro Plan Amendment request for Tax Lot 1800 of Assessor's Map 17-03-15-40. The applicant requests the City determine that the proposal complies with the approval criteria and approve this application. To aid Springfield staff in their review, the following information is provided.

I. THE PROPOSAL

Background

Local long-range land use in this area is governed by the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). The Metro Plan is then sometimes supplemented with a more specific refinement plan and/or neighborhood plan. Following that is site-specific zoning. Sometimes, zoning is comprised of base zoning and overlay zones. In this instance, the site has a Metro Plan designation of low density residential. There is an applicable neighborhood Plan (the Gateway Refinement Plan) which also has a plan designation of Low Density Residential for the property. Base Zoning is also Low Density Residential. Overlay zoning includes Drinking Water Protection and Floodplain Development.



Base Zoning
Interactive Map
City of Springfield

Physical Setting

The site is located south of Deadmond Ferry Road in the Gateway area of Springfield. It is comprised of one tax lot (Map 17-03-15-40, Tax Lot 1800) and is approximately 0.85 acres in size. The site abuts Deadmond Ferry Road to the north, with single family homes to the west and office facilities to the north. To the south is property owned by PeaceHealth.

Development Objective

The development objective is to develop multi-family housing. This will require a change in the Metro Plan designation from Low Density Residential (LDR) to Medium Density Residential (MDR).

II. METRO PAN AMENDMENT APPLICATION – COMPLIANCE WITH THE SPRINGFIELD DEVELOPMENT CODE

This section is presented in the same order of applicable requirements found in Section 5.14-105 through 5.14-145, Metro Plan Amendments of the Springfield Development Code. Applicable sections of the Code are in **bold italics**, followed by proposed findings in normal text.



SDC 5.14-105 Purpose.

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is a long-range public policy document that establishes the broad framework upon which Springfield, Eugene and Lane County make coordinated land use decisions. While the Metro Plan is Springfield's acknowledged land use policy document, it may require update or amendment in response to changes in the law or circumstances of importance to the community. Additionally, the Metro Plan may be augmented and implemented by more detailed plans and regulatory measures.

Response: There is a change in circumstances that makes this requested change to the Metro Plan diagram plausible. Properties along Deadmond Ferry Road and Game Farm Road have been rezoned for higher density housing – some to Medium Density Residential and some to High Density Residential (Properties include 3535 Game Farm Road and 273, 377, and 385 Deadmond Ferry Road). The subject property abuts properties that are zoned and designated Medium Density Residential (MDR) along the eastern and southern boundaries and is proximate to property zoned and designated for Campus Industrial use on the north side of Deadmond Ferry Road. As such, the proposed Zone Change is consistent with nearby zoning and the zone change is compatible with existing uses in the vicinity. The proposed rezoning would create a transitional, higher-density residential area between the developing MDR properties to the south and east, and existing single-family homes along Deadmond Ferry Road to the west. Ultimately, the subject property is in an area which, as it develops/re-develops, is moving away from low density residential uses.

Therefore, circumstances have indeed changed since the subject site was designated Low Density Residential in the Metro Plan. A change in the Metro Plan designation from Low Density Residential to Medium Density Residential is in keeping with the direction in which the neighborhood is moving.

SDC 5.14-110 Review.

- A. A Development Issues Meeting is encouraged for citizen initiated amendment applications.***
- B. Metro Plan amendments are reviewed under Type IV procedures as specified in Section 5.1-140.***
- C. A special review, and if appropriate, Metro Plan amendment, shall be initiated if changes in the Metro Plan basic assumptions occur. An example would be a change in public demand for certain housing types that in turn may affect the overall inventory of residential land.***

Response: A Development Issues Meeting was held on August 29th, 2019 to discuss potential ideas and issues related to the subject site. As referenced in the applicant's response in SDC 5.14-105, the applicant is requesting to amend the Metro Plan based on a change in circumstances related to residential land supply that influences the basic assumptions in the Metro Plan diagram.

SDC 5.14-115 Metro Plan Amendment Classifications.

A proposed amendment to the metro Plan shall be classified as Type I, Type II or Type III depending on the number of governing bodies required to approve the decision.

A. A Type I amendment requires approval by Springfield only:

- 1. Type 1 Diagram amendments include amendments to the Metro Plan Diagram for land inside Springfield's city limits.**

Response: The proposed amendment will be processed as a Type I decision, as it only requests an amendment to the Metro Plan Diagram for land inside Springfield's city limits.

SDC 5.14-120 Relationship to Refinement Plans, Special Area Studies or Functional Plan Amendments.

- A. In addition to a Metro Plan update, refinement studies may be undertaken for individual geographical areas and special purpose or functional elements, as determined appropriate by Springfield, Eugene or Lane County.**
- B. All refinement and functional plans shall be consistent with the Metro Plan. Should inconsistencies occur, the Metro Plan is the prevailing policy document.**
- C. When a Metro Plan amendment also requires an amendment of a refinement plan or functional plan diagram map and/or text for consistency, the Metro Plan, refinement plan and/or functional plan amendments shall be processed concurrently.**
- D. When a Metro Plan amendment is enacted that requires an amendment to a refinement plan or functional plan map or diagram for consistency, the Metro Plan Diagram amendment automatically amends the diagram or map if no amendment to the refinement plan or functional plan text is involved.**
- E. An amendment to the Springfield Comprehensive Plan shall be processed as a Metro Plan amendment and comply with the approval criteria in Section 5.14-135.**

Response: The development site is subject to the Gateway Refinement Plan, which designates the property as Low Density Residential. The proposed amendment will not amend the Gateway Refinement Plan text. Therefore, in accordance with SDC 5.14-120.D, the Gateway Refinement Plan diagram will be automatically amended in conjunction with the Metro Plan diagram.

SDC 5.14-125 Initiation.

Metro Plan amendments shall be initiated as follows:

- A. A Type I amendment may be initiated by Springfield at any time. A property owner may initiate an amendment for property they own at any time. Owner initiated amendments are subject to the limitations for such amendments set out in this Code (also see Subsection E).**
- E. Metro Plan updates shall be initiated no less frequently than during the state required Periodic Review of the Metro Plan, although Springfield, Eugene and Lane County may initiate an update of the Metro Plan at any time.**

Response: In accordance with SDC 5.14-125.A, this Type I Amendment to the Metro Plan diagram is being initiated by a property owner for the property they currently own.

SDC 5.14-130 Approval Process.

- A. The initiating government body of any Type I, Type II or Type III amendment shall notify all governing bodies of the intended amendment and the Type of amendment proposed within 20 days. If any governing body disagrees with the Type of proposed amendment, that governing body may refer the matter to the process specified in Subsections E. or F. as appropriate.**
- B. For any Type I, Type II or Type III amendment, a public hearing shall be set for the Springfield Planning Commission, and the Planning Commissions of Eugene and Lane County, as applicable, within 90 days.**
- C. For Type I, Type II and Type III amendments, the Springfield Planning Commission and the Planning Commissions of Eugene and Lane County, shall conduct a single or joint public hearing, as appropriate, and forward that record and their recommendations to the Springfield City Council and to their respective elected officials. The Springfield City Council and the participating elected officials shall also conduct a public hearing, as appropriate, prior to making a final decision...**

Response: The proposed Type I Amendment to the Metro Plan diagram complies with this standard and will be subject to public hearings and subsequent decisions conducted by the Springfield Planning Commission and the Springfield City Council.

SDC 5.14-135 Criteria.

A Metro Plan amendment may be approved only if the Springfield City Council and other applicable governing body or bodies find that the proposal conforms to the following criteria:

- A. The amendment shall be consistent with applicable Statewide Planning Goals;**
- B. Plan inconsistency:**
 - 1. In those cases where the Metro Plan applies, adoption of the amendment shall not make the Metro Plan internally inconsistent.**
 - 2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.**

Response to SDC 5.14-135.A.

The amendment is consistent with the following Statewide Planning Goals:

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

Response:

The City of Springfield has an acknowledged citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process. The Springfield Code (SDC Section 5.14-100 Metro Plan Amendments and the City's public notice standards – SDC Section 5.2-115) requires public hearings before the Springfield Planning Commission and the Springfield City Council, and includes specifications for the content, timing and dispersal of mailed notice. This proposed *Metro Plan* amendment does not amend the citizen involvement program. The process for adopting amendments is in accordance with Statewide Planning Goal 1, as it complies with the requirements of the State's citizen involvement provisions. Therefore, the amendment is consistent with Statewide Planning Goal 1.

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

Response:

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the acknowledged comprehensive plan for guiding land use planning in Springfield. The subject property is also within the adopted *Gateway Refinement Plan* area and the proposed amendment to the *Metro Plan* Diagram would concurrently amend the adopted Refinement Plan diagram. The City has also adopted the Springfield Comprehensive Plan. The policies and implementation actions of the Springfield 2030 Refinement Plan Residential Land Use and Housing Element are intended to refine and update the goals, objectives and policies of the Metro Plan's Residential Land Use and Housing Element. Therefore, both plans are applicable to this request and the proposed Metro Plan amendment and Zone Change will be consistent with both the Metro Plan and the Springfield Comprehensive Plan.

These findings and records show that there is an adequate factual base for decisions to be made concerning the proposed amendment. Goal 2 further requires that the City coordinate the review of the amendment with affected governmental units. Therefore, the amendment is consistent with Statewide Planning Goal 2.

Goal 3 – Agricultural Land: To preserve and maintain agricultural lands.

Response:

Goal 3 is not applicable to this amendment, as the subject property and proposed actions are located within an acknowledged urban growth boundary and do not affect any agricultural plan designation or use. Therefore, Goal 3 is not applicable or relevant to the amendment.

Goal 4 – Forest Land: To conserve forest lands.

Response:

Goal 4 is not applicable as the subject property and proposed actions do not affect any forest plan designation or use. Goal 4 does not apply within urban growth boundaries and, therefore, does not apply to the subject property nor affect the area's compliance with Statewide Planning Goal 4. Consequently, Goal 4 is not applicable.

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

Response:

Open Spaces, Scenic and Historic Areas, and Natural Resources applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands and establishes a process for each resource to be inventoried and evaluated. The Springfield Natural Resources Inventory does not list a Goal 5 natural resource on or near the site. The proposed amendment does not amend a plan or code provision adopted to protect a Goal 5 resource, does not allow new uses that could conflict with a Goal 5 resource site, and does not amend the acknowledged Urban Growth Boundary. Therefore, Goal 5 does not apply to this amendment.

Goal 6 – Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water, and land resources of the state.

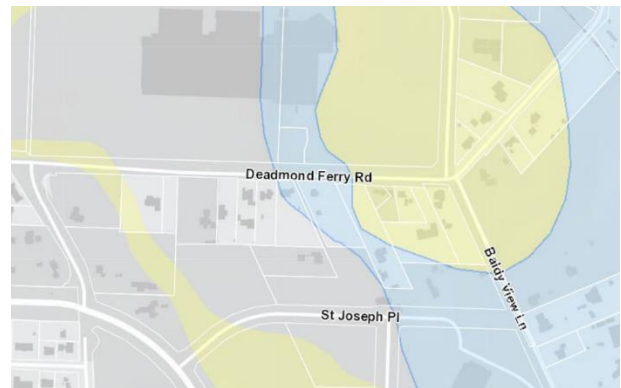
Response:

Goal 6 addresses waste and discharges from development and is aimed at protecting air, water, and land from impacts from those discharges. Nothing in the proposal, character of the sites, or potential uses indicates a future development that would compromise air, water, and land resources. The proposal does not amend the metropolitan area's air, water quality, or land resource policies. The City can reasonably expect that future development of the site complies with applicable environmental laws. Therefore, the amendment is consistent with Statewide Planning Goal 6.

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

Response:

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis, and wildfires. The subject property is located within a mature, developed residential neighborhood and is not subject to hazards normally associated with steep slopes, wildfires, or tsunamis. The northern portion of the subject property is located in Flood Zone A, so a Floodplain Development Permit will be acquired. Other hazards, such as earthquakes and severe winter storms can be mitigated at the time of development based on accepted building codes and building techniques. Therefore, this amendment is consistent with Statewide Planning Goal 7.



Flood Hazard: Springfield
Interactive Map
City of Springfield

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

Response:

Goal 8 requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The Lyle Hatfield Linear Path, abuts the eastern boundary line of the subject property and is listed on the Willamalane Park & Recreation District's 20-Year Comprehensive Plan. The path has been extended to Deadmond Ferry Road and on-street bike paths have been added. The proposed amendment will not impact the provision of public recreational facilities nor will it affect access to existing or future public recreational facilities.



Proposed Park & Recreation Projects
Willamalane
October 2012

The proposed *Metro Plan* diagram amendment would also not affect Willamalane's adopted Comprehensive Plan or other ordinances, policies, plans, and studies adopted to comply with Goal 8 requirements. As such, the amendment is consistent with Statewide Planning Goal 8.

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

Response:

The proposed Metro Plan diagram amendment does not affect economic development, as it is not requesting to change the designation of the subject site to or from commercial. The amendment seeks to designate land currently identified as Low Density Residential to Medium Density Residential. Therefore, the proposed amendment will not impact economic development or commercial land supply in any way. The amendment is consistent with Statewide Planning Goal 9.

Goal 10 – Housing: To provide for the housing needs of the citizens of the state.

Response:

Goal 10 requires that communities plan for and maintain an inventory of buildable residential land for needed housing units. The Administrative Rule for Statewide Planning Goal 10 (OAR 660 Division 8) states:

"The mix and density of needed housing is determined in the housing needs projection. Sufficient buildable land shall be designated on the comprehensive plan map to satisfy housing needs by type and density range as determined in the housing needs projection."

The subject property is currently designated for Low Density Residential and the applicant wishes to redesignate the property as Medium Density Residential. The *Springfield 2030 Residential Land and Housing Element* designates "the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5)."

The proposed redesignation would change the anticipated type of housing form on the property from single-family residential to multi-family, attached homes, or townhouses, or a combination of these types.

Third-party analysis has determined that a surplus of LDR designated land exists within the City's land inventory. Redesignation of the subject property would have an incremental impact to the City's residential land base; arguably, the impact would be limited to a recalculation of surplus versus deficit levels for each of the Low and Medium Density Residential categories. A series of Metro Plan amendments and Zone Changes have reduced the surplus of LDR designated land cited in the Residential Land Use and Housing Element by more than half. As of April 2019, the amount of surplus LDR-designated land in the City's inventory was 168 acres and the amount of surplus MDR designated land was 78 acres. As such, the site is adjacent to a pedestrian and transit-oriented Nodal Development area, and is close to major employers, health care facilities,

multi-use pathway connections, and the regional transportation network. For these reasons, the site is appropriate for development under higher residential densities allowed in the MDR plan designation and zoning. Given this, the proposed Metro Plan amendment will have no adverse effect on the city's acknowledged compliance with Goal 10.

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

Response:

The subject site is located inside the City limits; thus, the existing level of public facilities and services is adequate to serve the needs of existing and future development. This area is already developed for a combination of industrial (north of the site), office, health care and internet services, and the public facilities serving this area have been designed accordingly. The amendment to the Metro Plan diagram do not significantly affect the planning or development of future public facilities or services. Therefore, the amendment is consistent with Statewide Planning Goal 11.

Goal 12 – Transportation: To provide and encourage a safe, convenient and economic transportation system.

Response:

Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The Eugene – Springfield Metropolitan Area Transportation Plan (TransPlan) provides the regional policy framework through which the TPR is implemented at the local level. The TPR (OAR 660-012-0060) states that when land use changes, including amendments to acknowledged comprehensive plans, significantly affecting an existing or planned transportation facility, the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.

This plan amendment will increase the trip generation potential of the subject property since the subject property will be redesignated to allow higher density residential housing. Due to potential traffic impact, the applicant has commissioned Kelly Sandow, a Licensed Traffic Engineer, to evaluate whether the plan amendment and zone change will have a significant impact on Deadmond Ferry Road. The traffic scoping letter created by Kelly Sandow is provided in Attachment 3.

Goal 13 – Energy Conversation: To conserve energy.

Response:

Statewide Planning Goal 13 calls for land uses to be managed and controlled “so as to maximize the conservation of all forms of energy, based upon sound economic principles.” Converting the 0.85 acre property from LDR to MDR should not have an appreciable impact to energy consumption, and in fact may offer opportunities for increased energy efficiency through contemporary multi-family housing design. The City's conservation measures applicable to storm water management, temporary storage, filtration and discharge would apply to multi-family residential uses developed on the site; therefore, this proposal is consistent with Statewide Planning Goal 13.

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

Response:

The amendment does not affect the transition from rural to urban land use, as the subject property is within the City limits. The City already planned for residential land use on the subject property when completing its residential buildable land inventory. Nevertheless, the proposed redesignation and zone change will not affect compliance with Statewide Planning Goal 14.

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

Response:

The subject property is not within the boundaries of the Willamette River Greenway. Therefore, Statewide Planning Goal 15 does not apply.

Goal 16 through 19 – Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources:

Response:

There are no coastal, ocean, estuarine, or beach and dune resources on or adjacent to the subject property. Therefore, these goals are not relevant, and the proposed amendment will not affect compliance with statewide planning Goals 16 through 19.

The proposed Metro Plan Amendment meets the applicable Statewide Planning Goals.

Response to SDC 5.14-135.B.1.

The adopted Metro Plan is the principal document that creates a framework for land use policy within the City of Springfield. The subject property is within the adopted *Gateway Refinement Plan* area. The Springfield 2030 Refinement Plan Residential Land Use and Housing Element are intended to refine and update the goals, objectives and policies of the Metro Plan's Residential Land Use and Housing Element. This relationship therefore requires the proposed amendment be consistent with the *Springfield Comprehensive Plan* and the *Gateway Refinement Plan*.

The proposed Metro Plan amendment does not make the *Metro Plan* internally inconsistent. It does not affect any Metro Plan policies or text. Moreover, the *Gateway Refinement Plan* will not be made inconsistent through this amendment. The *Gateway Refinement Plan* will be amended automatically in conjunction with the Metro Plan amendment. There is no conflict created by the proposed amendment to the residential land inventory, needed employment land inventory, nor any other land use elements of the Metro Plan or Gateway Refinement Plan.

Response to SDC 5.14-135.B.2.

The Residential Land and Housing Policies and Implementation Actions of the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* applies to the subject site. There are a number of policies in that document which apply to this proposed Metro Plan amendment. These include:

Policy H.3, the City shall, "support community-wide, district wide and neighborhood-specific livability and redevelopment objectives and regional land use planning and transportation planning policies by locating higher density residential development and increasing the density of development near employment or commercial services, within transportation-efficient Mixed-Use Nodal Development centers and along corridors served by frequent transit service."

Policy H.6, the City shall "continue to seek ways to reduce development impediments to more efficient utilization of the residential land supply inside the UGB..."

Policy H.11, the City shall “continue to seek ways to update development standards to introduce a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Springfield residents.”

Policy H.12, the City shall “continue to designate land to provide a mix of choices (e.g. Location, accessibility, housing types, and urban and suburban neighborhood character) through the refinement plan update process and through review of developer-initiated master plans.”

Policy H.13, the City shall “promote housing development and affordability in coordination with transit plans and in proximity to transit stations.”

H.14, the City shall “continue to update existing neighborhood refinement plan policies and to prepare new plans that emphasize the enhancement of residential neighborhood identity, improved walkability and safety, and improved convenient access to neighborhood services, parks, schools, and employment opportunities.”

H.15, the City shall “update residential development standards to enhance the quality and affordability of neighborhood infill development (e.g. Partitions, duplex developments, transitional neighborhoods, rehab housing, accessory dwelling units) and multi-family development.”

The proposed amendment addresses the changing demographics of the neighborhood and will provide additional housing options. By rezoning the proposed subject property to medium density residential, it would provide a better buffer from the Campus Industrial zoning north of Deadmond Ferry Road and low density residential west of the property. The development will also provide a multi-family housing in close proximity to the public transit system.

The City of Springfield also previously adopted the *Residential Land Use and Housing Element* of the *Springfield 2030 Refinement Plan*. As specified in this written statement, the *Springfield 2030 Residential Land and Housing Element* designates “the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5).” The subject site is adjacent to and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at RiverBend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses.

While the Metro Plan and the Springfield 2030 Refinement Plan Residential Land Use and Housing Element are the prevailing Comprehensive Plans for the site, the residential land use policies of the Gateway Refinement Plan also pertain to the proposed development.

The Gateway Refinement Plan Residential Element Policy and Implementation Action 1.0 states, “The City shall... actively participate in efforts to maintain and enhance residential neighborhoods and attract compatible multi-family developments that would enhance the Gateway Refinement Plan area.” The proposed Metro Plan enables multi-family development on the subject property that is compatible with the surrounding neighborhood. The subject property is appropriate for MDR designation and zoning given its proximity to other higher-density residential properties, to the Frequent Transit Network, and to large employment centers. The subject property’s orientation to Deadmond Ferry Road is also more compatible with multi-family development than a single-family neighborhood. Therefore, the proposal to redesignate and rezone the subject property from LDR to MDR is consistent and compatible with the adopted policies of the *Metro Plan*, the *Springfield 2030 Refinement Plan Residential Land and Housing Element* and the *Gateway Refinement Plan*.

III. IN CONCLUSION

Based on the information and findings contained in this written statement and associated attachments, the proposed Metro Plan Amendment meets the criteria of approval contained in the Springfield Development Code. Therefore, the applicant requests that the City of Springfield approve the application. Both the applicant and the applicant's representative are available for questions. We look forward to working with staff to ensure this project meets the goals and objectives of the applicant and the city. If you have any questions about the above information, please do not hesitate to contact Rick Satre, at (541) 686-4540 or email rick@schirmersatre.com.

Sincerely,

Richard M. Satre

Richard M. Satre, AICP, ASLA, CSI
President
Schirmer Satre Group

City of Springfield
Development Services Department
225 Fifth Street
Springfield, OR 97477



Zoning Map Amendment, Type III

Required Project Information		(Applicant: complete this section)	
Applicant Name:	Lucas Hardy	Phone:	541-359-9966
Company:	Moving Forward, LLC	Fax:	
Address:	P.O. Box 516 Pleasant Hill, OR 97455		
Applicant Signature:			
Property Owner:	Lucas Hardy	Phone:	541-359-9966
Company:	Moving Forward, LLC	Fax:	
Address:	P.O. Box 516 Pleasant Hill, OR 97455		
Owner Signature:			
If the applicant is other than the owner, the owner hereby grants permission for the applicant to act in his or her behalf			
ASSESSOR'S MAP NO:	17-03-15-40	TAX LOT NO(S):	1800
Property Address:	287 Deadmond Ferry Road		
Area of Request	Square Feet:	Acres: 0.85	
Existing Use(s) of Property:	Single Family Housing		
Description of The Proposal:	Rezone one parcel from Low Density Residential to Medium Density Residential to develop multi-family housing. A Metro Plan Amendment is being processed concurrently with this application.		
Required Property Information		(City Intake Staff: complete this section)	
Case No.:	20-000032-TYB	Date:	2/3/20
Application Fee:	6,405	Postage Fee:	459
Total Fee:	7,184.25		
Received by:	(initials) DL		

Edited 7/19/2007 bjones

Date Received

FEB 03 2020

Zoning Map Amendment Submittal Requirements Checklist

1. **The application fee** - Refer to the Development Code Fee Schedule for the appropriate application and postage fee. A copy of the Fee Schedule is available at the Development Services Department.
2. **Deed** - A copy of the deed to show ownership.
3. **Vicinity Map** - A map of the property and the surrounding vicinity which includes the existing zoning and plan designations. One copy must be reduced to 8 1/2" by 11" which will be mailed as part of the required neighboring property notification packet.
4. **Findings** - Before the Planning Commission can approve a Zone/Overlay District Change Request, there must be information submitted by the applicant which adequately supports the request. The Criteria the Planning Commission will consider in making their decision is listed below. If insufficient or unclear data is submitted by the applicant, there is a good chance that the request will be denied or delayed. It is recommended that you hire a professional planner or land use attorney to prepare your findings.

Criteria of Approval (Quasi-judicial)

SDC 12.030 requires that in reaching a decision on these actions, the Planning Commission or Hearings Official map approve, approve with conditions or deny a quasi-judicial Zoning Map amendment based upon approval criteria (a)-(c), below.

- (a) Consistency with the Metro Plan policies and the Metro Plan Diagram;
- (b) Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and
- (c) The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.

Date Received

FEB 03 2020



SCHIRMER SATRE GROUP
Planners, Landscape Architects and Environmental Specialists
375 West 4th Avenue, Suite 201, Eugene, Oregon 97401
(541) 686-4540 • Fax (541) 686-4577 • www.schirmersatre.com

TRANSMITTAL

TO: City of Springfield
Development and Public Works
225 5th Street
Springfield, OR 97477

DATE: February 3, 2019
PROJECT: Moving Forward, LLC
287 Deadmond Ferry Road
Zoning Map Amendment

ATTN: _____

SSG PROJ #: 1926

TRANSMITTED: Herewith ☒
Separate Cover ☐
Other ☐

DISPOSITION: For Your Approval ☐
For Your Information/Use ☒
For Reply ☐

TRANSMITTED:

# Copies	Item	Dated (In addition to this transmittal page)	No. Pages
4 paper copies of a:			
	Zoning Map Amendment Application Packet	Varies	Several

REMARKS: This Zoning Map Amendment application packet is hereby submitted for processing. The submittal package includes:

1. This Transmittal
2. Application Fee
3. Application Form
4. Written Statement
5. Attachment 1 – Map of Existing Zoning
6. Attachment 2 – Map of Proposed Zoning
7. Attachment 3 – Ownership Deeds
8. Attachment 4 – TPR Memo – Sandow Engineering

We look forward to your assistance with the project. Don't hesitate to contact us should you have any questions or need any additional information. Thank you.

COPIES TO:

File

☒

Agency

☐

Owner

☒

Consultant Team

☐

Other

☐

BY:


Richard M. Satre, AICP, ASLA, GSI

February 3, 2020

MOVING FORWARD, LLC 287 DEADMOND FERRY ROAD

Zoning Map Amendment

Map 17-03-15-40, Tax Lot 1800

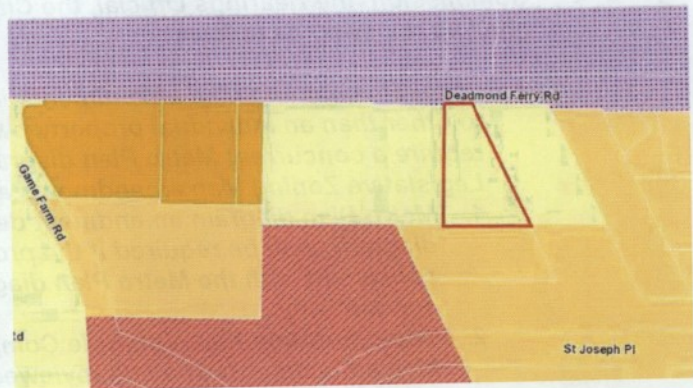
WRITTEN STATEMENT

In accordance with SDC 5.22-100 through SDC 5.22-125, Zoning Map Amendments, the applicant, Moving Forward, LLC, is requesting that the City of Springfield review this Zoning Map Amendment request for Tax Lot 1800 of Assessor's Map 17-03-15-40. The applicant requests the City determine that the proposal complies with the approval criteria and approve this application. To aid Springfield staff in their review, the following information is provided.

I. THE PROPOSAL

Background

Local long-range land use in this area is governed by the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). The Metro Plan is then sometimes supplemented with a more specific refinement plan and/or neighborhood plan. Following that is site-specific zoning. Sometimes, zoning is comprised of base zoning and overlay zones. In this instance, the site has a Metro Plan designation of low density residential. There is an applicable neighborhood Plan (the Gateway Refinement Plan) which also has a plan designation of Low Density Residential for the property. Base Zoning is also Low Density Residential. Overlay zoning includes Drinking Water Protection and Floodplain Development.



Base Zoning
Interactive Map
City of Springfield

Physical Setting

The site is located south of Deadmond Ferry Road in the Gateway area of Springfield. It is comprised of one tax lot (Map 17-03-15-40, Tax Lot 1800) and is approximately 0.85 acres in size. The site abuts Deadmond Ferry Road to the north, with single family homes to the west and office facilities to the north. To the south is property owned by PeaceHealth.

Development Objective

The development objective is to develop multi-family housing. This will require a change in the base zone from Low Density Residential (LDR) to Medium Density Residential (MDR).

II. ZONING MAP AMENDMENT APPLICATION – COMPLIANCE WITH THE SPRINGFIELD DEVELOPMENT CODE

This section is presented in the same order of the applicable requirements found in Section 5.22-105 through 5.22-125, Zoning Map Amendments of the Springfield Development Code. Applicable sections of the Code are in **bold italics**, followed by proposed findings in normal text.



SDC 5.22-105 Purpose.

The purpose of this section is to provide standards and procedures for legislative and quasi-judicial amendments to the Official Zoning Maps.

Response: The proposed Zoning Map amendment complies with all applicable standards and procedures.

SDC 5.22-110 Review.

Official Zoning Map amendments may be initiated by the Director, the Planning Commission, the Hearings Official, the City Council, or a citizen. Zoning Map amendments shall be reviewed as follows:

- A. Legislative Zoning Map amendments involve broad public policy decisions that apply to other than an individual property owner, generally affecting a large area and/or require a concurrent Metro Plan diagram amendment as specified in Section 5.14.100. Legislative Zoning Map amendments are reviewed using Type IV procedure.*
 - 1. Metro Plan diagram amendment determination. An amendment to the Metro Plan diagram shall be required if the proposed Zoning Map amendment is not consistent with the Metro Plan diagram. Both amendments may be processed concurrently.*
 - 2. Transportation Planning Rule Compliance. Where applicable, legislative Zoning Map amendments shall be reviewed to determine whether the application significantly affects a transportation facility, as specified in Oregon Administrative Rule (OAR) 660-012-0060. In this case a Traffic Impact Study shall be submitted as specified in Section 4.2-105A.4.*
- B. Quasi-judicial Zoning Map amendments involve the application of existing policy to a specific factual setting, generally affecting a single or limited group of properties and may or may not include a Metro Plan diagram amendment. Quasi-judicial Zoning Map amendments are reviewed using Type III procedure, unless a Metro Plan diagram amendment is required. In this case, the Quasi-judicial Zoning Map amendment will be raised to a Type IV review.*

Response: The proposed Zoning Map amendment will comply with the criteria in SDC 5.22-110(B). The amendment is quasi-judicial in nature and includes a concurrent Metro Plan diagram amendment. Both proposed amendments are subject to Type IV review.

There is a change in circumstances that makes this requested change plausible. Properties along Deadmond Ferry Road and Game Farm Road have been rezoned for higher density housing – some to Medium Density Residential and some to High Density Residential (Properties include 3535 Game Farm Road and 273, 377, and 385 Deadmond Ferry Road). The subject property abuts properties that are zoned and designated Medium Density Residential (MDR) along the eastern and southern boundaries and is proximate to property zoned and designated for Campus Industrial use on the north side of Deadmond Ferry Road. As such, the proposed Zone Change is consistent with nearby zoning and the zone change is compatible with existing uses in the vicinity. The proposed rezoning would create a transitional, higher-density residential area between the developing MDR properties to the south and east, and existing single-family homes along Deadmond Ferry Road to the west. Ultimately, the subject property is in an area which, as it develops/re-develops, is moving away from low density residential uses.

Date Received

FEB 03 2020

Original Submittal *sm*

Therefore, circumstances have indeed changed since the subject site was designated Low Density Residential in the Metro Plan. A change in the Metro Plan designation from Low Density Residential to Medium Density Residential is in keeping with the direction in which the neighborhood is moving.

SDC 5.22-115 Criteria.

- A. Quasi-judicial Zoning Map Amendments. The Planning Commission or Hearings Official may approve, approve with condition or deny a quasi-judicial Zoning Map amendment based on approval criteria C.1. through 3., below. The Planning Commission or Hearings Official shall make the final local decision on all quasi-judicial Zoning map amendments that do not include a Metro Plan diagram amendment.**
- B. Legislative Zoning Map Amendments and Quasi-judicial Zoning Map Amendments Raised to a Type IV Review. The Planning Commission or Hearings Official may make a recommendation to the City Council to approve, approve with conditions or deny Zoning Map amendments and Metro Plan diagram amendments based upon approval criteria in Subsection C.1. through 4., below. The City Council shall make the final local decision on all Zoning Map amendments involving a Metro Plan diagram amendment.**
- C. Zoning Map amendment criteria of approval:**
- 1. Consistency with applicable Metro Plan policies and the Metro Plan diagram;**
 - 2. Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and**
 - 3. The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned concurrently with the development of the property.**
 - 4. Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:**
 - a. Meet the approval criteria specified in Section 5.14-100; and**
 - b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.**

Response to SDC 5.22-115. A. – B.

The proposed Zoning Map amendment will be processed as a quasi-judicial decision. The amendment is submitted concurrently with a Metro Plan diagram amendment and therefore, will be processed as a Type IV decision.

Response to SDC 5.22-115.C.1.

The Zoning Map amendment is consistent with the Metro Plan policies and diagram. The Zoning Map amendment does not amend any Metro Plan policies or text and is submitted concurrently with a Metro Plan amendment. The following Metro Plan policies support the proposed zone change:

Metro Plan Policy 1. – The UGB and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. The provision of all urban services shall be concentrated inside the UGB.

Response:

Date Received

The Metro Plan policies define compact growth as “the filling in of vacant and underutilized lands in the UGB”. The proposed rezoning will fill underutilized low-density residential land with more compact medium-density residential land. The parcel is within the Springfield Urban Growth Boundary (UGB) and city limits. The development will follow the acknowledged comprehensive plan ordinances and will have access to urban facilities and services. As such, the subject site provides for compact urban growth and essential services.

Metro Plan Policy A.1 – Encourage the consolidation of residentially zoned parcels to facilitate more options for development and redevelopment of such parcels.

Response:

The proposed rezoning will permit more options for development. Through rezoning the parcel to medium density residential, the subject site is in keeping with the direction in which the neighborhood is moving.

Metro Plan Policy A.3 – Provide an adequate supply of buildable residential land within the UGB for the 20-year planning period at the time of Periodic Review.

Response:

As mentioned in the concurrent Metro Plan Amendment application, the *Springfield 2030 Residential Land and Housing Element* designates “the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5).” The subject site is nearby and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at RiverBend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses.

Metro Plan Policy A.9 – Establish density ranges in local zoning and development regulations that are consistent with the broad density categories of this plan.

Response:

The proposed rezoning will result in development that meets the broad density requirements of the Metro Plan. Upon adoption of the amending Ordinance, the Metro Plan diagram would be amended, and the requested zone change from LDR to MDR would be consistent with the provisions of the adopted Comprehensive Plan.

Metro Plan Policy A.10 – Promote higher residential density inside the UGB that utilizes existing infrastructure, improves the efficiency of public services and facilities, and conserves rural resource lands outside the UGB.

Response:

As previously mentioned, the rezoning will result in higher density development than the current low-density residential zoning. In this manner, a higher number of residents will use existing infrastructure. This creates a more efficient use of public services and facilities, as a greater number of people are living in proximity to existing facilities. Moreover, rural resource lands are conserved, as more units are provided within the UGB.

Metro Plan Policy A.11 – Generally locate higher density residential development near employment or commercial services, in proximity to major transportation systems or within transportation-efficient nodes.

Response:

Date Received

FEB 02 2020

Original Submittal *SM*

The proposed rezoning will locate medium density residential development near Game Farm Road, Deadmond Ferry, and Beltline Rd, all of which are key corridors in the City of Springfield. The subject site is also located near parks, schools, and services and amenities as well as the bus rapid transit EmX line (International Way). It is an ideal location to provide access and opportunities to commercial services, employment, and major transportation systems.

Metro Plan Policy A.12 – Coordinate higher density residential development with the provision of adequate infrastructure and services, open space, and other urban amenities.

Response:

As mentioned in the response to Metro Plan Policy A.10, the proposed rezoning will ensure adequate infrastructure and services are provided to the subject site. Open space will be provided through the requirements found throughout the Springfield Development Code.

Metro Plan Policy A.13 – Increase overall residential density in the metropolitan area by creating more opportunities for effectively designed in-fill, redevelopment, and mixed use while considering impacts of increased residential density on historic, existing and future neighborhoods.

Response:

The proposed zoning will provide an effective and compatible transition between densities. The site is proximate to properties that are zoned and designated for medium density residential development to the south and east; these include the abutting PeaceHealth Heartfelt Construction and multi-family housing. While there are some long-established residential uses on Deadmond Road to the west, the subject properties are in an area which, as it develops/re-develops, is moving away from low density residential uses. As such, the proposed Zone Change is compatible with existing uses in the vicinity and allows for effective infill development that maximizes land utility.

Metro Plan Policy A.23 – Reduce impacts of higher density residential and mixed-use development on surrounding uses by considering site, landscape, and architectural design standards or guidelines in local zoning and development regulations.

Response:

The proposed rezoning is compatible with surrounding uses and therefore, shall have minimal impact on adjacent commercial and residential uses. As the proposal calls for medium density residential to best transition to and from adjacent uses, the suggested zoning is compatible with this policy.

Therefore, the Metro Plan diagram will not be inconsistent with this zoning map amendment, should both amendments be approved.

Response to SDC 5.22-115.C.2.

The adopted Metro Plan is the principal document that creates a framework for land use policy within the City of Springfield. The subject property is within the adopted *Gateway Refinement Plan* area. As noted in Goal 2, adoption of the new *Springfield 2030 Refinement Plan Residential Land Use and Housing Element*, replaced the goals, objectives and policies of the *Metro Plan's Residential Land Use and Housing Element*. This relationship therefore requires the proposed amendment be consistent with the *Springfield Comprehensive Plan* and the *Gateway Refinement Plan*.

The proposed Metro Plan amendment does not make the *Metro Plan* internally inconsistent. It does not affect any Metro Plan policies or text. Moreover, the *Gateway Refinement Plan* and the *Springfield Comprehensive Plan* are consistent with the *Springfield 2030 Refinement Plan*.

be made inconsistent through this amendment. The *Gateway Refinement Plan* will be amended automatically in conjunction with the Metro Plan amendments. There is no conflict created by the proposed amendment to the residential land inventory, needed employment land inventory, nor any other land use elements of the Metro Plan or Gateway Refinement Plan.

The City of Springfield also previously adopted the Residential Land Use and Housing Element of the *Springfield 2030 Refinement Plan*. As specified in this written statement along with the concurrent Metro Plan Amendment application, the *Springfield 2030 Residential Land and Housing Element* designates "the areas of the city best suited to high density residential uses are Downtown, Glenwood Riverfront/Franklin Corridor, and Gateway. Plans for these areas shall be updated to support development of additional high density residential uses adjacent to commercial and employment areas (pg.5)." The subject site is nearby and within 2 miles of significant employment and commercial providers including PeaceHealth Sacred Heart Medical Center at RiverBend, PeaceHealth Labs, Pacific Source, Symantec, the Gateway Mall and numerous other commercial and office uses.

Response to SDC 5.22-115.C.3.

Finally, the subject site has access to public facilities, services, and transportation to support the proposed use. The subject site fronts Deadmond Ferry Road which is a fully developed urban arterial street with one vehicle travel lane and bicycle lanes in each direction. The street has lane striping, street lighting, street trees, sidewalks and piped stormwater management facilities. In addition, one of the Lyle Hatfield Linear Paths abuts the eastern boundary line of the subject property and the public transit system provides services near the development via the EMX Springfield route and stations.

Response to SDC 5.22-115.C.4.a. – b.

