

## STAFF NOTES

### LANE COUNTY LOCAL GOVERNMENT BOUNDARY COMMISSION

(Office: 99 East Broadway, Suite 400, Eugene, OR 97401-3111)

Eugene City Hall Council Chamber  
777 Pearl Street, Eugene

April 5, 2007  
7:00 p.m.

#### Wastewater Line Extension – City of Eugene (Legacy Interceptor)

##### V.A. BC File X S 07 – 08

Initiated by petition from the City of Eugene

Action under ORS 199.464 of the boundary commission law

Received February 28, 2007

Action to be taken by March 17, 2007

##### Description

The “Legacy Interceptor” is located in the Bethel region of west Eugene and the portion that is included in this application is located outside the city limits south of Royal Avenue, west of Terry Street, and north and east of Amazon Creek and will traverse along the southerly edge of tax lot 1300, T17S R04W S29 and tax lot 100, T17S R04W S29 Map 13

Existing land use: Vacant agriculture land

Applicable comprehensive plan: Eugene-Springfield Metropolitan Area General Plan (acknowledged by LCDC in August 1982 and has been subsequently amended)

Existing public services: Fire (Willakenzie RFPD contracting with the City of Eugene), police (Oregon State Police, Lane County Sheriff), roads (Lane County, City of Eugene), schools (Eugene School District 4J)

##### Reason for Extension

The Legacy Interceptor is needed to serve existing and future development in west Eugene within the Eugene city limits. A portion of the wastewater system extension will be located outside the Eugene city limits and inside the acknowledged urban growth boundary. Boundary commission approval is needed for the portion of the interceptor located outside the city limits.

##### Notice

As required by ORS 199.463(1), notice of a public hearing must be published in a newspaper of general circulation not more than 25 days nor less than 15 days before the hearing. *In this case, notice of the public hearing was advertised in The Register Guard on March 15, 2007.* A second notice may be published in a newspaper of general circulation or notice of the hearing may be mailed to each owner of land in the affected territory,<sup>1</sup> as described in the petition,<sup>2</sup> not more than 15 days before the hearing. *In this*

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<sup>1</sup> Affected territory means the territory described in the petition. ORS 199.415(3)

*case, notice of the hearing was sent to the City of Eugene, the initiator of the extraterritorial request and the public provider extending the wastewater line) on March 23, 2007. The final notice required by the boundary commission law is the posting of a notice of the public hearing in the affected city, district, or territory at least 15 days before the hearing. In this case, notice of the public hearing was posted at the Eugene city hall, in the area of the wastewater extension, and at the Lane County courthouse on March 21, 2007.*

In conformance with OAR 191-005-0065(3), these staff notes are incorporated as part of the record of the boundary commission public hearing of April 5, 2007.

This extraterritorial wastewater extension request comes to the boundary commission from the City of Eugene in accordance with ORS 199.464 (extraterritorial water extension). Boundary commission action must occur by May 7, 2007 (90-day statutory time frame.)

The proposed wastewater extension is located in west Eugene and is a part of the Legacy Interceptor planned to serve properties in this region of Eugene. The Legacy Interceptor will begin inside the city limits at an existing 42-inch wastewater line located at the intersection of Roosevelt Boulevard and Terry Street, becoming a 48-inch line as it extends past Royal Avenue. The wastewater line will extend west and northwest, crossing Royal Avenue, and will finally connect to an existing manhole, which connects directly to the Barger Pump Station, located about 1,300 feet south of the intersection of Barger Drive and Avalon Street. Approximately 1,650 feet of the Legacy Interceptor will be constructed at the edge of two unincorporated parcels (T17S R04W S29 Map 13 tax lot 100, owned by Dennis and Debby Joll; and T17S R04W S29 tax lot 1300, owned by the Bounds Joint Trust). The total pipe length is approximately 7,200 feet across a total of six tax lots inside the City of Eugene. Refer to Maps No. V-A-1 and V-A-2. No connections to the new interceptor will be allowed prior to annexation and no connections are being requested as part of this application.

The extension of the wastewater interceptor is located within the urban growth boundary of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). It will serve areas designated for industrial, commercial and residential uses in the Metro Plan. Other relevant city adopted plans include the Royal Avenue Specific Plan (2003), the Urban Sanitary Sewer Master Plan (1992), and the Capital Improvement Program FY 2006-2011 (CIP). The proposed extension is planned for in each of these documents and is needed before other infrastructure projects can proceed.

Attached as Exhibit V-A-1 is a letter from Dennis and Debby Joll expressing their concerns regarding the proposed interceptor.

## **BOUNDARY COMMISSION REFERRALS**

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<sup>2</sup> Petition means the documents required to initiate a boundary change and includes, but is not limited to an initiating document, legal description, cadastral maps, and information form. ORS 199.464, and OAR 191-006-0000(3)

Boundary commission referrals were sent to the Lane County Environmental Health Division, Lane County Land Management Division, and the Lane County Board of Commissioners.

No referral responses were received as of March 28, 2007.

### **BOUNDARY COMMISSION STANDARDS - STAFF ANALYSIS**

In this section of the staff notes, each applicable boundary commission standard is addressed. These standards are derived from ORS 199 and the boundary commission's policy administrative rule (OAR 191, Division 30).

***Provide an impartial forum for resolution of local jurisdictional questions. Consider the effects of the boundary change on other units of governments. ORS 199.410(1)(b) and 199.410(3)(c)***

This extraterritorial extension request was filed in accordance with provisions in ORS 199 and was determined to be a valid filing in accordance with OAR 191-006 (adopted administrative rule on boundary commission filing requirements). The item was placed on the boundary commission's agenda for April 5, 2007. Notice of the boundary commission's public hearing was published in accordance with Oregon law. Any person may attend and will be given a reasonable opportunity to be heard.

The proposed wastewater line is needed to serve properties inside the Eugene city limits. The city supports this extension as the most logical way to provide wastewater service to annexed properties. No connections to the new interceptor outside the city limits are being requested or granted by the boundary commission.

The proposed wastewater extension is consistent with this boundary commission standard.

***Consider the orderly determination and adjustment of local government boundaries to best meet the needs of Lane County and Oregon. Consider alternative solutions where intergovernmental options are identified and make decisions based on the most effective long-range option among identified alternatives. ORS 199.410(1), 199.410(2), and 199.410(3)(a) and (e)***

The extraterritorial extension is within the Metro Plan urban growth boundary (UGB). The interceptor is identified in several city-adopted plans, including the Royal Avenue Specific Plan, Urban Sanitary Sewer Master Plan, and Capital Improvement Program FY 2006-2011. (Refer to Exhibit V-A-2)

Eugene staff indicates that the alignment of the Legacy Interceptor was selected based on several factors. The alignment of the interceptor route was delineated in the Royal Avenue Specific Plan. The interceptor will underlay a planned roadway. The process of obtaining the necessary easements for the pipe is ongoing. It is necessary to minimize pipe length because the interceptor must connect to existing stub outs, which control the elevation of the pipe on both ends. If the

project takes an overly circuitous route, the resulting longer pipe would be sloped too gentle for adequate flow. The Legacy Interceptor, as planned, skirts the Amazon Creek bicycle path. Moving it further south (e.g., out of the un-annexed properties) moves it into the toe of the existing embankment that supports the bicycle path which would cause an unacceptable incursion into existing infrastructure and further impact protected wetlands. The city has filed a Joint Permit Application for impacted wetlands. The permit from the Department of State Lands has been obtained. The city anticipates receiving an Army Corps of Engineers permit shortly. The wetland permitting agencies require as little impact to wetlands as practicable.

The proposed extraterritorial extension is consistent with this standard.

***Make boundary commission determinations which are consistent with acknowledged local comprehensive plans. Assure an adequate quality and quantity of public services required in the comprehensive plan to meet existing and future growth. For major boundary changes, there must be assurance that the proposed unit of government is financially viable. ORS 199.410(1)(d), 199.410(3)(b) and (d)***

The extraterritorial extension is within the Metro Plan urban growth boundary. The Metro Plan was acknowledged by the Land Conservation and Development Commission (LCDC) in August 1982 and has been subsequently amended. Territory within the UGB ultimately will be within the City of Eugene, which is identified as the unit of government to provide urban services to this region. The Metro Plan identifies wastewater service as a key urban service and facility that is necessary for development. Consistent with the Metro Plan the area to be served by the new interceptor will be annexed to the City of Eugene.

The portion of the extraterritorial extension subject of this request is about 1,650 feet that extends outside the city limits along the southerly edge of two unincorporated tax lots. The remainder of the new interceptor is located within the Eugene city limits. The city has acquired an easement across tax lot 1300, T17S R04W S29, and is continuing discussions with the owners of tax lot 100, T17S R04W S29 Map 13, to acquire the needed easement. Public works staff explains that in February 2007, the Eugene city council adopted a resolution authorizing the institution of proceedings in eminent domain for the acquisition of property interests for the Legacy Wastewater Extension Public Improvement Project in the vicinity of the Royal Node area of west Eugene. This action by the council was a necessary step to ensure the project moves forward as scheduled and that the city's primary focus is to negotiate in good faith with the affected property owners.

Eugene planning staff provided the following information. The interceptor project is anticipated by, and supported in, the Royal Avenue Specific Plan (Royal Node Plan) adopted by the City of Eugene in 2003. This policy plan was prepared by a multi-jurisdictional team from the City of Eugene, Lane Transit District, and Eugene Water & Electric Board. It establishes the future land uses within the plan area and provides for future streets, utilities, and other infrastructure to support redevelopment of those future uses. The Royal Node Plan also identifies the location of the Legacy Interceptor line as generally extending through the two parcels affected by the proposed extraterritorial extension. The proposed wastewater line is identified in the 1992 Urban

Sanitary Sewer Master Plan (Sewer Plan) adopted by the City of Eugene, as a needed future facility. This project is also identified as a needed capital facility in the current adopted City of Eugene CIP for FY 2006-2011 for wastewater improvements (referred to as "Legacy Interceptor South"). In the CIP, the interceptor is described as a 48-inch pipe from Avalon Street to the Roosevelt/Terry Street intersection. It is cited as necessary for development of the Royal Node area.

