



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

April 10, 2024

12:00 p.m. CITY COUNCIL WORK SESSION

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

**Meeting of April 10, 2024;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Matt Keating, President
Jennifer Yeh
Mike Clark
Lyndsie Leech

Randy Groves, Vice President
Alan Zelenka
Greg Evans
Emily Semple

12:00 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Review of 2023 Implementation of Bond Measure to Fix Streets and 2024 Pavement Management Report**
- 2. WORK SESSION: River Road-Santa Clara Neighborhood Plan Adoption Package**

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EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Review of 2023 Implementation of Bond Measure to Fix Streets and 2024 Pavement Management Report

Meeting Date: April 10, 2024
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Katie Marwitz
Contact Telephone Number: 541-501-0380

ISSUE STATEMENT

Staff will present the citizen Street Repair Review Panel (SRRP) 2023 Annual Report and Pavement Management System Report to the City Council. The Street Repair Review Panel report is prepared in compliance with Measure 20-275, the 2017 bond measure to fix streets. In addition to the Street Repair Review Panel's annual report, the independent accountant's report by Isler CPA is also included.

BACKGROUND

In 2017, Eugene voters approved Measure 20-275 and \$51.2 million of general obligation bonds to fund street repairs and safety improvements for people who walk and bike. Last year, 2023, was the fifth year of implementation of the 2017 bond measure. While revenue collection ended in 2023, the completion of the listed projects is scheduled for 2024. In November 2022 voters, for the fourth time, approved Measure 20-333 and \$61.2 million of general obligation bonds for projects that are scheduled for 2025-2029.

Beginning in April 2010, Council has received annual reports from the Street Repair Review Panel (SRRP) and the independent accountant regarding implementation of the 2008, 2012, and 2017 bond measures.

The 2017 bond measure to fix streets continues the requirements related to accountability included in the 2008 and 2012 measures. The City Council resolution and the information provided to voters specified:

- In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the Council and make the report publicly available. (Resolution 5204, Section H)

April 10, 2024 Work Session – Item 1

- To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the SRRP's report to the Council and make the report publicly available. (Resolution 5204, Section I)

THE 2023 REPORT

The projects funded in 2023 resulted in the reconstruction or resurfacing of 13 streets and cost approximately \$12.25 million dollars. The Street Repair Review Panel concluded, "that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5063."

The construction industry continues to face challenges with supply chain issues, price fluctuations, and labor shortages that result in higher-than-expected bid prices. These challenges also impact the City's ability to calculate the cost to address the backlog of needed repairs.

While the 2023 repair backlog is estimated to be \$158 million, the overall condition of Eugene streets is in very good condition thanks to the series of street repair bond measures passed by voters. Despite the estimated cost of needed repairs, 40.1 percent of Eugene streets are in excellent condition with little to no maintenance needed; 22.8 percent of streets are in very good condition with only minor maintenance needed; and 14.5 percent of streets are in good condition needing surface treatments or overlays. The backlog primarily consists of the 9.4 percent of streets in fair condition that need more extensive repairs and 13.1 percent of streets that are in poor or very poor condition needing reconstruction.

RELATED CITY POLICIES

This item is related to the council goals of Equitable, Effective, Accountable Municipal Government and Fair, Stable, and Adequate Financial Resources.

COUNCIL OPTIONS

Information only.

CITY MANAGER'S RECOMMENDATION

This work session is informational; no action is requested.

SUGGESTED MOTION

None.

ATTACHMENTS

A. Citizen Street Repair Review Panel 2023 Report, including Auditor's Report and Pavement Management Report.

FOR MORE INFORMATION

Staff Contact: Katie Marwitz, Principal Civil Engineer

Telephone: 541-501-0380

Staff E-Mail: kmarwitz@eugene-or.gov



Memorandum



Date: February 13, 2024
To: Sarah Medary, City Manager
From: Street Repair Review Panel
Subject: 2023 Report of the Street Repair Review Panel

It is our pleasure to present the 2023 annual report of the Street Repair Review Panel, focusing on the fifth year of implementing the 2017 bond measure to fix streets and build active transportation infrastructure. The year's memo is substantively consistent with the panel's previous reviews with an added emphasis on Progress, Current Conditions, and Funding Update.

Background

The Street Repair Review Panel was initially formed in 2009 to review the implementation of the 2008 street repair bond. This year's report responds to the accountability provisions in Measure 20-275, the 2017 bond measure to fix streets. The 10-member panel met three times over a three-month period in preparation of this report. We reviewed and accepted the report prepared by the City's external auditor (Appendix D) with respect to the City's use of the bond proceeds through December 31, 2023.

SRRP members often are asked what process is used to select streets for repairs. The streets chosen for bond funding were selected using the criteria listed on page 3 of the attached report. The selection of bicycle and pedestrian projects is guided by the Transportation System Plan, City staff and the Active Transportation Advisory Committee. The memo in Appendix C explains in more detail how these safety improvement projects are selected.

Summary/Findings

Based on a review of all materials presented to us, we unanimously conclude that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5063. We are also providing a detailed report, prepared at our request and with our approval, from the Public Works staff on the bond projects in progress and constructed in 2023.

Highlights from our review of the 2023 street bond projects include the following:

- **Progress** – 2023 was the fifth year of the 5-year bond measure (approved by voters in 2017) in which the City completed needed street rehabilitation while making streets safer and more accessible for people using active transportation. While revenue collection ended in 2023, the completion of the listed projects is scheduled for 2024. See appendix A of the Street Repair Review Panel 2023 Report for a complete list of projects.
- **Current Conditions** - The projects funded in 2023 resulted in the reconstruction or resurfacing of 13 streets and cost approximately \$12.25 million dollars. It should be noted that the projects listed in 2023 include a combination of completed projects and projects underway. As noted in previous reports, the 2007 Pavement Management Report projected the anticipated backlog for rehabilitation needs would reach more than \$282 million in 2016 if steps were not taken to reduce the backlog. The backlog of street repair projects in 2023 was projected at \$158.1 million, an increase from \$94.9 million in 2022.

This increase reflects updated pavement rating data gathered through a new mechanical evaluation process. City staff are making an active effort to transition characterizing street repair needs to both a backlog dollar figure and a street condition index score to provide a more complete story of the condition of the street system.

- **Funding Update** – The construction industry continues to face challenges with supply chain issues, price fluctuations, and labor shortages that resulted in higher-than-expected bid prices. As previously noted, these pricing trends have impacted the funding balance available for the remaining bond measure projects. The committee is pleased to see that staff made significant progress in making value engineering and economical design and planning choices that lead to reducing the cost overruns in 2023 projects. However, additional local funds will likely be needed to complete the 12 projects identified for construction in 2024. Staff have shown they are adept at working within challenging budgetary scenarios and the overall the bond spending is within 5% of the Bond total.
- **Vision Zero** – In recognition of Council’s Vision Zero resolution, which calls for eliminating traffic-related deaths or serious injuries on city streets, the improvements funded through the bond enhance safety for all road users. In 2023, active transportation funds were allocated for safety improvements in numerous locations and included projects like bike lane improvements and markings, school route pedestrian crossings, and bike path lighting.
- **Active Transportation** - The 2017 measure allocated \$1 Million annually for bicycle and pedestrian projects guided by the Transportation System Plan (TSP), City staff, and the Active Transportation Committee (ATC). In 2023, significant improvements for people who walk and bike continued, including the installation of sidewalk ramps and improved bicycle lanes. Roughly half of the annual allocation will be used on the off-street path system. The committee encourages continued transparency and consistency with the selection of projects and use of funds for people who walk and bike through implementation of the TSP and coordination with the ATC.
- **Collaborating with Partners and Leveraging Bond Funds** – Eugene’s Pavement Preservation Program requires strong coordination with internal and external utility stakeholders to schedule and coordinate the street work with any needed upgrades and repairs to the nearby streets and utility facilities to avoid emergency repairs. The 2023 projects created opportunities to repair underground utilities including the water, wastewater and stormwater systems. We also appreciate the ability to leverage bond funds with other sources of revenue.
- **Minimizing Impact on the Public** – Construction, by nature, is disruptive and residents recognize that in a busy construction season it is a challenge to coordinate activities to keep a project on schedule. The panel encourages the department to look for new and better ways to proactively coordinate communications and minimize impact to the public, including better design and management of temporary access routes, particularly for people walking and biking.
- **Pursuing Sustainability Goals** – Eugene has established itself as an industry leader using reclaimed asphalt materials and warm mix asphalt to save energy and reduce emissions. The panel encourages staff to continue to look for additional ways to responsibly implement emerging technologies to address climate impacts of construction and help achieve the goals of the Climate Action Plan 2.0. Several 2023 projects included concrete that had a significantly higher percentage of recycled cement materials and staff is working to implement the use of EPDs, a nutrition label for global warming potential, for projects in 2024 and beyond. It is important to understand that the real impact on the climate comes not from how we build roads, but how we use them. Staff are using active transportation funds strategically to maximize improvement for walking, bicycling, and transit. However, achieving our climate recovery

goals will require a far greater commitment of economic and political capital than what staff can achieve through bond measure projects.

- **Accountability and Transparency** – Based on new information that determined the street’s pavement condition did not deteriorate to the level that warranted rehabilitation, staff has determined it is not necessary to rehabilitate Lakeview Drive at this time. This is the first time that a voter approved project is not planned for completion. The panel believes this is a prudent decision. The panel encourages staff to continue to monitor the street condition for possible inclusion in 2024 construction or determine if a lesser treatment, such as a slurry seal is appropriate.

Bottom Line – We believe the community is getting a good return for its investment in street repairs, and the bond funds are being used wisely to meet the objectives of Ballot Measure 20-275. A functioning transportation system is essential to our community’s safety and economy, and the bond is an important component to maintaining City infrastructure while creating local jobs. An upfront investment in repairing and maintaining Eugene’s streets saves the community significant money. The panel recognizes their roles and responsibilities will need to evolve with the beginning of the 2022 bond measure. This may include new direction and instruction with metrics and goal evaluation.

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

Additional information about the Street Repair Review Panel can be found at www.eugene-or.gov/2110/Street-Repair-Review-Panel. Please feel free to contact any of us for additional information.

SRRP Members

John Barofsky	John Quilter
Allen Hancock	Matt Roberts
Brian McMurray	Ollie Snowden
Jeannine Parisi	Gary Wildish
Rob Zako	Sue Wolling

City of Eugene Staff

Sarah Medary	Lacey Risdal
Eric Johnson	Matt Rodrigues
Katie Marwitz	Jenifer Willer
Jamie Garner	Rachael Love
Jessica Terra	

Citizen Street Repair Review Panel 2023 Report

Implementation Update for Measure 20-275 Bonds to Fix Streets



2023 Report to the Citizen Street Repair Review Panel

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Acknowledgements

SRRP Members:

John Barofsky	John Quilter
Sue Wolling	Matt Roberts
Jeannine Parisi	Ollie Snowden
Allen Hancock	Gary Wildish
Jim Mender	Rob Zako
Brian McMurray	

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Eric Johnson	Lacey Risdal
Rachael Love	Matt Rodrigues
Katie Marwitz	Jamie Garner
Susan Weixelman	Jenifer Willer
Kristi Hayden	Jessica Terra

Cover photo from 2023 projects: Completed paving on Amazon Parkway.

INTRODUCTION

BACKGROUND

This report has been compiled for use by the Street Repair Review Panel (SRRP). It is intended to provide background on projects included in the 2017 voter-approved Bond Measure 20-275, the schedule for construction of these projects, and the details of bond projects constructed in 2023. The street repair measure approved \$51.2 million in bonding authority over a five-year period. With this funding, construction of bond-funded projects will be completed in 2024.

KEY TERMS

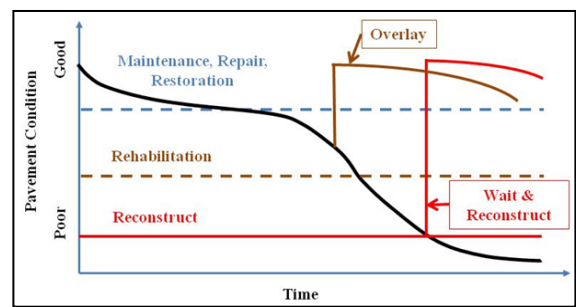
Bond - Bond Measure 20-275, Bonds to Fix Streets, approved by Eugene voters in November 2017.

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

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

Full Depth Reclamation (FDR) – An alternative to a traditional reconstruction treatment that utilizes and reuses existing pavement and/or road base materials. The existing roadway materials are pulverized to a specified depth, mixed with a cement paste for strengthening, and allowed to cure for 18-48 hours. Once cured, the roadway is repaved. Two of the benefits of performing a reclamation treatment are reducing mining and producing new materials by reusing what is on-site and shortening the time the neighborhood is impacted due to lane closures.

Pavement Preservation Program (PPP) - This is the current capital project program to preserve Eugene’s improved street system. A priority for this program is to preserve streets that have not yet degraded to a point where reconstruction is required. Preserving a street through inlay or similar treatment is four to five times more cost effective than waiting to repair a street until after it requires reconstruction. This program was initiated in 2003 and, until passage of the 2008, 2012, and 2017 street repair bond measures, was predominately fu



**Pavement Life Cycle – City of Eugene
Transportation Service Profile Presentation**

unded with local fuel tax revenue and the reimbursement fee component of transportation system development charges.

Reclaimed Asphalt Pavement (RAP) - Reclaimed asphalt pavement is the grindings from the existing pavement during the inlay process, described above. The most common and effective use of this material is to supplement virgin materials used to make new asphalt pavement and reduce the use of costly asphalt binder. In Oregon, it is common to specify up to 30 percent of asphalt pavement can be made up of reclaimed asphalt pavement. The City of Eugene has recently increased that percentage to 35 percent for all paving projects and has piloted even higher amounts. Other reclaimed asphalt materials, such as shingles, can also be used to replace virgin asphalt binder in pavements. Reclaimed asphalt pavements can also be used as base rock.

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

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



Paving on Agate Street

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

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

SRRP MISSION

Per Resolution No. 5063 the SRRP “will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City’s use of the bond proceeds

and noting whether the bond proceeds were used in compliance with the terms of this Resolution.”

CRITERIA FOR PROJECT SELECTION AND SCHEDULING

STREET PROJECTS

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

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

The City has a longstanding policy to use capital preservation funds on the improved street system. An improved street has been designed for the type of soils and traffic use of the street and includes a storm drainage system. Curb and gutter are the traditional mark of a storm drainage system but can include roadside swales and planters. The bond measure street list consisted of improved streets in need of preservation as identified in the pavement management system.

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

BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS

The 2017 bond measure stated that the City will allocate an annual average of \$1,000,000 to support bicycle and pedestrian projects, also known as active transportation projects. These projects were not named in the bond measure; rather, the selection of the projects would be guided by the Pedestrian and Bicycle Master Plan, City staff, the Active Transportation Committee, and the City's goals to increase safety on City streets. In 2023, active transportation and safety improvements were added to several projects. These improvements are further described in the project details, below, and included in Appendix C of this report.



Completed repairs to the Fern Ridge Path

Overlap of 2017 & 2022 Bond Measures to Fix Streets

With the 2017 bond measure coming to a close in 2024, the City proposed a fourth bond measure to continue producing high-quality work in street repairs and complete streets for people in Eugene.

Voters approved the fourth five-year street repair bond measure in November 2022 for \$61.2 million. The 2022 bond measure set aside significantly more money than previous bond measures for walking, biking, safety and street tree projects. City staff drafted a specific project list for the walking, biking, safety and street tree projects that was approved by City Council in November 2023.

While the 2022 bond measure projects don't fully commence until 2025, funding was available as early as 2024. The City decided to leverage funding from both the 2017 and 2022 bond measures in 2024 for projects that are in the same geographic area as other scheduled projects or ready to be advertised for construction bids. These projects include both paving and active transportation improvements.

City staff will continue to look to maximize and leverage funding from the road bond measure, striving to produce high-quality work and complete streets for people in Eugene.



**Bicycle Improvements
on 24th Ave**

COMPLETE STREETS AND USE OF OTHER FUNDS IN CONJUNCTION WITH STREET BOND FUNDS

The use of street-repair bond funds is limited to the overlay or reconstruction of the driving surface of streets as well as to preserve existing elements of the street such as curbs, gutters, on-street bike lanes, traffic signals, streetlights, medians, traffic calming devices, and other integral parts of a street preservation project. In addition, the City will allocate an annual average of \$1,000,000 of the bond proceeds over a period of five years to fund bicycle and pedestrian projects.



**Stormwater Pipe Work
on Polk St**

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

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

Local gas taxes have been used to include adjacent streets in the street bond project contracts. State gas taxes have been used to pay for signal upgrades and traffic calming.

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

Vision Zero

In November of 2015, the Eugene City Council joined a growing number of cities around the country in adopting a Vision Zero Resolution that states “no loss of life or serious injury on our transportation system is acceptable.” Vision Zero is a data-driven approach to educate the community and enable the City to prioritize resources based on evidence of the greatest need and impact.

The City regularly combines Vision Zero principles with ongoing pavement preservation projects. Cost effective intersection enhancements such as countdown pedestrian signals and audible pedestrian signals will continue to be a priority and standard practice on future projects. ODOT has shown that the inclusion of these types of enhancements can significantly reduce fatal and life-changing injury crashes.

ADA Transition Plan

As part of Title II of the Americans with Disabilities Act (ADA) of 1990, the City of Eugene conducted an evaluation of its public rights-of-way and developed a transition plan that outlines in detail how the organization will ensure safe access to all facilities for all individuals. Public Works collected detailed data on over 15,000 ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. The Public Works Director approved an updated supplement to the City’s ADA Transition Plan focused on the Public Rights-of-Way by Administrative Order in July 2015.

Federal rules require that agencies upgrade curb ramps when the street pavement is altered (or re-paved). All capital paving projects are evaluated for accessibility compliance and potential improvements during scoping and preliminary design.

The ADA Transition plan identifies a goal of upgrading 200 ramps annually 2021-2053. In 2023, the City constructed and upgraded 248 sidewalk ramps, 165 through capital improvement projects and 83 through private development construction. The ADA Transition plan and yearly updates can be viewed at the following link: <https://www.eugene-or.gov/2416/ADA-Transition-Plan>

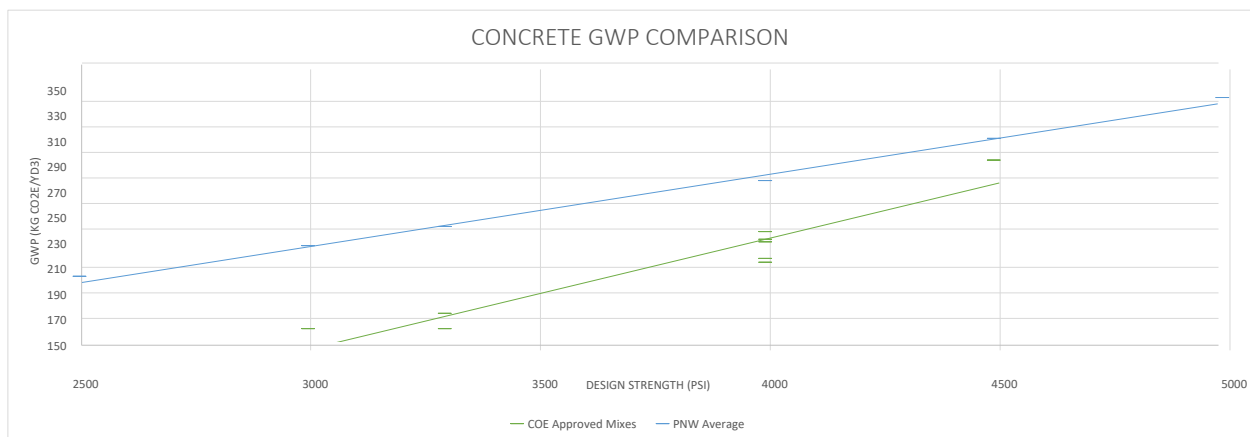


ADA Ramp Under Construction on Chambers Street

CAP 2.0 & Capital Waste Diversion

The City of Eugene Public Works Engineering Division is addressing climate change by implementing actions from the City's Climate Action Plan 2.0. In 2023, the Engineering Division's Capital Project Team initiated the formation of a Greenhouse Gas Threshold Committee composed of internal and external stakeholders. The group met three times in 2023 to discuss low carbon concrete and its efficacy as well as how to implement the use of environmental product declarations (EPDs) for capital projects. EPD's are similar to material fact sheets and include a value for global warming potential (GWP) thresholds, which can be used as a benchmark to lower greenhouse gas emissions that contribute to global warming. One way to achieve lower carbon concrete emissions is by replacing Portland cement with a supplemental cementitious material (SCM), like fly ash or steel blast furnace slag.

Low carbon concrete uses lower values of cement content and higher values of SCMs (up to 50% for city approved mixes), which reduce its GWP during production. It has been used on a variety of projects throughout the community in 2023 including the 8th Avenue Streetscape and Bikeway project and a ramp accessibility project. The GWP comparison of city approved low carbon concrete versus our PNW regional benchmark is illustrated in the graph below:



The reduced emissions, GWP, range from 5% to 46% compared to the PNW regional average concrete mix data.

Furthermore, protecting and retaining portions of existing street surfacing that is in good condition is being incorporated into paving projects, when possible, for instance the parking lane on Polk Street was retained during this year's paving project between 18th Avenue and 28th Avenue.

Public Works Engineering also continues to collaborate with Urban Forestry in developing and implementing a tree planting program for capital projects using Tree Plotter Canopy, a prioritization platform used for tree canopy growth based on demographic, socioeconomic, and environmental criteria. Planting trees helps remove carbon dioxide from the air which helps mitigate the effects of climate change.

Funding Status and Forecast

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

One project scheduled for 2023 construction was shifted to 2024 due to extensive coordination with ODOT's Highway 105 paving project and is now planned for Spring 2024 construction:

- Coburg Rd, between Oakway Road and Ferry Street Bridge

Details on an annual project-by-project basis are provided in the following pages and summarized in Appendix A. From 2022 to 2023, the City made good progress by delivering delayed projects and decreasing the expected budget overrun. Based on costs to date we are currently \$2,099,837 dollars over budget, which decreases the total projected budget overrun from 2022 by \$1.2 million. We are still projecting to exhaust the bond total which will require the use of additional local funds to supplement upcoming projects in 2024.

The 2017 bond measure also allocated an average of \$1,000,000 for pedestrian and bicycle improvements each year. In 2023 the project expenditures on all pedestrian and bicycle improvements funded by the bond were estimated at \$1,343,170. After the first five years of construction, the pedestrian and bicycle expenditures have an approximate total of \$4.4 million, with approximately \$600,000 left for construction year 2024. Additional details are provided in Appendix C.

2023 Bond Construction Projects & Project Development

The following pages are reports on individual projects completed in 2023. The total costs for each project listed are estimated as not all of the 2023 construction-related costs have been finalized as of January 22, 2024.

46TH AVENUE AND AGATE STREET PAVING

Project Description: This project consisted of rehabilitation of two streets in the Southeast Neighbors neighborhood in Council Ward 2.

- 46th Avenue from Fox Hollow Road to Donald Street
- Agate Street from 163 Black Oak Road to Firland Street

Treatment Methodology:

- 46th Avenue was rehabilitated by removing 2 inches of surfacing and paving back 2 inches for a total pavement depth of 6 inches.
- Agate Street was rehabilitated by overlaying approximately two thirds of the street with an additional 2 inches of pavement, the remaining one third of the street removed 3 inches of pavement and paved back 5 inches. The full street raised the final grade by two inches providing a total pavement depth of 5 inches.

Costs: Total project costs, from all funding sources, are estimated at \$1,276,831.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$1,205,000
Total Projected/Actual Paving Bond Funds Used =	\$1,120,770
<hr/>	
Difference =	\$84,230

Additional Sources of Funding: EWEB, Stormwater Utility, Wastewater Utility, Local Fuel Tax and Traffic Operations Improvement funds.

Traffic Operations Improvement funds were used to make lighting improvements at pedestrian crosswalks.

Project Photo:



Completed Paving on 46th Avenue

AMAZON PARKWAY AND PORTLAND STREET PAVING

Project Description: This project consisted of rehabilitation of two streets in the Southwest Hills and Friendly Area neighborhoods in Council Wards 1 and 2.

- Amazon Parkway from 19th Avenue to approximately 2,693 feet south of 24th Avenue
- Portland Street from 29th Avenue to 31st Avenue

Treatment Methodology:

- Portland St was rehabilitated by removing the pavement surface down to the aggregate base and repaving 4 inches for a total depth of 4 inches.
- Amazon Pkwy from south of 24th Ave was rehabilitated by removing 4 inches of pavement surface and repaving 4 inches for a total depth of 7.5 inches.
- Amazon Pkwy from 19th Ave to 24th Ave was rehabilitated by a combination of two treatments. Full Depth Reclamation with a 10-inch reclamation base and 6 inches of asphalt paving. The other half of the street was rehabilitated by removing the top 4 inches of asphalt and repaving 4 inches for a total pavement depth of 7 inches.
- The intersection of Amazon Pkwy and 19th Ave was reconstructed by removing the pavement surface down to a depth of 24 inches and replacing it with 18 inches of aggregate base and 6 inches of asphalt surface.

Costs: Total project costs, from all funding sources, are estimated at \$1,891,929.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$2,146,700
Total Projected/Actual Paving Bond Funds Used =	\$1,826,052
Difference =	\$320,648

Additional Sources of Funding: EWEB, Stormwater Utility, and Wastewater Utility funds.

Project Photo:



Completed Paving on Portland St

CHAMBERS STREET PAVING (IN PROGRESS)

Project Description: This project consists of rehabilitation one street in Far West & Friendly Area Neighborhoods in Council Ward 1.

- Chambers Street from 18th Avenue to 24th Avenue

Treatment Methodology:

- Chambers Street was rehabilitated by reconstructing the street intersections with 7 inches of pavement. The rest of the street will be rehabilitated by removing and paving back 4 inches for a total depth of 7 to 8 inches in the Spring 2024.

Costs: Total project costs, from all funding sources, are estimated at \$2,793,796.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$1,062,200
Total Projected/Actual Paving Bond Funds Used =	\$1,062,200
Difference =	\$0

Additional Sources of Funding: Local Gas Tax, EWEB, Stormwater Utility, and Wastewater Utility funds.

Project Photo:



Completed Paving on a Chambers St Intersection

OAK STREET AND PEARL STREET PAVING (IN PROGRESS)

Project Description: This project consists of rehabilitation of two streets in the Downtown Neighborhood Association and the West University Neighborhood in Council Ward 1.

- Oak Street from 7th Avenue to 17th Avenue
- Pearl Street from Broadway to 17th Avenue

Treatment Methodology:

- Oak Street from 7th Avenue to 11th Avenue will be rehabilitated by removing 6 inches of surfacing and paving back 6 inches for a total pavement depth of 11 inches.
- Oak Street from 11th Avenue to 13th Avenue will be rehabilitated by removing 3 inches of surfacing and paving back 3 inches for a total of 10 inches of pavement.
- Oak Street from 13th Avenue to 17th Avenue will be rehabilitated by replacing select concrete panels 9 inches thick.
- Pearl Street will be rehabilitated by removing 2 inches of surfacing and paving back 2 inches for a total pavement depth of 10 inches.

Costs: Total project costs, from all funding sources, are estimated at \$3,610,741.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$2,551,025
Total Projected/Actual Paving Bond Funds Used =	\$2,551,025
Difference =	\$0

Additional Sources of Funding: Local Gas Tax, EWEB, Stormwater Utility, Wastewater Utility, and Active Transportation Bond funds.

Active transportation funding will be used for moving the bike lane on Pearl St on the other side of the street and select curb extensions on both Oak Street and Pearl Street.

Project Photo:



Existing Pavement Condition on Oak Street

RIVER ROAD PAVING (IN PROGRESS)

Project Description: This project consists of rehabilitation of a street in the River Road Community Organization in Council Ward 7.

- River Road from Maxwell Road to Beltline Road

Treatment Methodology:

- River Road will be rehabilitated by removing 2 inches of pavement and placing 2 inches for a total depth of 12 inches in the travel lanes and select areas not within the travel lanes.

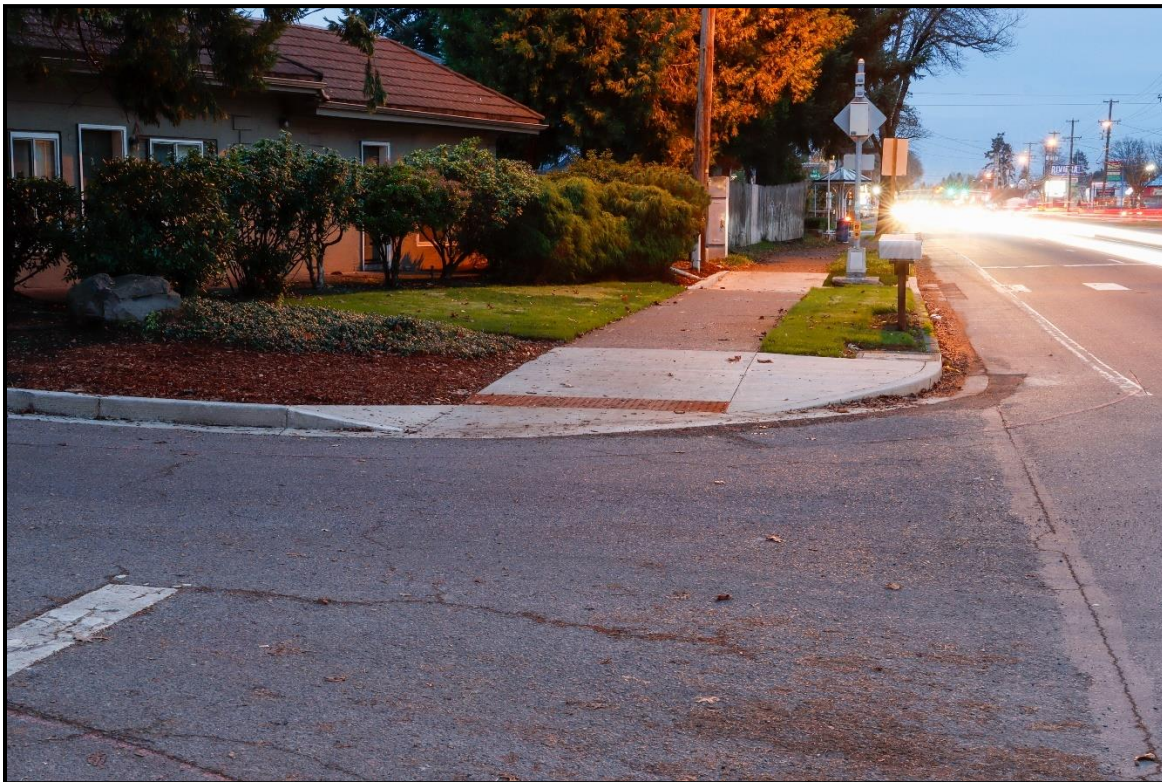
Costs: Total project costs, from all funding sources, are estimated at \$1,241,158.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$792,000
Total Projected/Actual Paving Bond Funds Used =	\$998,682
Difference =	(\$206,682)

Additional Sources of Funding: EWEB, Stormwater Utility, Local Fuel Tax, and Active Transportation Bond funds.

Active transportation bond funding will be used for making bike lane improvements to add a buffer zone.

Project Photo:



Completed ADA Ramp on River Road

WEST 8TH AVENUE PAVING (IN PROGRESS)

Project Description: This project consists of rehabilitation of one street in Jefferson Westside Neighbors and Far West Neighborhood Association in Council Ward 1.

- W 8th Avenue from Monroe Street to Garfield Street

Treatment Methodology:

- W 8th Avenue will be rehabilitated by removing 6 inches of surfacing down to existing aggregate base and paving back 6 inches.

Costs: Total project costs, from all funding sources, are estimated at \$2,472,417.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$2,264,800
Total Projected/Actual Paving Bond Funds Used =	\$2,264,800
Difference =	\$0

Additional Sources of Funding: EWEB, Stormwater Utility, and Wastewater Utility funds

Project Photo:



Existing Pavement Condition on W 8th Avenue

POLK STREET PAVING

Project Description: This project consisted of rehabilitation of one street in Friendly Area neighborhood in Council Ward 1.

- Polk Street from 18th Avenue to 28th Avenue

Treatment Methodology:

- Polk Street was rehabilitated by removing 2 inches of surfacing and paving back 2 inches for a total pavement depth of 7 inches in the travel lanes only. The on-street parking zones were rehabilitated with a slurry seal surface treatment.

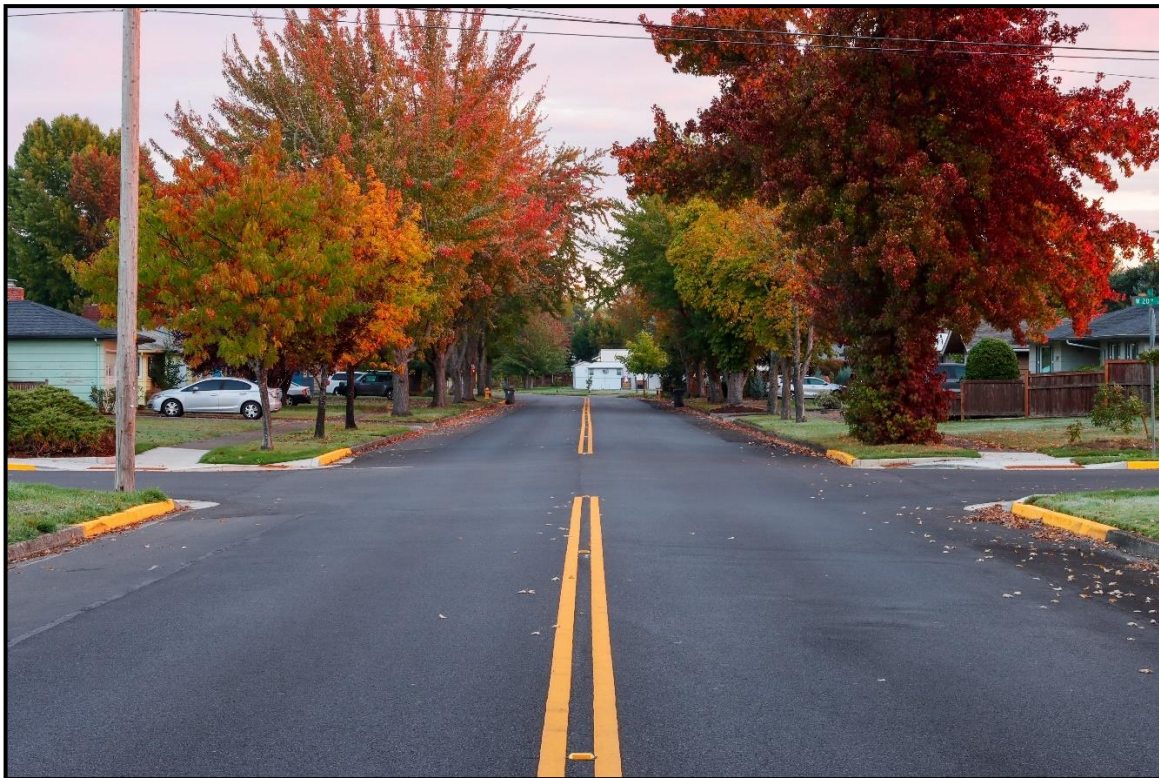
Costs: Total project costs, from all funding sources, are estimated at \$1,077,675.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$751,400
Total Projected/Actual Paving Bond Funds Used =	\$751,400
Difference =	\$0

Additional Sources of Funding: Local Fuel Tax, EWEB, Stormwater Utility, and Park Renovation funds.

Local fuel tax funding was used to slurry seal the on-street parking zone along Polk St. Park renovation funding was used to repair select sidewalk areas along Westmoreland Park.

Project Photo:



Completed Paving on Polk St

SPYGLASS DRIVE PAVING

Project Description: This project consisted of rehabilitation of one street in Cal Young Neighborhood Association in Council Ward 5.

- Spyglass Drive from Cal Young Road looped back to Spyglass Drive

Treatment Methodology:

- Spyglass Drive was rehabilitated by removing 2 inches of surfacing and paving back 2 inches for a total pavement depth of 7.5 inches for a portion of the street. The remaining portion was rehabilitated by removing 4 inches of surfacing and paving back 4 inches for a total depth of 4 inches.

Costs: Total project costs, from all funding sources, are estimated at \$1,059,727.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation =		\$723,300
Total Projected/Actual Paving Bond Funds Used =		\$723,300
Difference =		\$0

Additional Sources of Funding: Local Fuel Tax, EWEB, Stormwater Utility, and Wastewater Utility funds.

Local fuel tax funds were used to slurry seal Fairway View Drove and Spyglass Drive cul-de-sacs.

Project Photo:



Completed Paving on Spyglass Drive

CRESCENT AVENUE AND LAKEVIEW DRIVE PAVING

Project Description: This project consisted of rehabilitation of one street in Northeast Neighbors in Council Ward 5. Lakeview Drive was originally listed as a project in the bond but was not completed due to being in good pavement condition and not warranting any rehabilitation work.

- Crescent Street from Norkenzie Road to approximately address 1670

Treatment Methodology:

- Crescent Street was rehabilitated by removing 9-10 inches of concrete surfacing and paving back 9 inches for a total pavement depth of 9 inches.

Costs: Total project costs, from all funding sources, are estimated at \$622,056.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation =		\$539,900
Total Projected/Actual Paving Bond Funds Used =		\$430,344
Difference =		\$109,556

Additional Sources of Funding: EWEB, Stormwater Utility, Wastewater Utility, and Traffic Calming funds.

Traffic calming funding was used to add speed humps to Holly Avenue and Legacy Street.

Project Photo:



Completed Paving on Crescent Avenue

8TH AVENUE PAVING (IN PROGRESS)

Project Description: This project consists of rehabilitation of one street in the Downtown Neighborhood Association in Council Ward 1.

- 8th Avenue from Mill Street to Willamette Street

Treatment Methodology:

- 8th Avenue from W Park St to E Park St was rehabilitated by removing 0 to 4 inches of surfacing and paving back 2 inches for a total pavement depth of 9-12 inches to build a raised curbless intersection.
- The rest of 8th Avenue will be rehabilitated in 2024 by removing 2 to 4 inches of surfacing and paving back 2 to 4 inches for a total pavement depth of 7 to 12 inches.