Regarding the criteria contained in SDC 5.22-115.C.4.a and SDC 5.22-115.C.4.b., compliance with the approval criteria specified in Section 5.14-100 is established in the concurrent Metro Plan Amendment. Compliance with OAR 660-012-0060 is also established in the written statement for the concurrent Metro Plan amendment. The change from Low Density Residential to Medium Density Residential...would increase the trip generation potential of the subject property, so the applicant will address the Transportation Planning Rule (TPR) to determine if there's a significant affect. To do this, the applicant has commissioned Kelly Sandow, a Licensed Traffic Engineer, to evaluate whether the plan amendment and zone change will have a significant impact on Deadmond Ferry Road. The traffic scoping letter created by Kelly Sandow is provided in Attachment 4.

SDC 5.22-120 Conditions.

The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Zoning Map amendment be granted.

Response: The applicant acknowledges this potentiality and will comply with any conditions of approval attached to the proposed amendments.

SDC 5.22-125 Mobile Home Park Notice.

If a Zoning Map amendment involves property containing an existing mobile home park, the Director shall provide written notice to each unit in the mobile home park as specified in Section 5.2-115 and as specified in ORS 90.630(5).

Date Received
Original Submitted *SM*

Response: There is no existing mobile home park included within the boundaries of the Zoning Map amendments. Therefore, this does not apply.

IN CONCLUSION

Based on the information contained in this written statement, the applicant believes that the requested Zoning Map amendment can be approved. If there are any questions regarding the above information, or other application materials, please do not hesitate to contact our office at (541) 686-4540 or rick@schirmersatre.com.

Sincerely,


Richard M. Satre

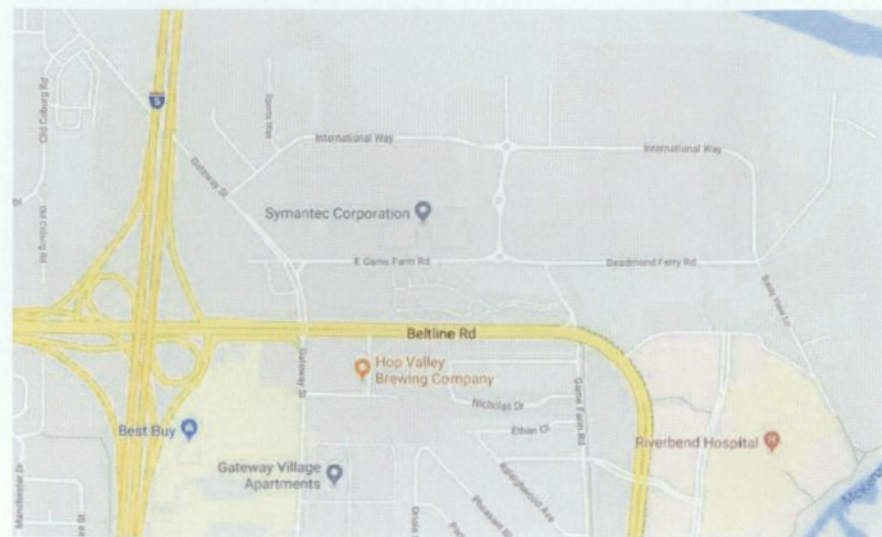
Richard M. Satre, AICP, ASLA, CSI
President
Schirmer Satre Group

Date Received

FEB 03 2020

Original Submittal

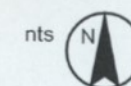




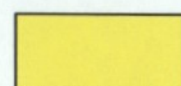
VICINITY MAP



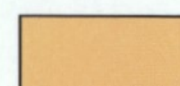
ZONING MAP EXISTING PLAN



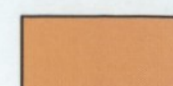
LEGEND



LOW DENSITY
RESIDENTIAL



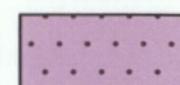
MEDIUM DENSITY
RESIDENTIAL



HIGH DENSITY
RESIDENTIAL



MIXED USE
COMMERCIAL



CAMPUS
INDUSTRIAL

Date Received

FEB 03 2020

Original Submittal

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www.schirmersatre.com



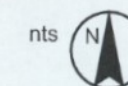
ZONING MAP AMENDMENT

HARDY ZONE CHANGE
MAP 17-03-15-40 LOT 01800

Revisions		
#	Date	Description

Project Number	
Drawn By	
Checked By	
Date	11-15-19
Phase	Zone Change

ZA-1



Attachment 3, Page 12 of 16

SADOWENGINEERING

160 MADISON STREET SUITE A

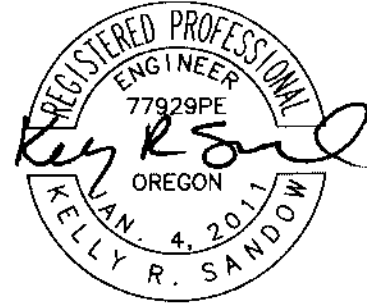
EUGENE OREGON 97402

541.513.3376

January 28, 2020

Haley Campbell
Schirmer Satre Group

RE: Moving Forward LLC TPR Findings for Metro Plan
Amendment and Zone Change.



RENEWAL 06/30/20

Dear Ms. Campbell,

Sadow Engineering has prepared a trip generation estimate for the proposed metro plan amendment and zone change of a parcel located on Deadmond Ferry Road in Springfield Oregon. The subject property is on the south side of Deadmond Ferry Road adjacent to the multi-use path. Specifically, the property is on Assessors Map 17-03-15-40, Tax Lot 1800. The parcel is 0.85 acres in size. One single-family home currently exists on the property.

The proposed zone change will be from Low-Density Residential (LDR) to Medium Density Residential (MDR). As per City of Springfield Development Code, (Section 3.2-205 Establishment of Residential Zoning Districts) Low-Density Residential (LDR) zoning permits a density range of 6 to 14 dwelling units per net acre. Medium Density Residential (MDR) zoning permits a density range of 14 to 28 dwelling units per acre.

To be consistent with TPR findings, the traffic generated by the proposed zoning needs to be found to not have a significant effect on the adjacent transportation system. This is achieved by determining if the proposed zoning will generate more trips or have a higher impact on the surrounding transportation system than the existing zoning. This is done by evaluating a reasonable "worst-case" development scenario for each land use.

TRIP GENERATION ANALYSIS

The following compares the vehicle trip generation of the proposed and existing zoning. For both the LDR and MDR the maximum allowable units were assumed, 14 and 28 units respectively. The resulting unit count is 12 units for the existing zoning and 24 units for the proposed zoning. Based on the land area and allowable uses, the LDR was anticipated as Single-Family Detached Housing, while the MDR was calculated as Multi-family (Low-Rise).

The trip generation analysis was estimated using data contained within the ITE Trip Generation Manual (10th edition). The site trips are estimated using the data provided for the trips generated for the AM and PM Peak hours, along with weekday generation and are shown in Table 1.

Date Received

1/28/20

TABLE 1: TRIP GENERATION

	Existing Zoning 210-Single-Family Detached Housing (12 units)		Proposed Zoning 220-Multi-Family Housing (Low Rise) (24 units)	
	Rate	Trips	Rate	Trips
AM Peak Hour	$0.71(x) + 4.8$	13	$\ln(T)=0.95 \ln(x) - 0.51$	12
PM Peak Hour	$\ln(T)=0.96 \ln(x) + 0.20$	13	$\ln(T)=0.89 \ln(x) - 0.02$	17
Weekday	$\ln(T)=0.92 \ln(x) + 2.71$	148	$T=7.56(X) - 40.86$	141

As illustrated above, the proposed MDR zoning is not expected to significantly increase the trip generation over the existing LDR zoning.

TIA APPLICABILITY

Per Springfield Development Code (Section 4.2-105 Public Streets) An applicant may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met:

- a. **Peak Hour Threshold.** If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, a TIS shall be performed by a registered professional engineer.

As shown in Table 1, the proposed development is not anticipated to exceed 100 vehicles trips during the peak hour. Therefore, a TIA is not triggered under this criterion.

- b. **Average Daily Traffic Threshold.** If a change in land use or intensification of an existing use generates 1,000 or more trips per day as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, a TIS shall be performed by a registered professional engineer.

As shown in Table 1, the proposed development is not anticipated to exceed 1000 vehicles trips per day. Therefore, a TIA is not triggered under this criterion.

- c. **Variance and Known Issues Threshold.** The Public Works Director may determine that a TIS is necessary to support a request for a Variance from the transportation provisions of this code or where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development.

There are no significant safety or traffic problems identified in the area that the project would be contributing to. Therefore, a TIA is not triggered under this criterion

- d. The nature and extent of the TIS scope shall be determined by the Public Works Director based upon a trip distribution and assignment prepared by the Applicant. At a minimum, locations impacted by more than 20 trips during the identified peak hour shall be included in the trip distribution and assignment.

As shown in Table 1, the proposed development is not anticipated to exceed 20 vehicles trips during the peak hour. Therefore, a TIA is not triggered under this criterion.

TPR FINDINGS

Consistent with the Transportation Planning Rule, the following elaborates on how this development meets the TPR requirements.

Goal 12, (OAR) 660-12-0060 (1) requires that a local government ensures that an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) does not significantly affect a transportation facility if it would:

“(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will generate 4 additional trips in the PM peak hour and 7 fewer trips throughout the day. These levels of traffic are not substantial enough to require the City to change the functional classification of the adjacent roadways.

(b) Change standards implementing a functional classification system; or

The proposed zone change will not cause traffic levels or patterns that would change the standards implementing a functional classification system.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This education may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility.

Date Received

1-28-20

The proposed zone change will generate 4 additional trips in the pm peak hour and 7 fewer trips throughout the day. These levels of traffic are not inconsistent with the functional classification of the adjacent roadway system.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.” OAR 660-12-0060(1)

The proposed zone change will not cause traffic levels or patterns that would degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards.

FINDINGS

The zone change will not increase traffic levels to the site that will trigger the need for a traffic study. Additionally, the proposed zone change meets the requirements under the Transportation Planning Rule. Therefore, the TPR findings can be shown to be met.

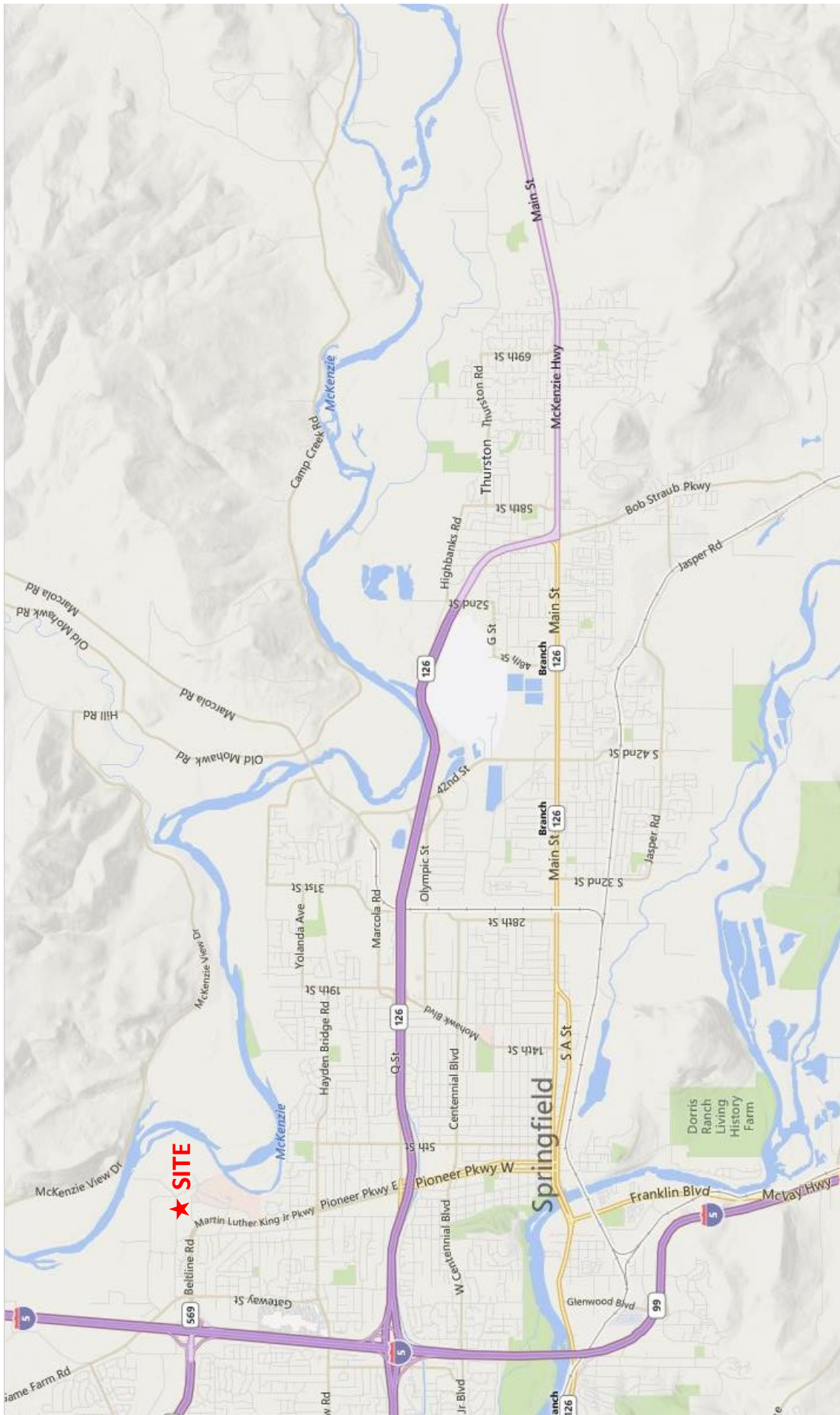
Please contact me with questions or additional information needed.

Sincerely,



Kelly Sandow, PE

LOCATION OF PROPERTY SUBJECT TO METRO PLAN AMENDMENT AND ZONE CHANGE



811-20-000031-TYP4 & 811-20-000032-TYP3 – PROPOSED METRO PLAN AMENDMENT AND ZONE CHANGE
FOR PROPERTY AT 287 DEADMOND FERRY ROAD (ASSESSOR'S MAP 17-03-15-40, TL 1800)
SITE CONTEXT MAP



**BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
ORDER AND RECOMMENDATION FOR:**

TYPE I AMENDMENT TO THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN] 811-20-000031-TYP4
(METRO PLAN) DIAGRAM AND THE GATEWAY REFINEMENT PLAN DIAGRAM TO REDESIGNATE]
APPROXIMATELY 0.85 ACRES OF LAND IDENTIFIED AS 287 DEADMOND FERRY ROAD]
(ASSESSOR'S MAP 17-03-15-40, TAX LOT 1800) FROM LOW DENSITY RESIDENTIAL (LDR)]
TO MEDIUM DENSITY RESIDENTIAL (MDR)]

NATURE OF THE PROPOSAL

Type I amendment to the *Metro Plan* Diagram and a corresponding amendment of the Gateway Refinement Plan diagram:

- Redesignate approximately 0.85 acres of residential property located at 287 Deadmond Ferry Road (Map 17-03-15-40, Tax Lot 1800) from Low Density Residential to Medium Density Residential. The subject property is generally depicted and more particularly described in **Exhibit A** to this Order.
- Concurrently amend the *Gateway Refinement Plan* diagram to redesignate the same 0.85 acres of residential property identified as 287 Deadmond Ferry Road (Map 17-03-15-40, Tax Lot 1800) from LDR to MDR as generally depicted and more particularly described in **Exhibit A** to this Order.

Timely and sufficient notice of the public hearing has been provided, pursuant to SDC 5.2-115.

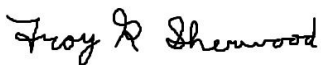
On April 7, 2020, the Springfield Planning Commission held a public hearing on the proposed *Metro Plan* Diagram amendment. The staff report, written comments, and testimony of those who spoke at the public hearing, both in person and via online meeting platform, were entered into the record.

CONCLUSION

On the basis of this record, the proposed Type I Metro Plan Diagram amendment and Gateway Refinement Plan amendment are consistent with the criteria of SDC 5.14-135. This general finding is supported by the specific findings of fact and conclusions as stated in the staff report and recommendations attached hereto as **Exhibit B** to this Order.

ORDER/RECOMMENDATION

It is ORDERED by the Springfield Planning Commission that approval of Case Number 811-20-000031-TYP4 be SUPPORTED and a RECOMMENDATION for approval be forwarded to the Springfield City Council for their consideration at an upcoming public hearing meeting on May 4, 2020, or as otherwise scheduled and noticed by the City Council.



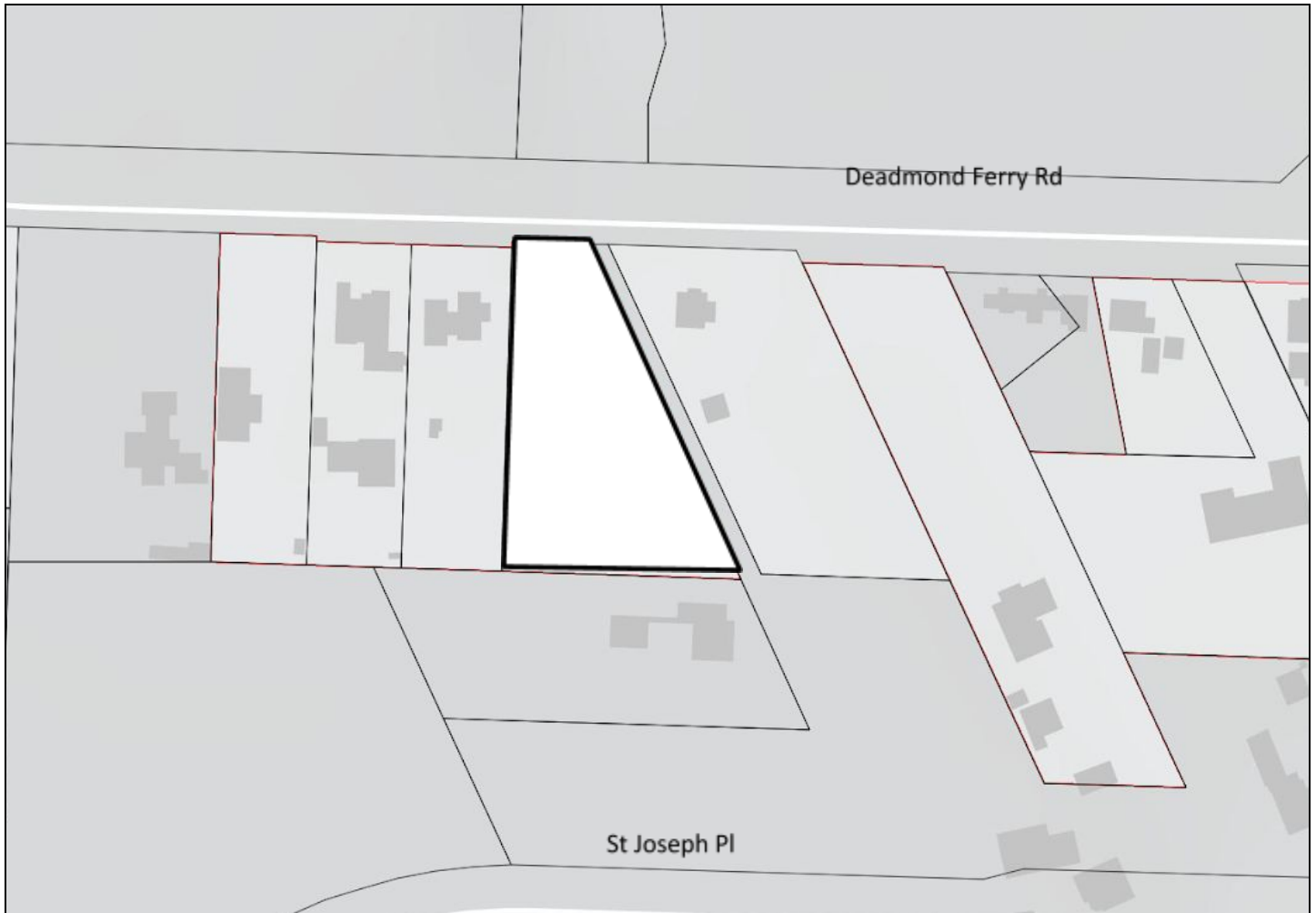
Planning Commission Chairperson

4/10/2020
Date

ATTEST

AYES: 7
NOES: 0
ABSENT: 0
ABSTAIN: 0

EXHIBIT A
PROPERTY REDESIGNATED FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



LEGAL DESCRIPTION

Beginning at the Northeast corner of the William Stevens Donation Land Claim No. 46, in Township 17 South Range 3 West of the Willamette Meridian; thence North $89^{\circ} 55'$ West 737.88 feet along the North line of said Claim No. 46; thence South 15.0 feet to a point on the South line of County Road No. 90 (Deadmond Ferry Road), said point being the true point of beginning; running thence South $89^{\circ} 55'$ East 62.60 feet along the South line of said road; thence leaving said South line, South $26^{\circ} 38'$ East 306.75 feet; thence North $89^{\circ} 55'$ West 200.10 feet; thence North 274.2 feet to the true point of beginning, in Lane County, Oregon.

EXHIBIT B

Adopted staff report for Planning Commission meeting on April 7, 2020 may be found in the AIS packet available online here: <https://www.springfield-or.gov/wp-content/uploads/2020/04/COMPLETE-AIS-for-Metro-Plan-Amendment-and-Zone-Change.pdf>

**BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
ORDER AND RECOMMENDATION FOR:**

**AMENDMENT TO THE SPRINGFIELD ZONING MAP TO REZONE APPROXIMATELY 0.96 ACRES] 811-20-000032-TYP3
OF LAND IDENTIFIED AS 287 DEADMOND FERRY ROAD (ASSESSOR'S MAP 17-03-15-40, TL 1800)]
AND A 17-FOOT WIDE BY 310-FOOT LONG PORTION OF ASSESSOR'S MAP 17-03-22-00, TL 100]
FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY RESIDENTIAL (MDR)]**

NATURE OF THE PROPOSAL

Proposed amendment to the Springfield Zoning Map:

- Rezone approximately 0.85 acres of residential property located at 287 Deadmond Ferry Road (Map 17-03-15-40, Tax Lot 1800) from Low Density Residential to Medium Density Residential.
- Rezone approximately 0.11 acres of Map 17-03-22-00, Tax Lot 100 from Low Density Residential to Medium Density Residential.
- The subject property is generally depicted and more particularly described in **Exhibit A** to this Order.
- The subject Zoning Map Amendment is being processed concurrently with a *Metro Plan* diagram amendment initiated by Planning Case 811-20-000031-TYP4.

Timely and sufficient notice of the public hearing has been provided, pursuant to SDC 5.2-115.

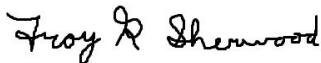
On April 7, 2020, the Springfield Planning Commission held a public hearing on the proposed *Metro Plan* Diagram amendment. The staff report, written comments, and testimony of those who spoke at the public hearing, in person and via online meeting platform, were entered into the record.

CONCLUSION

On the basis of this record, the proposed Zoning Map amendment is consistent with the criteria of SDC 5.22-115. This general finding is supported by the specific findings of fact and conclusions as stated in the staff report and recommendations attached hereto as **Exhibit B** to this Order.

ORDER/RECOMMENDATION

It is ORDERED by the Springfield Planning Commission that approval of Case Number 811-20-000032-TYP3 be SUPPORTED and a RECOMMENDATION for approval be forwarded to the Springfield City Council for their consideration at an upcoming public hearing meeting on May 4, 2020, or as otherwise scheduled and noticed by the City Council.



Planning Commission Chairperson

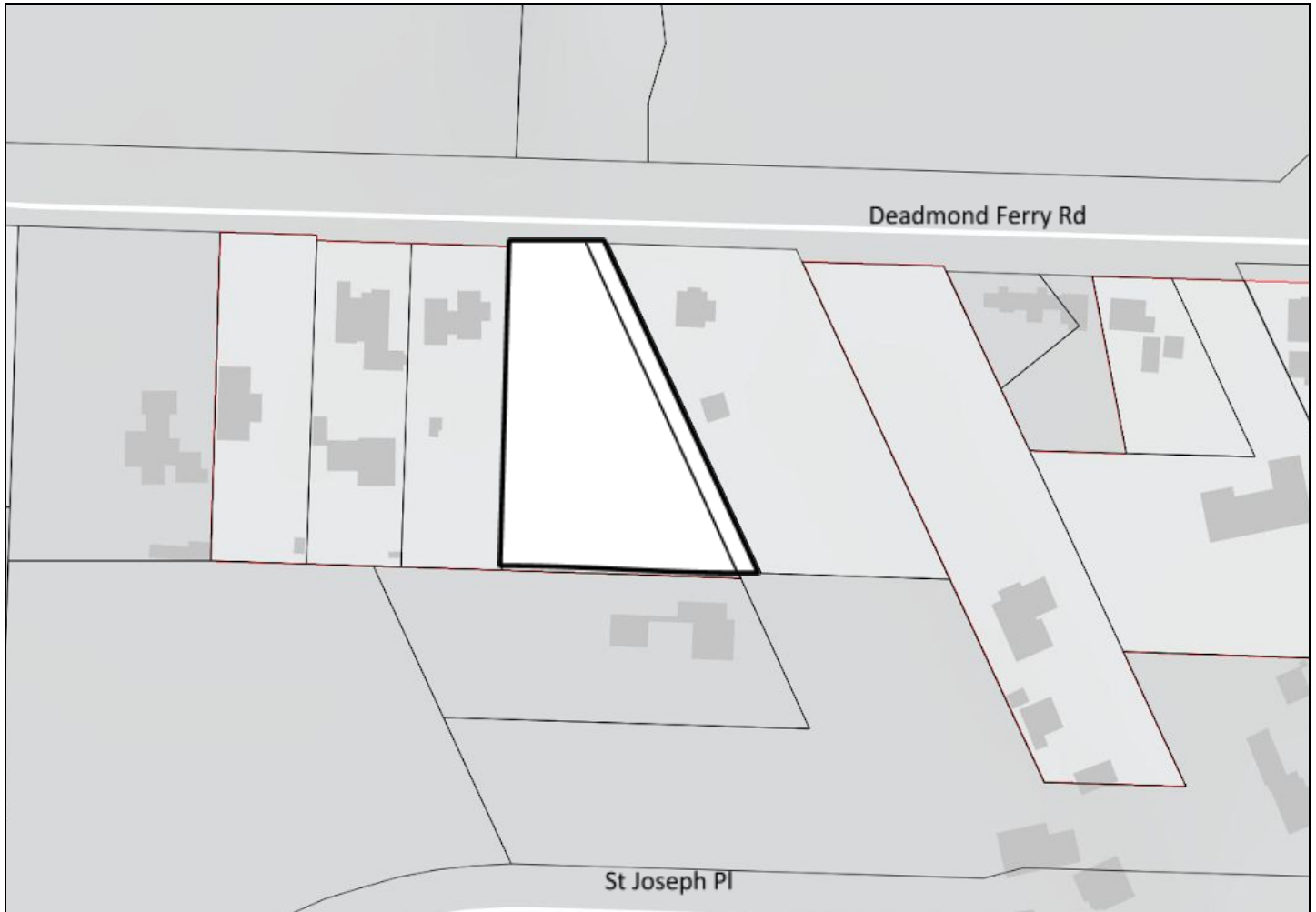
4/10/2020

Date

ATTEST

AYES: 7
NOES: 0
ABSENT: 0
ABSTAIN: 0

EXHIBIT A
PROPERTIES REZONED FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



LEGAL DESCRIPTION

Beginning at the Northeast corner of the William Stevens Donation Land Claim No. 46, in Township 17 South Range 3 West of the Willamette Meridian; thence North 89° 55' West 737.88 feet along the North line of said Claim No. 46; thence South 15.0 feet to a point on the South line of County Road No. 90 (Deadmond Ferry Road), said point being the true point of beginning; running thence South 89° 55' East 62.60 feet along the South line of said road; thence leaving said South line, South 26° 38' East 306.75 feet; thence North 89° 55' West 200.10 feet; thence North 274.2 feet to the true point of beginning, in Lane County, Oregon.

ALSO INCLUDING: Beginning at a point on the South line of County Road No. 90, which point is 171 feet North 89° 55' West of a point marked by an iron pipe which is 16.8 feet South 26° 38' East from a point 57.34 chains South 89° 55' East from the Northwest corner of the William M. Stevens Donation Land Claim No. 46, Township 17 South, Range 3 West of the Willamette Meridian; and running thence North 89° 55' West 16 feet; thence South 26° 38' East 306.7 feet; thence South 89° 55' East 16 feet; thence North 26° 38' West 306.7 feet to the Point of Beginning, in Lane County, Oregon.

EXHIBIT B

Adopted staff report for Planning Commission meeting on April 7, 2020 may be found in the AIS packet available online here: <https://www.springfield-or.gov/wp-content/uploads/2020/04/COMPLETE-AIS-for-Metro-Plan-Amendment-and-Zone-Change.pdf>



April 2nd, 2020

City of Springfield Planning Commission
225 5th St
Springfield, OR 97477

RE: REQUEST FOR METRO PLAN DIAGRAM AMENDMENT AND ZONE CHANGE FOR 0.85 ACRES OF PROPERTY AT 287 DEADMOND FERRY ROAD, CASES 811-20-000031-TYP4 AND 811-20-000032-TYP3

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians.

Both HLA and FHCO are supportive of 811-20-000031-TYP4 AND 811-20-000032-TYP3, a Request for Metro Plan Diagram Amendment and Zone Change for 0.85 acres. Furthermore, the Goal 10 portion of the staff report is excellent and we hope to use it as a model to help other jurisdictions. Good luck with the continuation of this project!

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Louise Dix".

Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

Cc: Gordon Howard, DLCD

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Tom Boyatt/DPW
Staff Phone No: 541-744-3373
Estimated Time: 10 Minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: LIQUOR LICENSE ENDORSEMENTS FOR THE RENEWAL PERIOD OF 2020-2021.

ACTION REQUESTED: Conduct a public hearing on liquor license endorsements for the 2020-2021 renewal period and at the conclusion of the public hearing; provide a recommendation to the Oregon Liquor License Commission (OLCC) as appropriate.

ISSUE STATEMENT: The attached list of 186 businesses will likely be applying to the Development and Public Works Department for their 2020-2021 liquor license endorsements.

ATTACHMENTS: Attachment 1: Liquor License Renewal List
Attachment 2: Police Activity Summary Report
Attachment 3: Section 7.300 through 7.304 of the Springfield Municipal Code

**DISCUSSION/
FINANCIAL
IMPACT:** On December 19, 1994, Council approved Ordinance No. 5768 that established specific criteria to be used when reviewing an application for a liquor license endorsement. Council may recommend denial based upon reliable, factual information as it relates to any of the criteria listed in Section 7.302 of the Springfield Municipal Code.

Some of the required information for liquor license renewal, i.e., ownership of the establishment, cannot be determined until staff receives the actual application. However, some determination about meeting the listed criteria can be made now since the criteria relates to the level of police activity associated with the establishment. In the Police Report, police noticed a decrease of calls comparable to the same time from the previous year.

The public hearing this evening is scheduled for Council to receive community testimony relative to the liquor license renewal endorsement. At the conclusion of the public hearing, Council is requested to provide one of the following recommendations to the Oregon Liquor License Commission for the license renewal of the listed establishments: 1. Grant; 2. No Recommendations; 3. Do Not Grant Unless (applicant demonstrates commitment to overcome listed concerns); or 4. Deny. At this time, staff has no information that would tend to support negative recommendations on these renewals. Accordingly, subject to any public input received at the hearing, and final submission of applications meeting all of the criteria, staff recommends that the Council provide a positive recommendation for renewal to the Oregon Liquor Control Commission.

2020 Liquor License Renewals

	<u>Business Name</u>	<u>Physical Address</u>
1	14TH & MAIN STREET MARKET	1408 MAIN ST
2	35TH STREET MARKET	1279 35TH ST
3	42ND & MAIN GAS	4202 MAIN ST
4	42TH MARKET CORPORATION	316 42ND ST
5	7-ELEVEN STORE #16908D	5808 MAIN ST
6	7-ELEVEN STORE #18092D	1396 MAIN ST
7	ABBY'S LEGENDARY PIZZA	2053 OLYMPIC ST
8	ADDIS ETHIOPIAN CUISINE	321 MAIN ST
9	AIYARA THAI CAFE	1010 HARLOW RD
10	ALBERTSON'S #570	2000 MARCOLA RD
11	ALBERTSON'S #574	5755 MAIN ST
12	ALIBI TAVERN	2422 MAIN ST
13	ALONG CAME TRUDY, LLC	1486 18TH ST
14	APPLEBEE'S NEIGHBORHOOD GRILL & BAR	3024 GATEWAY ST
15	ARS 526	5733 MAIN ST
16	ASHLEY'S	4027 MAIN ST
17	BARTOLOTTI'S	330 MAIN ST STE B
18	BENEDETTI'S MEAT MARKET & DELI	533 W CENTENNIAL BLVD
19	BI-MART #603	1521 MOHAWK BLVD
20	BI-MART #627	5744 MAIN ST
21	BOARD AND BRUSH SPRINGFIELD	303 S 5TH ST STE 153/155
22	BOBBI'S VIP ROOM	1195 MAIN ST
23	BO'S WINE DEPOT	1879 PIONEER PKWY E
24	BRIGHT OAK MEATS	660 MAIN ST
25	BUFFALO WILD WINGS GRILL & BAR	2770 GATEWAY ST
26	BUNGALOW MARKET	30 E ST
27	BUY 2 002	1111 MOHAWK BLVD
28	BUY 2 019	4124 MAIN ST
29	BUY 2 020	5737 MAIN ST
30	CAFE YUMM! - #100005	3340 GATEWAY ST
31	CANDLEWOOD SUITES EUGENE SPRINGFIELD	3005 FRANKLIN BLVD
32	CENTENNIAL STEAK HOUSE	1300 MOHAWK BLVD
33	CHICKEN BONZ	1815 PIONEER PKWY E
34	CHIPOTLE MEXICAN GRILL	2860 GATEWAY ST STE 200
35	CHOW	471 S A ST STE A-B
36	CIAO PIZZA	3342 GATEWAY ST
37	CINEMARK 17 SPRINGFIELD	2900 GATEWAY ST
38	CJ'S EATERY 1	2152 MARCOLA RD
39	CJ'S EATERY 3	5721 MAIN ST
40	COBURG PIZZA COMPANY	1710 CENTENNIAL BLVD

2020 Liquor License Renewals

	<u>Business Name</u>	<u>Physical Address</u>
41	COHO DISTRIBUTING DBA COLUMBIA DIST.	4011 INDUSTRIAL AVE
42	CONWAY'S RESTAURANT/LOUNGE	5658 MAIN ST
43	CORK & BOTTLE SHOPPE	812 BELTLINE RD
44	CORNUCOPIA MAIN ST	521 MAIN ST
45	COURTYARD MARRIOTT	3443 HUTTON ST
46	DARI MART STORE #1	1554 M ST
47	DARI MART STORE #16	1243 RAINBOW DR
48	DARI MART STORE #17	6890 MAIN ST
49	DARI MART STORE #30	1191 HARLOW RD
50	DARI MART STORE #34	220 B ST
51	DARI MART STORE #36	456 HARLOW RD
52	DARI MART STORE #37	610 Q ST
53	DARI MART STORE #38	1950 MOHAWK BLVD
54	DARI MART STORE #39	1875 MAIN ST
55	DARI MART STORE #40	3185 GATEWAY ST
56	DARI MART STORE #48	995 HAYDEN BRIDGE RD
57	DARK & STORMY	420 & 424 MAIN ST
58	DENNYS #6363	987 KRUSE WAY
59	DRAGONS HEAD MEAD LLC	5108 FORSYTHIA DR
60	DRIFTWOOD BAR & GRILL	5094 MAIN ST
61	EAGLES LODGE #3597	1978 MAIN ST
62	EIRINN'S BISTRO	639 W CENTENNIAL BLVD
63	EL ANGEL AUTHENTIC MEXICAN RESTAURANT	2120 MAIN ST
64	EL CHARRO MEXICAN RESTAURANT	495 HARLOW RD
65	ELKS LODGE #2145	1701 CENTENNIAL BLVD
66	ELMER'S RESTAURANT	3350 GATEWAY ST
67	EON DISTILLING	5250 Highbanks Rd Ste 340
68	EVEN STEVENS	117 S 14TH ST STE B
69	EVERYONE'S MARKET #1	1128 5TH ST
70	EVERYONE'S MARKET #2	7095 MAIN ST
71	FAIRFIELD INN & SUITES EUGENE SPRINGFIELD	3003 FRANKLIN BLVD
72	FAR MAN RESTAURANT	3111 GATEWAY ST
73	FLASHBACK GRILL	4229 MAIN ST
74	FRED MEYER #328	650 Q ST
75	GEORGE & VIOLET'S STEAKHOUSE	305 MAIN ST
76	GET N GO GROCERY 3	3444 MAIN ST
77	GET-N-GO GROCERY/DELI	150 & 152 28TH ST
78	GIANT BURGER	3760 MAIN ST
79	GREAT WALL RESTAURANT	862 MAIN ST
80	GRIDIRON GRILL AND TAP HOUSE	2816 MAIN ST

2020 Liquor License Renewals

	<u>Business Name</u>	<u>Physical Address</u>
81	GROCERY OUTLET SPRINGFIELD	160 S 14TH ST
82	GRYFFS PUB	720 S A ST
83	HACIENDA AMIGO MIO	3344 GATEWAY ST
84	HAYDEN BRIDGE DELI	2454 10TH ST
85	HAYDEN BRIDGE TAP HOUSE	1910 MARCOLA RD
86	HERITAGE FAMILY RESTAURANT	1414 MOHAWK BLVD
87	HILTON GARDEN INN EUGENE / SPRINGFIELD	3528 GATEWAY ST
88	HOLE IN THE WALL BBQ	1807 OLYMPIC ST
89	HOLIDAY INN EUGENE-NORTH SPRINGFIELD	919 KRUSE WAY
90	HOP VALLEY BREWING COMPANY	980 KRUSE WAY
91	INTERNATIONAL ARCO	3521 GATEWAY ST
92	JACKSONS FOOD STORES #112	3375 GATEWAY ST
93	JASPER'S	5608 MAIN ST
94	JASPER'S DELI	1665 18TH ST
95	JASPER'S FAST TRACK	3181 GATEWAY ST
96	JASPER'S TAVERN	416 MAIN ST
97	JAX DELI	134 S 32ND ST
98	JAZZIE'S BAR & GRILL	1869 PIONEER PKWY E
99	JI'S MARKET	5095 MAIN ST
100	JOEY'S PIZZA PARLOR	1498 S A ST
101	JOHN'S GAS & GROCERIES	5390 MAIN ST
102	JX POP	525 W CENTENNIAL BLVD
103	KICK CITY	1650 28TH ST
104	KONA CAFE HAWAIIAN BBQ	4605 MAIN ST
105	LEE'S MONGOLIAN GRILL	1820 OLYMPIC ST
106	LOS FAROLES	355 S A ST
107	LOVELY	349 MAIN ST
108	LUCKY LIL'S	1330 MOHAWK BLVD
109	LUCKY LIZARD	1979 MOHAWK BLVD
110	LUCKY LOU'S DELI	4215 B & C MAIN STREET
111	MAIN STREET MARKET	330 MAIN ST STE A
112	MALI THAI CUISINE LLC	864 BELTLINE RD
113	MCKENZIE RIVER TAP HOUSE	5818 MAIN ST
114	MEMOS MEXICAN RESTAURANT	737 MAIN ST
115	MEZZA LUNA PIZZERIA	115 5TH ST
116	MOHAWK INN TAVERN	1501 MOHAWK BLVD
117	MOOSE LODGE #1726	2011 LAURA ST
118	MY GOODS MARKET #5468	5720 MAIN ST
119	NAILS NOW	3000 GATEWAY ST STE 804
120	NAILS UNCORKED	3000 GATEWAY ST STE 204

2020 Liquor License Renewals

	<u>Business Name</u>	<u>Physical Address</u>
121	NAYA'S TAQUERIA	1835 PIONEER PKWY E
122	NEW CHINA SUN	3260 GATEWAY ST
123	NOODLE N THAI RESTAURANT	553 MAIN ST
124	OAKWAY CATERING	123 INTERNATIONAL WAY
125	OBRIENS PLACE	1509 MOHAWK BLVD
126	OCEAN GARDEN RESTAURANT	5676 MAIN ST
127	OISHII SUSHI	1817 PIONEER PKWY E
128	OREGON AXE	303 S 5TH ST STE 147
129	ORIGINAL ROADHOUSE GRILL	3018 GATEWAY ST
130	OUTBACK STEAKHOUSE	3463 HUTTON ST
131	PAPA'S PIZZA PARLOR #3	4011 MAIN ST
132	PATTY'S CAFE	2327 OLYMPIC ST
133	PATTY'S CAFE	1830 PIONEER PKWY W STE B
134	PIEOLOGY PIZZERIA	2860 GATEWAY ST STE 202
135	PLANKTOWN BREWING COMPANY	346 MAIN ST
136	PRIME TIME SPORTS BAR & GRILL	1360 MOHAWK BLVD
137	PUBLICHOUSE	418 A ST
138	RANCHITO GRILL INC	1537 MOHAWK BLVD
139	RICHARD E WILDISH COMMUNITY THEATER	630 MAIN ST
140	RITE AID #5383	2130 MARCOLA RD
141	ROUND TABLE PIZZA	5547 MAIN ST
142	SAFEWAY STORE #1094	1891 PIONEER PKWY E
143	SHARI'S OF NORTH SPRINGFIELD	900 BELTLINE RD
144	SHARI'S OF SPRINGFIELD	1807 PIONEER PKWY E
145	SHARKY'S PUB	4221 MAIN ST
146	SIZZLER #96	1010 POSTAL WAY
147	SNS NEIGHBORHOOD MARKET AND GROCERY #8	3305 MAIN ST STE 104
148	SONNY'S TAVERN	533 Q ST
149	SPRING GARDEN SEAFOOD RESTAURANT	215 MAIN ST
150	SPRINGFIELD CONOCO PHILLIPS	4095 MAIN ST
151	STEVE'S BKFST & MORE	117 S 14TH ST STE A
152	SWALLOWTAIL SPIRITS	111 MAIN ST
153	SWALLOWTAIL SPIRITS LLC	5250 Highbanks Rd Ste 300
154	SWEET ILLUSIONS	1836 S A ST
155	TA RA RIN THAI CUISINE	1410 MOHAWK BLVD
156	TARGET STORE T-0612	2750 GATEWAY ST
157	THE BRICK HOUSE	136 4TH ST
158	THE CORNBREAD CAFE	338 MAIN ST
159	THE GATEWAY GRILL	3198 GATEWAY ST
160	THE POUR HOUSE TAVERN	444 42ND ST

2020 Liquor License Renewals

	<u>Business Name</u>	<u>Physical Address</u>
161	THE PUMP CAFE	710 MAIN ST
162	THE RUSTY PORCH	2134 MAIN ST
163	THE SPOT EVENT VENUE	535 MAIN ST
164	THE WASHBURNE CAFE	326 MAIN ST
165	THURSTON MARKET	6590 THURSTON RD
166	TIME OUT TAVERN	5256 MAIN ST
167	TORERO'S RESTAURANT	5705 MAIN ST
168	TRACY GILLIS' NEW WESTEND	563 W CENTENNIAL BLVD
169	TRAVEL LANE COUNTY	3312 GATEWAY ST
170	TRU BY HILTON EUGENE	3111 FRANKLIN BLVD
171	TWISTED DUCK BREW PUB	529 W CENTENNIAL BLVD
172	TWISTED RIVER SALOON	1444 MAIN ST
173	VFW POST #3965	5344 MAIN ST
174	VILLAGE ACTIVE - ATHLETIC CLUB	2728 PHEASANT BLVD
175	VINO AND VANGO	236 MAIN ST
176	WALGREENS #07975	5807 MAIN ST
177	WALGREENS #09258	1210 MOHAWK BLVD
178	WALGREENS #10812	6 W Q ST
179	WALMART #3239	2659 OLYMPIC ST
180	WALMART MARKET #4178	2730 GATEWAY ST
181	WHITE HORSE SALOON	4360 MAIN ST
182	WHOLESALE MARKET	651 W CENTENNIAL BLVD
183	WILLAMALANE ADULT ACTIVITY CENTER	215 W C ST
184	WILLIE'S LEBANESE / NW CUISINE	400 INTERNATIONAL WAY STE 140-160
185	WINCO FOODS #34	1920 OLYMPIC ST
186	WYNANT'S FAMILY HEALTH FOODS	722 S A ST

M E M O R A N D U M C I T Y O F S P R I N G F I E L D

COMMITTED TO EXCELLENCE

TO: **Robin Holman, Management Support Technician**
Cc: **Springfield Police Command Staff**

FROM: **Jessica Crawford, Management Analyst**

SUBJECT: **Liquor License – Activity Summary**

DATE: **April 13, 2020**

Per your request, I have compiled the following information regarding police activity data for the liquor dispensing establishments for the period of July 1, 2019 – February 28, 2020. The type of data outlined is consistent with reports from prior years.