Metro Plan policies 21 and 22, pages II-C-6 and II-C-7, describe the methods for providing key urban services and facilities within the UGB. The segment of the proposed line included in this application is located outside the city limits. The owners of the properties have not requested annexation. An easement has been granted across one of the two properties. Discussions with the owners of the second property are continuing. These two properties are in an area totally surrounded by the city limits; however, annexation is not being requested or required. As a result, boundary commission approval is needed for the portion of the interceptor located outside the city limits. No connections to the new line outside the city limits are being requested or granted as part of this request.

The extension request is consistent with this boundary commission standard.

***Consider the comprehensive plan's economic, demographic, and sociological trends and projections and its environmental policies, pertinent to the proposal. ORS 199.410(3)(d) and 199.462(1)***

The proposed extension is consistent with the applicable comprehensive plan and the projections used in its development for providing services to the territory within the acknowledged urban growth boundary. The extraterritorial extension is part of the interceptor system planned to serve properties within the city limits and is consistent with this boundary commission standard.

### **STAFF RECOMMENDATION**

The boundary commission staff recommends City of Eugene extraterritorial wastewater interceptor extension (BC File X S 07 – 08) be approved based upon the following findings and reasons.

The findings are organized to respond to boundary commission standards outlined in ORS 199, the boundary commission law. The following findings and reasons are based on approval of the request as submitted. If the boundary commission modifies the proposal, the findings and reasons would need to be adjusted.

#### **Findings:**

1. This proposal was initiated with the boundary commission on February 28, 2007, by the City of Eugene, in accordance with ORS 199.464 (extraterritorial wastewater extension). The proposal was found to be a valid filing under OAR 191-006.

2. The proposed extraterritorial interceptor involved the extension of a 42-inch wastewater interceptor outside the City of Eugene in conjunction with the construction of longer system located inside the city limits from Roosevelt/Terry Street north and northwest to Avalon Street. The extraterritorial portion of the interceptor was planned for the southerly edges of tax lot 1300, T17S R04W S29 and tax lot 100, T17S R04W S29 Map 13. The new interceptor was needed to serve properties in west Eugene located inside the city limits.
3. The proposed extraterritorial extension was located inside of the acknowledged Eugene-Springfield Metropolitan Area General Plan (Metro Plan) urban growth boundary.

***Provide an impartial forum for resolution of local jurisdictional questions. Consider the effects of the boundary change on other units of government. ORS 199.410(1)(b) and 199.410(3)(c)***

4. The boundary commission held a public hearing on April 5, 2007. Notice of the public hearing was given in accordance with ORS 199 provisions. All interested parties were given a reasonable opportunity to be heard.
5. The proposed extraterritorial extension would serve properties annexed to Eugene. The City of Eugene was the appropriate supplier of wastewater service to territory inside the city limits.
6. No connections to the extraterritorial portion of the interceptor outside the City of Eugene were requested or approved by the boundary commission.
7. This request was consistent with this standard.

***Consider the orderly determination and adjustment of local government boundaries to best meet the needs of Lane County and Oregon. Consider alternative solutions where intergovernmental options are identified and make decisions based on the most effective long-range option among identified alternatives. ORS 199.410(1), 199.410(2), and 199.410(3)(a) and (e)***

8. The proposed extraterritorial extension by the City of Eugene was in the acknowledged urban growth boundary (UGB) of the Metro Plan. The wastewater extension would supply service to properties annexed to the City of Eugene. Adopted city plan supported the extension of the interceptor to properties in the west Eugene region. Service connections to the line outside the city limits will not be allowed.
9. Extension of the wastewater line was needed to serve existing and new development inside the city. Annexation to the city was the normal method for wastewater service to be provided to properties.
10. This request was consistent with this standard.

***Make boundary commission determinations which are consistent with acknowledged local comprehensive plans. Assure an adequate quality and quantity of public services required in the comprehensive plan to meet existing and future growth. For major boundary changes, there must be assurance that the proposed unit of government is financially viable. ORS 199.410(1)(d), 199.410(3)(b), and (d)***

11. The extraterritorial extension was within the urban growth boundary of the acknowledged Metro Plan (LCDC action in August 1982 and has been subsequently amended). The extraterritorial portion of the wastewater interceptor would not serve any properties outside the city limits consistent with adopted city policies.
12. The proposed extension was part of the Legacy Interceptor that would provide wastewater service to properties annexed to Eugene.
13. This request was consistent with this standard.

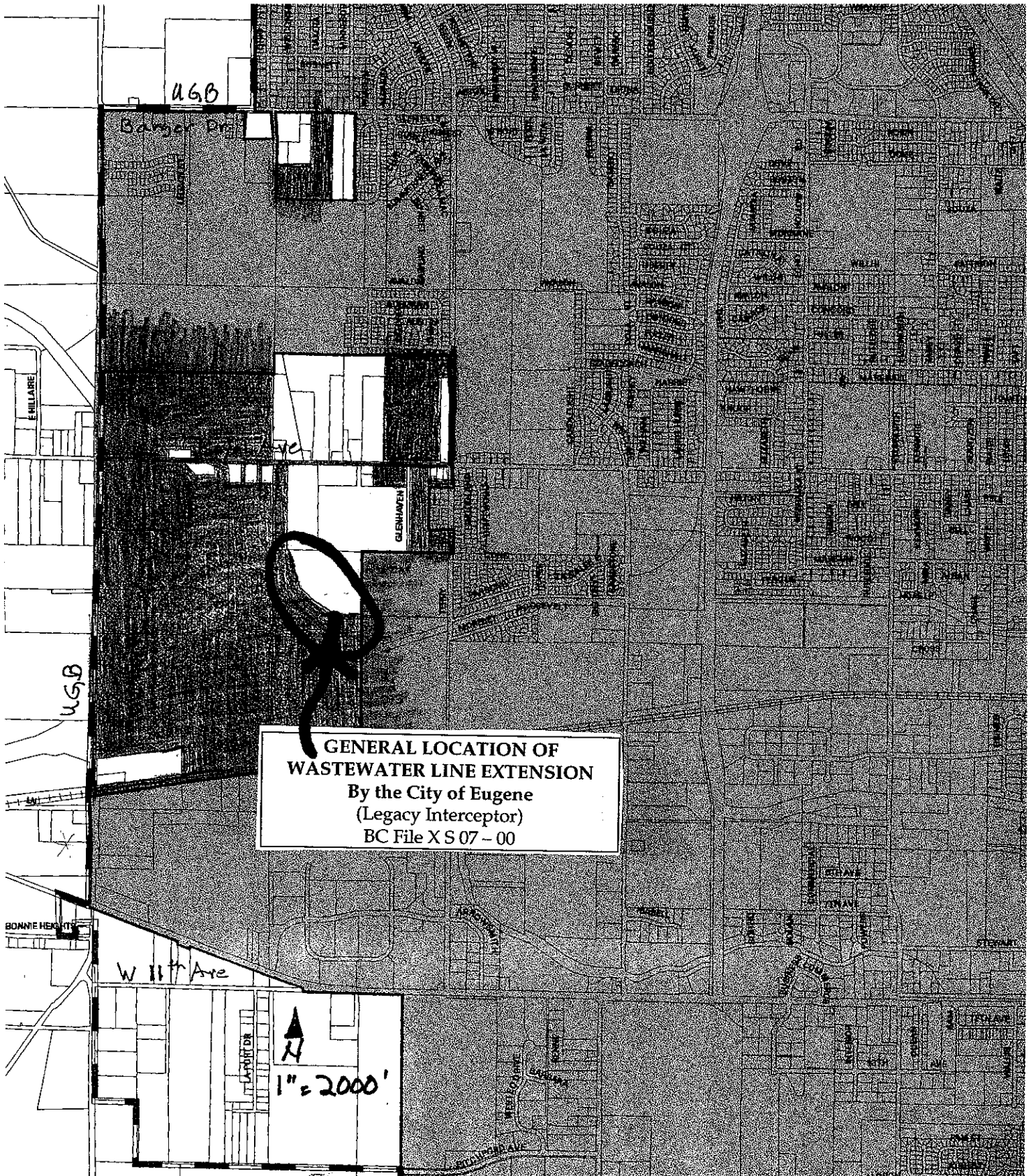
***Consider the comprehensive plan's economic, demographic, and sociological trends and projections and its environmental policies, pertinent to the proposal. ORS 199.410(3)(d) and 199.462(1)***