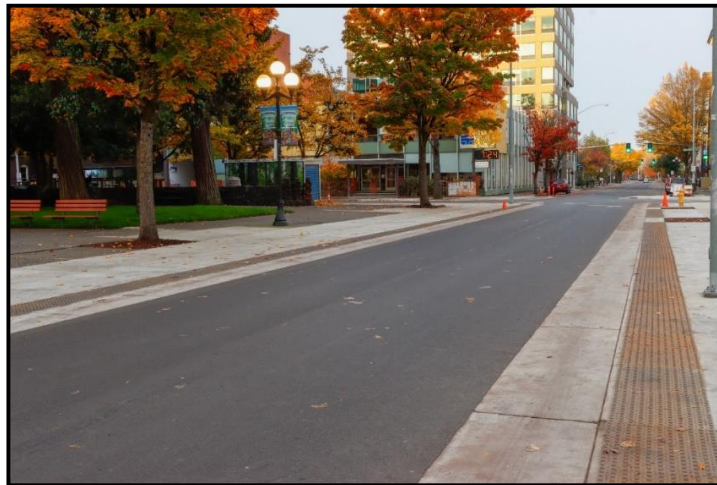
Costs: Total project costs, from all funding sources, are estimated at \$8,834,147.

Preliminary Estimate based on Pavement	
Management System (PMS) Surface Evaluation =	\$1,027,461
Total Projected/Actual Paving Bond Funds Used =	\$1,027,461
Difference =	\$0

Additional Sources of Funding: Local Gas Tax, EWEB, Stormwater Utility, Wastewater Utility, Active Transportation Bond, Urban Renewal, Transportation SDCs, Stormwater SDCs, Traffic Signal, and Federal Grant funds.

Paving of this street segment is part of a larger federal project called “8th Avenue Streetscape & Bikeway”. Additional funds are being used to convert 8th Ave to two-way traffic from Lincoln St to High St, add protected bike lanes on both sides of the street, replace existing traffic signals for two-way traffic and added bike signals, construct new stormwater planters along 8th Ave and side streets, and pave 8th Ave from Lincoln St to Willamette St.

Project Photo:



Completed Paving on 8th Avenue

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	Projected/ Actual Cost	Difference
Construction Year 2019									
9	900049	11th Ave (A)	Tyinn St	Bertelsen St	8	Overlay	1,874,000	736,581	1,137,419
12	900044	19th Avenue (C) (incl 2019 Construction)	Hilyard St	Agate St	1	Reconstruction	1,130,700	1,399,223	(268,523)
1	900051	3rd Avenue (L)	High St	Pearl St	7	PCC panel replacement	118,000	1,797,473	99,527
65		Mill Street (L)	2nd Ave	3rd Ave		Reconstruction/Overlay	60,000		
3		5th Avenue (L)	Chambers St	Grant St		Reconstruction/Overlay	250,000		
36		Charnelton Street (L)	4th Ave	6th Ave		Reconstruction/Overlay	360,000		
70		Olive Street (L)	5th Ave	6th Ave		Pavement Removal and Replacement	131,000		
60		Lawrence Street (L)	NS Dwy 36	6th Ave		Reconstruction	978,000		
27	900047	Brookside Drive (L) (incl 2019 Construction)	Brae Burn Dr (North)	Address 999	2	Reconstruction	0	671,181	135,819
28		Brookside Drive	Brae Burn Dr (South)	Montara Way		Reconstruction	437,000		
83		Sundance Street (L)	Sundial Rd	East End		Pavement Removal and Replacement	270,000		
84		Sundance Street CDS (L)	North End	Sundance St		Pavement Removal and Replacement	100,000		
18	900045	Alder Street (L)	24th Ave	27th Ave	3	Reconstruction/Pavement Removal and Replacement	309,000	588,465	(279,465)
44	900048	Fair Oaks Drive (L)	Oakway Rd	Fairway Lp	4	Reconstruction	253,000	1,687,277	(413,277)
24		Bedford Way (L)	Oakway Rd	Fair Oaks Dr		Reconstruction	200,000		
54		Lariat Drive (L)	Oakway Rd	Lariat Dr		Reconstruction	392,000		
55		Lariat Meadows Drive (L)	Lariat Dr	East End		Pavement Removal and Replacement	300,000		
56		Lariat Mesa (L)	Lariat Dr	East End		Reconstruction/Pavement Removal and Replacement	129,000		
23	900046	Balfour Street (L)	Terresa Ave	North End	5	Reconstruction	150,000	1,233,924	(73,924)
29		Calgary Street (L)	Holly Ave	Elanco Ave		Reconstruction	254,000		
43		Elanco Ave + CDS (L)	Norkenzie Rd	North End		Reconstruction	137,000		
87		Terresa Avenue (L)	Montreal Ave	Gilham Rd		Reconstruction	237,000		
76		Quebec Street (L)	Calgary St	Elanco Ave		Reconstruction	224,000		
67		Montreal Avenue (L)	Calgary St	Balfour St		Reconstruction	158,000		
Projected Construction Year 2019 Totals =							8,451,700	8,114,125	337,575
Construction Year 2020									
73	900135	Polk Street (L)	6th Ave	7th Ave	7	Overlay	124,800	129,650	120,470
34		Chambers Street (C) (incl 2020 Construction)	11th Ave	13th Ave		Pavement Removal and Replacement	125,320		
12	900044	19th Avenue (C) (incl 2020 Construction)	Hilyard St	Agate St	1	Reconstruction	397,300	186,483	210,817
27	900047	Brookside Drive (L) (incl 2020 Construction)	Brae Burn Dr (North)	Address 999	2	Reconstruction	238,160	467,799	(229,639)
49	900133	Garden Avenue (L)	Moss St	Walnut St	3	Pavement Removal and Replacement	411,840	611,408	(74,768)
89		Walnut Street (L)	Garden Ave	Frankling Blvd		Pavement Removal and Replacement	124,800		
5	900070	8th Avenue (L) (Design & Permitting)	Willamette St	Mill St	1	Pavement Removal and Replacement	533,500	513,010	20,490
13	900253	20th Avenue (A) (Design & Permitting)	Willamette St	Oak St	1	Overlay	104,000	22,283	81,717
69		Oak Street (A) (Design & Permitting)	18th Ave	19th Ave		Overlay	0		
69		Oak Street (A) (Design & Permitting)	19th Ave	20th Ave		Overlay	0		
Projected Construction Year 2020 Totals =							2,059,720	1,930,632	129,088

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	Projected/ Actual Cost	Difference
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Construction Year 2021

20	900244	Arrowsmith Street (L)	Terry St	11th Ave	8	Overlay	228,200	2,091,262	(671,390)
21		Bailey Hill Rd (A)	5th Ave	11th Ave	8	Overlay	629,640		
79		Roosevelt Blvd (A)	Beltline	800' East	8	Overlay	222,912		
88		Terry Street (C)	Royal Ave	Roosvelt Blvd	8	Overlay	339,120		
62	900257	Lincoln Street (C)	13th Ave	22nd Ave	1	Reconstruct	1,717,200	2,118,626	(401,426)
13	900253	20th Avenue (A) (incl 2021 Construction)	Willamette St	Oak St	1	Overlay	104,000	657,480	(86,380)
69		Oak Street (A) (incl 2021 Construction)	19th Ave	20th Ave		Overlay	259,200		
69		Oak Street (A) (incl 2021 Construction)	18th Ave	19th Ave		Overlay	207,900		
45	900104	Fairmount Blvd (L)	15th Ave	Columbia St	3	Reconstruct	1,092,960	2,406,746	(356,906)
12		19th Avenue (C)	Agate St	Fairmount Blvd	3	Overlay	956,880		
57	900242	Laurelhurst Drive + 5 CDS (L)	Melrose Lp	Barger Dr	6	Overlay	395,280	1,106,912	(427,592)
59		Laveta Lane (L)	Barger Dr	South End	6	Overlay	129,600		
75		Primrose Street + 1 CDS (L)	Barger Dr	100' N of Parker Pl	6	Overlay	154,440		
34	900135	Chambers Street (C) (incl 2021 Construction)	11th Ave	13th Ave	7	Pavement Removal and Replacement	125,320	265,821	(140,501)
91	900240	Windsor Circle East/West (L)	Wilshire Ln	Wilshire Ln	8	Reconstruct	838,080	822,271	15,809

Projected Construction Year 2021 Totals = 7,400,732 9,469,116 (2,068,384)

Construction Year 2022

33	900246	Catalina Street (L)	Juhl St	Willhi St	6	Overlay	168,700	965,228	124,747
37		Chase Street + CDS (L)	500' N of Marshall St	North End	6	Overlay	168,700		
40		Concord Street (L)	Berntzen Rd	Jacobs Dr	6	Overlay	252,000		
42		Echo Hollow CDS (L)	West End	Echo Hollow Rd	6	Reconstruct	168,700		
48		Fuller Avenue (L)	Echo Hollow Rd	Jay St	6	Overlay	135,000		
50		Hawthorne Avenue (L)	West End	Fairfield Ave	7	Overlay	196,875		
30	900245	Candlelight Drive	Avalon	Royal Ave	6	Overlay	366,750	1,502,321	(468,446)
82		Stagecoach	Candlelight Dr	Surrey Ln			112,500		
85		Surry Lane (L)	Stagecoach Rd	Welcome Wy			135,000		
90		Welcome Way	Candlelight Dr	Royal Ave			163,125		
80		Royal Ave CDS	Royal Ave	End			112,500		
58		Laurelhurst Drive + Sheffield Ct CDS (L)	Harriet Ave	Royal Ave			144,000		
10	900151	17th Avenue (L)	Oak Street	Hilyard St	3	Reconstruct	821,880	1,843,739	(568,259)
11		19th Avenue (C)	Oak Street	High St	1	Overlay	324,000		
64		Mill Street (L)	16th Ave	18th Ave	3	Overlay	129,600		
2	900043	4th Avenue (C)	Pearl St	Coburg Rd	7	Overlay	262,800	392,673	(65,073)
65		Mill Street (L)	3rd Ave	4th Ave			64,800		
52	900353	Jessen Drive (L)	Elizabeth St	Hwy 99	6	Overlay	252,000	403,786	191,654
38		Clarey Street (L)	Bean St	1071' South			162,000		
78		Robin Avenue	200' E of Ruskin St	396' E of Taney St			181,440		

Projected Construction Year 2022 Totals = 4,322,370 5,107,748 (785,378)

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	Projected/ Actual Cost	Difference
Construction Year 2023									
15	900357	46th Avenue (C)	Fox Hollow Rd	Donald St	2	Overlay	516,000	1,120,770	84,230
16		Agate Street (C)	163 Black Oak Rd	Firland St			689,000		
19	900355	Amazon Parkway (A)	19th Ave	2693 S of E 24th	2	Reconstruct	1,661,200	1,826,052	320,648
74		Portland Street (L)	29th Ave	31st Ave			485,500		
35	900360	Chambers Street (C)	18th Ave	24th Ave	1	Overlay	1,062,200	1,062,200	0
69	900358	Oak Street (A)	7th Ave	13th Ave	1	Overlay	698,400	2,551,025	0
69		Oak Street (A)	13th Ave	17th Ave	1		1,126,125		
69		Pearl Street (A)	Broadway	17th Ave (Amazon Bridge)	3		726,500		
77	900354	River Road (A)	Maxwell Rd	Beltline Rd	7	Overlay	792,000	998,682	(206,682)
6	900356	8th Avenue (C)	Monroe St	Garfield St	1	Overlay	2,264,800	2,264,800	0
72	900302	Polk Street (C)	W 18th Ave	28th Ave	1	Overlay	751,400	751,400	0
81	900304	Spyglass Drive (L)	Cal Young Rd	Spyglass Dr	5	Overlay	723,300	723,300	0
53	900294	Lakeview Drive Crescent	207' E of Sarah Ln	Gilham Rd	5	Reconstruct	258,700	430,344	109,556
41			Norkenzie Rd	Address 1670		Overlay	281,200		
5	900070	8th Avenue (L) <i>(inc construct</i>	Willamette St	Mill St	1	Pavement Removal and Replacement	493,961	514,451	(20,490)
Projected Construction Year 2023 Totals =							12,530,286	12,243,024	287,262

Construction Year 2024									
63	900405	Linnea Avenue + 1 CDS (L)	Norkenzie Rd	Tarpon St	5	TBD	216,000	216,000	0
26	900359	Broadway (A)	Mill St	11th Ave	3	TBD	1,033,000	1,033,000	0
39	900103	Coburg Road (A)	Oakway Rd	Ferry Street Bridge	4	Overlay	2,524,200	2,524,200	0
25	900405	Brewer Avenue (L)	Brewer Ave	South End	5	TBD	181,500	181,500	0
31		Carmel Avenue (L)	Diane St	Norwood St	4,5	TBD	547,500	547,500	0
66		Monterey Avenue (L)	Norkenzie Rd	Larkspur Ave	5	TBD	216,600	216,600	0
68		Norwood Street (L)	Monterey St	Marlow St	4	TBD	373,500	373,500	0
86		Tarpon Street + CDS	Brewer Ave	Lemming Ave	5	TBD	321,860	321,860	0
61		Lemming Avenue	Tarpon St	Shilo St	5	TBD	141,570	141,570	0
22	900403	Bailey Lane (C)	Bogart Ln	Luella St	4	TBD	496,400	496,400	0
14	900402	24th Avenue (A)	Harris St	Agate St	3	TBD	439,200	439,200	0
17	900402	Alder Street (L)	30th Ave	32nd Ave	2	TBD	522,000	522,000	0
5	900402	Hilyard Street (C)	W Amazon	40th Ave	2	TBD	883,300	883,300	0
8	900401	11th Ave (A)	Charnelton St	Grant St	1	TBD	1,546,400	1,546,400	0
46	900468	Franklin Blvd (A)	Walnut	11th Ave	3	TBD	1,732,162	1,732,162	0
Projected Construction Year 2024 Totals =							11,175,192	11,175,192	0

(x) Street Classification Key: (L) = Local;
(C) = Collector; (A) = Arterial

Total Programmed Costs = 45,940,000 48,039,837 (2,099,837)

Pedestrian and Bicycle Improvements Project List

Projects	Average Annual Allocation \$1,000,000	Projected/ Actual Cost	Difference
Construction Year 2019			
Alder Street		107,026	
W 11th Avenue		4,508	
E 19th Avenue		58,198	
Construction Year 2019 Pedestrian & Bicycle Repairs Total =		169,732	830,268
Construction Year 2020			
Garden Avenue, Walnut Street, Villard St & Moss St Paving		91,924	
Roosevelt Path		74,039	
Safe Routes to School: Crosswalk Enhancements & Speed Monitoring (2020 Local Match)		71,000	
5th, Olive, and Charnelton Street		3,965	
Construction Year 2020 Pedestrian & Bicycle Repairs Total =		240,928	759,072
Construction Year 2021			
South Bank Shared Use Path Repair & Realignment		90,708	
Downtown Riverfront Park		500,000	
Lincoln/Jefferson/High		25,033	
West Bank Path Lighting & Resurfacing		631,181	
STM 39th Ave and Donald St		28,529	
NE Livable		346,930	
Safe Routes to School: Crosswalk Enhancements & Speed Monitoring (Construction Complete in 2021)		68,757	
Construction Year 2021 Pedestrian & Bicycle Repairs Total =		1,691,138	(691,138)

APPENDIX A

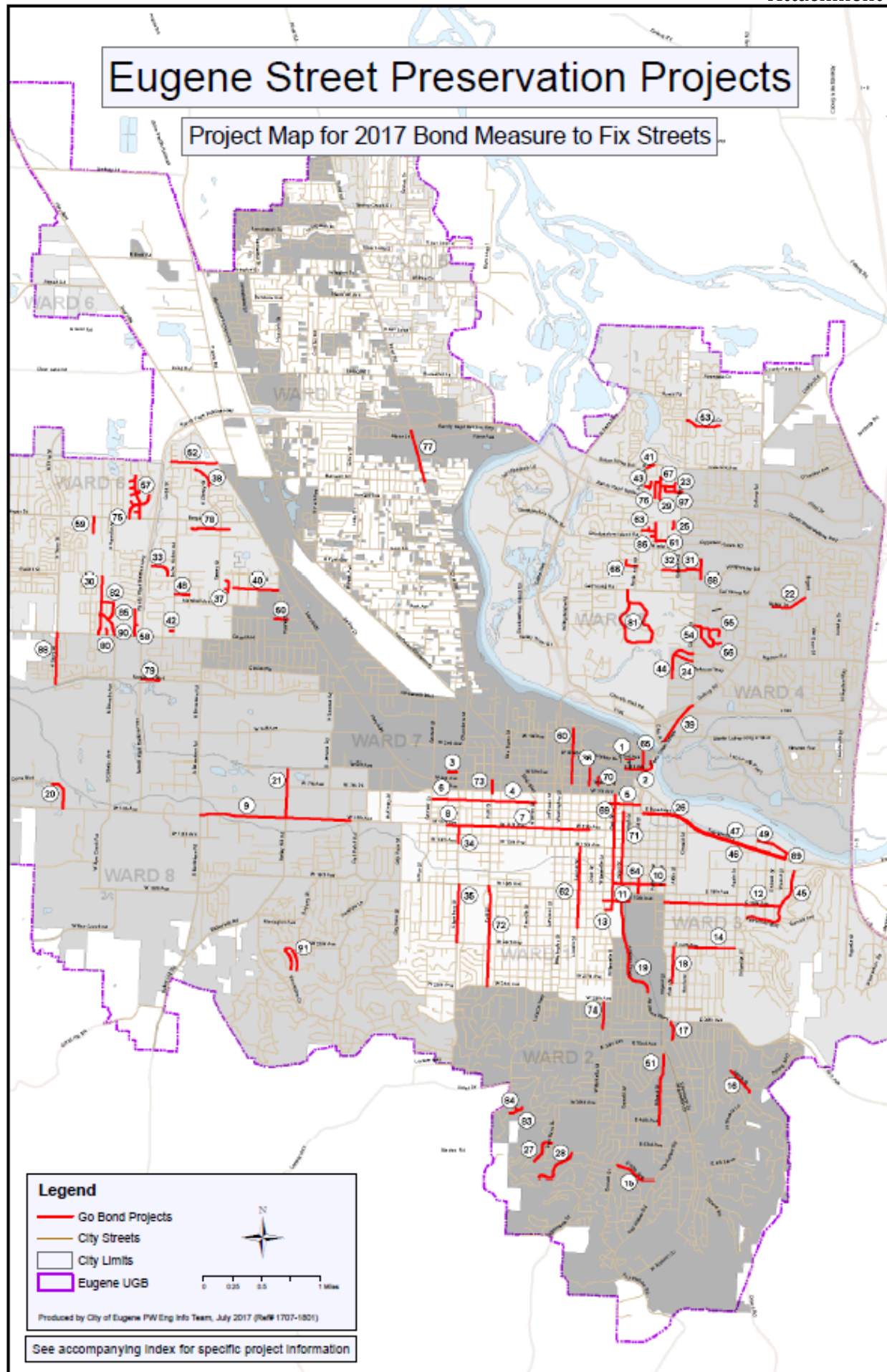
2023 Report from Engineering to the Citizens Street Repair Review Panel

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	Projected/ Actual Cost	Difference
Construction Year 2022									
Willamette St and 18th Ave Signal Reconstruction								106,447	
17th Ave, 19th Ave, Mill St Pedestrian Improvements								55,948	
Path Wayfinding								10,000	
3rd Ave, 4th Ave & Mill St Two-Way Bikeway								215,000	
Bailey Hill & Terry Street Paving								29,670	
13th Ave Bikeway (Construction Complete in 2020)								222,437	
Fern Ridge Path Rehabilitation								346,298	
Construction Year 2022 Pedestrian & Bicycle Repairs Total =								985,800	14,200
Construction Year 2023									
Oak Street & Pearl Street Paving								75,682	
River Road - Maxwell Road to Betline Road								31,725	
8th Avenue - Willamette Street to Mill St								140,000	
Regional Bicycle Enhancements - City of Eugene/Springfield Bike Lockers & Bike Racks (2024 Installation)								23,000	
Prairie Mountain Crosswalks (Grant Project)								206,847	
Howard Elementary Ped Path (Grant Project)								111,974	
Fern Ridge Path Lighting								487,464	
River Rd/Hatton Enhancement Crossing (Grant Project)								66,478	
River Rd & Irving Rd Improvements (Grant Project)								200,000	
Construction Year 2023 Pedestrian & Bicycle Repairs Total =								1,343,170	(343,170)
Construction Year 2024									
Maxwell/Prairie Sidewalks (Grant Project)								97,500	
Construction Year 2024 Pedestrian & Bicycle Repairs Total =								97,500	902,500
Total Pedestrian and Bicycle Improvement Project Costs =							5,000,000	4,528,268	471,732

Summary of Bond Costs

Total Street Projects in 2017 Dollars with inflation = \$ 45,940,000
 Total Pedestrian & Bicyclist Improvements = \$ 5,000,000
 Bond Issuance Costs = \$ 260,000
 Total Bond Costs = \$ 51,200,000



Project List for 2017 Bond Measure to Fix Streets

MAP NUMBER	STREET NAME	FROM	TO
1	03RD AVENUE	HIGH ST	PEARL ST
2	04TH AVENUE	COBURG RD	PEARL ST
3	05TH AVENUE	CHAMBERS ST	GRANT ST
4	08TH AVENUE	CHAMBERS ST	MONROE ST
5	08TH AVENUE	WILLAMETTE ST	MILL ST
6	08TH AVENUE	GARFIELD ST	CHAMBERS ST
7	11TH AVENUE	CHARNELTON ST	CHAMBERS ST
8	11TH AVENUE	CHAMBERS ST	GRANT ST
9	11TH AVENUE	TYINN ST	BERTELSEN RD
10	17TH AVENUE	HILYARD ST	OAK ST
11	19TH AVENUE	WILLAMETTE ST	HIGH ST
12	19TH AVENUE	HILYARD ST	FAIRMOUNT BLVD
13	20TH AVENUE	WILLAMETTE ST	OAK ST
14	24TH AVENUE	HARRIS ST	AGATE ST
15	46TH AVENUE	FOX HOLLOW RD	DONALD ST
16	AGATE STREET	N 163 BLACK OAK RD	FIRLAND ST
17	ALDER STREET	30TH AVE	32ND AVE
18	ALDER STREET	24TH AVE	27TH AVE
19	AMAZON PARKWAY	19TH AVE	2693 S OF E 24TH
20	ARROWSMITH STREET	TERRY ST	11TH AVE
21	BAILEY HILL ROAD	5TH AVE	11TH AVE
22	BAILEY LANE	BOGART LN	LUELLA ST
23	BALFOUR STREET	TERRA AVE	NORTH END
24	BEDFORD WAY	OAKWAY RD	FAIR OAKS DR
25	BREWER AVENUE	BREWER AVENUE	SOUTH END
26	BROADWAY	MILL ST	11TH AVE
27	BROOKSIDE DRIVE	BRAE BURN DR (NORTH)	ADDR 999
28	BROOKSIDE DRIVE	BRAE BURN DR (SOUTH)	MONTARA WAY
29	CALGARY STREET	HOLLY AVE	ELANCO AVE
30	CANDLELIGHT DRIVE	AVALON	ROYAL
31	CARMEL AVENUE	GILHAM RD	NORWOOD ST
32	CARMEL AVENUE	DIANE ST	GILHAM RD
33	CATALINA STREET	JUHL ST	WILLHI ST
34	CHAMBERS STREET	11TH AVE	13TH AVE
35	CHAMBERS STREET	18TH AVE	24TH AVE
36	CHARNELTON STREET	4TH AVE	6TH AVE
37	CHASE STREET + CDS	500' NORTH OF MARSHALL	NORTH END
38	CLAREY STREET	BEAN ST	1071' S OF BEAN ST
39	COBURG ROAD	FERRY STREET BRIDGE	OAKWAY RD
40	CONCORD STREET	BERNTZEN RD	JACOBS DR
41	CRESCENT AVENUE	NORKENZIE RD	ADDRS 1670
42	ECHO HOLLOW CDS	WEST END (CDS) (880-960)	ECHO HOLLOW RD
43	ELANCO AVENUE + 1 CDS (NORTH)	NORKENZIE RD	END OF NORTHERLY CDS
44	FAIR OAKS DRIVE	OAKWAY RD	FAIRWAY LP
45	FAIRMOUNT BOULEVARD	15TH AVE	COLUMBIA ST
46	FRANKLIN BOULEVARD EB	WALNUT ST	11TH AVE
47	FRANKLIN BOULEVARD WB	WALNUT ST	11TH AVE

Project List for 2017 Bond Measure to Fix Streets

MAP NUMBER	STREET NAME	FROM	TO
48	FULLER AVENUE	ECHO HOLLOW RD	JAY ST
49	GARDEN AVENUE	MOSS ST	WALNUT ST
50	HAWTHORNE AVENUE	WEST END	FAIRFIELD AVE
51	HILYARD STREET	W AMAZON DR	40TH AVE
52	JESSEN DRIVE	ELIZABETH ST	HWY 99
53	LAKEVIEW DRIVE	207' E OF SARAH LN	GILHAM RD
54	LARIAT DRIVE	OAKWAY RD	LARIAT DR
55	LARIAT MEADOWS DRIVE	LARIAT DR	EAST END
56	LARIAT MESA	LARIAT DR	EAST END
57	LAURELHURST DRIVE + 5 CDS	MELROSE LP	BARGER DR
58	LAURELHURST DRIVE + SHEFFIELD CT	HARRIET AVE	ROYAL AVE
59	LAVETA LANE	BARGER DR	SOUTH END
60	LAWRENCE STREET	DRWY 36	6TH AVE
61	LEMMING AVENUE	TARPON ST	SHILO ST
62	LINCOLN STREET	13TH AVE	22ND AVE
63	LINNEA AVENUE + 1 CDS	NORKENZIE RD	TARPON ST
64	MILL STREET	16TH AVE	18TH AVE
65	MILL STREET	2ND AVE	4TH AVE
66	MONTEREY AVENUE	NORKENZIE RD	LARKSPUR AVE
67	MONTREAL AVENUE	CALGARY ST	BALFOUR ST
68	NORWOOD STREET	MONTEREY ST	MARLOW ST
69	OAK STREET	7TH AVE	20TH AVE
70	OLIVE STREET	5TH AVE	6TH AVE
71	PEARL STREET	BROADWAY	17TH AVE (AMAZON BRIDGE)
72	POLK STREET	18TH AVE	28TH AVE
73	POLK STREET	67' N OF 6TH AVE	72' S OF 7TH AVE
74	PORTLAND ST	29TH AVE	31ST AVE
75	PRIMROSE STREET + 1 CDS	BARGER RD	100' N OF PARKER PL (S)
76	QUEBEC STREET	CALGARY ST	ELANCO ST
77	RIVER ROAD	MAXWELL RD	BELTLINE RD
78	ROBIN AVENUE	200' EAST OF RUSKIN ST	396' EAST OF TANEY ST
79	ROOSEVELT BLVD	BELTLINE	APPROX 800' EAST OF BELTLINE
80	ROYAL AVENUE CUL DE SAC	ROYAL AVE	N END CDS
81	SPYGLASS DRIVE	CAL YOUNG RD	LOOP AROUND BACK TO SPYGLASS DR
82	STAGECOACH ROAD	CANDLELIGHT DR	SURREY LN
83	SUNDANCE STREET	SUNDIAL RD	EAST END
84	SUNDANCE STREET CDS	NORTH END	SUNDANCE ST
85	SURRY LANE	STAGECOACH	WELCOME WY
86	TARPON STREET + CUL-DE-SAC	BREWER AVE	LEMMING AVE
87	TERRESA AVENUE	MONTREAL AVE	GILHAM RD
88	TERRY STREET	ROYAL AVE	ROOSEVELT BLVD
89	WALNUT STREET	FRANKLIN BLVD	GARDEN AVE
90	WELCOME WAY	CANDLELIGHT DR	ROYAL AVE
91	WINDSOR CIRCLE EAST/WT	WILSHIRE LN	WILSHIRE LN

Street Repair Review Panel,

This memo summarizes walking and bicycling projects built in 2023 using Pavement Bond Measure (PBM) funds and offers a look ahead to projects anticipated for construction in 2024 and 2025.

Background

The 2017 Pavement Bond Measure stipulates that the city identify and complete an average of \$1 million in safety improvements for people who bike and walk each year of the bond. Transportation Planning staff works with the Active Transportation Committee (ATC) to develop a list of walking and bicycling projects for review, based on guidance provided by the Transportation System Plan, maintenance needs, and community requests, including partners at LTD and Safe Routes to School. The projects generally include additions to scheduled pavement projects as well as stand-alone projects.

Where do the Walking and Biking Projects Come From?

Staff uses the Transportation System Plan (TSP) to identify network improvements for walking and bicycling. The TSP is the city's transportation policy document and long-term vision for transportation improvements.

When looking at street designs during pavement preservation projects city staff consult the TSP to determine what network improvements should be made based on system connectivity needs. Pavement projects present an opportunity to implement some TSP project types, such as bike lane striping, because striping will be entirely replaced as part of the pavement project.

There are also projects developed based on community input (ATC, etc.), coordination with 4j and Bethel Safe Routes to School programs, and through site investigations by city staff. The Vision Zero Action Plan is also used to evaluate project locations to improve safety outcomes for people walking and bicycling.

Through discussions with staff and the Active Transportation Committee, it has been decided that about half of the money should be spent on shared use path maintenance with the other half used for discretionary walking and bicycling projects throughout Eugene. Path enhancements that were completed on the West Bank Path and repair of the Fern Ridge Path were primary recipients for path funding.

How Were PBM Walking/Biking Funds Spent in 2023?

Walking and bicycling funds were dedicated to paying the grant match for safe routes to school projects, added to the 8th Avenue streetscape project and River Road/Irving intersection, and used to finalize repairs to the Fern Ridge Path. Descriptions for those projects delivered (or started) in 2023 are listed below.

Grant Projects

- Safe Routes to School Crossing Enhancements: Three enhanced pedestrian crossings that were awarded safe routes to school funding through ODOT were supplemented with PBM Walking/Biking funds to pay the required match for each grant.
 - Howard Elementary: enhanced pedestrian crossing island, RRFBs, ADA ramps, and crosswalk markings were added across River Road near E Hatton Avenue.
 - Prairie Mountain School: an RRFB was added to the existing pedestrian island and crosswalk across Royal Avenue at Throne Drive.
 - Prairie Mountain School: Enhanced pedestrian crossing island, RRFBs, ADA ramps, and crosswalk markings were added across N Danebo Avenue at Unthank Street.

- River Road Protected Intersection: work began on the city's first protected intersection at River Road and Irving/Hunsaker. The final design will include protected bike lanes, green colorant, bike signals, and enhanced crosswalks. The work is currently in progress.

Projects Occurring with Pavement Projects

- 8th Avenue Streetscape Enhancements: work began on the 8th Avenue Streetscape project downtown which will include protected bike lanes from Mill Street to Lincoln Avenue. The work is currently in progress.

Discretionary Projects

- Fern Ridge Path Repair Project. A segment of the Fern Ridge Path near the western terminus of 13th Avenue at Amazon Creek had structurally failed. The project was engineered to provide a solution to the constant need for repair. Replacement of the pavement, installation of overhead lighting, and complete replacement of subsurface structures was completed in early 2023.

What Projects are you Exploring for 2024 and 2025?

Projects that may use a portion of pavement bond measure funding in 2024 includes the following:

- Safe Routes to School: Howard Avenue will receive a separated active transportation facility on the south side of the street linking River Road to Howard elementary school. Some bond funds will be used to pay the grant match.
- Fern Ridge Path Lighting (Parks and Open Space Bond). This project would add lighting to an unlighted segment of the Fern Ridge Path from City View Street to Acorn Park Street.
- Repaving Oak/Pearl. As part of the repaving of Oak Street and Pearl Street, the bike lane will be moved from the east side of Pearl Street (left side) to the west side (right side) of the street. Curb extensions and crosswalk markings will also be implemented in strategic locations on both corridors as part of the paving project.

Projects that may use a portion of pavement bond measure funding in 2025 includes the following:

- Repaving Broadway between Mill Street and 11th Avenue. The city is exploring widening the sidewalks on the south side of Broadway/Franklin Blvd to make a better walking connection from UO campus to downtown.

If you have any questions about planning for walking and bicycling projects, or use of PBM funds to deliver these projects, please contact me: RDunbar@eugene-or.gov, (541) 682-5727.

Sincerely,
Reed Dunbar, AICP
Senior Transportation Planner (Bicycle and Pedestrian Planner)



Report of Independent Accountants

To City of Eugene, Oregon

We have performed the procedures enumerated below on the 2017 General Obligation Bond funded expenditures of the City of Eugene, Oregon (the "City") for the year ended December 31, 2023 (the "Reporting Period"). The City is responsible for the 2017 General Obligation Bond funded expenditures (the "Expenditures").

The City has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of evaluating the City's 2017 General Obligation Bond funded Expenditures in order to meet the requirements of voter approved Ballot Measure 20-275 and City Council Resolution No. 5204 for the Reporting Period. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures we performed and our findings are as follows:

- 1) We obtained from the City a listing of the Expenditures for the Reporting Period. The total amount of expenditures was \$6,751,017.
- 2) We sorted the Expenditures by dollar amount, and in descending order by dollar amount, we selected the largest expenditure amounts until 33.3% or more of the total expenditures were selected. This resulted in selecting 6 expenditures totaling \$2,359,716, or 35.0% of total Expenditures. We agreed each selected expenditure's reported account and fund number, and reported accounting period date to a vendor invoice, certification of payment, or signed contract provided by the City. We noted no variances between expenditures and supporting documentation.
- 3) For expenditures selected in the previous step, we noted each expenditure was for an eligible cost as described in voter approved Ballot Measure 20-275 and City Council Resolution No. 5204.
- 4) We obtained from the City a listing of new construction projects awarded during the Reporting Period, which were funded by 2017 General Obligation Bond proceeds. We haphazardly selected one new construction project awarded and obtained the procurement file from the City. We compared the procurement file to the procurement requirements contained in the City's Public Contracting Rules and noted no differences.
- 5) We obtained from the City an accounting of the \$14,651,320 in unspent 2017 General Obligation Bond proceeds as of December 31, 2023. We compared that amount to the \$21,402,337 in unspent bond proceeds as of December 31, 2022, as reported in the prior year independent accountant's report on applying agreed upon procedures dated February 7, 2023 less the \$6,751,017 of expenditures for the year ended December 31, 2023 provided by the City. We did not note variances between the listing and the calculated amount.

We were engaged by the City to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. An agreed-upon procedures engagement involves performing specific procedures that the engaging party has agreed to and acknowledged to be appropriate for the intended purpose of the engagement and reporting on findings based on the procedures performed. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the Expenditures of the City for the Reporting Period. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures other matters might have come to our attention that would have been reported to you.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

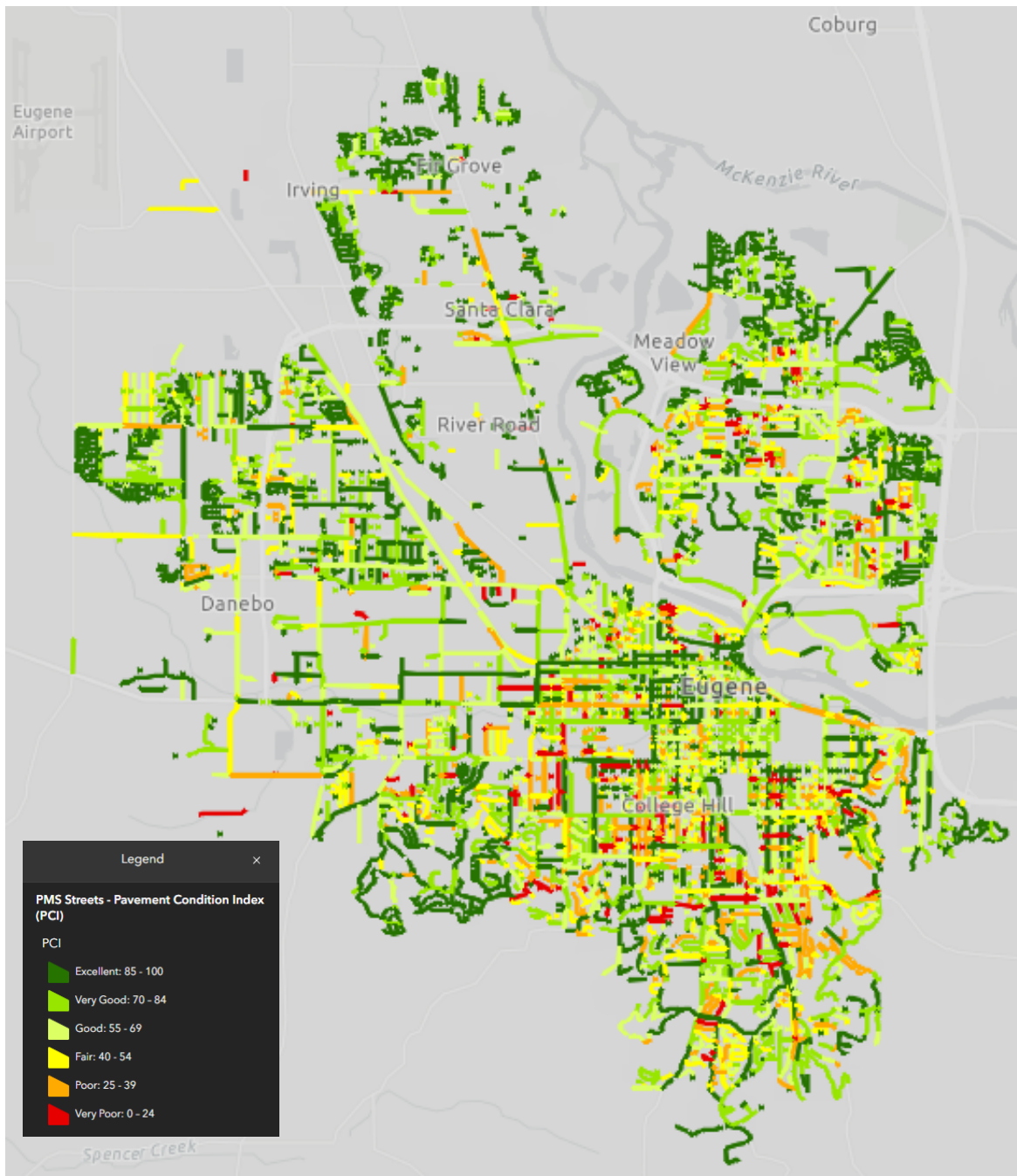
This report is intended solely for the information and use of the City, and is not intended to be, and should not be, used by anyone other than this specified party.

