



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

March 9, 2020

5:30 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Meeting of March 9, 2020;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Emily Semple, President
Mike Clark
Chris Pryor
Betty Taylor

Jennifer Yeh, Vice President
Greg Evans
Claire Syrett
Alan Zelenka

5:30 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: River Road-Santa Clara Neighborhood Plan Project Update**
- 2. WORK SESSION: Franklin Boulevard Transformation Project Update #2**

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EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: River Road-Santa Clara Neighborhood Plan Project Update

Meeting Date: March 9, 2020
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Chelsea Hartman
Contact Telephone Number: 541-682-5686

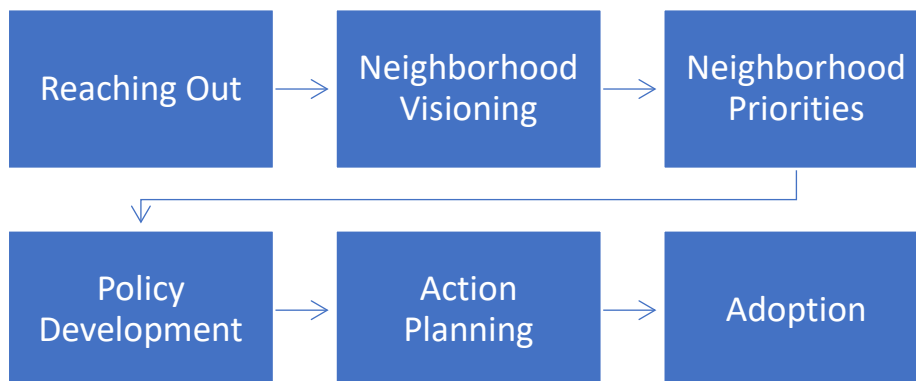
ISSUE STATEMENT

The River Road and Santa Clara Community Organizations, City and County staff, consultants and neighborhood volunteers have been working together since the spring of 2017 to create a neighborhood plan for the River Road and Santa Clara neighborhoods. The plan will focus on five topic areas—Land Use, Transportation, Economic Development, Parks and Natural Resources, and Community. This work session is an opportunity to hear an update on the neighborhood plan's *Action Planning* phase and the River Road Corridor Study. No action is requested; however, feedback is invited.

BACKGROUND

The neighborhood planning project is divided into key phases (see below), with frequent opportunities for decision makers to learn about the project along the way. The *Reaching Out*, *Visioning* and *Neighborhood Priorities* phases of the project were completed between fall 2017 and summer 2018. Through spring 2019, the *Policy Development* phase focused on the drafting of policies that relate to the vision and neighborhood priorities. The draft policies are organized under 18 high-level goals, which were written by the Community Advisory Committee (**Attachment A**) and vetted by topic area Working Groups, community volunteers who were able to dive deeper into specific work products to support the CAC. On [May 15, 2019](#), City Council approved the draft goals and policies as a platform for moving into the *Action Planning* Phase.

Project Phases



Action Planning Phase

In May 2019, the project transitioned into the *Action Planning* phase, which focused on drafting, evaluating and prioritizing actions to implement the draft policies. Refining the action items has been a collaborative process among the Community Advisory Committee, Working Group members, and City, County, and partner agency staff to incorporate community and technical feedback. The Action Plan Highlights provided in **Attachment B** are key priorities for implementing the River Road-Santa Clara neighborhood plan. Each highlight relates to one or more draft actions in **Attachment C**.

On February 3, 2020, the project's second Triple Bottom Line Sounding Board meeting was held to provide a citywide perspective about the equity, environmental, and economic implications of proposed action items in the neighborhood plan topic areas. Throughout the topic areas, there are overarching themes such as equity and inclusion, connectivity, healthy people and climate, safety, prosperity and neighborhood identity. Some Action Plan Highlights such as creating a thriving mixed-use corridor address and consider the TBL goals as a whole. The TBL Sounding Board input also emphasized the need to balance priority actions such as providing housing options while creating design transitions to ensure sustainable, equitable outcomes.

The CAC and technical staff will continue preparing the Action Plan with details such as who would be responsible for implementing the action and a general estimate for cost, timeframe and feasibility. Some actions will take collaboration between City staff, decision-makers and the community. An important outcome of the Action Plan is to support continued neighborhood advocacy and future funding and resource requests for ongoing plan implementation. This also includes identifying priority actions, such as land use code amendments to include in the neighborhood plan adoption package.

The adoption package will be comprised of the neighborhood plan document, which includes the goals, policies and actions, as well as land use code amendments, plan designation and zone changes, legal findings, and ordinances. Proposed zone and plan designation changes as part of the neighborhood plan actions or River Road Corridor Study are all within Eugene's urban growth boundary. Any proposed zone changes outside the city limits will only occur and become effective as property owners choose to annex.

In March 2020, the project team is also providing project updates and seeking feedback from the Eugene and Lane County Planning Commissions and the Lane County Board of Commissioners.

Community Outreach

Throughout the Action Planning phase, there have been a variety of opportunities for community input including an online survey, focused outreach to affordable housing communities and businesses, and a large community event. Throughout summer 2019, staff and volunteers attended a range of events, from concerts in the parks to events at the volunteer library, making sure that folks knew about the neighborhood plan and were invited to add their voice. The Neighborhood Plan survey was also available during this time to let community members say what is most important to them and suggest edits for a selection of key actions.

A large community event with over 200 attendees, Pumpkin Pie and Planning was held on November 13, 2019. This event was an opportunity to share the draft actions, listen to feedback, and discuss next steps and how the community can stay involved. The event materials can be found on the [project website](#) and included draft River Road Corridor Study proposed zoning concept maps and transition standards graphics that illustrate potential design standards that support the neighborhood plan's draft goals and policies. The project team also developed maps to illustrate the key priorities in the topic areas of Transportation and Parks and Natural Resources.

In winter 2020, postcards were mailed to property owners, residents and businesses in River Road and Santa Clara inviting them to a series of neighborhood conversations. These conversations are an opportunity for the community to discuss and learn about the neighborhood plan and how zoning is proposed to change as part of plan implementation. This input will continue to inform the CAC and project team as they begin to develop the components to be included in the neighborhood plan adoption package.

River Road Corridor Study

As part of the ongoing neighborhood planning process, an in-depth analysis of the River Road corridor is underway. The River Road Corridor Study includes stakeholder interviews, public workshops, economic and demographic research, and conceptual design work. The results of the Study will include proposed land use code amendments along the corridor as well as other recommendations to support implementation of the neighborhood vision along River Road, up to the location of the planned Santa Clara Transit Center at Hunsaker Lane.

Based on community input and collaboration with the CAC, the River Road Corridor Study project team created the draft Preferred Zoning Concept Map in **Attachment C**. The concept supports creating thriving neighborhood centers at key locations to support 20-minute neighborhoods and provide a variety of housing options within ¼ mile of the corridor that fit into the scale and character of existing residential neighborhoods. In addition to the map, the consultant team drafted the Code Framework provided in **Attachment D**, basing it on previous work with the CAC, general public, and project staff team. The purpose of the framework is to establish the overall direction of the new base zones and outline the structure prior to the detailed development of draft code language this spring. The framework includes guiding design principles that explain the intent of the regulations and directly connect the code to the goals, policies and actions in the River Road-Santa Clara Neighborhood Plan.

City Council Decision-Making

The Eugene City Council and Lane County Board of Commissioners have joint decision-making authority in this project, including the following:

- Receive updates and provide direction to the project management team throughout the planning process
- Convene public hearings, consider the Planning Commission recommendations, and act to adopt by Ordinance the neighborhood plan as a refinement to the local comprehensive plan.

The City Council has sole decision-making authority over any changes to the City's land use code (Eugene Code Chapter 9) and any changes in zoning to land within the city limits that occur as part of this process.

Next Steps

The CAC and staff are continuing outreach to the broad community, residents, businesses and property owners, and the River Road and Santa Clara Community Organizations as well as continuing to work towards a recommended Action Plan with identified priorities to include in the neighborhood plan adoption package. The River Road Corridor Study project team will integrate feedback as they begin developing more detailed draft code language through the spring. Community and technical input will continue to help inform the community recommendation from the River Road and Santa Clara Community Organizations and the Community Advisory Committee this summer.

The community recommendation will be forwarded to the Eugene and Lane County Planning Commissions to begin the formal adoption process with work sessions and public hearings later this year. The Planning Commissions will deliberate and form a recommendation to City Council and the Lane County Board of Commissioners. The City Council and Board will then hold a public hearing, deliberate and consider whether to adopt the plan.

For more comprehensive information, see the project website: www.riverroad-santaclaraplan.org.

PREVIOUS COUNCIL DIRECTION

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

Move to direct the City Manager to refocus the City's planning efforts on developing special area zones or refinement plans for the River Road/Santa Clara area where significant preparatory work and planning has already occurred by area residents. (Motion passed.)

[May 15, 2019, Work Session](#)

Move to direct staff to begin the Action Planning phase of the project based on the draft goals and policies. (Motion passed.)

COUNCIL OPTIONS

This work session is for informational purposes only.

ATTACHMENTS

- A. Community Advisory Committee members
- B. [Action Plan Highlights](#)
- C. [January 2020 Draft of Goals, Policies and Actions](#)
- D. River Road Corridor Study Draft Preferred Zoning Concept Map
- E. River Road Corridor Study Draft Code Framework

FOR MORE INFORMATION

Staff Contact: Chelsea Hartman
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Staff E-Mail: CHartman@eugene-or.gov

River Road-Santa Clara Neighborhood Plan Community Advisory Committee Members

River Road

Jon Belcher (co-chair)

Michele O'Leary (backup co-chair)

Louisa de Heer

Cameron Ewing

Hans Wittig

Santa Clara

Kate Perle (co-chair)

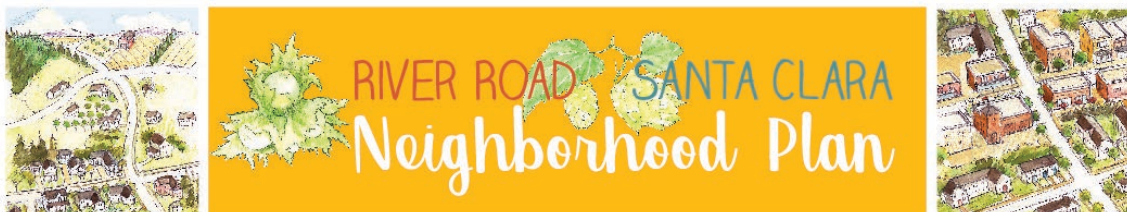
Rick Duncan

Mary Leontovich

Ed McMahon

Ann Vaughn

Louie Vidmar



ACTION PLAN HIGHLIGHTS

1/27/20

The following actions are the key priorities for implementing the plan vision. These are the things that we've heard time and again are important to people in the neighborhoods. Neighborhood leaders, the City of Eugene, Lane County, and community partners are working hard to identify specific policies, codes, and programs to make the plan come to life.

A: Code Amendment

B: Program/Project

C: Community Partnership

NP: Neighborhood Plan document, numbers refer to action plan items

All Topics: Collaborate to Implement and Monitor Plan Outcomes: Foster collaboration among City and County staff, community organizations, and partners to achieve plan outcomes over time. Monitor results and propose adjustments to the plan as necessary. (B and C, NP: 14.2.6)

Economic Development

Support Local Businesses: Inventory local businesses, including home-based businesses and services. Develop tools that favor small independent businesses over large national chains. (B and C, NP 1.2.2)

Grow Employment Opportunities: Review land use codes and zoning to determine if code or zone changes can assist in creating more employment opportunities within the neighborhoods (B, NP 3.1.1)

Establish a Business Network: Create a neighborhood business network or association that includes the diverse spectrum of enterprises. (C, NP 1.3.1)

Create a Thriving Mixed Use Corridor: Analyze current zoning patterns along the transit corridor and adopt new mixed-use zoning (A, B, and C, NP 3.1.2)

Transportation

Increase Walking and Biking: Areas near schools, parks, and connecting to the river paths are of highest priority (B, NP 4.1.1-4.1.4)

Adopt New Street Standards: Allow for more flexible sidewalk and bike lane design and natural swales that clean stormwater, provide wildlife habitat, and ensure longevity. (B, NP: 6.4.3)

Improve Beltline Highway: Upgrade facilities to reduce traffic congestion and increase safety. (B, NP: 5.1.4)

Expand Transit Service: Support enhanced service and infrastructure within the neighborhoods and between River Road and Santa Clara and other areas in Lane County. (B, NP: 5.2.1-5.2.5)

Natural Resources and Parks

Enhance Waterways: Create a voluntary education and work party program to improve the seasonal creeks that wind through the neighborhoods, filter stormwater, and provide wildlife habitat. For commercial and industrial areas, work with property owners on a voluntary basis to upgrade their stormwater management practices. Finally, collaborate with Friends of Trees to plant more trees! (B and C, NP: 7.2.1-7.2.3)

Preserve our Farm Land: Advocate for ways to maintain food production in the neighborhoods, sell produce on-site, and preserve agricultural lands outside the urban area. (A, B, C NP: 10.1.5, 10.2.1, 10.2.3)

Build a Parks System: Collaborate with the community to identify priorities to improve existing facilities and purchase new land. (B, NP:8.1.1, 8.1.2)

Prioritize Recreation: Create a Santa Clara Community Center: Build the planned community park and community center in Santa Clara, work to preserve the historic school house, and maintain River Road recreation facilities (B and C, NP: 8.3.1, 17.3.2, 17.3.3)

Land Use

Develop Design Transitions – Develop infill and design transition standards that support neighborhood character. (A, NP: 11.2.1, 14.1.3, and 14.2.5)

Support Housing Options – Support a variety of housing options with development standards through land use regulations and financial incentives. (A and B, NP: 12.1.1, 14.1.1 and 14.1.2)

Create a Thriving Mixed Use Corridor – Adopt new zones with development standards that support the creation of mixed use neighborhood centers and development that contributes to a thriving, active River Road Corridor. (A and C, NP: 13.1.1-13.1.4)

Adopt Willamette Greenway Standards – Maintain the low-density character along the Willamette Greenway through land use regulations with development standards. (A, NP: 14.3.1)

Community

Promote a Welcoming and Inclusive Community: Connect with all residents. Increase the opportunities for under-represented residents to participate in community activities, including people with disabilities, non-English speakers, communities of color, youth, families, and unhoused residents. (C, NP 15.1.6)

Organize Resilience Action Teams: Develop resilience action teams to design and implement projects that achieve goals of the action plan (B and C, NP 16.1.2)

Coordinate Public Services: Review current service provision and adopt a plan of action that addresses coordination, improvement and/or potential transition of essential services as River Road and Santa Clara neighborhoods evolve. (B and C, NP 17.2.1)

Promote Art and Creativity: Create a clearinghouse for networking artistic resources, support public art such as neighborhood murals, and encourage collaboration between artists, neighborhood organizations, and businesses. (C, NP: 15.4.1)

January 2020

Draft Vision Statements, Goals, Policies and Actions

Economic Development Vision Statement

The River Road and Santa Clara communities support sustainable economic development, a variety of employment opportunities for all residents, and local entrepreneurship. Economic activity, especially that of local businesses, contributes to a shared neighborhood identity, while providing places to gather and build community. Natural assets, such as the river and fertile soils, benefit local residents and support thriving businesses. Residents can safely access essential goods and services within a short distance from home.