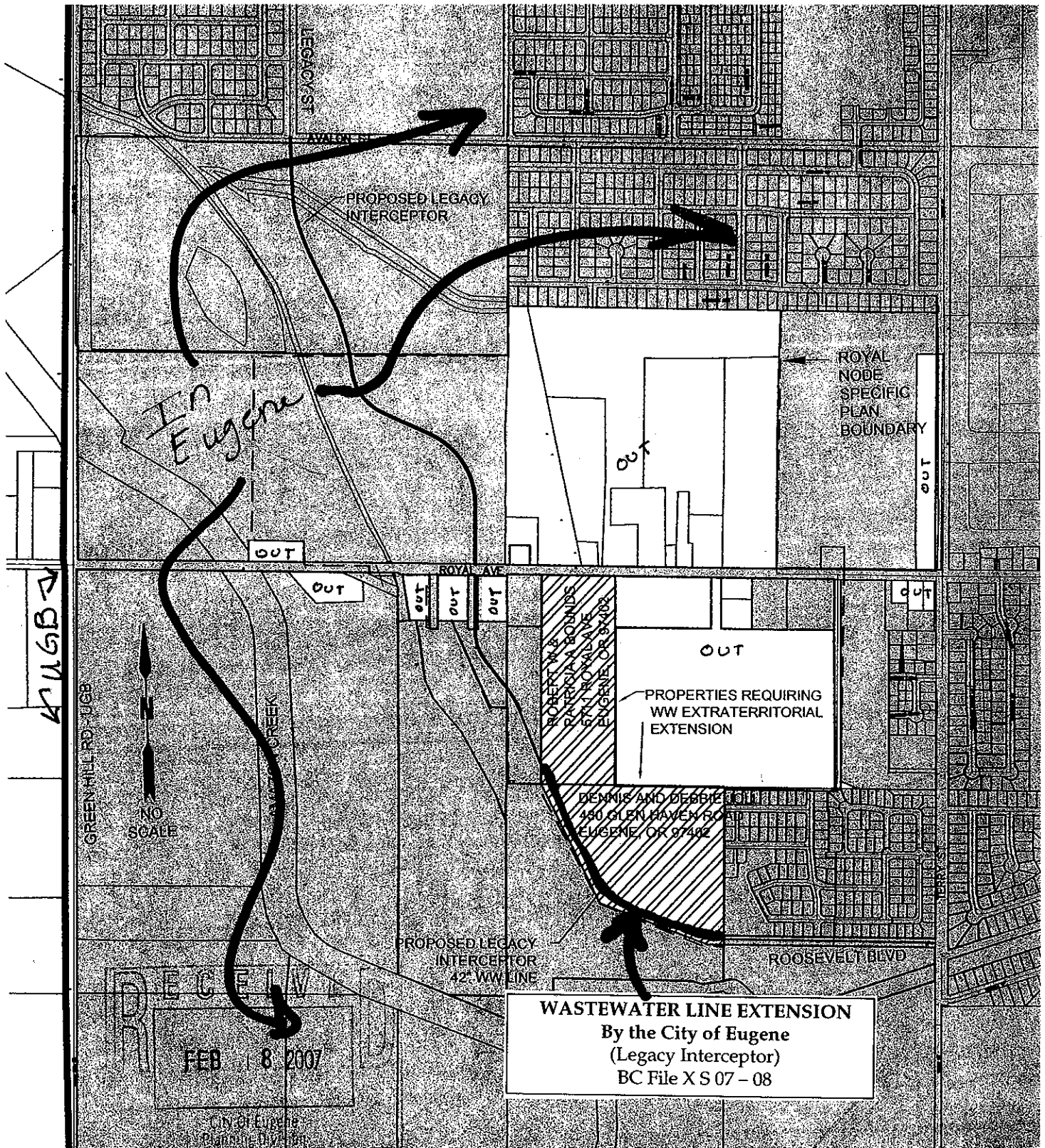
14. The proposed extraterritorial extension was consistent with the applicable comprehensive plan and would assist in accomplishing the implementation of that plan for providing services to the territory in an acknowledged urban growth boundary.
15. This request was consistent with this standard.

Reasons:

1. The proposal was supported by the City of Eugene.
2. The proposal was consistent with the LCDC acknowledged Eugene-Springfield Metropolitan Area General Plan.
3. No connections to extraterritorial portion of the wastewater line outside the City of Eugene are allowed or were granted in this approval.
4. The proposal was consistent with boundary commission administrative rule policies.

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Last Saved: March 29, 2007





**WASTEWATER LINE EXTENSION**  
 By the City of Eugene  
 (Legacy Interceptor)  
 BC File X S 07 – 08

**Comments to the proposed Legacy Interceptor Sewer Line Project - 03-26-07**

The history we have with previous work and projects in this area on or adjacent to our property have all had a negative impact on us.

The proposed project could allow surface water that was created by a previous project to contaminate our aquifer. I just do not have confidence in the described work plan. In addition the project description concerns me on what will happen to the flow of the aquifer. Could it dam off or reduce the flow underground, or could it divert around our home? I do not want to lose my water and be forced into some other ordeal.

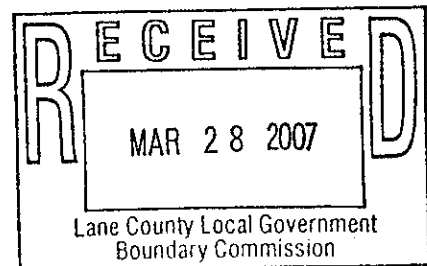
In the permit application I read that the proposed project area is not connected to the A-3 canal as part of the justification, it makes me wonder if this is why when the A-3 canal dike was relocated the drainage was removed.

Comments we have submitted about our concerns on previous projects, schools, developments, road improvements and plant, soil, wetland surveys have all been ignored or not addressed. I have spent lots of time filling out comments, concerns, attending meetings and phone calls . To date everyone of our concerns have become facts that we deal with on a daily basic..

1. We still own the property.
2. If this is so critical why is it being done before the land is developed
3. City council has voted to proceed with eminent domain / condemnation.
4. I am being asked to make a sacrifice at the expense of previous development
5. The area is within the Royal Nodal Development Plan. We do not see that plan being put into place any time in the near future. Several proposed streets go through my house, plus there other homes that would be effected.

Dennis and Debby Joll

[Redacted signature]



### Waste Water System

Implementation of the Royal Avenue Specific Plan will require extension of wastewater service to the site. Wastewater service would be provided to the site by extending a wastewater interceptor to the south from a recently constructed pump station on Legacy Street at the southwest corner of the Meadowview School. Provision of wastewater service from the existing pump station on Legacy Street, south to the northern node boundary, will require the construction of a 48 inch interceptor of approximately 2600 feet in length. A portion of the east side of the node could be served by connecting to the existing 48 inch interceptor located along Terry Street.

The large interceptor pipe to the north should be located and constructed in conjunction with construction of the Roosevelt Extension, which will connect Legacy Street to Terry Street. The location and general alignment of the Roosevelt Extension is shown in Figure 36. The beginning and end point of new wastewater interceptor line is already established. The new interceptor will need to connect the recently constructed pump station near Meadowview School with the existing diversion structure located at Terry and Roosevelt. The diversion structure was planned and constructed to handle the additional flow that would result from future development in the upstream basins to the south of the Royal Node.

### Electric Utility Service

The Royal Node has no electrical substations within its boundaries but has two substations nearby. Danebo substation, located north and east of the node, is the primary source of electric power for the node. Bertelsen substation, located south and east is available for backup. In accordance with EWEB policies, new development within the planning area will be provided with underground electric utility service. Extensions to serve development within this node will occur as they would with any other development within the City of Eugene. There appear to be no special design considerations within the nodal area that would increase line extension costs. To increase capacity, EWEB will need to bring another electric feeder through the node as the node develops. The plan recommends that a new feeder line be constructed underground, except surface-mounted switch boxes, and follow the alignment of Roosevelt Boulevard. Easements, approximately 15' by 25' will be required outside of the street rights of way for each of the switch box locations. Existing overhead electric utility lines along Royal Avenue will need to be relocated as part of the Royal Avenue improvement project or they may be converted to underground service, at developer request and developer cost. (See Figure 37)

### Water Supply

The Royal Avenue Node is situated in an area that is currently not serviced by EWEB, although water service is present in the vicinity of the node. Water service can be extended to serve the development in accordance with EWEB policies and procedures. New development that requires service will be responsible for the entire cost of extending service to and through the development; however, EWEB will assume the cost to enlarge water mains above and beyond the size needed to serve the development if needed for the benefit of the overall system.

In order to provide adequate fire flow and system reliability for the mixed use development envisioned in the plan, a "back bone" system of 12-inch water mains with a distribution grid of 8-inch and 6-inch water mains would be required. The back bone system would be extended from Legacy Street south to Royal Avenue, along Royal Avenue from Terry Street through the node to the west, and from Royal Avenue south and east along the extension of Roosevelt Boulevard to Terry Street where it will tie into the existing water main. EWEB may choose to increase the size of the back bone system for overall system capacity benefit. The back bone system would have to be connected in a minimum of two places; the most logical would be at Royal Avenue and Terry Street and at the south end of Legacy Street. Extension of the backbone system along Roosevelt should be completed in conjunction with the construction of the Roosevelt Extension. (See Figure 38)