A handwritten signature in black ink that reads "Moss Adams LLP". The signature is written in a cursive, flowing style.

Eugene, Oregon
January 23, 2024

2024 PAVEMENT MANAGEMENT REPORT

An Update on Asphalt Pavement Conditions and Programs (2023 Rating & Inventory Data)



Prepared by:

Public Works Engineering Staff with information and data prepared in coordination with Public Works Maintenance Staff

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www.eugene-or.gov

Overview

This annual Pavement Management Report is generated to provide updated information and data regarding the City of Eugene's transportation system with data from the Pavement Management System (PMS). The transportation system is a significant public asset which requires continued maintenance and management. The asset is described in lane miles and/or centerline miles. Currently, Public Works manages 1408 lane miles (563 centerline miles) of streets and approximately 46 centerline miles of off-street shared-use paths within the City limits.

Eugene's Street Inventory

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

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

Improved Streets are streets that are engineered for structural adequacy, have storm drainage facilities which typically include curbs and gutters, and have either an asphalt concrete (AC) or a Portland cement concrete (PCC) surface. Improved streets are either fully improved at the time of development, at the developer's expense or were improved through a local improvement district (LID) and paid for in part by the abutting property owners. In some cases, a street may have been fully improved while under state or county jurisdiction and then surrendered to the City. Improved streets receive the highest level of ongoing maintenance and are eligible for rehabilitation funding through Eugene's Capital Improvement Program (CIP) and Pavement Preservation Program.

Unimproved Streets are streets with soil, gravel, or asphalt mat surfaces, have not been structurally designed, and have no curbs or gutters. Typically, an unimproved street must be fully improved through a LID and funded in part by the abutting property owners before a higher level of service will be provided (see "City of Eugene Street Maintenance Policy and Procedure Manual" for levels of maintenance service). These streets receive a low level of ongoing maintenance, limited primarily to emergency pothole patching (three inches or greater in depth), and minimal roadside ditch maintenance. To address the deterioration of these streets, Public Works is currently allocating \$220,000 annually from the Road Fund for the Enhanced Street Repair Program. Since 2008, 190 unimproved street segments, totaling 59.9 lane miles, have been resurfaced as a temporary treatment. In addition, several unimproved streets have been upgraded to engineered street standards through assessment projects.

The following table (Table 1) categorizes Eugene's Improved and Unimproved Street System in centerline miles and 12-foot lane-miles by pavement type and by functional class.

IMPROVED SYSTEM	Asphalt (ACP)		Asphalt over Concrete (APC)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial	20.06	94.21	0.14	0.4	6.68	7.86					26.88	102.47
Minor Arterial	65.87	210.78	2.18	7.31	3.7	12.64					71.75	230.73
Major Collector	36.64	91.54	1.01	2.29	3.11	8.75					40.76	102.58
Neighborhood Collector	20.02	67.17	0.03	0.07	2.01	5.73					22.06	72.97
Residential	318.04	733.17	1.79	4.6	21.01	53.24					340.84	791.01
Total	460.63	1196.87	5.15	14.67	36.51	88.22	0	0	0	0	502.29	1299.76

UNIMPROVED SYSTEM	Asphalt (ACP)		Bituminous Surface-oil Mats (BST)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial												
Minor Arterial	1.69	3.15									1.69	3.15
Major Collector	3.05	6.91									3.05	6.91
Neighborhood Collector	4.13	8.33									4.13	8.33
Residential	44.97	73.64	0.07	0.12	0.03	0.03	8.22	11.96	0.16	0.34	53.45	86.09
Total	53.84	92.03	0.07	0.12	0.03	0.03	8.22	11.96	0.16	0.34	62.32	104.48

Table 1 Miles and Lane Miles of Street System by Classification and Pavement Type

What is Pavement Management?

Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating the City's pavements to provide maximum benefit with available funds.

A pavement management system is a set of tools or methods that assist decision makers in finding optimal strategies for providing and maintaining pavements in a serviceable condition over a given time. Pavement Management System (PMS) programs analyze collected rating data to provide reports on the current and projected conditions of the street system. In addition, the program is used to evaluate the effectiveness of planning and funding priorities and provides guidance in the decision-making process. Two main work efforts required to maintain the PMS are updating the street inventory and performing the annual inspection of surface conditions.

The primary purpose of maintaining a PMS is to collect and analyze information relating to street system condition and deterioration trends. With this information, Public Works managers ensure the most cost-effective maintenance or rehabilitation strategies are identified and performed at the optimum time. Each year the PMS is used to generate several reports requested by other agencies as well as statistical data requested within our own agency. The following is a sample of reports produced with PMS data:

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

- HB2017 - Keep Oregon Moving

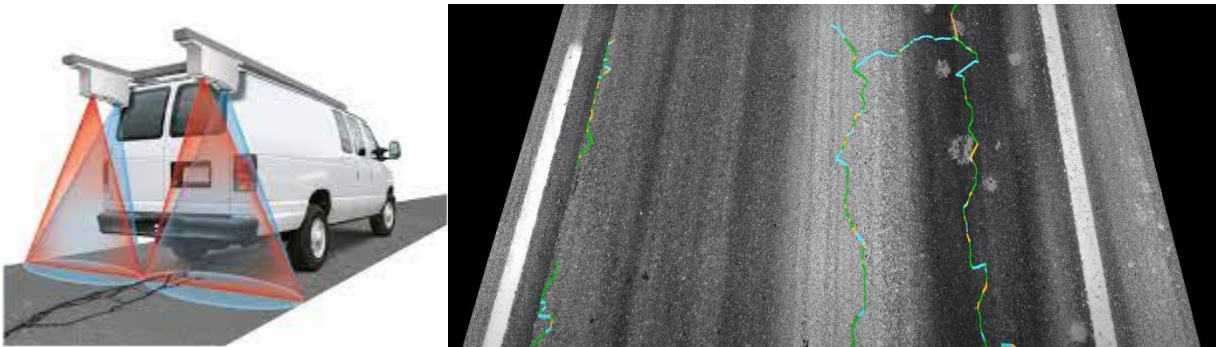
There are four Steps of Proactive Pavement Management

1. Data Collection — Gather information and identify pavement age and history. Information can be logged into a spreadsheet or a program such as MicroPAVER™
2. Condition Assessment — Inspect pavements by quantitatively measuring distress types and distress severity levels. Using a standardized rating scale, such as Pavement Condition Index (PCI), pavement sections will be ranked according to the quantity and severity of distress. Once PCI information is known, a map can be created to provide a visual representation of the areas with the greatest need for preservation.
3. Approach Planning — Predict and model the future condition of the pavement network by applying different budget strategies or network PCI goals. Prioritize rehabilitation and reconstruction strategies to develop a Capital Improvement Plan (CIP) that will save money long term.
4. Plan Implementation — Adoption of your CIP and annual preservation strategies to maximize the use of available funds.

Data collection and Pavement Condition Index (PCI) Results

In 2023, the City of Eugene contracted Infrastructure Management Services, LLC (IMS) to conduct a comprehensive pavement condition assessment on approximately **747 lane miles** of City-maintained roads. IMS completed a fully automated scan of the City's streets to produce a faster, safer, and more accurate Pavement Condition Index. This method replaced the field condition surveys that were performed by seasonal employees. Following industry standards, IMS evaluated surface distresses, ride quality, and pavement structural integrity to determine the Pavement Condition Index (PCI) – a score ranging from 0 to 100 – for each block of the road.

IMS used a Laser Crack Measurement System (LCMS) which is an automated scanning that can automatically geo-tag, measure, detect and quantify all key functional parameters of pavement in a single pass, including (but not limited to): cracking, rutting, texture, potholes, bleeding, shoving, raveling and roughness, all measured and reported to meet the ASTM and AASHTO standards. The 3D imaging cameras provide lateral road coverage and seamless road coverage in the direction of travel at speeds up to 65 mph. An Inertial Measurement Unit (IMU) enabled GNSS position system provides position location, even in the event of intermittent GPS satellite coverage.



As of July2023:

- The City of Eugene network has an average PCI of **73**.
- The largest portion of the City owned streets are in excellent condition **40.1%**, Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing. (85 to 100)
- **22.8%** of Eugene is in very good condition (PCI of 70 to 84). These pavements benefit the most from preventive maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
- **14.5%** of Eugene is in good condition (PCI of 55-69), in need of Heavier surface treatments and thin overlays.
- **9.4%** of Eugene is in the Fair range (PCI of 40-54) in need of Heavy surface-based inlays or overlays with localized repairs.
- **8.6%** of Eugene is in the Poor range (PCI of 25-39) will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
- **4.5%** of Eugene is in the Very Poor condition (PCI rating below 25) and in need of partial or full reconstruction.

PCI Range	Current Condition %	Description	Approximate Cost of Repair (\$/sf)*	Relative Remaining Life	Repair Approach depends on street Classification
85-100	40.1	Excellent	0 to 2	15 to 25 years	Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70-84	22.8	Very Good	3 to 6	12 to 20 years	Routine maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
55-69	14.5	Good	5 to 12	10 to 15 years	Heavier surface treatments and thin overlays.
40-54	9.4	Fair	8 to 17	7 to 12 years	Heavy surface-based inlays or overlays with localized repairs.
25-39	8.6	Poor	13 to 23	5 to 10 years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
0-24	4.5	Very Poor	16 to 26	0 to 5 years	High percentage of full reconstruction.

*Average Cost is provided as a reference for Asphalt Concrete roadways only. Actual cost vary greatly depending on actual field conditions.

Given the ever-growing need to repair, resurface, and reconstruct roads in the city, the City of Eugene is continuously seeking additional funding through local gas tax, federal and state grants, bond revenue, and cost-saving efforts.

Common Pavement Distress Types

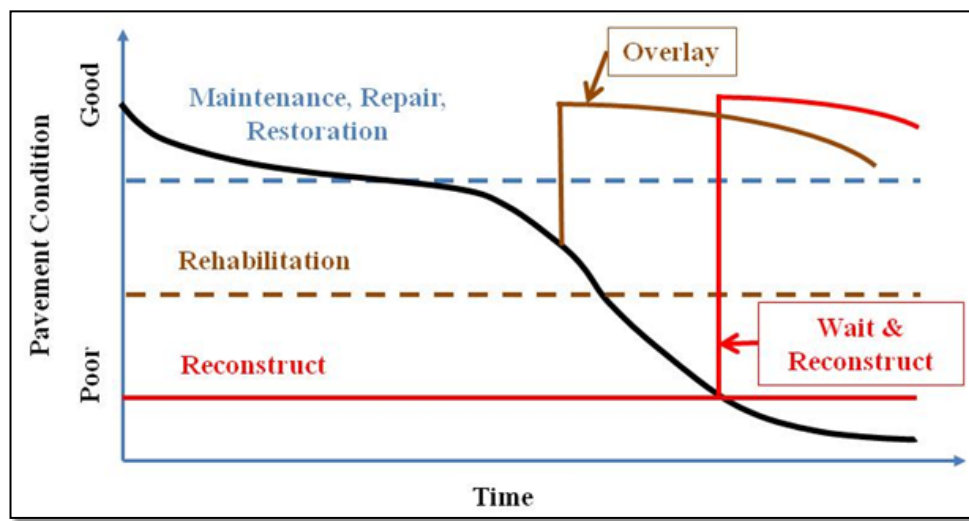
Understanding the root cause of common pavement issues allows you to correct small problems before they become major concerns. This listing of distress types helps guide our decision process during condition assessment.

- **Subgrade Stability** — The strength of the soil below the pavement can impact pavement performance. Unstable soils must be prepared, conditioned, and sometimes stabilized with chemicals or man-made geosynthetics to achieve the desired performance. Soil drainage also plays a critical role in the stability of the subgrade.
- **Fatigue** — Improper pavement thickness can lead to pavement failure from fatigue cracking. Moisture infiltration and continued freeze-thaw cycles can then accelerate the surface deterioration.

- **Material-Related Distress** — Sometimes distress is caused by an undesirable quality in pavement materials or a unique reaction between pavement materials. Proper quality certification of pavement materials and the use of supplementary cementitious materials minimizes the risk of material-related distress. Plus, there are treatment options and design solutions to minimize the potential for recurrence.
- **Joint Performance** — Joint deterioration may be caused by one of many factors including an inadequate air entrainment system or insufficient pavement drainage. Incorrect water to cement ratio in the pavement or a failed joint sealant can also lead to premature joint deterioration.
- **Faulting** — Slab faulting occurs when one slab is higher than an adjacent slab in a roadway system. This can be caused by slab pumping, settlement, curling, or warping. Proper load-transfer design, construction, and a subdrainage system will minimize the potential for faulting.

Understanding the Pavement Performance

When properly designed and constructed, pavements start at a PCI of 100 and deteriorate over time due to vehicular traffic and environmental conditions. The following chart describes different PCI ranges, the relative remaining life, suitable repair approaches, and the approximate cost of repair for pavements in different PCI ranges.



Pavement Life Cycle – City of Eugene Transportation Service Profile

Typically, pavements start deteriorating rapidly once they hit a specific threshold of wear and tear. An investment in affordable surface treatments at 40% lifespan is much more effective than postponing maintenance until a heavier patch-up or possibly reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifetime and will cost less over their lifetime than those left to deteriorate to a poor condition.

Maintenance and Rehabilitation Strategies

Treatment Types

Crack sealing: Is the process of applying an adhesive sealant into open cracks. It is a cost-effective maintenance practice that prevents moisture from entering the pavement, slows down pavement deterioration, and extends pavement life by three to five years.

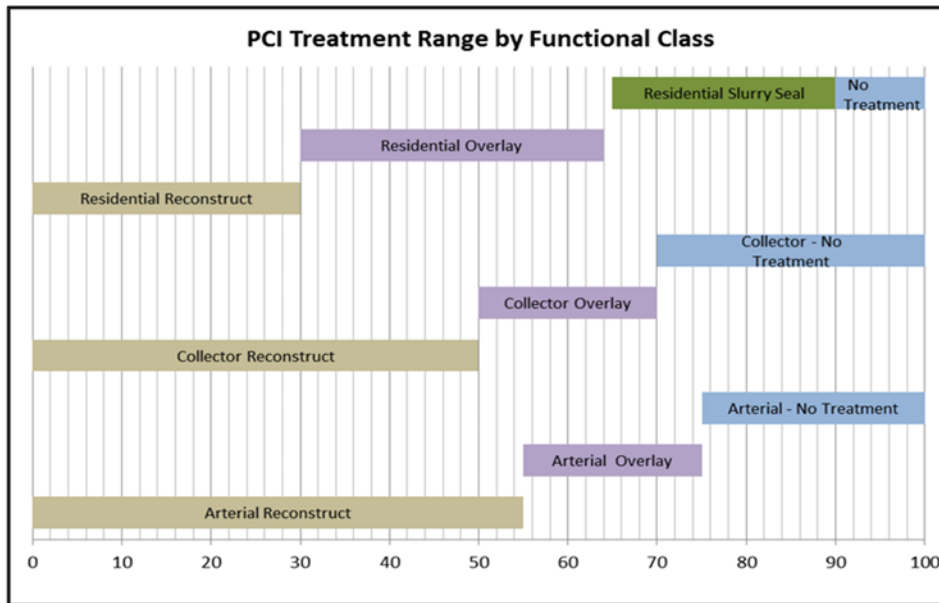
Slurry Seal: The slurry seal option allows for a cost-effective treatment to seal the surface and restore the skid resistance of local streets, which do not carry high traffic loads. This treatment is not used on streets which require strengthening or reconstruction. Typical slurry seal costs include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

Overlay: Typical overlay rehabilitation costs include milling of existing pavement to a moderate depth to remove existing cracking and increase the strength of the structural section. Isolated areas of severely distressed pavement are removed and replaced including a new aggregate base. Associated costs include replacement of striping and pavement markings, adjustment of manholes, and other work needed to return the street to normal operation. Resurfacing is a major rehabilitation activity that restores pavement vehicle ride quality and structural capacity, lasting about ten to fifteen years.

Reconstruct: Typical street reconstruction costs include removal of the existing pavement and base structural section and replacement with a new structural section which will meet a 20-year design life. Isolated areas of curb and gutter are replaced where they would not be suitable to contain new paving or have severe drainage problems. The City does its best to address as many streets as possible with limited yearly budgets; unfortunately, complete reconstruction is often deferred until full funding is available. The City seeks to be cost-effective and rehabilitates more streets at lower costs to prevent them from falling into disrepair. It is important to note that deferral of reconstruction projects will not cause a substantial decrease in pavement quality as these streets no longer qualify for resurfacing-based strategies as outlined above.

Although streets in need of reconstruction are often deferred due to limited funding and resources, the City of Eugene is actively pursuing grants through federal and state funding to supplement local funding.

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



Funding Forecast

The City's transportation system includes more than 560 centerline miles of streets with a replacement value of over \$1 billion and is the City's largest capital asset. The goal of the Pavement Preservation Program is to eliminate the backlog of streets classified as arterial and collectors needing total reconstruction over the next ten years and to prevent additional streets from falling into the reconstruction category of treatment.

A local gas tax was established in 2003 for a Pavement Preservation Program (PPP) because street repair funding was not adequate to keep pace with rehabilitation needs. Even with the local gas tax in place, it was reported in 2007, the anticipated backlog for rehabilitation needs would reach more than \$282 million by 2016 (2007 Pavement Management Report). In 2008 voters approved a five-year, \$35.9 million street bond. The measure promised to fix 32 streets and committed funds for off-street bike path improvements. Because of economic factors and measured spending, staff were able to utilize funding from the bond measure to repair an additional 10 streets. Voters approved a second five-year bond measure in 2012. Staff utilized the \$43 million to fix 76 streets and fund dozens of improvements for people walking and biking. Because of continued favorable bids and resourceful spending, additional funds were available to complete repairs on 5 additional streets. A third five-year Street Bond was approved by voters in 2017 in the amount of \$51.2 million and construction began in 2019. The measure commits to repair and rehabilitate 91 streets through 2023 and includes \$5 million for active transportation improvements.

On November 8, 2022, Eugene voters approved a fourth street repair bond measure. The \$61.2 million, five-year bond serves as an extension of the 2017 street bond. The money will be utilized to fund specific improvements:

- Rehabilitate 42 street projects covering 44.6 lane miles of roads throughout the city.

- \$15 million for walking, biking, and safety improvement projects to include bike lanes, crosswalks, off-street paths, pedestrian bridges, and street tree projects. These projects are slated for construction between 2025-2029.

In addition to funding from the current 2017 bond and the 2022 bond, rising construction costs and other factors contribute to current and future backlogs:

- Since the beginning of the Pavement Preservation Program (PPP) in 2002 the primary focus for preservation has been arterial and collector streets. These previously rehabilitated streets are starting to show signs of deterioration beyond what can be addressed using standard maintenance practices and require rehabilitation again.
- Residential streets account for most of the street backlog (approximately 70%) while receiving minimal preservation funds.
- The construction industry has faced hurdles with supply chain issues, price fluctuations, and labor shortages that combined to result in higher than expected bid prices.
- Changes in costs for construction materials and labor will affect long-term backlog estimates.

The Paver software was used to determine the Area of Weighted PCI for each classification which was developed from the Maintenance & Rehabilitation Work Plan analysis using the section PCI after work by year reported. The following charts show that with the current budget our PCI scores will continue to drop due to the street's current condition and projected deterioration over the next six years.



The current estimated backlog for repairs on improved asphalt streets at the end of 2023 is estimated to be \$158.1 million up from \$94.9 million in 2022. The backlog estimate does not consider the repair needed for concrete streets, unimproved streets, sidewalks, off-street shared-used paths, or other elements of the transportation system. Of the \$158.1 million total the backlog by street classification is as follows:

- Arterial Streets: \$39.5M
- Collector Streets: \$7.9M
- Local Streets: \$110.7M

The backlog is calculated using the PAVER software (Family Modeling) by generating Model Data for each Local, Collector and Arterial streets from current pavement condition inspections. A Designated Critical PCI is assigned to each for setting the reconstruction PCI range.

10% of the Total Network falls in the reconstruction range. For the percentage of reconstruction by classification Local Streets reconstruct range (0-30 PCI) which makes up 7.0% of the total Network, Collectors (0-50 PCI) = 0.5% and Arterials (0-55) = 2.5%.

Pavement conditions below the Designated Critical line are calculated in the backlog per the unit cost/SqFt of the Maintenance & Rehabilitation Family Models.

Name: Arts_Costs			Name: Collector_cost			Name: Residential_cost		
Condition	Cost	Unit	Condition	Cost	Unit	Condition	Cost	Unit
.00	\$25.530	SqFt	.00	\$20.430	SqFt	.00	\$16.340	SqFt
10.00	\$25.530	SqFt	10.00	\$20.430	SqFt	10.00	\$16.340	SqFt
20.00	\$25.530	SqFt	20.00	\$20.430	SqFt	20.00	\$16.340	SqFt
30.00	\$20.430	SqFt	30.00	\$17.420	SqFt	30.00	\$13.210	SqFt
40.00	\$16.850	SqFt	40.00	\$14.400	SqFt	40.00	\$10.080	SqFt
50.00	\$13.280	SqFt	50.00	\$10.460	SqFt	50.00	\$7.730	SqFt
60.00	\$9.660	SqFt	60.00	\$7.730	SqFt	60.00	\$4.490	SqFt
70.00	\$5.950	SqFt	70.00	\$5.250	SqFt	70.00	\$1.250	SqFt
80.00	\$2.250	SqFt	80.00	\$1.150	SqFt	80.00	\$0.900	SqFt
90.00	\$1.150	SqFt	90.00	\$0.800	SqFt	90.00	\$0.000	SqFt
100.00	\$0.000	SqFt	100.00	\$0.000	SqFt	100.00	\$0.000	SqFt

Once the Family Models are created and Maintenance & Rehabilitation unit cost is calculated from previous work history then the PAVER software can run a Backlog report.

The long-term budget scenario, after completing all current proposed projects to the end of 2029 with a 3% inflation rate year over year, results in an estimated backlog of \$266,978,000.

The City's Pavement Preservation Program continues to be a leader in promoting strong coordination, construction efficiencies and emerging materials. Future projects will continue to use and explore materials such as warm mix asphalt pavement and recycled asphalt pavement, design standards that focus on long-life pavements and rehabilitation, and construction techniques such as in-place road reclamation.

If you have any questions about data from the pavement management system please contact Mike Stever, Associate Engineering Technician, mstever@eugene-or.gov or Eric Johnson, Surface Operations Manager, ejohnson@eugene-or.gov.



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY

Work Session: River Road-Santa Clara Neighborhood Plan Adoption Package

Meeting Date: April 10, 2024
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Terri Harding
Contact Telephone Number: 541-682-5635

ISSUE STATEMENT

At this meeting, the Eugene City Council will have the opportunity to discuss and begin deliberations on the River Road-Santa Clara Neighborhood Plan, and proposed amendments to the Eugene Code Chapter 9 that affect property within the city limits and the River Road and Santa Clara Neighborhoods. Action is scheduled for April 22, 2024. This work session is intended to provide the Council with an opportunity to discuss the proposed land use code amendments included in the adoption package as well as testimony directed at those proposed amendments.

BACKGROUND

Since 2017, the City of Eugene and Lane County have been working with the River Road Community Organization (RRCO) and the Santa Clara Community Organization (SCCO) to create a new Neighborhood Plan. For over 30 years, land use and development within the River Road and Santa Clara communities has been governed by the River Road-Santa Clara Urban Facilities Plan (1987). All parties agreed that a plan with a forward-looking vision was needed for this large part of the community.

Over the years, members of RRCO and SCCO have dedicated innumerable volunteer hours to developing a foundation of community input on which to build the neighborhood planning process. This work included past community and planning efforts, such as the Santa Clara-River Road Outreach and Learning (SCRROL) and Santa Clara-River Road Implementation Planning Team (SCRRIPT) projects.

Launched in Fall 2017, the neighborhood planning process was a collaborative effort among RRCO, SCCO, the City of Eugene, Lane County, and other stakeholders throughout both neighborhoods. The process had six phases: Reaching Out, Neighborhood Visioning, Neighborhood Priorities, Policy Development, Action Planning, and Adoption, with opportunities for community and stakeholder feedback throughout every phase. The Community Advisory Committee (CAC), comprised of volunteers nominated by the community organization boards and approved by the Eugene Planning Commission, played a key role in all phases of the project, and continues to advocate for neighborhood priorities as the project moves through the adoption phase.

The neighborhood planning process created a vision for growth and development in a manner that respects the area's unique characteristics and opportunities, which will guide decision-making in River Road and Santa Clara for decades to come. The Neighborhood Plan vision is consistent with Envision Eugene, the community vision for how growth is managed within

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Eugene's Urban Growth Boundary (UGB), in a way that protects and enhances quality of life and reflects shared community values, while tailoring the citywide vision to the local context.

The proposed River Road-Santa Clara Neighborhood Plan focuses on the topic areas of Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community. To reflect the community values, aspirations, and priorities expressed during outreach, each topic area includes vision statements, goals, and policies.

The proposed ordinance amending the Metro Plan and adopting the River Road-Santa Clara Neighborhood Plan is included as **Attachment A**. If approved, the proposed ordinance would adopt the new River Road-Santa Clara Neighborhood Plan as a refinement of the Metro Plan and would remove Chapter II Section F (River Road and Santa Clara Goals, Findings, and Policies) from the Metro Plan, as these policies primarily relate to bringing sewer service to the River Road-Santa Clara area and are no longer necessary. The proposed ordinance that would amend the Eugene Code is included as **Attachment B** to this AIS. If approved, together, these regulatory components will work to form the framework for guiding policy decisions in River Road and Santa Clara.

In addition, the City, the County, and community partners may work together to advance actions important to the community and included in the non-regulatory Action Plan to implement the Neighborhood Plan after it is adopted. City staff committed to meeting annually with neighborhood leaders to update community priorities and to collaborate on implementation projects.

Over the past six years, highlights of the neighborhood planning public engagement have included:

- Project [web page](#) and [Engage Eugene](#) page
- Periodic e-newsletter updates to **1,600+ people**
- **5** community meetings at North Eugene High School
- **40+** Community Advisory Committee meetings
- **16,800** postcards mailed to all residents and property owners within the River Road and Santa Clara Neighborhoods
- Emails to project interested parties providing updates over the project phases

Please see the project Public Engagement Summary at **Attachment A** (Exhibit B, Appendix 1) for a full description of project engagement.

Neighborhood Planning Process

As noted above, the River Road-Santa Clara neighborhood planning process included six key phases, with opportunities for appointed and elected officials to learn about and provide feedback on the project along the way. A more detailed written explanation of the project phases and group roles can be found on pages 16-18 of the draft [Neighborhood Plan](#).

- **Spring 2017 – 2018:** The first three phases of the project - Reaching Out, Visioning, and Neighborhood Priorities focused on asking community members what they value in their neighborhoods now and about their hopes and visions for the future.
- **2018 – Spring 2019:** The fourth phase, the Policy Development Phase, focused on drafting policies that relate to the vision and neighborhood priorities. The policies are organized under eighteen high-level goals. Both the goals and policies were written by the

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Community Advisory Committee and vetted by topic area Working Groups and the project management team. The policy language was then refined by staff to incorporate legal feedback, to better reflect the actions associated with those policies, and to provide general clarification.

- **Summer 2019 – Spring 2021:** The fifth phase, the Action Planning Phase, focused on drafting, evaluating, and prioritizing actions, which the community identified as possible strategies to implement the Neighborhood Plan policies. The project team provided updates on the Action Planning Phase and received feedback on land use code related actions to focus on in the Adoption Phase at the [March 22, 2021](#) Eugene Planning Commission work session and the [April 6 and April 20, 2021](#) Lane County Planning Commission work sessions.
- **May 2021:** The [Eugene City Council](#) and [Lane County Board of Commissioners](#) directed staff to move into the Adoption Phase and prepare the River Road-Santa Clara Neighborhood Plan adoption package for community review.
- **Summer 2021 – Fall 2022:** Work continued preparing and refining a draft corridor code. By late fall 2022, several challenges to the project including the pandemic, staff changes, and new state rules caused the staff team to reconsider the path to landing the project. While the vision statements, goals, policies, and actions remain largely intact, staff proposed shifting certain implementation tools such as zoning and land use code amendments to better align with new rules affecting middle housing, climate friendly development, and housing production.
- **November 2022 – June 2023:** The project staff team spent five months between November 2022 and March 2023 discussing with the CAC how to best land the project within existing resource and state law constraints, while meeting as many of the neighborhood objectives as possible. Staff proposed a compromise that includes the most critical neighborhood-specific land use code amendments identified through the corridor planning work but does not create a new zoning district or rezone properties. In March 2023, the CAC voted to send the draft Neighborhood Plan, Action Plan, and Neighborhood-specific Land Use Code Amendments out to the community for feedback.
- **May – June 2023:** A variety of outreach events and tools were offered in May and June, including virtual information sessions, a community survey, River Road and Santa Clara Community Organization meetings, and a Community Meeting held at North Eugene High School. A project update was presented to the Eugene Planning Commission on [May 23, 2023](#), and the Lane County Planning Commission on [June 6, 2023](#).
- **July – August 2023:** The project staff team assembled comments from the outreach and shared them with the CAC. The comments at this stage in the process were generally supportive, although some community priorities are not addressed by the current plan and will require ongoing work by the City, County, and community partners. The CAC voted on July 27, 2023 to move the revised adoption package forward to public hearings.

Formal Adoption Package

Based on the process described above, project staff refined the adoption package, including assembling the Neighborhood Plan, drafting plan and code amendments, writing findings, and summarizing the project's public engagement and technical analysis.

A complete adoption package was assembled for the City of Eugene and Lane County Planning Commissions for review and recommendations, which occurred in Fall 2023.

The **components of the City of Eugene adoption package** attached to this AIS include:

- **Attachment A:** An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan; Adopting the River Road-Santa Clara Neighborhood Plan; And Providing an Effective Date.
- **Attachment B:** An Ordinance Amending Sections 9.2160, 9.2161, 9.2170, 9.2740, 9.2741, 9.8010, and 9.8030 of the Eugene Code, 1971; Adding Maps 9.2161(11) and 9.2170(3)(d) to that code; Amending Figure 9.2170(4)(c)6. and Map 9.8010 of that Code and Providing an Effective Date.

Procedural Summary

The process being followed for the formal consideration of the legislative adoption package meets or exceeds all the City and County procedural requirements. The Metro Plan amendments will be processed using the Type II Metro Plan amendment procedures in EC 9.7700-EC 9.7750 and sections 12.300 and 14.030 of the Lane Code. The Eugene City Council and the Board of Commissioners will be the final decisionmakers on the Metro Plan amendments. The code amendments will be processed using the Type V land use application procedures in EC 9.7500-9.7560. The Eugene City Council will be the final decision-maker on the code amendments.

Planning Commission Recommendations

The Eugene and Lane County Planning Commissions held a Joint Public Hearing on October 17, 2023. The [public hearing packet](#) included a detailed summary of the proposed adoption package components, project background, and other materials.

The Eugene Planning Commission deliberated at their November 14, 2023 and December 5, 2023 meetings. After lengthy discussions and consideration of issues raised in public testimony, they unanimously recommended that the City Council approve the Neighborhood Plan and Metro Plan Amendments. A majority of the Planning Commission also recommended that the City Council approve the proposed Land Use Code Amendments, as amended during Planning Commission discussions.

The Lane County Planning Commission met and deliberated on December 19, 2023. The Commission discussed and considered issues raised in testimony, and unanimously recommended that the Board of County Commissioners approve the Neighborhood Plan and Metro Plan Amendments.

Joint Elected Officials Public Hearing

The City Council and Board of Commissioners held a joint public hearing on March 12, 2024. At the hearing, twelve people testified. The issues raised in testimony included general support for the Neighborhood Plan and Metro Plan amendments, and both support and opposition to the proposed land use code amendments for various reasons. Following the testimony, Councilors and Commissioners asked questions. The testimony and questions are addressed in more detail in the staff memo attached as Attachment C to this agenda item summary (AIS).

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As noted in **Attachment C** on page 6, much of the submitted testimony focused on the land use code amendments. As proposed, the code amendments include a list of uses that would be prohibited from being established or expanded in the C-2 Community Commercial zone throughout River Road and Santa Clara, except for an area along the north side of River Avenue (between Beltline and River Avenue). The rest of the proposed C-2 code amendments, including the building height limitation and building design standards such as window coverage, would apply throughout River Road and Santa Clara. Some testimony suggested carving out the area along River Avenue from all the proposed C-2 code amendments. This suggestion was not specifically considered by the Planning Commission, but Council could find that it makes sense, for the same reasons the carve-out area makes sense for prohibited uses. If the Council is interested in pursuing this option, a motion directing the City Manager to bring back an ordinance that would carve out the River Avenue area from all the proposed C-2 code amendments is included at the end of this AIS.

Record of Materials for the Council and Board's Consideration

An online copy of the record materials has been made available to the City Council and Board of Commissioners. As a courtesy, application materials are available on the land use application website: <https://pdd.eugene-or.gov/LandUse/SearchApplicationDocuments?file=MA-23-0005>. The complete record is available for review by the public at Lane County's Land Management Division, located at 3050 N. Delta Hwy, Eugene, OR 97408, between 9:00am and 3:00pm Monday-Friday and at the City of Eugene's Permit and Information Center, located at 99 West 10th Avenue, Eugene, OR 97401 between 12:00pm and 4:00pm Monday-Friday.

Next Steps

At this stage of the process, the City Council and Board of Commissioners roles are to consider adoption of separate ordinances. The adoption of the Neighborhood Plan and Metro Plan amendments must be based on the applicable approval criteria, which are listed in Attachment A (Exhibit F). The City Council and Board of Commissioners are holding separate deliberations to consider adoption of their separate ordinances; however, both bodies must adopt substantively identical ordinances to approve the Metro Plan Amendments and adoption of the Neighborhood Plan. The Eugene City Council has the sole authority to adopt, amend, or reject the ordinance proposing the amendments to the Eugene Code. The Eugene City Council deliberations and action is scheduled for April 22, 2024, and the Lane County Board of Commissioners deliberations and possible action is scheduled for April 23, 2024.

RELATED CITY POLICIES

The Eugene City Council directed the creation of the River Road-Santa Clara Neighborhood Plan during the Envision Eugene Recommendation in 2012.

PREVIOUS COUNCIL DIRECTION

[May 12, 2021 Work Session](#)

The Eugene City Council directed staff to move into the Adoption Phase and prepare the River Road-Santa Clara Neighborhood Plan adoption package for community review.

(Motion Passed 7:0)

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COUNCIL OPTIONS

Action on the ordinances is scheduled for April 22, 2024. Council could adopt the ordinances as proposed on April 22, or, if Council is interested in proposing changes to the ordinances, this meeting is an opportunity to provide direction to the City Manager to bring back a revised ordinance.

SUGGESTED MOTIONS

If Council is interested in revising the ordinance in Attachment B, the following motion is suggested:

Move to direct the City Manager to revise the ordinance attached as Attachment B to exempt properties located along River Avenue from the proposed changes in sections 1-3 of the ordinance and to return the revised ordinance for action.

ATTACHMENTS

- A. Proposed Ordinance and Exhibits: River Road Santa Clara Neighborhood Plan and Metro Plan Amendments
- B. Proposed Ordinance and Exhibits: Eugene Code Amendments
- C. Memorandum, Staff Response to Public Testimony and Elected Officials' Questions (March 22, 2024)

FOR MORE INFORMATION

City Staff Contact: Terri Harding, Principal Planner
Telephone: 541-682-5635
Staff Email: tharding@eugene-or.gov
Project page: www.riverroad-santaclaraplan.org

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN; ADOPTING THE RIVER ROAD-SANTA CLARA NEIGHBORHOOD PLAN; AND PROVIDING AN EFFECTIVE DATE.

The City Council of the City of Eugene finds as follows:

A. The River Road and Santa Clara neighborhoods are comprised of a patchwork of properties some of which are located in the City of Eugene and some of which are located in Lane County.

B. The River Road-Santa Clara Neighborhood Plan was developed with substantial community input utilizing a collaborative process incorporating the River Road Community Organization, the Santa Clara Community Organization, the City of Eugene, Lane County and other stakeholders throughout both neighborhoods.

C. The River Road and Santa Clara communities, the City of Eugene and Lane County all agree that a neighborhood plan with a forward-looking vision is an important asset for the River Road and Santa Clara communities.

NOW THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The Eugene-Springfield Metropolitan Area General Plan (“Metro Plan”) is amended as follows:

(a) The page reference to “River Road and Santa Clara Goals, Findings, and Policies” are deleted from the Table of Contents.

(b) The phrase “River Road and Santa Clara Goals, Findings and Policies:” is deleted from the first paragraph of Chapter II: Fundamental Principles and Growth Management Policy Framework.

(c) Chapter II, Section F: River Road and Santa Clara Goals, Findings, Objectives, and Policies, is deleted in its entirety.

Section 2. The River Road-Santa Clara Neighborhood Plan, attached as Exhibit A to this Ordinance, is adopted as a refinement plan of the Metro Plan.

Section 3. Metro Plan Appendix B: Refinement Plans, Functional Plans, and Other Planning Documents is amended to add the following information in alphabetical order within the list of documents:

River Road-Santa Clara Neighborhood Plan

Date: 2024

Adopted by: Eugene City Council
Lane County Board of Commissioners

Adopting Ordinances: City of Eugene Ordinance No. XXXX
Lane County Ordinance No. XXXX

Adoption Date: XXX, 2024

Section 4. The findings set forth in Exhibit B to this Ordinance are incorporated by reference and adopted in support of this Ordinance.

Section 5. Notwithstanding the effective date of ordinances as provided in the Eugene Charter of 2002, this Ordinance shall become effective 30 days from the date of its passage by the City Council and signature by the Mayor, or upon the date the Lane County Board of Commissioners has adopted an ordinance containing substantially identical provisions to those described in Sections 1-3 of this Ordinance, whichever is later.

Section 6. The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein, including completing any incomplete references to the adopting ordinances and the adoption date of the River Road-Santa Clara Neighborhood Plan in Appendix B to the Metro Plan.

Section 7. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof. Further, if this Ordinance is remanded back to the City Council for further action by the Oregon Land Use Board of Appeals, those sections, subsections, sentences, clauses, phrases or portions that do not require action on remand shall be deemed separate, distinct, and independent provisions and such remand shall not affect their validity or effect.