Goal 1: Improve the neighborhood economy and empower local residents by encouraging the growth and creation of local businesses.

1.1 Incentives for Local Businesses: Use existing city/county loan programs to support growth and creation of neighborhood businesses.

1.1.1 Create neighborhood-based resources for small business with sustainable funding from tax increment financing or other instruments.

1.1.2 City/County work with neighborhood residents to develop other incentive programs for local business

1.2 Neighborhood Assets: Base local economic development on neighborhood assets

1.2.1 Analyze present business mix and possible future economic development through the lens of acceptability and desirability for the neighborhood

1.2.2 Inventory local businesses, including homebased businesses and services. Develop and adopt land use code that favors small independent businesses over large national chains.

1.2.3 Inventory commercial and industrial land, assess location and serviceability, and environmental suitability for business development

1.3 Patronage of Locally Owned Businesses: Encourage patronage of locally owned businesses

1.3.1 Create a neighborhood business network or association that includes the diverse spectrum of enterprises.

1.3.2 Brand the neighborhoods as a recognizable identity that draws on our assets (eg: "River and Farm district")

1.3.3 Use neighborhood brand and network to create a visible "buy local" campaign that leverages collective advertising and neighborhood identity.

1.3.4 Use neighborhood gathering spaces to support the buy local campaign

1.3.5 Develop a farm to table strategy to promote neighborhood businesses using locally produced foods

1.3.6 Develop a local market featuring neighborhood farmers and makers of hand-crafted goods

1.3.7 E-commerce and Technology: Foster entrepreneurship and support start-up companies, particularly in the e-commerce and technology sectors

1.3.8 Develop “co-work” spaces that create a sense of community among workers and entrepreneurs, including those in the tech sector

1.3.9 Connect neighborhoods to EUGNet fiber network for internet service.

1.4 Regulatory Environment: Ensure regulatory environment is supportive of economic development in line with neighborhood vision

1.4.1 Research how local permitting and regulatory processes work to encourage or discourage business activity. Address incongruities.

1.4.2 Develop a guiding plan for redevelopment of smaller commercial nodes that includes a strategy for encouraging the co-location of complementary businesses

1.4.3 Adjust land use regulations to encourage local community investments that produce employment opportunities recognizing the importance of living and working within the neighborhood

1.4.4 Reduce zoning barriers that preclude urban farmers from selling produce on-site

Goal 2: Promote redevelopment that enhances the character of our neighborhood while increasing access to daily needs.

2.1 Vibrancy: incentivize and support redevelopment that fosters vibrancy

2.1.1 Inventory and map property available for redevelopment that can be re-zoned for mixed-use.

2.1.2 Utilize available funding and property tax breaks to incentivize mixed use development.

2.2 Small Business Development: Promote small business development that supports vibrant mixed use areas.

2.2.1 Identify funding sources (grants, loans, tax incentives) for targeted small business development

2.2.2 Continue communication, outreach and assistance to small business owners regarding funding opportunities.

2.2.3 Outreach to local small businesses to discuss market analysis and neighborhood business opportunities.

Goal 3: Promote living wage employment opportunities within the neighborhood

3.1 Residential Employment: Encourage business growth in residential locations that complements the surrounding neighborhood

3.1.1 Review land use codes to determine if code changes can assist in creating more employment opportunities within the neighborhoods

3.1.2 Allow for the rezoning of properties along River Road to support employment growth (i.e. E2)

3.1.3 Incentivize the development of work/live projects

3.1.4 Analyze current commercial zoning patterns along the transit corridor

3.1.5 Rezone properties for neighborhood commercial as appropriate

3.2 Employment Opportunities: Promote the creation of employment opportunities

3.2.1 Identify areas for light industrial/manufacturing uses

3.2.2 Assure that commercial development near the River Road/Beltline intersection is appropriately sized for compatibility with neighborhoods

3.2.3 Assess needed housing density to support creation of employment opportunities

3.2.4 Encourage co-locating commercial growth in conjunction with transportation options

Transportation Vision Statement

The integrated transportation system in River Road and Santa Clara is safe, efficient, and accessible for people of all ages, abilities, and socio-economic levels who choose to bike, walk, drive, or use public transit. This system supports redevelopment, economic opportunity and affordable, convenient access to daily needs. The design of the transportation system enhances the sense of place and responds to the evolving needs of the community. Our transportation system is environmentally responsible and supports low carbon transportation options.

Goal 4: Ensure a safe transportation system for all users

4.1 Improve safety and access for pedestrians and bicyclists.

4.1.1 Implement Safe Routes to Schools program (SRTS) working with 4J and Bethel SRTS, City of Eugene and Lane County.

- a. Promote the construction of bike lanes/paths and sidewalks on main routes to schools.
- b. Provide pedestrian/bike bridge over Beltline in a location West of River Road to improve quality of access to North Eugene High School.

4.1.2 Implement protected pedestrian and bike lanes that address evolving neighborhood needs and increase access to services for all.

- a. Adopt new street standards using context sensitive design that allow for more flexible sidewalk and bike lane design, and natural swales that clean stormwater, provide wildlife habitat, and ensure longevity.
- b. Major Collectors: Separate bike lanes from traffic along River Road and on major corridors using buffered or protected lanes.
- c. Local Streets: Use pavement markings and signage to identify walking, bicycling, and driving spaces on local streets, where appropriate.
- d. Develop a plan and install a system of walking and bicycling wayfinding signs throughout RR/SC.

4.1.3 Sidewalks: Inventory needs for sidewalk infill and seek funding/incentives for prioritized infill projects. Share inventory and priorities with city and county on a regular basis.

- a. Communicate with adjacent property owners when designing and constructing new sidewalks. Provide opportunities for input as the design allows. I
- b. Allow neighborhood pathways in alleys, ROW, etc that connect discontinuous streets for cyclists and pedestrians. Respect neighborhood character, increase access to services for all, and ensure public safety.
- c. Improve lighting to make biking and walking safer (emphasis in Santa Clara).

4.1.4 Crosswalks: Mark crosswalks on major corridors and collectors with pavement markings.

- a. Plan for ADA approved crosswalks at regular intervals along River Road.
- b. Encourage installation of user-actuated pedestrian signals near schools, where appropriate.
- c. Install crosswalks at bus stop amenities and river access streets.

4.2 Riverfront Paths: Implement safety measures and amenities along riverfront bicycle/pedestrian paths.

- 4.2.1 Create lighted, paved pedestrian and bicycle access to the path from the neighborhoods. Consider connections to commercial areas, integrate with bus stop locations, and provide access for people with disabilities.
- 4.2.2 Create interactive features (signage, placards, maps, etc.) at intervals along the paths, and on the streets leading to the river path.
- 4.2.3 Install motion activated lighting along pathway.
- 4.2.4 Install emergency call boxes along pathway.
- 4.2.5 Explore methods for providing surveillance and more frequent police patrolling of pathway.
- 4.2.6 Build path in manner that provides a smooth travel surface.
- 4.2.7 Create a mechanism by which travelers can voluntarily contribute funds for the pathway (i.e. fee boxes).
- 4.2.8 Support development of access paths/trails from river path to businesses on River Road.

Goal 5: Promote a connected and efficient multi-modal transportation system that is equitable and affordable

5.1 Regional transportation network: Provide convenient, equitable, and affordable access to a regional pedestrian, bicycle, transit and private vehicle network throughout the River Road and Santa Clara neighborhoods.

5.1.1 Lane County and the City of Eugene meet with the Santa Clara Community Organization and the River Road Community Organization to gather input on **prioritizing major transportation projects** in the neighborhoods.

5.1.2 Fully implement the City of Eugene Bike/Pedestrian Master Plan improvements recommended for River Road and Santa Clara areas and assess future gaps and needs.

5.1.3 Create bike/pedestrian paths to give access to the **Willamette River in Santa Clara** to connect them to the rest of the path system throughout the city.

- a. Complete the connection of the West Bank Bike Path through Santa Clara from Beltline north to the UGB and beyond.
- b. Implement redesign of Beaver-Hunsaker to ensure safety for all modes of transportation.

5.1.4 **Improve Beltline area** interchange for safety and mobility.

Support the Beltline Facility Plan which calls for a new multimodal local arterial bridge over the Willamette River north of Beltline.

5.1.5 Increase use of **Northwest Expressway** for through traffic through transportation improvements.

- a. Encourage traffic to reroute to NW Expressway through wayfinding signs on major corridors.
- b. Encourage better use of NW Expressway through accessibility and infrastructure.

5.2 Transit: Support affordable bus rapid transit from the River Road corridor to the rest of Eugene in collaboration with Lane Transit District

5.2.1 Build an EmX line or enhanced transit corridor for high volume streets with stops at active commercial locations (Santa Clara Station included).

5.2.2 Promote addition of, or relocation of LTD transit stops especially at high-density residential, commercial areas and schools.

5.2.3 Provide timely schedules for public transportation systems that are responsive to residents' needs.

5.2.4 Provide increased access and opportunities to transit for people with disabilities.

5.2.5 Pave bus stops to meet ADA standards.

5.3 Active Transportation to Commercial Centers: Develop active transportation networks that connect neighborhoods to their adjacent commercial areas, schools and community gathering spaces.

5.3.1 Provide safe and accessible **pedestrian walkways** to active commercial areas and high density residential developments.

5.3.2 Provide safe access from **Division to Fred Meyer and Santa Clara Shopping Center** to make access effective and safe for all modes of transportation.

5.3.3 Install, enhance and maintain safe and secure **bike parking** at commercially developed areas.

5.3.4 Encourage transit and active transportation opportunities for **area farm stands**, particularly those north of the Urban Growth Boundary.

5.3.4 Provide **city and county zoning** that reflects the development and implementation of the 20-minute neighborhoods policy and encourage the design of commercial areas (through code and design overlays) that support and prioritize active transportation access. (see Land Use for details)

5.3.5 Enable more shared parking among adjacent businesses and reclaim unneeded spaces for other pedestrian uses.

5.4 Traffic Management: Promote traffic regulations, enforcement and infrastructure improvements that support safety objectives

5.4.1 Promote vehicle and pedestrian safety through enforcement of speed limits on River Road.

5.4.2 Work with city, county and state law enforcement agencies to monitor traffic flow during peak hours.

5.4.3 Update signal timing for entirety of River Road.

5.4.4 Make entrance onto and off of NW Expressway safer while maintaining efficiency.

5.4.5 Reduce number of vehicular accesses to River Road by businesses by using shared driveways or existing side street accesses.

Goal 6: Plan for a transportation system that is future oriented, environmentally responsible and transitions to zero carbon

6.1 Zero Carbon: Transition transportation system toward zero carbon by prioritizing improvements that support seamless connections for switching between modes, active transportation options, ride sharing and electric vehicle use.

- 6.1.1 Plan for centralized electric vehicle charging stations in commercial areas.
- 6.1.2 Designate ride sharing pick up locations and create standards for ride sharing waiting areas in commercial development.
- 6.1.3 Install Bike Share locations in River Road and Santa Clara.
- 6.1.4 Promote the use of IBikeEugene App.
- 6.2 Education and Youth Engagement: Educate current and future users of the transportation system about active modes transportation options and transit.
 - 6.2.1 Secure sustainable funding for bus passes for all students to schools in our districts.
 - 6.2.2 Provide education and awareness programs and school-based transportation options (such as Safe Routes to School).
- 6.3 Future Transportation needs: Support a transportation system that responds to the long term needs of the River Road and Santa Clara areas
 - 6.3.1 Conduct a “long term transportation needs analysis” for all major and minor arterial streets and collectors.
 - 6.3.2 Require all large commercial spaces to conduct traffic impact analysis for permit issuance based on the next 20-years anticipated traffic volume.
 - 6.3.3 Consider reducing parking requirements for commercial areas if they meet criteria that lower traffic impacts.
 - 6.3.4 Autonomous vehicles: Encourage commercial areas to plan for future needs, including the potential reduction of parking areas needed for customers.
- 6.4 Develop new street standards for application in River Road and Santa Clara.
 - 6.4.1 Prohibit allowance of private streets in new developments.
 - 6.4.2 Where feasible transition private streets to city or county public maintenance.
 - 6.4.3 Amend Eugene and Lane County street classification systems and standards to include a new lane standard for lanes typical in River Road and Santa Clara.