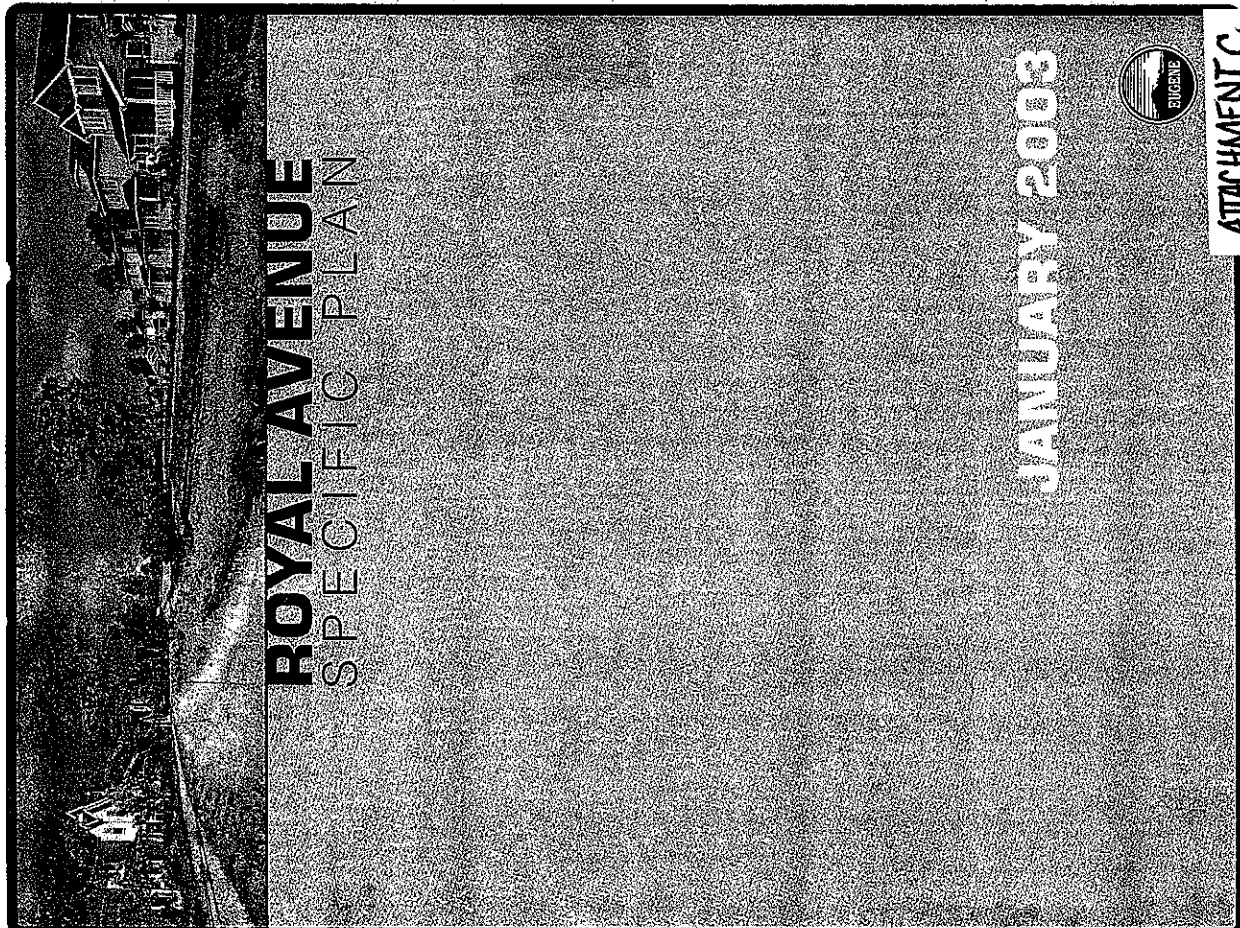


Exhibit B

Bethel-Danebo Refinement Plan  
Section II-D

Royal Avenue Specific Plan Area

In late 1998, the City initiated a planning process for the Royal Avenue nodal development site. That planning process resulted in the creation of the *Royal Avenue Specific Plan*, a detailed planning document that outlines a vision and an action plan for future development of the Royal Avenue Nodal Development site as depicted on the accompanying map. The *Royal Avenue Specific Plan* will guide future land use and infrastructure decisions within the nodal development area. The node consists of 191 acres of property located along Royal Avenue between Terry Street and Greenhill Road and within the Bethel neighborhood.

Elements of the *Royal Avenue Specific Plan* that will guide future development include the following:

- A **Commercial Center** consisting of approximately 8 acres of retail and service space.
- **Residential development areas** consisting of 13 acres of Medium-Density Residential, 59 acres of Low-Density Residential, and 18 acres of Residential Mixed-Use development.
- A **Commercial Mixed-Use** area consisting of approximately 4 acres that borders the commercial center and permits a variety of compatible retail, office, and residential uses.
- A **Residential Mixed-Use** area consisting of approximately 18 acres that permits higher-density residential development and limited (small-scale) neighborhood-serving commercial uses.
- **Two neighborhood-scale parks** totaling almost 5 acres serving neighborhoods on either side of Royal Avenue.
- A **Transit Center** within the commercial area intended to accommodate future transit service to the node.
- **Multi-use corridors** that serve as drainage channels, areas for wetland protection and habitat enhancement, off-street pedestrian circulation, and general development amenities.
- A **street network** that is highly interconnected, and designed to reduce traffic speeds.

Infrastructure improvements that include:

- Improvements to Royal Avenue
- Extension of Roosevelt Boulevard through the site

Exhibit B - 1

A-7

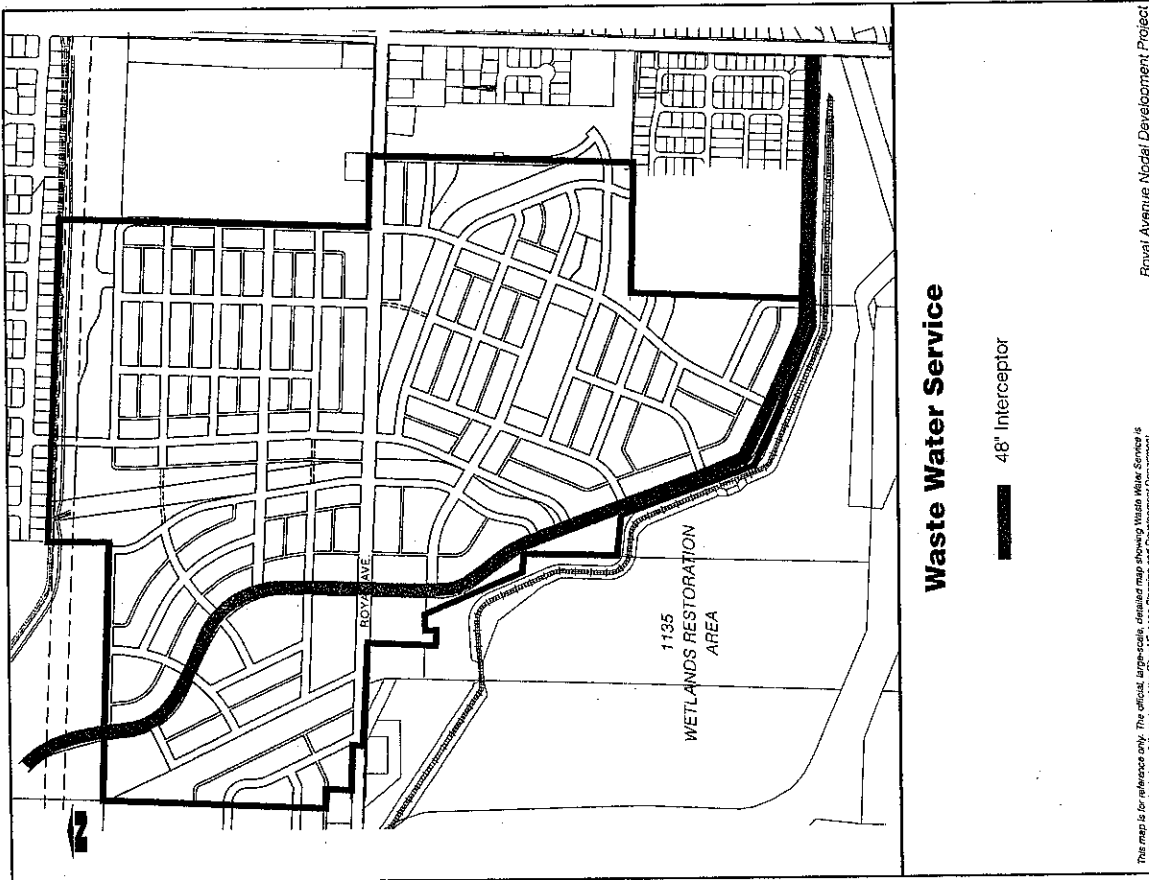


Figure 36.

- Completion of the overall circulation system within the site
- Extension of sanitary sewers to the site
- Extension of electric, and water systems to the site
- Creation of a stormwater drainage system

An infrastructure financing program that addresses timing and equity issues for new development.

Implementation of the *Royal Avenue Specific Plan* requires that the land within the node boundaries be zoned with the *S-RN Royal Node Special Area Zone* and be developed in accordance with the Eugene Code, 1971 criteria and standards for that zone.

The Plan recognizes that a rural neighborhood already exists within the future nodal development area. This neighborhood consists of generally well-maintained homes and out-buildings, several of which are used for business-related purposes. The site plan for this area was structured to allow existing residents, or their heirs, to remain in their homes and on their properties for as long as each owner desires. The intent of this plan is not to cause, directly or indirectly, existing property owners to move or be displaced from their homes.

About half of the homes in the planning area are on parcels of land ranging between 5 and 36 acres in size; the remainder are on parcels of land smaller than 5 acres in size. The Plan is also structured to allow each property owner the opportunity to sell or to develop undeveloped or underdeveloped portions of their property for the purpose of creating a new higher-density, mixed-use neighborhood in this area, the layout and design of which will be based on nodal development design principles.

**Policies:**

- The *Royal Avenue Specific Plan* shall serve as the basis for development regulations and infrastructure improvements within the Royal Avenue Specific Plan area. Amendments to land use regulations for the Royal Avenue Node shall be consistent with the Land Use Element of the *Royal Avenue Specific Plan*.
- Construction of proposed drainage corridors identified in the Plan shall be delayed until new development in the planning area creates a need for the drainage system. New development is defined, for the purpose of this policy, as final approval of any new subdivision or planned unit development within the Royal Avenue planning area; or final approval of an annexation request for land designated in the *Royal Avenue Specific Plan* for Main Street Commercial, Commercial Mixed-Use, Residential Mixed-Use or Medium-Density Residential development. The drainage corridor will be constructed in one or two increments, depending on where the first development proposal is approved within the node. Approval of new development on the north side of Royal Avenue will require construction only of the northside drainage channel; approval of new development on the south side of Royal will require construction of the complete system.

**Infrastructure Implementation**

This document describes infrastructure needed for development to occur within the *S-RN Royal Node Special Area Zone*.

**A. Summary of Infrastructure Needs**

Note: cost estimates included in this report are based on figures from the most recently adopted City of Eugene *Capital Improvement Program (CIP)*, unless other, more reliable estimates are available for particular projects.