Passed by the City Council this

_____ day of _____, 2024

City Recorder

Approved by the Mayor this

_____ day of _____, 2024

Mayor

RIVER ROAD • SANTA CLARA

Neighborhood Plan



Exhibit A

TOPIC AREAS

1. ECONOMIC DEVELOPMENT
2. TRANSPORTATION
3. PARKS AND NATURAL RESOURCES
4. LAND USE
5. COMMUNITY



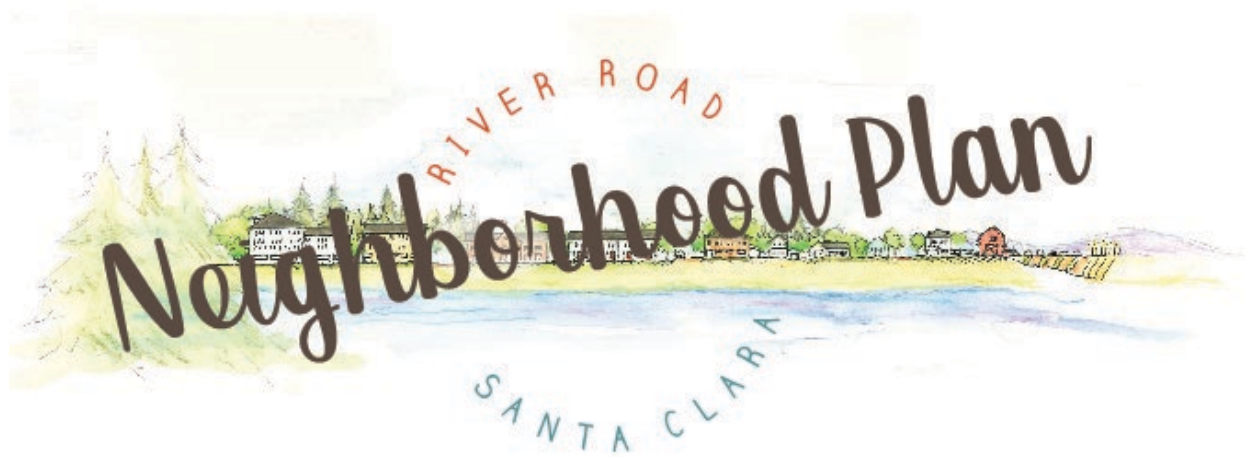


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Acknowledgements

Thank you to the community members who have dedicated countless hours to the development of this Neighborhood Plan and the future of the River Road and Santa Clara neighborhoods. Special thanks to the Community Advisory Committee for providing leadership and playing an active role throughout the process. This work would not have been possible without you.

Community Advisory Committee Members

Jon Belcher	Mary Leontovich
Carl Below	Ed McMahon
Luke Callahan	Michele O’Leary
Terah Cleveland	Kate Perle
Rick Duncan	Harry Sanger
Cameron Ewing	Rebecca Sprinson
Jerry Finigan	Ann Vaughn
Beth Gerot	Louie Vidmar
Louisa de Heer	Hans Wittig
Susan Kittleson	

Working Group Members

Bruce Barney	George Price
Vickie Barnts	Christina Prince
Beverly Barr	Meredith Prochot
Todd Berger	Gaston Ramos
Peter Bolander	Carleen Reilly
Joe Castino	Pat Reilly
Betty Grant	Becky Riley
Lisa Hudson	Joel Robe
Kevin Jones	Vicki Roessler
Hillary Kittleson	Christine Rush
Hamid Madami	Julie Schaum
Cathy Martinit	Jolene Siemsen
Jacqueline McClure	Jan Spencer
Jerry Mohr	Miaya Sustaita
Nora Morgan	Cat Tanzer
Jim Neu	Alpha Wilson
Steve Norris	Catherine Zukowski
Brian Parmelee	

River Road Community Organization Board Members

Jon Belcher	Stefan Ostrach
Charlsey Cartwright	Clare Strawn
Mysti Frost	Carly Sylva-Gabrielson
Dan Isaacson	Jacque Wurster
Susan Kittleson	

Santa Clara Community Organization Board Members

Jerry Finigan
Tim Foelker
Patrick Kerr
Dawn Lesley
Jerry Mohr

Kate Perle
Terri Reed
Louie Vidmar
Matt Vohs

Triple Bottom Line Sounding Board Members

Bill Aspegren
Allen Hancock
Randy Hledik
Ela Kubok

Daniel Lombardi
Emily Reiman
Kristen Taylor
Alicia Voorhees

Members of the project staff team changed somewhat over the course of the planning period. At the time the River Road-Santa Clara Neighborhood Plan was adopted, the following staff were part of the core project team:

City of Eugene

Terri Harding, Principal Planner & Project Manager
Alissa Hansen, Planning Director
Elena Domingo, Associate Planner
Leah Rausch, Associate Planner
Zoli Gaudin-Dalton, Assistant Planner
Annie Loe, Urban Designer
Rob Inerfeld, Transportation Planning Manager
Carolyn Burke, Parks & Natural Resource Planning Manager
Fabio Andrade, Equity and Community Engagement Manager

Lane County

Jared Bauder, Associate Planner
Lindsey Eichner, Principal Planner

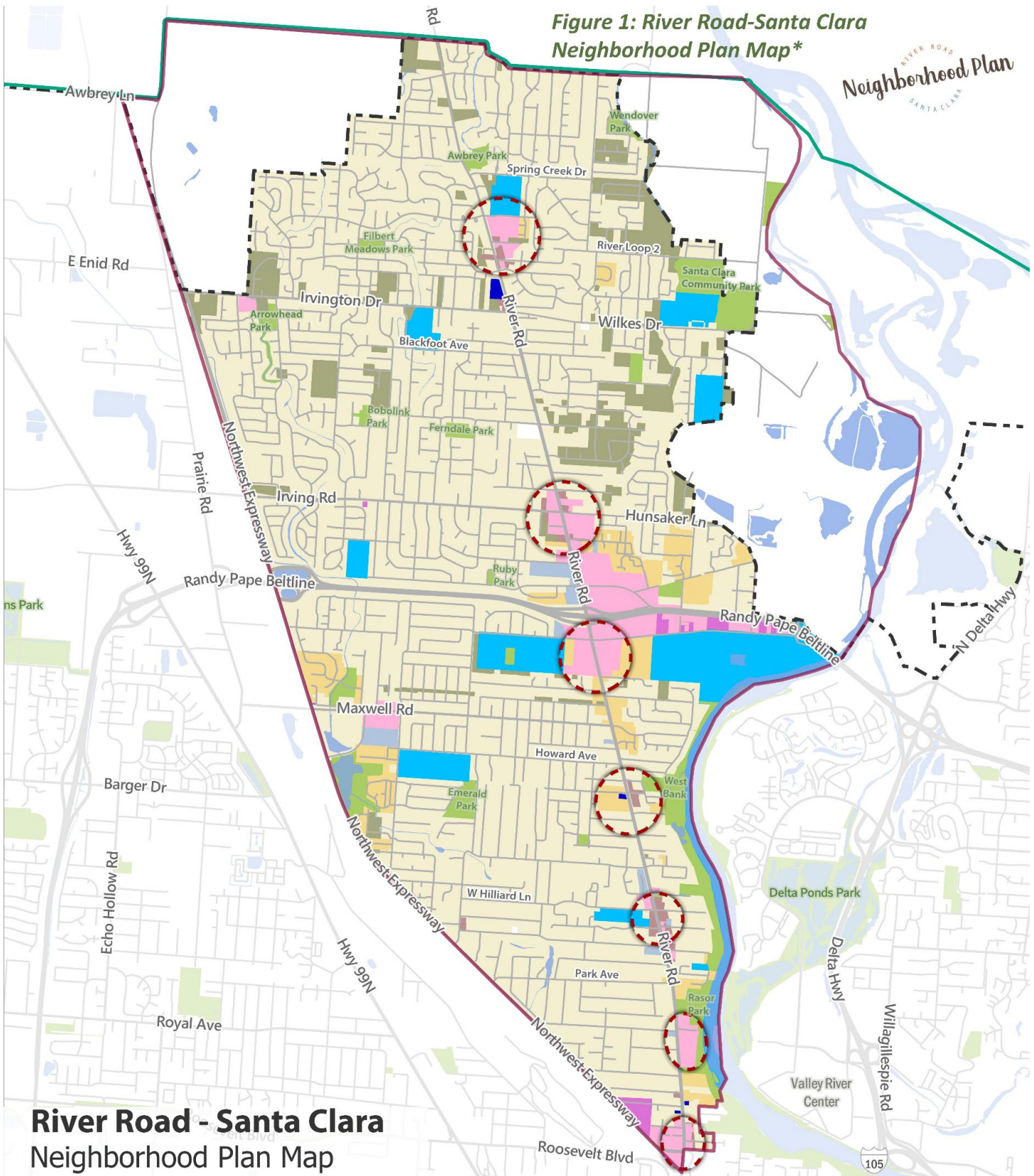
Introduction

The River Road and Santa Clara neighborhoods are a patchwork of properties located in the City of Eugene (incorporated) and in Lane County (unincorporated). For over 30 years, land use and development within the River Road and Santa Clara communities have been governed by the River Road-Santa Clara Urban Facilities Plan (1987). The community, the City and the County all agreed that a plan with a forward-looking vision was needed for this large part of the community.

The River Road Community Organization (RRCO) and Santa Clara Community Organization (SCCO) dedicated innumerable volunteer hours developing a foundation of community input on which to build the neighborhood planning process. This work included past community and planning efforts, such as the Santa Clara-River Road Outreach and Learning (SCRROL) and Santa Clara-River Road Implementation Planning Team (SCRRIPT) projects. Launched in Fall 2017, the neighborhood planning process was a collaborative effort among RRCO, SCCO, the City of Eugene, Lane County, and other stakeholders throughout both neighborhoods. The process had six phases: Reaching Out, Neighborhood Visioning, Neighborhood Priorities, Policy Development, Action Planning, and Adoption with opportunities for community and stakeholder feedback throughout every phase.

The neighborhood planning process created a vision for growth and development in a manner that respects the area's unique characteristics and opportunities, and which will guide decision-making in River Road and Santa Clara for decades to come. The Neighborhood Plan vision is consistent with Envision Eugene, the community vision for how growth is managed in Eugene's Urban Growth Boundary (UGB), in a way that protects and enhances quality of life and reflects shared community values, while tailoring the citywide vision to the local context. **The Neighborhood Plan focuses on the Topic Areas of Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community.** To reflect the community values, aspirations and priorities expressed during outreach, each Topic Area includes vision statements, goals, policies, and actions.

Figure 1: River Road-Santa Clara Neighborhood Plan Map*



River Road - Santa Clara Neighborhood Plan Map

Current Zoning

AG Agricultural	I-3 Heavy Industrial
C-1 Neighborhood Commercial	PL Public Land
C-2 Community Commercial	R-1 Low-Density Residential
GO General Office	R-2 Medium-Density Residential
I-2 Light-Medium Industrial	S-H Historic

Neighborhood Centers
River Road - Santa Clara Neighborhood Plan Area
Eugene Urban Growth Boundary
Metro Plan Boundary
Parks and Open Space
Rivers and Waterways

0 0.25 0.5 Miles

Caution: This map is for informational purposes only. It is based on imprecise source data and is subject to change. Map created September 2023 by Planning Staff.
Sources: City of Eugene and RLID

*for illustrative purposes only



How to Use the Neighborhood Plan

The River Road-Santa Clara Neighborhood Plan is a formally adopted, legally binding land use plan. The plan boundary follows the boundaries of RRCO and SCCO, and includes properties located inside the Eugene city limits, properties located outside the Eugene city limits but within Eugene's UGB, and properties located outside Eugene's UGB but within the boundary of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). See *Figure 1: River Road-Santa Clara Neighborhood Plan Map*.

The Neighborhood Plan provides policy direction for City and County decision-makers as they consider future legislative decisions. Plan policies are not intended to be applied as a standard or criterion for approving or denying a land use or development application unless such direction is specifically stated in the policy. Land use codes adopted by the City and the County, which implement certain policies of this Neighborhood Plan through detailed regulation, generally include the approval criteria for individual land use applications. Finally, some of the policies in this plan are aspirational, including those policies that call for collaboration or additional efforts from RRCO and SCCO and additional community partners.

The Neighborhood Plan is organized around five Topic Areas: Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community. Each Topic Area includes vision statements, goals, policies, and actions. The terms "vision statement," "goal," "policy," and "action" as used in this Neighborhood Plan mean the following:

- **Vision Statements** are aspirational and describe the community's best outcome for how the neighborhood will look, feel, and function 20 years and more into the future. Each vision statement is based on community values and aspirations expressed during the Neighborhood Plan community engagement process. The vision statements reflect the ideal outcome if all aspirational goals were to be attained.
- **Goals** are statements that describe hopes for the future of the community related to a particular idea, and flow directly from the neighborhood vision. A goal is aspirational and may not be fully attained within a particular time frame.
- **Policies** are statements adopted to provide a consistent course of action and to move the community toward attainment of its goals. Some of the policies in the Neighborhood Plan guide the City and County in planning and policy decisions such as: formulating proposed changes to local land use codes and other regulatory documents; developing other work programs and long-range planning projects; and preparation of budgets and capital improvement programs. Other plan policies are aspirational calls for collaboration or additional efforts from the RRCO, SCCO, and other community partners. The policies included in this plan will not be used in determining whether the City or County should approve or deny land use or development applications unless such direction is specifically stated in the policy.

- **Actions** are possible strategies to implement the policies of this plan. The Neighborhood Plan is supported by the non-regulatory **Action Plan**, which includes actions such as possible land use code amendments, zone changes, projects, programs, and possible community partnerships. The Action Plan is not attached to or incorporated in the Neighborhood Plan and the Action Plan is not adopted by the City or County governing boards. The Action Plan is a separate document, which identifies community priorities to guide implementation of the Neighborhood Plan. The inclusion of a particular action in the Action Plan does not require implementation of that action, nor does it prohibit the implementation of other actions, whether or not they are listed in the Action Plan. The Action Plan identifies various local entities such as the City of Eugene, Lane County, RCCO and SCCO, as well as additional community partners, who may lead implementation of different actions. Some actions, such as land use code amendments and zone changes, may require implementation by the Eugene City Council or the Lane County Board of Commissioners. Other actions may be implemented by City or County staff, RCCO and SCCO, or other community partners.

Implementation of the Action Plan will occur over time as committed community members strive to improve the neighborhoods, and as resources allow. The Action Plan includes general budget and timeframe estimates to help inform community advocacy for resources and to inform City, County, and other community partners' work plans and capital project development. Some actions will require public funds and resources while other actions will be dependent on private investments and development activities.

A set of neighborhood-specific amendments to the City of Eugene's Land Use Code, applying only within RRCO and SCCO, are proposed to be adopted concurrently with the Neighborhood Plan. These amendments include changes to the C-2 Community Commercial Zone to lower the maximum building height, add design standards, and prohibit certain auto-oriented land uses. Additionally, the amendments include changes to the R-1 Low Density Residential Zone to allow for the small-scale collective sale of agricultural products. These amendments reflect community feedback and certain high priority actions in the Action Plan.

The policies under the various Topic Areas in this Neighborhood Plan are interrelated and, together, create the plan's policy framework. In some cases, there is overlap between policies, and in other cases, there may be conflicts and inconsistencies between and among some policies. When making decisions based on the Neighborhood Plan, not all the policies can be complied with to the same degree in every instance. Use of the Neighborhood Plan requires a balancing of its various policies on a case-by-case basis, with an emphasis on those policies most pertinent to the issue at hand.

The policies in the Neighborhood Plan vary in their scope and implications. Some call for a specific City or County action; others are directives the City and County must address when adopting or amending their respective land use codes or plans; and others are aspirational calls for collaboration or additional efforts from RRCO, SCCO, and community partners. The common theme of all the policies is that each represents an approach toward land use problem-solving and goal realization in the River Road and Santa Clara neighborhoods. Adoption of the River Road-Santa Clara Neighborhood Plan does not

necessarily commit the City, County, neighborhood organizations, or others to immediately carry out each policy to the letter. The City and County will carry out the policies applicable to the City and County to the best of their abilities, given sufficient time and resources.

Future Amendments

The Neighborhood Plan is a long-range policy document which establishes a framework for future decision-making, however it may require updates or amendments in response to changes in the law or circumstances important to the community.

Because the boundary of the plan includes land within the Eugene city limits, land between the Eugene city limits and the UGB, and land outside the UGB but within the Metro Plan Boundary, the plan requires joint adoption by Eugene and Lane County. The approval process for an amendment to the Neighborhood Plan shall necessarily follow the Metro Plan Amendment process for two jurisdictions (Type II process), as outlined in the Eugene-Springfield Metropolitan Area General Plan.

Regulatory Framework and Relationship to Other Plans and Policies

The Neighborhood Plan is one plan among a variety of land use plans and regulations that exist at the state, regional, and local level. As an adopted land use plan, the Neighborhood Plan has defined relationships to other adopted plans.

Statewide Planning Goals

Oregon's Statewide Land Use Planning Goals, related statutes, and administrative rules provide a framework for all local land use planning. State law requires each city and county to adopt a comprehensive plan, which must be consistent with the Statewide Land Use Planning Goals, as well as the zoning and land division ordinances necessary to effectuate the comprehensive plan.

Other Adopted Land Use Plans

At the local and regional level, the two applicable comprehensive plans are the Envision Eugene Comprehensive Plan and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).

Envision Eugene Comprehensive Plan

Envision Eugene is the community vision for how growth is managed in Eugene's UGB in a way that protects and enhances quality of life and reflects Eugene's shared values. The Envision Eugene Comprehensive Plan, the regulatory component of Envision Eugene, is the basic guiding policy document for land use planning within Eugene's UGB and addresses the future of Eugene through goals and regulatory policies regarding land use.

Eugene-Springfield Metropolitan Area General Plan (Metro Plan)

The Metro Plan is the basic guiding land use policy document for regional land use planning and applies to the Cities of Eugene and Springfield and areas of Lane County within the Metro Plan boundary.

The Neighborhood Plan must be consistent with applicable provisions in both the Envision Eugene Comprehensive Plan and the Metro Plan. If inconsistencies occur between the Neighborhood Plan and the Envision Eugene Comprehensive Plan, the Envision Eugene Comprehensive Plan is the prevailing policy document. If inconsistencies occur between the Neighborhood Plan and the Metro Plan, the Metro Plan is the prevailing policy document. As provided in the Envision Eugene Comprehensive Plan, for properties located within Eugene's UGB, if inconsistencies occur between the Envision Eugene Comprehensive Plan and the Metro Plan, the Envision Eugene Comprehensive Plan is the prevailing policy document.

Major Related Plans and Programs

The River Road and Santa Clara neighborhoods are a patchwork of properties located within the City of Eugene (incorporated) and Lane County (unincorporated), and there are related City and County plans and programs that apply to this area. Following is a summary of key City and County plans and programs



in place at the time of Neighborhood Plan adoption that relate to the Neighborhood Plan goals, policies, and actions.

River Road-Santa Clara Urban Facilities Plan (1987)

The 1987 River Road-Santa Clara Urban Facilities Plan (the 1987 Plan) was adopted in part to address groundwater contamination by septic systems in the River Road Santa Clara area and to act as a planning document for the provision of urban facilities, including sanitary sewer systems to the area. The 1987 plan also contains land use policies applicable to individual land use applications and a land use diagram for the plan area. The area encompassed by the 1987 Plan is slightly different from the area encompassed by the Neighborhood Plan, so there may be some areas within the Neighborhood Plan boundary that are not governed by the 1987 Plan. If inconsistencies occur between the Neighborhood Plan and the 1987 Plan, the Neighborhood Plan is the prevailing policy document.

Eugene 2035 Transportation System Plan

Eugene's 2035 Transportation System Plan (TSP) establishes a system of transportation facilities and services that will meet the needs of Eugene residents, businesses, and visitors through 2035, consistent with the Envision Eugene Comprehensive Plan and compliant with Statewide Planning Goal 12 (Transportation). By addressing all modes of travel, the Eugene 2035 TSP is designed to meet Eugene's transportation needs as they evolve in the future and to increase transportation choices available throughout the community. The TSP serves as the City of Eugene's local transportation system plan and pedestrian and bicycle master plan. The Eugene TSP includes a list of projects, including specific projects in the River Road-Santa Clara area, for implementation through 2035.

Eugene Vision Zero Action Plan

Vision Zero is an approach to transportation safety that aims to eliminate deaths and lifechanging injuries caused by traffic crashes – this is the goal of implementing Eugene's Vision Zero Action Plan. The Vision Zero approach helps with educating the community on local traffic safety issues and enabling the City of Eugene to prioritize resources based on evidence of the greatest need and impact.

Lane County Transportation System Plan

The Lane County Transportation System Plan (TSP) establishes Lane County's transportation policies and identifies transportation projects needed through 2036 to meet the needs of the community. As a 20-year policy and investment guide, the County's TSP addresses major systems rather than ongoing operations and maintenance activities.

See *Figures 4: Existing Transportation Map, 5: Future Transportation Map, and 6: Street Jurisdiction Map* to learn more about City, County, and private streets and infrastructure.

Eugene Parks and Recreation System Plan

The Eugene Parks and Recreation System Plan (PRSP), adopted in 2018, is a 30-year strategic plan with implementation recommendations for the first 10 years. The Eugene PRSP includes new parks and trails, improved access to the Willamette River, revitalized pools and community centers, greater connectivity, and more recreation opportunities in underserved areas. The PRSP's long-term vision includes many

specific projects - to see a list of priority 1, 2, and 3 projects in the River Road-Santa Clara area, see the Planning District Summary in the PRSP.

Eugene Stormwater Basin Master Plan

The Eugene Stormwater Basin Master Plan includes goals and objectives, implementation strategies, study area characteristics, and methods for evaluating flood control, water quality, and open waterways. The Stormwater Basin Master Plan is broken into volumes, with a stormwater management strategy for each basin, including River Road-Santa Clara.

Lane County Stormwater Management Program

The County's stormwater management program addresses control measures to reduce pollutants discharged into waterbodies, including illicit discharge detection. The County works closely with the City of Eugene on stormwater issues, although both jurisdictions maintain an inventory of their stormwater infrastructure and conduct regular maintenance activities.

Eugene Climate Action Plan

The Climate Action Plan (CAP 2.0) was developed to outline the types of bold actions needed to reach Eugene's community-wide Climate Recovery Ordinance goals. The CAP 2.0 captures the actions the community is prepared to implement, as well as community ideas for what else is needed to create an equitable and livable community for everyone. Some of these actions relate to transportation options, housing, stormwater management, urban forestry practices, and community resilience.

Eugene Capital Improvement Program

Eugene's Capital Improvement Program (CIP) provides a six-year funding plan for the City's capital improvements, including airport, parks and open space, public buildings, stormwater, transportation, and wastewater projects. Capital projects are generally large-scale endeavors in terms of cost, size, and benefit to the community and needs are based on various City-adopted long-range plans, goals, and policies.

Additional Related Plans, Manuals, Resources, and Programs

The Neighborhood Plan is a long-range planning document that identifies needs throughout the two neighborhoods that relate to many different topics. There are several other plans, manuals, resources, and programs that relate to the goals and policies in this Neighborhood Plan. They include, but are not limited to, the following:

- Beltline Facility Plan
- City of Eugene Complete Street Design Guide
- City of Eugene Green Building Resources
- City of Eugene Historic Loan Program
- City of Eugene Housing Implementation Pipeline (HIP)
- City of Eugene Parks and Recreation Bond and Levy Projects
- City of Eugene Urban Forestry Program
- City of Eugene Urban Reserves
- City of Eugene Water Quality Overlay Zone

- City of Eugene Water Resources Conservation Overlay Zone
- MovingAhead
- Rivers to Ridges Regional Parks and Open Space Vision
- Safe Routes to School
- Sidewalk Inventory
- Transportation Options: Strategies for a Growing Eugene

How We Got Here

Neighborhood planning took place between 2017 and 2023, but it builds on a legacy of community organizing and planning, as well as the natural environment, built environment, and community features that make the River Road and Santa Clara neighborhoods distinct. This section summarizes the path to creating the Neighborhood Plan, beginning with the neighborhood's history through to plan adoption.

Neighborhood History

The River Road and Santa Clara communities are oriented around River Road, which now runs on top of an established indigenous peoples' trail, moving north-south through these communities. In the northernmost portion of Eugene's UGB, the Santa Clara area encompasses about 2,400 acres and has physical borders that include the Willamette River to the east, Randy Pape Beltline Road to the south, and Northwest Expressway to the west. Just south of Santa Clara is the River Road community which encompasses about 1,700 acres and is bordered by the Willamette River to the east, Beltline Road to the north, Northwest Expressway and Railroad Yard to the west, and Thomason Lane to the south, adjoining the Whiteaker Neighborhood. See *Figure 1: River Road-Santa Clara Neighborhood Plan Map*.

The areas known today as River Road and Santa Clara lie within the traditional homeland of the Kalapuya people. From time immemorial, within the context of the Willamette Valley's mosaic of majestic landscapes and ecologies, the Kalapuya bands have accessed the natural resources made available by way of the walamst, or what is today known as the Willamette River and the Valley's fertile, nutrient-rich soils.

Given the available resources and the potential for agricultural land, the area was also attractive to non-indigenous settlers. Beginning in 1840, these settlers arrived in the Oregon territory by way of the Oregon Trail. Diseases, introduced to the Valley by settlers, decimated the indigenous populations. By 1850, more than 90 percent of the Native population had died in an onslaught of repeated epidemics. Today, the Kalapuya people are modern Indigenous community members who continue to practice reverence and traditional connection to the Willamette River and Valley. (*Learn more about the Kalapuyan people of Oregon at <https://fiveoaksmuseum.org/exhibit/this-is-kalapuyan-land/>.*)

In the 1850s, this area was settled by scattered subsistence farm operations. Over time, commercial agriculture became the preeminent land use, especially with the construction of the Oregon and California Railroad in 1871, which was associated with transporting agricultural products.

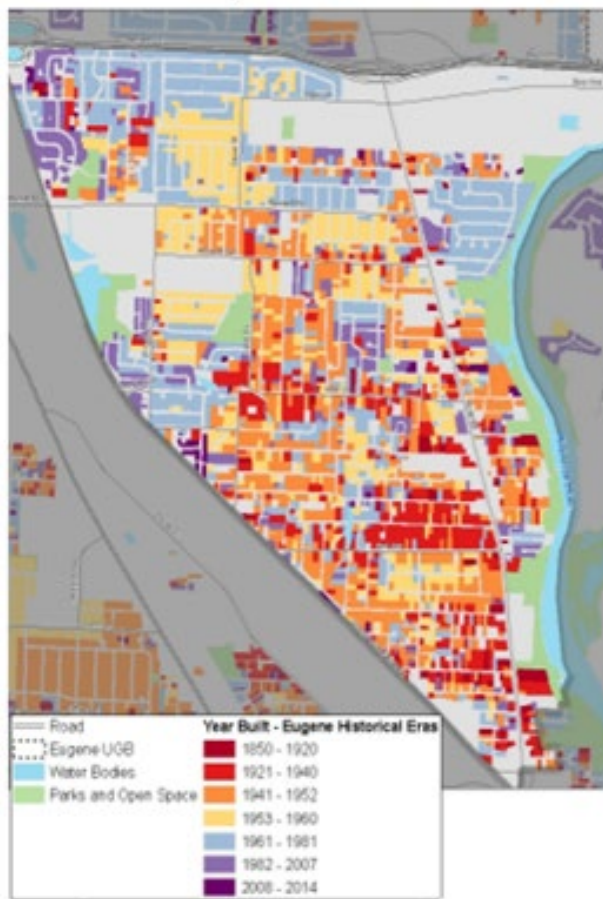
Though residential construction continuously increased throughout the early 1900s, the River Road and Santa Clara communities remained predominantly agricultural in character until post-World War II increases in Eugene's population spurred the siting and development of more subdivisions and homes within both communities. The rapid increase in population correlated with an estimated 45 percent of the River Road area's residences being constructed between 1940 and 1959. The result was a continued decrease in average farm size, declining agricultural production, and a checkerboard landscape of homes and farmland. As urbanization accelerated during the late 1940s and 1950s, Santa Clara also experienced increases in commercial development.

River Road, designated Pacific Highway in 1923, was once the only major link between Portland and California. This designation of River Road as a state highway greatly influenced much of the development experienced in the River Road and Santa Clara communities. According to land use studies from the 1930s and 1940s, the majority of the roads in the area were created to provide access to River Road. Later, the completion of Beltline Highway (1970) and Northwest Expressway (1980) further facilitated development; this development resulted in changes to the use of the land. Generally, land uses shifted from being primarily farmland to an increase in subdivisions and the presence of homes.

Post-World War II growth brought with it the development of educational and religious facilities. In 1945, River Road and Santa Clara school districts joined Eugene School District No. 4, and five schools were built in the River Road community. The area also experienced an increase in church construction during the 1950s and 1960s. Though church construction had previously been limited to the downtown core, over this period of rapid growth, construction of churches began to take place in areas outside of downtown.

Figure 2: River Road and Santa Clara Historical Development Patterns

Historical Development Patterns in River Road



Historical Development Patterns in Santa Clara

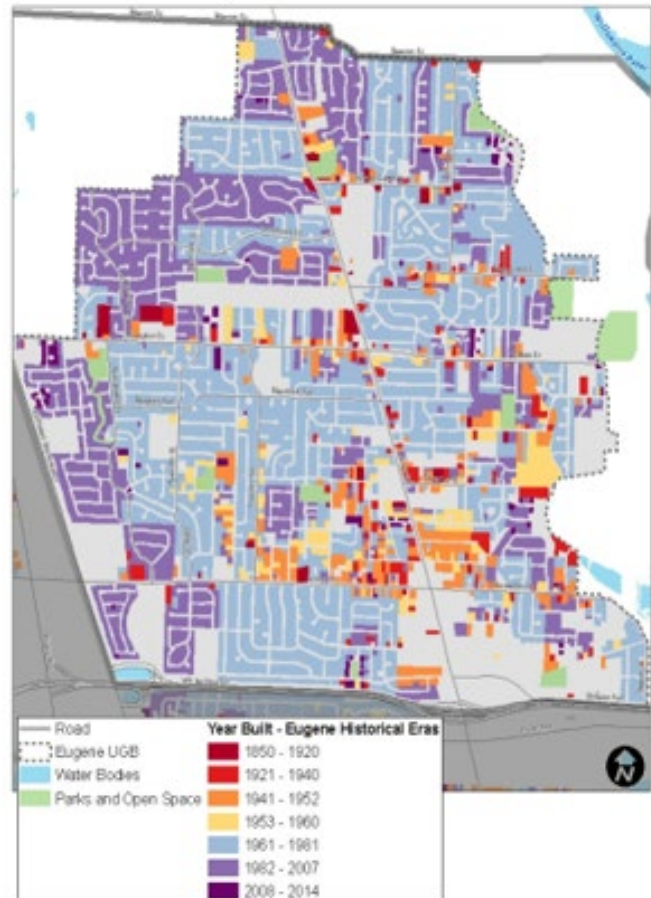


Exhibit A

Continued Development and Annexation

Development continued to urbanize both communities, bringing aspects of in-town communities, such as curved streets and cul-de-sacs, to River Road and Santa Clara by 1975. Accompanying these transformations to the built environment were continuing conversations around how these communities could be incorporated into the City's jurisdiction and how urban services, such as electricity, water, transportation, and sewer, would be provided to the area.

Annexation, sometimes called "incorporation," is the legal process by which properties located in a county become part of a city ("incorporated") and thus eligible to receive city services. In 1982, the adopted regional Metro Plan governing planning efforts of Eugene, Springfield, and Lane County, established the regional UGB and included policies requiring that if new development occurred on properties within the UGB, the properties in question would be annexed to the appropriate city, either Eugene or Springfield.

Sanitary Sewer Service and Patchwork Jurisdiction

Later in the 1980s, a groundwater pollution problem in the area led to the State of Oregon mandating the provision of sanitary sewers. The Metro Plan specified that cities were the sole providers of sewers in the metro area, which meant the City of Eugene was responsible for providing sewers to River Road and Santa Clara. While the City originally intended to provide sewer service to individual properties that chose to voluntarily annex, in order to reduce the groundwater pollution problem, Eugene extended wastewater service to developed properties regardless of whether a property owner chose to annex.

These processes resulted in tensions between River Road and Santa Clara community residents and the City. The legacy of these tensions has led to the continued jurisdictional fragmentation of these communities, with some residents integrated into the Eugene City limits and others remaining within the Lane County jurisdiction—all of which contributed to the checkerboard pattern of City and County properties seen throughout the River Road and Santa Clara neighborhoods today and created inefficiencies in the provision of services and confusion for residents and agencies alike.

Policies in the Metro Plan now encourage annexation as the preferred means of providing urban services to new development. Annexation is voluntary; however, it is typically required when a property owner proposes to develop a property that is within the UGB but not within city limits as a condition of certain land use approvals. In the City of Eugene, annexations must be approved by the Eugene City Council, and the property must be contiguous to the city limits or separated from the city limits only by a public right of way or a stream, bay, lake or other body of water.

Past Community and Planning Efforts

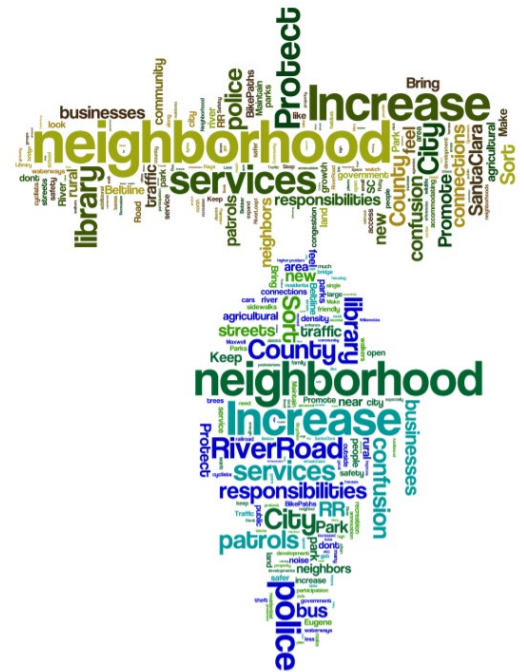
Adopted in 1987, the River Road-Santa Clara Urban Facilities Plan has governed land use and development in the River Road and Santa Clara communities for over 30 years. A number of planning efforts have occurred in River Road and Santa Clara in the years since the Urban Facilities Plan was adopted, leading up to and informing the formal Neighborhood Planning process that began in 2017.

Published in 2006, “Eugene’s Historic River Road” document was the result of a year-long collaboration between Historic Preservation Northwest, City of Eugene Planning staff, and members of the public. The document was intended to assist in the preparation of City and County policies pertaining to the identification and protection of historic resources in the area.

Initiated in 2007 and acknowledged by the Eugene Planning Commission in 2009, the Lower River Road Concept Plan supported planning efforts for the Razor Mixed-Use Center. Lower River Road was identified in the regional transportation master plan, TransPlan (2001), as a potential area for mixed-use redevelopment. This planning process brought diverse elements of the community together to propose over thirty recommendations related to the vision for Lower River Road and to evaluate implementation strategies related to sustainability, transportation, and land use.

Santa Clara-River Road Outreach and Learning (SCRROL)

RRCO and SCCO joined together in February 2011 on an ambitious public outreach project to survey area residents and identify priorities for the future development of both neighborhoods. Known as the Santa Clara-River Road Outreach and Learning (SCRROL) project, their mission statement was: *To develop a community-wide, shared knowledge about challenges and opportunities in our growing and changing neighborhoods that can inform collaborative decisions in the future.* They identified community priorities and facilitated community dialogue on land use, governance, parks and recreation, and transportation. This outreach work resulted in a Report and Recommendations document that included key findings about what was important to the neighborhood residents and a list of recommendations.



**Santa Clara-River Road Implementation Planning Team
(SCRRPT)**

SCRROL's Report and Recommendations included a recommendation to form a new advocacy group named the Santa Clara-River Road Implementation Planning Team (SCRRIPT), a task force to be composed of River Road and Santa Clara representatives to work on common goals. SCRRIPT would function similar to SCRROL but was created to be more proactive in advocating for specific solutions and implementing the goals identified by SCRROL.

Throughout the SCRROL and SCRRIPT planning initiatives, the community organizations dedicated countless volunteer hours in reaching out to and engaging neighbors. The results formed a foundation for the Neighborhood Plan.

Developing the Neighborhood Plan

SCRRIP and SCRROL, among other efforts by RRCO and SCCO, laid the foundation for the neighborhood planning process. Launched in fall 2017, neighborhood planning was a collaborative effort among the

RRCO and SCCO, the City of Eugene, Lane County, and other stakeholders throughout both neighborhoods to create a vision for growth and development in a manner that respects the area's unique characteristics and opportunities, which will guide decision-making in River Road and Santa Clara for decades to come. The process was guided by a project charter that outlined the decision-making structure, and a public involvement plan that focused on community outreach.

Project Roles

Early in the neighborhood planning process, City and County staff worked with the RRCO and SCCO to establish project roles and various technical and working groups. Some of these groups worked through the duration of the planning process, while others formed for a specific purpose during a particular phase. The roles of the primary groups included:

Community Organizations: RRCO and SCCO played an integral role in the development of the Neighborhood Plan, through all phases of the project. But their role doesn't end at adoption. Ongoing implementation of the Neighborhood Plan will include continued collaboration between the City, County, community partners, and the community organizations.

Project Management Team: The project management team consisted of the Community Advisory Committee (CAC) co-chairs, one from River Road and one from Santa Clara, and City and County Planning staff tasked with guiding the process, including coordination and communication with the community and key stakeholders.

Community Advisory Committee (CAC): The CAC consisted of 11 voting members, with two alternates, nominated by the RRCO and SCCO Boards and appointed by the Eugene Planning Commission to represent the varied voices of the two communities. The CAC included both residents and property owners, including a member representing areas outside Eugene's UGB. Representatives from special districts serving the community were also encouraged to participate in the process. The CAC committed to creating a Neighborhood Plan, adopted by the City and County, to advance the community vision of the River Road and Santa Clara neighborhoods while being consistent with Envision Eugene. The CAC acted as a representative body for the two neighborhoods and strived to weigh the varied input from residents, businesses, property owners, local appointed and elected officials, and RRCO and SCCO. The CAC employed the following principles:

- Be prepared and able to act in a deliberative, considerate, and civil manner
- Respect diverse community demographics and varied interests
- Weigh the perspectives and input of the whole community
- Practice decision-making that places the needs and desires of the entire neighborhood first

The CAC participated in outreach efforts and Topic Area Working Groups and led development of vision statements, goals, policies, and actions. The CAC worked collaboratively with staff to support the Neighborhood Plan's formal adoption process. The CAC made a final community recommendation, along with RRCO and SCCO, on the Neighborhood Plan adoption package.