Police received calls for service to liquor dispensing establishments a total of 847 times during the 8 month period between July 1, 2019 and February 28, 2020. Below is a table listing the most common types of police calls to all Springfield liquor dispensing establishments.

Call Type	Calls for Service Count
CHECK WELFARE	75
CRIMINAL TRESPASS	51
ASSIST PUBLIC- POLICE	49
AUDIBLE ALARM	47
PERSON STOP	35
THEFT	35
DWS	33
WARRANT SERVICE	29
FOLLOW UP	25
DISORDERLY SUBJECT	25
ATTEMPT TO LOCATE DRUNK DRIVER	24
VEHICLE CHECK	22
SUSPICIOUS SUBJECT	20
HIT AND RUN	18
DISPUTE	18
THEFT OF SERVICES	16

The following table lists liquor dispensary establishments with 16 or more police calls for service during the 8 month reporting period. Establishments are ranked in order of the number of calls for police service to the premises. Included for each location is the total number of calls to the establishment, the number of arrests at time of call for service, the number of fight/assault calls to that establishment, and the number of calls occurring between midnight and 6:00 a.m.

Business Name	Calls for Service	Arrest Disposition	Fight/Assault Calls	Calls from 000-0600
SHARIS (Beltline)	51	3	0	13
ELMERS RESTAURANT	28	2	0	4
TIME OUT TAVERN	28	3	5	7
SHARIS (Pioneer Parkway East)	27	5	0	6
GET N GO MARKET	26	4	0	7
DENNYS (Kruse)	23	3	0	10
JASPERS DELI	23	4	1	8
CJS DELI	22	2	0	8
MOHAWK TAVERN	22	0	0	7
BRICK HOUSE	19	3	3	7
CONWAYS	19	2	0	6
BOBBIS VIP ROOM	18	3	0	6
SHARKYS PUB AND GRUB	17	4	0	7
SONNYS TAVERN	17	1	0	6
SWEET ILLUSIONS TAVERN	17	7	3	9
CENTENNIAL STEAK HOUSE	16	1	0	6
COBURG PIZZA COMPANY	16	2	0	1
PRIME TIME SPORTS BAR AND GRILL	16	3	0	4

The final table lists activity on downtown liquor dispensary establishments in which an arrest was made.

Business Name	Address	Call Date and Time	Call Nature Code
BOBBIS VIP ROOM	1195 MAIN ST	9/22/19 2:39	WARRANT SERVICE
		11/30/19 13:57	CRIMINAL TRESPASS
		1/16/20 22:08	DUII
BRICK HOUSE	136 4TH ST	7/31/19 1:10	CRIMINAL TRESPASS
		10/24/19 1:17	CRIMINAL TRESPASS
		11/23/19 23:06	DISORDERLY CONDUCT
JOEYS PIZZA	1498 S A ST	10/19/19 20:35	DUII
PUMP CAFÉ	710 MAIN ST	7/16/19 9:07	WARRANT SERVICE
TWISTED RIVER SALOON	1444 MAIN ST	12/15/19 11:08	FOLLOW UP
SWEET ILLUSIONS TAVERN	1836 S A ST	8/18/19 1:56	SEX ABUSE
		8/24/19 1:47	WARRANT SERVICE
		9/8/19 22:33	DUII
		9/22/19 2:00	DUII
		11/10/19 0:34	ASSAULT WITH INJURY
		11/23/19 0:19	DISORDERLY CONDUCT
		1/29/20 23:34	HARASSMENT

Springfield Municipal Code

Chapter 7 BUSINESS

LIQUOR LICENSE RECOMMENDATION

7.300 Recommendation Required.

The Oregon Liquor Control Commission requires every applicant for a license to sell spirits, wines, beers, and other alcoholic liquors to obtain a recommendation in writing from the city council.

7.302 Council Action.

- (1) The council shall provide a written recommendation for each applicant. The council may recommend denial of the license based upon reliable, factual information related to any of the following criteria:
 - (a) Disturbances, lewd or unlawful activities or noise in or on the immediate vicinity or the premises that are related to the sale or service of alcoholic beverages.
 - (b) Applicant has a history or arrest record of alcohol abuse or other controlled substance use.
 - (c) The licensed premises has a history of serious or persistent problems with unlawful activities, noise or disturbances resulting in the need to provide extraordinary police or other city services.
 - (d) Applicant proposes to locate near a licensed child care facility or elementary or secondary school; a church; a hospital, nursing care facility or convalescent care facility; a park or child oriented recreational facility; an alcohol or other drug treatment or rehabilitation facility.
 - (e) Applicant fails to provide complete information on city application.
 - (f) Applicant provides false or misleading information.
- (2) Prior to each annual liquor license renewal period, the city council shall hold a public hearing to allow interested persons the opportunity to provide testimony to be considered by the city council in making their decision to recommend approval or denial of any specific renewal applications. Notice of this public hearing shall be advertised in a local newspaper at least four days before the hearing. This requirement applies to renewal applications and does not apply to original, change in ownership, location or privilege applications.

7.304 License Fee.

Each licensee shall be required to pay the applicable license fee as set by council resolution.

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Tom Boyatt/DPW
Staff Phone No: 541-744-3373
Estimated Time: 5 Minutes
Council Goals: Maintain and Improve
Infrastructure and
Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:	BUILD GRANT MATCH PLEDGE
ACTION REQUESTED:	Adopt/not adopt the resolution: A RESOLUTION OF THE CITY OF SPRINGFIELD AGREEING TO ASSIST IN FULFILLING THE MATCH FUNDS REQUIRED FOR THE BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM.
ISSUE STATEMENT:	The Cities of Springfield and Eugene seek to co-apply to the US Department of Transportation (USDOT) for \$25 million in BUILD Grant funds to continue improving Franklin Boulevard. Projects with substantial non-federal match are more likely to be awarded. The BUILD requirements call for evidence that the applicant will honor its match pledge.
ATTACHMENTS:	Attachment 1: Resolution for BUILD Grant Match Pledge

**DISCUSSION/
FINANCIAL
IMPACT:**

In February 2020, the USDOT announced \$1 billion in BUILD Grant discretionary funds available to eligible, successful applicants. The BUILD program, formerly the TIGER program, is in its third year. The original TIGER program dates back to 2010. In 2015, Springfield submitted a TIGER 7 Grant application, which was not selected to receive funding. Similarly, the BUILD program is highly competitive and will award funding to transportation projects nationwide with significant economic, safety, environmental, and other positive impacts to local areas and regions.

To demonstrate regional impact and partnership for the Franklin Boulevard Opportunity Zone Corridor Project, the Cities of Springfield and Eugene are submitting a BUILD Grant application as co-applicants with additional financial support from Lane Transit District (LTD) as a partner agency. The Cities intend to apply for the maximum award amount of \$25 million, matched by \$9.4 million non-federal funds. For a competitive match above the 20% requirement, Springfield will contribute \$3 million of the combined non-federal funds. Sources of Springfield's match are: \$1 million Stormwater Capital Funds and \$2 million Transportation and Street System Development Charge (SDC) funds. If awarded, the \$10 million in BUILD funds Springfield would receive allows for reconstruction of Franklin Blvd from the Mississippi Ave. intersection up to Henderson Ave.

The attached Resolution demonstrates to the USDOT that the City will honor its match pledge to secure funding. In addition to LTD's support, the project also enjoys strong support from the Central Lane Metropolitan Planning Organization, the Lane Area Commission on Transportation, Willamalane Parks and Recreation District, Lane County, and a host of other public, private, and non-profit organizations.

The active Statewide Transportation Improvement Program (STIP) funds for the portion of Franklin in Springfield are limited to design completion, and the draft 2021-2024 STIP does not identify Franklin in the project list. Accordingly, it will be difficult to complete full improvements to Franklin through normal funding processes. Programs like BUILD bring new, flexible dollars to the table.

**CITY OF SPRINGFIELD, OREGON
RESOLUTION NO. _____**

**A RESOLUTION OF THE CITY OF SPRINGFIELD AGREEING TO ASSIST IN FULFILLING THE
MATCH FUNDS REQUIRED FOR THE BETTER UTILIZING INVESTMENTS TO LEVERAGE
DEVELOPMENT (BUILD) GRANT PROGRAM**

WHEREAS, the United States Department of Transportation has made \$1 billion in Better Utilizing Investments to Leverage Development (BUILD) Grant funds available to eligible applicants for the 2020 funding cycle;

WHEREAS, BUILD Grants are highly competitive, merit based discretionary grants focused on surface transportation projects that will have a significant local or regional impact;

WHEREAS, BUILD applicants should state the extent to which a project will facilitate economic growth or competitiveness; will improve infrastructure conditions; will address public and environmental health; and will provide access to efficient, reliable, safe, and affordable transportation options; among other outcomes;

WHEREAS, BUILD Grant applicants must demonstrate partnerships among a broad range of stakeholders for success, including partnerships with other local agencies and organizations;

WHEREAS, the City of Springfield and the City of Eugene are joint, eligible applicants in their request for funding for the Franklin Boulevard Opportunity Zone Corridor project, hereinafter referred to as "the Project";

WHEREAS, BUILD Grants are intended to provide the funding necessary to complete projects of scales similar to the Project;

WHEREAS, the Cities of Springfield and Eugene together request \$25 million to fund a portion of the Project and distribute funds for the Project to enable each City to complete the next phase of the Project within their separate jurisdictions;

WHEREAS, BUILD Grants fund up to eighty percent (80%) of each awarded project in an urban area, and applicants must demonstrate an ability to obtain, at a minimum, the remaining matching funds;

WHEREAS, the BUILD Grant program strongly encourages "over match" beyond the minimum 20% to make funding requests competitive;

WHEREAS, \$3 million of Springfield's combined local funds from Transportation and Street System Development Charges and Stormwater Capital Funds will enable Springfield to contribute to an "over match" amount toward grant funds based on Springfield's anticipated \$10 million share of the \$25 million;

WHEREAS, the Oregon Statewide Transportation Improvement Program (STIP), Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP), and Springfield Transportation System Plan (TSP) provide an adopted planning framework to demonstrate the need for such match and to local agency commitment to improving Franklin Boulevard as relevant to the segment of the project in Glenwood under the jurisdiction of the City of Springfield;

WHEREAS, the 2018-2021 STIP allocates funding to complete design for the Springfield portion of the Project (ODOT Key #21375);

WHEREAS, the RTP is the federally required long-range transportation plan for the Central Lane Metropolitan Planning Organization Area, which seeks to provide a greater quality of life and economic vitality for the region through better access to goods, services, and people by programming transportation improvements and identifies Springfield's portion of the Project as #830;

WHEREAS, the TSP provides a 20-year blueprint for and how the City should maintain and improve Springfield's transportation network and identifies Springfield's portion of the Project as R-13;

WHEREAS, the Project implements the goals and objectives of the RTP and TSP; and,

WHEREAS, the remaining financial resources required to implement the improvements to Franklin Boulevard identified in the STIP, RTP, and TSP create the need for the City of Springfield to submit a BUILD Grant application as co-applicant alongside the City of Eugene;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD:

Section 1: If the Cities of Springfield and Eugene are awarded the BUILD Grant, the City of Springfield agrees to participate financially by contributing \$3 million in local funds to the match portion of the Grant.

Section 2: This Resolution will take effect upon adoption by the Council and approval by the Mayor.

ADOPTED by the Common Council of the City of Springfield this ____ day of May, 2020, by a vote of ____ for and ____ against.

APPROVED by the Mayor of the City of Springfield this ____ day of May, 2020, by a vote of ____ for and ____ against.

Christine L. Lundberg, Mayor

ATTEST:

AJ Ripka, City Recorder

From: [Aloura DiGiallonardo](#)
To: [RIPKA Amy \(AJ\)](#)
Subject: Support for Cornerstone's CDBG funding request
Date: Tuesday, April 28, 2020 3:29:57 PM

Dear Ms. Ripka,

I kindly request your forward this message to the Springfield mayor and city council for their consideration. Thank you so much!

Dear Mayor Lundberg and City Council,

I'm writing today to ask for Council support for affordable housing in Springfield by the allocation of CDBG funds in accordance with the Draft 2020 Eugene-Springfield Consolidated Plan Priority Needs.

I support CDBG funds being awarded to Cornerstone Community Housing for the predevelopment of 525 Mill Street. As a former affordable housing resident and current Cornerstone board member, I have seen firsthand how important affordable housing is. It truly transforms lives and strengthens our entire community.

Cornerstone proposal for utilizing CDBG funds directly aligns with the Draft 2020 Eugene-Springfield Consolidated Plan Priority Needs. As a former member of the Eugene CDBG Advisory Committee, I understand the importance of responsibly and strategically investing CDBG funds. Cornerstone has a 28-year history of developing high-quality, affordable housing in Lane County. Supporting this Cornerstone project is a great investment for our community. The CDBG funding will allow Cornerstone the opportunity to provide sorely needed homes for Springfield residents for decades to come.

Thank you for your dedication to the community and your thoughtful decision regarding this allocation.

Sincerely,

From: m_tfitch@comcast.net
To: [RIPKA Amy \(AJ\)](#)
Subject: CBGD funds and respite facility
Date: Tuesday, April 28, 2020 1:39:50 PM

Dear Mayor Lundberg & City Councilors:

My wife and I own the building at 806 A Street, across the intersection from the Memorial Building where the temporary respite for homeless has been set up. The tenants in our building are: a sole owner CPA, a sole owner hairdresser, first aid supplies and hearing testing and an insurance company that specializes in health insurance and seminars for seniors.

Since the respite has been set up we have many cases of loitering and vagrancy, smoking, loud obscenities, vandalism and general unease or fear of doing business across from this facility. When these things happen in the middle of the day, on a working day, it inhibits or dissuades customers from visiting our tenants businesses.

We have concerns about this facility becoming permanent as we have already had complaints from customers of our tenants about coming into this area as it is now as they feel unsafe. I also have a personal experience while working on landscaping at my property where I felt unsafe and can share if needed.

We do not feel this is an appropriate location for the respite after the "stay at home" order is lifted for Oregon. There are no nearby social services to meet the needs of the homeless. The downtown area has seen resurgence over the past 10 years and businesses have been looking to locate here or already have, we do not want to see this progress in the revitalization stopped.

In closing, we do not support CBGD funds for the Memorial Building purchase to operate a respite facility permanently.

Thank you for allowing our input.

Mike and Tammy Fitch
m_tfitch@comcast.net

541-913-7748

From: [Teresa N](#)
To: [RIPKA Amy \(AJ\)](#)
Subject: Comment for CBGD grant.
Date: Wednesday, April 29, 2020 8:51:25 AM

Dear Mayor Lundberg & City Councilors:

Well today I wasn't greeted by anyone when I came to work. In the last week, twice I have arrived at work and there have been people camping or loitering pretty much in my doorway. This is not the only issues I face. I have run a professional office at 8th and A here in Springfield for twelve years. It is becoming a nightmare. I can not leave my door open for the public or public that I do not service comes right into my office (I now keep my door locked). I use to keep my door open for the fresh air, this is not an option, the profanity and noise, besides the feeling of being unsafe is too much to think about. Also, I'm embarrassed for my clients who patronize my office, because of the offensive profanity in the area, and the loitering that is happening. I feel that my business is suffering because of this. Now at lunchtime I no longer enjoy short walks to Subway or around the block without feeling unsafe. Also, the smell of the bucks by Subway isn't really to my liking.

I understand that the homeless need to have a place that is safe. But I believe that Springfield has really worked on the downtown area to make it attractive for patrons. I remember that the Taverns were even targeted and finally most closed their doors either voluntarily or because they were forced to. Now when you drive through town, what do you see???? Do you want to do the Friday Art Walks, go shopping in the antique stores, visit (when the pandemic is over) the restaurants in the area? I think the first time that is done, most won't come back.

Please reconsider another location for the homeless, I don't feel that the downtown location is it.

Thank you for letting me comment, maybe some of you feel safe with the homeless at the Memorial Building but I don't.

Teresa Nohrenberg, CPA

Teresa Nohrenberg
541-762-1003 phone
541-762-1004 fax

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Neil Obringer / FIN
Kristina Kraaz / CAO
Staff Phone No: 541-736-1032
541-744-4061
Estimated Time: 5 Minutes
Council Goals: Provide Financially
Responsible and
Innovative Government
Services

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: COMCAST FRANCHISE EXTENSION

ACTION REQUESTED: Adopt/Not Adopt the following ordinance: AN ORDINANCE TO EXTEND THE TERM OF ORDINANCE 6208 GRANTING TO COMCAST OF OREGON II, INC. A FRANCHISE FOR OPERATION OF A CABLE TELECOMMUNICATIONS SYSTEM, ADOPTING A SEVERABILITY CLAUSE, AND PROVIDING AN EFFECTIVE DATE

ISSUE STATEMENT: Shall the City Council extend Comcast's existing cable franchise until January 1, 2022 to allow the parties to complete their renewal negotiations?

ATTACHMENTS: Attachment 1: Ordinance

**DISCUSSION/
FINANCIAL
IMPACT:** The City of Springfield, City of Eugene, and Lane County together have granted a franchise to Comcast of Oregon II, Inc. for the operation of a cable telecommunications system. The Metropolitan Policy Committee (MPC) is the entity designated by the three jurisdictions to administer the franchise.

The federal Cable Act requires cable providers to have franchises and provides for a renewal process. The MPC, together with the Cities of Springfield, Eugene, and Lane County, are in the process of negotiating a ten-year franchise renewal with Comcast.

The existing franchise expired on August 1, 2018. On July 2, 2018, the Council adopted a first extension of the original franchise through January 1, 2019. A second extension was adopted on December 3rd, 2018 for an additional period through June 30, 2020. The parties involved have not been able to reach agreement on the franchise renewal due to two outstanding issues: (1) Changes in federal law to how cable franchises are to be administered, and (2) A "competitive equity" addendum proposed by Comcast, which staff does not believe is in the City's best interest.

Staff requests that Council adopt an ordinance to extend the existing franchise agreement until January 1, 2022 to prevent a lapse in the franchise agreement and to allow the parties to conclude the renewal negotiations. No changes to the terms and conditions of the existing franchise are proposed for this short-term extension. The Council will be asked to formally adopt an ordinance renewing Comcast's franchise for a ten-year term once the renewal negotiations are completed.

CITY OF SPRINGFIELD, OREGON
ORDINANCE NO. _____

AN ORDINANCE TO EXTEND THE TERM OF ORDINANCE 6208 GRANTING TO COMCAST OF OREGON II, INC. A FRANCHISE FOR OPERATION A CABLE TELECOMMUNICATIONS SYSTEM, ADOPTING A SEVERABILITY CLAUSE, AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the Cities of Springfield and Eugene together with Lane County granted a franchise to Comcast of Oregon II, Inc. ("Comcast") for the operation of a cable communication system and have designated the Metropolitan Policy Commission (MPC) as the representative of the local franchising authorities in administration of the franchise;

WHEREAS, the City of Springfield enacted Ordinance 5567 on May 20, 1991, granting said franchise;

WHEREAS, the City of Springfield enacted Ordinance 6208 on November 20, 2007, amending and renewing said franchise through August 1, 2018;

WHEREAS, the City of Springfield enacted Ordinance 6385 on July 2, 2018, extending said franchise for an additional period through January 1, 2019, and Ordinance 6931 on December 3, 2018, extending said franchise for an additional period through June 30, 2020;

WHEREAS, the federal Cable Act requires a franchise for the operation of cable telecommunications systems and provides for a formal or informal renewal process under the Cable Act;

WHEREAS, the Cities of Springfield and Eugene, Lane County, and Comcast are currently negotiating under the Cable Act's informal process to renew Comcast's cable franchise and the parties anticipate those negotiations will not be completed prior to June 30, 2020; and

WHEREAS, the Cities of Springfield and Eugene, and Lane County have determined that it serves the public welfare to extend the term of the current franchise from July 1, 2020 to January 1, 2022,

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD ORDAINS AS FOLLOWS:

Section 1. The franchise granted to Comcast in Ordinance 6208 and extended by Ordinances 6385 and 6391 shall be extended up to and through January 1, 2022.

Section 2. The City and Comcast agree that execution of this extension does not waive any rights that either party may have under Section 626 of the Cable Act or other provision of federal, state, or local law.

Section 3. Savings Clause. Other than the duration of the franchise set forth herein, Ordinances 6208, 6385, and 6391 shall continue in full force and effect.

ADOPTED by the Common Council of the City of Springfield this ____ day of _____, _____, by a vote of _____ for and _____ against.

APPROVED by the Mayor of the City of Springfield this _____ day of _____, _____.

Mayor

ATTEST:

City Recorder

AGENDA ITEM SUMMARY

Meeting Date: 5/04/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Matt Stouder/DPW
Staff Phone No: 541-736-1006
Estimated Time: 10 Minutes
Council Goals: Provide Financially Responsible and Innovative Government Services

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:	RATIFICATION OF THE METROPOLITAN WASTEWATER MANAGEMENT COMMISSION (MWMC) FY 2020-21 REGIONAL WASTEWATER PROGRAM BUDGET AND CAPITAL IMPROVEMENT PROGRAM (CIP).
ACTION REQUESTED:	Adopt a motion ratifying the FY 2020-21 Regional Wastewater Program Budget and Capital Improvement Program (CIP).
ISSUE STATEMENT:	As provided for in the MWMC Intergovernmental Agreement (IGA), the City of Springfield, the City of Eugene, and Lane County, as governing bodies, must ratify the annual MWMC Budget and CIP.
ATTACHMENTS:	1. The Regional Wastewater Program Budget and Capital Improvement Program (CIP) for FY 2020-21, as approved by the MWMC
DISCUSSION/ FINANCIAL IMPACT:	The FY 2020-21 (FY 20-21) Regional Wastewater (RWP) Budget and CIP document was approved by the MWMC on April 10, 2020. In preparing and reviewing the Budget and CIP, the MWMC convened three work sessions and a public hearing prior to taking action to adopt the FY 20-21 MWMC Budget. The FY 20-21 Budget funds all operations, administrative services, and capital projects planned for the Regional Wastewater Facilities. The approved operating budget is \$19.77 million, reflecting an increase of 5.9% (\$1.1M) in FY 20-21, when compared to the prior year.

The CIP outlines and describes the capital projects planned for the next five years. The FY 20-21 RWP Budget and CIP document reflect a continued focus on the completion of facilities upgrades, plant performance improvements, and operations and maintenance activities to provide wastewater treatment for a growing community in a manner that protects the public's health, safety, and the environment.

In accordance with the IGA, the MWMC contracts with the City of Eugene for operations and maintenance services, and with the City of Springfield for administrative services. The budget document (Attachment 1) provides regional program and budget summaries as well as detailed budgets for services provided by Eugene and Springfield. The budget document also provides information about how the RWP activities are driven by the MWMC's established goals and performance measures.

In light of the COVID-19 pandemic, the Commission directed staff to maintain monthly regional wastewater user fees level, with no rate change for FY20-21. On May 18, 2020 the City Council will hold a public hearing on the FY 20-21 regional rates within the City. Following the public hearing, Council is scheduled to adopt a resolution to set the FY 20-21 regional user fee rates within the City of Springfield.

The FY 20-21 RWP Budget and CIP must be approved by the MWMC and ratified by Lane County, the cities of Eugene and Springfield, and then finally adopted by the MWMC, prior to the beginning of the next fiscal year (July 1, 2020). The Eugene City Council is scheduled to ratify the MWMC Budget and CIP on May 11, 2020, and the Lane County Board of Commissioners is scheduled to ratify the MWMC Budget and CIP on May 12, 2020, with MWMC final budget adoption to occur on June 12, 2020.

Regional Wastewater Program Budget and Capital Improvements Program



Metropolitan Wastewater
MANAGEMENT COMMISSION



partners in wastewater management

Fiscal Year 2020-2021

REGIONAL WASTEWATER PROGRAM BUDGET and CAPITAL IMPROVEMENTS PROGRAM Fiscal Year 2020-21

The Metropolitan Wastewater Management Commission adopted the Operating Budget and Capital Improvements Program (CIP) for FY 20-21 on April 10, 2020. The Budget and CIP are scheduled to be ratified by the Springfield City Council on May 4, 2020, the Eugene City Council on May 11, 2020, and the Lane County Board of Commissioners on May 12, 2020. The Commission is scheduled to give final ratification of the Budget and CIP on June 12, 2020.

COMMISSION MEMBERS:

Pat Farr, President (Lane County)
Jennifer Yeh, Vice President (Eugene)
Bill Inge (Lane County)
Doug Keeler (Springfield)
Walt Meyer (Eugene)
Joe Pishioneri (Springfield)
Peter Ruffier (Eugene)

STAFF:

Matthew Stouder, MWMC Executive Officer/General Manager
Dave Breitenstein, Wastewater Director
Nathan Bell, MWMC Finance Officer



www.mwmcpartners.org

Cover photo: aerial view of the Biosolids Management Facility and Biocycle Farm in north Eugene

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METROPOLITAN WASTEWATER MANAGEMENT COMMISSION
FY 20-21 BUDGET AND CAPITAL IMPROVEMENTS PROGRAM
for the
REGIONAL WASTEWATER PROGRAM

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PROGRAM OVERVIEW

BUDGET MESSAGE

Members of the Metropolitan Wastewater Management Commission (MWMC) MWMCs' Customers and Partnering Agencies

We are pleased to present the Metropolitan Wastewater Management Commission's budget for fiscal year 2020-21. This budget funds operations, administration, and capital projects planned for the Regional Wastewater Program.

MWMC Background

The Metropolitan Wastewater Management Commission (MWMC) was formed by Eugene, Springfield, and Lane County through an intergovernmental agreement (IGA) in 1977 to provide wastewater collection and treatment services for the Eugene-Springfield metropolitan area. The seven-member Commission, appointed by the City Councils of Eugene and Springfield and the Lane County Board of Commissioners, is responsible for oversight of the Regional Wastewater Program. Since 1983, the Commission has contracted with the cities of Springfield and Eugene to provide all staffing and services necessary to maintain and support the Regional Wastewater Program.

The MWMC has been providing high-quality wastewater services to the metropolitan area for 43 years. The service area for the MWMC consists of approximately 250,000 residents, including 79,500 residential and commercial accounts. The MWMC is committed to clean water, the community's health, the local environment, and to providing high quality services in a manner that will achieve, sustain, and promote balance between community, environmental, and economic needs.

Budget Development Process

The MWMC's budget development schedule begins in January, with a budget kick-off to review key outcomes the Commission strives to achieve, along with performance indicators identified to measure results of annual workplans over time. February includes a presentation of the draft Capital Improvement Program (CIP) budget and five-year capital plan, and in March the operating budget programs and user fee rate scenarios are presented for discussion and direction.

In April, the Commission holds public hearings on the Preliminary Regional Wastewater Program (RWP) Budget and CIP, and regional wastewater user rates. In May, the RWP budget is provided to the three governing bodies of Springfield, Eugene and Lane County for their review, input and ratification. The RWP Budget and CIP returns to the MWMC in June for final approval, with budget implementation occurring July 1.

Fiscal Year 2020-21 Budget

The Administration and Capital Improvements Program (CIP) components of the MWMC's budget are reflected in the City of Springfield's RWP budget. Operations, maintenance, equipment replacement, major rehabilitation, and major capital outlay components are reflected in the City of Eugene's RWP budget. Both cities' Industrial Pretreatment Programs are managed

locally in compliance with the MWMC Model Ordinance, and are also included in the RWP budget.

Capital Budget - The capital program reflects a continued focus on design and construction of capital improvements planned to ensure that operation of the Regional Wastewater Facilities meets environmental regulations, and that adequate capacity will be provided to meet the needs of a growing service area. The Capital Budget for FY 20-21 is \$23.95 million, and the five-year Capital Plan is currently projected at \$85 million.

Operating Budget - The FY 20-21 RWP Operating Budget for personnel services, materials and services and capital outlay expenses is \$19.77 million, reflecting a 5.9% increase when compared to the prior year adopted budget (or a 4.9% increase when compared to the prior year amended budget). The FY 20-21 budget includes Debt Service payments that total \$4.26 million as scheduled repayment of the \$32.7 million for revenue bonds issued in May 2016, and \$4.34 million in Clean Water SRF loans to fund the Facilities Plan capital improvements.

Revenues - The RWP is 100% funded by user fees, from customers and industries receiving regional wastewater services. FY 20-21 user fee revenues (including septage service) are projected at \$34.5 million. In light of the COVID-19 pandemic revenues are based on a 0% increase with regional monthly wastewater user fees and septage and hauled waste user fees remaining level, while meeting revenue objectives for planned capital improvements.

Balanced Budget - The RWP achieves and maintains a structurally balanced budget with resources equal or greater than expenditures to set aside a portion of fund balance in reserves.

In summary, the FY 20-21 budget implements the Commission's adopted 2019 Financial Plan policies, funding operations and administration sufficiently to maintain service levels and to meet the environmental performance necessary for compliance with the National Pollutant Discharge Elimination System (NPDES) permit issued jointly to the MWMC and the two cities.

Regulatory Permit Status

Since 2006, the MWMC's NPDES permit has been administratively extended by the Department of Environmental Quality (DEQ) pending ongoing litigation and future regulatory standards that are anticipated to include more stringent requirements. During this period of regulatory uncertainty the MWMC continues to reduce debt obligations, while planning financially to be positioned for future permit renewal. Currently, the target date set by the DEQ for permit issuance is by the end of calendar year 2021.

Respectfully submitted,



Matt Stouder
MWMC Executive Officer

ACRONYMS AND EXPLANATIONS

AMCP – Asset Management Capital Program. The AMCP implements the projects and activities necessary to maintain functionality, lifespan, and effectiveness of the MWMC facility assets on an ongoing basis. The AMCP is administered by the City of Eugene for the MWMC.

BMF – Biosolids Management Facility. The Biosolids Management Facility is an important part of processing wastewater where biosolids generated from the treatment of wastewater are turned into nutrient rich, beneficial organic materials.

CIP – Capital Improvements Program. This program implements projects outlined in the 2004 Facilities Plan and includes projects that improve performance, or expand treatment or hydraulic capacity of existing facilities.

CMOM – Capacity Management and Maintenance Program. The CMOM program addresses wet weather issues such as inflow and infiltration with the goal to eliminate sanitary sewer overflows to the extent possible and safeguard the hydraulic capacity of the regional wastewater treatment facility.

CWSRF – Clean Water State Revolving Fund. The Clean Water State Revolving Fund loan program is a federal program administered by the Oregon DEQ that provides low-cost loans for the planning, design and construction of various water pollution control activities. (DEQ)

EMS – Environmental Management System. An EMS is a framework to determine the environmental impacts of an organization's business practices and develop strategies to address those impacts.

ESD – Environmental Services Division. The ESD is a division of the City of Springfield's Development and Public Works Department that promotes and protects the community's health, safety, and welfare by providing professional leadership in the protection of the local environment, responsive customer service, and effective administration for the Regional Wastewater Program.

IGA – Intergovernmental Agreement. Pursuant to ORS 190.010, ORS 190.080, and ORS 190.085, the IGA is an agreement between the cities of Eugene and Springfield and Lane County that created the MWMC as an entity with the authority to provide resources and support as defined in the IGA for the Regional Wastewater Program.

MWMC – Metropolitan Wastewater Management Commission. The MWMC is the Commission responsible for the oversight of the Regional Wastewater Program. In this role, the MWMC protects the health and safety of our local environment by providing high-quality management of wastewater conveyance and treatment to the Eugene-Springfield community. The Commission is responsible for the oversight of the Regional Wastewater Program.

NPDES – National Pollutant Discharge Elimination System permit. The NPDES permit program is administered by the Oregon Department of Environmental Quality (DEQ) in fulfillment of federal Clean Water Act requirements. The NPDES permit includes planning and technology requirements as well as numeric limits on effluent water quality.

RWP – Regional Wastewater Program. Under the oversight of the MWMC, the purpose of the RWP is to protect public health and safety and the environment by providing high quality wastewater management services to the Eugene-Springfield metropolitan area. The MWMC and the regional partners are committed to providing these services in a manner that will achieve, sustain, and promote balance between community, environmental, and economic needs while meeting customer service expectations.

SDC – System Development Charge. SDCs are charges imposed on development so that government may recover the capital needed to provide sufficient capacity in infrastructure systems to accommodate the development.

SRF – Clean Water State Revolving Fund. The Clean Water State Revolving Fund loan program is a federal program administered by the Oregon DEQ that provides low-cost loans for the planning, design and construction of various water pollution control activities. (DEQ)

SSO – Sanitary Sewer Overflows. Discharges of raw sewage.

TMDL – Total Maximum Daily Load. The federal Clean Water Act defines *Total Maximum Daily Load* as the maximum amount of any pollutant that can be safely assimilated by a waterway in one day without significant degradation of water quality.

TSS – Total Suspended Solids. Organic and inorganic materials that are suspended in water.

WPCF – Regional Water Pollution Control Facility. The WPCF is a state-of-the-art facility providing treatment of the wastewater coming from the Eugene/Springfield metropolitan area. The WPCF is located on River Avenue in Eugene. The treatment plant and 49 pump stations distributed across Eugene and Springfield operate 24 hours a day, 7 days a week, 365 days a year to collect and treat wastewater from homes, businesses and industries before returning the cleaned water, or effluent, to the Willamette River. Through advanced technology and processes, the facility cleans, on average, up to 30 million gallons of wastewater every day.

WWFMP – Wet Weather Flow Management Plan. This plan evaluated and determined the most cost-effective combination of collection system and treatment facility upgrades needed to manage excessive wet weather wastewater flows in the Eugene/Springfield metropolitan area.

REGIONAL WASTEWATER PROGRAM OVERVIEW

The Metropolitan Wastewater Management Commission

The Metropolitan Wastewater Management Commission (MWMC) was formed by Eugene, Springfield, and Lane County through an intergovernmental agreement (IGA) in 1977 to provide wastewater collection and treatment services for the Eugene-Springfield metropolitan area. The seven-member Commission is composed of members appointed by the City Councils of Eugene (3 representatives), Springfield (2 representatives) and the Lane County Board of Commissioners (2 representatives). Since its inception, the Commission, in accordance with the IGA, has been responsible for oversight of the Regional Wastewater Program (RWP) including: construction, maintenance, and operation of the regional sewerage facilities; adoption of financing plans; adoption of budgets, user fees and connection fees; adoption of minimum standards for industrial pretreatment and local sewage collection systems; and recommendations for the expansion of regional facilities to meet future community growth. Since 1983, the Commission has contracted with the Cities of Springfield and Eugene for all staffing and services necessary to maintain and support the RWP. Lane County's partnership has involved participation on the Commission and support for customers that are served by the MWMC in the Santa Clara unincorporated area.