**Transportation**

- Royal Avenue**, from Terry Street to Greenhill Road  
 Current CIP - FY 2005.  
 Cost: \$2.2 Million\*  
 Funding Source: Transportation SDC's, Assessments, Lane County CIP
- Roosevelt Extension**  
 Timing: Avalon to Royal: 2004 and 2005.  
 Royal to Terry: 2006 and 2007.  
 Cost: \$5.3 Million from Avalon to Terry Street  
 Funding Source: Transportation SDC's, Assessments (assessments) would be deferred until development occurs.
- North-South Neighborhood Collectors and Local Streets**  
 Timing: Privately built in conjunction with development.  
 Funding Source: Private developer funding, Transportation SDC's, Assessments
- Fern Ridge Bike Path**  
 Timing: Completion 2002  
 Cost: \$2.61 Million  
 Funding Source: Federal TEA 21 funds, Enhancement Funds, City SDC funds  
 Assessable: NONE
- Channel Crossings (Bike, Pedestrian and Auto Bridges)**  
 Channel crossings (bridges) are included in the costs estimates for each street
- Bicycle Path/Pedestrian Trail Improvements Adjacent to Drainage Channels** (a)  
 Timing: Flexible - depending on timing and location of development  
 Cost: \$343,500 (b) to 357,500 (c)  
 Funding Source: Assessments, Transportation SDC, Parks SDC  
 Assessable: Assess for equivalent 5' sidewalk  
 (a) Necessary ROW for bicycle pedestrian paths is included within the drainage channel ROW.  
 (b) Assumes 7,150 foot long, 10' wide concrete bike path with adjacent 6' wide soft surface running trail @ \$48.00 per lineal foot

(c) Assumes 7,150 foot long, 12' wide concrete bike path @ \$50.00 per lineal foot

## Stormwater

7. **Primary Drainage Channels – Land Acquisition and Design**  
*Timing:* Included in CIP as FY 2004 project  
*Cost:* \$620,000  
*Funding Source:* Stormwater Utility Fund, Stormwater SDC

**Primary Drainage Channels – Construction**  
*Timing:* Flexible, depending on timing and location of development  
*Cost:* \$730,000  
*Funding Source:* Stormwater Utility Fund, Stormwater SDC

## Wastewater System

### 8. 48" Interceptor Extension

*Timing:* Current CIP – 2004  
*Cost:* \$2.8 Million (9100' from Legacy pump station to intersection of Terry and Roosevelt).  
*Funding Source:* SDC and assessments

## Parks and Open Space

9. **Neighborhood Parks – Land Acquisition**  
*Timing:* In current CIP as Parks Bond project  
*Cost:* \$233,000 to \$292,000 (a)  
*Funding Source:* Parks Bond  
*Assessable:* None

(a) Based on expected cost of \$40,000 to \$50,000 per acre.

## II. Neighborhood Park Improvements

*Timing:* Not in current CIP  
*Cost:* \$803,000  
*Funding Source:* Parks Bond and/or Parks SDC  
*Assessable:* No

## B. Infrastructure Financing

This section augments descriptions of required infrastructure found in the *Royal Avenue Specific Plan* and briefly summarizes how each infrastructure element will be financed.

### Major Streets

- Royal Avenue* Royal Avenue, a minor arterial street, is currently identified as a project in the city's CIP for the year 2005 at an estimated cost of \$2,200,000. The project would include upgrading the existing two-lane, unimproved cross section from Terry Street to Greenhill Road to an urban section as described earlier in this report. Funding sources are expected to include a combination of City SDC funds, assessments to benefiting property owners, and Lane County capital project funding.

for other parts of the city until the Council resolves city-wide maintenance funding issues.

**Local Streets** Local streets will be constructed in conjunction with private development that is located in the area. The cost of local street construction is borne entirely by the developer.

**Fern Ridge Bicycle Path** The Fern Ridge Bicycle Path will be constructed on top of the relocated dikes within the 1135 Wetland Restoration Project area adjacent to the Royal Avenue planning area. This project is currently scheduled to be completed in 2002 and is not part of the nodal development project, although this plan includes proposals for providing linkage and access from the node to the adjacent bicycle trail. The costs of constructing the Fern Ridge Trail are not included in this assessment of project costs as they are not a part of the defined project.

**Bicycle Path/Pedestrian Trail along Drainage Corridors** The bicycle path and pedestrian trail will be built within the right-of-way for the drainage channels. The City will purchase land needed for drainage improvements and may pay for a portion of the cost of constructing pedestrian/bicycle facilities in excess of the required 5' sidewalk which will be built in conjunction with adjacent streets.

**Storm Water Drainage** The City will purchase land needed to construct the drainage system and will design the system beginning in FY 2004. Construction of the system will be delayed until new development is approved in the node. Current city policy would require a determination of what portion of the open system would be the equivalent of a 24" piped system. The cost of providing drainage to the equivalent area would be assessed to benefiting properties in the area. The City could assume the cost of providing drainage to the area in excess of the 24" equivalent area. Assessments would include the cost of acquiring land on which the channels would be constructed. Property owners within the node will not be assessed for drainage improvements until their property is annexed to the City and a development proposal is approved on that property.

**Waste Water System** The waste water system to serve the plan area will be constructed in conjunction with the extension of Roosevelt Boulevard. This project is included in the CIP in 2004. Funding sources for construction include Systems Development Charge funds and assessments.

**Electric Utility Service** The Eugene Water and Electric Board (EWEB) will provide underground electric utilities throughout the nodal development area. EWEB's policies require that the development that requires services be responsible for the entire cost of extending service to and through the development. The cost of undergrounding or relocating the existing feeder lines located along Royal Avenue will also accrue to the developer.

**Water Supply** EWEB will provide water lines necessary to serve the plan area. EWEB's policies require that the development that requires services be responsible for the entire cost of extending service to and through the development. EWEB will pay the cost to enlarge water main sizes above and beyond that needed to serve local development if needed for the benefit of the overall system.

## C. Off-Site Infrastructure Improvements

The *Royal Avenue Specific Plan* identifies several off-site infrastructure improvements that will be necessary as a result of development within the node site. They include traffic signal improvements and street extensions in areas outside of the nodal development site.

APPENDIX E

ROYAL AVENUE SPECIFIC PLAN  
RELATIONSHIP TO EUGENE GROWTH MANAGEMENT STUDY

**Policy 1** Support the existing Eugene Urban Growth Boundary by taking actions to increase density and use existing vacant land and under-used land within the boundary more efficiently.

*Densities in the Royal Node exceed 12 du/net residential acre, a level of density 60% higher than the current average density of new development in the Eugene-Springfield metro area. The Royal Avenue Specific Plan also proposes adoption of minimum floor area ratios (FAR's) for commercial and mixed-use commercial development, an intensification technique that makes more efficient use of commercial properties, and encourages development of small-lot single family developments that support the goal of compact urban development.*

**Policy 2** Encourage in-fill, mixed-use, redevelopment, and higher density development. *In addition to increased densities and intensities of development, the Royal Avenue Specific Plan identifies areas and recommends standards for commercial and residential mixed use zones within the node. The plan also addresses redevelopment of existing homes along Royal Avenue which might be re-used as future retail or office buildings.*

**Policy 4** Improve the appearance of buildings and landscapes.

*The Royal Avenue Specific Plan includes development standards (for all development types) that address visual character and functional aspects of new development. The plan also recommends development of multi-use drainage corridors as a linear open space feature and development amenity.*

**Policy 6** Increase density of new housing development while maintaining the character and livability of individual neighborhoods.

*See Policies 1 and 4 above.*

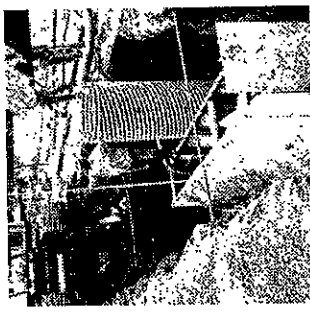
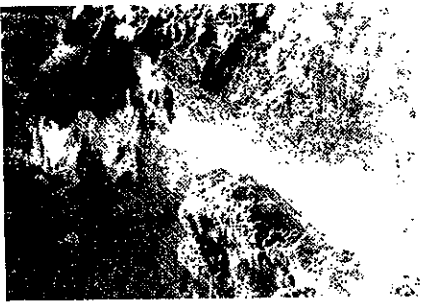
**Policy 7** Provide for a greater variety of housing types.

*The plan encourages construction of a variety of housing types including smaller lot attached and detached single family units, townhouses, duplexes, triplexes, and apartments of various types. Development standards for the node propose lot sizes and development configurations consistent with these housing types.*

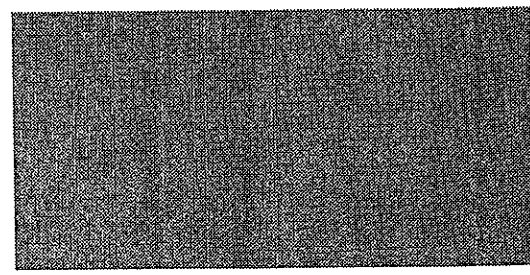
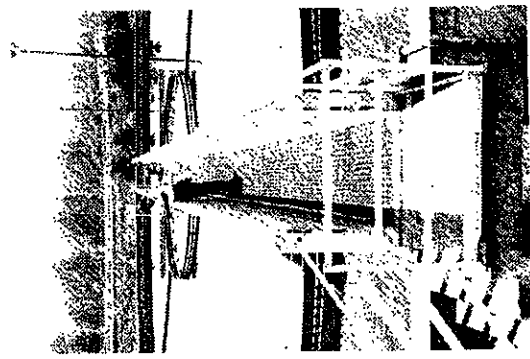
**Policy 8** Promote construction of affordable housing.