Topic Area Working Groups: Topic Area Working Groups were ad hoc, flexible groups comprised of members of the public, RRCO and SCCO, and CAC members interested in diving deeper into specific Topic Area details. The groups worked with the CAC to translate community input on best outcomes for the future into vision statements, goals, policies, and actions. The working groups collaborated with the CAC, project management team, and Technical Advisory Committee to develop the plan and participated in outreach throughout the process.

City and County Coordination: The Technical Advisory Committee (TAC), comprised of City, County, and Lane Transit District staff, served as an advisory body to the project management team, CAC, and Topic Area Working Groups. The TAC included input from City and County staff who work on subjects such as transportation, parks, stormwater, economic development, and land use planning. The TAC provided technical support related to the Topic Areas, vetted ideas for feasibility in balance with local budgets and priorities and communicated how neighborhood-specific issues fit within the broader City or County context. Additionally, City and County coordination teams included local elected officials and City and County department executives who provided policy direction at critical junctures, as well as a connection with local decision-makers.

Planning Commissions: The Eugene and Lane County planning commissions provided feedback and guidance throughout the process, including reviewing and approving the project charter and public involvement plan, appointing CAC members, and providing feedback on the plan components, including land use code changes to support the Neighborhood Plan vision.

General Public: The neighborhood planning process included early and ongoing opportunities for the public and key stakeholders to share ideas, raise concerns, and provide feedback. Stakeholders included area property owners, residents, business owners and employees, advocacy groups, and public and non-profit organizations, among others. The project management team crafted a public engagement process that was:

- **Meaningful:** create a vision crafted with beauty, fun, warmth, and welcome
- **Accountable:** respond to ideas, critique, comments, and praise
- **Inclusive:** communicate with all stakeholders, including communicating with the under-represented, communicating outside of structured meetings, and communicating in ways that people understand and can relate to
- **Transparent:** make decisions public; share information in a variety of formats and places
- **Realistic:** inform about constraints, opportunities, and objectives
- **Outcome-oriented:** create a community-supported and Council-adopted neighborhood plan!

Early outreach focused on asking the community what they value in their neighborhoods now and about their hopes and visions for the future, which was used to inform development of the Neighborhood Plan. Outreach continued throughout each phase to share updates and gather feedback.

Planning Process Phases

The sections below summarize the six phases of the neighborhood planning process: Reaching Out, Neighborhood Visioning, Neighborhood Priorities, Policy Development, Action Planning, and Adoption. Each includes a summary of key stakeholder input and opportunities for public involvement.

Reaching Out Phase

In the summer of 2017, RRCO, SCCO, and staff began the ‘Reaching Out’ phase with three objectives:

1. Raise awareness about the project
2. Promote the fall communitywide kick-off event
3. Create opportunities for people to provide input on the future of their community

The project team began raising awareness about the project by meeting with neighbors throughout the community, attending more than 20 events in advance of the fall kick-off event. Nearly 400 people attended the kick-off event and participated in activities to identify what residents value about the area, as well as sharing their future hopes for the neighborhood. The project team made an effort to engage fresh voices, with outreach events specific to high school students, affordable housing residents, Spanish speakers, and rural residents in Santa Clara, in partnership with local community organizations. The project team also visited with over 300 neighborhood businesses.

Neighborhood Visioning and Neighborhood Priorities Phases

The Visioning and Priorities phases continued focusing on raising awareness of the project and asking the community what they valued in their neighborhoods as well as their hopes for the future. The CAC and the Topic Area Working Groups met monthly to compile and review the feedback received during the Reaching Out phase, recognizing the priorities and values heard during this process, as well as the many years of engagement done in the community by SCRROL and SCRRIP. Different themes emerged from the community feedback and the Neighborhood Plan began to develop around five main Topic Areas: Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community. A vision for the future of the River Road and Santa Clara communities started to appear.

The CAC and Working Groups continued public outreach, including questionnaires, community forums, an online survey, and several targeted outreach events. Using this widespread input from the community, the CAC and Working Groups moved into the Policy Development phase and started crafting the vision statements, goals, and policies of the Neighborhood Plan.

Policy Development Phase

In this phase, work focused on drafting policies related to the vision and neighborhood priorities developed from community input. Throughout the Policy Development phase, Working Group meetings were held periodically and interested community members were welcome to attend. Policy writing was led by the CAC and supported by staff on the Technical Advisory Committee as well as Working Group members. The CAC hosted a “Policy Round-Up” and a “Planning in Action Open House” to engage the public in reviewing and prioritizing draft policies.

Additionally, the TAC completed a policy review to ensure the draft policies aligned with existing City and County policies. After initial community and staff review, the project team convened a Triple Bottom Line (TBL) Sounding Board meeting to provide a citywide perspective about the equity, environmental, and economic implications of proposed goals and policies in the Neighborhood Plan. The TBL Sounding Board communicated with City and County committees to keep them informed and engaged. The TBL Sounding Board included representatives from the following boards and commissions:

- Eugene Planning Commission
- Lane County Planning Commission
- Eugene Human Rights Commission
- Eugene Sustainability Commission
- Eugene Active Transportation Committee
- Intergovernmental Housing Policy Board
- Eugene Historic Review Board
- Eugene Budget Committee
- Eugene Neighborhood Leaders Council

In May 2019, the Eugene City Council approved utilizing the draft goals and policies as a platform for moving into the Action Planning Phase.

Action Planning Phase

The Action Planning Phase focused on drafting, evaluating and prioritizing actions to implement the draft policies. Refining the action items was a collaborative process among the CAC, Working Group members, and City, County, and partner agency staff to incorporate community and technical feedback. The project team hosted a variety of public outreach events to inform the Neighborhood Plan actions, including a City of Eugene Planning Division Project Fair at the Downtown Library, a 'Pumpkin Pie and Planning' event in the neighborhood, a series of small group discussions called 'Neighborhood Conversations,' and a second TBL Sounding Board Meeting.

The meetings provided the opportunity for groups of staff, volunteers, and community members to discuss elements of the land use changes; sharing support and reservations. In mid-March 2020, the COVID-19 pandemic hit and slowed down the engagement process. However, after receiving comprehensive feedback from previous engagement, the CAC continued to meet virtually on Zoom each month and refine the draft actions. The project team mailed postcards to specific properties, which included commercially zoned areas and key large church properties beyond the corridor that were targeted for potential zone changes/land use code changes to support potential future redevelopment. The postcards were intended to solicit feedback from tenants and property owners about these potential changes.

The RRCO and SCCO continued their review and provided input on the draft actions proposed in each Topic Area. In May 2021, the project team received direction from the Eugene City Council and Lane County Board of Commissioners to move into the Adoption Phase and to prepare a plan adoption package for community review.

Adoption Phase

In 2022, City staff offered a path to adoption that built on broad community agreement and the extensive engagement, collaboration, and community volunteer hours dedicated to the neighborhood

Exhibit A

planning process since 2017. The proposed path forward also recognized the challenges and changes faced between 2020 and 2022, including the COVID-19 pandemic, state mandates for other planning priorities, staff changes, and resource constraints. The project management team worked to refine a final adoption package, including a refined set of neighborhood-specific land use code amendments to achieve many of the land use goals outlined in the Plan. The River Road-Santa Clara Neighborhood Plan adoption package is comprised of the Neighborhood Plan document and neighborhood-specific code amendments addressing important topics like commercial development standards and transitions between commercial mixed-use and lower density residential areas. While not a part of the adoption package, the Action Plan, which acts as a non-regulatory guidance document, remains an important part of the planning effort.

In March 2023, the Community Advisory Committee approved bringing the neighborhood-specific code amendments out for community feedback, kicking-off the broader engagement process for the Adoption Phase. This engagement process included mailing postcards to all owners and residents of the River Road and Santa Clara neighborhoods which featured ways to engage during the adoption phase, including virtual information sessions, an in-person community event, a meeting toolkit, and an online feedback form. This community feedback helped inform recommendations from the CAC, RRCO, and SCCO and helped compile the adoption package before it went through the formal adoption process with City and County decision-makers.

River Road Corridor Study

One desired outcome of the Neighborhood Plan is to improve conditions along River Road, which is identified as a key transit corridor in Envision Eugene. The River Road Corridor Study was a concurrent planning process that integrated the Neighborhood Plan vision for active mixed-use neighborhood centers along the River Road corridor and a transportation system that is safe, accessible, affordable, environmentally responsible and transitions to zero carbon.

The River Road Corridor Study included an in-depth analysis of the River Road corridor, from Northwest Expressway to Hunsaker Lane, funded by a Federal Transit Administration grant awarded to Lane Transit District and the City of Eugene. The Corridor Study included stakeholder interviews, public workshops, economic and demographic research, and conceptual design work, which resulted in land use and multimodal recommendations to encourage mixed-use neighborhood centers and a variety of housing types; integrating how people get around, where they shop and live, and how the corridor looks and feels to support implementation of the community vision along River Road.

Recommendations from the River Road Corridor Study were incorporated into the Neighborhood Plan vision, goals, and policies, as well as the neighborhood-specific land use code amendments and the Action Plan. The string of pearls concept along River Road (illustrated in *Figure 1: River Road-Santa Clara Neighborhood Plan Map*) originated from this study.

Neighborhood Plan Visions, Goals, and Policies

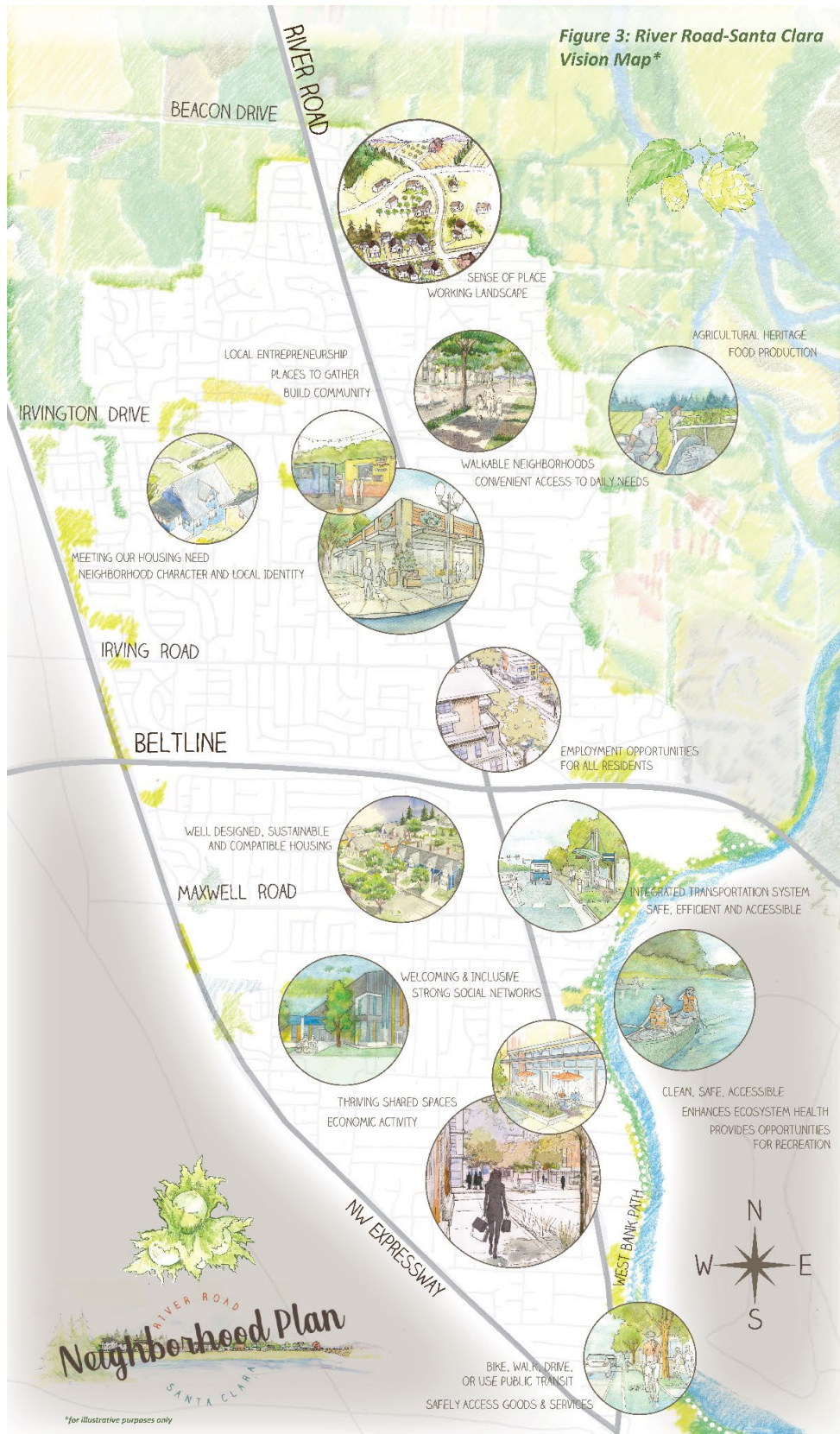


Exhibit A

Economic Development

VISION STATEMENT

ECONOMIC
DEVELOPMENT

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.

Policy 1.1 Incentives for Local Businesses: Help neighborhood businesses use existing local, regional, and state loan programs to support growth and creation of neighborhood businesses.

Policy 1.2 Neighborhood Assets: Support business development that utilizes neighborhood assets.

Policy 1.3 Patronage of Locally Owned Businesses: Encourage patronage of locally owned businesses through community organization efforts such as marketing, education, and events.

Policy 1.4 Regulatory Environment: Strive for a local regulatory environment that is supportive of economic development in line with neighborhood vision (such as creating small commercial nodes)

Goal 2: Promote redevelopment that enhances walkability and increases access to daily needs.¹

Policy 2.1 Vibrancy: Incentivize and support redevelopment that fosters active mixed-use neighborhood centers.

Policy 2.2 Small Business Development: Promote small business development that supports active mixed-use neighborhood centers by identifying local funding sources and continuing local outreach and assistance to small business owners.

Goal 3: Promote living wage employment opportunities within the neighborhood.

Policy 3.1 Residential Employment: Encourage businesses in residentially zoned areas at a scale that complements the surrounding neighborhood.

Policy 3.2 Employment Opportunities: Promote the creation of employment opportunities that offer a living wage.

¹ Examples of daily needs include grocery stores, pharmacies, and other necessary services.

Transportation

VISION STATEMENT

TRANSPORTATION

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: Implement a transportation system that is designed to be safe for all users.

Policy 4.1 Safety and Accessibility: Improve safety and accessibility for people walking, biking, and using mobility devices.

Policy 4.2 Riverfront Paths: Improve safety enhancements and amenities along riverfront shared use paths.

Goal 5: Promote a connected and efficient multi-modal transportation system that is equitable and affordable and addresses congestion on River Road.

Policy 5.1 Regional Transportation Network: Work towards convenient, equitable, and affordable access to a regional pedestrian, bicycle, transit, and vehicle network throughout the River Road and Santa Clara neighborhoods.

Policy 5.2 Transit: Support affordable public transit along River Road from the Urban Growth Boundary to the rest of Eugene in collaboration with Lane Transit District.

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

Policy 5.4 Traffic Management: Prioritize transportation infrastructure improvements to support the traffic flow and enhance safety objectives.

Policy 5.5 Public Right-of-Way Management: City and County will continue to cooperatively work towards addressing jurisdictional issues in the right of way, including parking, maintenance, street improvements, and annexation issues.

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

Policy 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.

Policy 6.2 Education and Youth Engagement: Educate current and future users of the transportation system about active transportation options and transit, tapping into existing resources like Safe Routes to School and City of Eugene youth recreation programs.

Policy 6.3 Future Transportation Needs: Support a transportation system that responds to the long-term needs of the River Road and Santa Clara neighborhoods.

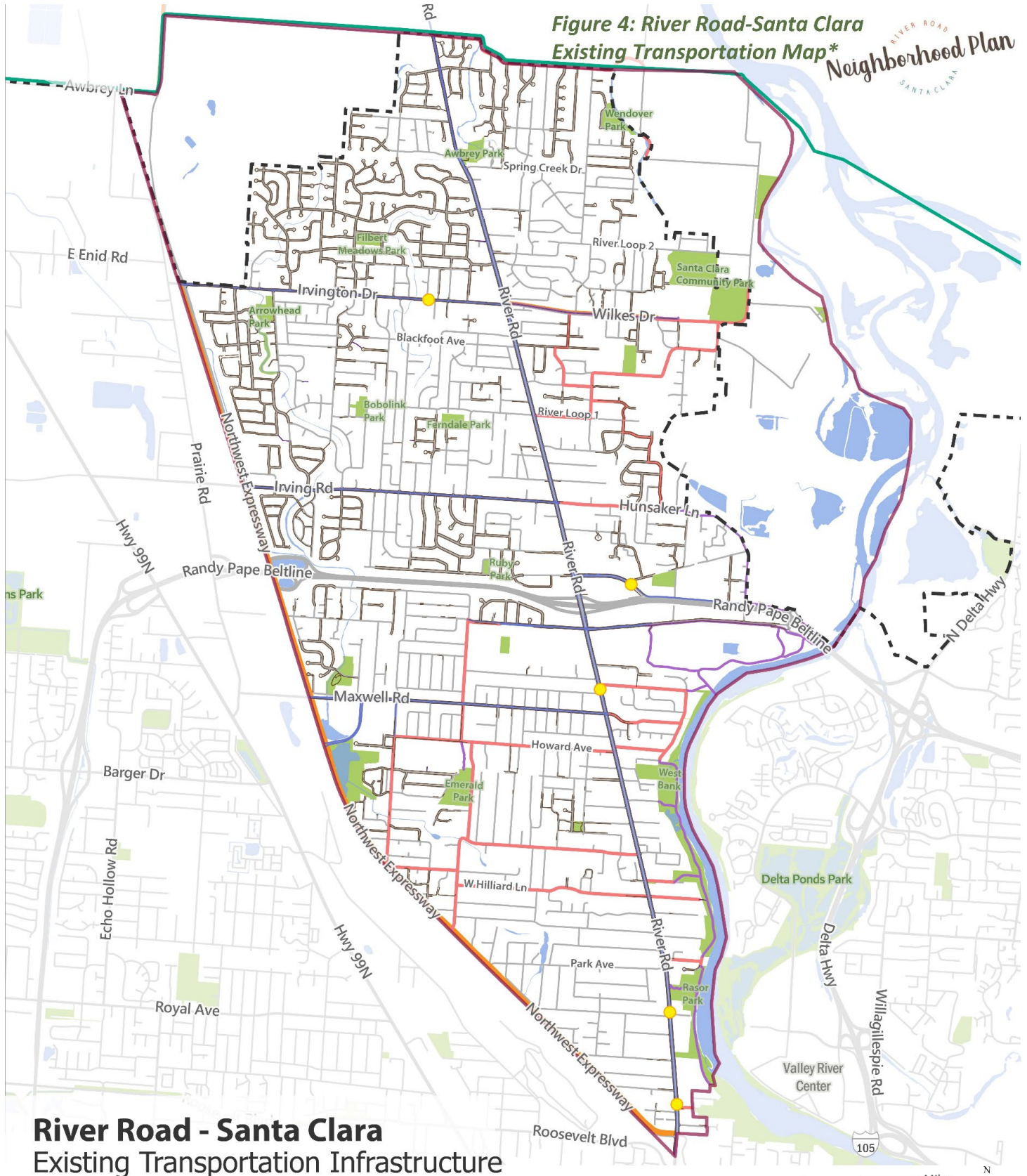
Policy 6.4 Street Design: Apply appropriate design standards to address the distinct types of travel lanes typical of the River Road and Santa Clara neighborhoods, consistent with City and County guidelines.

Transportation Maps

The Existing and Future Transportation Maps on the following pages include City, County, and private streets and infrastructure, as well as planned improvements from the 2035 Eugene Transportation System Plan and Safe Routes to School program priorities. The Street Jurisdiction Map illustrates streets within the jurisdiction of the City and County.

**Figure 4: River Road-Santa Clara
Existing Transportation Map***

Neighborhood Plan



River Road - Santa Clara Existing Transportation Infrastructure

- Sidewalks
- Bike Routes
- Bike Lanes
- Paved Shoulder
- Shared Use Path; Accessway
- Rectangular Rapid-Flashing Beacon Crosswalk
- Parks and Open Space
- Eugene Urban Growth Boundary
- River Road - Santa Clara Neighborhood Plan Area
- Metro Plan Boundary
- Rivers and Waterways

0 0.25 0.5 Miles



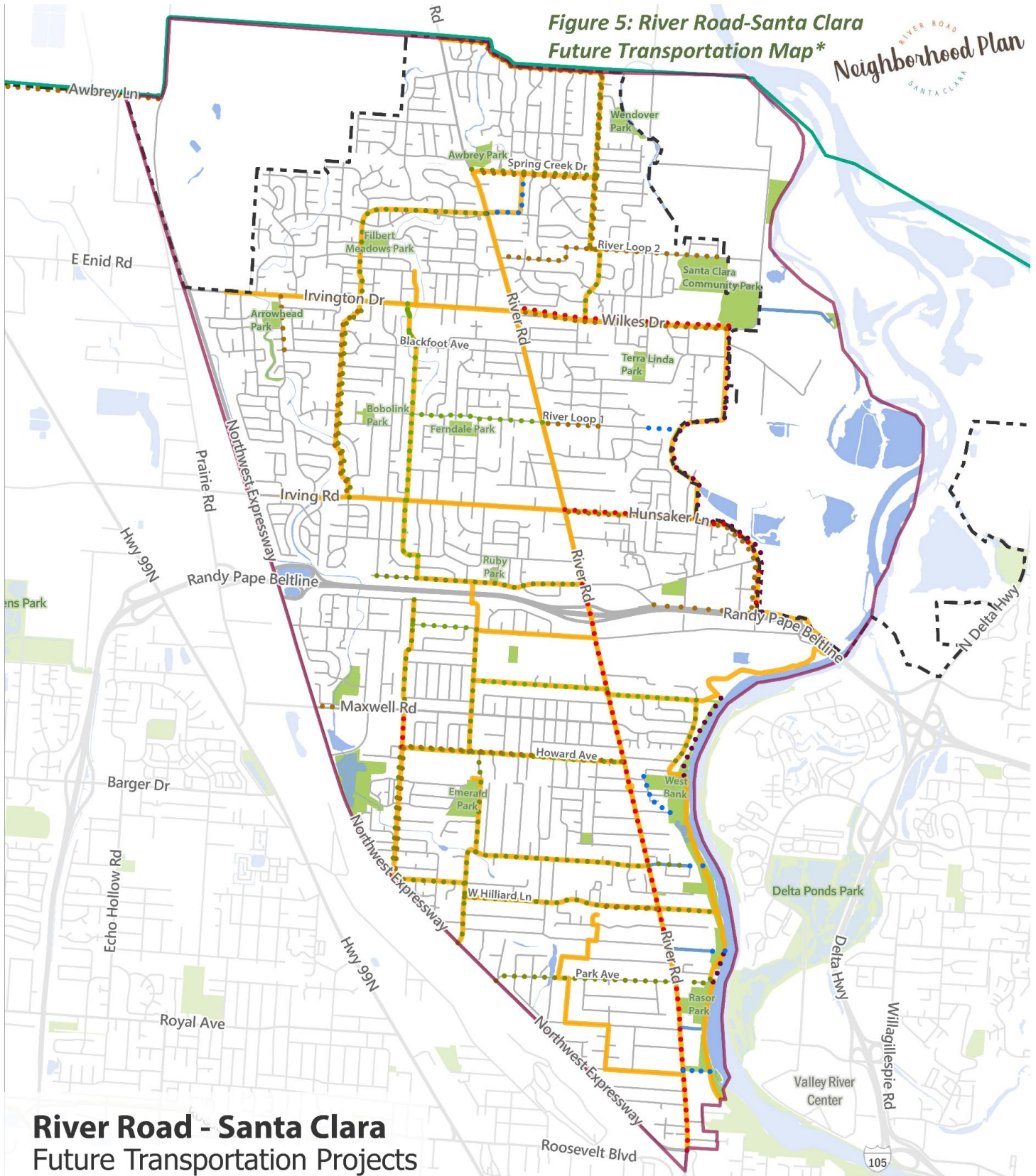
Caution: This map is for informational purposes only. It is based on imprecise source data and is subject to change. Map created September 2023 by Planning Staff. Sources: City of Eugene and RLID

**for illustrative purposes only*



Figure 5: River Road-Santa Clara
Future Transportation Map*

Neighborhood Plan



River Road - Santa Clara Future Transportation Projects

Projects in the Transportation
System Plan

- Accessway
- Neighborhood Greenway
- Protected Bike Lane
- Shared Use Path
- Sidewalk

Transportation Additions
to Consider

- Safe Routes to School
- Accessway to River

- Parks and Open Space
- Eugene Urban Growth Boundary
- River Road - Santa Clara
Neighborhood Plan Area
- Metro Plan Boundary
- Rivers and Waterways

0 0.25 0.5 Miles

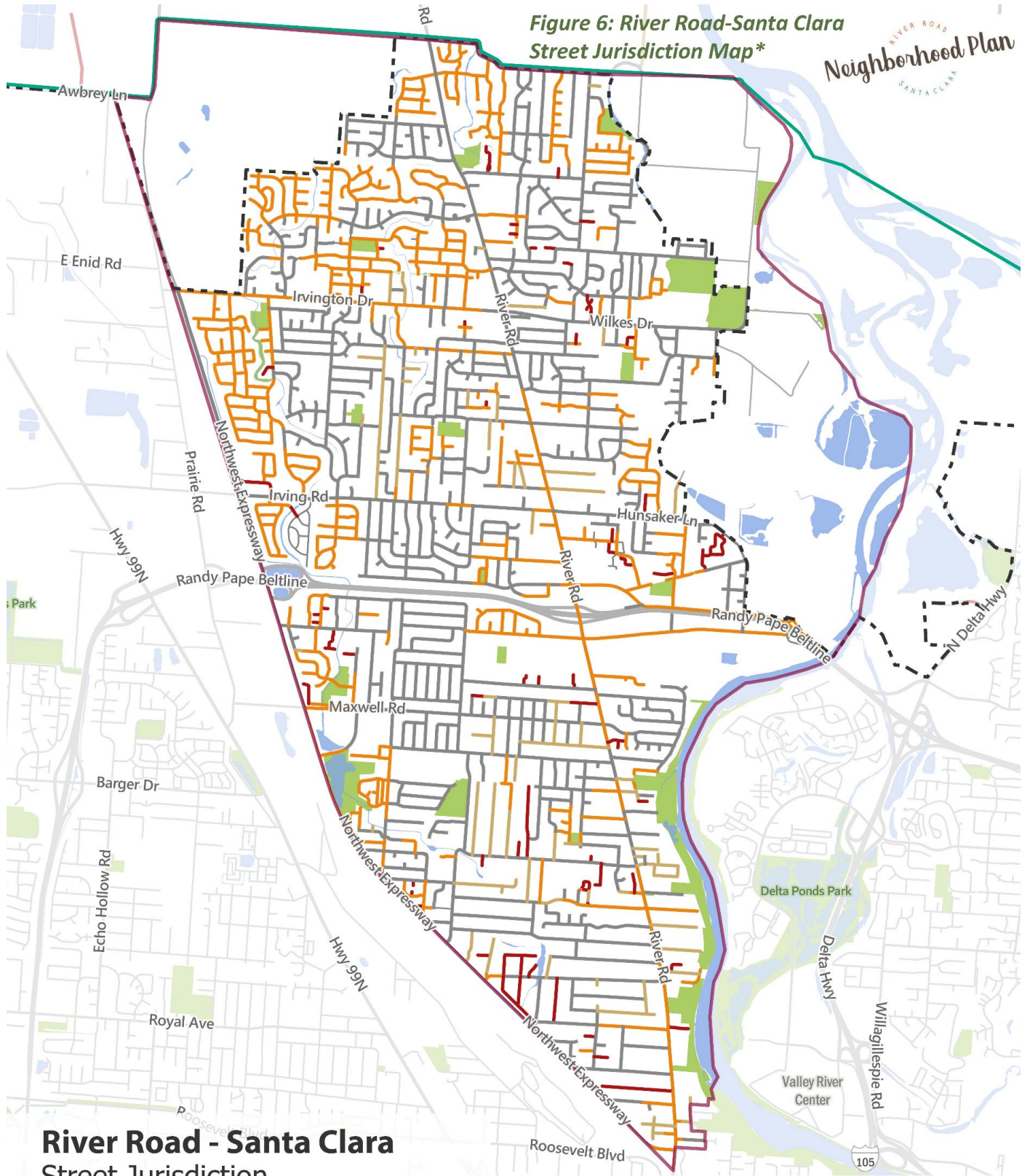
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data and is subject to change.
Map created September 2023
by Planning Staff.
Sources: City of Eugene and
RLID

*for illustrative purposes
only



Figure 6: River Road-Santa Clara Street Jurisdiction Map*

*RIVER ROAD
Neighborhood Plan
SANTA CLARA*



River Road - Santa Clara Street Jurisdiction

Streets

- Lane County
- City of Eugene
- Local Access Roads*
- Private
- Eugene Urban Growth Boundary
- River Road - Santa Clara Neighborhood Plan Area
- Metro Plan Boundary
- Rivers and Waterways

*Local Access Roads (LARs) are open to the public, but not maintained by the government. Property owners that receive access from a LAR are responsible to ensure the road is kept open and in good repair.

Caution: This map is for informational purposes only. It is based on imprecise source data and is subject to change. Map created September 2023 by Planning Staff.
Sources: City of Eugene and RLID

0 0.25 0.5 Miles

**for illustrative purposes only*



Parks and Natural Resources

VISION STATEMENT

PARKS AND NATURAL RESOURCES

River Road and Santa Clara celebrate a rich diversity of private and shared green spaces, including parks and recreation facilities, 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. Natural assets, such as the tree canopy, soils, and the watershed are protected for future generations and are highly valued and cared for as natural infrastructure that enhances ecosystem health, provides opportunities for recreation, and supports the working landscape.

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

Policy 7.1 Stormwater Conveyances: Enhance natural stormwater conveyances to reduce pollution, increase infiltration, protect against flooding, and improve habitat.

Policy 7.2 Stormwater Education: Educate the public about the interconnectedness of function and safety in our natural stormwater system through City and community collaboration.

Policy 7.3 Habitat Corridors: Create new and enhance existing habitat corridors throughout the River Road and Santa Clara neighborhoods through community organizing and collaboration with local service providers to conduct outreach and education to property owners.

Policy 7.4 Public Natural Areas: Create new and enhance existing natural areas, including within the Willamette River Greenway, that are accessible to all residents.

Policy 7.5 Tree Canopy: Promote, conserve, protect, and improve our urban forest by preserving and planting street trees and encouraging private property owners to plant trees with education and incentives, consistent with Eugene's Urban Forestry program.

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

Policy 8.1 Parks Access: Plan for all residents to have access to parks or publicly owned open space within one-half-mile walking distance of their residence.

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

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

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

Policy 9.1 Safe and Convenient Access: Provide safe and convenient access to the riverbank park system for people walking, biking, and using mobility devices.

Policy 9.2 Stewardship of the Willamette River Ecosystem: Work with the community and non-profit organizations to balance preservation and access to the river.

Policy 9.3 Recreational Uses: Promote accessible recreational uses along the Willamette River edge in partnership with local service providers to improve access to the river and provide amenities and programs.

Goal 10: Preserve agricultural land and open spaces within the Neighborhood Plan boundary.

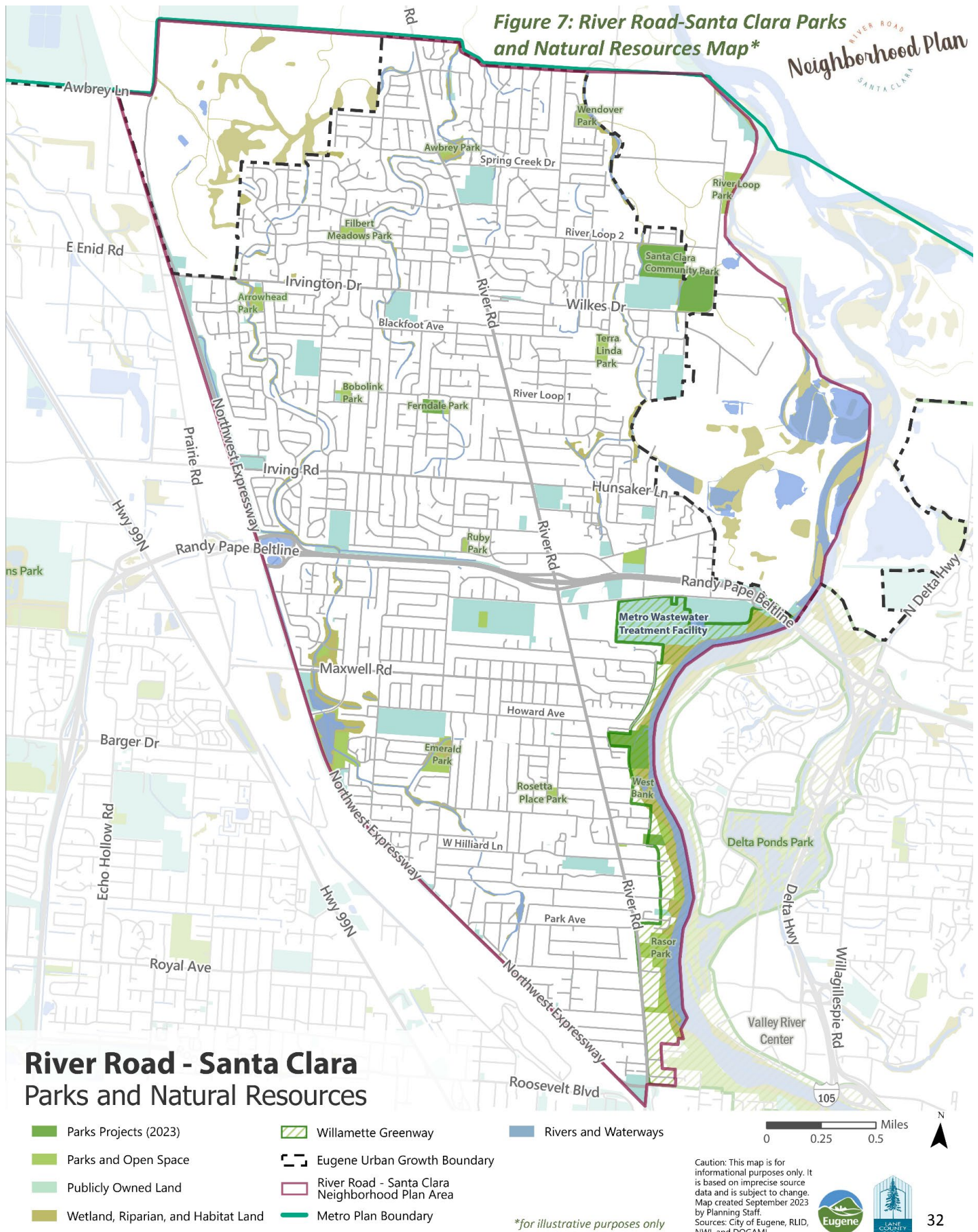
Policy 10.1 Agricultural Land Preservation outside the Eugene Urban Growth Boundary (UGB): Preserve high value farmland (Class 1 and Class 2 soils) outside the UGB for farm use, where feasible or as the state allows.

Policy 10.2 Open Space Preservation: Promote a network of publicly and privately-owned open space areas in collaboration with local service providers and private property owners.

Policy 10.3 Agricultural Enterprises within the UGB: Promote agricultural enterprises within the UGB through legislative updates to local land use regulations, incentives, and collaboration with private property owners.

Parks and Natural Resources Maps

The Parks and Natural Resources Map on the following page includes City of Eugene Parks and Open Space projects as of 2023, existing parks, open space, and public lands within the neighborhoods, and other wetland, riparian, and habitat resources.



Land Use

VISION STATEMENT

LAND USE

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. Development adjacent to the Willamette River greenway improves safety, enhances access, and respects ecological functions.

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

Policy 11.1 Effective Public Process for Development: Encourage effective collaboration between developers, public agencies, and neighbors through legislative updates to local land use regulations.

Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.

Policy 11.3 Well Designed Community Space: Help build a sense of community by using welcoming and well-designed public and private community space.

Policy 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 tree canopy through programs, incentives, and legislative updates to local land use regulations.

Goal 12: Plan for future housing that addresses the needs of the community.

Policy 12.1 Compatible Infill: Encourage innovative and creative housing options and infill, and incorporate pedestrian scale design through building design, size, scale, and site layout requirements through legislative updates to local land use regulations.

Policy 12.2 Affordable Availability: Plan for affordable and moderate-income housing throughout the River Road and Santa Clara neighborhoods through strategies, funding, partnerships, and execution of the City and County's housing plans.

Policy 12.3 Innovative Housing Strategies: Pursue innovative housing strategies through collaborative planning efforts between the River Road and Santa Clara neighborhood organizations, the City, the County, and local service providers.

Policy 12.4 Monitoring and Implementation: At five-year intervals after adoption of the Neighborhood Plan, City will use available data from the Growth Monitoring Program to measure the effectiveness of policies established in this plan. The River Road and Santa Clara Community Organizations will use the results to revise Action Plan priorities over time as work is completed and new community priorities are identified.

Goal 13: Support an active and accessible River Road corridor.

Policy 13.1 Key Areas for Development: Support more development and redevelopment in key areas for residential, commercial, and mixed-use development through legislative updates to local land use regulations.

Policy 13.2 Walkable Neighborhood Centers: Support walkable neighborhood centers where people can access transit, shopping, parks, schools, and public spaces within walking distance through legislative updates to local land use regulations.

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

Policy 14.1 Compatibility Transitions: Enhance compatibility through development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets between adjacent properties that are zoned differently through legislative updates to local land use regulations.

Policy 14.2 Neighborhood Livability: Retain and enhance neighborhood livability, such as by mitigating noise, identifying and encouraging preservation of historical and cultural properties, and promoting green development and design at pedestrian scale.

Policy 14.3 Willamette River Compatibility: Encourage development that is less intense along the river by making legislative updates to local land use regulations that include additional standards to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette River Greenway.