Parks and Natural Resources Vision Statement

River Road and Santa Clara celebrate a rich diversity of private and shared green spaces, including parks for recreation, natural areas that support native plants and wildlife, and farmland for food production. All residents have a clean, safe, accessible and well-maintained park or recreation facility close to their home. Residents have access to the Willamette River, which is celebrated as a natural asset, a defining characteristic of both neighborhoods, and a statewide resource to be protected for future generations. Natural assets, such as the tree canopy, soils and the watershed, are highly valued and cared for as natural infrastructure that enhances ecosystem health, provides opportunities for recreation, and supports the working landscape.

Goal 7: Provide natural areas which are healthy, thriving spaces that provide habitat for native species and function as natural infrastructure

7.1 Stormwater Conveyances: Enhance natural stormwater conveyances, including lesser waterways not protected by Goal 5 or WQ regulations, to reduce pollution, increase infiltration, protect against flooding and improve habitat through local land use regulations, incentives and programs.

- 7.1.1 Determine extent of surface waterway drainage system necessary for stormwater functions, considering future impacts of climate change.
- 7.1.2 Identify, protect and enhance waterways that are not currently protected:
 - Public Easements - Identify location of easements and which easements are protected by goal 5 or goal 6 (WQ)
 - Pursue County adoption of Goal 5 and Goal 6 (WQ) protections for parcels inside neighborhood boundaries
- 7.1.3 Enhance natural infrastructure of publicly owned stormwater waterways through selective revegetation with native plants
- 7.1.4 Create a program of tax incentives for private landowners of recognized stormwater conveyances who create long term natural infrastructure improvements.
- 7.1.5 Create a program to provide native plants free of charge to private landowners for waterway revegetation of stormwater conveyances

7.2 Education: Educate the public about the interconnectedness of function and safety in our natural stormwater system

- 7.2.1 Collaborate with the city for technical assistance in teaching appropriate vegetative management of waterways through information sharing, demonstrations, and volunteer opportunities on proximate waterways
- 7.2.2 Encourage and enable planting more trees through education of the value of mature tree canopy for multiple benefits of air quality, water quality, habitat, water temperature control, stormwater uptake and ambient temperature control
- 7.2.3 Teach value of “function stacking” in relation to waterways (better vegetation=better habitat=better water quality outcomes=better flood control)
- 7.2.4 Identify lots encumbered with waterways and work with the City to create informational material that automatically gets sent to a property owner when the lot sells notifying

about existing waterway on the property and providing information about use restrictions, setbacks, and best practices.. Materials tailored to individual or developer. "waterways welcome wagon"

7.3 Habitat Corridors: Create new and enhance existing habitat corridors throughout River Road and Santa Clara

- 7.3.1 Identify volunteers and funding to map existing habitat corridors, identify gaps in connectivity, and catalogue present day baseline of species diversity.

7.4 Public Natural Areas: Provide natural areas, including the Willamette River Greenway, accessible to all residents (may include public land not designated as parks)

- 7.4.1 Identify natural areas on public lands and collaborate with public agencies to manage with ecological values in mind.
- 7.4.2 Minimize light pollution in natural areas through better lighting fixtures and more sensitive placement.
- 7.4.3 Find stable funding for maintenance without the use of pesticides or herbicides. (this is a priority!)

7.5 Tree canopy: Promote, conserve, protect and improve our urban forest, while flexibly accommodating a diverse range of land ownerships, uses and activities

- 7.5.1 Preserve and increase street tree plantings wherever possible
- 7.5.2 Encourage planting of trees on private property through education and incentives, collaborate with Friends of Trees (ie providing trees or some of the cost for trees).

Goal 8: Provide neighborhood access to recreational opportunities, parks, and community centers

8.1 Parks Access and Maintenance: Plan for all residents have access to parks or publicly owned open space within 1/2-mile walking distance

- 8.1.1 Continue to acquire neighborhood park spaces within ½ mile of all residents, and appropriately sized for relative to population density.
 - a. Within two years, identify and inventory good park sites in Santa Clara and (City of Eugene) contact owners about possible sale.
- 8.1.2 Continue to develop, with neighborhood input, neighborhood parks already in park inventory, but currently lacking amenities. Include facilities for children.
- 8.1.3 Include natural areas as part of neighborhood parks.
- 8.1.4 Create walking paths through natural areas.
- 8.1.5 Support plantings of fruit and nut trees in parks, specifically: along river path.
- 8.1.6 Purchase and develop an urban plaza for residents, perhaps at new Lane Transit District transfer station site.

8.2 Connectivity: Improve connectivity between parks, natural areas and public open spaces

- 8.2.1 Pursue opportunities for purchase of land, easements, or other agreements for connectivity
- 8.2.2 Continue the West Bank Multi Use Path northward through Santa Clara and beyond.

- 8.2.3 Work with rural residents to craft a vision for a greenbelt/agricultural parkway using existing paths, streets, and pedestrian ways to create a way through and around Santa Clara for alternative transportation.
- 8.2.4 Promote an ethic of neighborhood pride around enhancing habitat corridors by providing education to private land owners and collaboration between neighbors.

8.3 Recreational Opportunities and Community Centers: Enhance equitable access to safe and well-maintained recreational opportunities and community centers

- 8.3.1 Work with the City of Eugene to preserve Santa Clara Schoolhouse on Community park property for use by Santa Clara residents.
 - 8.3.2 Promote the creation of a community center in Santa Clara.
 - 8.3.3 Provide facilities and programming for all ages and abilities of residents.
- See Goal 17 for more details

Goal 9: Make the Willamette River a vital, healthy and accessible part of the neighborhoods

9.1 Safe and Convenient Access: Provide safe and convenient access to the riverbank park system for pedestrians and bicyclists. See Transportation 6.5

9.2 Stewardship of the Willamette River Ecosystem

- 9.2.1 Evaluate long range plans for the Willamette River (including Lane County and the McKenzie River Trust), determine goals consistent with the Neighborhood Plan, and partner to implement common goals. (also see 7.3.1)
- 9.2.2 Support efforts to maintain the Greenway as a riparian area and wildlife corridor, identify the high value areas for ecosystem management, and work to enlarge the Water Resources Conservation areas to enhance high value areas.
- 9.2.3 Work with Delta Sand and Gravel to transfer ownership or easement to City of Eugene and/or Lane County for short term paved, multi use path extension and long term eventual park/natural area possibility
- 9.2.4 Partner with local river conservation/preservation groups to meet goals and promote volunteer work parties along the river greenway through participation incentives (example: Willamette River Keepers, McKenzie River Trust).
- 9.2.5 Create an interactive web page promoting the riverine opportunities in the River Road and Santa Clara neighborhoods.

9.3 Recreational Uses: Promote recreational uses along the river's edge

- 9.3.1 Improve access to and function of boat ramp under Beltline overpass.
- 9.3.2 Develop more canoe/kayak access points along the river's edge.
- 9.3.3 Promote recreational programming along the river's edge to include, but not be limited to: food or produce market, music/theatre events, running and/or biking events, fishing and/or fishing education, wading access and weekend docents.
- 9.3.4 Create intermittent informational displays along the river highlighting the history, geology and ecology of the river.
- 9.3.5 Install more benches along the path.

Goal 10: Preserve agricultural land and open spaces within and around our neighborhood boundaries

10.1 Agricultural Land Preservation outside the UGB: Preserve high value farmland outside the current UGB exclusively for farm use

- 10.1.1 Incorporate agricultural land preservation into all long range planning at municipal and county levels.
- 10.1.2 Investigate potential changes to state law and Lane Code to limit non-agricultural development on type I and II soils to protect agricultural lands.
- 10.1.3 Investigate feasibility of amending Land Code zoning regulations to limit non-agricultural development to rural densities, uses and development patterns in order to reduce conflict with existing farm uses.
- 10.1.4 Investigate the Creation and funding of a farmland preservation program centered around the transfer of development rights and conservation easements.
- 10.1.5 Develop local incentives to support small farm owners in order to preserve a buffer between EFU zoned land and land within the UGB.
- 10.1.6 Pursue creation of land classification that permanently protects prime farmland adjacent to the current UGB i.e. rural reserves.

10.2 Agricultural enterprises within the UGB: promote agricultural enterprises within the UGB through local land use regulations, incentives and collaboration with private property owners

- 10.2.1 Create small scale urban agricultural enterprise zoning (i.e. tax incentive for land in UGB used for food production).
- 10.2.2 Allow property owners who control more than ½ acre of undeveloped land to apply for and receive a property tax credit for that portion of land specifically dedicated to small scale commercial agricultural food production.
- 10.2.3 Amend zoning to explicitly allow the vending of farm produce at the address where it was produced and permit small scale collective sale of neighborhood grown produce
- 10.2.4 Facilitate and encourage conversion of open space on church properties to food production. Encourage churches to de-pave oversized parking areas and replace with agriculture, rain gardens and native plants.
- 10.2.5 Allow for increased opportunities for urban animal husbandry while balancing compatibility with neighboring uses
- 10.2.6 In future UGB analysis, consider creating a classification of urban agriculture.

10.3 Open Space Preservation: Promote a network of publicly and privately owned open space

- 10.3.1 Identify publicly owned land operating as open space currently.
- 10.3.2 Identify parcels of privately owned open space valued by community as open space currently and target for future public acquisition.
- 10.3.3 Form an “appreciation brigade” to express acknowledgment of the value of privately owned open space to landowners.

Land Use Vision Statement

Land use in River Road and Santa Clara supports neighborhood character and local identity, including our long standing agricultural heritage and high value soils. Our neighborhoods are walkable, with a range of housing types affordable to all residents. Abundant shops, services and community spaces are served by a variety of transportation options. Strategic development and revitalization in more urban locations, especially the River Road corridor, helps maintain neighborhood character while meeting our housing and economic needs in a way that is environmentally responsible. Development is well designed, sustainable, and compatible with existing surroundings. Adjacent to the Willamette River greenway, development improves safety, enhances access, and respects ecological functions.

Goal 11 Support development that is well designed and economically, socially and environmentally sustainable.

11.1 Effective Public Process: Encourage effective collaboration between developers, public agencies, and neighbors through local land use regulations.

11.1.1 Adopt a new process that requires developers to communicate with the RR or SC at least one month prior to submitting a land use application, preferably during the schematic phase of design, prior to the creation of construction documents. **(REVISED)** The process shall replace the current Chapter 9.7007 Neighborhood/Applicant Meetings process but shall also include proposed zone changes and Willamette Greenway Permits and remove partitions. **(NEW)** An application is also exempt if made through a Neighborhood Plan or any other public involvement process. Upon notification of a private development allow a month for the community to respond with concerns and prioritized design recommendations. The developer must respond in their completed application how it responds to concerns are addressed or mitigated in the plan prior to acceptance of the application.

11.1.2 Require public agencies to provide 180 calendar days' notice to affected Neighborhood Associations before deciding to sell any land parcel within their boundaries (code)

11.1.3 Work collaboratively with government agencies to identify appropriate uses for government owned properties in our neighborhoods with an eye to encouraging desirable uses such as innovative demonstration projects for public-private partnerships to produce innovative housing solutions. (Important but not code)

11.2 Well Designed Built Environment: Promote building design, size, scale and site layout that provide gradual transitions between different uses and scales and incorporates pedestrian scale design through local land use regulations.

11.2.1 Develop and adopt development standards that provide infill and design transitions for defined areas within the neighborhood plan area, such as:

- Corridor Study Area (Corridor Study Code)
- Major Streets such as Arterials and Major Collectors (to be identified) being proposed as part of the HB2001 process (code)
- Willamette Greenway (Corridor Study Code)
- Single-family areas being proposed as part of the HB2001 process (code)
- River Road corridor north of the corridor study area

11.3 Well Designed Community Space: Use well-designed public and private community space to support the goals and policies of the neighborhood plan and other applicable City and State-wide goals through collaboration between the City, County, and local businesses and residents.

11.3.1 Establish a network of streets with green and pedestrian friendly features in conjunction with public spaces. (Important but not code)

11.3.2 Provide clear “entry points” to the River Road neighborhood, identifying it as the “River and Garden District.” (Important but not code)

11.4 Green and Resilient Properties: Encourage actions on residential, commercial, and public properties that enhance food and energy production, water storage and conservation, and social interaction on site through local regulations and incentives.

11.4.1 (NEW?, revised from 13.1.5) Green Infrastructure: Provide financial incentives for property owners that provide on site features or energy production that reduces the burden on public infrastructure or private infrastructure, reduce atmospheric toxins and CO2 emissions, or provide seismically sound structures on commercial or public properties beyond code requirement and could be for shelter in a disaster scenario.

On site feature examples: Greywater treatment, water harvesting, photovoltaic panels, solar water heaters, low VOC materials reclaiming unused parking spaces for public use.

Incentive Examples: Permit fee reductions, reduced SDC charges, Tax credits and rebates. Brainstorm Action Item for Green Infrastructure

11.4.2 Identify food producing trees and shrubs that can be included in the city's “menu” of acceptable landscaping plants. Reference Olympia, Washington's plant lists for public property. Identify a citizen's committee to work with the city to identify acceptable plants.