Regional Wastewater Program Purpose and Key Outcomes

The purpose of the RWP is to protect public health and safety and the environment by providing high quality wastewater management services to the Eugene-Springfield metropolitan area. The MWMC and the regional partners are committed to providing these services in a manner that will achieve, sustain, and promote balance between community, environmental, and economic needs while meeting customer service expectations. Since the mid-1990s, the Commission and RWP staff have worked together to identify key outcome areas within which to focus annual work plan and budget priorities. The FY 20-21 RWP work plans and budget reflect a focus on the following key outcomes or goals. In carrying out the daily activities of managing the regional wastewater system, we will strive to achieve and maintain:

- 1. High environmental standards;*
- 2. Fiscal management that is effective and efficient;*
- 3. A successful intergovernmental partnership;*
- 4. Maximum reliability and useful life of regional assets and infrastructure;*
- 5. Public awareness and understanding of MWMC, the regional wastewater system, and MWMC's objectives of maintaining water quality and a sustainable environment.*

The Commission believes that these outcomes, if achieved in the long term, will demonstrate success of the RWP in carrying out its purpose. In order to help determine whether we are successful, indicators of performance and targets have been identified for each key outcome. Tracking performance relative to identified targets over time assists in managing the RWP to achieve desired results. The following indicators and performance targets provide an important framework for the development of the FY 20-21 RWP Operating Budget, Capital Improvements Program and associated work plans.

Outcome 1: Achieve and maintain high environmental standards.

Indicators:	Performance:		
	FY 18-19 Actual	FY 19-20 Estimated Actual	FY 20-21 Target
• Volume of wastewater treated to water quality standards	100%; 11.7 billion gallons	100%; 11 billion gallons	100%; 11 billion gallons
• Average removal efficiency of carbonaceous biochemical oxygen demand (CBOD) and total suspended solids (TSS) (permit limit 85%)	98%	98%	95%
• High quality biosolids (pollutant concentrations less than 50% of EPA exceptional quality criteria)	Arsenic 34% Cadmium 18% Copper 35% Lead 12% Mercury 7% Nickel 8% Selenium 21% Zinc 35%	Arsenic 35% Cadmium 20% Copper 35% Lead 15% Mercury 10% Nickel 10% Selenium 20% Zinc 35%	Arsenic <50% Cadmium <50% Copper <50% Lead <50% Mercury <50% Nickel <50% Selenium <50% Zinc <50%
• ISO14001 Environmental Management System Certification (no major nonconformance)	All objectives met	All objectives met	Meet all objectives

Outcome 2: Achieve and maintain fiscal management that is effective and efficient.

Indicators:	Performance:		
	FY 18-19 Actual	FY 19-20 Estimated Actual	FY 20-21 Target
• Annual budget and rates align with the MPMC Financial Plan	Policies met	Policies met	Policies met
• Annual audited financial statements	Clean audit	Clean audit	Clean audit
• Uninsured bond rating	AA	AA	AA
• Reserves funded at target levels	Yes	Yes	Yes
• Financial Plan policy updates	Adopted and implemented	---	---

Outcome 3: *Achieve and maintain a successful intergovernmental partnership.*

Indicators:	Performance:		
	FY 18-19 Actual	FY 19-20 Estimated Actual	FY 20-21 Target
<ul style="list-style-type: none"> Industrial Pretreatment Programs are consistent with the MWMC pretreatment model ordinance 	Consistent across service area	Consistent across service area	Consistent across service area
<ul style="list-style-type: none"> MWMC capital projects consistent with CIP budget and schedule 	100% of initiated projects within budget and 81% (9 of 11 projects) on schedule	90% of initiated projects within budget and 100% (11 of 11 projects) on schedule	100% of initiated projects within budget and 75% on schedule
<ul style="list-style-type: none"> Interagency coordination regarding Capacity Management Operations and Maintenance (CMOM) Program 	CMOM Program update presented to the Commission	Quarterly meetings between Eugene and Springfield; Annual update to the Commission	Quarterly meetings between Eugene and Springfield; Annual update to the Commission
<ul style="list-style-type: none"> Community presentations regarding MWMC partnership, services and outcomes delivered jointly 	4 community presentations delivered by staff to groups in the service area	4 community presentations delivered by staff to groups in the service area	4 community presentations delivered by staff to groups in the service area

Outcome 4: *Maximize reliability and useful life of regional assets and infrastructure.*

Indicators:	Performance:		
	FY 18-19 Actual	FY 19-20 Estimated Actual	FY 20-21 Target
<ul style="list-style-type: none"> Preventive maintenance completed on time (best practices benchmark is 90%) 	92%	94%	90%
<ul style="list-style-type: none"> Preventive maintenance to corrective maintenance ratio (benchmark 4:1-6:1) 	5.6:1	5:1	5:1
<ul style="list-style-type: none"> Emergency maintenance required (best practices benchmark is less than 2% of labor hours) 	2%	1%	<2%
<ul style="list-style-type: none"> Asset management (AM) processes and practices review and development 	Asset management plan completed	Annual update to AM plan	Annual update to AM plan
<ul style="list-style-type: none"> MWMC Resiliency Plan 	---	Present final plan to the Commission	Plan implementation

Outcome 5: *Achieve and maintain public awareness and understanding of MWMC, the regional wastewater system, and MWMC's objectives of maintaining water quality and a sustainable environment.*

Indicators:	Performance:		
	FY 18-19 Actual	FY 19-20 Estimated Actual	FY 20-21 Target
• Communications Plan	Implemented	Update in Spring 2020 based on survey results	Implement 2020 Communications Plan
• Promote MWMC social media channels	Created new Instagram account	Implement strategies to grow Facebook followers to 375, Twitter to 170 and Instagram to 150	Implement strategies to grow Facebook followers to 425, Twitter to 250 and Instagram to 225
• Create and distribute MWMC e-newsletters	Distributed monthly and increased distribution by 17%	Distribute monthly and increase distribution to 240 subscribers	Distribute monthly and increase distribution to 325 subscribers
• Pollution prevention campaigns	2 campaigns, 4 sponsorships; reaching 20% of residents in the service area	2 campaigns, 4 sponsorships; reaching 40% of residents in the service area	2 campaigns, 4 sponsorships; reaching 50% of residents in the service area
• Provide tours of the MWMC Facilities	Provided tours for 1,293 people	Provide tours for greater than 1,150 people	Provide tours for greater than 1,300 people
• Clean Water University	Reached 25% of 5 th Graders in the service area	Reach 25% of 5 th Graders in the service area	Reach 37.5% of 5 th Graders in the service area
• Community survey (approx. every 4 years)	---	Survey completed in Fall 2019	---

Roles and Responsibilities

In order to effectively oversee and manage the RWP, the partner agencies provide all staffing and services to the MWMC. The following sections describe the roles and responsibilities of each of the partner agencies, and how intergovernmental coordination occurs on behalf of the Commission.

City of Eugene

The City of Eugene supports the RWP through representation on the MWMC, provision of operation and maintenance services, and active participation on interagency project teams and committees. Three of the seven MWMC members represent Eugene – two citizens and one City Councilor. Pursuant to the Intergovernmental Agreement (IGA), the Eugene Wastewater Division operates and maintains the Regional Water Pollution Control Facility (WPCF), the Biosolids Management Facility (BMF) and associated residuals and reclaimed water activities, along with regional wastewater pumping stations and transmission sewers. In support of the RWP, the Division also provides technical services for wastewater treatment; management of equipment replacement and infrastructure rehabilitation; biosolids treatment and recycling; industrial source control (in conjunction with Springfield staff); and regional laboratory services for wastewater and water quality analyses. These services are provided under contract with the MWMC through the regional funding of 79.36 full-time equivalent (FTE) employees.

City of Springfield

The City of Springfield supports the RWP through representation on the MWMC, provision of MWMC administration services, and active coordination of and participation on interagency project teams and committees. Two MWMC members represent Springfield – one citizen and one City Councilor. Pursuant to the IGA, the Springfield Development and Public Works Department, provides staff to serve as the MWMC Executive Officer and General Manager, respectively. The Environmental Services Division and Finance Department staff provide ongoing staff support to the Commission and administration of the RWP in the following areas: legal and risk management services; financial management and accounting; coordination and management of public policy; regulatory and permit compliance issues; coordination between the Commission and the governing bodies; long-range capital project planning, design, and construction management; coordination of public information, education, and citizen involvement programs; and coordination and development of regional budgets, rate proposals, and revenue projections. Springfield staff also provides local implementation of the Industrial Pretreatment Program, as well as billing coordination and customer service. These services are provided under contract with the MWMC through the regional funding of 15.90 FTE of Development and Public Works Department staff and 0.88 FTE of Finance Department staff, for a total 16.78 FTE as reflected in the FY 20-21 Budget.

Lane County

Lane County supports the RWP through representation on the MWMC, including two MWMC members that represent Lane County – one citizen and one County Commissioner. Lane County's partnership initially included providing support to manage the proceeds and repayment of the RWP general obligation bonds to finance the local share of the RWP facilities construction. These bonds were paid in full in 2002. The County, while not presently providing sewerage, has the authority under its charter to do so. The Urban Growth Boundary includes the two Cities (urban lands) and certain unincorporated areas surrounding the Cities which lies

entirely within the County. Federal funding policy requires sewage treatment and disposal within the Urban Growth Boundary to be provided on a unified, metropolitan basis.

Interagency Coordination

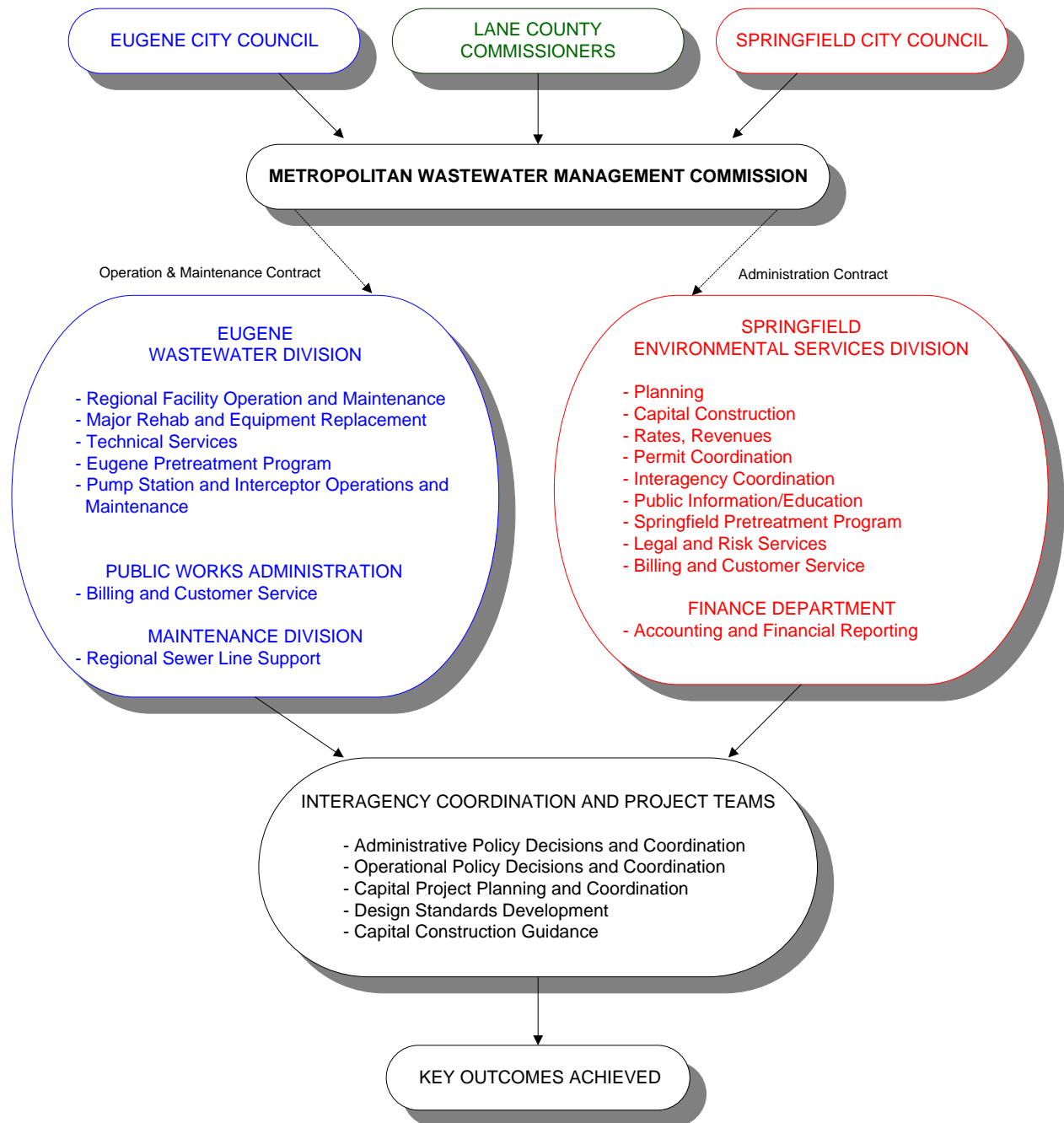
The effectiveness of the MWMC and the RWP depends on extensive coordination, especially between Springfield and Eugene staff, who provide ongoing program support. This coordination occurs in several ways. The Springfield MWMC Executive Officer and MWMC General Manager, together with the Eugene Wastewater Division Director coordinate regularly to ensure adequate communication and consistent implementation of policies and practices as appropriate. The Eugene and Springfield Industrial Pretreatment Program supervisors and staff meet regularly to ensure consistent implementation of the Model Industrial Pretreatment Ordinance. In addition, interagency project teams provide input on and coordination of ongoing MWMC administration issues and ad hoc project needs.

Exhibit 1 on the following page reflects the interagency coordination structure supporting the RWP. Special project teams are typically formed to manage large projects such as design and construction of new facilities. These interagency staff teams are formulated to provide appropriate expertise, operational knowledge, project management, and intergovernmental representation.

Relationship to Eugene and Springfield Local Sewer Programs

The RWP addresses only part of the overall wastewater collection and treatment facilities that serve the Eugene-Springfield metropolitan area. The Cities of Eugene and Springfield both maintain sewer programs that provide for construction and maintenance of local collection systems and pump stations, which discharge to the regional system. Sewer user fees collected by the two Cities include both local and RWP rate components.

EXHIBIT 1
REGIONAL WASTEWATER PROGRAM
INTERAGENCY COORDINATION STRUCTURE



BUDGET SUMMARY

REGIONAL WASTEWATER PROGRAM FY 20-21 BUDGET

The MWMC's RWP Operating Budget provides the Commission and governing bodies with an integrated view of the RWP elements. Exhibit 2 provides a summary of the overall Operating Budget. Separate Springfield and Eugene agency budgets and staffing also are presented within this budget document. Major program areas supported by Springfield and Eugene are described in the pages that follow and are summarized in Exhibit 3 on page 14. Finally, Exhibit 4 on page 15 combines revenues, expenditures, and reserves to illustrate how funding for all aspects of the RWP is provided. It should also be noted that the "Amended Budget FY 19-20" column in all budget tables represents the updated FY 19-20 RWP budget as of February 12, 2020, which reconciled actual beginning balances at July 1, 2019, and approved budget transfers and supplemental requests.

EXHIBIT 2

REGIONAL OPERATING BUDGET SUMMARY: INCLUDING RESERVE CONTRIBUTIONS

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE (1) INCR/(DECR)	
Full-Time Equivalent Staffing Level	94.92	94.92	96.14	1.22	1.3%
Personnel Services (2)	\$11,836,299	\$11,836,853	\$12,097,626	\$261,327	2.2%
Materials & Services (2)	6,811,610	6,917,588	7,554,374	742,764	10.9%
Capital Outlay (2, 3)	20,000	97,100	122,000	102,000	510.0%
Equip Replacement Contributions (4)	2,000,000	2,000,000	750,000	(1,250,000)	-62.5%
Capital Contributions (5)	15,000,000	15,000,000	13,000,000	(2,000,000)	-13.3%
Debt Service Contributions (6)	4,947,783	9,789,065	4,260,934	(686,849)	-13.9%
Working Capital Reserve (7)	900,000	900,000	900,000	-	0%
Rate Stability Reserve (8)	2,000,000	2,000,000	2,000,000	-	0%
Insurance Reserve (9)	1,500,000	1,500,000	1,500,000	-	0%
Operating Reserve (10)	3,151,064	3,677,550	3,124,598	(26,466)	-0.8%
Rate Stabilization Reserve (11)	2,000,000	2,000,000	2,000,000	-	0%
SRF Loan Reserve (12)	435,603	183,192	186,616	(248,987)	-57%
Budget Summary	\$50,602,359	\$55,901,348	\$47,496,148	(\$3,106,211)	-6.1%

Notes:

1. The Change column and Percent Change column compare the Proposed FY 20-21 Budget with the originally Adopted FY 19-20 Budget column.
2. Personnel Services, Materials and Services, and Capital Outlay budget amounts represent combined Springfield and Eugene Operating Budgets that support the RWP.
3. Capital Outlay does not include CIP, Equipment Replacement, Major Capital Outlay, or Major Rehabilitation, which are capital programs.

4. The Equipment Replacement Contribution is a budgeted transfer of operating revenues to reserves for scheduled future equipment replacement, including all fleet equipment and other equipment, with an original cost over \$10,000, and with a useful life expectancy greater than one year. See table on page 21 for year-end balance.
5. The Capital Reserve Contribution is a budgeted transfer of operating revenues to reserves. Capital is passed through the Springfield Administration Budget. See table on page 22 for year-end balance.
6. The Debt Service line item is the sum of annual interest and principal payments on the Revenue Bonds and Clean Water State Revolving Fund (SRF) loans made from the Operating Budget (derived from user rates). The total amount of Debt Service budgeted in FY 20-21 is \$4,260,934.
7. The Working Capital Reserve acts as a revolving account which is drawn down and replenished on a monthly basis to fund Eugene's and Springfield's cash flow needs.
8. The Rate Stability Reserve is used to set aside revenues available at year-end after the budgeted Operating Reserve target is met. Internal policy has established a level of \$2 million for the Rate Stability Reserve. See Exhibit 5 on page 20 for year-end balance.
9. The Insurance Reserve was established to set aside funds to cover the insurance deductible amount for property and liability insurance coverage, for losses per occurrence. The Insurance Reserve is set at \$1.5 million.
10. The Operating Reserve is used to account for the accumulated operating revenues net of operations expenditures. The Commission's adopted policy provides minimum guidelines to establish the Operating Reserve balance at approximately two months operating expenses of the adopted Operating Budget. The Operating Reserve provides for contingency funds in the event that unanticipated expenses or revenue shortfalls occur during the budget year.
11. The Rate Stabilization Reserve contains funds to be used at any point in the future when net revenues are insufficient to meet the bond covenant coverage requirements. The Commission shall maintain the Rate Stabilization Reserve account as long as bonds are outstanding. This reserve is set at \$2 million.
12. The Clean Water SRF loan reserve is budgeted as required per loan agreements.

EXHIBIT 3

REGIONAL WASTEWATER PROGRAM OPERATING BUDGET
LINE ITEM SUMMARY BY PROGRAM AREA

	ACTUALS FY 18-19	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE INCR/(DECR)	
<u>SPRINGFIELD</u>						
MWMC ADMINISTRATION						
Personnel Services	\$1,419,248	\$1,607,534	\$1,607,534	\$1,622,077	\$14,543	0.9%
Materials & Services	1,629,373	1,927,949	2,034,481	2,086,434	158,485	8.2%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$3,048,621	\$3,535,483	\$3,642,015	\$3,708,511	\$173,028	5%
INDUSTRIAL PRETREATMENT						
Personnel Services	\$347,584	\$ 369,060	\$ 369,060	\$378,253	\$9,193	2.5%
Materials & Services	109,010	115,825	115,825	138,936	23,111	20.0%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$456,594	\$484,885	\$484,885	\$517,189	\$32,304	6.7%
ACCOUNTING						
Personnel Services	\$104,702	\$124,197	\$124,197	\$127,136	\$2,939	2.4%
Materials & Services	30,032	38,887	38,887	41,964	3,077	7.9%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$134,734	\$163,084	\$163,084	\$169,100	\$6,016	3.7%
TOTAL SPRINGFIELD						
Personnel Services	\$1,871,534	\$2,100,791	\$2,100,791	\$2,127,466	\$26,675	1.3%
Materials & Services	1,768,415	2,082,661	2,189,193	2,267,334	184,673	8.9%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$3,639,949	\$4,183,452	\$4,289,984	\$4,394,800	\$211,348	5.1%
<u>EUGENE</u>						
ADMINISTRATIVE SERVICES						
Personnel Services	\$3,537,374	\$1,863,293	\$1,863,293	\$2,587,991	\$724,698	38.9%
Materials & Services	1,584,562	429,642	429,642	987,976	558,334	130.0%
Capital Outlay	604	-	-	-	-	--
TOTAL	\$5,122,540	\$2,292,935	\$2,292,935	\$3,575,967	\$1,283,032	56.0%
BIOSOLIDS MANAGEMENT						
Personnel Services	\$1,017,535	\$1,427,133	\$1,427,133	\$1,490,828	\$63,695	4.5%
Materials & Services	604,740	968,669	968,669	1,019,481	50,812	5.2%
Capital Outlay	718	-	-	30,000	30,000	--
TOTAL	\$1,622,993	\$2,395,802	\$2,395,802	\$2,540,309	\$144,507	6.0%
INDUSTRIAL SOURCE CONTROL						
Personnel Services	\$449,540	\$590,474	\$590,474	\$677,929	\$87,455	14.8%
Materials & Services	66,426	122,443	122,443	122,142	(301)	-0.2%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$515,966	\$712,917	\$712,917	\$800,071	\$87,154	12.2%
TREATMENT PLANT						
Personnel Services	\$3,123,139	\$5,329,404	\$5,329,404	\$4,714,995	(\$614,409)	-11.5%
Materials & Services	2,364,199	2,802,503	2,802,503	2,795,349	(7,154)	-0.3%
Capital Outlay	74,515	20,000	97,100	92,000	72,000	360%
TOTAL	\$5,561,853	\$8,151,907	\$8,229,007	\$7,602,344	(\$549,563)	-6.7%
REGIONAL PUMP STATIONS						
Personnel Services	\$132,780	\$248,788	\$248,788	\$211,535	(\$37,253)	-15.0%
Materials & Services	246,593	351,471	351,471	303,248	(48,223)	-13.7%
Capital Outlay	1,326	-	-	-	-	--
TOTAL	\$380,699	\$600,259	\$600,259	\$514,783	(\$85,476)	-14.2%
BENEFICIAL REUSE SITE						
Personnel Services	\$125,857	\$276,970	\$276,970	\$286,882	\$9,912	3.6%
Materials & Services	37,576	53,667	53,667	58,844	5,177	9.6%
Capital Outlay	-	-	-	-	-	--
TOTAL	\$163,434	\$330,637	\$330,637	\$345,726	\$15,089	4.6%
TOTAL EUGENE						
Personnel Services	\$8,386,225	\$9,736,062	\$9,736,062	\$9,970,160	\$234,098	2.4%
Materials & Services	4,904,097	4,728,395	4,728,395	5,287,040	558,645	11.8%
Capital Outlay	77,162	20,000	97,100	122,000	102,000	510.0%
TOTAL	\$13,367,484	\$14,484,457	\$14,561,557	\$15,379,200	\$894,743	6.2%
TOTAL REGIONAL BUDGET	\$17,007,433	\$18,667,909	\$18,851,541	\$19,774,000	\$1,106,091	5.9%

NOTE: Does not include Major Rehabilitation, Equipment Replacement or Major Capital Outlay

EXHIBIT 4**REGIONAL WASTEWATER PROGRAM
BUDGET SUMMARY AND COMPARISON**

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE* INC(DEC)
<u>OPERATING BUDGET</u>				
Administration	\$4,183,452	\$4,289,984	\$4,394,800	\$211,348
Operations	14,484,457	14,561,557	15,379,200	894,743
Capital Contribution & Transfers	15,000,000	15,000,000	13,000,000	(2,000,000)
Equipment Replacement - Contribution	2,000,000	2,000,000	750,000	(1,250,000)
Operating & Revenue Bond Reserve	9,986,667	10,260,742	9,711,214	(275,453)
Debt Service	4,947,783	9,789,065	4,260,934	(686,849)
Total Operating Budget	\$50,602,359	\$55,901,348	\$47,496,148	(\$3,106,211)
<u>Funding:</u>				
Beginning Balance	\$12,432,240	\$13,142,358	\$11,500,938	(\$931,302)
User Fees	34,700,000	34,700,000	34,520,000	(180,000)
Other	3,470,119	8,058,989	1,475,210	(1,994,909)
Total Operating Budget Funding	\$50,602,359	\$55,901,348	\$47,496,148	(\$3,106,211)
<u>CAPITAL PROGRAM BUDGET</u>				
RNG Upgrade Facilities	\$6,065,000	\$8,165,277	\$8,570,000	\$2,505,000
Class A Disinfection Facilities	2,300,000	2,300,000	7,750,000	5,450,000
Aeration Basin Improvements - Phase 2	1,000,000	1,000,000	1,550,000	550,000
Glenwood Pump Station Upgrades	0	0	850,000	NA
Administration Building Improvements	1,000,000	1,000,000	600,000	(400,000)
Riparian Shade Credit Program	583,000	416,000	500,000	(83,000)
Poplar Harvest Mgmt. Services	425,000	381,243	450,000	25,000
Resiliency Follow-Up	0	0	300,000	NA
Comprehensive Facility Plan Update	0	114,299	200,000	NA
Recycled Water Demonstration Project	180,000	180,000	110,000	(70,000)
Facility Plan Engineering Services	90,000	150,000	15,000	(75,000)
WPCF Lagoon Remove/Decommission	4,700,000	5,519,149	0	NA
Operation Building Improvements	800,000	2,241,831	0	NA
Thermal Load Pre-Implementation	295,000	385,000	0	NA
Resiliency Planning	88,000	153,232	0	NA
Electrical Distribution System	0	50,000	0	NA
Increase Digestion Capacity	0	300,000	0	NA
<u>Asset Management:</u>				
Equipment Replacement Purchases	621,000	711,000	2,450,000	1,829,000
Major Rehab	520,000	1,223,000	610,000	90,000
Major Capital Outlay	0	200,000	0	NA
Total Capital Projects	\$18,667,000	\$24,490,031	\$23,955,000	\$5,288,000
<u>Funding:</u>				
Equipment Replacement	\$ 621,000	\$ 711,000	\$ 2,450,000	\$ 1,829,000
SDC Improvement Reserve	0	0	3,450,810	NA
Capital Reserve	18,046,000	23,779,031	18,054,190	8,190
Total Capital Projects Funding	\$18,667,000	\$24,490,031	\$23,955,000	\$5,288,000

Note: * The Change (Increase/Decrease) column compares the adopted FY 19-20 budget to the originally adopted FY 19-20 budget column.

BUDGET AND RATE HISTORY

The graphs on page 17 show the regional residential wastewater service costs over a 5-year period, and a 5-year Regional Operating Budget Comparison. Because the Equipment Replacement, Major Infrastructure Rehabilitation and Major Capital Outlay programs are managed in the Eugene Operating Budget, based on the size, type and budget amount of the project these programs are incorporated into either the 5-year Regional Operating Budget Comparison graph or the 5-Year Capital Programs graph on page 18. The Regional Wastewater Capital Improvement Programs graph on page 18 shows the expenditures over the recent five years in the MWMC's Capital Program and including Asset Management projects. A list of capital projects is located in Exhibit 13 on page 45.

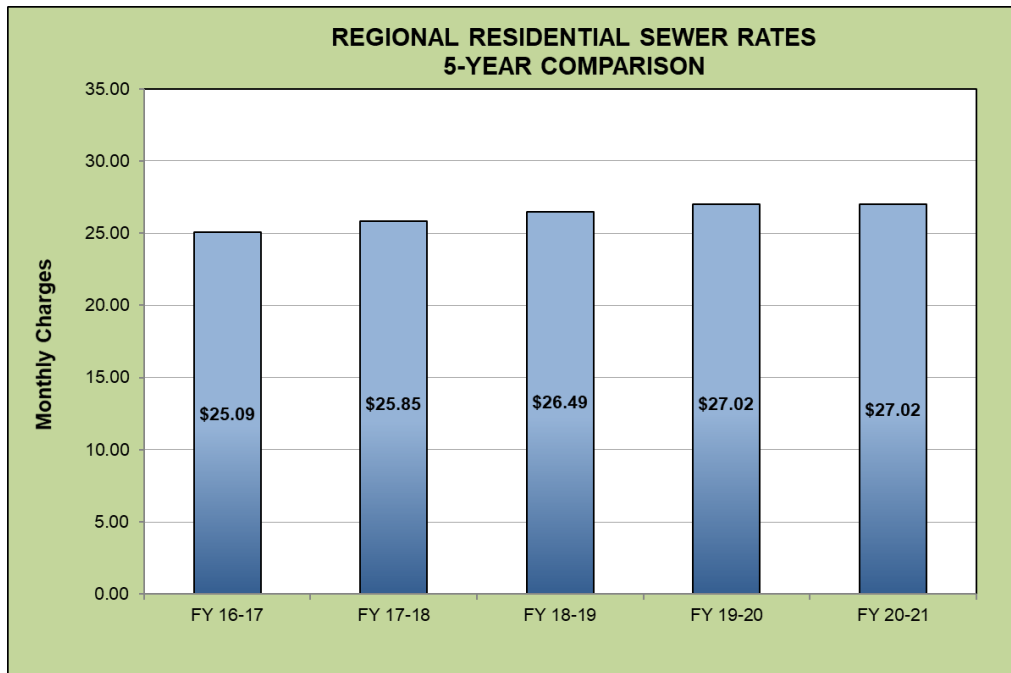
As shown on the Regional Residential Sewer Rate graph on page 17, regional sewer user charges have incrementally increased to meet the revenue requirements necessary to fund facility improvements as identified in the 2004 MWMC Facilities Plan. This Plan and the subsequent 2014 Partial Facilities Plan Update demonstrated the need for a significant capital investment in new and expanded facilities to meet environmental performance requirements and capacity to serve the community through 2025. Although a portion of these capital improvements can be funded through system development charges (SDCs), much of the funding for approximately \$196 million in capital improvements over the 20-year period will come from user charges. This has become a major driver of the MWMC's need to increase sewer user rates, moderately and incrementally on an annual basis.

The National Association of Clean Water Agency (NACWA) publishes an annual Cost of Clean Water Index, which indicates the national average charges for wastewater services. The index includes average wastewater charges by Environmental Protection Agency (EPA) regions. Of the EPA regions, Region 10, which includes Oregon, Washington and Idaho, reflects the second highest wastewater expenses nationwide, based on demographics, geography, regulatory requirements, and a range of other issues. Within Region 10, the annual change in the cost of clean water index reflected a 4.2% average increase over the past 3 years.

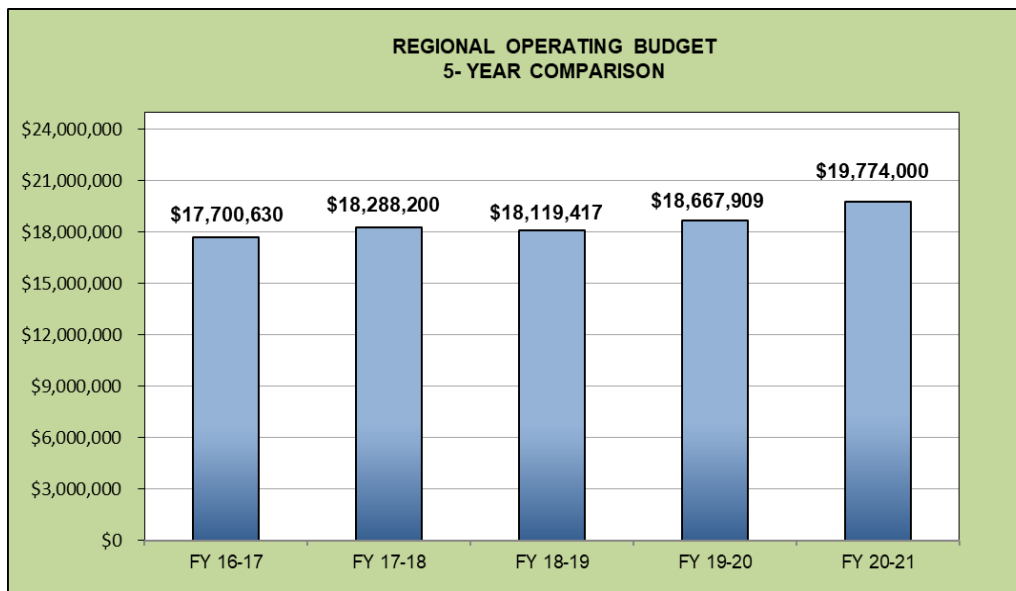
In FY 17-18 the MWMC regional user rates increased by 3% over the prior year rates, and in FY 18-19 rates increased by 2.5%, and the FY19-20 user rates increased by 2% over the prior year. In light of the COVID-19 pandemic, the FY 20-21 Budget is based on a 0% user rate increase with regional user rates remaining level. User fee revenues provide for Operations, Administration, Capital programs, reserves and debt service, continuing to meet capital and operating requirements and supporting the Commission's Financial Plan policies, as well as financially positioning for future investments in capital assets.

The following chart displays the regional component of a residential monthly bill when applying the base and flow rates to 5,000 gallons of wastewater treated, which includes user fees remaining level effective July 1, 2020.

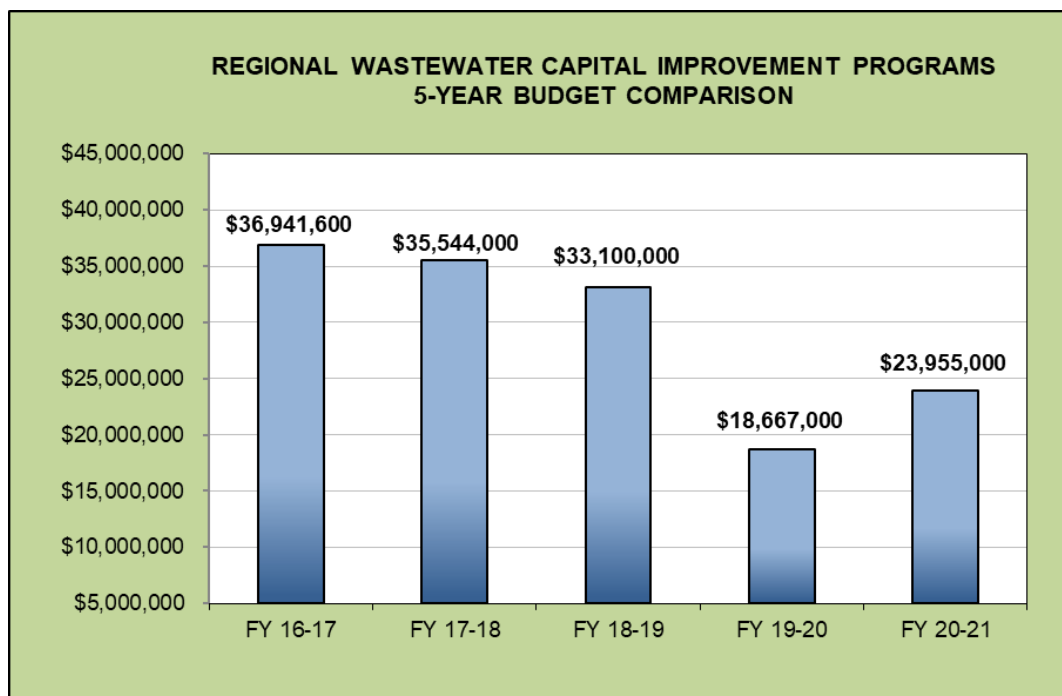
The graph below displays the regional component of a residential monthly bill, when applied to 5,000 gallons of wastewater treated for the recent 5-year period.



The graph below displays the Regional Operating Budget amounts for the recent 5-year period.



The graph below displays the Regional Wastewater Capital Improvement Program Budget amounts for the recent 5-year period.



RESERVE FUNDS

REGIONAL WASTEWATER PROGRAM RESERVES

The RWP maintains reserve funds for the dedicated purpose to sustain stable rates while fully funding operating and capital needs. Commission policies and guidance, which direct the amount of reserves appropriated on an annual basis, are found in the MWMC Financial Plan. Further details on the FY 20-21 reserves are provided below.

OPERATING RESERVES

The MWMC Operating Budget includes six separate reserves: the Working Capital Reserve, Rate Stability Reserve, Rate Stabilization Reserve, State Revolving Fund (SRF) Reserve, Insurance Reserve and the Operating Reserve. Revenues are appropriated across the reserves in accordance with Commission policy and expenditure needs. Each reserve is explained in detail below.

WORKING CAPITAL RESERVE

The Working Capital Reserve acts as a revolving account that is drawn down and replenished on a monthly basis to provide funds for payment of Springfield Administration and Eugene Operations costs prior to the receipt of user fees from the Springfield Utility Board and Eugene Water and Electric Board. The Working Capital Reserve is set at \$900,000 for FY 20-21, \$200,000 of which is dedicated to Administration and \$700,000 is dedicated to Operations.

RATE STABILITY RESERVE

The Rate Stability Reserve was established to implement the Commission's objective of maintaining stable rates. It is intended to hold revenues in excess of the current year's operating and capital requirements for use in future years, in order to avoid potential rate spikes. The amount budgeted on an annual basis has been set at \$2 million, with any additional net revenues being transferred to the capital reserve for future projects.

RATE STABILIZATION RESERVE

The Rate Stabilization Reserve contains funds to be used at any point in the future when net revenues are insufficient to meet the bond covenant coverage requirement. The Commission shall maintain the Rate Stabilization account as long as bonds are outstanding. In FY 20-21 no additional contribution to this reserve is budgeted and the balance at June 30, 2020, will remain at \$2 million.

CLEAN WATER STATE REVOLVING FUND (SRF) RESERVE

The Clean Water SRF Reserve was established to meet revenue coverage requirements for SRF loans. The SRF Reserve is set at \$186,616 for FY 20-21.

INSURANCE RESERVE

The Insurance Reserve was established to set aside funds to cover the insurance deductible amount for property and liability insurance coverage, for losses per occurrence. The Insurance Reserve is set at \$1.5 million for FY 20-21.

OPERATING RESERVE

The Operating Reserve is used to account for accumulated operating revenues net of operating expenditures (including other reserves). The Commission's adopted policy provides guidelines to establish the Operating Reserve at a minimum target of two months expenses. For FY 20-21, the Operating Reserve is budgeted at \$3,124,598, which includes approximately two months of total Personnel Services, Materials and Services, and Capital Outlay in accordance with Commission policy.