Community

VISION STATEMENT

COMMUNITY

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 honor the rich history of farming in the neighborhoods. The community recognizes the value of natural assets, such as the Willamette 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: Foster a welcoming and inclusive community.

Policy 15.1 Welcoming and Inclusive: Promote a welcoming environment and inclusive approach to the work of the River Road and Santa Clara Community Organizations in collaboration with the City, County, and other local service providers such as schools and non-profit organizations.

Policy 15.2 Housing Affordability: Show community support for affordable housing opportunities in the neighborhoods.

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

Policy 15.4 Public Art: Support public art through public programs and community advocacy.

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

Policy 16.1 Communication and Outreach: Enhance communication and outreach capabilities of the River Road and Santa Clara Community Organizations by advocating for stable local funding to reach the entire neighborhoods.

Policy 16.2 Gathering and Learning Spaces: Enhance access to locations and opportunities for community gathering, sharing, and learning spaces for all residents in collaboration with neighborhood schools, businesses, and other community partners.

Policy 16.3 Community Engagement: Build and maintain resident engagement through neighborhood projects, outreach, empowering neighborhood volunteers, and applying for the City's Community and Neighborhood Matching Grants Program.

Policy 16.4 Resilience Networks: Build community support and participation in small scale resilience networks that help neighbors and businesses communicate, share resources, and prepare for emergencies.

Goal 17: Provide comprehensive public services and community resources that address the evolving needs of the community.

Policy 17.1 Address Present Confusion about Service Providers: Assist River Road and Santa Clara residents by providing information about current service providers so there is clarity about which agencies provide services where and how to contact them.

Policy 17.2 Essential Public Services (safety, water, fire): As neighborhoods evolve, strive for equitable provision of essential public services if amalgamation and/or transition of service providers is considered.

Policy 17.3 Community Resources: Work to expand parks and recreation services as well as library and cultural services in the River Road and Santa Clara neighborhoods.

Policy 17.4 Annexation: Annexation of the River Road and Santa Clara areas will occur only through strict application of state laws and local policies (e.g., ability to extend key urban facilities and services in a timely manner). In each case, Eugene will make every reasonable attempt to provide for annexation only on a voluntary basis and according to prior individual property annexation agreements.

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

Policy 18.1 Green Infrastructure: Invest in infrastructure development that is resilient to disasters, enhances food, water, and energy stability, and preserves ecosystem functions, as feasible.

Policy 18.2 Food Production and Storage: Promote home and neighborhood food production and storage through community education, outreach, programs, and legislative updates to local land use regulations.

Policy 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.

Policy 18.4 Neighborhood-wide Emergency Preparedness: Educate and prepare for natural disasters by increasing access to regular Community Emergency Response Team (CERT) training and through community volunteer efforts.

**Findings in Support of the Adoption of the
River Road-Santa Clara Neighborhood Plan
Metro Plan Amendments
City of Eugene and Lane County
(City File MA 23-5 and County File: 509-PA23-05532)**

Overview

The City of Eugene and Lane County, in collaboration with the River Road and Santa Clara Community Organizations and neighborhood volunteers, have been working together on an updated neighborhood plan that creates a vision for growth and development in a manner that respects the River Road-Santa Clara area's unique characteristics and opportunities.

The purpose of the amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan Amendments) is to adopt an updated neighborhood plan that:

- provides policy direction for City and County decision-makers as they consider future legislative actions
- guides City and County staff in:
 - formulating proposed changes to local land use regulations and other regulatory documents
 - developing other work programs and long-range planning projects
 - preparing budgets and capital improvement programs
- calls for collaboration as well as continued or additional efforts from the River Road and Santa Clara Community Organizations and other community partners

Metro Plan Amendments

The proposal involves a Type II Metro Plan Amendment pursuant to EC 9.7705(2)(b) to:

- adopt the new River Road- Santa Clara Neighborhood Plan as a refinement of the *Eugene-Springfield Metropolitan Area General Plan* (Metro Plan);
- remove Chapter II Section F from the Metro Plan as well as references to the section in the Table of Contents and Chapter II Introduction of the Metro Plan;
- Amend Appendix B to the Metro Plan to add a reference to the new River Road- Santa Clara Neighborhood Plan.

The proposed River Road-Santa Clara Neighborhood Plan (Neighborhood Plan) creates a vision for growth and development in a manner that respects the area's unique characteristics and opportunities and includes vision statements, goals, and policies that reflect community values, aspirations, and priorities expressed during outreach. The Neighborhood Plan provides policy direction for City and County decision-makers as they consider future legislative actions, and guides City and County staff in formulating proposed changes to local land use regulations and other regulatory documents, developing other work programs and long-range planning projects, and preparing budgets and capital improvement programs. The Neighborhood Plan also calls for collaboration and continued or additional efforts and advocacy from the River Road and Santa Clara Community Organizations and other community partners. In addition to the Neighborhood Plan, a non-regulatory Action Plan was developed with input from the community; however, the Action Plan is not a land use plan, is not regulatory in nature, and will not be

adopted by either the Eugene City Council or the Lane County Board of Commissioners. As such, these findings need not and do not address compliance of the Action Plan with land use approval criteria.

In 1980, the Oregon Environmental Quality Commission (EQC) concluded that a public health hazard existed for people using the River-Road Santa Clara aquifer, resulting from ground water contamination from individual septic tank disposal systems. As part of the acknowledgment process for the 1982 Metro Plan, the Oregon Land Conservation and Development Commission provided direction that an urban services plan be developed for both River Road and Santa Clara and that City of Eugene provide those services. This direction was memorialized in the text of the 1982 Metro Plan. After the 1987 River Road-Santa Clara Urban Facilities Plan was adopted, the River Road-Santa Clara specific text in the Metro Plan was revised in 1987 to reflect adoption of the Urban Facilities Plan, and moved into Chapter II Section F of the Metro Plan, “River Road and Santa Clara Goals, Findings, Objectives, and Policies,” with the intention that the policies would lead to the delivery of urban services to the River Road and Santa Clara areas, most specifically wastewater service. The 1987 Urban Facilities Plan policies address the extension of wastewater service to the River Road-Santa Clara area in order to address the groundwater pollution problem. Policies were also added to Chapter II Section F of the Metro Plan that addressed extension of wastewater service to the area. Since the 1987 Urban Facilities Plan and the Chapter II Section F Metro Plan policies were adopted, additional planning tools have been made available for planning for wastewater and other urban services; for example, Eugene’s Wastewater Master Plan, the City’s Capital Improvement Program, and the regional Public Facilities and Services Plan. Consistent with the policy direction contained in the 1987 Urban Facilities Plan and Chapter II Section F of the Metro Plan, wastewater has been extended throughout the River Road-Santa Clara area. As a result, the properties in the River Road and Santa Clara basins are fully served with wastewater service, with the exception of the eastern fringe, and some limited in-fill. For these reasons, the policies in Chapter II Section F from the Metro Plan are no longer necessary and are proposed for removal.

Additionally, a set of proposed amendments to the City of Eugene’s Land Use Code which would apply within portions of the River Road and Santa Clara areas that are within the city limits are also included in the proposed adoption package. The Code Amendments only apply within the City of Eugene and therefore will only be adopted by the City of Eugene. The proposed code amendments are not addressed in these findings. The Eugene City Council will adopt a separate ordinance and a separate set of findings in order to approve the proposed code amendments. These findings only address the Metro Plan Amendments that must be adopted by both the Eugene City Council and the Lane County Board of Commissioners.

Metro Plan Amendment Criteria

City of Eugene Criteria

EC 9.7735 Metro Plan Amendments – Criteria for Approval.

- (1) The proposed amendment is consistent with the relevant Statewide Planning Goals; and**
- (2) The proposed amendment does not make the Metro Plan internally inconsistent; and**
- (3) When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.**

Lane County Criteria**LC 12.300.030 Metro Plan Amendment Criteria**

The following criteria will be applied by the Board of Commissioners and other applicable governing body or bodies in approving or denying a Metro Plan amendment application:

- A. The proposed amendment is consistent with the relevant Statewide Planning Goals; and
- B. The proposed amendment does not make the Metro Plan internally inconsistent.

Consistency with Statewide Planning Goals**City of Eugene Criteria****EC 9.7735 Metro Plan Amendments – Criteria for Approval.**

- (1) The proposed amendment is consistent with the relevant Statewide Planning Goals

Lane County Criteria**LC 12.300.030 Metro Plan Amendment Criteria**

- A. The proposed amendment is consistent with the relevant Statewide Planning Goals

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

The City's and County's acknowledged procedures for adoption of legislative land use decisions, located in sections 9.7700 through 9.7735 (Metro Plan Amendment Procedures) of the Eugene Code, 1971, and sections 12.300.005 through 12.300.035 (Eugene-Springfield Metropolitan Area General Plan Element) of the Lane County Code, ensure the opportunity for community members to be involved in all phases of the legislative land use decision process and set out the requirements for such involvement.

These Metro Plan amendments do not amend or affect either jurisdiction's state acknowledged citizen involvement program. As addressed below, the process for adopting these Metro Plan amendments complies with Goal 1 because it is consistent with the citizen involvement provisions cited above.

The City's citizen involvement program is adopted into the Eugene Code. The County's citizen involvement program is adopted into the county regulations applicable to the Eugene urban transition area (the area outside the city limits but within the urban growth boundary) and the Lane Code. Both the City and County regulations include a formal land use review procedure with public notification, meetings, and hearings. The public engagement actions for the neighborhood planning work were completed consistently with the City's and County's acknowledged citizen involvement programs and went beyond the requirements of those programs to ensure that citizens had opportunities to be involved in the process.

This package of Metro Plan amendments has been the subject of extensive public involvement over the course of several years. The document titled *River Road-Santa Clara Neighborhood Plan Engagement Summary* attached to these Findings as Appendix 1 and hereby adopted as additional findings of compliance with Goal 1, summarizes the public engagement efforts used to educate the public and

obtain feedback on the River Road-Santa Clara Neighborhood Plan throughout each phase of the planning process.

A final round of community engagement took place during the adoption phase, leading up to the pre-adoption notice provided to the Department of Land Conservation and Development. In March 2023, the Neighborhood Plan's Community Advisory Committee approved bringing the draft Neighborhood Plan, a non-regulatory Action Plan, and neighborhood-specific code amendments out for community feedback, kicking-off the broader engagement process for the adoption phase. Updated drafts of the Neighborhood Plan, Action Plan, and the neighborhood-specific code amendments were published to the project website and the project's Engage Eugene site, part of the City of Eugene's online engagement platform.

Project staff distributed information about the neighborhood planning process and the adoption process through a variety of digital media, including the project website, Engage Eugene webpage, social media, and e-newsletters from the City Planning Division and both community organizations. Project staff also developed summary documents and graphics that were made available online and at in-person events.

In early May 2023, project staff mailed a postcard to all property owners and residents of the River Road and Santa Clara neighborhoods, approximately 16,800 people. The postcard featured ways to engage during the adoption phase, including virtual information sessions, an in-person community event, a meeting toolkit, and an online feedback form.

A joint public hearing on the proposed River Road-Santa Clara Neighborhood Plan was held by the Eugene and Lane County Planning Commissions on October 17, 2023. Consistent with City and County code requirements, the Planning Commissions' joint public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice. Notices were provided at the following times:

September 12, 2023:	The City's proposed River Road-Santa Clara neighborhood-specific code amendments, the City and County's proposed Metro Plan amendments, and notice of the Joint Planning Commission public hearing on the amendments were filed with the Oregon Department of Land Conservation and Development.
September 15, 2023:	Notice of the Joint Planning Commission public hearing on the proposed amendments was mailed to the parties listed in section 9.7725 and 9.7520(2) of the Eugene Code and to the individuals and entities on the City's interested parties list.
September 22, 2023:	Notice of the Joint Planning Commission public hearing was published in the Register Guard Newspaper.
October 17, 2023:	The Eugene and Lane County Planning Commissions held a joint public hearing on the proposed Metro Plan Amendments and the Eugene Planning Commission held a public hearing on the proposed Land Use Code Amendments.

A joint public hearing on the proposed River Road-Santa Clara Neighborhood Plan was held by the Eugene City Council and Lane County Board of Commissioners on March 12, 2024. Consistent with City and County code requirements, the City Council and Board of Commissioner's joint public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice.

In addition, information concerning the River Road-Santa Clara Neighborhood Plan, including the dates of the public hearings and instructions on how to submit testimony, was posted on the City of Eugene website and project updates were provided via email to the Planning Division e-newsletter that is sent to over 17,000 subscribers, as well as to the River Road-Santa Clara Neighborhood Plan interested parties list which includes over 1,600 subscribers.

These processes afforded ample opportunity for citizen involvement; therefore, the Metro Plan amendments are consistent with Statewide Planning Goal 1.

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

Guiding land use processes and a policy framework for the lands within the Eugene city limits exist within the *Metro Plan*, the *Envision Eugene Comprehensive Plan*, adopted Refinement Plans, and Chapter 9 of the Eugene Code. Guiding land use processes and a policy framework for lands outside the city limits but within the *Metro Plan* boundary exist within the *Metro Plan* and Chapter 12 of the Lane Code.

The Eugene and Lane County codes specify the procedures and criteria that were used in considering these Metro Plan amendments. These findings and the record for this land use decision show that there is an adequate factual base for the amendments. The River Road and Santa Clara Community Organizations, City of Eugene and Lane County staff, consultants and neighborhood volunteers have worked together since fall 2017 to create a neighborhood plan with a vision for growth and development in a manner that respects the area's unique characteristics and opportunities, which will guide decision-making in River Road and Santa Clara for decades to come. The Neighborhood Plan reflects the community values, aspirations, and priorities expressed during outreach.

The Goal 2 coordination requirement is met when the City of Eugene and Lane County engage in an exchange, or invite an exchange, between the City, County and any affected governmental unit and when the City and County use the information obtained in the exchange to balance the needs of their constituents. In addition to the City and County's collaboration on these amendments, the City and County engaged in an exchange about the subject of these amendments with affected local government units. Specifically, the City and County provided notice of the proposed action and opportunity to comment to the Oregon Department of Land Conservation and Development, the City of Springfield, and special districts including the River Road Water District, River Road Parks and Recreation District, Santa Clara Water District, Junction City Water Control District, Santa Clara Rural Fire Protection District, Lane Fire Authority, and Lane Transit District. There are no exceptions to Statewide Planning Goal 2

required for these amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

Statewide Planning Goal 3 – Agricultural Lands. To preserve agricultural lands.

The Metro Plan amendments do not change the zoning or plan designation for any lands designated by the comprehensive plan for agricultural use. To the extent that there are properties within the Neighborhood Plan Area that are currently designated and/or zoned for agricultural use, the Metro Plan amendments do not change the zoning or designation of those properties or force a discontinuance of agricultural practices. For these reasons, the amendments are consistent with Statewide Planning Goal 3.

Additionally, the Metro Plan amendments are consistent with Statewide Planning Goal 3 because the Neighborhood Plan includes goals and policies intended to preserve agricultural lands and practices, including: Goal 10, “Preserve agricultural land and open spaces within the Neighborhood Plan boundary;” and Policy 10.1 provides “Agricultural Land Preservation Outside the Eugene Urban Growth Boundary (UGB): Preserve high value farmland (Class 1 and Class 2 soils) outside the UGB for farm use, where feasible or as the state allows.”

Statewide Planning Goal 4 – Forest Lands. To conserve forest lands.

The amendments do not affect any lands designated by the comprehensive plan for forest use. The amendments are therefore consistent with Statewide Planning Goal 4.

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

OAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA [Post Acknowledgement Plan Amendment] unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

These Metro Plan amendments do not create or amend the City’s or County’s list of Goal 5 resources, do not amend a code provision adopted to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site, and do not amend the acknowledged urban growth boundary. For these reasons, the

amendments are consistent with Statewide Planning Goal 5.

Additionally, the Metro Plan amendments are consistent with Statewide Planning Goal 5 because the Neighborhood Plan includes goals and policies that are intended to conserve open space and protect natural and historic resources, including: Goal 7, “Maintain and create natural areas which are healthy, thriving spaces that provide habitat for native species and function as natural infrastructure;” and Policy 7.4 “Public Natural Areas: Create new and enhance existing natural areas, including within the Willamette River Greenway, that are accessible to all residents.”

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

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. The Metro Plan amendments will remove Chapter II Section F from the Metro Plan, which to a large extent focuses on sanitary sewer service in the River Road Santa Clara area.

In the 1980’s, after a groundwater pollution problem became apparent in the River Road Santa Clara area, the City accepted responsibility for providing sewer service to River Road and Santa Clara to address the health hazard and remedy the situation. The policies in Chapter II Section F of the Metro Plan focus on the provision of a wastewater system and implementation of the River Road-Santa Clara Urban Facilities Plan (1987). The implementation piece of the Urban Facilities Plan related to providing sewers to the River Road-Santa Clara area has been executed and removing Chapter II Section F from the Metro Plan will have no impact on the provision of wastewater service and will not negatively affect the quality of the water resources of the state.

The City of Eugene’s 2020 Wastewater Master Plan states that, “With the exception of the eastern fringe, and some limited in-fill, the properties in the River Road and Santa Clara basins are fully served.” The Wastewater Master Plan also notes that much of the wastewater lines in the River Road and Santa Clara basins have been built since the 1980’s and 1990’s, “The River Road basin includes nine sub-basins, all south of the Beltline Highway between the Willamette River and Northwest Expressway. With the exception of the West Bank interceptor built in 1951, the 48 miles of wastewater lines in this basin were built since 1971. Of those 48 miles, 37 miles were built since 1990. The Santa Clara basin includes 10 sub-basins, all north of Beltline and east of Northwest Expressway. The majority of the 82-mile system has been built since 1980.”

These Metro Plan amendments do not affect other existing regulations or adopted plan provisions for protection of air, water, and land resources. Therefore, the amendments are consistent with Statewide Planning Goal 6.

Statewide Planning Goal 7 - Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards.

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, wildfires and earthquakes and related hazards.

The City and County protect people and property from natural hazards through various land use and building code requirements. The Metro Plan amendments do not make changes to adopted policies or regulations that protect people and property from natural hazards.

Based on these findings, the amendments are consistent with Statewide Planning Goal 7.

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

Goal 8 ensures that recreational facilities are provided to Oregon residents and is primarily concerned with the provision of recreational facilities in non-urban areas of the state. These amendments do not affect the City's or County's provisions for, or access to, recreation areas, facilities, or recreational opportunities. Therefore, the amendments are consistent with Statewide Planning Goal 8.

Additionally, the amendments are consistent with Statewide Planning Goal 8 because the Neighborhood Plan contains goals and policies related to providing parks access, connectivity, promoting recreational uses along the river, and expanding parks and recreation services. For example, the Neighborhood Plan's Goal 8 states, "Provide neighborhood access to recreational opportunities, parks, and community centers." Goal 8 is supported by multiple policies, including Policy 8.3, "Recreational Opportunities and Community Centers: Enhance equitable access to recreational opportunities and well-maintained community centers."

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

Goal 9 requires local governments to evaluate the supply and demand of commercial land relative to community economic objectives. Goal 9 and Chapter 660, division 009 of the Oregon Administrative Rules, which implements the requirements of Goal 9, require the City and County to provide, within the UGB, through their adopted comprehensive plans, at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses. This need was addressed when the City and County adopted a Eugene-specific UGB in 2017, which included an expansion for industrial land. The Envision Eugene Employment Land Supply Study includes an acknowledged inventory of land for economic growth and activity in Eugene's UGB. That inventory is expected to address the City's needs for such land through 2032. Chapter 660, division 009 of the Oregon Administrative Rules does not require or restrict planning for industrial and other employment uses outside urban growth boundaries. The City's and County's policies pertaining to employment are housed in their relevant comprehensive plans. These amendments will not rezone or redesignate any properties and do not impact the supply of industrial or commercial lands. Therefore, the amendments are consistent with Statewide Planning Goal 9.

Additionally, the amendments are consistent with Statewide Planning Goal 9 because the Neighborhood Plan contains vision, goals, and policies related to economic development. Economic development is

one of five topic areas included in the Neighborhood Plan. The Plan's goals aim to encourage the growth and creation of local businesses, promote redevelopment and mixed-use buildings, and create employment opportunities that offer a living wage.

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

Goal 10 requires local governments to provide an adequate supply of buildable land within the UGB to accommodate their city's estimated housing needs for a 20-year planning period. When the City and County approved Eugene's UGB in 2017, they adopted, and received State acknowledgement of a 20-year inventory of buildable lands for residential use. The Envision Eugene Residential Land Supply Study (2012-2032) was adopted in 2017 as a refinement of the *Envision Eugene Comprehensive Plan* and complies with the requirements of Goal 10 and Chapter 660, Division 008 of the Oregon Administrative Rules.

The Envision Eugene Residential Land Supply Study includes an inventory of buildable lands for residential use. According to the Residential Land Supply Study, there is sufficient buildable residential land within Eugene's acknowledged urban growth boundary to meet the identified land need. These amendments do not impact the supply of residential buildable land within Eugene's UGB. No land is being re-designated from a residential use to a non-residential use, and the amendments do not otherwise diminish the amount of land available for residential use.

Goal 10 also requires local governments to conduct a Housing Needs Analysis (HNA) to assess whether their estimated housing needs for a 20-year planning period can be satisfied within the UGB. The Envision Eugene Residential Land Supply Study (2017) includes an HNA. These amendments do not impact the supply of residential buildable lands or affect the estimated housing needs within Eugene's UGB. Therefore, the amendments are consistent with Statewide Planning Goal 10.

Additionally, the amendments are consistent with Statewide Planning Goal 10 because the Neighborhood Plan contains goals and policies related to housing needs. For example, Goal 12 of the Neighborhood Plan reads, "Plan for future housing that addresses the needs of the community." Policies also highlight planning for affordable housing and pursuing innovative housing strategies.

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

Goal 11 requires that urban development be supported by urban facilities and services. Goal 11 and ORS 197.712 require a public facilities plan for water, sewer and transportation services within Eugene's UGB. The Land Conservation and Development Commission has acknowledged the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (PFSP) as the public facilities plan for wastewater, water and stormwater facilities within Eugene's UGB. The PFSP is a refinement plan of the Metro Plan, adopted by Lane County, the City of Eugene, and the City of Springfield. The *Eugene 2035 Transportation System Plan* is the transportation element of Eugene's comprehensive land use plan, applies within Eugene's UGB, and was designed to support the *Envision Eugene* project, the community's evolving plan for how Eugene will grow for the next 20 years. Transportation planning is addressed under Goal 12, below.

Exhibit B

These Metro Plan amendments do not affect the planning or development of future public facilities or services. The amendments do not make changes to the provision of public facilities and services within Eugene's UGB or to the currently adopted *Eugene/Springfield Public Facilities and Services Plan (PFSP)*. Consistent with the PFSP, the City will continue to plan and develop public facilities to support the land uses designated in the City's acknowledged comprehensive plan, for lands located within Eugene's UGB. The amendments are consistent with Statewide Planning Goal 11.

The City of Eugene updated the PFSP during the adoption of Eugene Urban Growth Boundary in 2017 to ensure that all lands within the UGB could be served.

These Metro Plan amendments will remove Chapter II Section F from the Metro Plan, which to a large extent focuses on the provision of sanitary sewer service in the River Road Santa Clara area. In the 1980's, after a groundwater pollution problem became apparent in the area, the City accepted responsibility for providing sewer service to River Road and Santa Clara to address the health hazard and remedy the situation. The implementation of the River Road-Santa Clara Urban Facilities Plan (1987) related to providing sewers to the River Road-Santa Clara area has been executed and removing the related policies in Chapter II Section F of the Metro Plan will have no impact on the provision of wastewater service to the area or on the current PFSP (which was adopted in 2001, subsequent to the groundwater pollution problems and the Urban Facilities Plan).

The City of Eugene's 2020 Wastewater Master Plan states that, "With the exception of the eastern fringe, and some limited in-fill, the properties in the River Road and Santa Clara basins are fully served." The Wastewater Master Plan also notes that much of the wastewater lines in the River Road and Santa Clara basins have been built since the 1980's and 1990's, "The River Road basin includes nine sub-basins, all south of the Beltline Highway between the Willamette River and Northwest Expressway. With the exception of the West Bank interceptor built in 1951, the 48 miles of wastewater lines in this basin were built since 1971. Of those 48 miles, 37 miles were built since 1990. The Santa Clara basin includes 10 sub-basins, all north of Beltline and east of Northwest Expressway. The majority of the 82-mile system has been built since 1980."

The implementation piece of the Urban Facilities Plan related to providing sewers to the River Road-Santa Clara area has been executed and removing Chapter II Section F from the Metro Plan will have no impact on the provision of public services and facilities or the current PFSP. Based on these findings, these amendments are consistent with Statewide Planning Goal 11.

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

The Transportation Planning Rule (OAR 660-012-0060) contains the following requirement:

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) *Change standards implementing a functional classification system; or*
- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
 - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

The State's Transportation Planning Rule requires that land use changes that would significantly affect a transportation facility provide mitigation measures to address the anticipated impacts. The Metro Plan amendments will not significantly affect a planned or existing transportation facility, and no changes to existing, adopted land use designations or zoning of properties are proposed. The amendments will not change the functional classification of an existing or planned transportation facility, nor will they change any standards implementing a functional classification system. Further, because the Metro Plan amendments do not alter or affect allowed land uses, the amendments will not result in levels of travel or access which are inconsistent with the functional classification of an existing or planned transportation facility or degrade the performance standards of an existing or planned transportation facility so that it will not meet the performance standards identified in the *Eugene 2035 Transportation System Plan*, or *Lane County Transportation System Plan*, the City's and County's respective adopted transportation system plans. Therefore, the Metro Plan amendments are consistent with Statewide Planning Goal 12.

Additionally, the amendments are consistent with Statewide Planning Goal 12 because the Neighborhood Plan includes vision, goals, and policies related to transportation. Transportation is one of five topic areas that the Neighborhood Plan focuses on. The Plan's goals aim to implement a transportation system that is safe for all users, is efficient, equitable, and affordable as well as future oriented and environmentally responsible.

Statewide Planning Goal 13 – Energy Conservation. To conserve energy.

Goal 13 provides guidance on the management of land and land uses to maximize the conservation of energy. Consistent with the language of Goal 13, the Neighborhood Plan includes a policy related to

renewable resources and energy that reads, “Promote renewable resources and energy conservation to decrease reliance on public utility grid through community education, outreach, and incentives.” The amendments do not change any local energy policy or implementing provisions. Therefore, the amendments are consistent with Statewide Planning Goal 13.

Statewide Planning Goal 14 – Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Goal 14 requires cities to plan for urbanization within an urban growth boundary. The Neighborhood Plan Boundary includes urban, rural, and urban transition areas, but the Metro Plan amendments will not change any zoning, plan designations, or annexation procedures applicable to properties within the Neighborhood Plan boundary nor do they amend the acknowledged urban growth boundary.

The Metro Plan amendments include removing a policy related to annexation in the River Road and Santa Clara areas from the Metro Plan; however, this policy is now included verbatim in the Neighborhood Plan. This policy reads, “Annexation of the River Road and Santa Clara areas will occur only through strict application of state laws and local policies (e.g., ability to extend key urban facilities and services in a timely manner). In each case, Eugene will make every reasonable attempt to provide for annexation only on a voluntary basis and according to prior individual property annexation agreements.” The Metro Plan amendments will not change any annexation procedures and will not force County residents to annex into the City.

These amendments do not affect the City and County’s provisions regarding the transition of land from rural to urban uses. Therefore, the amendments are consistent with Statewide Planning Goal 14.

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

Goal 15 is designed to “protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.” The River Road-Santa Clara Neighborhood Plan boundary includes lands within the Willamette River Greenway; however, the Metro Plan amendments do not contain any changes to the City’s or County’s Willamette River Greenway regulations. Therefore, the amendments are consistent with Statewide Planning Goal 15.

Additionally, the amendments are consistent with Statewide Planning Goal 15 because the Neighborhood Plan includes policies aimed at conserving, enhancing and protecting the Willamette River Greenway, including: Policy 14.3 “Willamette River Compatibility: Encourage development that is less intense along the river by making legislative updates to local land use regulations that include additional standards to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette River Greenway;” and Policy 7.4 “Public Natural Areas: Create

new and enhance existing natural areas, including within the Willamette River Greenway, that are accessible to all residents.”

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

There are no estuarine, coastal, beach and dune, or ocean resources related to the lands affected by these amendments. Therefore, Statewide Planning Goals 16, 17, 18, and 19 do not apply.

Internal Metro Plan Consistency

City of Eugene Criteria

EC 9.7735 Metro Plan Amendments – Criteria for Approval.

(2) The proposed amendment does not make the Metro Plan internally inconsistent; and

Lane County Criteria

LC 12.300.030 Metro Plan Amendment Criteria

B. The proposed amendment does not make the Metro Plan internally inconsistent.

These Metro Plan amendments, including adoption of the River Road-Santa Clara Neighborhood Plan, do not make the Metro Plan internally inconsistent. As stated in the Neighborhood Plan, if inconsistencies occur between the Neighborhood Plan and the Metro Plan, the Metro Plan is the prevailing policy document.

Metro Plan Policies

The Neighborhood Plan and Metro Plan amendments are consistent with the following policies from the Metro Plan (identified below in *italics*).

Chapter II C. Growth Management Goals, Findings, and Policies

C.5 To maintain the existing physical autonomy of the smaller outlying communities, urban development on agricultural and rural lands beyond the UGB shall be restricted and based on at least the following criteria:

- a. Preservation and conservation of natural resources*
- b. Conformity with the policies and provisions of the Lane County Rural Comprehensive Plan that borders the metropolitan area*
- c. Conformance with applicable mandatory statewide planning goals*

The Neighborhood Plan includes a policy that aims to preserve agricultural land outside the UGB, consistent with this Metro Plan policy. Neighborhood Plan Policy 10.1 states, “Preserve high value farmland (Class 1 and Class 2 soils) outside the UGB for farm use, where feasible or as the state allows.”

C.10 Annexation to a city through normal processes shall continue to be the highest priority.

C.15 Ultimately, land within the UGB shall be annexed to a city and provided with the required minimum level of urban facilities and services. While the time frame for annexation may vary, annexation should occur as land transitions from urbanizable to urban.

The Neighborhood Plan is consistent with the Metro Plan policies C.10 and C.15, as the Neighborhood Plan intends to continue current annexation policies. The Metro Plan amendments include removing a policy related to annexation in the River Road and Santa Clara areas from the Metro Plan; however, this policy is now included verbatim in the Neighborhood Plan. As stated in Neighborhood Plan Policy 17.4, “annexation of the River Road and Santa Clara areas will occur only through strict application of state laws and local policies (e.g., ability to extend key urban facilities and services in a timely manner). In each case, Eugene will make every reasonable attempt to provide for annexation only on a voluntary basis and according to prior individual property annexation agreements.” Annexation is voluntary, however it is typically required when a property owner proposes to develop a property that is within the UGB but not within city limits as a condition of certain land use approvals.

Chapter II F. River Road and Santa Clara Goals, Findings, Objectives, and Policies

The deleted section of the Metro Plan (Chapter II Section F. River Road and Santa Clara Goals, Findings, Objectives, and Policies) is no longer relevant or necessary. The deleted findings, objectives, and policies were relevant to the implementation of the 1987 *River Road-Santa Clara Urban Facilities Plan*; many having to do with the provision of wastewater service as discussed under Statewide Planning Goal 11 above. The findings, objectives, and policies in Chapter II Section F reflect the situation at the time the Urban Facilities Plan was completed and the resulting implementation of that plan. The policies in this section have been addressed since their initial adoption. This section of the Metro Plan is no longer necessary because wastewater infrastructure in the area has been built and service was extended to developed properties to address the groundwater pollution problem that was present at the time this Metro Plan text was originally adopted.

Policy 3 of Chapter II, Section F of the Metro Plan, concerning annexation of properties in the River Road and Santa Clara areas will be deleted from the Metro Plan but has been included as Policy 17.4 in the Neighborhood Plan. The annexation policy provides: “Annexation of the River Road and Santa Clara areas will occur only through strict application of state laws and local policies (e.g., ability to extend key urban facilities and services in a timely manner). In each case, Eugene will make every reasonable attempt to provide for annexation only on a voluntary basis and according to prior individual property annexation agreements.”

Chapter III A. Metropolitan Residential Land Use and Housing Element

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

The Neighborhood Plan includes policies related to reducing impacts from surrounding uses. For example, Neighborhood Plan Policy 14.1 states, “Compatibility Transitions: Enhance compatibility through development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets between adjacent properties that are zoned differently through legislative updates to local land use regulations.”

A.36 Coordinate public, private, and consumer sectors of the area’s housing market, including public-private partnerships, to promote housing for low- and very low-income households and to increase housing density and types.

Consistent with this Metro Plan policy, Neighborhood Plan Policy 12.2 aims to plan for affordable housing in the River Road and Santa Clara neighborhoods through collaboration with community partners. The policy states, “Affordable Availability: Plan for affordable and moderate-income housing throughout the River Road and Santa Clara neighborhoods through strategies, funding, partnerships, and execution of the City and County’s housing plans.”

Chapter III C. Environmental Resources Element

C.2 Designated agricultural lands shall be protected for agricultural uses through zoning for exclusive farm use or equivalent acceptable zoning and through application of other protective measures.

Consistent with this Metro Plan policy, Neighborhood Plan Policy 10.1 aims to protect agricultural land outside the UGB. It states, “Preserve high value farmland (Class 1 and Class 2 soils) outside the UGB for farm use, where feasible or as the state allows.”

Chapter III D. Willamette River Greenway, River Corridors, and Waterways Element

D.3 Eugene, Springfield, and Lane County shall continue to cooperate in expanding water-related parks and other facilities, where appropriate that allow access to and enjoyment of river and waterway corridors.

D.9 Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.

The Neighborhood Plan is consistent with these Metro Plan policies, as it contains similar policies, including Policy 9.1, “Safe and Convenient Access: Provide safe and convenient access to the riverbank park system for people walking, biking, and using mobility devices,” and Policy 9.2, “Stewardship of the Willamette River Ecosystem: Work with the community and non-profit organizations to balance preservation and access to the river.” The Willamette River Greenway is a valued asset to the River Road and Santa Clara neighborhoods.

Chapter III E. Environmental Design Element

E.3 The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping areas (where feasible) and new streets and reconstruction of major arterials within the UGB.

Consistent with this Metro Plan policy, preserving and planting street trees is reflected in Neighborhood Plan Policy 7.5, “Tree Canopy: Promote, conserve, protect, and improve our urban forest by preserving

and planting street trees and encouraging private property owners to plant trees with education and incentives, consistent with Eugene's Urban Forestry program."

Chapter III F. Transportation Element

F.3 Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

F.10 Protect and manage existing and future transportation infrastructure.

F.11 Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.

F.13 Support transportation strategies that enhance neighborhood livability.

F.18 Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.

F.26 Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

Consistent with the transportation element in the Metro Plan, one of the five topic areas in the Neighborhood Plan also focuses on transportation. Both sections include policies related to infrastructure improvements, connectivity, safety for all users, and creating pedestrian-friendly environments. See the related Neighborhood Plan policies below:

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

Policy 5.4 Traffic Management: Prioritize transportation infrastructure improvements to support the traffic flow and enhance safety objectives.

Policy 13.1 Key Areas for Development: Support more development and redevelopment in key areas for residential, commercial, and mixed-use development through legislative updates to local land use regulations.

Policy 4.1 Safety and Accessibility: Improve safety and accessibility for people walking, biking, and using mobility devices.

Policy 5.1 Regional Transportation Network: Work towards convenient, equitable, and affordable access to a regional pedestrian, bicycle, transit, and vehicle network throughout the River Road and Santa Clara neighborhoods.

Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.

Chapter III G. Public Facilities and Services Element

G.9 Wastewater conveyance and treatment shall be provided to meet the needs of projected growth inside the UGB that are capable of complying with regulatory requirements.

Chapter II Section F of the Metro Plan includes policies related to providing wastewater in the River Road and Santa Clara areas. Removing these policies will have no impact on the provision of wastewater service to the area. This section of the Metro Plan is no longer necessary because wastewater infrastructure in the area has been built and service was extended to developed properties to address the groundwater pollution problem that was present at the time this Metro Plan text was originally adopted.

City of Eugene Criteria

EC 9.7735 Metro Plan Amendments – Criteria for Approval.

(3) When the city-specific local comprehensive plan also applies, the proposed amendment is consistent with the city-specific local comprehensive plan.

The City Council finds that the Metro Plan amendments are consistent with the Eugene-specific local comprehensive plan, the *Envision Eugene Comprehensive Plan (Envision Eugene)*. The currently adopted chapters of the *Envision Eugene Comprehensive Plan* include Economic Development, Transportation, Administration & Implementation, and Eugene Urban Growth Boundary. The Neighborhood Plan's economic development policies are consistent with those in *Envision Eugene*, such as the promotion of locally-owned businesses, capitalizing on Eugene's economic advantages, and employment growth.

As discussed in Statewide Planning Goals 11 and 12 above, the *Eugene 2035 Transportation System Plan (TSP)* is the transportation element of Eugene's comprehensive land use plan. The Neighborhood Plan is consistent with and aligns with policies in the TSP, especially those related to walkable neighborhoods and compact development. For example, one of the TSP system-wide policies is to "Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure" and one of the transit policies aims to "Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas."

The Neighborhood Plan does not affect the maintenance or updating of the comprehensive plan, any related monitoring efforts, or the Eugene urban growth boundary. Therefore, these amendments are consistent with the *Envision Eugene Comprehensive Plan*.

Refinement Plan Amendment Criteria**City of Eugene Criteria****EC 9.8424 Refinement Plan Amendment Approval Criteria.**

Approval, or approval with modifications shall be based on compliance with the following criteria:

(1) The refinement plan amendment is consistent with all of the following:

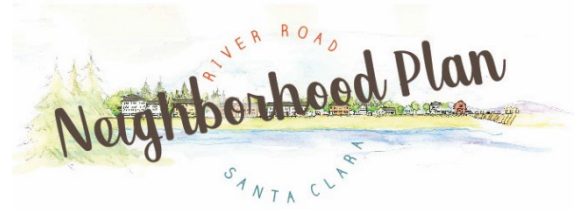
- (a) Statewide planning goals.**
- (b) Applicable provisions of the Metro Plan.**
- (c) Remaining portions of the refinement plan.**

EC 9.8422 states, "Refinement plan amendment procedures only apply when specific changes are proposed to an existing refinement plan that covers areas only within the jurisdiction of the city. The procedures are not applicable to comprehensive updates of an entire refinement plan."