11.4.3 Provide incentives to increase and maintain residential tree canopy.

11.4.4 Encourage green development through incentives and education programs for River Road and Santa Clara. (Important but not code)

Goal 12 Ensure future housing addresses the needs of the community

12. 1 Compatible Infill: Allow for residential infill development that provides gradual transitions using a variety of housing types with pedestrian scale development standards such as density and scale to fit neighborhood demand through local land use regulations, programs and incentives.

12.1.1 Review existing policy, programs and regulations to identify and remove land use code and financial barriers to innovative and creative housing options without requiring a subdivision. Examples: Rowhouses/Townhouses, Cluster Subdivisions, Duplexes, Triplexes, Fourplexes, Courtyard housing, Live/work housing, Mixed use housing, Accessory Dwelling Units. (Code part of HB2001

12.1.2 Create a spatially based dispersal policy for housing types that results in appropriate spacing of creative housing types to limit excessive conversion of single family to other types of housing. 3 and 4 plexes

12.1.3 Provide incentives to encourage a mix of compatible housing types including workforce housing (middle housing). (Important but not code)

12.1.4 Adopt flexible code that allows infill opportunities that are more compatible to adjacent neighbors than the typically current flag lots.

12.1.5 Remove barriers for Tiny Homes such as land use restrictions and challenges in providing water and sewer hook ups.

12.1.6 **(NEW)** Reserve townhouses, live work, triplexes, and fourplexes, for parcels adjacent to major streets and corridor areas meeting the City of Eugene's minimum lot size requirement. Major Streets defined by the RRSC neighborhoods are limited to Maxwell, Irving and Irvington.

12.1.7 **(NEW)** Allow cluster subdivisions, cottage clusters, ADUs, and duplexes in R-1 areas throughout RRSC.

12.2 Affordable Availability: Plan for affordable housing, as well as, low and moderate income housing that is available and dispersed throughout the River Road/Santa Clara neighborhoods through local land use regulations, strategies, funding and partnerships.

12.2.1 Develop strategies and tools to create and preserve rental and owner-occupied affordable housing and housing affordability throughout the area. Identify and implement investment strategies that expand and maximize local, regional, state and federal affordable housing resources, partnerships and tools. (Important but not code)

12.2.2 **(REVISED)** Work within City and County boards, commissions and committees to increase the availability of Workforce and Affordable Housing in our Neighborhoods.

12.3 Support limited agricultural worker housing on parcels outside the UGB and inside the neighborhood boundaries by identifying solutions that honor Oregon Statewide Planning Goal 3 through

collaboration between the Santa Clara neighborhood, Lane County, and Oregon's Department of Land Conservation and Development.

12.3.1 Identify barriers that currently prevent worker/owners from building multiple dwellings on agricultural land solutions that honor Oregon statewide land use goal 3 and allow housing that minimizes its footprint while accommodating workers needed to productively cultivate that same farmland (i.e. clustered housing) (code)

12.4 Facilitate collaborative planning efforts between the neighborhoods, city, and county to promote innovative housing strategies.

12.4.1 Encourage and allow neighbors to collaborate in defining community spaces and community amenities such as paths, gardens, and gathering spaces across property lines.

12.4.2 Utilize Opportunity Siting and other incentives to collaborate to develop innovative projects that are supported by a developer and the Neighborhood Association and approved by governing agency.

12.4.3 Identify and provide incentives to allow residents to age in places that are accessible, comfortable and safe no matter their age or physical condition.

12.4.4 Change Cluster Subdivision Application requirements down to a minimum of 3 units. (Neighborhood plan code amendment)

12.4.5 **(NEW)** Foster collaborative partnerships between the community and local nonprofits to explore opportunities such as identifying potential sites, and tools (such as community land trusts), or programs for affordable and workforce housing development.

Goal 13 Support a thriving, vibrant and active River Road corridor

13.1 Key Areas for Development: Support development and redevelopment that contributes to a thriving, vibrant and active River Road corridor in key areas designated in the River Road Corridor Study for residential and commercial/mixed-use development through local land use regulations and incentives.

13.1.1 Utilize the River Road Corridor Study to designate key areas for residential and commercial/mixed-use development at appropriate density and scale along the River Road corridor and minor arterials in the River Road and Santa Clara Neighborhoods. (Corridor Study code)

13.1.2 **(NEW)** Utilize the River Road Corridor Study as a tool to redevelop the area on River Road north of the Corridor Study area.

13.1.3 **(NEW?)** Rezone commercial areas outside the River Road Corridor Study area but within the River Road-Santa Clara neighborhood plan area for mixed use commercial with development standards. (Neighborhood plan code) NOTE: Need to coordinate with 12.1.6

13.1.54 Allow developments of 4-6 stories in designated nodes along River Road as long as public amenities are provided by the developer. (Corridor Study code)

13.1.65 **(REVISED) Green Infrastructure:** Provide financial incentives for property owners that provide on site features or energy production that reduces the burden on public infrastructure or private infrastructure, reduce atmospheric toxins and CO2 emissions, or provide seismically sound structures on commercial or public properties beyond code requirement and could be for shelter in a disaster scenario. **(Moved to 11.4)**

On site feature examples:

Greywater treatment, water harvesting, photovoltaic panels, solar water heaters, low VOC materials reclaiming unused parking spaces for public use.

Incentive Examples:

Permit fee reductions, reduced SDC charges, Tax credits and rebates.

Brainstorm Action Item for Green Infrastructure

13.2 20-minute neighborhoods: Support walkable neighborhoods where people can meet most of their daily needs within a 20-minute walk through local land use regulations, development standards and incentives.

13.2.1 Coordinate site designs with Street design for Arterials and Collector Streets to improve public right-of-way. Provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, lighting, pedestrian shelters, sidewalk cafes, and other elements of active pedestrian areas. Require components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street and within shopping areas. (Corridor Study Code)

13.2.2 **(REVISED)** Evaluate current commercial standards and where appropriate revise them to facilitate non-automobile forms of access and utilization. No use may include a drive-through facility, excepting a drive-through facility to provide financial services, pharmaceutical prescription dispensing, or government services are permitted.

13.2.3 Coordinate with Lane Transit District to ensure that the design of new buildings support transit oriented development.

13.2.4 Identify areas appropriate for food carts and ensure land use code facilitates their siting.

Goal 14 Promote land use and development that protects and enhances neighborhood character

14.1 Privacy Transitions: Promote privacy between new development and existing properties with development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets.

14.1.1 Create a low-medium density residential zone with transition standards and apply between R-1 and the River Road Corridor.

14.1.1 Site middle zoning between single-family and both multifamily and C-2 zoning. Minimize land use conflict by adding code requirements that adjoining low density and higher-density residential land are designed to be more compatible, as well as between residential and non-residential uses.

14.1.2 Secure funding to develop code language allowing a variety of housing types with development standards for the River Road-Santa Clara neighborhood plan area that implements HB 2001, including alternatives to flag lots and allowing cluster subdivisions down to a minimum of 3 units (CA Part of HB2001)

14.1.3 Use Corridor Study code concept to inform and develop transition standards, such as sloped setbacks, balcony offsets, and buffering, between different zones within the neighborhood plan area. (CA Part of HB2001??? **Need more discussion on balcony offsets**)

14.1.4 (New) Require L-3 vegetative screening between R-1 properties when an adjacent house is sited in such a manner that a second story window or balcony looks over an adjacent property's open space (backyard) within 15' of the property line. Vegetative screening will not be required if a written agreement is filed between neighbors with the City of Eugene.

14.1.3 Prohibit upper story balconies on housing walls that abut R-1 rear yards unless the buildings are at least 50 feet from the property line.

14.1.4 (NEW) Increase minimum required standards when higher density development abuts R-1 zoning and the adjacent streets aren't developed to Eugene's local street standard or higher (lanes) to avoid spillover parking problems.

14.2 Neighborhood Livability: Retain and enhance neighborhood livability by mitigating noise, identifying and preserving historical and cultural properties, and encouraging green development and design at pedestrian scale.

14.2.1 Reduce Neighborhood noise by establishing railway quiet zones for the crossings at Irving Road and Irvington Drive. (Important but not code)

14.2.2 Prohibit the creation of new private roads to ensure future maintenance.

14.2.3 (NEW) Increase minimum required parking requirements when higher density development abuts R-1 zoning and the adjacent streets aren't developed to Eugene's local street standard or higher (lanes) to avoid spillover parking problems.

14.2.4 Identify and inventory structures and other landmarks of historical or architectural significance and make recommendations for their preservation. (Important but not code)

14.2.5 Identify incompatible zoning and plan designations and inappropriate zoning and plan designation adjacencies and work to align the zoning and plan designations to make them compatible (Neighborhood Plan Code)

14.2.6 At five-year intervals after adoption of this plan, measure the effectiveness of policies and actions established in this plan. Utilize the results to review the document and adopt revisions to achieve those policies and actions that are still applicable.

14.2.7 Ameliorate the effect of increased density and infill by providing both a clear and objective design path and discretionary path with standards and design review processes.

14.3 Willamette River Compatibility: Create clear and objective development standards such as height limits, sloped setbacks, and buffering standards for development fronting the Willamette Greenway in the neighborhood plan area to better implement the Willamette Greenway state and local policies.

14.3.1 Adopt lot-specific plan designations and zoning with development standards such as height limits, sloped setbacks, and buffering standards in a defined area along the Willamette Greenway within the neighborhood plan area to maintain a low density edge. (Corridor Study code)

OR

14.3.1 (NEW) Revise Willamette Greenway map to include developed parcels and develop new objective standards to prevent more intensive development or redevelopment.

14.3.2 Prevent upzoning within the Willamette Greenway within redefined boundary.

14.3.3 Provide Willamette River Greenway protections that include clear and objective standards for development that lies within the greenway boundaries yet to be redefined.

14.3.4 Provide incentives, such as reductions, to SDC's and/or provide tax credits to support preservation of the Willamette River Greenway via conservation easements.

Community Vision Statement

The River Road and Santa Clara Neighborhoods exude a strong sense of place. They are welcoming and inclusive neighborhoods for people of all backgrounds. River Road and Santa Clara celebrate and nurture community unity and diverse cultures, and honors the rich history of farming in the neighborhoods. The community recognizes the value of natural assets, such as the River, and thriving shared spaces, such as parks, schools and local businesses. Our neighborhoods are safe, resilient, and engaged, with strong social networks and reliable public services.

Goal 15: Ensure our community is welcoming and inclusive

15.1 Promote a welcoming environment and inclusive approach to the work of the Community Organizations.

15.1.1 Respond promptly to any instance of racism, discrimination and/or hate in the neighborhoods by designating a board member to follow issues and share information, voting as a board to condemn actions, and sending an email update to the community.

15.1.2 RRCO/SCCO participate in Hate and Bias Prevention training

15.1.3 RRCO/SCCO vote as a board to support local, state or national measures that support the community.

15.1.4 RRCO and SCCO collaborate with City and County who could provide materials and, together develop a strategy for graffiti abatement in the neighborhoods.

15.1.5 Maintain a standing meeting agenda item for addressing issues important to youth and seniors, LGBTQ neighbors low-income residents, people with disabilities, and communities of color. Recruit organizations and schools to participate in SCCO meetings and lead the agenda item by volunteering with nonprofits and schools.

15.1.6 Connect with all residents. Increase opportunities for under-represented residents, including people with disabilities, non-English speakers, our LGBTQ neighbors, communities of color, youth, families, seniors, and unhoused residents. to fully participate in and lead community activities 15.1.7 Host multi-cultural events and outreach with translation services, food and entertainment.

15.1.8 Provide a list of organizations that provide social and cultural services and ADA accommodations. Work with The City of Eugene Human Rights Commission, LULAC, CALC, Centro Latino, SURJ and LILA* and other organizations.

15.1.9 Inventory community spaces in RRSC, provide a list of ADA features and limitations, and ensure organizations and institutions improve ADA accessibility to community spaces, indoor and outdoor.

15.1.10 Provide 'Welcomers' to focus on outreach to schools new housing developments, new businesses, etc.— to be sure anyone new to the neighborhood feels welcome, is aware of the neighborhood organizations and is encouraged to participate.

15.1.11 Conduct a door to door outreach survey to residents to listen to views and get people involved in community activities.

15.1.12 City and County provide cultural ambassadors/language translators who would assist the Community Organizations with outreach, agenda setting, and creating and editing outreach materials ('welcome kits', newsletter articles, etc.) and who would be available for non-English-speaking residents to contact for questions related to City/County business.

15.2 Housing Affordability: Increase affordable housing opportunities in the neighborhoods (see Land Use Goals for details)

15.3 The Unhoused Community: Advocate for housing, and provide information to community members about housing services and social opportunities for people without stable housing

15.3.1 Facilitate community conversations about how to best provide services.

15.3.2 Provide Outreach/education to general community about issues such as homelessness.

15.3.3 Work with the city and county to Identify and advocate for rest stop , car camping sites, tiny house villages and other housing first options.

Network with other neighborhoods and learn from their successes.

15.3.4 Work with non-profits and faith-based organizations in the neighborhood on serving the unhoused community.

15.4 Identify and promote City and County funds and grants to support public art

15.4.1 Create and fund a program to facilitate and incentivize artistic initiatives that benefit the River Road, Santa Clara community.

15.4.2 Encourage the creation of a clearing house for networking artistic resources.

Goal 16 Foster collaborative relationships to build a stronger and more resilient community

16.1 Enhance RRCO and SCCO communication and outreach capabilities to reach the entire neighborhood by establishing stable local funding

16.1.1 The City and County will partner to provide stable funding, proportional to the total incorporated/unincorporated properties, to ensure both Community Organizations multiple opportunities, per year, can reach all addresses within the neighborhood

16.1.2 Develop resilience action teams to design and implement projects that achieve goals of the action plan

16.3 Gathering and Learning Spaces: Ensure access to open community gathering, sharing, and learning spaces for all residents.