EXHIBIT 5

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21
OPERATING RESERVES			
Beginning Balance	\$12,432,240	\$13,142,358	\$11,500,938
User Fee Revenue	34,050,000	34,050,000	33,700,000
Septage Revenue	650,000	650,000	820,000
Other Revenue	1,262,210	1,262,210	1,265,500
Interest	180,000	180,000	181,000
Transfer from Improvements SDCs	2,000,000	6,589,935	0
Transfer from Reimbursement SDCs	23,909	22,845	24,710
Personnel Services	(11,836,853)	(11,836,853)	(12,097,626)
Materials & Services	(6,807,056)	(6,913,588)	(7,550,374)
Capital Outlay	(20,000)	(97,100)	(122,000)
Interfund Transfers	(17,000,000)	(17,000,000)	(13,750,000)
Debt Service - SRF Loan	(936,928)	(5,778,210)	(251,429)
Debt Service - 2016 Revenue Bond	(4,010,855)	(4,010,855)	(4,009,505)
Working Capital	(900,000)	(900,000)	(900,000)
Insurance Reserve	(1,500,000)	(1,500,000)	(1,500,000)
SRF Loan Reserve	(435,603)	(183,192)	(186,616)
Rate Stability Reserve	(2,000,000)	(2,000,000)	(2,000,000)
Rate Stabilization Reserve	(2,000,000)	(2,000,000)	(2,000,000)
Operating Reserve	\$3,151,064	\$3,677,550	\$3,124,598

CAPITAL RESERVES

The MWMC Capital Budget includes four reserves: the Equipment Replacement Reserve, SDC Reimbursement Reserves, SDC Improvement Reserves, and the Capital Reserve. These reserves accumulate revenue to help fund capital projects including equipment replacement and major rehabilitation. They are funded by annual contributions from user rates, SDCs, and loans. Each reserve is explained in detail below.

EQUIPMENT REPLACEMENT RESERVE

The Equipment Replacement Reserve accumulates replacement funding for three types of equipment: 1) major/stationary equipment items valued over \$10,000 with life expectancy greater than one year; 2) fleet vehicles maintained by the Eugene Wastewater Division; and 3) computer servers that serve the Eugene Wastewater Division. Contributions to the Equipment Replacement Reserve in the FY 20-21 budget total \$750,000, additional budget details are provided below.

The Equipment Replacement Reserve is intended to accumulate funds necessary to provide for the timely replacement or rehabilitation of equipment, and may also be borrowed against to provide short-term financing of capital improvements. An annual analysis is performed on the Equipment Replacement Reserve. Estimates used in the analysis include replacement costs, interest earnings, inflation rates and useful lives for the equipment.

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21
EQUIPMENT REPLACEMENT RESERVE			
Beginning Balance	\$12,799,367	\$13,414,629	\$14,903,629
Annual Equipment Contribution	2,000,000	2,000,000	750,000
Interest	250,000	250,000	356,000
Equipment Purchases	(621,000)	(711,000)	(2,450,000)
Equipment Replacement Reserve	\$14,428,367	\$14,953,629	\$13,559,629

SYSTEM DEVELOPMENT CHARGE (SDC) RESERVES

SDCs are required as part of the MWMC IGA. They are connection fees charged to new users to recover the costs related to system capacity, and are limited to funding Capital Programs. The purpose of the SDC Reserves is to collect and account for SDC revenues separately from other revenue sources, in accordance with Oregon statutes. The Commission's SDC structure includes a combination of "Reimbursement" and "Improvement" fee components. Estimated SDC revenues for FY 20-21 are approximately \$1,650,000. The projected beginning SDC Reserve balance on July 1, 2020 is \$5,015,515.

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21
REIMBURSEMENT SDC RESERVE			
Beginning Balance	\$1,188,432	\$1,263,919	\$1,411,910
Reimbursement SDCs Collected	140,000	140,000	150,000
Interest	15,000	15,000	37,000
SDC Compliance Charge	5,000	5,000	4,000
Xfr to Debt Service (Fund 612)	(23,909)	(23,909)	(24,710)
Materials & Services	(2,000)	(2,000)	(2,000)
Reimbursement SDC Reserve	\$1,322,523	\$1,398,010	\$1,576,200

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21
IMPROVEMENT SDC RESERVE			
Beginning Balance	\$3,359,161	\$4,105,605	\$3,603,605
Improvement SDCs Collected	1,600,000	1,600,000	1,500,000
Interest	30,000	30,000	67,000
Materials & Services	(2,000)	(2,000)	(2,000)
Funding for Capital Improvement Projects	0	0	(3,450,810)
Xfr to Debt Service (Fund 612)	(2,000,000)	(2,000,000)	0
Improvement SDC Reserve	\$2,987,161	\$3,733,605	\$1,717,795

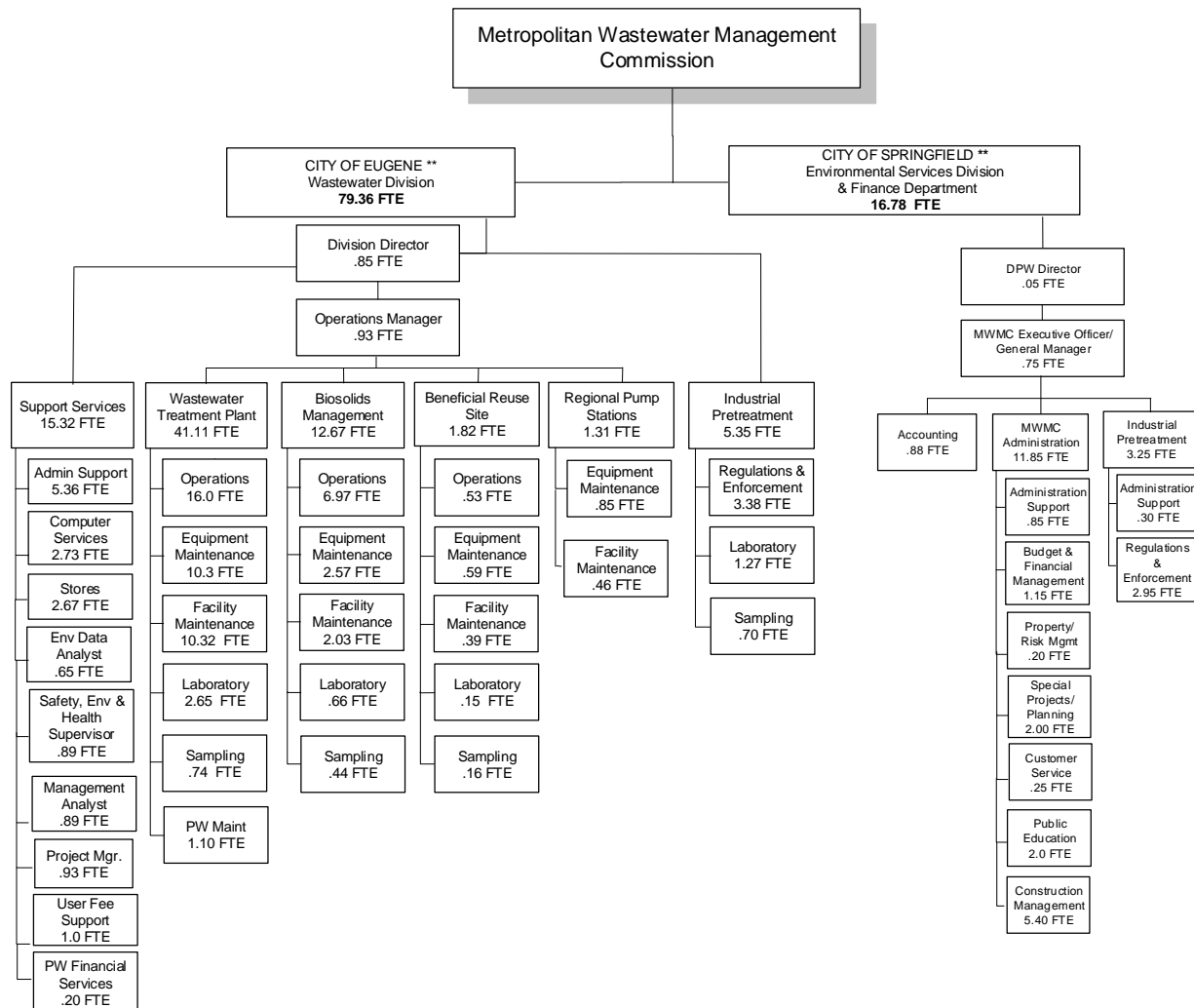
CAPITAL RESERVE

The Capital Reserve accumulates funds transferred from the Operating Reserve for the purpose of funding the CIP, Major Capital Outlay and Major Rehabilitation Program costs. The intent is to collect sufficient funds over time to construct a portion of planned capital projects with cash in an appropriate balance with projects that are funded with debt financing. The FY 20-21 Budget includes a contribution from the Operating Reserve of \$13,000,000. The beginning balance on July 1, 2020, is projected to be \$49,103,179. Additional budget detail on the CIP, Major Capital Outlay and Major Rehabilitation Program reserves is provided below.

	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21
CAPITAL RESERVES			
Beginning Balance	\$41,565,080	\$48,990,127	\$49,103,179
Transfer from Operating Reserve	15,000,000	15,000,000	13,000,000
Interest	900,000	900,000	1,192,000
Other Income	10	10	10
XFR to Fund 612 for SRF Loan Payoff	0	(4,588,871)	0
Funding For Capital Improvement Projects	(17,359,000)	(22,356,031)	(17,444,190)
Funding For Major Rehabilitation	(520,000)	(1,223,000)	(610,000)
Funding For Major Capital Outlay	0	(200,000)	0
Capital Reserve	\$39,586,090	\$36,522,235	\$45,240,999

OPERATING PROGRAMS

EXHIBIT 6
REGIONAL WASTEWATER PROGRAM*
ORGANIZATION CHART FY 20-21



Notes:

- * Full-Time Equivalent (FTE) figures represent portions of Eugene and Springfield staff funded by regional wastewater funds.
- ** The chart represents groups of staff dedicated to program areas rather than specific positions.

EXHIBIT 7

**REGIONAL WASTEWATER PROGRAM
POSITION SUMMARY**

CLASSIFICATION	BUDGET FY 18-19	BUDGET FY 19-20	BUDGET FY 20-21	FTE CHANGE
SPRINGFIELD ENVIRONMENTAL SERVICES & FINANCE				
Accountant	0.80	0.80	0.80	-
Accounting Manager	0.08	0.08	0.08	-
Administrative Specialist	2.65	2.65	2.65	-
Civil Engineer/Design & Construction Coordinator	3.00	3.00	3.00	-
Development and Public Works Director	0.08	0.08	0.05	(0.03)
Engineering Assistant	0.00	0.00	0.00	-
Environmental Management Analyst	0.90	0.90	0.90	-
Environmental Services Program Manager	0.80	0.80	0.80	-
Environmental Services Supervisor	0.95	0.95	1.95	1.00
Environmental Services Technician	2.00	2.00	2.00	-
ESD Manager/MWMC General Manager	0.80	0.80	0.80	-
Management Analyst	0.75	0.75	0.75	-
Managing Civil Engineer	1.75	1.75	1.00	(0.75)
Public Information & Education Analyst	1.00	2.00	2.00	-
TOTAL SPRINGFIELD	15.56	16.56	16.78	0.22

EXHIBIT 7 (Continued)

**REGIONAL WASTEWATER PROGRAM
POSITION SUMMARY**

CLASSIFICATION	BUDGET FY 18-19	BUDGET FY 19-20	BUDGET FY 20-21	FTE CHANGE
EUGENE WASTEWATER DIVISION & OTHER PW				
Administrative Specialist, Sr	1.78	1.78	1.78	-
Administrative Specialist	0.95	0.95	0.95	-
Application Support Technician, Sr	0.95	0.95	0.95	-
Application Systems Analyst	1.78	1.78	1.78	-
Custodian	1.00	1.00	2.00	1.00
Finance & Admin Manager	0.89	0.89	0.89	-
Electrician 1	3.28	3.28	3.28	-
Engineering Associate	0.35	0.35	0.35	-
Maintenance Worker	12.29	13.25	13.25	-
Management Analyst	5.14	5.14	5.14	-
Parts and Supply Specialist	1.78	1.78	1.78	-
PW Financial Services Manager	0.20	0.20	0.20	-
Utility Billing Coordinator	1.00	1.00	1.00	-
Wastewater Lab Assistant	0.82	0.82	0.82	-
Wastewater Division Director	0.85	0.85	0.85	-
Wastewater Instrument Electrician	1.00	1.00	1.00	-
Wastewater Plant Operations Manager	0.93	0.93	0.93	-
Wastewater Operations Supervisor	2.00	2.00	2.00	-
Wastewater Plant Maintenance Supervisor	2.88	2.88	2.88	-
Wastewater Pretreatment & Lab Supervisor	0.82	0.82	0.82	-
Wastewater Technician	36.71	36.71	36.71	-
TOTAL EUGENE	77.40	78.36	79.36	1.00
GRAND TOTAL	92.96	94.92	96.14	1.22

CITY OF SPRINGFIELD REGIONAL WASTEWATER PROGRAM RESPONSIBILITIES

The City of Springfield manages administration services for the RWP under the Intergovernmental Agreement for the Metropolitan Wastewater Management Commission (MWMC). The programs maintained by Springfield to support the RWP are summarized below and are followed by Springfield's regional wastewater budget summaries. Activities, and therefore program budgets, for the MWMC administration vary from year to year depending upon the major construction projects and special initiatives underway. A list of the capital projects Springfield staff will support in FY 20-21 is provided in Exhibit 12 on page 41.

Program Responsibilities

- Administration & Management
- Financial Planning & Management
- Long-Range Capital Project Planning
- Project and Construction Management
- Coordination between the Commission and governing bodies
- Coordination and Management of:
 - Risk Management & Legal Services
 - Public Policy Issues
 - Regulatory and Permit Compliance Issues
- Public Information, Education and Outreach
- Industrial Pretreatment Source Control
- Customer Service

MWMC ADMINISTRATION

The Springfield Environmental Services Division (ESD) and Finance Department provide ongoing support and management services for the MWMC. The ESD Director serves as the MWMC Executive Officer and General Manager. Springfield provides the following administration functions: financial planning management, accounting and financial reporting; risk management and legal services; coordination and management of public policy; coordination and management of regulatory and permit compliance issues; coordination between the Commission and the governing bodies; long-range capital project planning and construction management; coordination of public information, education, and citizen involvement programs; sewer user customer service; and coordination and development of regional budgets, rate proposals, and revenue projections.

INDUSTRIAL PRETREATMENT (SOURCE CONTROL) PROGRAM

The Industrial Pretreatment Program is a regional activity implemented jointly by the Cities of Eugene and Springfield. The Industrial Pretreatment section of the ESD is charged with administering the program for the regulation and oversight of wastewater discharged to the sanitary collection system by industries in Springfield. This section is responsible for ensuring that these wastes do not damage the collection system, interfere with wastewater treatment processes, result in the pass-through of harmful pollutants to treated effluent or biosolids, or threaten worker health or safety.

This responsibility is fulfilled, in part, by the use of a permit system for industrial dischargers. This permit system, common to both Eugene and Springfield, implements necessary limitations on waste characteristics and establishes inspection, monitoring, and reporting requirements for documenting waste quality and quantity controls. The Industrial Pretreatment section is also responsible for locating new industrial discharges in Springfield and evaluating the impact of those discharges on the regional WPCF. The Industrial Pretreatment Program also addresses

the wastewater discharges of some commercial/industrial businesses through the development and implementation of Pollution Management Practices. Pretreatment program staff also coordinates pollution prevention activities in cooperation with the Pollution Prevention Coalition of Lane County.

ACCOUNTING AND FINANCIAL REPORTING

Accounting and financial reporting services for the RWP are provided by the Accounting division in the Springfield Finance Department, in coordination with ESD. Springfield Accounting staff provides oversight of financial control systems, ensures compliance with all local, state and federal accounting requirements for MWMC including debt management and treasury management services. This division also assists ESD with preparation of the MWMC budget, capital financing documents, sewer user rates, and financial policies and procedures.

PROGRAMS AND SIGNIFICANT SERVICE/EXPENDITURE CHANGES

In FY 20-21, the City of Springfield will support the following major regional initiatives in addition to ongoing Commission administration and industrial pretreatment activities:

- Continue public information, education and outreach activities focused on the MWMC's Key Outcomes and Communication Plan objectives to increase awareness of the MWMC's ongoing efforts in maintaining water quality and a sustainable environment.
- Implement Capital Financing strategies necessary to meet current debt obligations, prepare for additional debt financing, and ensure sufficient revenues in accordance with the MWMC Financial Plan.
- Continue implementation of the 2004 MWMC Facilities Plan and 2014 Partial Facilities Plan Update to meet all regulatory requirements and capacity needs. Considering emerging environmental regulations that may impact the operation of the WPCF.
- Protect the Regional Wastewater Program (RWP) interests through participation in Association of Clean Water Agencies activities.
- Coordinate temperature Total Maximum Daily Load (TMDL) compliance through continued development and implementation of the thermal load mitigation strategy, including but not limited to a recycled water program.
- Continue participation with the Association of Clean Water Agencies and the Department of Environmental Quality on regulatory permitting strategies and the development of water quality trading rules.
- Implement resiliency planning to ensure protection of public health and safety following natural disasters such as earthquakes and floods.
- Planning financially to be positioned for the MWMC's NPDES permit renewal, the target date set by the DEQ for permit issuance is by the end of calendar year 2021.

BUDGET CHANGES FOR FY 20-21

The budget for Springfield Personnel Services, Materials and Services, and Capital Outlay for FY 20-21 totals \$4,394,800 representing an overall increase of \$211,348 or 5.1% from the adopted FY 19-20 budget, as displayed in Exhibit 8 on page 29.

Personnel Services

Personnel Services totaling \$2,127,466 represents a FY 20-21 increase of \$26,675 or 1.3% above the originally adopted FY 19-20 budget. The notable changes are summarized below:

Staffing

The FY 20-21 staffing budget includes a net increase of 0.22 Full Time Equivalent (FTE). The Management Civil Engineer (CE) planning position became vacant followed by a reclassification of the CE position to an Environmental Services Supervisor. Resulting in a total staffing level at 16.78 FTE in Springfield.

Regular Salaries and Overtime - \$1,367,009, an increase of \$9,731 or 0.7%

Salaries are based upon the negotiated management/labor contracts as approved by the Springfield City Council, and staffing levels.

Employee Benefits - \$419,619, an increase of \$8,743 or 2.1%

The employee benefits consist mainly of PERS/OPSRP retirement system costs, FICA and Medicare contributions.

Health Insurance - \$340,839, an increase of \$8,201 or 2.5%

The increase is based on group claims experience and cost projections. Costs are calculated based on the number of employees.

Materials and Services

The Materials and Services budget total is \$2,267,334 in FY 20-21, representing an increase of \$184,673 or 8.9% above the adopted FY 19-20 budget. The notable changes are summarized below:

Billing & Collection Expense - \$716,000, an increase of \$71,000 or 11.0%

The \$71,000 increase includes contracted billing services for Eugene and Springfield utility billing services combined, as funded through the Springfield portion of the regional budget. The increase reflects growth in customer transactions and associated billing service contracts.

Contractual Services - \$139,000, a net decrease of \$38,500 or -21.9%

The \$38,500 decrease reflects completion of the updated Market Research – Community Survey conducted in FY 19-20.

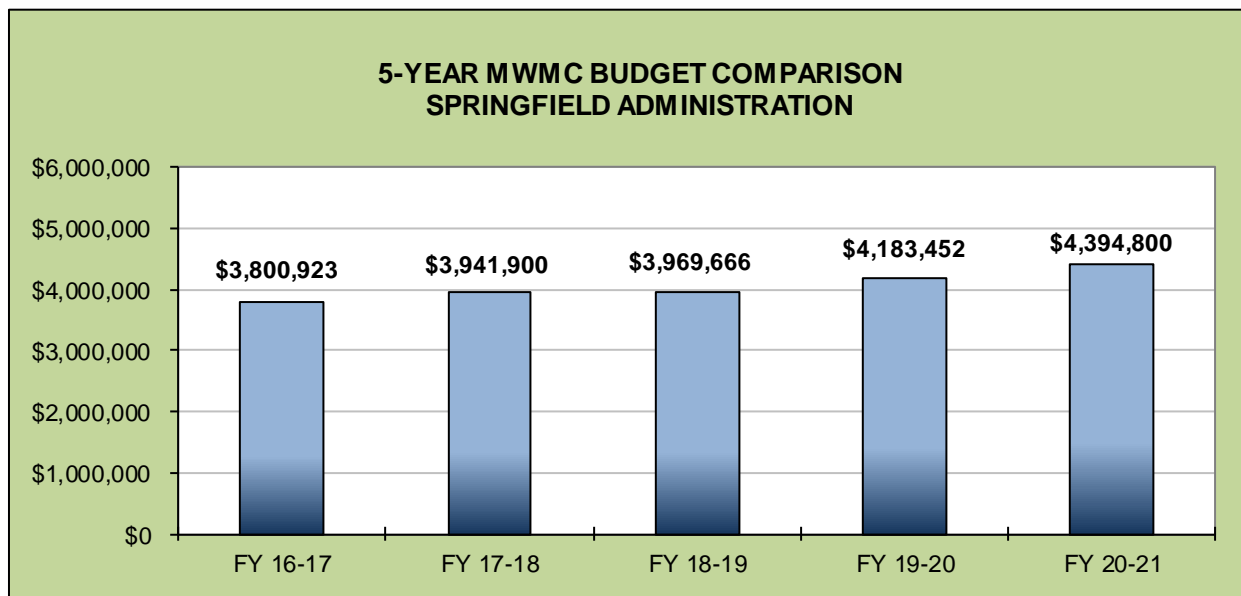
Internal & Indirect Charges Combined - \$562,750, an increase of \$99,960 or 21.3%

The \$99,960 increase is based on changes in overhead costs as programmed in the FY 20-21 budget, when compared FY 19-20. Internal charges are determined by the City of Springfield, and indirect costs are based on a methodology approved by the federal government, which is outlined in the MPMC Intergovernmental Agreement.

EXHIBIT 8

**SPRINGFIELD ADMINISTRATION PROGRAM
ADOPTED FY 20-21
BUDGET SUMMARY**

	ACTUALS FY 18-19	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE * INCR/(DECR)	
Personnel Services	\$1,871,534	\$2,100,791	\$2,100,791	\$2,127,466	\$26,675	1.3%
Materials & Services	1,768,415	2,082,661	2,189,193	2,267,334	184,673	8.9%
Capital Outlay	0	0	0	0	0	NA
Budget Summary	\$3,639,949	\$4,183,452	\$4,289,984	\$4,394,800	\$211,348	5.1%



Note: * Change column compares the *proposed* FY 20-21 Budget to the adopted FY 19-20 Budget.

EXHIBIT 9

SPRINGFIELD ADMINISTRATION
LINE ITEM BUDGET SUMMARY

	ACTUALS FY 18-19	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE INCR/(DECR)	
<u>PERSONNEL SERVICES</u>						
Regular Salaries	\$1,237,626	\$1,351,536	\$1,351,536	\$1,361,267	\$9,731	0.7%
Overtime	0	5,741	5,741	\$5,741	0	0.0%
Employee Benefits	367,022	410,876	410,876	419,619	8,743	2.1%
Health Insurance	266,887	332,638	332,638	340,839	8,201	2.5%
Total Personnel Services	\$1,871,534	\$2,100,791	\$2,100,791	\$2,127,466	\$26,675	1.3%
FTE	15.56	16.56	16.56	16.78	0.22	1.3%
<u>MATERIALS & SERVICES</u>						
Billing & Collection Expense	\$642,074	\$645,000	\$645,000	\$716,000	\$71,000	11.0%
Property & Liability Insurance	297,904	320,000	320,000	335,000	15,000	4.7%
Contractual Services	52,698	177,900	190,782	139,000	(38,900)	-21.9%
Attorney Fees and Legal Expense	43,992	185,005	185,005	185,005	0	0.0%
WPCF/NPDES Permits	134,517	137,000	137,000	165,800	28,800	21.0%
Materials & Program Expense	64,829	99,396	193,046	107,122	7,726	7.8%
Computer Software & Licenses	39,379	11,450	11,450	5,382	(6,068)	-53.0%
Employee Development	6,291	20,675	20,675	23,475	2,800	13.5%
Travel & Meeting Expense	15,215	22,445	22,445	27,800	5,355	23.9%
Internal Charges	152,364	135,710	135,710	218,974	83,264	61.4%
Indirect Costs	319,152	328,080	328,080	343,776	15,696	4.8%
Total Materials & Services	\$1,768,415	\$2,082,661	\$2,189,193	\$2,267,334	\$184,673	8.9%
<u>CAPITAL OUTLAY</u>						
Total Capital Outlay	0	0	0	0	0	0.0%
TOTAL	\$3,639,949	\$4,183,452	\$4,289,984	\$4,394,800	\$211,348	5.1%

CITY OF EUGENE REGIONAL WASTEWATER PROGRAM RESPONSIBILITIES

The Wastewater Division for the City of Eugene manages all regional wastewater pollution control facilities serving the areas inside the Eugene and Springfield Urban Growth Boundaries under the Intergovernmental Agreement for the Metropolitan Wastewater Management Commission (MWMC). These regional facilities include the Eugene/Springfield Regional Water Pollution Control Facility (WPCF), the Biosolids Management Facility, the Beneficial Reuse Site, the Biocycle Farm site, and regional wastewater pumping stations and transmission sewers.

Program Responsibilities

- Administration & Management
- Biosolids Management
- Facility Operations
- Facility Maintenance
- Environmental Services
- Management Information Services
- Project Management

In support of the water pollution control program, the Division provides technical services for wastewater treatment, management of equipment replacement and infrastructure rehabilitation, biosolids treatment and recycling, regional laboratory services, and an industrial source control and pretreatment program in conjunction with City of Springfield staff.

ADMINISTRATIVE AND MANAGEMENT SERVICES

Administrative Services provides management, administrative, and office support to the Wastewater Division. This support includes the general planning, directing, and managing of the activities of the Division; development and coordination of the budget; administration of personnel records; and processing of payroll, accounts payable, and accounts receivable. This section also provides tracking and monitoring of all assets for the regional wastewater treatment facilities and support for reception, customer service, and other administrative needs. The Administrative services include oversight and coordination of the Division's Environmental Management System, safety, and training programs, and a stores unit that purchases and stocks parts and supplies and assists with professional services contracting. Another area this program administers is the coordination of local and regional billing and rate activities.

REGIONAL WASTEWATER TREATMENT FACILITY OPERATIONS

The Wastewater Division operates the WPCF to treat domestic and industrial liquid wastes to achieve an effluent quality that protects and sustains the beneficial uses of the Willamette River. The Operations section optimizes wastewater treatment processes to ensure effluent quality requirements are met in an efficient and cost-effective manner. In addition, the Operations section provides continuous monitoring of the alarm functions for all plant processes, regional and local pump stations, Biosolids Management Facility, and the Beneficial Reuse Site.

MAINTENANCE

The mechanical, electrical, and facilities maintenance sections of the Wastewater Division are responsible for preservation of the multi-million-dollar investment in the equipment and infrastructure of the WPCF, regional pump stations, pressure sewers, as well as the Biosolids Management Facility. These sections provide a preventative maintenance program to maximize equipment life and reliability; a corrective maintenance program for repairing unanticipated equipment failures; and a facility maintenance program to maintain the buildings, treatment structures, and grounds.

BIOSOLIDS MANAGEMENT

The Residuals Management section of the Wastewater Division manages the handling and beneficial reuse of the biological solids (biosolids) produced as a result of the activated sludge treatment of wastewater. This section operates the Biosolids Management Facility (BMF) and the Biocycle Farm located at Awbrey Lane in Eugene. The biosolids are treated using anaerobic digestion, stored in facultative lagoons (which provide some additional treatment benefits), and then processed through a belt filter press and air-dried to reduce the water content and facilitate transport. The dried material is ultimately applied to agricultural land. Biosolids are also irrigated on poplar trees at the Biocycle Farm as a beneficial nutrient and soil conditioner. This section also operates the Beneficial Reuse Site which formerly served to treat wastewater from food processing operations.

ENVIRONMENTAL SERVICES

Environmental Services is comprised of Industrial Source Control (Pretreatment), Analytical Services, and Sampling Team.

Industrial Source Control - The pretreatment program is a regional activity implemented jointly by the cities of Eugene and Springfield. The Industrial Source Control group of the Wastewater Division is charged with administering the pretreatment program for the regulation and oversight of commercial and industrial wastewaters discharged to the wastewater collection system by fixed-site industries in Eugene and by mobile waste haulers in the Eugene and Springfield areas. This group is also responsible for ensuring that these wastes do not damage the collection system, interfere with wastewater treatment processes, result in the pass-through of harmful pollutants to treated effluent or biosolids, or threaten worker health or safety.

This responsibility is fulfilled through the use of a permit system for industrial dischargers. This permit system, common to both Eugene and Springfield, implements necessary limitations on waste characteristics and establishes inspection, monitoring, and reporting requirements for documenting waste quality and quantity controls. The staff is also responsible for locating new industrial discharges in Eugene and evaluating the impact of new non-residential discharges on the WPCF. The section also has responsibilities related to environmental spill response activities.

Analytical Services - The Analytical Services group provides analytical laboratory work in support of wastewater treatment, residuals management, industrial source control, stormwater monitoring, and special project activities of the Wastewater Division. The laboratory's services include sample handling and analyses of influent sewage, treated wastewater, biosolids, industrial wastes, stormwater, and groundwater. Information from the laboratory is used to make treatment process control decisions, document compliance with regulatory requirements, demonstrate environmental protection, and ensure worker health and safety.

Sampling Team - The Sampling Team is responsible for sampling activities related to regional wastewater program functions. These include the Eugene pretreatment program, wastewater treatment process control, effluent and ambient water quality, groundwater quality, facultative sludge lagoons, and stormwater samples. The Division's Environmental Data Analyst evaluates and reports on the sampling data for various programs.

MANAGEMENT INFORMATION SERVICES (MIS)

The MIS section provides services for electronic data gathering, analysis, and reporting in compliance with regulatory requirements and management functions. This section also maintains the network communication linkages with the City of Eugene and supplies technical expertise and assistance in the selection, operation, and modification of computer systems (hardware and software) within the Division.

PROJECT MANAGEMENT

Management of wastewater system improvements and ongoing developments is carried out by the Project Management staff. Activities include coordination of CIP activities with the City of Springfield staff, problem-solving and action recommendations, project management, technical research, coordination of activities related to renewal of the National Pollutant Discharge Elimination System (NPDES) wastewater discharge permit, computer-aided design and electronic storage of design drawings, and planning of projects to anticipate and prepare for new regulatory and operational requirements. The Project Management staff develops Request for Proposals and Request for Quotes, coordinates special project activities between work sections, and coordinates the procurement of building permits as necessary in support of project activities.

PROGRAMS AND SIGNIFICANT SERVICE/EXPENDITURE CHANGES

In FY 20-21, City of Eugene staff will support the following major regional initiatives in addition to ongoing operational activities.

- Manage the O&M responsibilities of the NPDES permits for the treatment of wastewater and the Lane Regional Air Protection Agency (LRAPA) air emissions permit for the regional wastewater treatment plant.
- Evaluate impacts of regulatory actions upon operational responsibilities such as the federal sanitary sewer overflows (SSO), blending policy development, Willamette River TMDLs implementation, and any newly adopted state water quality standards.
- Provide technical input and O&M assessments related to proposed initiatives for addressing TMDL compliance, renewable energy objectives, and operational resiliency.
- Complete scheduled major rehabilitation, equipment replacement, and other capital projects in an efficient and timely manner.
- Work cooperatively on CIP elements and effectively integrate capital project work with ongoing O&M activities with an emphasis on maintaining an effective CIP management and coordination program with Springfield staff.
- Manage the Operations & Maintenance (O&M) aspects of the Biocycle Farm, continuing biosolids irrigation practices and poplar tree management.

BUDGET CHANGES FOR FY 20-21

The FY 20-21 budget for Eugene Operations and Maintenance of the regional wastewater treatment facilities (personnel, materials and services, and capital outlay) totals \$15,379,200. The budget amount represents an increase of \$894,743 or 6.2% from the FY 19-20 budget. The significant cost centers for the budget include personnel costs, chemicals, materials, maintenance, fleet, software, and utilities. Significant items and changes for the FY 20-21 Operations and Maintenance budget as compared to the adopted FY 19-20 budget include:

Personnel Services

Personnel Services totaling \$9,970,160 represents a FY 20-21 increase of \$234,098 or 2.4%. The notable changes are in the following budget categories:

Staffing - 1 Full-Time Equivalent (FTE) Position – \$79,000 for custodial

The FY 20-21 staffing budget includes an increase of 1.0 Full Time Equivalent (FTE) position, resulting in a total staffing level of 79.36 FTE. With completion of the Maintenance Building expansion and Environmental Services Building (ESB/Laboratory) in 2019 the total MWMC facilities area increased by 17,500 square feet and significantly increased the demand for cleaning and maintenance of work spaces. Adding 1.0 FTE will provide the level of staffing necessary to maintain appropriate standards of cleanliness for appearance, health and safety, and laboratory quality control.

Employee Benefits – \$2,488,943, an increase of \$77,746 or 3.2%

Retirement benefit increase of roughly \$69,000 for PERS/OPSRP is the largest portion of the increase combined with other benefit increases in FICA, Medicare, and deferred compensation.

Materials and Services

The Materials and Services budget totaling \$5,287,022 represents an FY 20-21 increase of \$558,645 or 11.8%. The notable changes are in the following budget categories:

Utilities – \$1,096,000, a net increase of \$233,800 or 27.1%

The Utilities account includes the purchase of electrical power, natural gas, water, and sewer charges for all regional facilities. The utilities increase for FY 20-21 is mainly due to the inclusion of the fourth Digester and its associated utility costs, and the eventual inclusion of the RNG system (CIP-P80095), resulting in an increased demand for electricity and natural gas due to selling of the biogas directly and not using biogas for process heating.

Fleet Operating Charges – \$490,784, a net increase of \$118,679 or 31.9%

Fleet services are managed centrally by Eugene Fleet Services. Fleet repair costs are the major driver for the FY 20-21 rate increase. This is due to optimizing the life of heavy equipment, reducing replacement frequencies, and achieving maximum value over the life of the assets.

Maintenance Equipment & Facilities – \$274,670, a net decrease of \$28,930 or -9.5%

The decrease is mostly due to the completion in FY 19-20 of budgeted one-time items related to the Maintenance Building expansion and ESB/Laboratory projects.

Materials & Program Expense – \$822,976, an increase of \$65,725 or 8.7%

The increase in this category is mostly due to materials and supplies costs. Staff training costs have also increased primarily due to the cost of training and staffing changes.

Chemicals – \$412,850, an increase of \$62,000 or 17.7%

The five-year price agreement for sodium hypochlorite was renewed in FY 19-20, which is at a higher price point than contracted in the prior five-year agreement. The increase in costs in this line item are due to increases in the new price agreement.

Risk Insurance – \$120,188, Surcharge, EOC – \$70,458, an increase of \$70,209 or 140.5%

City of Eugene has levied a *one-time* surcharge of \$70,458 for the construction of an Emergency Operations Center (EOC). The surcharge is included in the line item for Risk Insurance – Employee Liability under Materials & Services. Without including the surcharge, the actual change to Risk Insurance – Employee Liability would have decreased slightly by \$249 or 1%.

Capital Outlay

Capital Outlay includes new assets and/or fleet additions.

Capital Outlay	
Description	FY 20-21 Budget
Fall Prevention, Pretreatment	\$70,000
Fencing, Brown Lane Property, BMF	30,000
Laboratory Information Management System (LIMS) Software, Year 3 amount	22,000
Total	\$122, 000

Fall Prevention, Pretreatment – The pretreatment area preceding the bar screens poses safety risks for maintenance staff when opening the hatches (‘tea cups’). Fabrication of fall prevention platforms, safety railing, and harness connection points are needed for multiple staff working in the area.

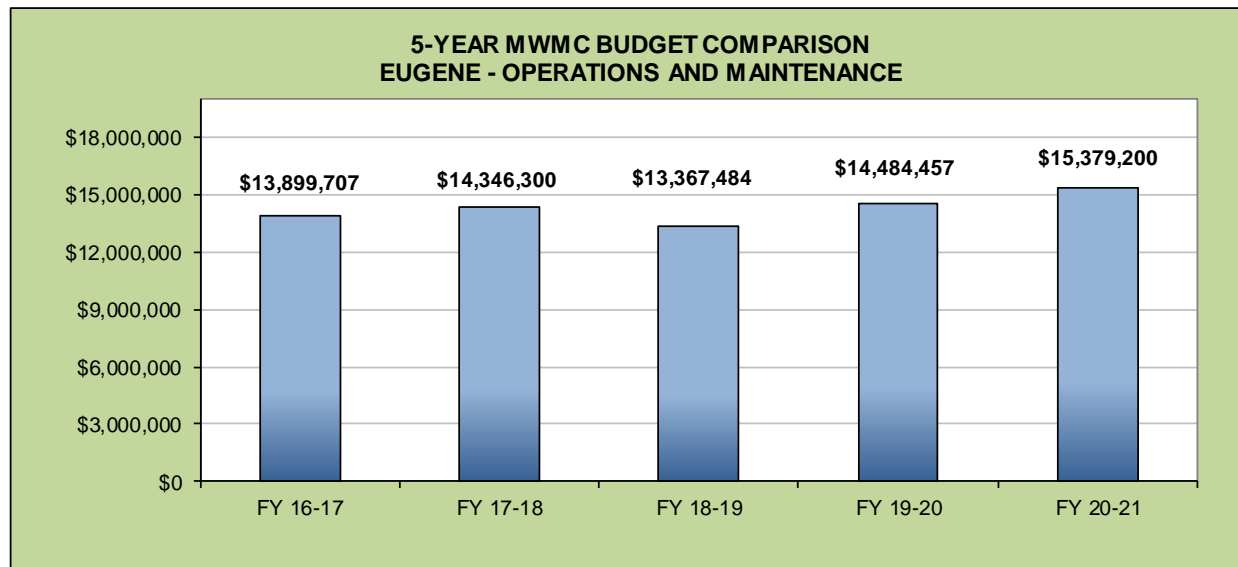
Fencing, Brown Lane Property, BMF – Robust fencing is needed to protect the Brown Lane property and prevent trespassing and misuse. Current fence estimate is for pressure treated posts, 2-strand barbed wire (6,000 feet), and a 16-foot swing gate.

LIMS Software, ESB Laboratory – Year three outlay request for the Laboratory Information Management System (LIMS) software, which is used for data management of permit-specific water quality testing. The current LIMS system installed in 1997 is obsolete and requires total replacement. The Year three amount would bring the budget to \$370,000 (FY 2018-2021 total appropriation for LIMS, once approved).