The refinement plan criteria in EC 9.8424 do not apply to the Metro Plan amendments because the amendments adopt a new refinement plan, they do not amend an existing refinement plan.

However, even if the Refinement Plan Amendment criteria in EC 9.8424 did apply, the City Council finds that the criteria in subsections (a) and (b) have been addressed above and the criterion in subsection (c) is not applicable.

River Road-Santa Clara Neighborhood Plan Engagement Summary



Launched in fall 2017, the River Road-Santa Clara neighborhood planning process has been a collaborative effort among community members, River Road Community Organization (RCCO), Santa Clara Community Organization (SCCO), City of Eugene, Lane County, and other stakeholders throughout both neighborhoods. The process had six phases: Reaching Out, Neighborhood Visioning, Neighborhood Priorities, Policy Development, Action Planning, and Adoption, with opportunities for community and stakeholder feedback along the way. This engagement summary includes the community engagement objectives and outcomes from each of the six planning phases.

In July 2017, the Eugene Planning Commission (acting as the Citizen Involvement Committee) approved the RRSC Neighborhood Planning Public Involvement Plan. The Project Management Team committed to a community engagement process that was:

- **Meaningful:** creates a vision crafted with beauty, fun, warmth, and welcome
- **Accountable:** responds to ideas, critique, comments, and praise
- **Inclusive:** communicates with all stakeholders, including the under-represented, outside of structured meetings, in ways that people understand and can relate to
- **Transparent:** makes decisions public; shares information in a variety of formats and places
- **Realistic:** informs about constraints, opportunities, and objectives
- **Outcome-oriented:** creates a community-supported and council-adopted neighborhood plan!

The Public Involvement Plan and the associated Project Charter (July 2017) established several foundational, community-led groups that would lead neighborhood planning, including:

- **Community Advisory Committee (CAC):** A group of 11 voting members, appointed by the Eugene Planning Commission, that represent the varied voices of the two neighborhoods. The CAC was responsible for considering the full breadth of public input, developing operating rules, working with City and County staff to reach a mutually agreed upon community vision and plan that works within the larger Envision Eugene community vision, and making a final community recommendation.
- **Project Management Team (PMT):** A small core team of the CAC co-chairs and City and County staff tasked with carrying out the project in accordance with the Project Charter.
- **Technical Advisory Committee (TAC):** Composed of City and partner agency staff to serve as advisory body to the Project Management Team and the Community Advisory Committee. The TAC represented their own project or departmental interests and communicated how the neighborhood-specific issues fit within the broader City/County context.
- **Topic Area Working Groups:** Each group focused on one of the Plan's priority areas and included community members and staff.
- **River Road and Santa Clara Community Organizations:** Both community organizations supported public outreach throughout the project. During key decision points in the project, the organizations led efforts to host meetings and communicate with stakeholders. Both community organizations made recommendations to the CAC to inform the final community recommendation on the plan adoption package.

River Road-Santa Clara Neighborhood Plan Engagement Summary



Phase 1: Reaching Out (2017)

In the summer of 2017, the community organizations, volunteers, and staff began the 'Reaching Out' phase to raise awareness about the project and opportunities for input.

The goal of the Reaching Out phase was to give as many community members as possible the opportunity to provide input into the vision for their neighborhood. The results of this outreach identified areas where community members were united, and it flagged some more complicated areas for future neighborhood conversations.

Raising Awareness

Community volunteers and project staff began raising awareness about the project by meeting with neighbors where they were. They promoted the project at fun activities like Sunday Streets and the grand opening of the new River Road Elementary School and during routine errands at the grocery store. Volunteers from the community organizations canvassed their neighborhoods with informational flyers, sent updates in their newsletters, and used social media to share information. In total, there were more than **20 events** in advance of the fall kick-off event.

Kick-off Event

The fall 2017 community event at North Eugene High School was a huge success, with nearly **400 people** filling the Highlander gymnasium. Activities at the kick-off event included a mapping exercise to identify what residents value about the area and a 'my ideas' activity that asked participants to share their future hopes for the neighborhood. Community volunteers and project staff were thrilled with this result but knew there were community members who were unable to attend evening meetings, so an extra effort was made to meet with them at more convenient times and places with targeted outreach.

Targeted Outreach

To bring in fresh voices, the project stepped out of the meeting room and into the community, conducting unique activities with interesting visuals that stimulated important conversations. The project staff and community volunteers formed partnerships with local organizations like St. Vincent DePaul, Food for Lane County, and our local schools. These organizations helped reach a broader cross

River Road-Santa Clara Neighborhood Plan Engagement Summary



section of residents. Small group meetings were held with high school students, affordable housing residents, Spanish speakers, and rural residents in Santa Clara. In addition, a group of neighborhood volunteers and City and County staff did door-to-door canvassing of local businesses to gather their input on the neighborhood.

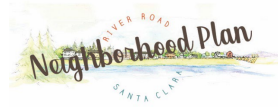
- **Rural Santa Clara:** SCCO includes rural residents who live beyond the urban growth boundary (UGB). Members of this community are more unlikely to participate in broader neighborhood workshops that are not tailored to their unique geographic location. The project staff and volunteers thought it was important to target outreach efforts at these constituencies. A rural Santa Clara workshop in December 2017 attracted **over 20 participants**.
- **Business Canvassing:** Regardless of whether business owners and employees reside in the neighborhood, they have a stake in the outcome of the neighborhood planning process. However, they are often tied to their workplace and may not be able to attend conventional neighborhood outreach events. Community volunteers and project staff made a concerted effort to reach out to businesses in the River Road and Santa Clara neighborhoods. In November and December 2017, neighborhood volunteers teamed with City and County staff to conduct door-to-door outreach. These pairs spoke with nearly **300 businesses** along River Road and in other commercial areas throughout the neighborhoods. They promoted the planning process, conducted interviews, and encouraged business owners and employees to get involved.
- **Inclusive Outreach:** Building a foundation of trust and democracy starts with understanding who has a stake in the outcome of the project and how and when they can participate. Public meetings are often filled with elderly, white, middle-class people listening to public servants slogging through long presentations. To involve youth, low-income residents, people with disabilities, and communities of color, project staff and community volunteers forged relationships with community partners who have earned the trust and respect of historically marginalized community groups through consistent service. Working in collaboration with organizations such as Saint Vincent De Paul, Food for Lane County, and the school districts, the project involved people who do not typically attend public meetings.



*City staff and community volunteers
canvassing neighborhood businesses*

This targeted outreach to rural Santa Clara residents, the business community, and historically marginalized community groups helped diversify the voices involved in the neighborhood planning process. The values, hopes, and concerns expressed by these stakeholders were balanced with those expressed by other members of the public to create a comprehensive community vision.

River Road-Santa Clara Neighborhood Plan Engagement Summary



Phases 2-3: Visioning and Neighborhood Priorities (January – June 2018)

The Visioning and Neighborhood Priorities phases continued focus on raising awareness of the project and asking community members what they valued in their neighborhoods and hopes for the future.

Starting in early 2018, the CAC and topic area Working Groups met monthly to compile and review the feedback received during the Reaching Out phase, recognizing the priorities and values heard during this process, as well as the many years of community engagement through previous planning work. Different themes emerged and the Neighborhood Plan began to develop around five main topic areas: Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community. A vision for the future of the River Road and Santa Clara communities started to appear.

Outreach Questionnaires

In summer 2018, the CAC and Working Groups developed outreach questionnaires for each of the plan topic areas. These questions were used during community forums, an online survey, and several targeted outreach events.

The June 2018 community forums (**attended by over 300 people**) provided a chance for neighbors to come back together and review the community vision, developed by the CAC, working group members and staff, based on community input received in the Reaching Out Phase. They discussed the questionnaire in small groups and heard each other's opinions. The events were held on two different days of the week (Wednesday and Sunday) and at different times (evening and afternoon) to make it more accessible to people with varying schedules. A light meal and activities for children were provided.

Recruitment to these forums included a hard copy invitation mailed to all property owners in River Road and Santa Clara, email invitations to more than **1,000 people** on the project's interested parties list, yard signs at high traffic areas (such as parks and major intersections), and posters in area businesses. In addition, community volunteers attended neighborhood events and personally extended invitations.

River Road-Santa Clara Neighborhood Plan Engagement Summary



The online survey, posted after the June 2018 forums, was disseminated through the website, interested parties emails, area organizations, and Facebook, resulting in **106 completed surveys**.

The project staff and community volunteers worked hard on inclusive outreach to connect with people who were not well represented at the community forum: youth, communities of color, people with disabilities, and low-income residents. Events included a picnic for young families, attendance at the North Eugene Highlanders football team practice, a small group discussion with people with disabilities, and individual conversations with people with limited incomes.



A CAC volunteer guides a neighbor through a survey at a community event

The project collaborated with organizations such as Cornerstone Housing, St. Vincent De Paul, Headstart, Lane Independent Living Alliance, St. Mary's Church, the Confederated Tribes of the Siletz, North Eugene High School, and Huerto de la Familia. This targeted outreach resulted in an **additional 142 completed surveys**.



Chatting with the North Eugene Highlanders football team

River Road-Santa Clara Neighborhood Plan Engagement Summary



Phase 4: Policy Development (July 2018 – May 2019)

After laying the groundwork through the phases of Reaching Out, Visioning, and Neighborhood Priorities, the Policy Development phase started in late 2018 through spring 2019 and focused on the drafting of policies related to the vision and neighborhood priorities developed from community input. Throughout the policy development phase, Working Group meetings were held periodically and interested community members were welcome to attend.

Policy Round-Up

Policy writing was led by the CAC and supported by staff on the TAC as well as Working Group members. At the 'Policy Round-Up' in December 2018, participants sorted the draft policies into broad, cross-cutting themes organized under 18 high-level goals. The goal of the activity was to review the draft policies and identify missing ideas, such as places where certain themes across a topic area were not well represented within the draft policies. More than **60 people** participated.

Triple Bottom Line Sounding Board

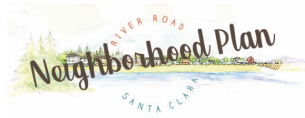
In January 2019, the TAC did a closer review of the policies to ensure that the draft policies aligned with existing City and County policies. In February 2019, the first Triple Bottom Line Sounding Board meeting was held to provide a citywide perspective about the equity, environmental, and economic 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.

River Road Corridor Study

February 2019 brought the first workshops for the River Road Corridor Study.¹ Over the span of the three-day open house the public had a chance to dive into the details and create actual designs for neighborhood centers along River Road. The theme of the first open house was, "Getting Started:

¹ The River Road Corridor Study was a partnership between Lane Transit District and the City of Eugene, supported by a grant from the Federal Transit Administration. The completed study is available here: <https://www.eugene-or.gov/DocumentCenter/View/60545/River-Road-Corridor-Study-FTA-Grant>

River Road-Santa Clara Neighborhood Plan Engagement Summary



Reflecting the Neighborhood Vision and Priorities,” the second “Developing Concepts: Exploring the Ways the Vision Can Take Shape Along the Corridor,” and the third open house concluded with “Establishing Criteria: Refining Ideas and Creating Evaluation Criteria.” These workshops were followed by an email survey to participants asking about additional ideas, concerns, and areas of excitement. For those that couldn’t attend, we developed an online survey to give people an opportunity to weigh in on both high-level principles for the project and some of the early concepts.

As part of the initial workshops, the Corridor Study project staff hosted a Business Round Table, inviting businesses and commercial properties along River Road to talk about design concepts along the corridor and provide input.



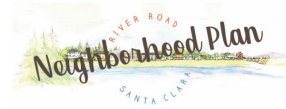
Photos from the Corridor Study Workshop #1

Planning in Action Open House

In April 2019, another community event, the ‘Planning in Action Open House’ at North Eugene High School provided community members an opportunity to review the draft policies as well as draft actions. The Open House took place on both a Sunday afternoon and a Wednesday evening to accommodate as many community members and businesses as possible. Food and activities for children were provided at these meetings. More than **200 neighbors** attended in total and there were great, in-depth conversations at each of the tables. There were many new faces joining the neighborhood planning process at these open houses. These conversations were a chance for neighbors to see how their concerns and aspirations were represented in the draft policies and started the transition from policy development into action planning.

On May 15, 2019, City Council officially approved the draft goals and policies as a platform for moving into the Action Planning Phase.

River Road-Santa Clara Neighborhood Plan Engagement Summary



Phase 5: Action Planning (May 2019 – March 2021)

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 was a collaborative process among the CAC, Working Group members, and City, County, and partner agency staff to incorporate community and technical feedback.

River Road Corridor Study

In June 2019, project staff held a second series of Corridor Study workshops. Participants learned about corridor concepts and land use and zoning options. The design team and community members discussed implementation strategies and land use policies that could guide the type and location of growth. As they reviewed the work of the design team, community members were asked a series of questions to determine whether the proposed development standards and land use types fit with the vision for the River Road Corridor area and desired neighborhood character. Community members, staff, and consultant team members brainstormed draft land use concepts, zoning options and design standards to further vet with the community using an online survey throughout summer and fall 2019 focusing on two draft land use concepts.

Project Fair, Pumpkin Pie and Planning, and Community Events

Also in June 2019, project staff highlighted the Neighborhood Plan at a City of Eugene Planning Division Project Fair at the Downtown Library, connecting with community members and talking to them about the neighborhood planning efforts. Staff and community volunteers attended several other events throughout the summer of 2019 to talk with community members about the Neighborhood Plan and collect input.

In November 2019, community volunteers and project staff hosted the 'Pumpkin Pie and Planning' event. Over **150 community members**, the CAC and City and County staff discussed and shared thoughts on draft action items. It was both a celebration with neighbors on all the work that had been done on the Neighborhood Plan and an opportunity to continue providing input. Highlights of the presentation and discussion included land use, zoning, better transportation, the development of parks and the future of housing in Santa Clara and River Road. Given the large number of participants, discussions were geared towards covering topics with highest priority and expressing support or concern for the action items. Free pumpkin pie was available for those who attended, as well as harvest art activities,

River Road-Santa Clara Neighborhood Plan Engagement Summary



and a chance to win a basket of goodies. The Land Use topic area had the widest range of opinions, with many participants wanting more information on future land use standards that could address community concerns.

Online Survey

An online survey was open from August to November 2019, reaching nearly **500 respondents** and collecting input and concerns regarding draft actions. Results from in-person outreach events were collated with the online survey results to refine policies and actions.

Triple Bottom Line Sounding Board

In February 2020, the planning team convened a second Triple Bottom Line Sounding Board meeting, and their feedback was collected on the Action Plan highlights.

Neighborhood Conversations

From January to March of 2020 a series of small group discussions, Neighborhood Conversations, took place in common neighborhood gathering spaces to discuss how the proposed Neighborhood Plan vision would be implemented. At each of these small group meetings, participants reviewed the proposed land use concepts and discussed: What land uses will be allowed? How is zoning proposed to change? How quickly might changes start to happen? These conversations focused on the Land Use topic area of the Neighborhood Plan and exploring the initial details of the River Road Corridor Study.

An invitation to the Neighborhood Conversations was mailed to **16,000+ addresses** including all residents and property owners in the neighborhood, emailed to the **1,500+ interested parties** list, and shared by the River Road and Santa Clara Community Organizations. Overwhelming interest from residents and property owners in the neighborhood led to scheduling additional meetings – **13 conversations** in total, attended by approximately **200 residents**. **Another 80+ people** did not attend but learned about the project and received answers from staff or community leaders about their questions in response to the invitations.

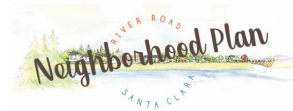
Approximately half of the participants were new to the project, and the other half had some previous knowledge or had participated in a Plan meeting. While most participants were over 50, the project staff and community volunteers did engage younger residents and communities of color through both the Conversations and a meeting hosted jointly with El Camino Del Rio Elementary School in River Road. The meetings provided the opportunity for groups of staff, volunteers, and community members to discuss elements of the land use changes, sharing support and reservations.



A Neighborhood Conversation at Camino Del Rio

In mid-March 2020, the COVID-19 pandemic hit and slowed down the engagement process. However, after receiving comprehensive feedback from previous engagement, the CAC continued to meet virtually on Zoom each month and refine the draft actions. Project staff continued to send newsletters through our interested parties email list and in March 2021 launched the River Road-Santa Clara Neighborhood Plan Engage Eugene project website, part of the City of Eugene's online engagement platform.

River Road-Santa Clara Neighborhood Plan Engagement Summary



Phase 6: Adoption (March 2021 – April 2024)

On May 12, 2021, project staff received direction from the Eugene City Council and Lane County Board of Commissioners to move into the Adoption Phase and prepare a plan adoption package for community review. Between spring 2021 and spring 2023, staff and the CAC worked on refining the adoption package and adapting the plan and implementation tools to evolving state requirements, including legislation affecting middle housing and more climate-friendly housing development.

In March 2023, the CAC approved bringing the draft Neighborhood Plan, Action Plan, and neighborhood-specific code amendments out for community feedback, kicking-off the broader engagement process for the Adoption Phase. Updated drafts of the Neighborhood Plan and Action Plan and an initial draft of the neighborhood-specific code amendments were published to the project website and the project's Engage Eugene site.

Public Information Campaign

Project staff distributed information about neighborhood planning and the adoption process through a variety of digital media, including updates to the project website, Engage Eugene webpage, social media, and e-newsletters from the City Planning Division, and both community organizations. Project staff also developed summary documents that were available online and at in-person events, as well as graphics depicting the proposed code amendments.

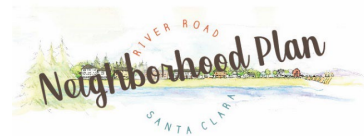
Postcard Mailing

In early May 2023, project staff mailed a postcard to all owners and residents of the River Road and Santa Clara neighborhoods, approximately **16,800 people**. The postcard featured ways to engage during the adoption phase, including virtual information sessions, an in-person community event, meeting toolkit, and online feedback form.

LEARN about the plan & ask questions at VIRTUAL INFO SESSIONS Wednesday, May 17 7 - 8 PM Thursday, May 18 12 noon - 1 PM	DISCUSS the plan with neighbors at A COMMUNITY MEETING Meeting Details: North Eugene High School 2009 Silver Lane Thursday, May 25 5:30 - 7:30 PM	GATHER for a discussion using the Meeting Toolkit	SHARE your thoughts via our online survey
WAYS TO ENGAGE			
LET US KNOW YOU'RE ATTENDING OR GIVE FEEDBACK BY VISITING ENGAGE.EUGENE-OR.GOV/RRSC-NEIGHBORHOOD-PLAN			

A postcard mailing for ways to engage during the Adoption Phase

River Road-Santa Clara Neighborhood Plan Engagement Summary



Virtual Information Sessions

Project staff hosted two virtual information sessions to provide an opportunity for community members to learn about neighborhood planning, the draft adoption package, and ways to engage. A total of **21 people** attended the two sessions in May 2023, including CAC members.

Facilitated Discussions with Community Organizations

Project staff participated in the community organization meetings to provide an update on neighborhood planning and support small group discussions. The RCCO meeting was in-person only, while the SCCO meeting included an opportunity for virtual participation during the presentation followed by in-person discussions. Approximately **65+ people** participated in the two meetings.

In-Person Community Event

Project staff and the CAC hosted an evening, in-person community event at North Eugene High School on May 25, 2023. A total of **47 residents** participated. Community members were invited to learn about the draft plan by visiting topic tables and reviewing maps and topic area summaries. Staff presented an overview of neighborhood planning and then participants joined small group discussions based on topic area. In addition to CAC members and City and County planning staff, other city departments including Parks and Open Space, Transportation Planning, and the Office of Equity and Community Engagement participated in discussions.



*Community members learning about
the Draft Neighborhood Plan*



*Community Advisory Committee members at the May
Community Event*

Meeting Toolkit

For community members who wanted to dive deeper into the plan, project staff provided a meeting toolkit. This toolkit offered guidance on hosting a small or medium-size group discussion with neighbors, family and friends, or existing groups. The same guidance was used by the community organizations for their meetings.

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS 9.2160, 9.2161, 9.2170, 9.2740, 9.2741, 9.8010, AND 9.8030 OF THE EUGENE CODE, 1971; ADDING MAPS 9.2161(11) AND 9.2170(3)(d) TO THAT CODE; AMENDING FIGURE 9.2170(4)(c)6. AND MAP 9.8010 OF THAT CODE; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The “Motor Vehicle Related Uses” and “Trade (Retail and Wholesale)” sections of Table 9.2160 of the Eugene Code, 1971, are amended to provide as follows:

Table 9.2160 Commercial Zone Land Uses and Permit Requirements

	C-1	C-2	C-3	GO
Motor Vehicle Related Uses				
Car Wash		P	C	
Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks		P(11)	C	
Motorcycle Sales/Rental/Service		P(11)	C	
Parking Area not directly related to a primary use on the same development site		SR (4)	P(5)	P
Parts Store		P	P	
Recreational Vehicles and Heavy Truck, Sales/Rental/Service		C(11)		
Repair, includes paint and body shop		P		
Service Stations, includes quick servicing		P	C	
Structured Parking, two levels not directly related to a primary use on the same development site		P	P	P
Structured Parking, three or more levels not directly related to a primary use on the same development site		C	P	C
Tires, Sales/Service		P	C	
Transit, Neighborhood Improvement	P	P	P	P
Transit Park and Ride, Major		P	P	P
Transit Park and Ride, Minor	C	P	P	P
Transit Station, Major	C	SR	SR	SR
Transit Station, Minor.	C	P	P	P

	C-1	C-2	C-3	GO
Trade (Retail and Wholesale)				
Agricultural Machinery Rental/Sales/Service		C(11)		
Appliance Sales/Service		P	P	
Bicycle Rental/Sales/Service	P(1)	P	P	
Boat and Watercraft Sales/Service		P(11)	C	
Book Store	P(1)	P	P	
Building Materials and Supplies				
Computer Store	P(1)	P	P	
Convenience Store	P(1)	P	P	P(2)
Drug Store (excluding Drug Treatment Centers)	P(1)	P	P	
Electrical Appliances and Supplies	P(1)	P	P	
Equipment, Light, Rental/Sales/Service		P	P	
Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales		C(11)		
Fabric Store		P	P	
Floor Covering Store		P	P	
Furniture and Home Furnishing Stores		P	P	
Garden Supply/Nursery	P(1)	P		
General Merchandise (includes supermarket and department store)	P(1)	P	P	P(2)
Hardware/Home Improvement Store	P(1)	P	P	
Healthcare Equipment and Supplies		P	P	
Liquor Store		P	P	
Manufactured Dwelling Sales/Service/Repair		C		
Office Equipment and Supplies		P	P	
Plumbing Supplies		P	P	
Retail trade when secondary, directly related, and limited to products manufactured, repaired or assembled on the development site	P(1)	P	P	
Storage Facility, Household/Consumer Goods, enclosed		P(11)		
Specialty Store (an example includes a gift store)	P(10)	P(1)(10)	P(10)	P(2)(10)
Toy and Hobby Store	P(1)	P	P	
Video Store	P(1)	P	P	

Section 2. Section 9.2161 of the Eugene Code, 1971, is amended by adding subsection (11) to provide as follows:

9.2161 Special Use Limitations for Table 9.2160.

(11) *Prohibited Uses in River Road and Santa Clara.* Use is prohibited on property located within the city limits of the City of Eugene and within the River Road-Santa Clara Prohibited Uses Area as shown on Map 9.2161(11).

Section 3. Section 9.2170 of the Eugene Code, 1971, is amended by amending Table 9.2170; adding subsection (3)(d); amending subsection (4)(b); amending subsection (4)(b)2.c.; amending subsection (4)(c); amending subsection (4)(c)2.; adding a new subsection (4)(c)3.; renumbering subsection (4)(c)3. as (4)(c)4.; renumbering subsection (4)(c)4. as (4)(c)5.; amending subsection (4)(c)5. and renumbering it as (4)(c)6.; amending subsection (4)(c)6. and renumbering it as (4)(c)7.; amending subsection (4)(c)7. and renumbering it as (4)(c)8.; and adding subsection (13) to provide as follows:

9.2170 Commercial Zone Development Standards – General.

(2) *Application of Standards.* In addition to applicable provisions contained elsewhere in this land use code, the development standards listed in Table 9.2170 Commercial Zone Development Standards shall apply to all development in commercial zones.

Table 9.2170 Commercial Zone General Building Height and Setback Standards				
	C-1	C-2	C-3	GO
Building Height (See EC 9.2170(3) and EC 9.2170(13))				
Maximum Building Height	35 feet	120 feet	150 feet	50 feet
Setbacks (See EC 9.2170(4) and EC 9.2170(13))				
Minimum Front Yard Setback	10 feet	5 feet	3 feet	10 feet
Maximum Front Yard Setback	15 feet	15 feet	15 feet	15 feet
Minimum Interior Yard Setback	0 feet to 10 feet	0 feet to 10 feet	0 feet	0 feet to 10 feet

(3) *Building Height.*

(d) Subject to the limitations in subsections (a) and (b) of this section, the maximum building height for properties in the C-2 zone and located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d) shall not exceed 65 feet. Also see EC 9.2170(13) for Transition Standards.

(4) *Setbacks.*

(b) Minimum Front Yard Setbacks. The minimum front yard setbacks stated in Table 9.2170 Commercial Zone General Building Height and Setback Standards, shall apply only to new buildings and any building addition that increases the length of the building facade facing a street, internal accessway, private drive, or shopping street as defined in EC 9.2175(3) by at least 100%. For purposes of this subsection, the front yard setback may be measured from a front lot line abutting a public street or from the edge of the sidewalk furthest from the curb of an internal accessway, private drive, or shopping street. In addition, only the portion of the development site specifically affected by the new building and any linear facade expansion of more than 100% are subject to the requirements of this subsection.

2. In C-2, except for C-2 within the Downtown Plan Area as shown on Map 9.2161(6) Downtown Plan Map, buildings and other structures with less than the minimum 5-foot setback are allowed, and exempt from the minimum landscaping requirement in this subsection, only for the following:

c. Buildings with a street facing façade at the minimum 5-foot setback or less according to the standards above shall provide a main entrance facing the street. A building may have more than one main entrance, and buildings having frontage on more than one street shall provide at least one main entrance oriented to a street, or to the corner where two streets intersect. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d), buildings fronting River Road shall provide a main entrance oriented to that street or to the corner where River Road and another street intersect.

(c) Maximum Front Yard Setbacks. The maximum front yard setbacks stated in Table 9.2170 Commercial Zone General Building Height and Setback Standards, shall apply only to new buildings and any building addition that increases the length of the building facade facing a street, internal accessway, private drive, or shopping street as defined in EC 9.2175(3) by at least 100%. For purposes of this subsection, front yard setback may be measured from a front lot line abutting a public street or from the edge of the sidewalk furthest from the curb of an internal accessway, private drive, or shopping street. In addition, all new buildings and the portion of the development site specifically affected by

the new building and any linear facade expansion of more than 100% are subject to the requirements of this subsection. (See Figure 9.2170(4)(c) Maximum Front Yard Setbacks, Building Orientation, and Entrances.)

2. Except as provided in EC 9.2170(4)(c)3., in C-2 and C-3, a minimum of 25% of all street facing facades must be within the specified maximum front yard setback, or, orientation to an internal accessway, private drive, or shopping street as defined in EC 9.2175(3) is permitted in compliance with EC 9.2173(4)(a).

3. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d), a minimum of 80% of all street facing facades must be within the specified maximum front yard setback, or, orientation to an internal accessway, private drive, or shopping street as defined in EC 9.2175(3) is permitted in compliance with EC 9.2173(4)(a).

~~34.~~ In GO, at least 60% of all street facing facades of the building must be within the specified maximum front yard setback.

~~45.~~ Vehicular use areas are not permitted in between the street and the portion of the building that is used to comply with this subsection.

~~56.~~ Buildings fronting on a street must provide a main entrance facing the street on any facade of the building within the front yard setback. A main entrance is a principal entrance through which people enter the building. A building may have more than one main entrance. Buildings having frontage on more than one street shall provide at least one main entrance oriented to a street, or to the corner where two streets intersect. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d), buildings fronting River Road shall provide a main entrance oriented to that street or to the corner where River Road and another street intersect.

~~67.~~ The land between the portion of a building complying with EC 9.2170(4)(c)(1) or (2) and a street must be landscaped or paved with a hard surface for use by pedestrians. If a hard surface is provided, the area must contain at least the equivalent of 1 pedestrian amenity for every 200 square feet of hard surface. The use of porous materials for hard surfacing is encouraged. Residential developments are exempt from this subsection, except as required by any more restrictive provisions of EC 9.2170(4)(b) above. (See Figure 9.2170(4)(c)~~6-7~~ Landscaped or Paved Pedestrian Area with Pedestrian Amenities.)

~~78.~~ The maximum front yard setback may be exceeded if the area between the building and the front property line is landscaped or paved for use by pedestrians. The area must contain at least the equivalent of 1 enhanced pedestrian amenity for every 200 square feet of hard surface. (See Figure 9.2170(4)(c)~~6-7~~ Landscaped or Paved Pedestrian Area with Pedestrian Amenities.)

(13) River Road/Santa Clara Specific Standards. The following standards apply to new buildings and to any building additions constructed on properties zoned C-2 and located within city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d).

(a) River Road/Santa Clara Transition Standards. The following standards apply to new buildings and to building additions that increase the square footage of floor area by 20 percent or more on property abutting R-1 zoned land. The following standards shall be applicable between the new building or the building addition and any property line abutting land zoned R-1. The proposed development must comply with one of the following options described below.

1. Option 1. The minimum interior yard setback shall be 10 feet from any property line that abuts land zoned R-1. In addition, at least one of the following must be provided along the entire portion of any property line that abuts land zoned R-1:

a. A 6-foot high, 100 percent sight-obscuring wooden fence or masonry wall.

b. A 6-foot high metal fence with high shrubs planted every six feet. Chain link and cyclone fences are not allowed. For the purposes of this subparagraph, high shrubs must be:

(1) Selected from the City of Eugene Plant Materials list approved by administrative order of the city manager;

(2) Designated in the City of Eugene Plant Materials list as meeting the high shrub requirement; and

(3) In at least 5-gallon containers at the time of planting.

c. Landscaping with a minimum plant bed width of 10 feet meeting EC 9.6210(3) High Screen Landscape Standard (L-3).

2. Option 2. The minimum interior yard setback shall be 15 feet from any property line that abuts land zoned R-1. In addition, the development shall comply with all of the following:

a. At a point that is 30 feet above grade at the property line, the interior yard setback shall slope toward the interior of the property at the rate of 10 inches vertically for every 12 inches horizontally away from that property line until a point 25 feet away from the property line.

b. For new buildings or building additions within 25 feet of land zoned R-1, trees growing to a mature height of at least 20 feet shall be planted at a minimum interval of 25 feet, parallel to the property line, between buildings and any property line that abuts land zoned R-1.

c. One of the following shall be provided along the portion of any property line that abuts land zoned R-1:

(1) A 6-foot high, 100 percent sight obscuring wooden fence or masonry wall.

(2) A 6-foot high metal fence with high shrubs planted every six feet. Chain link and cyclone fences are not allowed. For the purposes of this subparagraph, high shrubs must be:

(A) Selected from the City of Eugene Plant Materials list approved by administrative order of the city manager;

(B) Designated in the City of Eugene Plant Materials list as meeting the high shrub requirement; and

(C) In at least 5-gallon containers at the time of planting.

3. Option 3. A minimum 25-foot setback shall be provided between a new building or building addition and the portion of any property line that abuts land zoned R-1. The 25-foot setback area may be used for open space, vehicle use area, pedestrian circulation, bicycle parking, stormwater quality facilities, or landscaping.

(b) River Road/Santa Clara Building Walls/Window Coverage.

1. Windows are required along all street-facing ground floor walls within the maximum front yard setback at a minimum of 60% of the horizontal length and 25% of the area of applicable ground floor walls.

2. All windows shall have a minimum Visible Light Transmittance (VLT) of 0.6 or higher.

3. A blank length of wall of more than 20 linear feet is prohibited along any street-facing façade. Windows, arcades, colonnades, or main entrances can be used to address this standard.

4. Adjustments to the standards in this subsection(b) may be made, based on the criteria of EC 9.8030(38).

(c) River Road/Santa Clara Weather Protection. Weather protection features such as canopies, awnings or arcades shall be provided over at least the full width of all building entrances to a depth of at least 3 feet. Alternatively, building entrances may be set back a minimum of 3 feet behind the face of the building. Adjustments to the standards in this subparagraph (c) may be made based on the criteria of EC 9.8030(38).

Section 4. The “Agricultural, Resource Production and Extraction” section of Table 9.2740 of the Eugene Code, 1971, is amended to provide as follows:

Table 9.2740 Residential Zone Land Uses and Permit Requirements

	R-1		R-2	R-3	R-4
Agricultural, Resource Production and Extraction					
Community and Allotment Garden	P		P	P	P
Display and Sale of Agricultural Products Grown on the Site	P				
Display and Sale of Agricultural Products Grown Offsite	P (9)				
Urban Animal Keeping, including pastureland (See EC 9.5250)	S		S	S	S
Horticultural Use. Examples include field crops, orchards, berries, and nursery or flower stock.	P				

Section 5. Section 9.2741 of the Eugene Code, 1971, is amended by adding subsection (9) to provide as follows:

9.2741 Special Use Limitations for Table 9.2740.

(9) *Display and Sale of Agricultural Products Grown Offsite.* This use is only allowed on property located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Plan Area as shown on Map 9.2170(3)(d), and is subject to the following standards:

(a) Use is limited to two days in a calendar week and is limited to between the hours of 9:00 a.m. and 8:00 p.m.

(b) Permanent changes to the development site to specifically accommodate the use are prohibited.

(c) Except during the hours of operation of the use, there shall be no display or outdoor storage of agricultural products visible from the street.

(d) The use is not permitted on a flag lot.

(e) Parking associated with the use must be located on-street or within an existing on-site parking area.

(f) Signs associated with the use shall not be placed in the public right of way or vision clearance area. All signage must comply with the sign standards at EC 9.6600.

Section 6. Table 9.8010 of the Eugene Code, 1971, is amended to provide as follows:

Table 9.8010 List of Adopted Plans	
Bethel-Danebo Refinement Plan (Phase II)	River Road-Santa Clara Neighborhood Plan
Bethel-Danebo Refinement Plan	Riverfront Park Study
Comprehensive Stormwater Management Plan	South Hills Study
Envision Eugene Comprehensive Plan	South Willamette Subarea Study
Eugene Downtown Plan	TransPlan (Metro Area Transportation Plan)
Eugene-Springfield Metropolitan Area General Plan (Metro Plan)	Walnut Station Specific Area Plan
Eugene 2035 Transportation System Plan	West University Refinement Plan
Fairmount/U of O Special Area Study	Westside Neighborhood Plan
Jefferson/Far West Refinement Plan	Whiteaker Plan
Laurel Hill Neighborhood Plan	Willakenzie Area Plan
19th and Agate Special Area Study	Willow Creek Special Area Study
River Road-Santa Clara Urban Facilities Plan	

Section 7. Section 9.8030 of the Eugene Code, 1971, is amended by adding subsection (38) to provide as follows:

9.8030 Adjustment Review – Approval Criteria.

(38) River Road/Santa Clara Neighborhood Specific Standards. Where this land use code provides that the River Road/Santa Clara Neighborhood Specific Standards can be adjusted, the standards may be adjusted upon finding that the design achieves all of the following:

- (a) Contributes to the continuity of building facades along the street;
- (b) Creates an attractive pedestrian environment along all adjacent streets; and
- (c) Is compatible with adjacent development.

Section 8. Map 9.2161(11), as referenced in this Ordinance and attached hereto as Exhibit A shall be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

Section 9. Map 9.2170(3)(d) as referenced in this Ordinance and attached hereto as Exhibit B shall be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

Section 10. Figure 9.2170(4)(c)6. of the Eugene Code, 1971, is retitled as Figure 9.2170(4)(c)7. as provided in Exhibit C.

Section 11. Map 9.8010 of the Eugene Code, 1971, is amended as provided in Exhibit D to this Ordinance.

Section 12. The findings set forth in Exhibit E attached to this Ordinance are adopted as findings in support of this Ordinance.

Section 13. The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Section 14. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by the Oregon Land Use Board of Appeals or a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof. Further, if this Ordinance is remanded back to the City Council for further action by the Oregon Land Use Board of Appeals or a court of competent jurisdiction, those sections, subsections, sentences, clauses, phrases, or portions that do not require action on remand shall be deemed separate, distinct, and independent provisions and such remand shall not affect their validity or effect.

Section 15. This Ordinance shall take effect pursuant to Section 32 of the Eugene Charter 2002, or on the date of its acknowledgement as provided in ORS 197.625, whichever is later.