16.3.1 Identify, map, and promote gathering spaces and local services that are accessible for all RR/SC neighbors.

16.3.2 Identify locations to establish and support community gardens in River Road/Santa Clara.

16.4 Build and maintain resident engagement in safety through neighborhood projects which empower neighborhood volunteers to make use of Community and Neighborhood matching grants

16.4.1 Develop and maintain neighborhood action website

16.4.2 Provide information on matching grants and best practices for neighborhood engagement and creative placemaking

16.4.3 Use and promote matching grant funds to improve shared spaces that are not maintained by city or county

16.5 Walkable Neighborhoods: Incentivize neighborhood development that allows residents to meet their daily needs by foot

16.5.1 Use neighborhood associations and businesses to cross-promote programs and ideas that increase use of active transportation and develop small businesses in the neighborhood

16.5.2 Identify and ensure that crucial transit stops along corridor are safe, covered, and fully accessible.

16.6 Resilience Networks: Provide additional support for neighbors to build small scale resilience networks that facilitate communication and resource sharing between neighbors and businesses to enhance resilience.

16.6.1 Develop a mapping system for neighbors to identify their resources and neighbors in need. Publish ideas for community building activities and empower neighborhood associations to broaden their outreach

16.6.2 Map and connect CERT trained community members and support resilience-focused gatherings

16.6.3 Partner with existing tool lending library program to explore an expansion into our neighborhoods.

Goal 17 Provide comprehensive public services and community resources responsive to the needs of the community

17.1 Address present confusion about service providers: Assure River Road and Santa Clara residents are educated about current services providers so there is clarity about which agencies provide their services and how to communicate with them.

17.1.1 Educate residents about what agencies are serving them and how they are funded.

Publish and make available a compendium of service agencies in River Road and Santa Clara and their contact information.

17.1.2 Identify and publicize a single office (may be the City Manager office) that residents could use as a resource when they have questions or concerns vis-à-vis their available public services.

17.1.3 Address the confusion of who owns and maintains infra-structure (hydrants, streetlights, water lines) as annexations proceed.

17.1.4 Ensure that future service installations provide for accessibility needs of senior residents.

17.2 Essential public services (safety, water, fire): Provide equitable provision of essential public services if amalgamation and/or transition of service providers is considered.

17.2.1 Review current service provision and adopt a plan of action that addresses coordination, improvement and/or potential transition of essential services as River Road and Santa Clara neighborhoods evolve.

17.2.2 Make this planning process transparent by involving the community in the formulation of these plans

17.2.3 Review essential service levels as they currently exist and ascertain what public services are missing or deficient; and create a path to mitigating these deficiencies (example: no service by Cahoots for unincorporated residents).

17.2.4 If service providers are amalgamated and/or transitioned, adjust current boundaries of service districts to assure that residents, especially those who are currently outside the UGB, continue to be served.

17.2.5 Prioritize provision of comprehensive public safety services and develop strategies for equitable administration of those services throughout River Road and Santa Clara neighborhoods.

17.2.6 Optimize conditions for the establishment of an urgent care center in the River Road and Santa Clara neighborhood

17.3 Community resources: Provide park and recreation services as well as library service to River Road and Santa Clara. Encourage and facilitate cultural services that enrich the community.

17.3.1 Provide a comprehensive and park and recreation system with sustainable funding to include all of River Road and Santa Clara commensurate with the services currently provided by the River Road Park and Recreation District.

17.3.2 Accelerate development of the planned community park and community center in Santa Clara and continue provision of a community park and community center in River Road, currently being filled by the River Road Parks and Recreation District.

17.3.3 Investigate the feasibility of creating a larger, regional park and recreation district which would assure dedicated and sustainable funding for parks and recreation.

17.3.4 Advocate for a branch library in River Road or Santa Clara.

Goal 18 Increase resilience in local food, water, and disaster preparedness systems necessary for human health and wellbeing

18.1 Green Infrastructure: Infrastructure development will be resilient to disasters, enhance stability of food, water, energy systems and preserve ecosystem functions.

- 18.1.1 Develop standards for large developers to offset new infrastructure demands with onsite energy generation and water retention.
- 18.1.2 Assess existing critical infrastructure such as streets, electrical grid, stormwater system, etc. to determine key weaknesses in the event of a natural disaster
- 18.1.3 Develop a prioritized list of projects based on infrastructure assessment
- 18.1.4 Ensure that each neighborhood has sufficient FEMA drop off sites, water access points, and at least one sheltering location per neighborhood according to disaster planning
- 18.2 Increase home and neighborhood food production and storage through local land use regulations and community education, outreach and programs.
 - 18.2.1 Encourage development of community food sharing/food swapping systems
 - 18.2.2 Allow owner maintenance of landscaping between sidewalk and curb.
 - 18.2.3 Permit small scale collective sale of neighborhood produce
- 18.3 Renewable Resources and Energy: Promote renewable resources and energy conservation to decrease reliance on public utility grid through community education, outreach and incentives.
 - 18.3.1 Widely share up to date information on opportunities and rules around stormwater flow and rainwater catchment in our area
 - 18.3.2 Share information on graywater and encourage safe implementation
 - 18.3.3 Work with city of Eugene to develop performance criteria for retrofits that improve house envelope or increase resilience at reduced fees
 - 18.3.4 Promote utility incentives for energy conservation programs
 - 18.3.5 Ensure infiltration of all residential stormwater through information, advocacy, and mapping problem areas
- 18.4 Neighborhood-wide Emergency Preparedness: Educate and prepare for natural disasters by funding regular Community Emergency Response Team training and through community volunteer efforts
 - 18.4.1 Create opportunities for annual CERT training and disaster plan training
 - 18.4.2 Provide water purification options at identified locations
 - 18.4.3 Encourage the identification of most vulnerable residents who would need additional support in a disaster.
 - 18.4.4 Create centralized emergency centers that will provide water, food, emergency supplies and electricity in case of natural disaster

Concept Preferred - 2/10/2020
Attachment D

COR-MU Corridor Mixed-Use (139 acres)

COR-RES Corridor Residential (135 acres)

R-M Residential Middle (401 acres)

R-M+ Residential Middle Plus (17 acres)

Possible Frontage / Activation Requirements

Existing Zoning

AG Agricultural

C-1 Neighborhood Commercial

C-2 Community Commercial

E-2 Mixed-Use Employment

GO General Office

I-2 Light-Medium Industrial

I-3 Heavy Industrial

PL Public Land

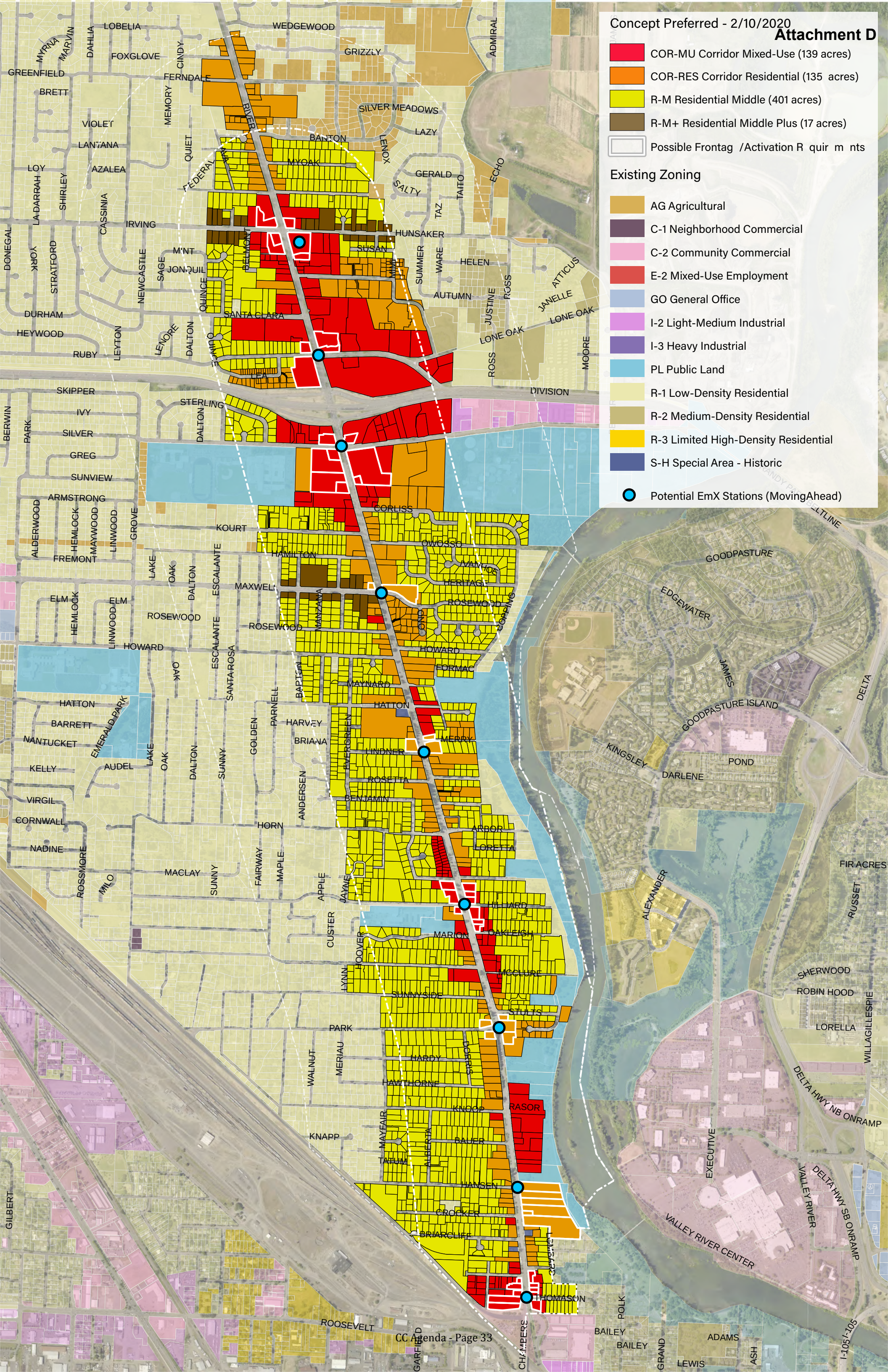
R-1 Low-Density Residential

R-2 Medium-Density Residential

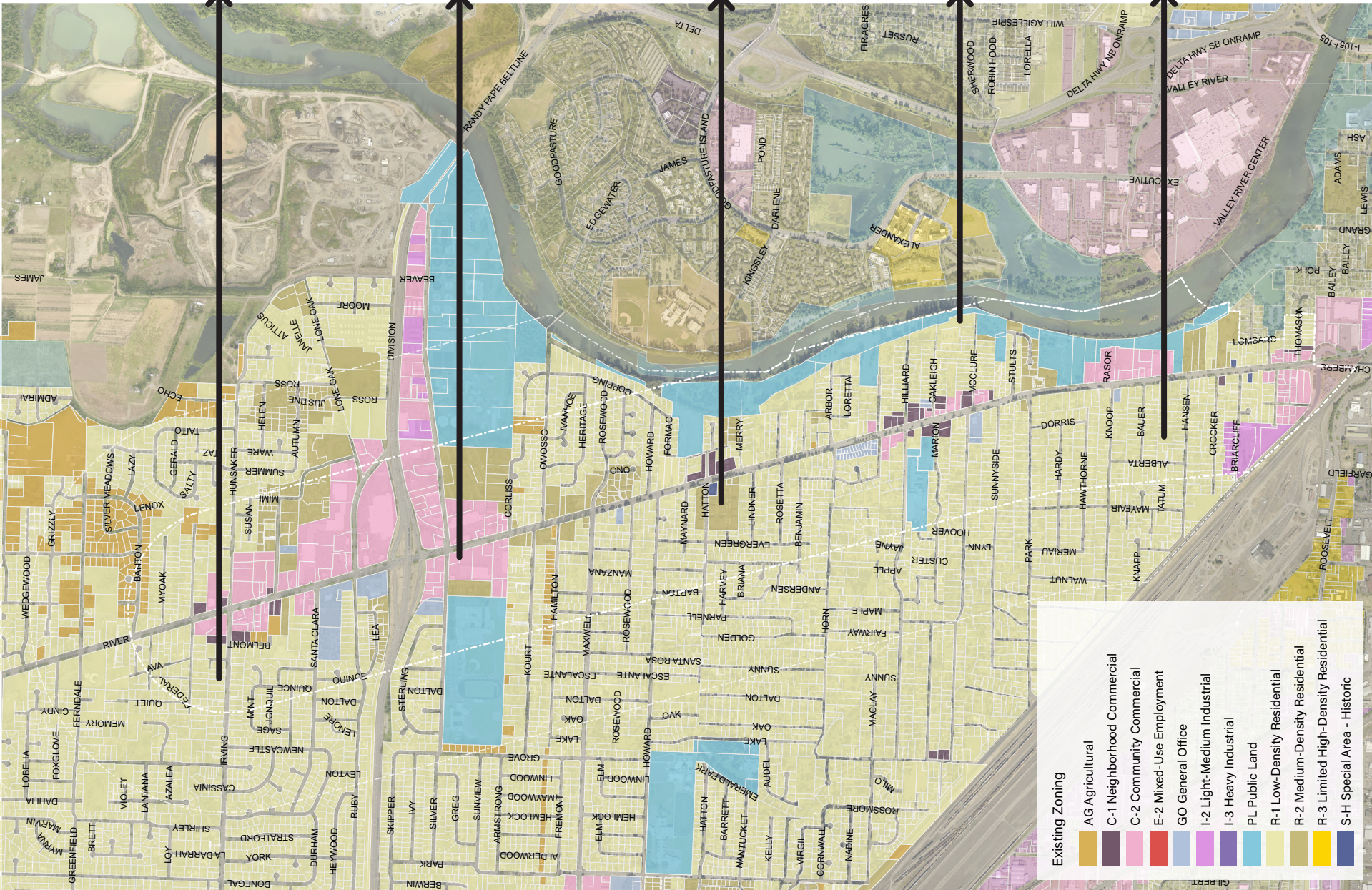
R-3 Limited High-Density Residential

S-H Special Area - Historic

Potential EmX Stations (MovingAhead)