EXHIBIT 10

**EUGENE - OPERATIONS AND MAINTENANCE PROGRAM
ADOPTED FY 20-21
BUDGET SUMMARY**

	ACTUALS FY 18-19	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE * INCR/(DECR)	
Personnel Services	\$8,386,225	\$9,736,062	\$9,736,062	\$9,970,160	\$234,098	2.4%
Materials & Services	4,904,097	4,728,395	4,728,395	5,287,040	558,645	11.8%
Capital Outlay	77,162	20,000	97,100	122,000	102,000	510.0%
Budget Summary	\$13,367,484	\$14,484,457	\$14,561,557	\$15,379,200	\$894,743	6.2%



NOTE: Does not include Major Rehabilitation or Equipment Replacement

EXHIBIT 11
EUGENE - OPERATIONS & MAINTENANCE
LINE ITEM BUDGET SUMMARY

	ACTUAL FY 18-19	ADOPTED BUDGET FY 19-20	AMENDED BUDGET FY 19-20	ADOPTED BUDGET FY 20-21	CHANGE INCR/(DECR)	
<u>PERSONNEL SERVICES</u>						
Regular Salaries	\$4,895,804	\$5,566,093	\$5,535,693	\$5,650,713	\$84,620	1.5%
Overtime	56,250	40,000	70,400	80,400	40,400	101.0%
Employee Benefits	1,910,364	2,411,197	2,411,197	2,488,943	77,746	3.2%
Workers' Comp/Unemploy Ins	118,968	106,499	106,499	107,496	997	0.9%
Health Insurance	1,404,839	1,612,273	1,612,273	1,642,608	30,335	1.9%
Total Personnel Services	\$8,386,225	\$9,736,062	\$9,736,062	\$9,970,160	\$234,098	2.4%
FTE	78.36	78.36	78.36	79.36	1.00	1.3%
<u>MATERIALS & SERVICES</u>						
Utilities	\$983,056	\$862,200	\$862,200	\$1,096,000	\$233,800	27.1%
Fleet Operating Charges	468,124	372,105	372,105	490,784	118,679	31.9%
Maintenance-Equip & Facilities	180,693	303,600	303,600	274,670	(28,930)	-9.5%
Contractual Services	481,899	402,511	402,511	404,132	1,621	0.4%
Materials & Program Expense	662,378	757,251	757,251	822,976	65,725	8.7%
Chemicals	428,625	350,850	350,850	412,850	62,000	17.7%
Parts & Components	430,274	360,980	360,980	387,480	26,500	7.3%
Risk Insurance - Employee Liability	46,725	49,979	49,979	120,188	70,209	140.5%
Computer Equip, Supplies, Maint	298,783	270,919	270,919	279,960	9,041	3.3%
Indirects	923,540	998,000	998,000	998,000	0	0.0%
Total Materials & Services	\$4,904,097	\$4,728,395	\$4,728,395	\$5,287,040	\$558,645	11.8%
<u>CAPITAL OUTLAY</u>						
Motorized Vehicles	\$0	\$0	\$0	\$0	\$0	NA
Capital Outlay - Other	77,162	20,000	97,100	122,000	102,000	510.0%
Total Capital Outlay	\$77,162	\$20,000	\$97,100	\$122,000	\$102,000	510.0%
TOTAL	\$13,367,484	\$14,484,457	\$14,561,557	\$15,379,200	\$894,743	6.2%

CAPITAL PROGRAM

REGIONAL WASTEWATER PROGRAM CAPITAL PROGRAMS

Overview

The Regional Wastewater Program (RWP) includes two components: the Capital Improvement Program (CIP) and the Asset Management Capital Program (AMCP). The FY 20-21 CIP Budget, the FY 20-21 AMCP Budget, and the associated 5-Year Capital Plan are based on the 2004 MWMC Facilities Plan (2004 FP) and the 2014 Partial Facilities Plan Update. The 2004 FP was approved by the MWMC, the governing bodies of the City of Eugene, the City of Springfield, Lane County, and the Oregon Department of Environmental Quality (DEQ). The 2004 FP and its 20-year capital project list was the result of a comprehensive evaluation of the regional wastewater treatment facilities serving the Eugene-Springfield metropolitan area.

The 2004 FP built on previous targeted studies, including the 1997 Master Plan, 1997 Biosolids Management Plan, 2001 Wet Weather Flow Management Plan (WWFMP), and the 2003 Management Plan for a dedicated biosolids land application site. The 2004 FP is intended to meet changing regulatory and wet weather flow requirements and to serve the community's wastewater capacity and treatment needs through 2025. Accordingly, the 2004 FP established the CIP project list to provide necessary facility enhancements and expansions over the planning period. The CIP is administered by the City of Springfield for the MWMC. The AMCP implements the projects and activities necessary to maintain functionality, lifespan, and effectiveness of the MWMC facility assets on an ongoing basis. The AMCP is administered by the City of Eugene for the MWMC and consists of three sub-categories:

- Equipment Replacement Program
- Major Rehabilitation Program
- Major Capital Outlay

The MWMC has established these capital programs to achieve the following RWP objectives:

- Compliance with applicable local, state, and federal laws and regulations
- Protection of the health and safety of people and property from exposure to hazardous conditions such as untreated or inadequately treated wastewater
- Provision of adequate capacity to facilitate community growth in the Eugene-Springfield metropolitan area consistent with adopted land use plans
- Construction, operation, and management of the MWMC facilities in a manner that is as cost-effective, efficient, and affordable to the community as possible in the short and long term
- Mitigation of potential negative impacts of the MWMC facilities on adjacent uses and surrounding neighborhoods (ensuring that the MWMC facilities are “good neighbors” as judged by the community)

Capital Program Funding and Financial Planning Methods and Policies

This annual budget document presents the FY 20-21 CIP Budget, the FY 20-21 AMCP Budget, and 5-Year Capital Plan which includes the CIP and AMCP Capital Plan. The MWMC CIP financial planning and funding methods are in accordance with the financial management policies put forth in the MWMC Financial Management Plan.

Each of the two RWP capital programs relies on funding mechanisms to achieve the objectives described above. The CIP is funded primarily through Capital Reserves, which may include proceeds from revenue bond sales, financing through the State of Oregon Department of Environmental Quality (DEQ) Clean Water State Revolving Fund loan program, system development charges, and transfers from the Operating Fund to Capital Reserves. The AMCP is primarily funded through wastewater user fees.

The RWP's operating fund is maintained to pay for operations, administration, debt service, equipment replacement contributions and capital contributions associated with the RWP. The operating fund derives the majority of its revenue from regional wastewater user fees that are collected by the City of Eugene and City of Springfield from their respective customers. In accordance with the MWMC Financial Plan, funds remaining in excess of budgeted operational expenditures can be transferred from the Operating Fund to the Capital Reserve fund. The Capital Reserve accumulates revenue to fund capital projects, including major rehabilitation, to reduce the amount of borrowing necessary to finance capital projects. In addition, \$3.5M of the CIP is funded with Improvement System Development Charges (SDC) in FY20-21.

The AMCP consists of three programs managed by the City of Eugene and funded through regional wastewater user fees: The Equipment Replacement Program, which funds replacement of equipment valued at or over \$10,000 with a life expectancy greater than one year; The Major Rehabilitation Program, which funds rehabilitation of the MWMC infrastructure such as roof replacements, structure coatings, etc.; and the Major Capital Outlay Program for the initial purchase of major equipment that will be placed on the equipment replacement list, or a one time large capital expense. The MWMC assets are tracked throughout their lifecycle using asset management tracking software. Based on this information, the three AMCP program annual budgets are established and projected for the 5-Year Capital Plan.

For planning purposes, the MWMC must consider market changes that drive capital project expenditures. Specifically, the MWMC capital plan reflects projected price changes over time that affect the cost of materials and services. Accordingly, the 2004 FP projections were based on the 20-city average *Engineering News Record Construction Cost Index* (ENRCCI). In addition, City of Springfield staff and MWMC design consultants monitor construction trends in Oregon.

Regional Wastewater Capital Program Status and Budget**CIP Project Status and Budget**

The FY 20-21 CIP Budget is comprised of the individual budgets for each of the active (carryover) or starting (new) projects in the first year of the 5-Year Capital Plan. The total of these FY 20-21 project budgets is \$20,895,000. Each capital project represented in the FY 20-21 Budget is described in detail in a CIP project sheet that can be found at the end of this document. Each project sheet provides a description of the project, the project's purpose and driver (the reason for the project), the funding schedule for the project, and the project's expected final cost and cash flow. For those projects that are in progress, a short status report is included on the project sheet. In 2019, the MWMC Resiliency Planning consultant study focused on seismic (Cascadia magnitude 9.0 earthquake) and major flooding event(s), and recommended some infrastructure multi-year improvements for consideration during the CIP Budgeting process.

Completed Capital Projects

The following capital projects were completed in FY 19-20:

- Decommission WPCF Lagoon
- Thermal Load Mitigation: Pre-Implementation
- Operations & Maintenance Building Improvements
- Resiliency Planning
- Increase Digestion Capacity
- Electrical Distribution System Upgrade

Carryover Capital Projects

All or a portion of remaining funding for active capital projects in FY 19-20 is carried forward to the FY 20-21 Budget. The on-going carryover projects are:

- Renewable Natural Gas (RNG) Upgrade Facilities
- Class A Disinfection Facilities
- Aeration Basin Improvements
- Administration Building Improvements
- Riparian Shade Credit Program
- Poplar Harvest Management Services
- Comprehensive Facility Plan Update
- Recycled Water Demonstration Project
- Facilities Plan Engineering Services

Overall, the budgeting for these projects follows, and is consistent with, the CH2M estimated cost of the listed capital projects and new information gathered during design development process.

New Projects

- Glenwood Pump Station Upgrades
- Resiliency Follow-Up

FY 20-21 Capital Budget Summary (Exhibit 12)

Exhibit 12 displays the adjusted budget and end-of-year expenditure estimates for FY 19-20, the amount of funding projected to be carried over to FY 20-21 and additional funding for existing and/or new projects in FY 20-21.

EXHIBIT 12

Summary of FY 20-21 MWMC Construction Program Capital Budget

	FY 19-20 ADJUSTED BUDGET	FY 19-20 ESTIMATED ACTUALS	FY 19-20 CARRYOVER TO FY 20-21	NEW FUNDING FOR FY 20-21	TOTAL FY 20-21 BUDGET
Projects to be Completed in FY 19-20					
Decommission WPCF Lagoon	5,519,149	3,600,000	0	0	0
Thermal Load Mitigation: Pre-Implementation	385,000	385,000	0	0	0
Operations & Maint Building Improvements	2,241,831	260,000	0	0	0
Resiliency Planning	153,232	153,232	0	0	0
Increase Digestion Capacity	300,000	77,000	0	0	0
Electrical Dist. System Upgrade	50,000	400	0	0	0
Projects to be Carried Over to FY 20-21					
RNG Upgrade Facilities	8,165,277	4,425,277	3,740,000	4,830,000	8,570,000
Class A Disinfection Facilities	2,300,000	249,164	2,050,836	5,699,164	7,750,000
Aeration Basin Improvements - Phase 2	1,000,000	450,000	550,000	1,000,000	1,550,000
Admin Building Improvements	1,000,000	0	600,000	0	600,000
Poplar Harvest Management Services	381,243	120,243	261,000	189,000	450,000
Riparian Shade Credit Program	416,000	260,482	155,518	344,482	500,000
Comprehensive Facility Plan Update	114,299	114,299	0	200,000	200,000
Recycled Water Demonstration Project	180,000	125,000	55,000	55,000	110,000
Facilities Plan Engineering Services	150,000	135,000	15,000	0	15,000
New Projects Started in FY 20-21					
Glenwood Pump Station Upgrades	0	0	0	850,000	850,000
Resiliency Follow-Up	0	0	0	300,000	300,000
TOTAL Capital Projects	\$22,356,031	\$10,355,097	\$7,427,354	\$13,467,646	\$20,895,000

FY 20-21 Asset Management Capital Program and Budget

The AMCP consists of the following three programs:

- Equipment Replacement
- Major Rehabilitation
- Major Capital Outlay

The FY 20-21 budget of each program is described below.

Equipment Replacement Program - Budget

The FY 20-21 Capital Programs budget includes \$2,450,000 in Equipment Replacement purchases that are identified on the table below.

Equipment Replacement	
Project Description	FY 20-21 Budget
Programmable Logic Controllers, Upgrades, BMF	\$1,017,000
Belt Filter Presses (3), Biosolids Drying, BMF	600,000
Heat Exchangers, Digesters #1-3, Plant	150,000
Automatic Transfer Switch, Irvington Pump Station	140,000
Sludge Grinders, Digesters and Pretreatment, Plant	110,000
Biosolids Spreaders (3), BMF	90,000
Secondary Clarifier Rake Arms, Corrosion Evaluation, Plant	80,000
Centrifugal Blowers, Final, Plant	70,000
Process Water Supply Tank, Biosolids Drying, BMF	55,000
Irrigation Well Pump, BRS	48,500
CAB Blower Filters (Secondary) and Pre-Aeration Blower Filters (Pretreatment), Plant	23,500
Heat Pump, Biosolids Drying, BMF	20,000
Polymer Feeder, Biosolids Drying, BMF	20,000
50-Ton Shop Press, Maintenance, Plant	16,000
Phase Contrast Microscope, Operations, Plant	10,000
Total	\$2,450,000

Programmable Logic Controllers (PLCs) – These PLCs are necessary for equipment and systems control of biosolids processing at BMF and are now 22 years old. Engineering consultants will be required to assess the control environment, offer solution options, and install replacements.

Belt Filter Presses (3) – This equipment is necessary for dewatering biosolids prior to drying. Installed in 2000, the current presses will be overhauled and upgraded to interconnect with the BMF process control environment.

Heat Exchangers (3) – The heat exchangers for Digesters #1-3 were not replaced during construction of Digester #4. These heat exchangers have been patched multiple times and require replacement.

Automatic Transfer Switch (ATS) – The distribution panel for incoming power supply at Irvington pump station currently includes a manual transfer switch. Replacing with an ATS will improve resiliency and service delivery.

Sludge Grinders (4) – Three sludge grinders at Digester area and one at Pretreatment are 25 years old.

Biosolids Spreaders (3) – Replacing 12-year-old spreaders used by BMF staff to apply dried biosolids as soil conditioner at application sites.

Secondary Clarifier Rake Arms – The collector rake arms in the Secondary clarifiers (x10) are showing signs of corrosion. Evaluation of the current condition by engineering consultants is required to determine the optimal replacement solution.

Centrifugal Blowers (2) – Both T-channel blowers at Final are 35 years old and at end of life.

Process Water Supply Tank – Replacing the water tank for biosolids drying installed in 2000 at BMF.

Irrigation Well Pump – At 35 years of service, the well pump supplying water to the pivot irrigation system at BRS is needing replacement.

Channel Air Blower Filters – The three filters (silencers) for the channel air blowers (CAB) at Secondary and the four filters for the pre-aeration blowers at Pretreatment were installed in 1984.

Heat Pump – Replacing the heat pump for the biosolids drying facility (BDF) installed in 2000.

Polymer Feeder, Biosolids Drying, BMF – Replacing 20-year old polymer feeder used in the air drying system for biosolids processing.

50-Ton Shop Press – Maintenance shop equipment at the Plant currently includes a 100-ton press, which is too unwieldy for safe operation. This replacement will provide more ease-of-use and safety for staff.

Phase Contrast Microscope – The microscope used by Operations staff for process control is 20 years old and does not provide a phase contrasting mechanism.

Major Rehabilitation Program - Budget

The FY 20-21 Capital Programs budget includes \$610,000 for Major Rehabilitation projects that are identified on the table below.

Major Rehabilitation	
Project Description	FY 20-21 Budget
Roadways Resurfacing, BMF	\$170,000
Fog and Slurry Sealing, Air Drying Beds (13), BMF	120,000
Screw Pump Wet Well Concrete Rehab, Pretreatment	100,000
Roof Rehab, Gravity Belt Thickener Building	65,000
Chlorine Contact Chamber Concrete Rehab, Final	60,000
Roof Rehab, Inventory Storeroom, Maintenance Building West	55,000
Asphalt Maintenance (excludes Bike Path), Plant	25,000
Operations & Maintenance Building Improvements, Plant	15,000
Total	\$610,000

Sludge Grinders (4) – Three sludge grinders at Digester area and one at Pretreatment are 25 years old.

Biosolids Spreaders (3) – Replacing 12-year-old spreaders used by BMF staff to apply dried biosolids as soil conditioner at application sites.

Secondary Clarifier Rake Arms – The collector rake arms in the Secondary clarifiers (x10) are showing signs of corrosion. Evaluation of the current condition by engineering consultants is required to determine the optimal replacement solution.

Centrifugal Blowers (2) – Both T-channel blowers at Final are 35 years old and at end of life.

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Heat Pump – Replacing the heat pump for the biosolids drying facility (BDF) installed in 2000.

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Chlorine Contact Chamber Concrete Rehab, Final	60,000
Roof Rehab, Inventory Storeroom, Maintenance Building West	55,000
Asphalt Maintenance (excludes Bike Path), Plant	25,000
Operations & Maintenance Building Improvements, Plant	15,000
Total	\$610,000

Roadways Resurfacing, BMF – The roadways to the Air Drying Beds at BMF are over 20 years old and need to be resurfaced to prevent further deterioration.

Fog and Slurry Sealing, Air Drying Beds – The thirteen Air Drying Beds at BMF need to be fog/slurry sealed to prolong the useful life.

Screw Pump Wet Well Concrete Rehabilitation – There are four screw pumps at the Pretreatment complex (headworks) with a wet well at the receiving end of each. Portions of the concrete at the wet wells has deteriorated and requires repairs and recoating.

Roof Rehab, GBT Building – The gravity belt thickener (GBT) building is a standalone facility at the WPCF with its own roof, constructed in 1993, which has reached the end of its useful life.

Chlorine Contact Chamber Concrete Rehabilitation – Portions of the concrete at the chlorine contact chamber at Final has deteriorated and requires repair.

Roof Rehab, Inventory Storeroom – The west wing of the Maintenance building was not remodeled during the building improvement project. The inventory storeroom portion of the building now requires roof reconstruction and HVAC efficiency improvements.

Asphalt Maintenance (excludes Bike Path), Plant – The roadways, parking lots, and other asphalt surfaces at the WPCF need to be fog/slurry sealed to prolong the useful life.

Operations/Maintenance Building Improvements – This expenditure will go towards miscellaneous improvements, repairs, and renovations to prolong the life and improve functionality of existing MWMC buildings at the WPCF.

Asphalt Maintenance, Plant – The roadways, parking lots, and other asphalt surfaces at the WPCF need to be fog/slurry sealed to prolong the useful life.

Major Capital Outlay

There are no new requests for Major Capital Outlay in FY 20-21.

Asset Management Capital Budget Summary

The following table summarizes the FY 20-21 Asset Management Capital Program Budget by project type showing a total AMCP budget of \$3,060,000.

Asset Management Capital Project Budget	
Project Description	FY 20-21 Budget
Equipment Replacement	\$2,450,000
Major Rehabilitation	610,000
Major Capital Outlay	-
Total	\$3,060,000

5-Year Capital Plan (Exhibit 13)

For each fiscal planning cycle, only the first year of budget authority is appropriated. The remaining four years of the CIP and AMCP Capital Plans are important and useful for fiscal and work planning purposes. However, it is important to note that the funds in the outer years of the Capital Plan are only planned and not appropriated. Also, the full amount of obligated multi-year project costs is often appropriated in the first year of the project, unless a smaller subset of the project, such as project design, can be identified and funded without budgeting the full estimated project cost. For these multi-year contracts, unspent funds from the first fiscal year will typically be carried over to the next fiscal year until the project is completed. Accordingly, the RWP Capital Plan presented herein is a subsequent extension of the plan presented in the adopted FY 19-20 Budget that has been carried forward by one year to FY 20-21. Changes to the 5-Year Plan typically occur from year to year as more information becomes available and evaluated such as the P80096 Resiliency Planning study and the MWMC permit renewal outcomes.

Exhibit 13 displays the MWMC 5-Year Capital Plan programs budget, which includes \$74,695,000 in planned capital projects and \$10,466,000 planned asset management capital projects for an overall 5-Year Capital Plan Budget of \$85,161,000.

EXHIBIT 13**Regional Wastewater 5-Year Capital Programs**

	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTAL
CAPITAL PROJECTS						
Biosolids Management						
Poplar Harvest Management Services	450,000	240,000				690,000
Non-Process Facilities and Facilities Planning						
Comprehensive Facility Plan Update 1	200,000	1,900,000				2,100,000
Facility Plan Engineering Services	15,000		110,000	110,000	115,000	350,000
Conveyance Systems						
Glenwood Pump Station	850,000	1,200,000				2,050,000
Plant Performance Improvements						
Renewable Natural Gas Upgrades	8,570,000					8,570,000
Class A Disinfection Facilities ⁽¹⁾	7,750,000					7,750,000
Aeration Basin Improvements - Phase 2	1,550,000			1,500,000	7,000,000	10,050,000
Administration Building Improvements	600,000	7,000,000				7,600,000
Riparian Shade Credit Program ⁽¹⁾	500,000	600,000	600,000	600,000	50,000	2,350,000
Resiliency Follow-Up	300,000	300,000	3,000,000	300,000	300,000	4,200,000
Recycled Water Demonstration Projects ⁽¹⁾	110,000	115,000	60,000			285,000
Thermal Load Mitigation: Implementation ⁽²⁾		2,000,000	3,000,000	3,000,000	3,000,000	11,000,000
Tertiary Filtration - Phase 2			3,500,000	8,500,000	4,500,000	16,500,000
Waste Activated Sludge Thickening					1,200,000	1,200,000
TOTAL CAPITAL PROJECTS	\$20,895,000	\$13,355,000	\$10,270,000	\$14,010,000	\$16,165,000	\$74,695,000
ASSET MANAGEMENT						
Equipment Replacement	2,450,000	2,012,000	921,000	620,000	1,740,000	7,743,000
Major Rehabilitation	610,000	892,000	357,000	182,000	682,000	2,723,000
Major Capital Outlay	--	--	--	--	--	--
TOTAL ASSET MANAGEMENT	3,060,000	2,904,000	1,278,000	802,000	2,422,000	10,466,000
TOTAL CAPITAL IMPROVEMENTS	\$23,955,000	\$16,259,000	\$11,548,000	\$14,812,000	\$18,587,000	\$85,161,000

Notes:

(1) The funding for Riparian Shade and Class A Recycled Water projects were allocated from previously budgeted Thermal Load Mitigation Implementation.

(2) Thermal Load Mitigation Implementation provides budget for strategies currently under consideration for MWMC future permit compliance needs.

CAPITAL PROJECT DETAIL

POPLAR HARVEST MANAGEMENT SERVICES (P80083)**Description:**

This project develops a long-term poplar management strategy for the Biocycle Farm through refinement of poplar harvest and planting practices and identification of wood products markets best aligned with the highest and best use of Biocycle Farm poplar. The project ensures the timely harvest of the initial plantings in each management unit (MU) within the regulatory 12-year rotation limit and subsequent replanting. Complete management of the poplar trees is anticipated to become a Eugene staff operations duty including funding changes in FY 22-23.

Status:

MU-1 was replanted in 2016. MU-2 was replanted in 2018-19. MU-3 is scheduled for harvest in 2021.

Justification:

Regulatory land use requirements for operation of the Biocycle Farm and optimization of farm effectiveness and efficiency, including biosolids and recycled water management strategies.

Project Driver:

Land Use Compatibility Statement (LUCS) issued by Lane County; Biosolids Management Plan and Recycled Water Use Plan under the MWMC's NPDES permit.

Project Trigger:

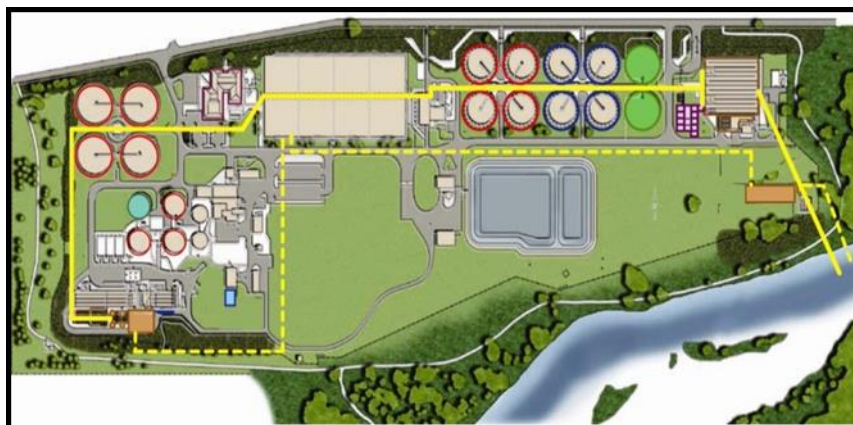
Maturity of each 12-year rotation age cycle.

Estimated Project Cost: \$1,857,000

Estimated Cash Flow: FY 13-14 = \$116,009; FY 14-15 = \$114,465; FY 15-16 = \$136,814; FY 16-17 = \$105,653; FY 17-18 = \$435,573; FY 18-19 = \$138,388; FY 19-20 = \$120,098; FY 20-21 = \$80,000; FY 21-22 = \$515,000; FY 22-23 = \$95,000

<u>Expenditure/Category:</u>	<u>Prior</u> <u>Years</u>	<u>2019-20</u> <u>Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$1,046,902	\$120,098	\$450,000	\$240,000	\$0	\$0	\$0	\$1,857,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$1,046,902	\$120,098	\$450,000	\$240,000	\$0	\$0	\$0	\$1,857,000

COMPREHENSIVE FACILITY PLAN UPDATE (P80101)



Description:	This will be the first MWMC Comprehensive Facilities Plan Update since the 2004 MWMC Facilities Plan. The update could include stormwater planning for the WPCF, NPDES permit renewal, system development charge evaluation, facilities planning technical services, and cost estimating for a 20-year planning horizon. The update will draw on the most recent plant data, permit compliance requirements, and available technology in order to ensure the MWMC continues to meet future regulations, environmental standards, and community growth.
Status:	As of January 2020, staff is working to finalize a consultant agreement related to WPCF stormwater master planning. The bulk of the planned budget is reserved for future implementation of planning work in response to the MWMC's anticipated NPDES permit renewal (listed as year 2021).
Justification:	Plan future conveyance and treatment upgrades and/or expansions to meet regulatory requirements, preserve public health, community growth, and water quality standards.
Project Driver:	Provide comprehensive facilities planning to develop the capital program for the upcoming 20-year period once the MWMC receives new regulatory requirements under the next NPDES permit renewal.
Project Trigger:	The stormwater planning portion is triggered to address local building permit requirements for MWMC construction projects. The remaining project scope will be initiated by the next NPDES permit renewal schedule, listed as year 2021.
Estimated Project Cost:	\$2,250,000
Estimated Cash Flow:	FY 18-19 = \$35,701; FY 19-20 = \$114,229; FY 20-21 = \$200,000; FY 21-22 = \$1,800,000; FY 22-23 = \$100,000

<u>Expenditure/Category:</u>	<u>Prior</u> <u>Years</u>	<u>2019-20</u> <u>Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$35,701	\$114,299	\$200,000	\$1,900,000	\$0	\$0	\$0	\$2,250,000
Total Cost	\$35,701	\$114,299	\$200,000	\$1,900,000	\$0	\$0	\$0	\$2,250,000

FACILITY PLAN ENGINEERING SERVICES (P80090)



Description: Engineering/technical consultant services for analysis, project definition, cost estimating, design feedback, and general consultation regarding the MWMC Facilities Plan (2005 to 2025).

Status: Issued a request for proposals in 2019 for consultant services and the Commission approved a contract award to Jacobs Engineering Group in November 2019. As of January 2020, staff is coordinating contract execution with Jacobs along with task order prioritizing, scoping and pricing from the consultant before proceeding with each approved task.

Justification: Projects were developed to varying levels of specificity in the 20-Year Facilities Plan and there is an on-going need for technical and engineering resources to help in further refine projects and generally assist with implementation of the plan. Another need addressed by this resource is assurance that the new improvements maintain the plant's overall treatment processes and hydraulics integrity. The work also provides ongoing planning related to items not addressed by the 2004 MWMC Facilities Plan.

Project Driver: Ongoing goal to efficiently follow and accommodate the upgrades resulting from the MWMC Facilities Plan (2005 to 2025) and system changes.

Project Trigger: Ongoing need.

Estimated Cost: \$1.55 million (2012 to 2030)

Estimated Cash Flow: FY 12-13 = \$36,690; FY 13-14 = \$146,491; FY 14-15 = \$67,453; FY 15-16 = \$36,775; FY 16-17 = \$59,823; FY 17-18 = \$32,367; FY 18-19 = \$41,308; FY 19-20 = \$135,000; FY 20-21 = \$15,000; FY 21-22 = \$0; FY 22-23 = \$110,000; FY 23-24 = \$110,000; FY 24-25 = \$115,000; FY 25-26 = \$115,000; FY 26-27 = \$120,000; FY 27-28 = \$125,000; FY 28-29 = \$130,000; FY 29-30 = \$130,000

<u>Expenditure/Category:</u>	<u>Prior</u> <u>Years</u>	<u>2019-20</u> <u>Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$420,907	\$135,000	\$15,000	\$0	\$110,000	\$110,000	\$115,000	\$906,000
Total Cost	\$420,907	\$135,000	\$15,000	\$0	\$110,000	\$110,000	\$115,000	\$906,000

GLENWOOD PUMP STATION UPGRADE (P80064)

Description: Expand Glenwood pump station capacity to accommodate growth and meet Oregon Department of Environmental Quality (DEQ) wastewater pump station design requirements. The pump station was designed with stalls for additional pumps. Two pumps are currently installed with space for two additional pumps to be added when flow to the pump station increases with development of the Glenwood and Laurel Hills basins. In 2019, the P80096 Resiliency Planning study recommended onsite geotechnical evaluation and additional improvements.

Status: Continuing to monitor the Glenwood pump station operations and performance.

Justification: Additional pumping capacity will be required at this MWMC pump station to handle increasing flows in the Glenwood area (Springfield) and the Laurel Hill area (Eugene).

Project Driver: Oregon DEQ wastewater pump station redundancy requirements and 2019 Resiliency study recommendations.

Project Trigger: Peak wet weather instantaneous flow reaches 80 percent of the pump station firm capacity.

Estimated Project Cost: \$2,050,000

Estimated Cash Flow: FY 20-21 = \$850,000; FY 21-22 = \$1,200,000

<u>Expenditure/Category:</u>	<u>Prior</u>	<u>2019-20</u>		<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
	<u>Years</u>	<u>Est.</u>	<u>Act.</u>						
Design/Construction	\$0	\$0		\$850,000	\$1,200,000	\$0	\$0	\$0	\$2,050,000
Other	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$0	\$0		\$850,000	\$1,200,000	\$0	\$0	\$0	\$2,050,000

RENEWABLE NATURAL GAS (RNG) UPGRADES (P80095)

Description: This project provides the planning, decision support, new agreements, design and construction of Renewable Natural Gas (RNG) Upgrades consisting of biogas purification facilities at the treatment plant and connection to the Northwest Natural utility grid. Together, the new system will allow the MWMC to sell the upgraded gas (RNG) as a renewable fuel through offtake agreement(s).

Status: The Commission was updated on November 8, 2019. As of January 2020, the design is being finalized and the construction bidding phase will begin in early 2020. Project staff and MWMC legal team are negotiating revenue agreements with Blue Source LLC for the RNG environmental credits and with Northwest Natural Gas Company to purchase the MWMC purified biogas (also called brown gas).

Justification: Full utilization of the MWMC's biogas resource.

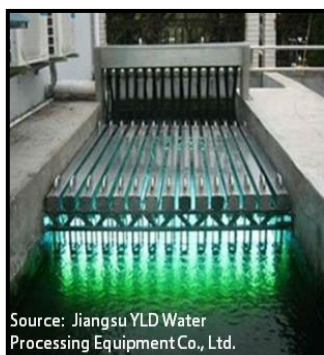
Project Driver: Currently, the WPCF can only utilize approximately 66% of the biogas produced with the remaining 34% being flared as a waste product.

Project Trigger: Commission approval in year 2019 for project design and construction bidding in 2020.

Estimated Project Cost: \$14,500,000

Estimated Cash Flow: FY-17-18 = \$258,334; FY 18-19 = \$1,246,389; FY 19-20 = \$4,425,277; FY 20-21 = \$8,200,000; FY 21-22 = \$370,000

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2019-20 Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$1,504,723	\$4,425,277	\$8,570,000	\$0	\$0	\$0	\$0	\$14,500,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$1,504,723	\$4,425,277	\$8,570,000	\$0	\$0	\$0	\$0	\$14,500,000

CLASS A DISINFECTION FACILITIES (P80098)

Description:	Provides disinfection, storage, and distribution facilities needed to bring tertiary filtered effluent to Class A standards on a consistent and reliable basis for initial demonstration of recycled water uses on- and off-site of the MWMC treatment site. The project includes the design, bidding, construction, and permitting of Class A recycled water disinfection facilities.
Status:	As of January 2020, staff plans to follow-up with the Commission to provide additional information and seek approval to enter into a consultant agreement for the design phase.
Justification:	Class A recycled water is necessary to expand recycled water to landscaping, street tree, and industrial uses. Demonstration of Class A quality and reliability is necessary for stakeholder acceptance and future adoption of expanded recycled water uses.
Project Driver:	The Thermal Load Mitigation Alternatives Evaluation, Recycled Water Program Implementation Planning, Phase 2 Study (dated August 2014) recommended demonstration scale use of Class A recycled water to address stakeholder acceptability issues identified as barriers to full-scale recycled water uses.
Project Trigger:	Pilot recycled water demonstration sites with willing, ready-to-proceed partners have been identified, including City of Eugene (street tree watering) and industrial aggregate sites for equipment washing.
Estimated Project Cost:	\$8 million (recycled water Class A infrastructure and upgrade one structure for 9.0 magnitude earthquake preparedness related to MWMC P80096 level of service goals)
Estimated Cash Flow:	FY 18-19: \$836; FY 19-20 = \$249,164; FY 20-21 = \$3,750,000; FY 21-22 = \$4,000,000

Expenditure/Category:	Prior Years	2019-20 Est. Act.	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Design/Construction	\$836	\$249,164	\$7,750,000	\$0	\$0	\$0	\$0	\$8,000,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$836	\$249,164	\$7,750,000	\$0	\$0	\$0	\$0	\$8,000,000

AERATION BASIN IMPROVEMENTS – PHASE 2 (P80100)**Description:**

Aeration System (Phase 2): Recent recommendations are to evaluate and consider improving parts of the existing secondary treatment systems. Upcoming early work items to be evaluated are changes to the existing air piping, change to the diffuser/mixing systems, and consider upgrading older blower equipment. Future upgrades include adding step feed, anoxic selectors, and fine bubble diffusers to four of the eight cells of the aeration basins and make hydraulic improvements. This project was originally the North Aeration Basin Improvements project; however, the Phase 1 final design in 2007 recommended improvements to the four eastern most basins as a first phase would allow for better hydraulics and more operational flexibility. Phase 1 construction was completed in March 2009.

In January 2016, the project scope and cost (estimate \$750K in 2015) increased to include replacement of existing aeration basin gates, valves, and spray system.

Status:

As of January 2020: Completed the request for proposals evaluation process for consultant services. Staff is negotiating with Brown and Caldwell to execute a consultant agreement after Commission approval to begin the aeration system evaluation work.

Justification:

Improve secondary treatment process. Increase the dry weather aeration basin treatment capacity with respect to ammonia (with nitrification) and increase the wet weather treatment capacity.

Project Driver:

National Pollution Discharge Elimination System (NPDES) permit includes ammonia limit requiring nitrification in dry weather and expansion of wet weather capacity to treat wet weather flows to meet NPDES permit monthly and weekly suspended solids limits.

Project Trigger:

Address water quality requirements (need to evaluate the requirements based on the MWMC next NPDES permit renewal estimated in year 2021).

Estimated Project Cost: \$16,500,000

Estimated Cash Flow: FY 19-20 = \$450,000; FY 20-21 = \$1,250,000; FY 21-22 = \$300,000; FY 22-23 = \$0; FY 23-24 = \$1,500,000; FY 24-25 = \$6,800,000; FY 25-26 = \$6,200,000

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2019-20 Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$0	\$450,000	\$1,550,000	\$0	\$0	\$1,500,000	\$7,000,000	\$10,500,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$0	\$450,000	\$1,550,000	\$0	\$0	\$1,500,000	\$7,000,000	\$10,500,000

ADMINISTRATION BUILDING IMPROVEMENTS (P80104)



Description: This project will address the Administration/Operations Building work space needs at the Water Pollution Control Facility (WPCF). It is a follow up to the 2018-2019 construction of the P80085 new laboratory building and expansion of the existing maintenance building. In 2019, the P80096 Resiliency Planning study recommended evaluating MWMC options for building space including: a) constructing a new MWMC building for immediate occupancy/use after a major natural disaster, or b) upgrade the existing building for immediate occupancy post-earthquake (magnitude 9.0 event). There are challenges and benefits with each of these two options that will be explored during the initial planning phase of this project. With the creation of a building meeting immediate occupancy design, a pre-designated "Incident Command Post" could be utilized at the WPCF site after a natural disaster. The existing 1982 building is currently used for operating and control of the MWMC treatment facility.

Status: As of February 2020, the P80104 project team will need to reconsider the MWMC options and seek consultant services in FY 20-21

Justification: The original design and construction of the WPCF Administration/Operations Building was completed February 1982 under older building codes. Since that time, use of the building and associated construction codes have changed substantially necessitating the need to reevaluate the MWMC building options to address level of service goals after a nature disaster (earthquake or flooding).

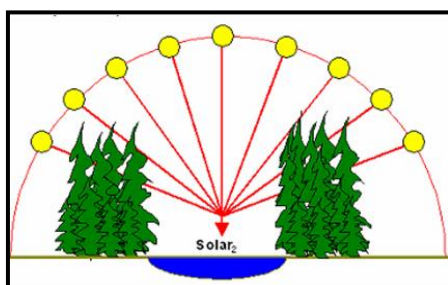
Project Driver: The need to update the existing Administration/Operations building is driven by the necessity to provide a safe and efficient work environment for the WPCF staff. Many of the planned changes stem from a changing wastewater/environmental business as a result of changing regulations since the WPCF was originally constructed in the early 1980s. Also, address the P80096 recommended level of service goals to operate after magnitude 9.0 earthquake issue.

Project Trigger: Expansion and changes needed for functionality, safety and natural disaster resiliency.

Estimated Project Cost: \$7,600,000

Estimated Cash Flow: FY 20-21 = \$600,000; FY 21-22 = \$2,200,000; FY 22-23 = \$4,700,000; FY 23-24 = \$100,000

<u>Expenditure/Category:</u>	<u>Prior</u>	<u>2019-20</u>						<u>Total</u>
	<u>Years</u>	<u>Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	
Design/Construction	\$0	\$0	\$600,000	\$7,000,000	\$0	\$0	\$0	\$7,600,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$0	\$0	\$600,000	\$7,000,000	\$0	\$0	\$0	\$7,600,000

RIPARIAN SHADE CREDIT PROGRAM (P80080)

Description: This project facilitates the generation of water quality trading credits for temperature through implementation of riparian shade restoration projects. The primary project elements are the support of the MWMC's watershed interests through the Pure Water Partners program in collaboration with EWEB, local conservation organizations and the services of a contract credit program manager to ensure timely implementation of trading credits. The project includes the ongoing long-term monitoring and reporting associated with the MWMC's pilot "shade sponsorship" projects that were implemented in 2013 thru 2016.

Status: As of January 2020, ongoing with new credit projects in development via partnership agreements.

Justification: The Pure Water Partners program is the MWMC's leading and most cost-effective strategy for thermal load compliance. The MWMC formally started the Pure Water Partners program in FY 18-19 under the EWEB intergovernmental agreement and contracting of a long-term credit program manager for project implementation. Sponsorship pilot projects have ongoing contractual obligations through the year 2034 to maintain the sites enrolled for MWMC regulatory credit.

Project Driver: Ongoing shade contract commitment plus additional NPDES permit compliance needs based on updated temperature standards, TMDL, and associated thermal load limits.