*The plan recommends construction of an open channel drainage system rather than a piped system, includes standards for narrow street right-of-way and paving widths, and includes provisions for small-lot development. These factors will reduce development costs and support affordable housing efforts.*

7



URBAN  
SANITARY  
SEWER  
MASTER  
PLAN  
1992



City of Eugene  
Public Works  
Engineering



ATTACHMENT D

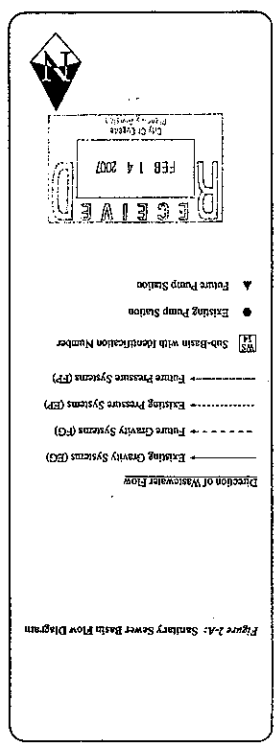


Figure 2-A: Sanitary Sewer Basin Flow Diagram

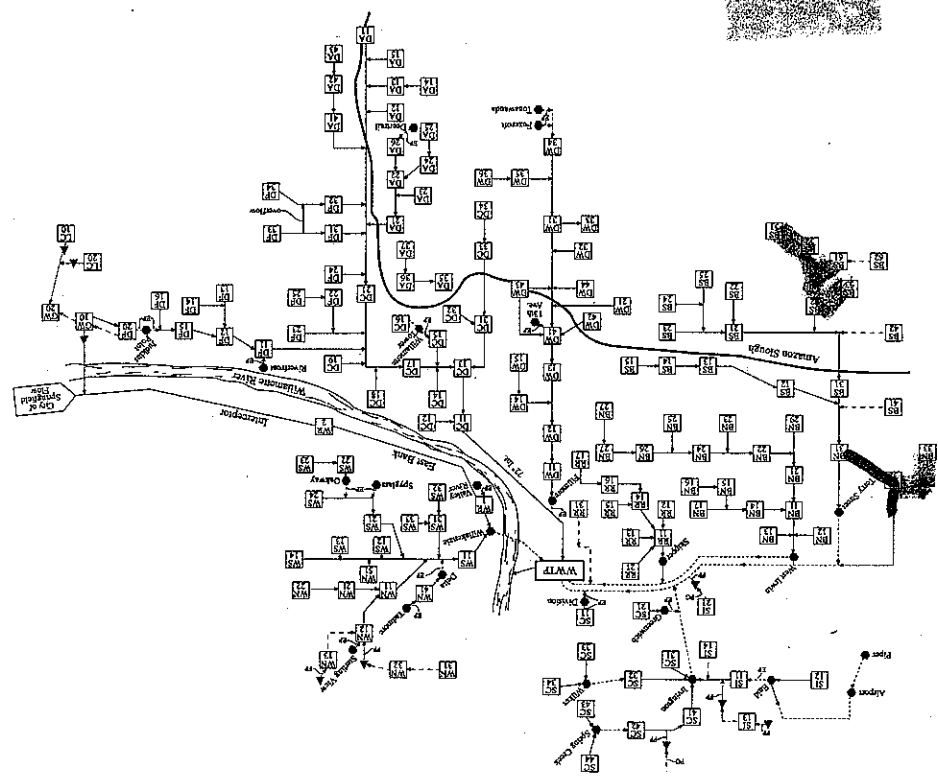
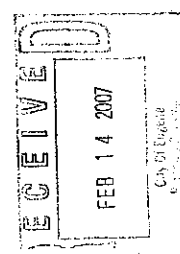
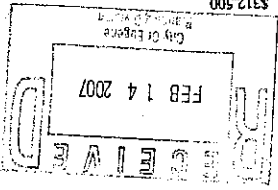


Table 8-A: Summary of City Costs From Tables 8-1 Through 8-7  
Wastewater Collection System - Proposed Capital Improvements  
Estimated Construction and Expenditure Schedule

Improvement Area Description	From	To	Manhole	Manhole	1992	1993	1994	1995	1996-2000	2001-2005	2006-2010
4. W Eugene & Willow Creek Area a. State St. Pressure Line b. Green Hill Pump Station c. Royal Ave - bn Int. & Terry St d. Royal Ave / Green Hill Rd e. Royal Ave / Green Hill f. 11th Ave bn Terry / Green Hill g. S of SPRK & Terry to Green Hill h. Willow Creek - Light Indust. Area i. Willow Creek - SW Area j. Willow Creek - SE Area	6-801	BN-PS1	Pump Station	BN-PS1	—	—	—	—	\$1,937,500	\$804,560	
	BN-PS1	BN-PS1	Pump Station	BN-PS1	—	—	—	—	\$1,937,500	\$804,560	
	BN-30	BN-30	Pump Station	BN-30	—	—	—	—	\$1,937,500	\$804,560	
	BN-14	BN-14	Pump Station	BN-14	—	—	—	—	\$1,937,500	\$804,560	
	BN-44 & 47	BN-44 & 47	Pump Station	BN-44 & 47	—	—	—	—	\$1,937,500	\$804,560	
	BN-11	BN-11	Pump Station	BN-11	—	—	—	—	\$1,937,500	\$804,560	
	BS-34	BS-34	Pump Station	BS-34	—	—	—	—	\$1,937,500	\$804,560	
	BS-42	BS-42	Pump Station	BS-42	—	—	—	—	\$1,937,500	\$804,560	
	BS-36	BS-36	Pump Station	BS-36	—	—	—	—	\$1,937,500	\$804,560	
	BS-47	BS-47	Pump Station	BS-47	—	—	—	—	\$1,937,500	\$804,560	
	BS-80	BS-80	Pump Station	BS-80	—	—	—	—	\$1,937,500	\$804,560	
	5. River Road Area a. River Ave. Pump Station b. Owosso Dr / River Ave Trunk c. River Ave Lateral Sewer	RR-PS1	RR-5	Pump Station	RR-5	\$218,750	\$82,630	\$86,160	\$86,160	\$218,750	\$387,540
RR-PS1	RR-5	Pump Station	RR-5	\$218,750	\$82,630	\$86,160	\$86,160	\$218,750	\$387,540		
RR-6	RR-13	Pump Station	RR-13	\$218,750	\$82,630	\$86,160	\$86,160	\$218,750	\$387,540		
6. Santa Clara Area a. Prairie Rd Trunk - (S. Aubrey) b. Almeta St Trunk c. Bell Estates Pump Sta & Press Line d. North Santa Clara Trunks	SC-10	SC-14	Pump Station	SC-14	\$66,800	\$14,310	\$14,310	\$14,310	\$66,800	\$81,110	
SC-10	SC-14	Pump Station	SC-14	\$66,800	\$14,310	\$14,310	\$14,310	\$66,800	\$81,110		
SC-14	SC-14	Pump Station	SC-14	\$66,800	\$14,310	\$14,310	\$14,310	\$66,800	\$81,110		
SC-27 & 30	SC-15	Pump Station	SC-15	\$66,800	\$14,310	\$14,310	\$14,310	\$66,800	\$81,110		
7. Highway 99 Industrial Area a. Aubrey Lane Pump Station b. Link Drive Pump Station c. Aubrey / End Trunk System d. Aubrey / Link Drive Trunk e. Prairie Rd Pump Sta & Press Line f. Prairie Road Trunk Sewers	SI-PS1	SI-PS2	Pump Station	SI-PS1	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350	
SI-PS1	SI-PS2	Pump Station	SI-PS1	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350		
SI-PS2	SI-19	Pump Station	SI-19	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350		
SI-13	SI-28	Pump Station	SI-28	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350		
SI-7	SI-7	Pump Station	SI-7	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350		
SI-36	SI-36	Pump Station	SI-36	\$312,500	\$318,750	\$334,100	\$312,500	\$312,500	\$1,165,350		
8. Total Estimated Cost For All Areas					\$640,290	\$1,257,440	\$1,165,350	\$1,165,350	\$640,290	\$1,257,440	\$4,977,300



**WEST EUGENE AND WILLOW CREEK AREAS**

The West Eugene and Willow Creek areas contain about 4,000 acres of undeveloped land which will ultimately require sewer service. Much of this area is outside the urban growth boundary but designated as urban reserve in the Metro Area General Plan. The sub-basins included in each of the areas are as follows:

- West Eugene Area**  
Sub-basins: BN 32 and 33; BS 41 and 42
- Willow Creek Area**  
Sub-basins: BS 31, 32, and 33; BS 51 and 52; BS 61 and 62

The existing 48-inch West Eugene interceptor on Terry Street between 11th Avenue and Roosevelt Boulevard has adequate capacity to serve all of the Bethel basins south of the Southern Pacific Railroad line (BS basins). The existing 48-inch West Eugene interceptor pump station is located on Terry Street between 11th Avenue and Roosevelt Boulevard. The pump station would discharge into a new pressure line which would run north and then east to connect with the existing West Irwin pressure line on Terry Street near the A-2 Floodway (NSW-5-801).