EXISTING ZONING



EXISTING PROPOSED
R1 AG → R-M+

R-M+ is assigned to R-M parcels directly fronting Maxwell, Irving, and Hunsaker (excluding flag lots)

EXISTING PROPOSED
C1 C2 → COR-MU

All C1 and C2 parcels
*White outline = potential active use frontage requirement on COR-MU parcels

EXISTING PROPOSED
R1 R2 AG → COR-RES

All R2 in 1/4 mile Corridor area and all R1 and AG parcels touching River Road (excluding flag lots)

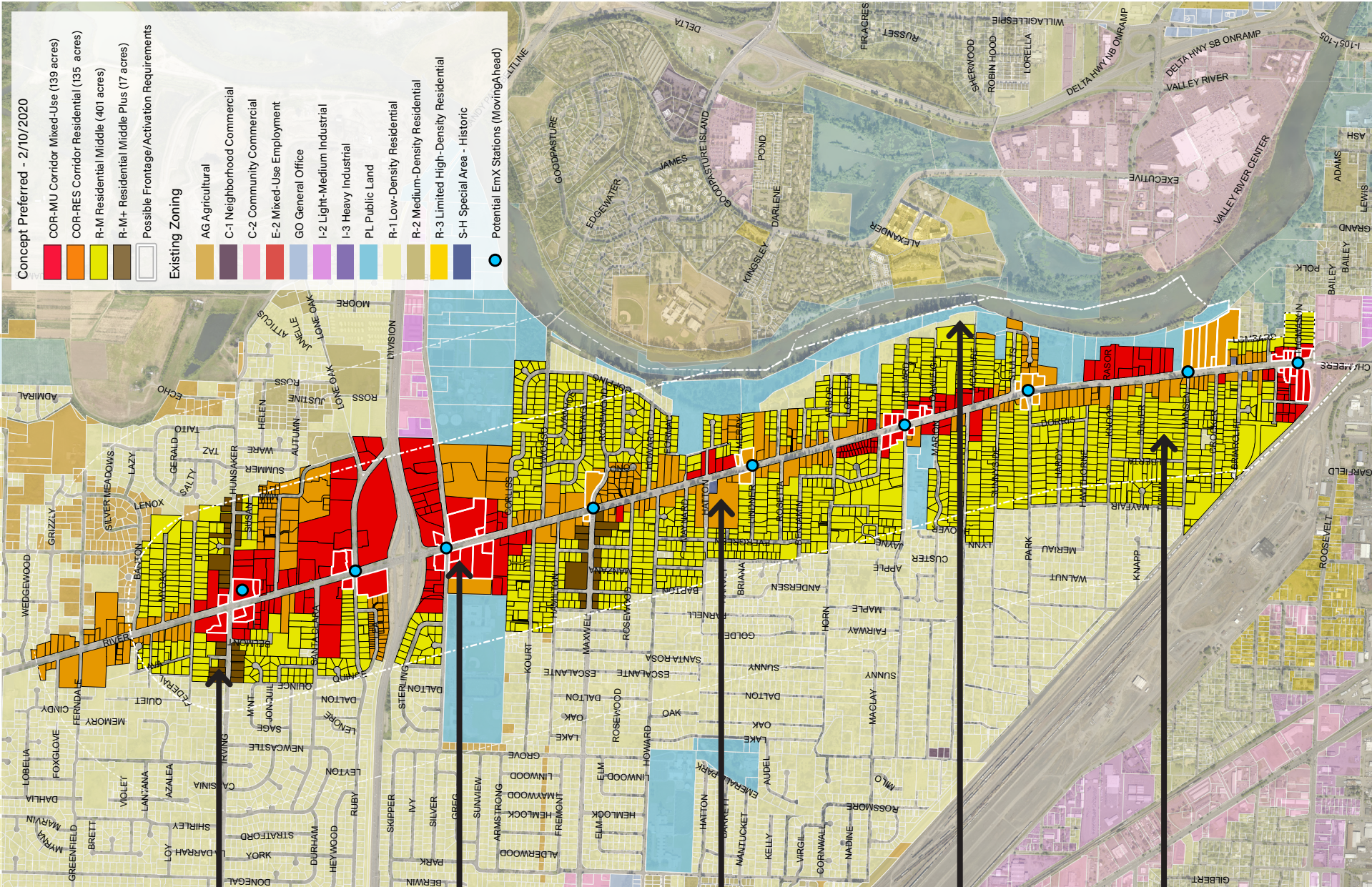
EXISTING NO CHANGE
R1 → R1

R1 parcels directly facing the Willamette River are not rezoned

EXISTING PROPOSED
R1 AG → R-M

R1 and AG parcels, mostly within and near the 1/4 Corridor Area boundary

PREFERRED CONCEPT: (DRAFT: 02/10/20)



*The majority of AG - Agriculture zones parcels in the Study Area are currently developed with single-family homes

CODE FRAMEWORK

CITY OF EUGENE | RIVER ROAD CORRIDOR IMPLEMENTATION PLAN

February 18, 2020

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1. Introduction/Purpose

The Code Framework is intended to present the preliminary regulating plan, zones, and form giving development standards for the River Road Corridor Study Area. The purpose of the Code Framework is to establish the overall direction of the zone prior to the detailed development in the Administrative Draft Code.

The Code Framework is organized into the following sections:

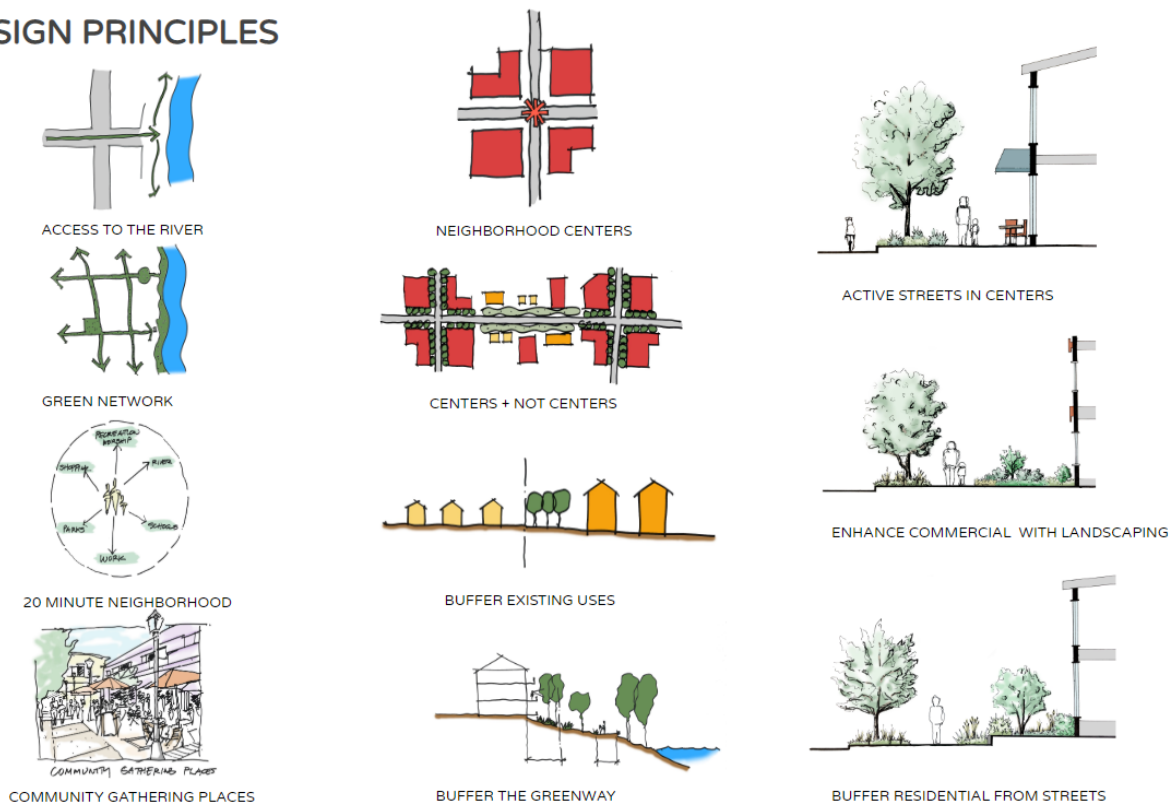
- **Design Principles.** The Design Principles provide the high-level vision for the Corridor Study Area developed by the community and City of Eugene. These formulate the intent of the code but are not enforceable and may not be included as part of the final code.
- **River Road Base Zones.** This section describes the overall character of the zones in the Corridor Study Area. As discussed with the City of Eugene, the zones will be utilized as generalized “Corridor” districts that may be used throughout the City. Each new base zone includes the following:
 - *Purpose Statement.* Provides direct guidance and relevance of the zones to the River Road area. Each statement defines a general purpose of the zone that may be applied elsewhere in the City.
 - *Design Objectives.* Guiding principles for the Design Guidelines and Standards. The design objectives are not enforceable but set the intent for each district and provide a basis for developing design standards and guidelines. The Design Objectives may be omitted from the final code for the new zones.
 - *Example Development Typologies.* Images and diagrams of development typologies that are allowed in the zone.
- **Preliminary Regulating Plans.** This section includes a map of the proposed zones in the River Road Corridor Area and a map illustrating frontages where a ground floor active frontage may be required.
- **Development Standards.** This section outlines high-level development standards for each new zone in the River Road Corridor Study Area. The section includes a detailed development standards table.
- **Design Standards Outline.** This section provides a preliminary outline of how the Guidelines and Standards sections of the Code will be organized, including topics to be addressed in each section.

2. Design Principles

This section provides the Design Principles for the River Road Corridor Area. The Design Principles will not be included in the zoning code. The Design Principles are included only in the Code Framework to help provide context for key code elements. The purpose of the Design Principles are as follows:

- Inform topics regulated by the River Road Zones
- Inform the intended results of the regulations
- Inform how the regulations are applied
- Provide a connection between the River Road/Santa Clara Neighborhood Plan and the River Road Zones

DESIGN PRINCIPLES



Draft Design Principles

Access to the River – Provide direct routes to the natural resource amenities of the Willamette River, especially for people traveling on foot and bicycle, and opportunities to see and hear the River from throughout River Road and Santa Clara.

Green Network – Connect the neighborhoods through parks, natural resource areas, streets with trees and stormwater facilities, and wildlife habitat permeating through public and private spaces.

20-Minute Neighborhood – Encourage a neighborhood where people can meet most of their daily needs, including shopping, work, school, socializing, and gathering, within a safe, convenient, and inviting 20-minute walking distance.

Community Gathering Spaces – Create places for people to gather and socialize throughout the neighborhood at parks, public plazas, businesses, transit station areas, schools, community centers, and other welcoming locations.

Neighborhood Centers – Plan for areas of higher activity and mixed-uses at key centers along the Corridor where transit, businesses, a variety of housing options, gathering spaces, and other neighborhood places are concentrated.

Centers and Not Centers – Along the Corridor, balance the placement of Centers with other places that are less concentrated and lower-intensity to create a rhythm of active and quieter spaces.

Buffer Existing Uses – Use a blend of open spaces, landscape and green network places, and use and development standards to provide buffer and spacing between uses and help mitigate undue impacts from adjacent development uses.

Buffer the Greenway - Use a blend of open spaces, landscape and green network places, and use and development standards to provide buffer and spacing between the Willamette Greenway and existing and new development and public access sites, helping preserve the quiet and secluded qualities of the neighborhood river.

Active Streets in Centers – Encourage active business, housing, and public uses along streets in Neighborhood Centers with projects and spaces that have a strong street presence and unify public and private spaces.

3. River Road Corridor Zones

The zoning code framework for River Road Corridor creates four new base zones:

- Corridor Mixed-Use (COR-MU)
- Corridor Residential (COR-RES)
- Residential Middle Options (R-M)
- Residential Middle Options Plus (R-M Plus)

These new zones (COR-MU, COR-RES, R-M and R-M Plus) will replace most existing zoning designations (C-1, C-2, R-1, R-2, GO and AG) in the River Road Corridor area.

The new zones will regulate residential building types in addition to land use and permit requirements. The residential building types will be defined in the Admin Draft Code. The State of Oregon Model Code for Middle Housing (under development in 2020) will also create definitions for these types and the final code draft should align with the Oregon Model Code definitions.

The following zones present in the River Road Corridor area will remain as is:

- Agricultural (AG)
- Neighborhood Commercial (C-1)
- Community Commercial (C-2)
- Mixed-Use Employment (E-2)
- General Office (GO)
- Light-Medium Industrial (I-2)
- Public Land (PL)
- Low-Density Residential (R-1)
- Medium-Density Residential (R-2)
- Special Area – Historic (S-H)

Please note that the passage of Oregon H.B.2001 (2019) will affect R-1 zoning. The impact of the bill is yet to be fully determined.

The height for the COR-MU and COR-RES zones are regulated through a height overlay designation. In the River Road area, all COR-MU zones are COR-MU/55 with a maximum 55 ft height with a bonus to 65 ft for affordable housing. The COR-RES zones are all COR-RES/40 with a maximum height of 40 ft.