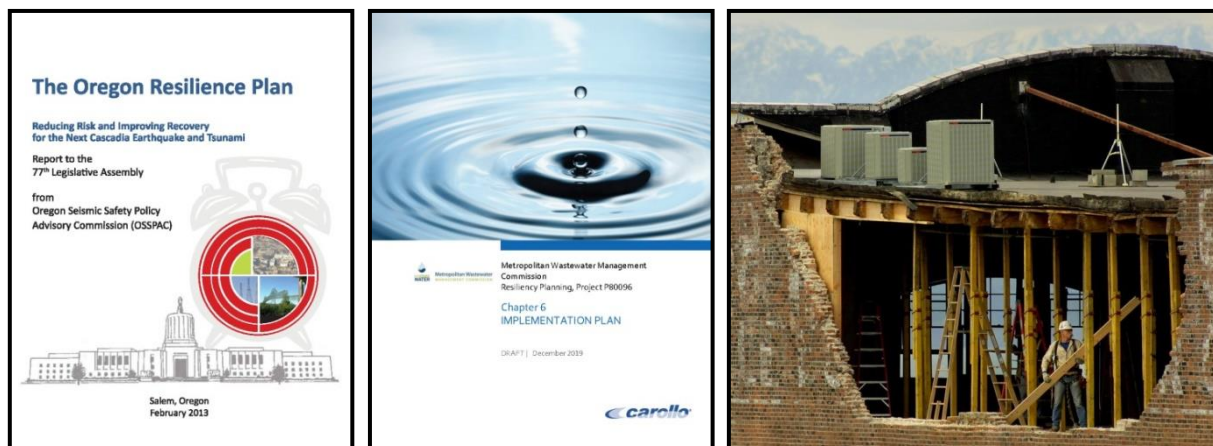
Project Trigger: Impending NPDES permit renewal currently scheduled for issuance in year 2021.

Estimated Project Cost: \$3.3 million (estimate 2012 to 2034)

Estimated Cash Flow: FY 12-13 = \$84,621; FY 13-14 = \$77,394; FY 14-15 = \$79,245; FY 15-16 = \$102,191; FY 16-17 = \$58,948; FY 17-18 = \$0; FY 18-19 = \$172,119; FY 19-20 = \$260,482; FY 20-21 = \$450,000; FY 21-22 = \$600,000; FY 22-23 = \$600,000; FY 23-24 = \$600,000; FY 24-25 = \$50,000; FY 25-26 = \$20,000; FY 26-27 = \$20,000; FY 27-28 = \$20,000; FY 28-29 = \$20,000; FY 29-30 = \$20,000

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2019-20 Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$574,518	\$260,482	\$500,000	\$600,000	\$600,000	\$600,000	\$50,000	\$3,185,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$574,518	\$260,482	\$500,000	\$600,000	\$600,000	\$600,000	\$50,000	\$3,185,000

RESILIENCY FOLLOW-UP (P80109)

**Description:**

This project provides follow-up evaluation and some implementation of the P80096 Resiliency Study (Disaster Mitigation and Recovery Plan - draft dated December 2019). The 2019 study recommended seismic and flooding mitigation projects estimated at \$34.6-million to be coordinated with the MWMC ongoing infrastructure/facilities construction program. The main objective is to address “level of service” goals before a natural disaster such as 9.0 magnitude earthquake or major flooding. Also, the MWMC should continue to communicate with the agencies that prepare for natural disasters that can impact the Eugene/Springfield community.

Status:

On December 13, 2019, the Commission was provided recommendations from the P80096 Resiliency Study regarding proposed mitigation projects to reduce the impact of flooding and earthquake (magnitude 9.0) issues.

Justification:

The MWMC’s facilities and wastewater conveyance and treatment services are integral to protection of the community and public health following a major disaster such as the anticipated Cascadia Subduction Zone Earthquake and major flooding.

Project Driver:

Cost effectively ensure reasonable recovery of MWMC’s core facilities and services following major disaster impacts after earthquake or flooding.

Project Trigger:

Per Commission direction, consultant work began in July 2018. Draft plan with consultant recommendations submitted December 2019.

Estimated Project Cost: Mitigation recommendations in December 2019 estimate: \$34.6-million (2019 dollars)

Estimated Cash Flow: FY 20-21 = \$300,000; FY 21-22 = \$300,000; FY 22-23 = \$3,000,000; FY 23-24 = \$300,000; FY 24-25 = \$300,000; and continue the MWMC mitigation work estimated above \$34-million

Expenditure/Category:	Prior	2019-20		2020-21	2021-22	2022-23	2023-24	2024-25	Total
	Years	Est.	Act.						
Design/Construction	\$0	\$0		\$150,000	\$300,000	\$3,000,000	\$300,000	\$300,000	\$4,050,000
Other	\$0	\$0		\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total Cost	\$0	\$0		\$300,000	\$300,000	\$3,000,000	\$300,000	\$300,000	\$4,200,000

RECYCLED WATER DEMONSTRATION PROJECTS (P80099)

Description: This project provides for stakeholder engagement, community communication/outreach, and any additional design, construction, permitting, and implementation of recycled water point-of-use needs beyond the MWMC's point-of-delivery of Class A recycled water product. Project may entail onsite upgrades and retrofits to allow the use of recycled water in partnership with end-users, point-of-delivery metering, piping, and controls, user training and information materials, and public interpretative signage.

Status: As of January 2020, outreach and information strategy is underway in parallel with the Class A pre-design efforts. Need Commission approval to proceed with design and construction of MWMC infrastructure for Class A recycled water treatment (P80098) for offsite end-user delivery. Outreach includes securing written "letters of intent" from initial Class A recycled water users.

Justification: Demonstration of the MWMC's capability and consistency of recycled water for use in a safe, effective, and publicly accepted manner is a key step toward future, larger-scale, recycled water uses. Future recycled water uses may be an important strategy for diverting effluent from the Willamette River to meet NPDES permit discharge limits for temperature and other benefits, including providing community water resource partnership opportunities.

Project Driver: The Thermal Load Mitigation Alternatives Evaluation, Recycled Water Program Implementation Planning, Phase 2 Study (dated August 2014) recommended demonstration scale use of Class A recycled water to address stakeholder acceptability issues identified as barriers to full-scale recycled water uses.

Project Trigger: Pilot Class A recycled water demonstration sites with willing, ready-to-proceed partners have been identified, including City of Eugene street tree watering and industrial aggregate site equipment washing via private/public partnership.

Estimated Project Cost: \$410,000

Estimated Cash Flow: FY 19-20 = \$125,000; FY 20-21 = \$110,000; FY 21-22 = \$115,000;
FY 22-23 = \$60,000

<u>Expenditure/Category:</u>	<u>Prior</u> <u>Years</u>	<u>2019-20</u> <u>Est. Act.</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
Design/Construction	\$0	\$40,000	\$110,000	\$115,000	\$60,000	\$0	\$0	\$325,000
Other	\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$85,000
Total Cost	\$0	\$125,000	\$110,000	\$115,000	\$60,000	\$0	\$0	\$410,000

THERMAL LOAD MITIGATION – IMPLEMENTATION (P80063)**Description:**

This funding source provides thermal load implementation money related to projects as they are developed (such as the Riparian Shade Credit Program (P80080) and Class A recycled water disinfection facilities and demonstration projects (P80098 and P80099), and will implement other thermal load mitigation projects anticipated as part of a multi-pronged compliance strategy. Anticipated projects include recycled water use expansion at MWMC facilities, extension of recycled water services to community partners, and other strategies to reduce the MWMC's total thermal load impact related to the Willamette River.

Status:

As of January 2020: Pending implementation recommendations of project P80062 (Thermal Load Mitigation – Pre-Implementation planning). Recommendations will be reviewed and information provided for Commission consideration as future project work.

Justification:

The 2004 MWMC Facilities Plan recommended phased implementation of recycled water use for thermal load compliance, including Class A greenspace irrigation. The Thermal Load Mitigation Alternatives Evaluation, Recycled Water Program Implementation Planning, Phase 2 Study (dated August 2014) identified riparian shade credits as the primary near-term compliance strategy, coupled with expanded use and storage of recycled water at the MWMC's facilities and Class A demonstration uses with identified partners. The recommendations include long-term development of recycled water projects and partnerships.

Project Driver:

NPDES permit thermal load limit compliance as required under updated Oregon temperature standards and implementation. Future thermal load mitigation projects serve as a complement, or backstop measure, to the Riparian Shade Credits project.

Project Trigger:

Project implementation as necessary for compliance with Oregon's temperature standard. The MWMC NPDES permit renewal is listed for year 2021.

Estimated Project Cost: \$11 million (placeholder estimate)

Estimated Cash Flow: FY 13-14 = \$1,531; FY 14-15 = \$7,871; FY 15-16 = \$9,689; FY 16-17 = \$4,734; FY 17-18 = \$53,911; FY 18-19 = -\$45,477; FY 19-20 = \$0; FY 20-21 = \$0; FY 21-22 = \$2,000,000; FY 22-23 = \$3,000,000; FY 23-24 = \$3,000,000; FY 24-25 = \$3,000,000

	Prior	2019-20							
Expenditure/Category:	Years	Est. Act.	2020-21	2021-22	2022-23	2023-24	2024-25	Total	
Design/Construction	\$0	\$0	\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$11,000,000	
Other	\$32,259	\$0	\$0	\$0	\$0	\$0	\$0	\$32,259	
Total Cost	\$32,259	\$0	\$0	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$11,032,000	

TERTIARY FILTRATION - PHASE 2 (P80102)

Description: The phased work program will install infrastructure/support facilities for 30 mgd of filters for tertiary filtration of secondary treated effluent. Phase 2 is planned to install filter system technology sufficient for another 10 mgd of treatment that will increase the total filtration capacity to 20 mgd. The Phase 3 project will install the remaining filtration technology to meet the capacity needs identified in the 2004 MWMC Facilities Plan.

In 2016, the project scope expanded to include updating electrical switchgear and install tertiary filter flushing headers/pipe vents.

Status: Tertiary Filtration (Phase 2) project is anticipated to start design development in fiscal year 22-23.

Justification: The 2004 MWMC Facilities Plan proposes phasing filters on a phased work program. Filtration provides high quality secondary effluent to help meet permit requirements and potential Class A recycled water product.

Project Driver: Performance reliability to meet the dry weather NPDES total suspended solids limits of less than 10 mg/L, reuse development, and compliance with effluent limits during peak flow conditions.

Project Trigger: NPDES permit compliance for total suspended solids (TSS): Dry weather maximum month flow in excess of 49 mgd. Also, provide higher quality effluent so that reuse options can be developed. Continue to monitor the MWMC NPDES permit renewal timing and requirements.

Estimated Project Cost: \$16,500,000

Estimated Cash Flow: FY 22-23 = \$1,500,000; FY 23-24 = \$6,000,000; FY 24-25 = \$8,800,000; FY 25-26 = \$200,000

<u>Expenditure/Category:</u>	<u>Prior</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
	<u>Years</u>	<u>Est. Act.</u>						
Design/Construction	\$0	\$0	\$0	\$0	\$3,500,000	\$8,500,000	\$4,500,000	\$16,500,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$0	\$0	\$0	\$0	\$3,500,000	\$8,500,000	\$4,500,000	\$16,500,000

WASTE ACTIVATED SLUDGE THICKENING (P80078)**Description:**

Third gravity belt thickener (GBT) with associated at grade building. Assumes additional basement floor space is not required.

Status:

Continue to monitor the timing of this project.

Justification:

Provide additional capacity for waste active sludge (WAS) thickening process.

Project Driver:

Additional capacity to provide WAS thickening with one unit offline at upper limit flow projections. Nitrification required by the NPDES permit and increasing wastewater flows and loads generates more WAS solids. Provide ability to conduct recuperative thickening.

Project Trigger:

Exceeding solids and hydraulic loading rate design criteria.

Estimated Project Cost: \$6,200,000

Estimated Cash Flow: FY 24-25 = \$1,200,000; FY 25-26 = \$4,800,000; FY 26-27 = \$200,000

<u>Expenditure/Category:</u>	<u>Prior</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>Total</u>
	<u>Years</u>	<u>Est. Act.</u>						
Design/Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Erin Fifield/DPW
Staff Phone No: 541-726-2302
Estimated Time: 5 Minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: EUGENE-SPRINGFIELD 2020 CONSOLIDATED PLAN

ACTION REQUESTED: Adopt the following resolution: A RESOLUTION APPROVING THE EUGENE-SPRINGFIELD 2020 CONSOLIDATED PLAN FOR SUBMISSION TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD).

ISSUE STATEMENT: The Cities of Eugene and Springfield are required to submit a new five-year Consolidated Plan to HUD no later than May 15, 2020. Adoption resolutions from both City Councils must be included in the final submission to HUD.

ATTACHMENTS: Attachment 1: Resolution to Adopt the Eugene-Springfield 2020 Consolidated Plan
Attachment 2: Exhibit A – Eugene-Springfield 2020 Consolidated Plan Summary

**DISCUSSION/
FINANCIAL
IMPACT:** The Consolidated Plan is a HUD requirement and must be adopted every five years by communities that receive formula allocations of Community Development Block Grant (CDBG) funds, HOME Investment Partnership Program (HOME) funds, and other HUD funds. The City of Springfield receives CDBG funds as a HUD entitlement community and receives HOME funds as part of a HUD consortium with the City of Eugene. As such, the two Cities complete a joint Consolidated Plan. Both Cities also collaborate with Lane County in developing the Plan because they administer funding related to basic human services and homelessness. While the Consolidated Plan is a requirement of HUD, the Plan primarily serves as a tool to guide the use of federal HUD funds in the most effective and coordinated manner possible. Funds are allocated by Council each year through the One Year Action Plan, which must align with the 2020 Consolidated Plan.

In Fall 2019, staff from the Cities of Springfield and Eugene commenced the preparation of the 2020 Consolidated Plan. The Plan, which was developed through an extensive process including data analysis and community input and consultation, identifies housing, homelessness, and community development needs and resources and establishes priorities, strategies, and target performance goals to address these needs using HUD funds.

A Consolidated Plan Advisory Committee (with Council-appointed Springfield representatives) has convened three times in order to develop priority strategies, hold a public hearing, consider public comments, and make a recommendation to each City Council. Additionally, the Plan was made available through a 30-day public comment period that ended April 1, 2020.

Staff has addressed all public comments received on the Draft Plan and prepared a Final Plan for adoption by the Eugene and Springfield City Councils. The adopted plan will be submitted to HUD by May 15, 2020. Once approved by HUD, the new Consolidated Plan will be in effect from July 1, 2020 through June 30, 2025.

CITY OF SPRINGFIELD, OREGON
RESOLUTION NO. _____

**A RESOLUTION APPROVING THE EUGENE-SPRINGFIELD 2020 CONSOLIDATED PLAN FOR
SUBMISSION TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**

WHEREAS, the Cities of Eugene and Springfield have formed a consortium in order to be eligible as an entitlement community to receive HOME Investment Partnership funds. Preparation of a Consolidated Plan for Housing and Community Development is a federal requirement in order for local entitlement jurisdictions to receive federal housing and community development funds administered by the U.S. Department of Housing and Urban Development;

WHEREAS, the Cities of Eugene and Springfield have jointly prepared the Eugene-Springfield 2020 Consolidated Plan in order to meet that federal requirement, a summary of which is attached hereto as Exhibit A and incorporated herein by reference;

WHEREAS, the thirty-day period for the purpose of receiving public comment on the draft Consolidated Plan began on March 2, 2020 and ended on April 1, 2020. During that period, public hearings were held to receive testimony on the draft Consolidated Plan by representatives of Springfield and Eugene serving on the Eugene-Springfield Consolidated Plan Advisory Committee;

WHEREAS, the Common Council of the City of Springfield has reviewed and considered the Consolidated Plan Summary (Summary) attached hereto as Exhibit A; copies of the Summary and the complete Consolidated Plan submittal were made available for public review and a reference to a digital copy of the complete Consolidated Plan submittal is included in the Summary; and

WHEREAS, the Eugene-Springfield Consolidated Plan Advisory Committee has reviewed and considered the testimony presented at the public hearings,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD:

Section 1: Based on the above findings, which are adopted herein, and after consideration of the public testimony provided at the hearings held on the Eugene-Springfield 2020 Consolidated Plan, the Eugene-Springfield 2020 Consolidated Plan Summary, attached as Exhibit A hereto, is hereby approved.

Section 2: This Resolution will take effect upon adoption by the Council and approval by the Mayor.

ADOPTED by the Common Council of the City of Springfield this ____ day of _____, _____,
by a vote of _____ for and _____ against.

Mayor

ATTEST:

City Recorder



Eugene–Springfield 2020 Consolidated Plan

EXECUTIVE SUMMARY

A Five-Year Strategic Plan for Housing and Community Development



CITY OF EUGENE
eugene-or.gov/hudconplan



CITY OF SPRINGFIELD
springfield-or.gov



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2020 CONSOLIDATED PLAN for Housing & Community Development

Executive Summary

The Eugene-Springfield 2020 Consolidated Plan presents a strategic vision for housing and community development for the period beginning in July 2020 and ending in June 2025. The goals and activities outlined in the Consolidated Plan are based on priorities identified through an analysis of community needs as well as an extensive community outreach process. This analysis and subsequent refinements through further public input took place primarily from October 2019 through April 2020. The strategy laid out in this document relied on a snapshot of economic, housing and social conditions using data available at that time. While data is limited, efforts have been made to reflect the emerging impacts of the COVID-19 pandemic. What is clear is that the pandemic will have severe impact on the local economy, housing market, and welfare of the residents of Eugene and Springfield. These changes will have the greatest impact on the low-and moderate- income and other vulnerable residents that programs identified in the plan seek to assist. Conditions faced by these residents and priority needs identified in this plan will remain critical. Some concerns, such as housing and food instability, domestic violence, and the viability of small businesses may be exacerbated. The strategies identified in this plan will continue to alleviate some hardships faced by our lower income residents in the wake of the pandemic. The cities of Eugene and Springfield will continue to analyze local conditions and strategically deploy the resources identified in this plan, as well as new federal resources from the CARES Act that will be made available in response to the COVID-19 pandemic.

The Cities of Eugene and Springfield must complete and adopt a Consolidated Plan every five years in order to receive Community Development Block Grant (CDBG), HOME Investment Partnership Program (HOME) and other grants from the U.S. Department of Housing and Urban Development (HUD). The purpose of CDBG and HOME is to advance the following statutory objectives principally for extremely low-income, low-income and moderate-income residents:

- Provide decent, safe, and affordable housing
- Create suitable living environments (CDBG)
- Expand economic opportunities (CDBG)
- Expand the supply of decent, safe, sanitary and affordable housing (HOME)

In addition, the Cities of Eugene and Springfield must complete a One Year Action Plan (Action Plan) for each fiscal year within the five-year period. The Action Plan describes the Cities' annual allocation process for specific uses of HOME and CDBG funds during a specific fiscal year. The first Action Plan, for HUD program year 2020 will be completed and submitted to HUD along with the 2020 Consolidated Plan.

The following summary of the Eugene-Springfield Consolidated Plan provides an overview of the Consultation and Citizen Participation process, Community Profile and Needs, Priority Needs, and a Strategic Plan. This document is a summary of materials submitted through HUD's electronic plan submission template.



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2020 CONSOLIDATED PLAN for Housing & Community Development

Consultation and Citizen Participation

The Cities of Eugene and Springfield conducted extensive consultation with key partners, stakeholders and community members in identifying Housing and Community Development needs from November 2019 through January 2020. The consultation process built on work that has been ongoing by committees and boards that bring together a broad range of stakeholders. In addition to consultations with stakeholders, the needs identified reflect information gathered through web-based surveys for both service agencies and community residents, public forums to hear community members, and input from the Consolidated Plan Advisory Committee.

Individuals representing government and policy makers, nonprofit organizations, affordable housing providers, and other interested parties were invited to participate to ensure that as many points of view as possible were heard. Over the course of one-on-one interviews and twelve small focus group meetings, approximately 133 public participants and 21 city staff provided their feedback in person.

Advisory Body Consultations

The assessment engaged several committees that are actively evaluating and addressing housing, homeless, fair housing, and community development needs including:

Lane County Poverty & Homelessness Board
Intergovernmental Human Services Commission
Intergovernmental Housing Policy Board
United Way of Lane County Community Investment Steering Committee
Eugene Affordable Housing Trust Fund Advisory Committee
Eugene Planning Commission



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2020 CONSOLIDATED PLAN for Housing & Community Development

Agency Survey

In addition to these meetings, online surveys were completed by 68 representatives from 38 agencies. The responders noted that the greatest barrier to finding and maintaining housing in the cities was rental costs and finding vacant units, and that creating additional affordable housing is the greatest housing need. The responders also identified needs for housing rehabilitation and emergency repairs, as well as accessibility improvements and down payment assistance. Preventing homelessness and providing housing for homeless individuals was also identified as a high priority, and the homeless population was identified as the population most in need of housing assistance and services. Survey responses were received from the following agencies:

Applegate

Catholic Community Services of Lane County
Centro Latino Americano
Cornerstone Community Housing
Department of Human Services
DevNW
Ebbert Memorial United Methodist Church
Emerald Village Eugene
First Place Family Center
FOOD for Lane County
Head Start of Lane County
Here to Help Housing
HIV Alliance
Home for Good Housing Agency
Hosea Youth Services
Jennings Group Inc
Lane Council of Governments

Lane County Health and Human Services
Lane Independent Living Alliance (LILA)
Looking Glass Community Services
Options Counseling and Family Services
Oregon Law Center
Relief Nursery, Inc.
ShelterCare
Sponsors, Inc.
Springfield Eugene Tenant Association
SquareOne Villages
St. Vincent de Paul Society of Lane County
Supportive Services for Veteran Families
White Bird Clinic
Womenspace, Inc.



EUGENE • SPRINGFIELD

2020 CONSOLIDATED PLAN for Housing & Community Development

Information from the Public

Written Comments

Written public comments were accepted during the 30-day public comment period and were incorporated into the Consolidated Plan.

Community Survey

A survey was developed to collect input from community members to identify priority needs and collect information on conditions in the community. The survey was distributed on the internet and through social media in both English and Spanish. Partner agencies also helped by distributing the survey to their clients, where appropriate. A total of 216 responses were received. Responders to the Community Survey identified the most needed services for both renters and owners. For renters, responders identified top needs as ongoing rental assistance, security Deposit assistance, and emergency rental assistance. For owners, responders identified mortgage assistance, foreclosure prevention, and utility/energy payment support as the highest needs. Responders identified mental health and addiction services and housing services as the greatest social service needs. Respondents also identified assist human service agencies with facilities acquisition or improvements as the most needed Community Development Need.

Open House

The Cities of Eugene and Springfield hosted an Open House on Affordable Housing and Community Development, on February 12, 2020. Community members had the opportunity to learn about and provide feedback on the draft priority needs and draft strategies for the 2020 Consolidated Plan. The event was attended by over 130 community members, who were also asked to rank the proposed strategies and to provide comments.

Resident Participation Plan

A requirement of the Consolidated Plan is to develop and utilize a strategy to achieve resident public participation. This plan was updated in 2020 and is summarized here.

The Cities will continue to encourage participation by low- and moderate-income persons throughout the community. Emphasis will be placed on reaching out to minority populations, non-English-speaking persons, and persons with disabilities, in the preparation of the Plan. The Cities will also notify and seek the participation of local and regional institutions and other organizations, including businesses, developers, community and faith-based organizations, in the development and implementation of the Consolidated Plan.



EUGENE • SPRINGFIELD

2020 CONSOLIDATED PLAN for Housing & Community Development

The Cities will make vital information that pertains to the Consolidated Plan available to the resident, public agencies and other interested parties on an annual basis. The information to be made available includes the amount of assistance the Cities expect to receive, available unspent prior year's funds and related program income, the range of activities to be undertaken, including the estimated amount of CDBG and other funds that will be expended on low- and moderate-income persons.

The Cities will provide interested parties with a reasonable opportunity to comment on the Plan or on any amendments to the Plan. The Cities will consider any comments or views of interested parties received in writing or orally, at any of the public hearings, or during the specified public comment review period.

Meetings are announced through posting on City websites and in the Register Guard. All public hearings are advertised in the Register-Guard Newspaper 14 days or more prior to the hearing.

For the development of the Consolidated Plan, one public hearing in addition to multiple public meetings to obtain resident views regarding the proposed priority needs and strategies for the five-year period.

Public meetings are held at times convenient to potential and actual beneficiaries in locations that meet Americans with Disabilities Act accessibility standards. With 48 hours' notice prior to any public meeting, the Cities can provide the following services: an interpreter and audio equipment for the hearing impaired; a reader to review printed materials with the sight impaired, and a foreign language interpreter for non-English speaking residents.

Due to public health concerns related to the COVID-19 pandemic, the final meetings and public hearings had to be held in an online format. Efforts were made to provide call-in options to facilitate access for individuals with limited technology access.



EUGENE • SPRINGFIELD

2020 CONSOLIDATED PLAN for Housing & Community Development

Community Profile and Needs

The Eugene-Springfield Consolidated Plan relies upon multiple forms of qualitative and quantitative data as well as community input in order to identify housing, homelessness, and community development needs and trends. This picture of need is the basis of the proposed objectives and outcomes for the 2020 Consolidated Plan. In addition to the US Census, updated American Community Survey (ACS) data and community surveys that provides the foundation for development of the document, the Cities of Eugene and Springfield built on the work of several active committees and recent studies that addressed housing, homeless and community development. The assessment was also informed by additional consultations with city officials and other important stakeholders such as the Intergovernmental Human Services Commission, United Way of Lane County, Lane County Poverty & Homelessness Board, Homes for Good (PHA), and the Intergovernmental Housing Policy Board.

In 2020, the regional economy has continued to diversify and improve, while at the same time leaving many in the community still struggling to find jobs with wages to cover increasing housing costs. There is a significant number of households who cannot meet the basic needs for food, shelter, medical care and transportation. In addition, there are a growing number of seniors, persons with disabilities, and others who are unable to work. These factors, combined with a very tight housing market, have resulted in many households paying more than they can afford, and a growing number of persons experiencing homelessness. It is important to note that the impacts of the COVID-19 are too recent to be reflected in the data used for the analysis provided below.

Population Growth

The overall population has grown steadily in both cities since 2000, reaching a combined 223,958 in 2017. Population grew to 163,135 in Eugene (18% growth since 2000) and 60,823 in Springfield (15% growth) in 2017.

Age Distribution

The population of Eugene and Springfield is aging. In 2000, people aged 60 to 75 accounted for 8% of the total population. This grew to 14% in 2017. For the same period, people under 45 accounted for 67% of the population in 2000, and this has dropped to 63% in 2017.

Racial and Ethnic Composition

Eugene and Springfield are becoming increasingly racially and ethnically diverse. Latino residents are the fastest growing population, representing 10.2% of the population in the two cities, and this population has grown 26.4% between 2000 and 2017. Approximately 21% of the population of the cities are either Latino or minority race.

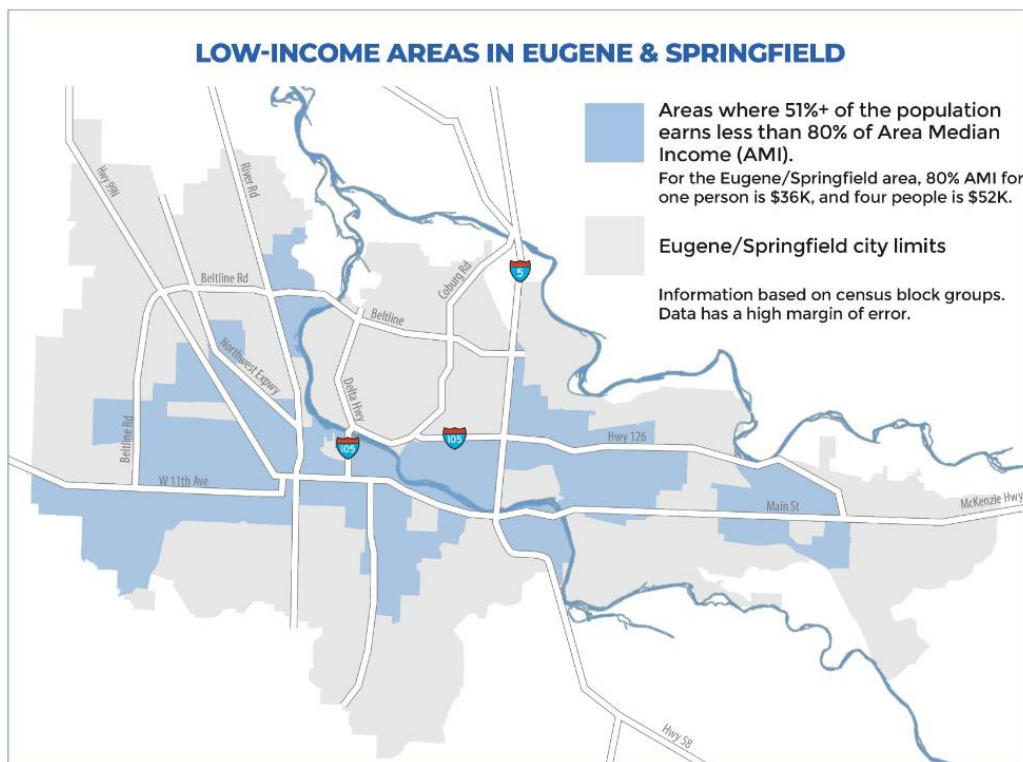


Household Composition

As of 2017, family households still make up the largest percentage of households with 54% (Eugene – 52%, Springfield – 59%), and of those, 10% of households is single female headed households. There has also been a significant increase in single person households which now make up 45% of all households. The largest growth in household type is non-family households which increased 57% between 2000 and 2017. Average household size 2.33 in Eugene and 2.50 in Springfield.

Income and Poverty

Although growing, Median Household Income for both Eugene (\$47,489) and Springfield (\$41,700) is lower than the US (\$57,652) and Lane County (\$47,710). Further, there are many residents in both cities that are struggling, as evidenced by other indicators: 19% of Eugene residents and 28% of Springfield residents receive food stamp benefits (SNAP), and 49% of students from the three Public School Districts in Eugene and Springfield are eligible for free and reduced lunch. Low wages also contribute to financial instability. In 2017, 21% of households in Eugene and 20% of households in Springfield had incomes below the poverty level.





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2020 CONSOLIDATED PLAN for Housing & Community Development

Persons with Disabilities

In the Cities of Eugene and Springfield, about 32,438 people, or 14%, live with one or more disabilities. The highest reported disabilities include ambulatory (8%), cognitive (8%), and difficulty with independent living (7%).

Persons Experiencing Homelessness

The 2019 Point-in-Time Count (PIT) identified 2,165 people in Lane County experiencing homelessness, a 32% increase from 2018 and 49% increase from 2016. Over two-thirds of this population, or 1,633 individuals, met HUD's definition of unsheltered, which includes 411 persons staying in "alternative to shelter" programs such as Dusk to Dawn, Opportunity Village, and Conestoga Huts. The 2019 PIT count also found that 759 persons experiencing homelessness were seriously mentally ill, 724 were chronically homeless, 525 reported substance abuse, 173 were veterans, and 113 were families with children staying in a shelter. For FY 2018, Lane County reported that 2,753 unduplicated individuals who were homeless received human services from one or more agencies. During the 2018-2019 school year, the three public school districts in Eugene and Springfield report 1,629 homeless youth, includes students who are staying with friends or family. The reported number includes 482 homeless youth who were unaccompanied.

Persons with Special Needs who are not Homeless

Limited new data exists specific to non-homeless special needs populations in the cities of Eugene and Springfield. There are numerous sub-populations in this community. Of those, there are some that have both sufficient numbers and unique housing and service needs that warrant identification. Those include the following: families with children, seniors, ex-offenders, people with HIV/AIDS, victims of domestic violence, people with drug and alcohol addictions, people who are evicted or foreclosed, people with physical and mental disabilities, veterans, youth and young adults, and youth aging out of foster care.

Employment and Economy

Economic conditions in Eugene and Springfield have recovered significantly in the past decade, and the region has emerged as a more diversified economy than it was during the Great Recession. The number of jobs has grown steadily during the decade, and unemployment rates have remained relatively low during recent years (below 6%). Wages have risen as well, although the loss of manufacturing jobs still has tempered wage growth in the region.

In 2018, unemployment was 4.50%. Employment growth combined with retirements and declining unemployment rates is creating a strengthening economy. As the economy continues to improve, the labor market tightens, availability of skilled workers may create a challenge for employers. Unemployment in the region has been decreasing but opportunities are limited for young unskilled



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workers. The new workforce of youth 16-24 years old accounts for 38% of the workforce. Getting younger workers to work in skilled career opportunities will allow the younger workforce to establish the experience and income that first jobs provide, a key workforce challenge facing both cities. The workforce problems facing younger workers today may follow them well into the future through lower lifetime earnings.

While there have been recent and significant job losses as a result of COVID-19, it is unclear how sustained these job losses will be as social distancing measures diminish. It is apparent however that many people with limited incomes are experiencing financial instability as a result of recent events.

Housing Units and Tenure

Together, Eugene and Springfield contain 97,224 housing units. The majority (61%) of the housing stock is single-family units, with the remainder consisting of multi-family units (33%) and a small share of mobile/manufactured homes (6%). This balance has remained relatively stable since 1990, although planners in both cities anticipate a gradual increase in multi-family housing to accommodate future population needs. For rental households, 41% in Eugene and Springfield live in 2-bedroom homes. Increasingly, homes with three-bedrooms are being occupied by renters, climbing to 30% in 2017 from 25% in 2010. Renter households occupying studios and one-bedroom homes has stayed relatively stable since 2010, edging up from 29% to 30%.

Eugene has recently shifted to a majority renter city, where 52% of households rented their home in 2017. Springfield retains a slight majority of owner-occupied homes, where 51% of households own and 49% rent.

Manufactured dwelling parks are areas where people rent or lease a space for their manufactured home, which they may rent or own. A manufactured dwelling is a more affordable way for many people to own a home or live independently in an environment for older individuals. About 5% of the housing units in Eugene and Springfield are manufactured home park spaces, with nearly 40% of the homes in three census tracts. These tracts are located in west Eugene, Glenwood, and mid-Springfield.

Assisted and Public Housing

A variety of assisted housing developments are currently available and serving low-income persons in the cities of Eugene and Springfield. There are a total of 4,452 assisted housing units in 113 developments in both cities, including projects subsidized with Section 8, Low-Income Housing Tax Credits, or other project-based subsidies. Eugene and its urban growth boundary have a total of 3,516 units in 83 developments and Springfield and its urban growth boundary have 866 units in 28 developments.



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Homes for Good serves as the housing authority for the cities of Eugene and Springfield. There are a total of 595 public housing units in Lane County with 383 of those in Eugene and Springfield, and as of February 2020, 98.9% were leased. Additionally, Homes for Good has 3,065 total vouchers (3,056 in use), of which 236 are designated as Veterans Affairs Supportive Housing (192 in use). For all voucher programs, 6% are held by households with one or more persons who identify as a minority race or ethnicity.

Homes for Good maintains a waiting list for all their public housing units. There are approximately 1800 households on public housing waiting lists with typical wait times between 1 and 5 years. The Section 8 waiting list was last opened in 2019 and 4,887 people responded to the online application. At this point in time, 74% of families issued vouchers are able to lease a unit.

Housing Cost Burden

While wages and incomes have continued to rise in recent years, they have not kept pace with the cost of both owner and rental housing in both cities. From 2010 to 2017, Median Household Income rose 14% in Eugene and by 15% in Springfield.

Housing costs in the Eugene-Springfield area have risen more sharply since 2010, especially in recent years. Median home prices have increased by about 130% between 2000 and 2019 in both Eugene and Springfield, reaching \$320,000 in Eugene and \$270,100 in Springfield (Zillow October 2019). Median Rental Rates have also increased substantially faster than incomes, if not as dramatically as home values. Between 2010 and 2019, the median rental rate rose to \$1,373 in Eugene (47% increase) and \$1,181 in Springfield (58% increase).

As a result, many households pay more for housing than is affordable, or are unable to afford any housing. Households paying more than 30% of household income are considered to have a 'housing cost burden'. A majority of all renters in Eugene (55%) and slightly under half of all renters in Springfield (48%) are considered housing cost burdened, while a smaller but significant share of all homeowners in each jurisdiction are also cost burdened (Eugene – 27%, Springfield – 29%).

Housing Conditions and Lead Based Paint

In the cities of Eugene and Springfield, approximately 60% (55,005) of the total housing units were built prior to 1980 and may contain lead-based paint. Approximately 11,437 homes pose potential lead-based paint hazards in the cities of Eugene and Springfield.

Despite the age of the housing stock, the physical condition of the housing in Eugene and Springfield is generally good, as there are relatively few housing units (1,875) in the area that are considered substandard according to HUD. Of those, 90% are rental units, and 59% are occupied by people making 50% or less of the average median income. Based on input received during provider and



public consultations, units available to low-income residents tend to have more significant issues, and because of the scarcity of affordable low-income housing, residents are reluctant to raise their concerns for fear of losing the housing.

Priority Needs

The purpose of identifying the community needs and trends, conducting surveys and meeting with providers is to identify what the priority needs are for the low-and moderate-income households in this community for the next five years. Listed below are the needs that were identified through the analysis that have been identified as priority needs to address using HUD funds.

Renters

Rising rents has created a substantial gap in decent quality housing affordable to very low-, low- and moderate-income households in both cities. There are 21,535 such households earning less than 80% of AMI in Eugene, and 7,270 such households in Springfield, which make up 63% of all renters.

- **Renter households earning less than 80% of area median income (very-low, low- and moderate- incomes):** Over three quarters of these households spend more than 30% of their income on housing costs (79% in Eugene, 74% in Springfield). Moreover, 54% of these households in Eugene and 35% of these households in Springfield spend 50% of their income on housing costs.
- **Renter households earning less than 50% of area median income (very-low and low-income):** A modestly greater share of these households also spend more than 30% of their income on housing costs. However, the significantly more of these households pay more than 50% of their income on housing costs (Eugene – 68%, Springfield – 57%).
- By April 2020, a growing number of residents have experienced a severe loss of income due to the COVID-19 pandemic, raising the risk of housing instability and homelessness, and potentially destabilizing existing affordable housing developments due to interruptions in rental income.

Homeowners

Rising home values have also reduced the availability of quality housing affordable to low-and moderate- income households. There are 7,390 owner households (23% of all owners) earning less than 80% of AMI in Eugene, and 4,470 owner households (37% of all owners) in Springfield, substantially fewer than the number of renters in this income bracket. Low, very low- and even



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moderate-income homeowner households need increased access to affordable homeownership opportunities and support to remain homeowners. The high costs also reduce opportunities for potential homebuyers.

- **A significant majority of low-income owners experience a housing cost burden, overcrowding, and/or substandard housing conditions (Eugene – 78%, Springfield – 59%).**
- **Owner households earning less than 80% of area median income (very-low, low- and moderate- incomes):** A significant majority of these homeowners spend more than 30% of their income on housing costs (Eugene – 66%, Springfield – 57%). Moreover, 41% of these households in Eugene and 28% of these households in Springfield spend 50% of their income on housing costs.
- **Owner households earning less than 50% of area median income (very-low and low-income):** There are 3,370 owner occupied households in Eugene, and 2,030 in Springfield earning less than 50% AMI. Over three quarters (77%) of these households in Eugene and over half (56%) of households in Springfield spend more than 30% of their income on housing costs. 59% of these owner households in Eugene and 39% in Springfield spend more than 50% of their income on housing costs.

People Experiencing Homelessness

People need access to housing and supportive services to prevent them from becoming homeless and to leave homelessness.

- The 2019 Point in Time Count identified 2,165 people experiencing homelessness.
- Of those, 1,633 were unsheltered, 84 were families with children staying in a shelter, 841 were chronically homeless, 197 were veterans, 525 reported substance abuse and 759 were seriously mentally ill.
- The 2019 PIT Count identified 145 unaccompanied youth, with 21 in Emergency Shelter (6 youth under age 18), 16 in Transitional Housing (6 youth under age 18), and 108 unsheltered (14 youth under age 18). A total of 26 unaccompanied homeless youth were under age 18, 119 were ages 18-24.
- Lane County reports 26 agencies with 170 projects in WellSky, a management information system used to share information among service providers on services provided to at-risk, homeless, or near homeless clients.
- Lane County reported that 2,753 unduplicated individuals who were homeless received human services from one or more agencies in fiscal year 2018.
- The three public school districts in Eugene and Springfield report 1,629 homeless youth during 2019, and this definition includes students who are staying with friends or family. The definition of homeless for purposes of the Plan includes people who are “doubled-up”.