**Phase 3 (construct in 2007+)**

Areas Served: Lane Community College and Adjacent Areas (Basin LC-10)

Major Facilities:	Estimated City Cost:
24-inch trunk sewer	\$173,800
16-inch force main	\$353,130
LCC pump station (4.7 MGD)	\$775,000
15-inch and 18-inch trunk sewer	\$236,180
Total City Cost—Phase 3	\$1,538,110

**Phase 4 (construct in 2010+)**

Areas Served: Area west of I-5 (Basin LC-20)

Major Facilities:	Estimated City Cost:
Franklin Pump Station (0.5 MGD)	\$218,750
Total City Cost—Phases 1 through 4	\$5,311,060



**Table 8-4A: Proposed Sanitary Sewer Capital Improvements**  
**Service Area: West Eugene and Willow Creek**

Description and Location	Manhole Basin/No.	Preliminary Design Information						Est. Const. Cost	Est. Const. Year
		Capacity (CFS)	Pipe Size (Inches)	Invert Elevation	Slope (ft./ft.)	Length (Feet)	Avg. Depth (Feet)		
These two trunk systems will connect to the existing West Eugene interceptor at Terry St. The systems will serve the area south of S.P.R.R. from Terry St. to Green Hill Road. Planning and construction of the line from manhole 10-35 to 10-C34 will need to be coordinated with the West Eugene Parkway project. Wetlands restrictions may also have considerable impact on the design and construction of these systems. The area west of Green Hill Road are currently urban reserve.	10-43			371.8 48" 375.0 12"					
	BS-7	1.5	12			2,640	21.5	\$462,530	1999
	BS-11	1.0	10	380.3 12" 380.5 10"	0.00250	1,540	17.0	\$202,510	1999
	10-35			366.0 48" 367.6 24"					
	BS-18	6.0	24	369.7 24" 370.1 18"	0.00080	2,620	16.0	\$218,090	1995
	BS-24	4.5	18	375.2 18" 375.4 15"	0.00190	2,680	15.0	\$172,860	1995
	BS-28	3.7	15	380.5 15" 380.7 12"	0.00350	1,450	17.0	\$156,890	1995
	BS-30	3.2	12	386.70	0.01000	600	14.5	\$57,300	2010
	BS-34	2.5	12	398.2	0.00758	1,520	12.0	\$116,130	2010
	This project will provide service for expansion of the special light industrial area in the Willow Creek Basin. Capacity is also provided in the 24-inch line to serve the residential areas within the basin and urban reserve boundary.	22-68	8.5	24	386.5 24"	0.00140	930	17.0	\$145,080
BS-36				387.8 24" 388.8 10"					
BS-39		2.0	10	400.80	0.01000	1,200	13.5	\$80,400	1998
BS-42		1.6	10	419.10	0.01500	1,220	11.0	\$63,000	1998
BS-45		1.0	8	454.50	0.02900	1,220	11.0	\$59,390	1998
This project will extend service to the southwest part of the Willow Creek Basin which contains about 550 acres of low density and urban reserve area.		BS-36			387.80				
	BS-47	7.0	24	388.8 24" 393.0 12"	0.00100	950	17.5	\$149,150	2000
	BS-52	2.9	12	415.0 12" 415.2 10"	0.00957	2,300	15.0	\$230,000	2005
	BS-57	2.1	10	469.00	0.02500	2,150	13.0	\$172,860	2008
	BS-60	1.4	8	495.70	0.02500	1,060	11.0	\$70,490	2010

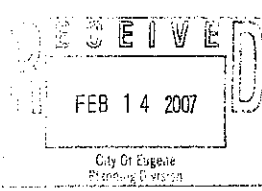
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**Table 8-4B: Proposed Sanitary Sewer Capital Improvements**  
**Estimated Construction and Expenditure Schedule—West Eugene and Willow Creek Areas**

Lower Manhole Basin/No.	Segment Length (Feet)	Est Const Cost (\$)	Engr & Adm'n Cost (\$)	Est Net Eq Asses (\$)	Est Const City Cost (\$)	(7)	Estimated Schedule of City Expenditures for Sanitary Sewer Improvements									
							1990 (\$)	1991 (\$)	1992 (\$)	1993 (\$)	1994 (\$)	1995 (\$)	1996-2000 (\$)	2001-2005 (\$)	2006-2010 (\$)	
<b>West Eugene and Willow Creek Areas</b>																
6-801	6,130	\$643,650	\$160,910	Pressure Line	\$804,560	2005										
BN-PS1	Pump Station	\$1,550,000	\$387,500		\$1,937,500	2005										
BN-PS1	1,260	\$210,420	\$52,610	\$39,690	\$223,340	2006										\$804,560
BN-4	2,260	\$370,640	\$92,660	\$71,390	\$392,110	2006										\$1,937,500
	1,880	\$308,320	\$77,080	\$27,090*	\$358,310	2006										\$223,340
	1,330	\$159,860	\$49,970	\$23,150*	\$226,680	2007										\$392,110
	1,330	\$199,860	\$49,970	\$20,000*	\$229,830	2007										\$358,310
	2,380	\$380,800	\$95,200	\$37,480*	\$438,520	2007										\$226,680
																\$229,830
																\$438,520
BN-13	1,150	\$122,990	\$30,750	\$72,740	\$81,000	2007										\$81,000
BN-28	870	\$76,940	\$19,240	\$55,030	\$41,150	2007										\$41,150
BN-14	800	\$123,280	\$30,820	\$50,590	\$103,510	2007										\$103,510
BN-32	1,200	\$184,920	\$46,230	\$75,900	\$155,250	2007										\$155,250
BN-35	1,350	\$180,790	\$45,200	\$85,390	\$140,600	2008										\$140,600
BN-38	1,350	\$166,740	\$41,690	\$85,390	\$123,040	2008										\$123,040
BN-41	1,350	\$148,260	\$37,070	\$85,390	\$99,940	2008										\$99,940
BN-41	1,350	\$51,300	\$12,830	\$42,520	\$21,610	2008										\$21,610
10-43	2,640	\$462,530	\$115,630	\$166,980	\$411,180	1999										\$411,180
BS-7	1,540	\$202,510	\$50,630	\$97,400	\$155,740	1999										\$155,740
10-35	2,620	\$218,090	\$54,520	\$41,260*	\$231,350	1995										\$231,350
BS-18	2,680	\$172,860	\$43,220	\$42,210*	\$173,870	1995										\$173,870
BS-24	1,450	\$156,890	\$39,220	\$91,710	\$104,400	1995										\$104,400
BS-28	600	\$57,300	\$14,330	\$37,950	\$33,680	2010										\$33,680
BS-30	1,520	\$116,130	\$29,030	\$96,140	\$49,020	2010										\$49,020

WAITING FOR LEGACY INTERCEPTOR

Complete

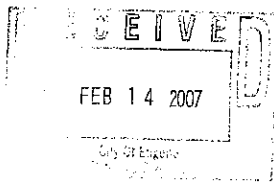


**Table 8-4B: Proposed Sanitary Sewer Capital Improvements**  
**Estimated Construction and Expenditure Schedule—West Eugene and Willow Creek Areas**

Lower Manhole Basin/No.	Segment Length (Feet)	Est Const Cost (\$)	Engr & Admin Cost (\$)	Est Net Eq Asses (\$)	Est Const City Cost (\$)	Year	Estimated Schedule of City Expenditures for Sanitary Sewer Improvements									
							1990 (\$)	1991 (\$)	1992 (\$)	1993 (\$)	1994 (\$)	1995 (\$)	1996-2000 (\$)	2001-2005 (\$)	2006-2010 (\$)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)										
			(3)x0.25	(2)x(*)	(3)+(4)-(5)											
<b>West Eugene and Willow Creek Area</b>																
22-68	930	\$145,080	\$36,270	\$58,820	\$122,530	1998										\$122,530
BS-36	1,200	\$80,400	\$20,100	\$57,300	\$43,200	1998										\$43,200
BS-39	1,220	\$63,000	\$15,750	\$58,260	\$20,490	1998										\$20,490
BS-36	950	\$149,150	\$37,290	\$60,090	\$126,350	2005										\$126,350
BS-47	2,300	\$230,000	\$57,500	\$145,470	\$142,030	2005										\$142,030
BS-52	2,150	\$172,860	\$43,220	\$135,990	\$80,090	2008										\$80,090
BS-47	350	\$30,770	\$7,690	\$11,020	\$27,440	2000										\$27,440
BS-61	1,200	\$95,400	\$23,850	\$37,800	\$81,450	2000										\$81,450
BS-64	3,100	\$185,160	\$46,290	\$97,650	\$133,800	2005										\$133,800
BS-71	230	\$20,240	\$5,060	\$14,550	\$10,750	2005										\$10,750
BS-72	2,385	\$86,860	\$21,720	\$75,130	\$33,450	2010										\$33,450
BS-78	980	\$34,300	\$8,580	\$30,870	\$12,010	2010										\$12,010
<b>Totals</b>	<b>\$56,035</b>	<b>\$7,598,300</b>	<b>\$1,899,630</b>	<b>\$2,128,150</b>	<b>\$7,369,780</b>											<b>\$509,620</b>
																<b>\$862,030</b>
																<b>\$3,235,080</b>
																<b>\$2,763,050</b>

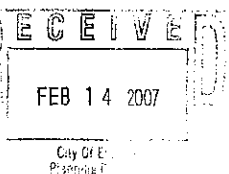
Note:  
 \* Only part of system appears to be assessable.