The applicability of the new zones will follow existing policy on annexation and legal non-conforming uses. For parcels that are under jurisdiction of the county, the new zones will only apply upon annexation. Non-conforming uses and structures will follow the policy of the 9.1220 and 9.1230 of the Eugene Municipal Code.

3.1 Corridor Mixed-Use (COR-MU)

Purpose

The purpose of the Corridor Mixed-Use (COR-MU) zone is to create thriving mixed-use neighborhood centers at key locations to provide a community gathering space, commercial services, and a 20-minute neighborhood for the residential zones adjacent to the corridor.

Some development standards and design guidelines/standards for the COR-MU zone will be organized by commercial/mixed-use projects and 100% residential projects.

Building Types

- Mixed-use buildings (i.e. ground-floor businesses with housing on upper floors)
- Stand-alone commercial buildings, offices, and small shops and restaurants
- Stand-alone residential, including townhouses and multi-family housing types

Design Objectives

(1) Encourage new buildings with appropriate height and relationship to the street that promote a long-term transition to a highly walkable, safe, and active streetscape.

(2) Combine engaging street side character with gradual building scale transitions between uses of greater and lesser intensity to foster residential livability.

(3) Incorporate a range of open spaces as part of development to enrich the public realm, support commercial activity, and create community meeting places.

- (4) Encourage design characteristics for mixed commercial uses that support a successful business environment through opportunities for street side cafes, on-street merchandizing, window shopping, and inviting access to businesses.
- (5) Encourage design characteristics for apartment and condominium uses that create inviting and safe entrance areas, a sense of community and safety, and a pedestrian scale that invites neighbors to walk about the district.
- (6) Incorporate a mix of vehicular parking options that support an increased use of shared vehicles, bicycles, public transit, and innovative transportation solutions.

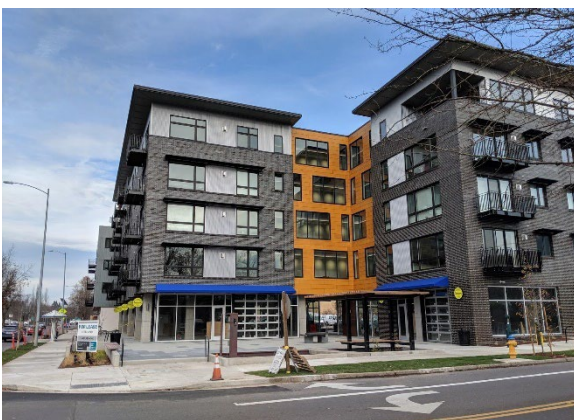
Example Development Typologies



Retail



Mixed-use Office/Retail



Mixed-use Residential/Retail



Residential

3.2 Corridor Residential (COR-RES)

Purpose

The purpose of the Corridor Residential (COR-RES) zone is to increase density and housing choices along key transit corridors and adjacent to neighborhood centers and transition from higher density mixed-use districts to lower density residential areas.

Building Types

- Accessory dwelling units
- Duplexes
- Triplexes
- Quadplexes
- Courtyard Houses
- Cottage cluster housing
- Townhouses
- 2-3 story multifamily

Draft Design Objectives

- (1) Encourage a variety of housing types and sizes that offer options at multiple price points and contribute positively to the character of the neighborhood and walkable streetscape.
- (2) Provide Housing Type options that transition between mixed-use and multi-family zones and single-family zones.
- (3) Provide Housing Type options that increase density while maintaining consistency of building scale and character with existing single-family dwellings.
- (4) Provide attractive and highly functional open spaces that benefit residents and enhance the walking experience within the neighborhood.
- (5) Promote cohesive architecture that is visually appealing, context sensitive, and uses high quality building materials.
- (6) Incorporate sustainable design elements and green building techniques.
- (7) Minimize the impact of vehicular uses on the pedestrian environment and adjacent properties.

Example Development Typologies



2-3 Story Multifamily



Quadplex



3 Story Townhouses



Cottage Cluster

3.3 Residential Middle Options (R-M and R-M Plus)

Purpose

The purpose of the Residential Middle Options (R-M) and Residential Middle Options Plus (R-M Plus) zones are to allow increased density and housing choices near key transit corridors that fit into the scale and character of existing residential neighborhoods. The R-M Plus district is located along major connector streets to create a strong street presence and increase density along key corridors. The R-M district has a lower density, a height limit that restricts buildings to two and half stories, and does not allow townhouses or quadplexes. The R-M Plus district allows up to three story buildings including townhouses and quadplexes.

Building Types

- Detached Single-family
- Accessory dwelling units
- Single-family
- Duplexes
- Triplexes
- Courtyard Houses
- Cottage cluster housing

Building Types allowed only in R-M Plus

- Quadplexes
- Townhouses

Draft Design Objectives

- (1) Encourage a variety of housing types and sizes that offer options at multiple price points and contribute positively to the character of the neighborhood and walkable streetscape.
- (2) Provide Housing Type options that transition between mixed-use and multi-family zones and single-family zones.
- (3) Provide Housing Type options that increase density while maintaining consistency of building scale and character with existing single-family dwellings.
- (4) Provide attractive and highly functional open spaces that benefit residents and enhance the walking experience within the neighborhood.
- (5) Promote cohesive architecture that is visually appealing, context sensitive and uses high quality building materials.
- (6) Incorporate sustainable design elements and green building techniques.
- (7) Minimize the impact of vehicular uses on the pedestrian environment and adjacent properties.

Example Development Typologies



Duplex/Triplex



Townhouses



Quadplex



Separated Townhouses

3.4 Low-Density Residential (R-1)

The purpose of the R-1 Low-Density Residential zone is to implement the comprehensive plan by providing areas for low-density residential use. The R-1 zone is designated for one-family dwellings with some allowance for other types of dwellings and is also intended to provide a limited range of non-residential uses that can enhance the quality of low-density residential areas. With the passage of HB2001, parcels zoned R-1 will be required to include duplexes and accessory dwelling units (ADUs) and may allow all Residential Middle Options building types with restrictions based on minimum lot/parcel sizes and dimensions.

3.5 Other existing zones

Most of the parcels within the planning area will be rezoned to apply the new zones or will be rezoned at time of annexation. For the remaining parcels, the existing zoning designations will continue to apply (See Section 4 Preliminary Regulating Plans).

The following zones will not change:

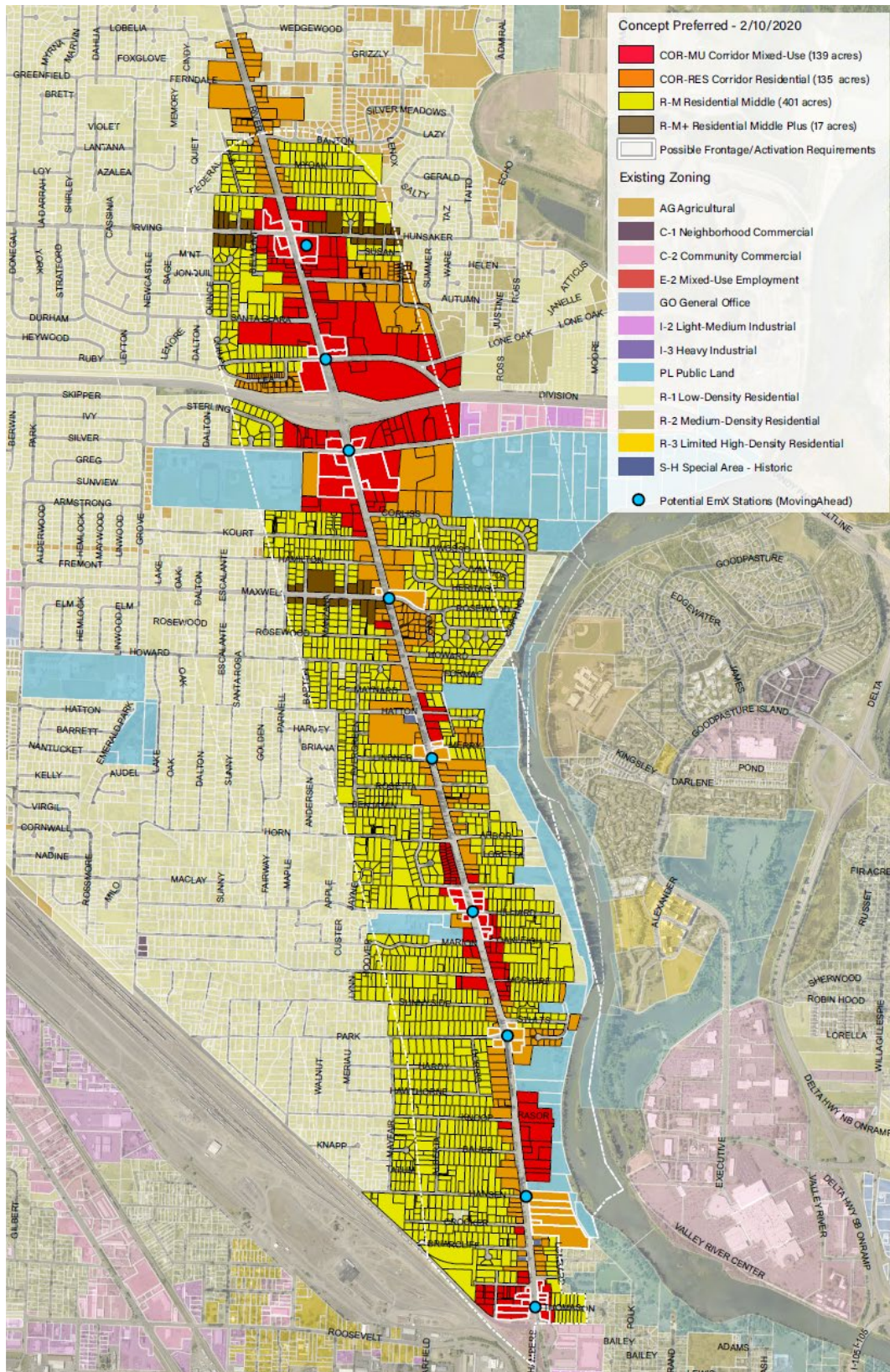
- Agricultural (AG)
- Neighborhood Commercial (C-1)
- Community Commercial (C-2)
- Mixed-Use Employment (E-2)
- General Office (GO)
- Light-Medium Industrial (I-2)
- Public Land (PL)
- Low-Density Residential (R-1)
- Medium-Density Residential (R-2)
- Special Area – Historic (S-H)

4. Preliminary Regulating Plans

4.1 Zoning Map

The Zoning Map identifies the zone for each parcel within the River Road Corridor Area and the surrounding neighborhood. In addition, possible parcels that may have a Frontage/Activation Requirement in the Design Standards section are identified. The details of the requirement will be included in the Administrative Draft Code.

Zoning Map



5. Development and Lot Standards

The development standards are preliminary high-level standards, building typologies, and detailed standards in draft form provided in the tables below. Residential zone siting requirements, occupancy requirements, land use and permit requirements, and special use limitations will be included in the Administrative Draft Code.

5.1 Base Development Standards by Zone

Zone ID	River Road COR-MU	River Road COR-RES	River Road R-M Plus	River Road R-M	R-1
Zone District	Corridor Mixed- Use	Corridor Residential	Residential Middle Options Plus	Residential Middle Options	Low-Density Residential (existing)
Building Types (Detailed list of land use and permit requirements to be provided in Admin Draft Code)	<ul style="list-style-type: none"> Mixed-use buildings (i.e. ground-floor businesses with housing on upper floors) Stand-alone commercial buildings, offices, and small shops and restaurants Stand-alone residential, including townhouses and multi-family housing types 	<ul style="list-style-type: none"> Accessory dwelling units Duplexes Triplexes Courtyard Houses Cottage cluster housing Quadplexes Townhouses Rowhouses 2-3 story multifamily 	<ul style="list-style-type: none"> Detached Single-family Accessory dwelling units Duplexes Triplexes Courtyard Houses Cottage cluster housing Quadplexes Townhouses Rowhouses 	<ul style="list-style-type: none"> Detached Single-family Accessory dwelling units Duplexes Triplexes Courtyard Houses Cottage cluster housing 	<ul style="list-style-type: none"> Detached Single-family Accessory dwelling units Duplexes Triplexes (through a planned-unit development) <p>*Pending changes from recent HB 2001 legislation</p>
Dwelling Units per Acre Minimum (Net)	n/a for mixed-use; 30 dwelling units per acre for 100% residential	14 dwelling unit per acre	0	0	0
Dwelling Units per Acre Maximum (Net) (not inclusive of ADU's)	Determined through development standards	Determined through development standards	28 dwelling units per acre (no maximum for Detached Single-family, Duplexes, or Triplexes)	20 dwelling units per acre (no maximum for Detached Single-family, Duplexes, or Triplexes)	14 dwelling units per acre
Height (feet) Maximum	55ft/65ft bonus for affordable housing	40 ft	40 ft	30 ft	30 ft

Zone ID	River Road COR-MU/60	River Road COR-RES/40	River Road R-M Plus	River Road R-M	R-1
Zone District	Corridor Mixed- Use	Corridor Residential	Residential Middle Options Plus	Residential Middle Options	Low-Density Residential (existing)
Lot Area Minimum	No minimum	By housing type (see next page)	By housing type (see next page)	By housing type (see next page)	
Lot Area Maximum	No maximum	By housing type	By housing type	By housing type	
Lot Coverage Maximum	75%	By housing type	By housing type	By housing type	50%
Street Setback Minimum	10 ft (15 ft for residential)	By housing type	10 ft, 18 ft for garages	10 ft, 18 ft for garages	10 ft, 18 ft for garages
Street Setback Maximum	20 ft	By housing type	20 ft	40 ft	
Minimum Building Frontage within minimum and maximum street setback	60% of parcel width	By housing type	By housing type	By housing type	
Interior Side Setback Minimum (additional transition standards TBD)	5 ft or minimum of 10 ft between buildings	5 ft or minimum of 15 ft between buildings	5 ft or minimum of 15 ft between buildings	5 ft or minimum of 10 ft between buildings	5 ft or minimum of 10 ft between buildings
Interior Rear yard Setback Minimum (additional transition standards TBD)	5 ft or minimum of 10 feet between buildings	5 ft up to 1 story 15 ft above 1 story	5 ft up to 1 story 15 ft above 1 story	5 ft up to 1 story 10 ft above 1 story	5 ft up to 1 story 10 ft above 1 story
Transitions to Residential (additional transition standards TBD)	10 ft setback, 25 ft height limit plus 8/12 plane, planting regs, balcony restrictions, alternative measures: Design Standards TBD	Design Standards TBD	Design Standards TBD	Design Standards TBD	
Building Length Maximum	200 ft	150 ft	150 ft	80 ft	
Usable Open Space Minimum	20 % of lot area or 15% of living area	By housing type	By housing type	By housing type	
Parking	Per Eugene Code	Per Eugene Code	Per Eugene Code	Per Eugene Code	Per Eugene Code

Parking

Parking will be regulated per the Eugene citywide parking requirements. For the Middle Housing Types, parking will not be required to be covered. Parking location and form will be regulated through design standards.