Non-Homeless Special Needs Populations

People with special needs need additional support for housing and supportive services. This includes families with children, seniors, ex-offenders, people with HIV/AIDS, victims of domestic violence, people with drug and alcohol addictions, people who are evicted or foreclosed, people with physical and mental disabilities, veterans, youth and young adults, and youth aging out of foster care.

- Special needs populations need additional support as it relates to affordable housing, human services, employment opportunities, and accessibility improvements in housing and public facilities.
- In both cities, 49% of students in the three public districts are eligible for free or reduced lunch.
- One in seven Oregonians and one in five children in Oregon are food insecure.
- Free local bus passes, gasoline, car repair, driver's license, ID card or birth certificate fee were all identified as difficult to access based upon feedback provided by the constituency surveyed.
- There is one domestic violence provider in Eugene. Records indicated there are minimal domestic violence and sexual assault providers, with limited shelter space and housing assets dedicated to survivors and those fleeing domestic violence.
- In the Community Survey, respondents identified *mental health and addiction services* and *housing services* as the greatest social services needs. Respondents also identified *Assist human service agencies with facilities acquisition or improvements* as the most needed Community Development Need.

Employment Opportunities

People who have low incomes, are unemployed or underemployed need a broader range of employment opportunities, including self-employment

- After Lane County lost 18,000 jobs between 2007 and 2010, employment has continued to grow [back to pre-recession levels], currently peaking at 95% as of 2017. As unemployment rates have declined in recent years, so too has job growth since 2016.
- Workers in the Eugene Metropolitan Statistical Area had an average (mean) hourly wage of \$22.75 in May 2018, about 9 percent below the nationwide average of \$24.98.
- Not all sectors have returned to pre-recession levels, including financial activities, construction, manufacturing, and information.
- In 2019, the top three reasons employers found it difficult to fill vacancies were: (1) lack of applicants, (2) unfavorable working conditions, and (3) lack of qualified candidates (Hiring Challenges for unfulfilled job vacancies, May 2019).



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- The loss of jobs combined with the subsequent recession, have widened the gap between employed wages and housing gaps.
- Community Survey responders identified *creating jobs in low-income neighborhoods* as the greatest economic development need.

Low-Income Areas and Areas of Slums and Blight

Geographic areas defined as areas of slums or blight or as low-income areas need additional support for rehabilitation and public facility and infrastructure improvements.

- There are several areas in this community that are or could meet the HUD requirement for an area of slums and blight which would allow different uses of CDBG funds. These areas could benefit from increased investments in the area. There are also specific properties with deteriorated conditions that could be addressed using CDBG funds.
- There are several areas of this community that are characterized by 51% or more low- to moderate-income residents, which can benefit from increased investments in this area.

Strategic Plan

As part of the consolidated planning process, priority needs were identified based on the needs assessment, market analysis, stakeholder consultation, and input from residents. Next, strategies and goals were developed to address these priority needs with the cities' anticipated CDBG and HOME grants, which will help leverage additional public and private resources.

Below is a summary of the strategies that have been identified that both meet priority needs and are also eligible uses of HUD funds. A table following this section shows the relationship between identified strategies and the priority needs of Eugene and Springfield for use of federal funds received from HUD. During the public comment period in March 2020, nonprofit partners and stakeholders reported concerns about residents already experiencing sudden and significant losses of income due to the COVID-19 pandemic. Beyond the real threats among residents of housing instability and homelessness, affordable housing agencies reported concerns about the destabilization of existing affordable housing developments due to interruptions in rental income. As a result of these comments, a fifth housing strategy — Provide Rent Assistance — was added to provide an option to address housing instability among renters and preserve existing affordable rental housing.



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Priority Needs

Priority Need	Explanation	Comments
Renters Low- and very low-income people need increased access to quality affordable rental housing as well as rental assistance	<ul style="list-style-type: none"> About three quarters of moderate- and low-income renters spend more than 30% of their income on housing costs (Eugene – 79%, Springfield – 74%) The majority of low-income renters spend more than 50% of their income on housing costs (Eugene – 68%, Springfield – 57%) 	<ul style="list-style-type: none"> Between 2010 and 2019, the median rental rate rose to \$1,373 in Eugene (47% increase) and \$1,181 in Springfield (58% increase) Significant increase in need from 2013 to 2017; <ul style="list-style-type: none"> Many more moderate-income households spend more than 30% on housing Many more low- and very income households spend more than 50% on housing
Homeowners Low- and very low-income people need increased access to affordable homeownership opportunities and support to remain homeowners	<ul style="list-style-type: none"> A significant majority of low-income owners experience over-crowding, substandard housing, or a housing cost burden (Eugene – 78%, Springfield – 59%) A significant majority of moderate- and low-income owners spend more than 30% of their income on housing costs (Eugene – 66%, Springfield – 57%) A large percentage of low-income owners spend more than 50% of their income on housing costs (Eugene – 59%, Springfield – 39%) 	<ul style="list-style-type: none"> Low-income households spending more than 30% of income housing have increased in Eugene but remains steady in Springfield Low-income households spending more than 50% of income housing have increased in both Eugene and Springfield



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Priority Need	Explanation	Comments
People experiencing Homelessness People need access to housing and supportive services to prevent them from becoming homeless and to leave homelessness	<ul style="list-style-type: none"> A total of 2,165 homeless individuals were served in FY 2019 by agencies funded by Lane County The three public school districts in Eugene and Springfield report 1,629 homeless youth during 2019 (includes students who are staying with friends or family) The definition of homeless for purposes of this Plan includes people who are “doubled-up” Shortage of year-round low-barrier emergency shelter beds, especially for single individuals and victims of Domestic Violence Lack of diversion and rapid exit services for those exiting Permanent Housing 	<ul style="list-style-type: none"> Majority of the homeless population in Eugene (73%) and Springfield (88%) are experiencing unsheltered homelessness <ul style="list-style-type: none"> Shortage of low-barrier year-round emergency shelter and shelter beds in Eugene and Springfield In 2017, one in four persons exiting permanent housing in Lane County returned to homelessness There are no youth-specific resources for transition-age youth (18-24) Due to low rental vacancy (3.6% in Eugene and 3.4% in Springfield) and even lower affordable unit rental vacancy, the Lane County Continuum of Care struggles with voucher or tenant-based programs
Non-Homeless Special Needs Populations Special needs populations need additional support as it relates to affordable housing, human services, and employment opportunities	<ul style="list-style-type: none"> People with special needs including families with children, seniors, ex-offenders, people with HIV/AIDS, victims of domestic violence, people with drug and alcohol addictions, people who are evicted or foreclosed, people with physical and mental disabilities, veterans, youth, and youth aging out of foster care 	<ul style="list-style-type: none"> There were 32,438 elderly (over the age of 65) and 3,310 frail elderly (that need assistance with daily living) in Eugene-Springfield (2017 ACS) The disability rate is 13.5 percent in Eugene and 18.6 percent in Springfield Physical disabilities can include hearing, vision, cognitive, ambulatory, self-care or independent living difficulties In the Community Survey, respondents identified <i>mental health and addiction services</i> and <i>housing services</i> as the greatest social service needs. Respondents also identified <i>assist human service agencies with facilities acquisition or improvements</i> as the most needed Community Development Need



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<p>Employment Opportunities People who have low incomes, are unemployed or underemployed need a broader range of employment opportunities, including self-employment</p>	<ul style="list-style-type: none"> • Job growth and low unemployment rates has not yielded better wages for many younger residents and workers lacking necessary skills • The new workforce of youth 16-24 years old accounts for 38% of the workforce • Current low unemployment rates and retirements in workforce has created demand for skilled workers in some industries 	<ul style="list-style-type: none"> • The United Way ALICE report found that 58% of all jobs in Oregon are low-wage (less than \$20/hour), with contract positions (non-benefited) increasing, a factor in job and housing insecurity • There is a need to increase high-wage and living wage career employment opportunities for youth • Lower wages are exacerbating housing affordability for some workers
<p>Low-Income Areas & Areas of Slums and Blight Geographic areas that meet federal criteria as areas of slums and blight or as low-income areas and need additional support for rehabilitation and public improvements</p>	<ul style="list-style-type: none"> • There are several areas in this community that are or could meet the HUD requirement for an area of slums and blight which would allow different uses of CDBG funds. These areas could benefit from increased investments in the area • There are several areas of this community that are characterized by 51% or more low- to moderate-income residents, which can benefit from increased investments in this area 	<ul style="list-style-type: none"> • Need to support low- and moderate- income neighborhoods through public improvements such as infrastructure and public facilities • Low-Income Areas have been mapped for both jurisdictions • Support currently designated slum/blight areas



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Affordable Housing Strategy

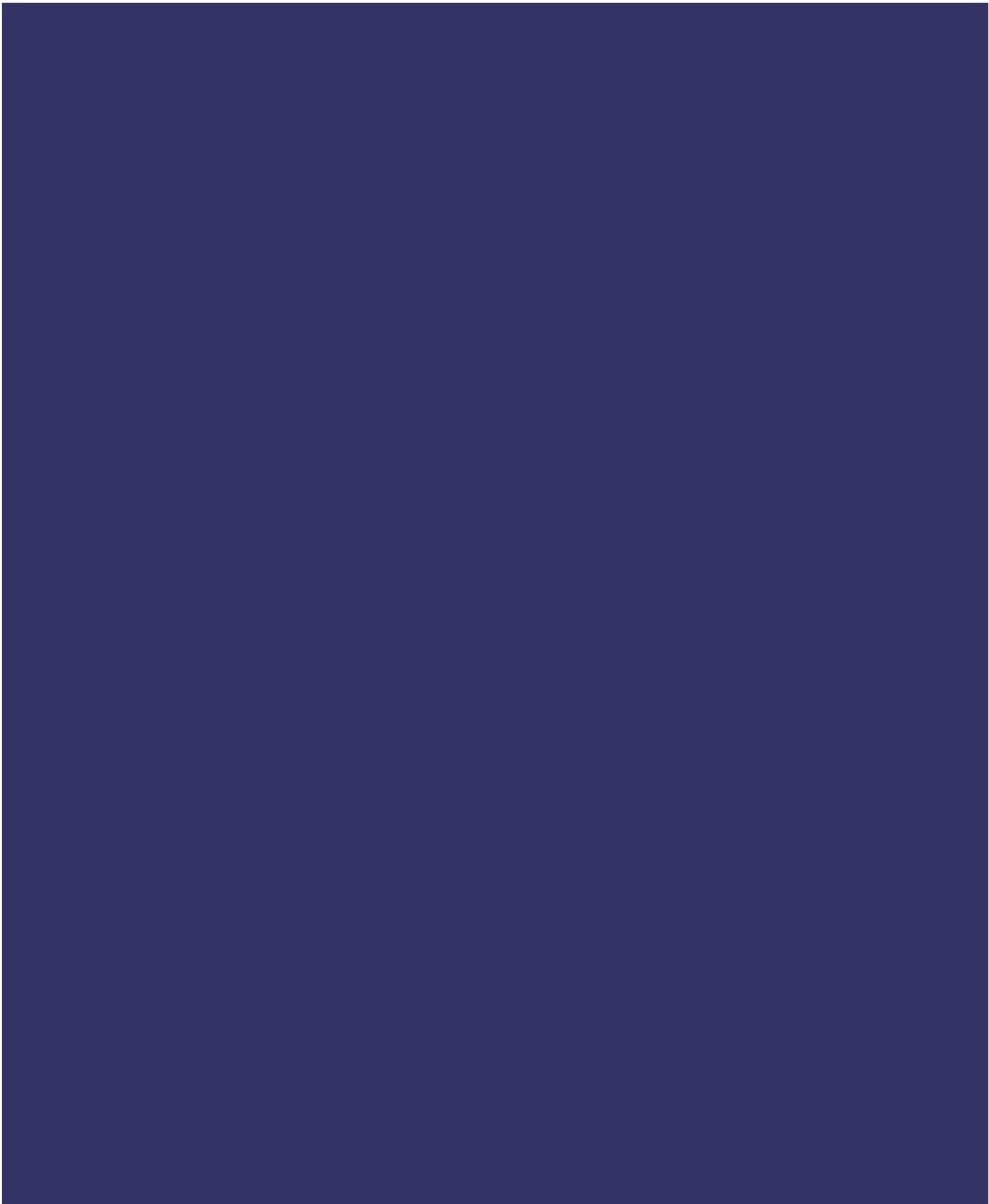
Strategy/Goal	Priority Needs Addressed	Possible Examples	Measurements	HOME Consortium	Eugene CDBG	Springfield CDBG
Increase the supply of affordable housing (HOME and CDBG)	Renters, Homeowners, Homeless, Special Needs	Land Acquisition. Development of new rental housing. Operating Support for Community Housing Development Organizations.	Number of housing units constructed, reconstructed, acquired or preserved	400	5	5
			Number of CHDOs assisted	3		
			Housing for homeless added	100		
			Number of sites acquired		2	2
Rehabilitate existing housing stock affordable to low-income persons (CDBG)	Renters, Homeless, Special Needs, Low-Income Areas, Homeowners	Continue and expand publicly supported rehabilitation and accessibility improvements.	Number of rental units rehabilitated		350	5
			Number of homeowner units rehabilitated		150	300
Provide down payment assistance for homeownership (CDBG)	Homeowners	Assist low-income residents with the first-time purchase of a home.	Households assisted with direct assistance to home buyers		20	20
Provide rental assistance for housing stability and homelessness prevention (HOME)	Renters	Assist low-income residents to remain in stable housing.	Households provided rental assistance	20		
Remove barriers to affordable and supportive housing (CDBG)	Renters, Homeowners, Homeless, Low - Income Area Non-Homeless Special Needs	Support programs that assure housing opportunities are provided without discrimination. Support Housing Policy Board. Update Fair Housing Plan.	Maintain Housing Policy board		✓	
			Number of fair housing events		20	
			Maintain fair housing services		✓	✓
			Update Fair Housing Plan		✓	✓



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Community Development Strategy

Strategy	Priority Needs Addressed	Possible Examples	Measurements	Eugene CDBG	Springfield CDBG
Support a human services delivery system to address the needs of homeless persons, special needs, and other low-income populations (CDBG)	Homeless, Special Needs	Fund capital improvements to facilities owned by non-profits. Fund non-profit services through the Human Services Commission. Fund job training. Fund housing stability counseling and assistance.	Persons assisted with public facility activities	20,000	5,000
			Persons assisted with public service activities	100,000	60,000
			Number of public facilities improved	5	2
			Number of transitional or emergency beds added	20	5
Promote economic development and employment opportunities through the creation of jobs and business development (CDBG)	Employment Opportunities	Provide below market financing to local businesses creating or retaining jobs. Provide micro-enterprise training, and development opportunities.	Jobs created or retained	150	5
			Businesses assisted	25	1
			Micro business trainees	150	5
Make strategic investments to improve low-income neighborhoods and other areas of slums and blight (CDBG)	Renters, Owners, Homeless, Special Needs, Low-Income Areas and Slums & Blight, Employment Opportunities	Provide financing for activities which eliminate slums and blight, including acquisition, clearance, rehab and historic preservation and economic development activities, infrastructure and public facility improvements.	Businesses assisted with façade treatment or building rehab		1
			Number of projects completed	2	2
			Persons assisted with public improvement activity	5,000	5,000



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springfield-or.gov

AGENDA ITEM SUMMARY

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Erin Fifield / DPW
Staff Phone No: 541-726-2302
Estimated Time: 5 minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: FY21 COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG) ONE YEAR ACTION PLAN

ACTION REQUESTED: 1. Approve the FY2021 CDBG One Year Action Plan as shown in Attachment 1.
2. Approve the award of FY2021 CDBG funds to those RFP applications listed in Attachment 2.

ISSUE STATEMENT: Each spring, City Council must approve funding allocations for the use of federal Community Development Block Grant (CDBG) funds for the next fiscal year in a document called the One Year Action Plan. City Council discussed the FY2021 CDBG One Year Action Plan during the April 20, 2020 work session.

ATTACHMENTS: Attachment 1: FY2021 CDBG ONE YEAR ACTION PLAN
Attachment 2: FY2021 CDBG RFP Awards

DISCUSSION/ FINANCIAL IMPACT: The CDBG One Year Action Plan needs to be submitted to the U.S. Department of Housing and Urban Development (HUD) by May 15, 2020, in order for funds to be made available after July 1, 2020.

The Plan incorporates direction from City Council at the April 20, 2020 work session. The Plan was made available for a 30-day public comment period and a public hearing was held by the Springfield Community Development Advisory Committee (CDAC) on April 8, 2020. As part of the planning process for the Action Plan, the City issued a Request for Proposals (RFP) to non-profits, public agencies, and other eligible organizations seeking CDBG funds for various community projects that would serve low-moderate income people. The CDAC reviewed those proposals and their recommendations were discussed during the Council work session on April 20, 2020. The list of applications to be awarded CDBG funds through the RFP is included in Attachment 2.

The FY2021 CDBG One Year Action Plan includes funding toward the *strategies* for these five RFP applications, as well as funding for existing City programs and contributions: including the Home Repair Program, the SHOP down payment assistance program, contribution to the Lane County Human Services Commission (HSC), G Street OASIS, and grant administration and planning. The Plan also includes project delivery costs for staff to manage the projects and programs.

Following HUD approval of the Action Plan, staff will work with each of the RFP applicants approved for funding to ensure the project is successful and meets HUD requirements, including conducting an environmental review. Staff will then proceed with executing a CDBG agreement that lays out expectations and requirements. Funding will be available after July 1, once an agreement is signed between HUD and the City of Springfield.

City of Springfield – CDBG Program

FY 2020/21 One Year Action Plan

This summary describes specific housing and community development actions and activities the City of Springfield proposes to undertake with Community Development Block Grant (CDBG) funds during the program year beginning July 1, 2020 and ending June 30, 2021 (Fiscal Year 2020/21). It is one part of the Eugene-Springfield 2020/21 One-Year Action Plan.

Communities that are entitled to receive funds from U.S. Department of Housing and Urban Development (HUD) must complete a Consolidated Plan every five years as well as annual Action Plans. The Consolidated Plan provides an assessment of needs of low- and moderate-income persons and a strategic five-year plan for taking actions to address those needs using Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME) funds received by the Cities of Eugene and Springfield. The One-Year Action Plan describes specific actions to be undertaken in a particular year with federal funds. The content of the One-Year Action Plan is guided by HUD. The Eugene-Springfield 2020 Consolidated Plan sets the strategies available for the One Year Action Plan; this Consolidated Plan was adopted at the same time as the One Year Action Plan.

The Cities of Eugene and Springfield each receive an annual entitlement allocation of CDBG funds directly from HUD. The two Cities also receive HOME funds from HUD through the Eugene-Springfield HOME Consortium. The City of Eugene is the lead agency in the HOME Consortium.

A summary of planned uses by the Eugene-Springfield HOME Consortium for the use of HOME funds is available from the City of Eugene, as well as a summary of planned uses of Eugene CDBG funds. The following describes only the planned uses of CDBG funds received by the City of Springfield.

Coordination and Collaboration

The Cities of Eugene and Springfield collaborate in multiple ways to plan for and implement affordable housing and community development activities. The Cities of Eugene and Springfield jointly prepare the five-year Consolidated Plan and coordinate preparation of the One-Year Action Plans, and Comprehensive Annual Performance and Evaluation Report. There are multiple forms for communication and collaboration between the jurisdictions and other public agencies, affordable housing developers, social service providers, and other interested parties. The Lane County Human Services Commission (HSC) and Poverty & Homelessness Board (PHB) offer ongoing opportunities for collaboration and communication.

Citizen Participation

The City of Springfield encourages public participation in identifying specific needs and uses of CDBG funds in fiscal year (FY) 2020/21. The City of Springfield Community Development Advisory Committee (CDAC) is composed of community residents and was established by the City of Springfield to make recommendations concerning program policy and project selection to the City Council.

On March 6, 2020 Springfield released its DRAFT CDBG One-Year Action Plan on its website and at City Hall. A 30-day public comment period was open thru April 8, 2020. Additionally, a public hearing on the One Year Action Plan was held by the CDAC on April 8, 2020. One comment was received and read at the CDAC meeting. Following the public hearing, the CDAC discussed the draft Action Plan, and made a recommendation to City Council on the uses of Springfield CDBG funds. During a City Council work session on April 20, 2020, Springfield's City Council discussed the recommendations of the CDAC and the public comment received. Council then approved the Action Plan during City Council regular session on May 4, 2020. The approved allocation is included as Attachment A.

During the public comment period, concerns around COVID-19 were growing, resulting in the day-to-day closure of City Hall to minimize the risk of spreading illness. The City took steps to allow for physical distancing by holding the CDAC meeting and the City Council meetings virtually, and encouraging the public to participate virtually as well. However, City Hall was open and available during those meetings per usual, projecting the meeting, and allowing for the public to participate in-person if needed.

Additionally, the Eugene-Springfield 2020 Consolidated Plan was being developed concurrently to the One Year Plan. During the public comment period, the Consolidated Plan Advisory Committee recommended to include an additional housing strategy to the Consolidated Plan given the economic crisis that was beginning due to COVID-19, namely: Provide rental assistance for housing stability and homelessness prevention. The Plan also clarifies that the activity "Fund housing stability counseling and assistance" is available under the existing Community Development strategy "Support a Human Services Delivery System." During the April 20, 2020 worksession, Council indicated they were in support of these additions to the Consolidated Plan, thus making them available in the Action Plan.

Affordable Housing Strategy

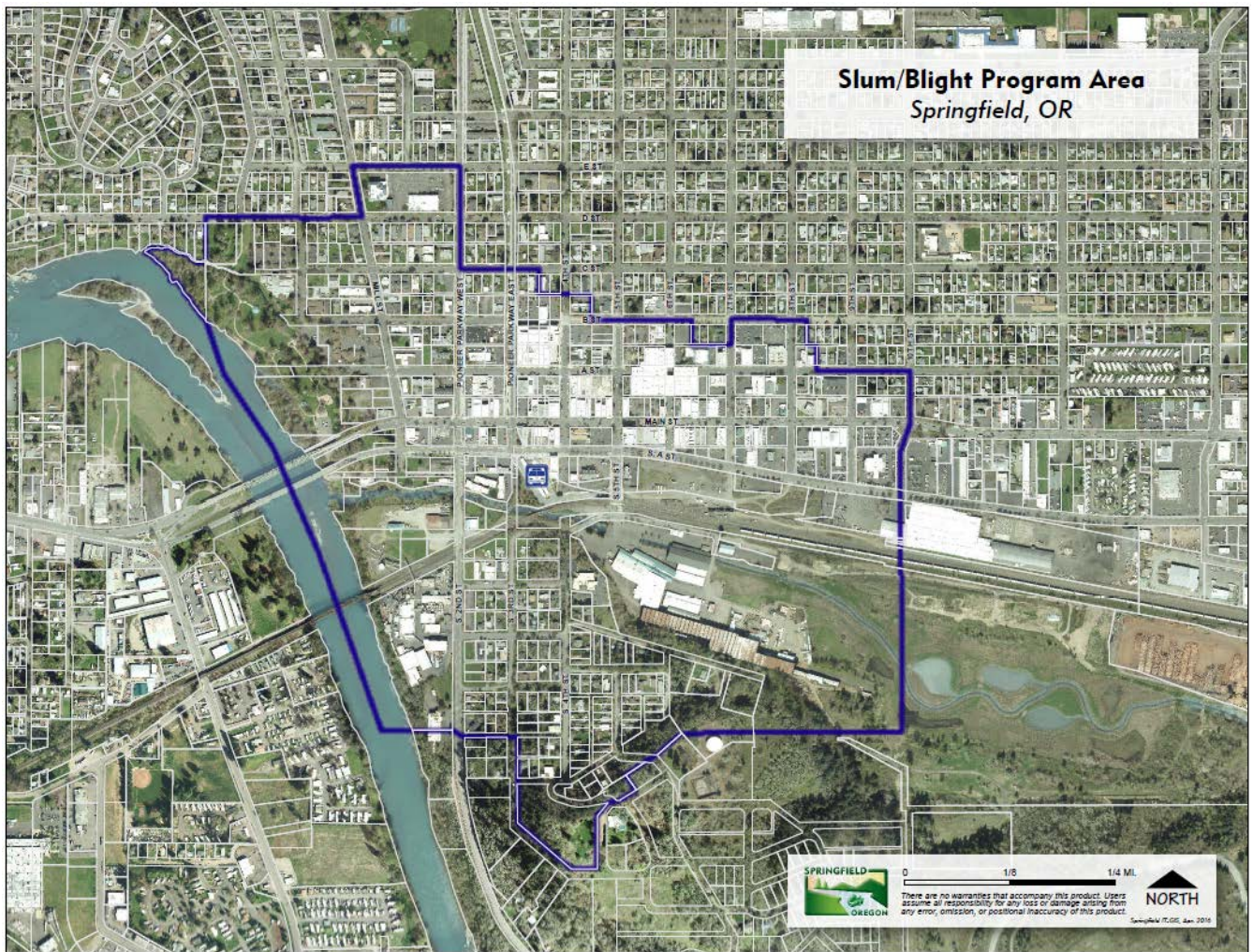
The City has developed an affordable housing strategy to address the low supply of housing and to foster housing choice and affordability in the short and long term. Springfield is focused on implementing a strategy that will make the most impact on addressing Springfield's affordable housing needs.

Activities Benefiting Low- and Moderate-Income Persons

Generally, Springfield's CDBG-funded programs and projects are provided to benefit low-income residents living within the city limits of Springfield. Individuals participating in a CDBG-funded program are required to meet HUD Income Guidelines. In order to meet the CDBG National Objective of Benefit to Low and Moderate-Income Persons, CDBG-funded projects must either serve a specific low-income area, or provide tangible benefit to low- and moderate-income clientele (services, economic opportunities, housing). Funded programs and projects undergo periodic staff monitoring to ensure compliance with CDBG regulations. All of the allocations proposed in Springfield's One Year Action Plan for FY 2020/21 would benefit low- and moderate-income persons.

Activities for the Prevention or Elimination of Slum and Blighted Conditions

Another national objective of the CDBG program is the prevention or elimination of slums and blighted conditions in neighborhoods and communities, either by designating a specific area or by addressing conditions on a spot basis. In 2014, Springfield re-designated a Springfield Downtown Redevelopment Area, in compliance with CDBG regulations. The Downtown Redevelopment Area is pictured below. Springfield's proposed One Year Action Plan for FY 2020/21 does not include an allocation toward the elimination of Slum and Blight.



Strategies to Address Priority Needs

The City of Springfield receives an annual allocation of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). The City of Springfield's FY 2020/21 CDBG entitlement allocation will be \$556,955. Additionally, the city often receives CDBG program income each year through repayments from CDBG loans made in prior years. In fall 2019, the City loaned CDBG funds to Home for Good to help acquire land for an affordable housing development. That loan is estimated to be repaid over two installments in May and November 2020. Those repayments, plus other program income, as well as the entitlement allocations, gives the City of Springfield an estimated \$1.57 million in revenues for FY2020/21. Attachment A shows the estimated sources and allocations of funding for FY2020/21.

The Eugene-Springfield 2020 Consolidated Plan emphasizes goals and strategies to meet priority needs of renters, homeowners, people experiencing homelessness, and non-homeless special needs populations. Additional needs include increased employment opportunities as well as low-income neighborhoods and areas of slum and blight. The priority strategies described below are intended to address one or more priority needs.

The following narrative describes allocations of Springfield CDBG funds for FY20/21 as it relates to each strategy identified in the Eugene-Springfield 2020 Consolidated Plan. Certain strategies in Springfield are met through the Eugene-Springfield HOME allocations, and are indicated below. More details can be found regarding the allocation of HOME funds in the Eugene 2020/21 One-Year Action Plan.

Affordable Housing

Affordable housing goals are intended to address HUD program objectives to provide decent, safe, and affordable housing and address critical housing needs of low-income people in our community. A total of five affordable housing goals are included in the draft Eugene-Springfield 2020 Consolidated Plan.

Increase the Supply of Affordable Housing

- Housing Development – The City of Springfield recognizes that the housing supply is low, particularly affordable housing for low-income residents, and previous allocations have aimed to add a net increase of units to the housing supply. In FY21, Springfield is allocating \$641,000 toward a new affordable housing development for low-income persons, as proposed through the Request For Proposals (RFP). This allocation includes funding for project delivery costs.
- Community Housing Development Organization Operating Support – (see FY 20/21 HOME Allocation)

Rehabilitate Existing Housing Stock

- Springfield Home Repair - The City of Springfield continues to provide assistance to qualified low-income homeowners through its Home Repair Program. In FY21, Springfield is allocating \$180,000 in CDBG funds to fully fund this program, including program delivery costs.

Provide Down Payment Assistance for Home Ownership

- Springfield Home Ownership Program - The City of Springfield continues to administer the Springfield Homeownership Program (SHOP). The SHOP provides down-payment assistance for low-and very low-income households. This program has some additional funds carried over from previous allocation years. In FY21, Springfield is allocating an additional \$11,000 in CDBG funds to this program, anticipating that together with prior year funds it will be able to meet demand for services, including program delivery costs.

Provide Rent Assistance for Housing Stability and Homelessness Prevention

- This strategy was added to the DRAFT Eugene-Springfield 2020 Consolidated Plan in March. It is anticipated this strategy would be realized with HOME funds. Rent Assistance with CDBG funds would fall under the community development strategy: "Support a Human Services Delivery System".

Remove Barriers to Affordable and Supportive Housing

- There are currently no funds allocated to this strategy. However, Springfield is currently completing an Analysis of Impediments to Fair Housing Choice and will make that report available to the public. In previous years, Springfield has worked with interns from the University of Oregon on this strategy to promote equal access in housing choice. Springfield is focused on promoting information on the City website, and to our community partners. Springfield continues to seek opportunities to affirmatively further fair housing and inform others about fair housing.

Community Development

Community development goals are intended to satisfy HUD program objectives by providing human services; creating jobs; improving access to public facilities; and furthering neighborhood revitalization, planning, and community-building activities. A total of three community development goals are included in the Eugene-Springfield 2020 Consolidated Plan.

Support a Human Services Delivery System

- Human Services Operations – The City of Springfield collaborates with Lane County to fund human service providers. The Human Services Commission (HSC) is the intergovernmental board that guides the use of funds and oversees the activities of agencies receiving funds. Agencies to be funded are determined through a competitive Request for Proposals (RFP) administered by the HSC. In FY2020/21, Springfield is allocating 15% of new entitlement funds to the HSC, and additional funds toward G Street OASIS, for a total of \$100,043 to human services operations.
- Non-profit capital improvements – Springfield is allocating \$475,171 toward this strategy for three projects that were received through the RFP. Projects include support for non-profit projects focused on mental health, parental support, and individuals with development disabilities. This allocation includes funding for project delivery costs.
- Housing Stability Counseling and Assistance – Given the program income estimated to be received in FY2020, additional public service funds are available for FY2021. Springfield is allocating \$31,000 toward this activity given the response through the RFP. This allocation includes project delivery costs.

Promote Economic Development

- There are currently no FY 2020/21 funds allocated to this strategy.

Make Strategic Investments to Improve Neighborhoods

- In FY2019/20, the City allocated funds toward this strategy to create Safe Routes to Schools in low-income neighborhoods. That project identified a number of infrastructure safety improvements to address unsafe school crossings at seven locations in Springfield, and is aimed to be completed in summer 2020. There are no new funds allocated toward this strategy in FY2021.

FY2021 Community Development Block Grant (CDBG) One Year Action Plan

CDBG REVENUES		Amount (TOTAL)
FY2020-2021 CDBG Entitlement Funds		\$556,955
Other CDBG Resources (Program Income and Prior Year Funds) - estimated		\$1,014,650
TOTAL		\$1,571,605
CDGB EXPENDITURES		
Consolidated Plan Strategy	Activity	Amount (TOTAL)
1. Increase the supply of affordable housing	Acquisition, improvements, etc	\$641,000
2. Rehabilitate existing housing stock affordable to low-income persons	Home Repair Program	\$180,000
3. Provide down payment assistance for home ownership	Springfield Homeownership Program (SHOP)	\$11,000
4. Provide rental assistance for housing stability and homelessness prevention	Assist low-income residents to remain in stable housing	\$0
5. Remove barriers to affordable and supportive housing	Support programs that assure housing opportunities are provided without discrimination	\$0
6. Support a human services delivery system to address the needs of homeless persons and special needs populations	Human Services Operations	\$100,043
	Non-profit capital improvements	\$475,171
	Fund housing stability counseling and assistance	\$31,000
7. Promote employment opportunities	Economic development	\$0
8. Make improvements to low income neighborhoods	Public improvements in sidewalks, streets	\$0
Grant planning and admin	Grant planning and admin (20%)	\$133,391
TOTAL		\$1,571,605

FY2021 Springfield Community Development Block Grant (CDBG)

Request for Proposals awards:

1.

Applicant / Organization	Cornerstone Community Housing
Project Name	525 Mill Street
Summary Description of proposal	Cornerstone proposes to buy a 1.2-acre site near downtown Springfield, and build new affordable housing for low-income households, including families with children, and provide on-site resident services.
CDBG \$ award	\$631,000 – grant

2.

Applicant / Organization	The Arc of Lane County
Project Name	Arc Park
Summary Description of proposal	The Arc of Lane County is building the only fully accessible playground in Western Oregon.
CDBG \$ award	\$ 25,000 – grant

3.

Applicant / Organization	NAMI Lane County
Project Name	NAMI Resource Center
Summary Description of proposal	The funds requested will be used for the acquisition of real property located centrally in downtown Springfield. NAMI plans to use this space as a resource center for individuals living with mental health conditions (peers) and their family members.
CDBG \$ award	\$365,000 – grant

4.

Applicant / Organization	Relief Nursery
Project Name	Springfield Relief Nursery Bus Garage
Summary Description of proposal	To construct an enclosed structure on Relief Nursery to house buses used for client transportation, in order to mitigate and reduce service and financial losses which have resulted from on-going theft and vandalism.
CDBG \$ award	\$60,171 – grant

5.

Applicant / Organization	Oregon Law Center / Legal Aid
Project Name	Free Housing Legal Services, Education, and Outreach
Summary Description of proposal	This application seeks funding to address legal issues that threaten housing for the priority need area of low-, very low-income and special needs populations in Springfield, Oregon. Oregon Law Center / Legal Aid seeks to provide legal services to aid in the provision of decent housing, a suitable living environmental, and the preservation of economic opportunities both for individuals through legal services and systemically through education and outreach.
CDBG \$ award	\$28,000 – grant

Given the above awards and estimated staff oversight required to ensure federal requirements are met, staff have adjusted the final allocation of funds in the FY2021 CDBG One Year Action Plan to also incorporate administrative costs for the delivery of projects. The Action Plan will include an allocation for only the high level Consolidated Plan Strategy, allowing for more flexibility if changes need to be made later to the RFP awards.

FY2021 Springfield Community Development Block Grant (CDBG) Request for Proposals (RFP) awards			
Consolidated Plan Strategy	Activity	RFP award	One Year Action Plan allocation (TOTAL)
1. Increase the supply of affordable housing	Acquisition, improvements, etc		\$ 641,000
	Project delivery	\$ 10,000	
	Cornerstone Community Housing	\$ 631,000	
6. Support a human services delivery system to address the needs of homeless persons and special needs populations	Non-profit capital improvements		\$ 475,171
	Project delivery	\$ 25,000	
	ARC of Lane County	\$ 25,000	
	NAMI Lane County	\$ 365,000	
	Relief Nursery	\$ 60,171	
	Fund housing stability counseling and assistance		\$ 31,000
	Project delivery	\$ 3,000	
	Oregon Law Center / Legal Aid	\$ 28,000	
TOTAL			\$ 1,147,171

AGENDA ITEM SUMMARY**SPRINGFIELD
CITY COUNCIL**

Meeting Date: 5/4/2020
Meeting Type: Regular Meeting
Staff Contact/Dept.: Mary Bridget Smith/CAO
Staff Phone No: 541-744-4061
Estimated Time: 10 Minutes
Council Goals: Strengthen Public Safety
by Leveraging
Partnerships and
Resources

ITEM TITLE: A RESOLUTION AMENDING RESOLUTION 2020-05 TO EXTEND THE
STATE OF EMERGENCY DUE TO THE PRESENT COVID-19 PANDEMIC

**ACTION
REQUESTED:** Approve/Not Approve Resolution extending the state of emergency due to the
present COVID-19 pandemic

**ISSUE
STATEMENT:** The Council adopted Resolution declaring an emergency expires on May 12, 2020
and the community is still experiencing the COVID-19 pandemic.

ATTACHMENTS: Attachment 1: Resolution

**DISCUSSION/
FINANCIAL
IMPACT:** On March 16, 2020, the Council approved a Resolution declaring an emergency due
to the COVID-19 pandemic. The community continues to experience the COVID-
19 pandemic and the City is still operating its Emergency Operations Center. The
Resolution extends the declaration, special regulations and emergency measures
until terminated by an order of the Council instead of setting a specific expiration
date.

In addition, the Resolution approves an emergency regulation extending business
licenses and postponing renewal payments until September 30, 2020 for businesses
in Springfield that are required to have a business license from the City to operate
within the city limits. Business licensing staff have recommended this emergency
regulation to provide local businesses affected by the State's Stay at Home closure
orders some temporary relief by postponing their payment for renewal of their
business license.

CITY OF SPRINGFIELD, OREGON
RESOLUTION NO. _____

**A RESOLUTION AMENDING RESOLUTION 2020-05 TO EXTEND
THE STATE OF EMERGENCY DUE TO THE PRESENT COVID-19 PANDEMIC
AND ADOPTING AN EMERGENCY REGULATION TO EXTEND BUSINESS LICENSES**

WHEREAS, ORS 401.305 provides authority for the City of Springfield to act as an emergency management agency, including authority to establish policies and protocols for defining and directing responsibilities during the time of emergency;

WHEREAS, the City of Springfield has enacted a local Ordinance (SMC 2.800 et seq.) pursuant to the authority granted by ORS Chapter 401 that provides for executive responsibility in times of emergency;

WHEREAS, on March 16, 2020, the Common Council of the City of Springfield adopted Resolution 2020-05 declaring a state of emergency due to the present COVID-19 pandemic; and

WHEREAS, the City Council has determined that it is necessary to administratively extend the term of business licenses issued by the City of Springfield under Springfield Municipal Code Chapter 7, to provide temporary relief to local businesses affected by the COVID-19 emergency,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD:

Section 1. Section 5 of Resolution 2020-05 is amended to add the following emergency regulation:

"3. Notwithstanding SMC 7.000(2), all business licenses issued under Chapter 7 of the Springfield Municipal Code in effect as of June 30, 2020 will expire on September 30, 2020. Any licenses issued under SMC Chapter 7 on or after July 1, 2020 will expire on June 30 of the following year, unless otherwise specified by the Council. All license fees shall be paid at the time of application. Renewal fees for licenses expiring on September 30, 2020 will not be pro-rated. Nothing in this emergency regulation is intended to otherwise waive any requirement or penalty under SMC 7.000 through 7.006."

Section 2. Section 6 of Resolution 2020-05 is amended to provide as follows:

"The declaration of emergency and special regulations and emergency measures shall remain in effect until terminated by Order of the Common Council."

Section 3: This Resolution will take effect upon adoption by the Council and approval by the Mayor.

APPROVED this _____ day of April, 2020, by a vote of _____ in favor and _____ against.

Mayor

ATTEST:

City Recorder