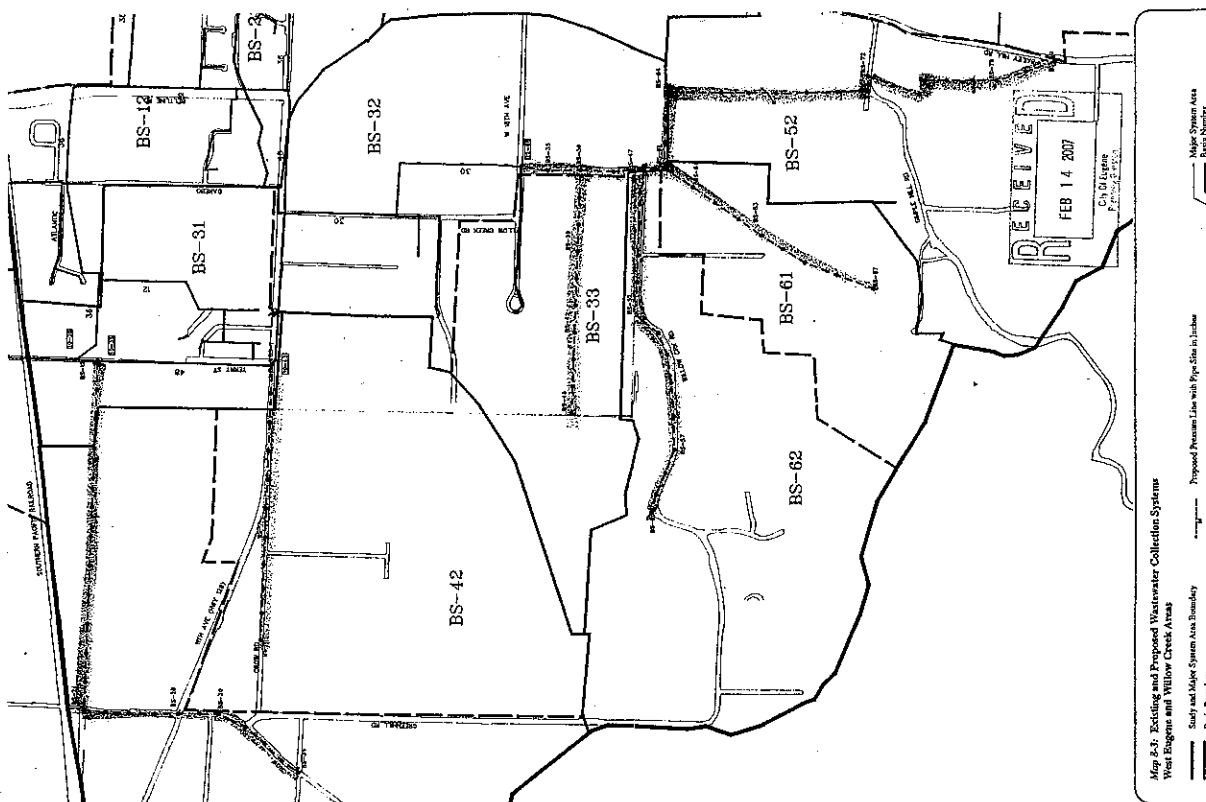
WAITING FOR  
 LEGACY  
 INTERCEPTOR



**Table 8-4A: Proposed Sanitary Sewer Capital Improvements**  
**Service Area: West Eugene and Willow Creek**

Description and Location	Manhole Basin/No.	Capacity (CFS)	Pipe Size (Inches)	Preliminary Design Information			Est. Const. Cost	Est. Const. Year	
				Invert Elevation	Slope (Ft./ft.)	Length (Feet)			
This project will provide service to the southeast and south central parts of the Willow Creek Basin. The south central basin contains about 200 acres. The southeast basin has about 950 acres lying on both sides of Bailey Hill Road south of about 24th Ave. These basin contain most of the Aster Curtis National Resource area which will require special design and construction consideration.	BS-47			388.8 24"					
	BS-61	5.0	21	389.2 21"	0.00100	350	\$30,770	2000	
	BS-64	3.8	18	390.0 18"	0.00140	1,200	\$95,400	2000	
	BS-71	3.6	15	391.7 18"	0.00960	3,100	\$185,160	2005	
	BS-72	2.1	15	392.2 15"	0.00400	230	\$20,240	2005	
	BS-78	1.8	10	423.0 15"	0.01200	2,385	\$86,860	2010	
	BS-80	0.8	10	423.5 10"	0.01200	980	\$34,300	2010	
	BS-81			463.9 +/-					
	The relatively small area and steep topography in the south central basin will allow service by pipes no larger than 8 inch-diameter, and should not impact city costs in the Capital Improvement Program.	BS-61	1.2	8		0.01800	1,800	NA	2010
		BS-83	0.8	8		0.10000	1,700	NA	2010
BS-87									

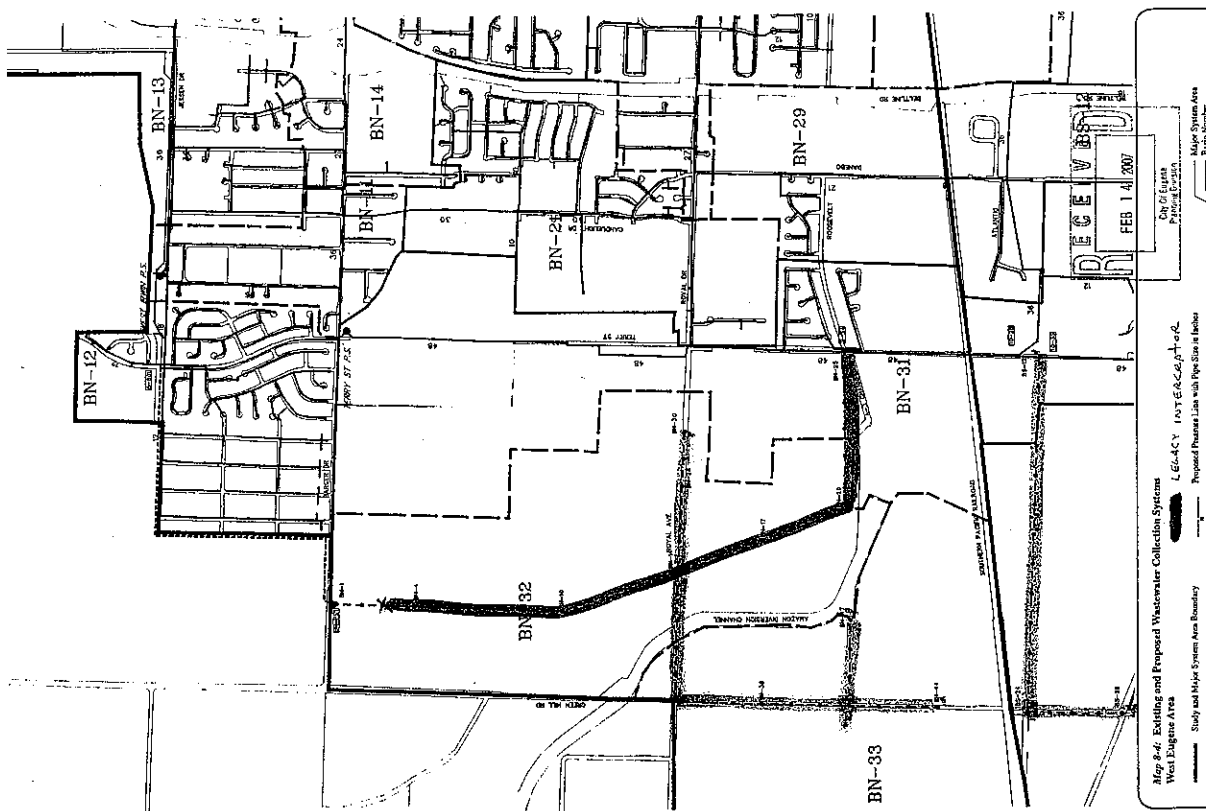




Map 8.3: Existing and Proposed Wastewater Collection Systems West Eugene and Willow Creek Areas

City of Eugene Planning Division  
FEB 14 2007

Major System Area  
Study and Major System Area Boundary  
Proposed System Line with Pipe Size in Inches  
Rain Inlet



Map 8.4: Existing and Proposed Wastewater Collection Systems West Eugene Area

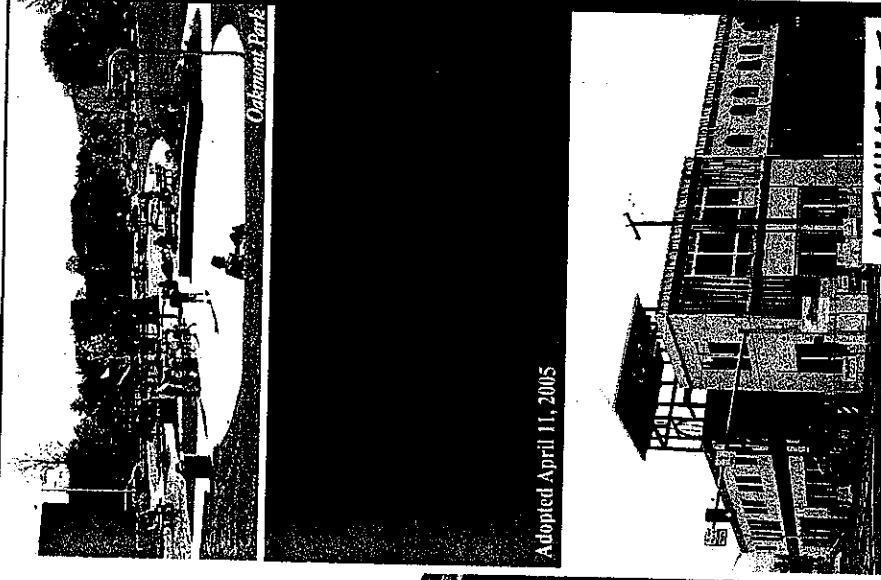
City of Eugene Planning Division  
FEB 14 2007

Major System Area  
Study and Major System Area Boundary  
Proposed System Line with Pipe Size in Inches  
Rain Inlet

City of Eugene  
**Capital Improvement Program**  
 FY 2006-2011



**RECEIVED**  
 FEB 14 2007  
 City of Eugene  
 Public Works



Adopted April 11, 2005

APPROVED

**Funded Projects**

**Wastewater**

in thousands of dollars

**New Capital Facilities**

**Project**



**Description**  
 48" Interceptor from Avalon Street (2000 feet north of Royal) to Roosevelt/Terry intersection. Necessary for development of Royal Node.

**Plan/Policy Document:**  
 Urban Sanitary Sewer Master Plan, 1992;  
 Royal Node Development Plan

**Costs:**

	2006	2007	Total
Capital	\$2,220	\$200	\$2,420
Total	\$2,220	\$200	\$2,420

**Wastewater Services for New Development**

**Plan/Policy Document:**  
 City Code

City's share of miscellaneous wastewater system projects petitioned for by benefiting property owners. Pays for necessary wastewater capacity and other costs not assessable to adjacent properties. Allows City to respond to petitioned projects in a timely manner.

**Costs:**

	2009	2010	2011	Total
Capital	\$190	\$220	\$220	\$630
Total	\$190	\$220	\$220	\$630

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 Public Works