5.2 Development Standards by Housing Types

Housing Types	Single-family	Duplex	Triplex/ Quadplex	Cottage Cluster	Courtyard Houses	Townhouse	Multi-family
Height	Varies by zone	Varies by zone	Varies by zone	25 ft	Varies by zone	Varies by zone	Varies by zone
Lot Area Minimum	-	-	4,000 sf	-	-	4,500 sf for subdivision 1,600 sf for each home	-
Average Lot Width Minimum (additional design standards for flag lots TBD)	30 ft	40 ft	50 ft	60 ft	60 ft	60 ft for subdivision 16 ft* per townhouse lot 22 ft* per detached products	60 ft
Lot Coverage Maximum	50%	50%	50%	60%	60%	75%	60%
Minimum Building Frontage within minimum and maximum front setback	40% of parcel width	60% of parcel width	60% of parcel width	40% of parcel width	40% of parcel width	60% of parcel width	60% of parcel width
Usable Open Space Minimum	n/a	n/a	150 sf per unit	250 sf per unit	250 sf per unit	200 sf per unit	150 sf per unit
Building Scale and Form	n/a	n/a	n/a	1,200 sf (850 sf ground floor)	6-unit max in one building, 150 ft max length	Maximum 5 townhouses without building break	by zone

6. Design Standards Outline

The Design Guidelines and Standards will be organized by housing type for all residential development in the COR-MU, COR-RES, R-M, and R-M Plus zones and be provided by the following topics: Site Design and Building Design. For lower density housing types utilized in the COR-MU zone, the code will refer to the standards by housing type.

The Design Guidelines and Standards for non-residential and mixed-use building types in the COR-MU zone will be organized by the following topics: Site Design and Building Design.

This section of the Code Framework outlines the topics to be covered and the method and organizational structure for the clear and objective design standards and the discretionary approval criteria.

6.1 Design Topics

The following outline represents the topics that will be covered by the Development Standards

Site Design

- 1) Building Location/Placement
- 2) Site Access
- 3) Surface Parking
- 4) Frontage Character
 - a) Active Frontage Locations
 - b) Building Setbacks
 - c) River Road Frontage
- 5) Utilities
- 6) Landscaping
- 7) Large Sites
- 8) Flag Lots

Building Design

- 1) Building Massing
- 2) Transitions to adjacent properties
- 3) Connections and transitions to Willamette Greenway
- 4) Building Articulation
- 5) Fenestration
- 6) Ground Floor Design
 - a) Commercial Storefronts
 - b) Ground Floor Office
 - c) Residential Entries
 - i) Stoops
 - ii) Porches
 - iii) Terrace
 - iv) Frontage Court
- 7) Usable Open Space
 - a) Required Usable Open Space
 - b) Common Open Space
 - c) Private Open Space
- 8) Parking Garages + Structured Parking

6.2 Organization of Design Standards and Guidelines

Each new zone will have a set of applicable development standards and design standards that are clear and objective. In addition, each district will have a set of design guidelines associated with each design standard. As an alternative to compliance with the design standards, an applicant may apply for approval of an alternative through the Design Review process in accordance with the provisions of EC 9.3190.

The design guidelines and standards will be organized in the code on a one to one basis. The design standard will provide discretionary criteria for meeting a design topic. The guideline criteria can be met in a clear and objective way by meeting the requirements of the associated design standard. Should the applicant decide to meet the design guideline criteria in a way that does not meet the standard but provides better outcome, the applicant may pursue an Adjustment Review or Design Review path.

Examples:

Design Guideline	Design Standard
Surface Parking G4. The impact of surface parking and vehicles on the pedestrian experience shall be minimized. Dedicated pedestrian access to surface parking shall be provided.	Surface Parking S4. Surface parking shall be located as follows: <ul style="list-style-type: none">a. Surface parking shall not be located between the building facade and adjacent public street.b. Surface parking shall not be located within the front setback area.c. Surface parking shall include a minimum five feet of setback from all property lines.d. Surface parking including driveways shall not exceed 25% of parcel area.e. A dedicated pedestrian pathway shall be located adjacent to surface parking lot and connect to building entry and/or sidewalk.f. Alley frontages are exempt from standards a through c above.

Design Guideline

Non-Residential Active Ground Floor Uses

- G1.** Active Ground Floor Uses shall be designed to activate the public realm, create interesting and inviting ground floor spaces, increase transparency into ground floor spaces, and provide weather protection for ground floor entrances.

Design Standard

Non-Residential Active Ground Floor Uses

- S1.** Active Ground Floor Uses shall be designed to activate the public realm, create interesting and inviting ground floor spaces, increase transparency into ground floor spaces, and provide weather protection for ground floor entrances.

Active Ground Floor Uses shall meet the following requirements:

- a.** Floor Height. A minimum floor-to-floor height of 18 feet. In Old Town (OT) District, the minimum floor-to-floor height shall be 16 feet.
- b.** Transparency. Active frontage areas shall include a minimum 60% transparent glazing between two (2) and eight (8) feet in height from sidewalk or terrace grade. Transparent glazing shall have minimum Visible Transmittance (VT) value of 60 and be without tint or coloration.
- c.** Entrances. Primary ground floor entrances to active uses shall include weather protection that is a minimum six feet wide and four feet deep and/or shall be recessed a minimum four (4) feet from the building facade.
- d.** Blank Walls. Walls without fenestration or doors shall not exceed 15 feet in length.

Design Guideline

- G2.** All residential buildings shall give residents access to high-quality, usable open space that may include a combination of PAOS, Common Open Spaces, Private Open Spaces, and Common Community Room.

Design Standard

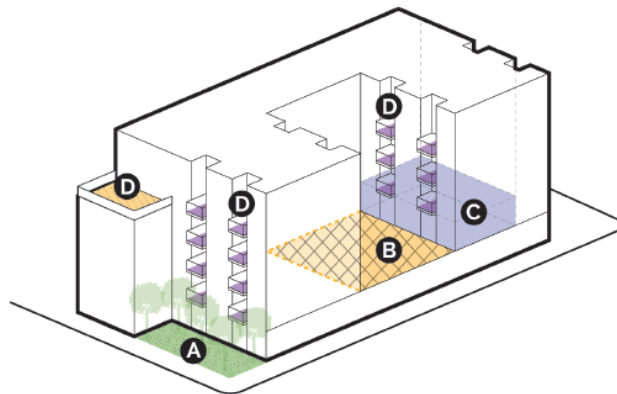
- S2.** All residential and residential mixed-use buildings shall provide a minimum area of Usable Open Space equal to 15% of parcel area or 60 square feet per residential unit (whichever is greater). Residential buildings in the DR zone shall provide a minimum area of Usable Open Space equal to 15% of parcel area or 100 square feet per residential unit (whichever is greater).

The minimum Usable Open Space area may be met through any combination of the following open space types:

- Publicly Accessible Open Spaces (PAOS) – counts as 1.33 sf per one sf of PAOS area.
- Common Open Space.
- Common Community Room that is abutting to and accessible from a Common Open Space, PAOS, or public street (a Common Community Room cannot be counted for more than 20% of the required Usable Open Space).
- Private Open Space.

Figure 70.04.2.4.2 Usable Open Space: Residential Uses

- Publicly Accessible Open Space (PAOS)
- Common Open Space
- Common community room opening into Common Open Space
- Private open space (e.g. balconies, roof courtyard, etc.)



6.3 Draft Design Standard Considerations

The following section outlines preliminary design considerations for special topics identified by the City and community through the River Road Corridor Plan process. These considerations outline potential direction for the Design Standards that will be developed in the Administrative Draft Code.

Site Design

- Frontage/Activation Requirements
 - a) Special design requirements are established for buildings located on parcels identified in the Zoning Map as Possible Frontage/Activation areas. Potential requirements may include:
 - i) Minimum percentage of frontage required to be “active frontage” with associated building design requirements
 - ii) Building design requirements that allow for flexible ground floor land uses that can support commercial retail uses
 - iii) Building design requirements that specify minimum transparency, depth of active space, proximity to sidewalk, and other similar requirements that provide for an active frontage.

Building Design

- Transitions to adjacent properties
 - a) In addition to the development standards for each zone, additional design standards will regulate concern about privacy and adjacencies in residential areas.
 - i) Minimum landscape buffer requirements
 - ii) Additional interior setback requirements when transitioning to single-story buildings
 - iii) Limit height through a sloping plane from lower height districts
 - iv) Limit location and setback of balconies and roof terraces
 - v) Require offset windows adjacent to existing buildings
- Transitions to Willamette Greenway
 - a) 100-foot building setback from top of bank (aligned with water resource overlay)
 - b) Additional landscape buffer
 - c) Restrict fences fronting Willamette Greenway
 - d) Limit height through a sloping plane adjacent to river

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Franklin Boulevard Transformation Project Update #2

Meeting Date: March 9, 2020
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Larisa Varela
Contact Telephone Number: 541-682-6887

ISSUE STATEMENT

The Franklin Boulevard Transformation Project has developed a preferred alternative for redesigning Franklin Boulevard from I-5 to Alder Street, with the goal of creating a safe and comfortable street for people walking, biking, rolling, using public transportation and driving. This work session is an opportunity for City Council to receive an update on the project and view the preferred alternative.

BACKGROUND

The City of Eugene's adopted land use and transportation plans identify Franklin Boulevard as one of six key corridors in Eugene. Key Corridors are streets that have or are planned to have frequent transit service (approximately every 15 minutes or less). Franklin is an especially important corridor because it serves as the spine of the regional EmX bus rapid transit system. The Franklin Boulevard Transformation project has built off of the Walnut Station Specific Area Plan. In this vision from the Walnut Station Specific Area Plan, Franklin is transformed by:

Providing the retail services needed by residents of a vibrant neighborhood and an attractive and distinctive travel corridor that facilitates safe and efficient movement by all modes of transportation. Residents and visitors experience a unique and welcoming entrance to the city and the University of Oregon, arriving by bike, bus, car and foot. The multiway boulevard encourages use by pedestrians and shoppers by separating through traffic from local access traffic, increasing safety throughout the corridor and providing a quieter edge as well as parking options on the local access lane. Vibrant, green foliage in well-designed landscaping, pedestrian scale lighting and attractive, human-scaled architecture all blend to create a sense of vitality fused with elements of nature.

While the multiway boulevard street design concept will not move forward through the Franklin Blvd Transformation Project, the new design concept that has emerged through public involvement retains the values articulated in the Walnut Station Specific Area Plan vision.

The purpose of the project is to:

- Transform Franklin Blvd from an automobile-oriented state highway arterial to a pleasant, safe, comfortable, high quality walking, biking and transit street while providing for motor vehicle traffic.

- Be consistent with adopted land use and transportation plans developed by the City of Eugene, University of Oregon and Lane Transit District.
- Support increased residential density, changes in urban form and mixed-use development that we are currently and will continue to see rapidly being built on the corridor.

City staff have worked with a team of design, engineering and public involvement consultants to develop a preferred alternative for Franklin Boulevard that supports both the project's purpose and the adopted Walnut Station Specific Area Plan. Initial design concepts were developed with the community over a four-day design workshop in late January 2019. These designs were refined into three corridor alternatives and then brought back to the community in May of 2019 for additional input. Now, the preferred alternative that was created based on public input and technical analysis will be presented to the community at an Open House on Tuesday, March 10, 2020 from 3:30-6:30pm at the Ford Alumni Center.

A triple bottom line analysis was used in the development of the Walnut Station Specific Area Plan. Selecting a new preferred alternative for the corridor was informed by evaluation criteria that incorporate the triple bottom line.

PREVIOUS COUNCIL DIRECTION

[July 12, 2010, Meeting](#)

Move to adopt an ordinance concerning the Walnut Station Mixed-Use Center, included as Ordinance Version A with Exhibits A through I (*Motion passed with amendments*). Through this ordinance, City Council adopted the Walnut Station Specific Area Plan.

[May 28, 2019, Work Session](#)

COUNCIL OPTIONS

This is an informational item. No action is requested.

SUGGESTED MOTION

This is an informational item only.

ATTACHMENTS

None

FOR MORE INFORMATION

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