Passed by the City Council this

___ day of _____, 2024

City Recorder

Approved by the Mayor this

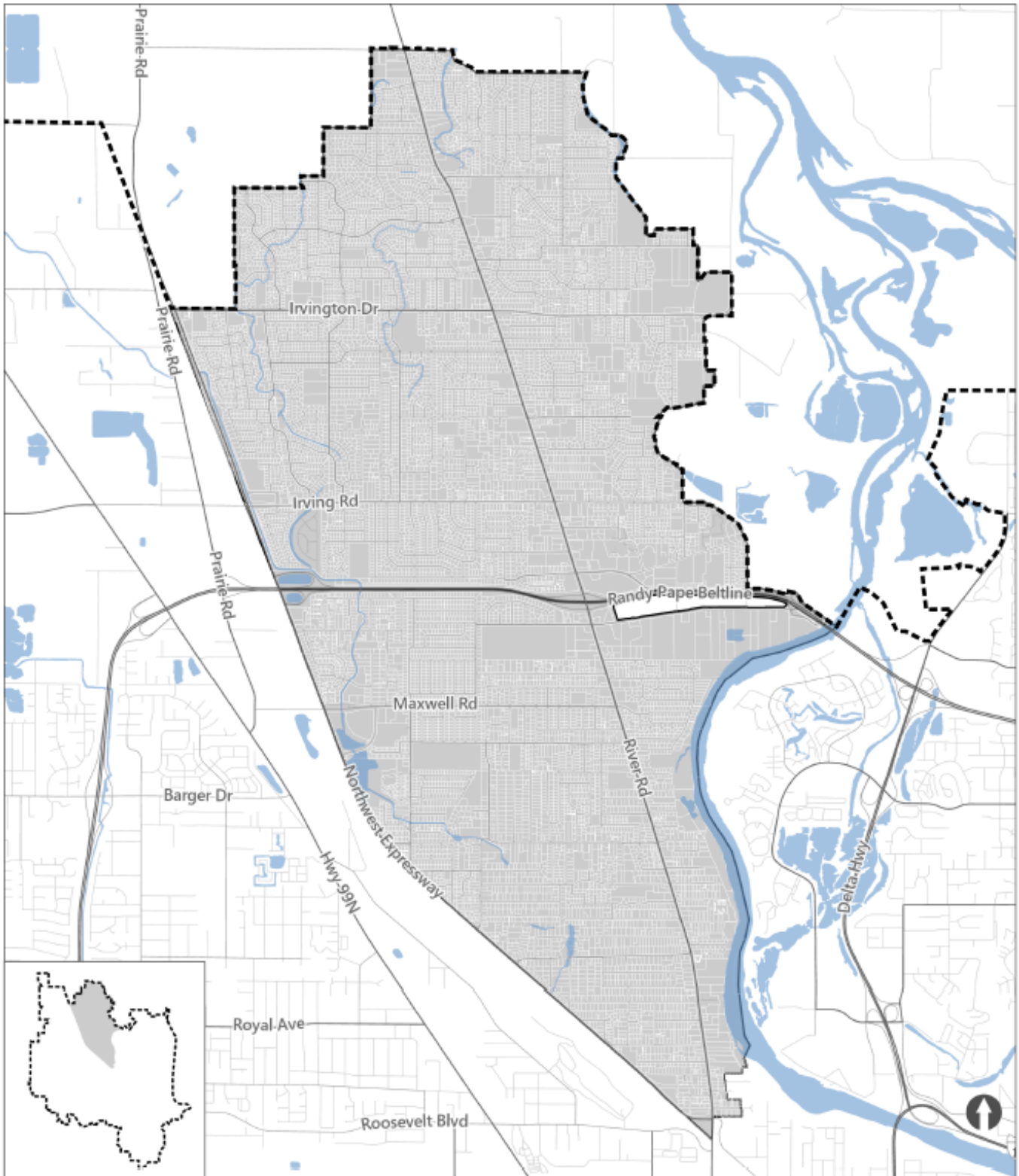
___ day of _____, 2024

Mayor

Map 9.2161(11)

River Road - Santa Clara Prohibited Uses Area

Exhibit A



Eugene Urban Growth Boundary (UGB)

River Road - Santa Clara Prohibited Uses Area

Taxlots (outlined in white)

0 0.3 0.6 Miles

February 2024



Map 9.2170(3)(d)

River Road - Santa Clara Neighborhood Plan Area

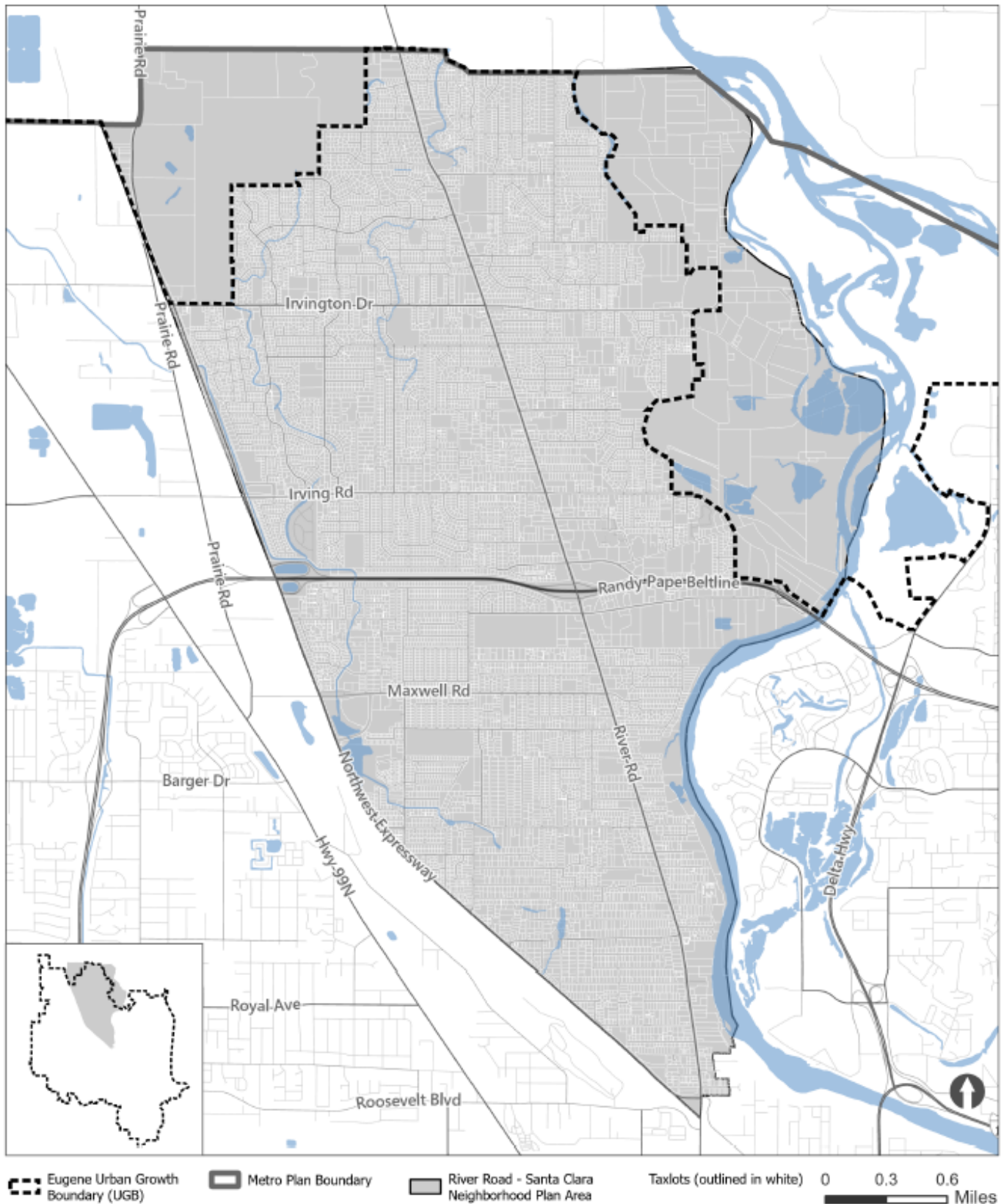
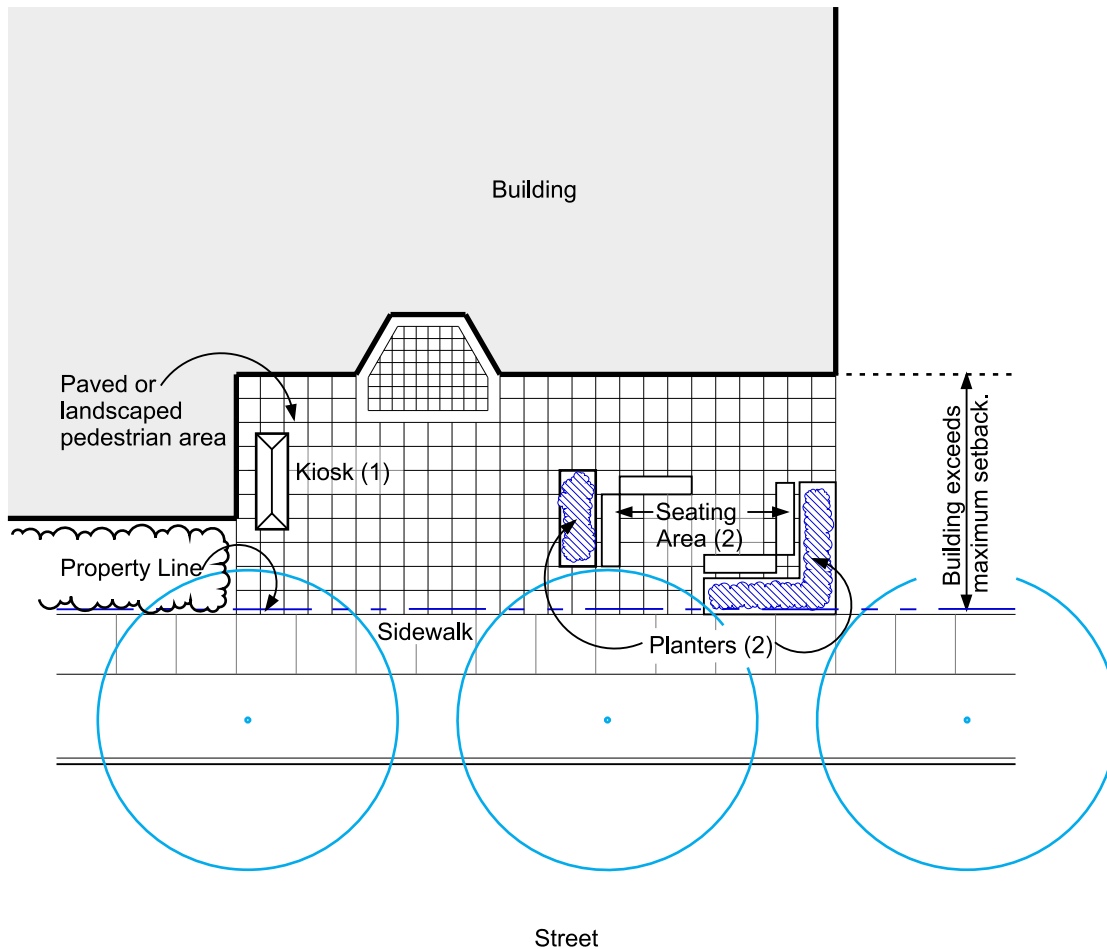


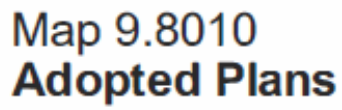
Figure
9.2170(4)(c)7.

Landscaped or Paved Pedestrian Area with Pedestrian Amenities



EXAMPLE:

- 1,000 square feet of hard surface with minimum of 1 amenity per 200 square feet.
- 5 Amenities Required:
 Select among design elements
 i.e. seating area, drinking fountain, public art, planter, kiosk.
- Selected: 2 seating areas
 2 planters
 1 kiosk



Map 9.8010 Adopted Plans Legend



Map Legend

-  1, Eugene Downtown Plan
-  2, Downtown Riverfront Specific Area Plan
-  3, Riverfront Park Study
-  4, West University Refinement Plan
-  5, 19th & Agate Special Area Study
-  6, Fairmount/University of Oregon Special Area Plan
-  7, Walnut Station Specific Area Plan
-  8, Laurel Hill Neighborhood Plan
-  9, South Hills Study
-  10, South Willamette Subarea Study
-  11, Jefferson/Far West Refinement Plan
-  12, Westside Neighborhood Plan
-  13, Whiteaker Plan
-  14, Willakenzie Area Plan
-  15, River Road - Santa Clara Neighborhood Plan
-  16, Bethel-Danebo Refinement Plan
-  17, Bethel-Danebo Neighborhood Refinement Plan Phase II
-  18, Willow Creek Special Area Study
-  19, West Eugene Wetlands Plan
-  20, River Road - Santa Clara Urban Facilities Plan

City or Metropolitan Area Plans

Envision Eugene Comprehensive Plan = UGB
 Eugene 2035 Transportation System Plan = UGB + Airport Master Plan Area (not shown)
 Comprehensive Stormwater Management Plan = Eugene City Limits (not shown)
 Metro Plan = Eugene-Springfield Metropolitan Area (not shown)
 TransPlan = Eugene-Springfield Metropolitan Area (not shown)

This map is intended as general reference for the boundaries of plans adopted by the Eugene City Council. For specific boundaries, please refer to the plan. Map prepared by Eugene Planning and Development Department. (Some plans have overlapping boundaries.)

 Urban Growth Boundary (UGB)

February 2024

**Findings in Support of the
River Road-Santa Clara Neighborhood-Specific
Code Amendments
City of Eugene
(City Files: CA 23-3)**

Overview

The City of Eugene and Lane County, in collaboration with the River Road and Santa Clara Community Organizations and neighborhood volunteers have been working together on an updated neighborhood plan that creates a vision for growth and development in a manner that respects the area's unique characteristics and opportunities.

The adoption package for the River Road-Santa Clara Neighborhood Plan (Neighborhood Plan) includes an ordinance adopting the new Neighborhood Plan and amending certain sections of the Eugene Springfield Metropolitan Area General Plan (Metro Plan), and a separate ordinance adopting a set of changes to the Eugene Code that apply only within the Eugene city limits and the boundary of the Neighborhood Plan. These findings only address and support the ordinance amending the Eugene Code. The Eugene City Council and the Lane County Board of Commissioners will adopt a separate ordinance and set of findings in order to approve the Neighborhood Plan and amend the Metro Plan.

As a part of River Road-Santa Clara neighborhood planning, a set of changes to the City of Eugene's Land Use Code are proposed. The purpose of the Code Amendments is to:

- Implement important land use policies and actions from the River Road-Santa Clara Neighborhood Plan and Action Plan.
- Promote walkable neighborhoods through pedestrian-friendly building design standards.
- Support a shift to less auto-oriented land uses in alignment with city-wide climate and transportation goals.

Land Use Code Amendments

The proposal involves a Type V Code Amendment pursuant to EC 9.8060 to establish the following River Road and Santa Clara neighborhood-specific code amendments (Code Amendments) that apply to properties located within both the city limits and within the boundaries of the River Road-Santa Clara Neighborhood Plan:

- In the C-2 Community Commercial Zone, the Code Amendments apply the following design standards:
 - Limit building height to 65 feet (current limit is 120 feet).
 - Apply transition standards (setbacks, landscaping, and/or fencing) to new buildings and building additions that increase the square footage of floor area by 20% or more for any development on property abutting Low Density Residential (R-1) zoned land.
 - Require buildings fronting River Road to provide a main entrance facing that street or facing the corner where River Road and another street intersect.
 - Increase the minimum percentage of the street-facing building façade that must be within the maximum front yard setback from 25% to 80%.

- Require minimum percentage of windows along the ground floor of street facing façades and prohibit blank walls of more than 20 linear feet of street-facing-façades.
- Require weather protection features over all building entrances.
- In the C-2 Community Commercial Zone within the River Road-Santa Clara Neighborhood Plan Prohibited Uses Area [see Map 9.2161(11)], the Code Amendments prohibit the establishment of the following uses:
 - Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
 - Motorcycle Sales/Rental/Service
 - Recreational Vehicles and Heavy Truck, Sales/Rental/Service
 - Agricultural Machinery Rental/Sales/Service
 - Boat and Watercraft Sales/Service
 - Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
 - Storage Facility, Household/Consumer Goods, enclosed
- In the R-1 Low Density Residential Zone, the Code Amendments allow the “Display and Sale of Agricultural Products Grown Offsite” as a permitted use and include limits to size of display, hours of operation, and signage in keeping with “small scale.”
- The Code Amendments amend Table 9.8010 and Map 9.8010 to add references to the new River Road- Santa Clara Neighborhood Plan.

Code Amendment Criteria

EC 9.8065 – Code Amendment Approval Criteria.

If the city council elects to act, it may, by ordinance, adopt an amendment to this land use code that:

- (1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.**
- (2) Is consistent with applicable provisions of the comprehensive plan and applicable adopted refinement plans.**
- (3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.**

- 1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.**

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

The City’s acknowledged procedures for adoption of legislative land use decisions, located in sections 9.7050 and 9.7500 through 9.7560 of the Eugene Code, 1971, ensure the opportunity for community members to be involved in all phases of the legislative land use decision process and set out the requirements for such involvement. The River Road-Santa Clara neighborhood-specific code amendments do not amend or change the City’s adopted citizen involvement program. The process for adoption of the Code Amendments complies with Goal 1 because it is consistent with the City’s acknowledged procedures for legislative land use decisions, as detailed below.

In addition to compliance with the City's acknowledged legislative land use decision procedures, the City also solicited public involvement prior to the date pre-adoption notice was provided to the Department of Land Conservation and Development.

In March 2023, the Neighborhood Plan's Community Advisory Committee approved bringing the neighborhood-specific code amendments out for community feedback, kicking-off the broader engagement process for the Adoption Phase. An initial draft of the neighborhood-specific code amendments was published to the project website and the project's Engage Eugene site, part of the City of Eugene's online engagement platform.

Project staff distributed information about the neighborhood planning process and the adoption process through a variety of digital media, including the project website, Engage Eugene webpage, social media, and e-newsletters from the City Planning Division, and both community organizations. Project staff also developed summary documents that were made available online and at in-person events, as well as graphics depicting the Code Amendments.

In early May 2023, project staff mailed a postcard to all owners and residents of the River Road and Santa Clara neighborhoods, approximately 16,800 people. The postcard featured ways to engage during the adoption phase, including virtual information sessions, an in-person community event, a meeting toolkit, and an online feedback form. Project staff sent an additional mailing in mid-June to owners, leaseholders, and occupants of commercial property, a total of 487 addresses with information about the neighborhood-specific Code Amendments and an invitation to a virtual information session about the Code Amendments. The recording of that information session was posted to the project's Engage Eugene page.

A public hearing on the proposed River Road-Santa Clara neighborhood-specific code amendments was held by the Planning Commission on October 17, 2023. Consistent with land use code requirements, the Planning Commission public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice. Notices were provided at the following times:

September 12, 2023:	The City's proposed River Road-Santa Clara neighborhood-specific code amendments and notice of the Planning Commission public hearing on the amendments were filed with the Oregon Department of Land Conservation and Development.
September 15, 2023:	Notice of the Planning Commission public hearing on the proposed amendments was mailed to the parties listed in section 9.7520(2) of the Eugene Code and to the individuals and entities on the City's interested parties list.
September 15, 2023	Notice of the Planning Commission public hearing, consistent with ORS 227.186, was mailed to owners of C-2 Community Commercial zoned property within the City limits to provide notice that the City proposed a land use regulation that may affect the permissible uses of their property.

September 22, 2023: Notice of the Planning Commission public hearing was published in the Register Guard Newspaper.

October 17, 2023: The Eugene Planning Commission held a public hearing on the proposed Code Amendments.

A public hearing on the proposed River Road-Santa Clara neighborhood-specific code amendments was held by the City Council on March 12, 2024. Consistent with land use code requirements, the City Council public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice.

In addition, information concerning the Code Amendments, including the dates of the public hearings and instructions on how to submit testimony, was posted on the City of Eugene website and project updates were provided via email to the Planning Division e-newsletter that is sent to over 17,000 subscribers, as well as to the River Road-Santa Clara Neighborhood Plan interested parties list which includes over 1,600 subscribers.

The document titled *River Road-Santa Clara Neighborhood Plan Engagement Summary* attached to these Findings as Appendix 1 and hereby adopted as additional findings of compliance with Goal 1, summarizes the public engagement efforts used to educate the public and obtain feedback on the River Road-Santa Clara Neighborhood Plan throughout each phase of the planning process.

These processes afforded ample opportunity for citizen involvement; therefore, the Code Amendments are consistent with Statewide Planning Goal 1.

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

Eugene’s land use code specifies the formal adoption procedure and approval criteria that were used in considering these amendments. The record shows that there is an adequate factual basis for the amendments to the land use code. The Goal 2 coordination requirement is met when the City engages in an exchange, or invites an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of their constituents.

To comply with the Goal 2 coordination requirement, the City engaged in an exchange about the subject of these amendments with affected local governmental units. Specifically, the City provided notice of the proposed action and opportunity to comment to the Oregon Department of Land Conservation and Development, Lane County, the City of Springfield, and special districts including the River Road Water District, River Road Parks and Recreation District, Santa Clara Water District, Junction City Water Control District, Santa Clara Rural Fire Protection District, Lane Fire Authority, and Lane Transit District. There are no exceptions to Statewide Planning Goal 2 required for these amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

Statewide Planning Goal 3 – Agricultural Lands. To preserve agricultural lands.

These Code Amendments only affect properties located within the City of Eugene and therefore do not affect any lands designated for agricultural use. To the extent that there are properties within the City currently zoned for agricultural use, the Code Amendments do not force a discontinuance of agricultural practices. The Code Amendments only apply in the R-1 Low Density Residential and C-2 Community Commercial zones. Therefore, the Code Amendments are consistent with Statewide Planning Goal 3.

Statewide Planning Goal 4 – Forest Lands. To conserve forest lands.

These Code Amendments only affect properties located within the City of Eugene and do not affect any lands designated by the comprehensive plan for forest use. The Code Amendments are therefore consistent with Statewide Planning Goal 4.

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

OAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA [Post Acknowledgement Plan Amendment] unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.

These Code Amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site, and do not amend the acknowledged urban growth boundary. Therefore, the amendments are consistent with Statewide Planning Goal 5.

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

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. These Code Amendments do not affect the City's ability

to provide for clean air, water or land resources. Therefore, the amendments are consistent with Statewide Planning Goal 6.

Statewide Planning Goal 7 - Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards.

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, wildfire and earthquakes and related hazards. The City protects people and property from natural hazards through various land use and building code requirements. The Code Amendments do not make changes to adopted policies or regulations that protect people and property from natural hazards. Based on these findings, the Code Amendments are consistent with Statewide Planning Goal 7.

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

Goal 8 ensures that recreational facilities are provided to Oregon residents and is primarily concerned with the provision of recreational facilities in non-urban areas of the state. The Code Amendments do not affect the City's provisions for, or access to, recreation areas, facilities, or recreational opportunities. Therefore, the amendments are consistent with Statewide Planning Goal 8.

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

Goal 9 requires local governments to evaluate the supply and demand of commercial land relative to community economic objectives. Goal 9 and Chapter 660, division 009 of the Oregon Administrative Rules, which implements the requirements of Goal 9 require the City to provide, through an adopted comprehensive plan, at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses within the UGB. This need was addressed when the City adopted an expanded UGB in 2017. The Envision Eugene Employment Land Supply Study includes an acknowledged inventory of land for economic growth and activity in Eugene's UGB. That inventory is expected to address the City's needs for such land through 2032. The City's policies pertaining to employment are located in the Envision Eugene Comprehensive Plan.

While the actions taken by these amendments do not impact the City's supply or demand for employment land, they do make changes to the C-2 Community Commercial zone applicable to properties located within both the city limits and within the Neighborhood Plan boundary. These changes include limiting the building height, adding design and transition standards, and prohibiting specific auto-oriented uses. These changes are consistent with the Neighborhood Plan policies as well as city-wide climate and transportation goals of shifting to a more compact development pattern and less auto-oriented land uses.

The proposed Code Amendments do not impact the City's adopted supply of commercial or industrial lands for employment development. No land is being re-designated and the amendments do not otherwise diminish the lands available for employment use. At the time the adopted buildable lands inventory (BLI) was developed, the capacity of the Vacant and Partially Vacant land supply for new employment development was based on historical employment densities of existing development. The historical development trends that the employment density was based on consisted of buildings of varying heights in sample sites throughout the city. This BLI employment capacity is not directly derived from the square footage of a building, but the capacity for a number of jobs per acre. Setbacks and height limitations do not necessarily limit the employee capacity on a site. A small amount of additional jobs capacity was also assumed city-wide, through redevelopment of Developed BLI land, which also considered a variety of building forms. The Employment Land Supply Study also assumed that existing buildings would accommodate a portion of the new jobs without any change to the building footprint.

In the C-2 zone, the list of uses is very broad and even allows residential-only structures. The City does not know how any particular property is going to develop, some properties will develop at maximum capacity and some below, so there is not an assumption that all buildable land will develop to its maximum capacity. Therefore, when determining BLI employment capacity, the City took this into account by generally assuming future land capacity based on average levels of development. For these reasons, the proposed height limit and setback requirements will not impact the supply or availability of employment lands included in the City's adopted BLI.

Additionally, these amendments do not prevent adequate opportunities for a variety of economic activities. The proposed prohibited uses are a narrow subset of economic uses, a variety of uses are still allowed. Based on these findings, the Code Amendments are consistent with Statewide Planning Goal 9.

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

Goal 10 requires cities to provide an adequate supply of buildable land to accommodate their estimated housing needs for a 20-year planning period. When the City approved Eugene's UGB in 2017, the City adopted, and received State acknowledgement of a 20-year inventory of buildable lands for residential use. The Envision Eugene Residential Land Supply Study (2012-2032) was adopted by the City of Eugene in 2017 as a refinement of the *Envision Eugene Comprehensive Plan* and complies with the requirements of Goal 10 and Chapter 660, Division 008 of the Oregon Administrative Rules.

The Envision Eugene Residential Land Supply Study includes an inventory of buildable lands for residential use. According to the Residential Land Supply Study, there is sufficient buildable residential land within Eugene's acknowledged urban growth boundary to meet the identified land need. These Code Amendments do not impact the supply of residential buildable land within Eugene's UGB. No land is being re-designated from a residential use to a non-residential use, and the amendments do not otherwise diminish the amount of land available for residential use.

Goal 10 also requires local governments to conduct a Housing Needs Analysis (HNA) to assess whether their estimated housing needs for a 20-year planning period can be satisfied. The Envision Eugene Residential Land Supply Study (2017) includes an HNA. These amendments do not impact the supply of

residential buildable lands or affect the estimated housing needs within Eugene's UGB to accommodate growth.

While the actions taken by these amendments do not impact the City's supply or demand for residential buildable land, the Code Amendments do make changes to the R-1 Low Density Residential zone and C-2 Community Commercial zone applicable to properties located within the city limits and within the Neighborhood Plan boundary. The changes to the R-1 zone are minimal and do not impact housing development, but would allow for the display and sale of agricultural products grown offsite in the R-1 zone within the Neighborhood Plan boundary. The changes to the C-2 zone include limiting building height, adding design and transition standards, and prohibiting certain auto-oriented uses. Though the limit on building height could impact residential development in the C-2 zone within the Neighborhood Plan boundary, the Residential Land Supply Study and Buildable Lands Inventory made no assumption for housing on commercial land within the Neighborhood Plan boundary (there were assumptions made for housing on commercial land Downtown and the Franklin Boulevard area). Additionally, height alone is not a determinate of density. There is no intention that these Code Amendments establish barriers to housing. The amendments provide consistency with policies in the Neighborhood Plan, implemented through these Code Amendments.

These amendments do not impact the supply of residential land available for residential use and are consistent with Statewide Planning Goal 10.

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

Goal 11 requires that urban development be supported by urban facilities and services. Goal 11 and ORS 197.712 require a public facilities plan for water, sewer and transportation services within Eugene's UGB. The Land Conservation and Development Commission has acknowledged the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (PFSP) as the public facilities plan for wastewater, water, and stormwater facilities within Eugene's UGB. The *Eugene 2035 Transportation System Plan* is the transportation element of Eugene's comprehensive land use plan, is applicable within Eugene's UGB, and was designed to support the *Envision Eugene* project, the community's evolving plan for how Eugene will grow for the next 20 years. Transportation planning is addressed under Goal 12, below.

These Code Amendments do not affect the planning or development of future public facilities or services. The Code Amendments do not make changes to the provision of public facilities and services within Eugene's UGB or to the currently adopted *Eugene/Springfield Public Facilities and Services Plan* (PFSP). Consistent with the PFSP, the City will continue to plan and develop public facilities to support the land uses designated in the City's acknowledged comprehensive plan, for lands located within Eugene's UGB. The amendments are consistent with Statewide Planning Goal 11.

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

The Transportation Planning Rule (OAR 660-012-0060) contains the following requirement:

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
 - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

The State's Transportation Planning Rule requires that land use changes that would significantly affect a transportation facility provide mitigation measures to address the anticipated impacts. The Code Amendments will not significantly affect a planned or existing transportation facility, and no changes to existing, adopted land use designations or zoning of properties are proposed. The amendments will not change the functional classification of an existing or planned transportation facility, nor will they change any standards implementing a functional classification system. Further, because the Code Amendments do not increase the development potential for land within the Neighborhood Plan boundary, the amendments will not result in levels of travel or access which are inconsistent with the functional classification of an existing or planned transportation facility or degrade the performance standards of an existing or planned transportation facility so that it will not meet the performance standards identified in the *Eugene 2035 Transportation System Plan*, the City's adopted transportation system plan. Therefore, the Code Amendments are consistent with Statewide Planning Goal 12.

Statewide Planning Goal 13 – Energy Conservation. To conserve energy.

Goal 13 provides guidance on the management of land and land uses to maximize the conservation of energy. The Code Amendments do not concern energy conservation and do not change any local energy policy or implementing provisions. Therefore, the Code Amendments are consistent with Statewide Planning Goal 13.

Statewide Planning Goal 14 – Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

These Code Amendments apply only within the city limits and therefore do not affect the City's provisions regarding the transition of land from rural to urban uses. As such, the Code Amendments are consistent with Statewide Planning Goal 14.

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

Goal 15 is designed to “protect, conserve, enhance, and maintain the natural scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.” The River Road-Santa Clara Neighborhood Plan boundary includes lands within the Willamette River Greenway. However, these Code Amendments do not contain any changes to the City's Willamette River Greenway regulations. Therefore, the amendments are consistent with Statewide Planning Goal 15.

Goal 16 through 19 (Estuarine Resources, Coastal Shorelands, Beaches and Dunes. and Ocean Resources):

There are no estuarine, coastal, beach and dune, or ocean resources related to the lands affected by these Code Amendments. Therefore, Statewide Planning Goals 16, 17, 18, and 19 do not apply.

2) Is consistent with applicable provisions of the comprehensive plan and applicable adopted refinement plans.

The Code Amendments are consistent with the applicable provisions of the comprehensive plan and applicable adopted refinement plans. In Eugene, the comprehensive plan consists of the *Eugene-Springfield Metropolitan Area General Plan* (Metro Plan) and the *Envision Eugene Comprehensive Plan*. For these Code Amendments, the applicable refinement plans are the River Road Santa Clara Neighborhood Plan and the River Road Santa Clara Urban Facilities Plan (1987).

Metro Plan Policies

The following policies from the Metro Plan (identified below in *italics*) are applicable to these Code Amendments. To the extent that the following policies constitute mandatory approval criteria, based on the findings provided below, the Code Amendments are consistent with and supported by the applicable provisions of the Metro Plan.

Chapter II C. Growth Management Goals, Findings, and Policies

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

The Code Amendments include a list of prohibited uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)]. These prohibited uses are:

- Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
- Motorcycle Sales/Rental/Service
- Recreational Vehicles and Heavy Truck, Sales/Rental/Service
- Agricultural Machinery Rental/Sales/Service
- Boat and Watercraft Sales/Service
- Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
- Storage Facility, Household/Consumer goods, enclosed

Most of these uses are auto-oriented uses that inhibit compact development. Removing these uses is consistent with the fundamental principle of compact urban growth addressed in the Metro Plan as well as with policies in the Neighborhood Plan and the City's climate goals.

Chapter III A. Metropolitan Residential Land Use and Housing Element

A. 22 Expand opportunities for a mix of uses in newly developing areas and existing neighborhoods through local zoning and development regulations.

The Code Amendments allow for the display and sale of agricultural products grown offsite on R-1 zoned properties located within the city limits and within the Neighborhood Plan Boundary. This expands opportunities for an additional use within the existing neighborhood, consistent with this Metro Plan policy.

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

The Code Amendments include transition standards for C-2 development on properties located within the city limits and within the Neighborhood Plan Boundary that abuts R-1 zoned land. These Code Amendments are intended to provide development that is more compatible with the adjacent existing neighborhood and reduce the impacts of higher density residential, mixed-use, and commercial development on surrounding residential neighborhoods, consistent with this Metro Plan policy.

Chapter III E. Environmental Design Element

E.5 Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents.

These Code Amendments would require buildings fronting River Road to provide a main entrance oriented to the street or the corner where River Road and another street intersect, would increase building façade facing the street, require a minimum percentage of ground floor windows facing the street, and require weather protection features over building entrances. All of these requirements help promote walkable neighborhoods through pedestrian-friendly building design standards and would help optimize the visual personal accessibility of new development in C-2 to neighborhood residents, consistent with this Metro Plan policy.

E.6 Local jurisdictions shall carefully evaluate their development regulations to ensure that they address environmental design considerations, such as, but not limited to, safety, crime prevention, aesthetics, and compatibility with existing and anticipated adjacent uses (particularly considering high and medium density development locating adjacent to low density residential).

These Code Amendments would add additional design standards for development on C-2 zoned properties located within the city limits and the Neighborhood Plan Boundary, including transition standards for properties abutting R-1 zoned land. These transition standards consider the compatibility between higher density development adjacent to low density residential, consistent with this Metro Plan policy. The additional design standards referenced under E.5 are also consistent with this Metro Plan policy, as they contribute to environmental design, such as safety and aesthetics.

Envision Eugene Comprehensive Plan Policies

The currently adopted chapters of the *Envision Eugene Comprehensive Plan* include Economic Development, Transportation, Administration & Implementation, and Eugene Urban Growth Boundary.

Economic Development

3.6 Responsible economic development. *Support economic development initiatives that reflect long-term priorities, improve community resilience to climate change and natural hazards, improve energy efficiency or reduce greenhouse gas emissions, and enhance opportunities to borrow, rent, or otherwise make better use of underutilized public and private assets.*

The Code Amendments, particularly the list of prohibited uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)], reflect long-term priorities for both the River Road and Santa Clara Neighborhood Organizations as well as the City. The prohibited uses are mostly auto-oriented uses and removing them will help work towards the City's transportation and climate goals, consistent with this comprehensive plan policy.

3.7 Home-based and microenterprises. *Promote the development of small, locally-owned businesses that have minimal adverse impacts on their surrounding neighborhoods.*

The Code Amendments allow for the display and sale of agricultural products grown offsite as a permitted use on R-1 zoned land located within the city limits and within the Neighborhood Plan Boundary. This is an opportunity that could lead to the development of more locally-owned businesses,

or minimally, economic activity that has minimal adverse impacts on the surrounding neighborhoods, consistent with this comprehensive plan policy.

3.15 Adequate Land Supply. *Designate an adequate number of sites within the urban growth boundary to accommodate growing local businesses and new targeted industries, especially a diversified manufacturing base that includes advanced manufacturing, food and beverages, wood products manufacturing, regional distribution, trade, and services such as offices, software developers, educational technology, corporate headquarters, and other employment uses.*

As part of expanding the City's UGB (adopted in 2017), the Envision Eugene Employment Land Supply Study includes an acknowledged inventory of land for economic growth and activity in Eugene's UGB. That inventory is expected to address the City's needs for such land through 2032. While these Code Amendments do not impact the City's supply or demand for employment land, the amendments do make changes to the C-2 commercial zone for properties located within the city limits and within the Neighborhood Plan boundary. These changes include limiting the building height and adding design and transition standards. They also make changes for C-2 properties within the city limits and the River Road-Santa Clara Prohibited Uses Area by creating additional prohibited uses. These changes are consistent with the Neighborhood Plan policies as well as city-wide climate and transportation goals of shifting to less auto-oriented land uses. These amendments do not impact the supply of industrial or commercial lands or prevent adequate opportunities for a variety of economic activities and are therefore consistent with this comprehensive plan policy.

Transportation

System-Wide Policy 1. *Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure.*

Transit Policy 2. *Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.*

The Code Amendments promote compact development and walkable neighborhoods through pedestrian-friendly design standards, for example, requiring buildings fronting River Road to provide a main entrance facing the street, to increase street-facing building façade and windows along the ground floor, and to provide weather protection features over building entrances. Additionally, the Code Amendments prohibit the establishment of certain new auto-oriented uses that inhibit compact development. The Code Amendments are consistent with the transportation policies above to create more walkable neighborhoods, compact development, and less dependence on automobiles.

Refinement Plan Policies

River Road-Santa Clara Neighborhood Plan

Although none of the policies in the Neighborhood Plan are mandatory approval criteria for individual land use applications, the proposed Code Amendments implement and are consistent with policies in the Neighborhood Plan.

Policy 1.4 Regulatory Environment: Strive for a local regulatory environment that is supportive of economic development in line with neighborhood vision (such as creating small commercial nodes).

The Code Amendments allow for the display and sale of agricultural products grown offsite on R-1 zoned properties located within the city limits and within the Neighborhood Plan Boundary. This expands opportunities for urban farmers to collectively sell produce, in line with the neighborhood vision and the actions that support this policy.

Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.

Policy 14.1 Compatibility Transitions: Enhance compatibility through development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets between adjacent properties that are zoned differently through legislative updates to local land use regulations.

The proposed Code Amendments implement these Neighborhood Plan policies by providing transition standards between different uses/scales/zones and incorporating pedestrian scale design through building design, size, scale, and site layout requirements for C-2 zoned properties within both city limits and the Neighborhood Plan Boundary as follows:

- **Design Standards:**
 - *Transition Standards:* Apply transition standards (setbacks, landscaping, and/or fencing) to new buildings and building additions that increase the square footage of floor area by 20% or more for any development on property abutting Low Density Residential (R-1) zoned land.
 - *Building Orientation:* Require buildings fronting River Road to provide a main entrance facing that street or to the corner where River Road and another street intersect.
 - *Building Façade:* Increase the minimum percentage of the street-facing building façade that must be within the maximum front yard setback, from 25% to 80%.
 - *Building Walls/Window Coverage:* Require minimum percentage of windows along the ground floor of street-facing façades and prohibit blank walls of more than 20 linear feet of street-facing façades.
 - *Weather Protection:* Require weather protection features over all building entrances.
- **Building Height:** Limit building height to 65 feet (current limit is 120 feet).

The proposed Code Amendments also implement these policies by prohibiting the establishment of certain uses on C-2 zoned properties located within both the city limits and within the River Road-Santa

Clara Prohibited Uses Area [see Map 9.2161(11)]. Prohibiting these uses reflect long-term priorities for both the River Road and Santa Clara Neighborhood Organizations and are in line with creating a more walkable, pedestrian-friendly corridor, consistent with the Neighborhood Plan, as well as the City's transportation and climate goals. The River Road-Santa Clara Prohibited Uses Area excludes a section of River Avenue between River Road and the Beltline. Carving out this area is consistent with the intention of the Code Amendments because these properties are not along the River Road corridor, are adjacent to the wastewater treatment plant, and close to the Beltline Highway, therefore less likely to create an active walkable area.

River Road-Santa Clara Urban Facilities Plan (1987)

The proposed Code Amendments are consistent with policies in the River Road-Santa Clara Urban Facilities Plan.

Policy 2.3(1) Maintain and enhance the compatibility of adjacent land uses through the use of appropriate buffering mechanisms, such as landscaping standards.

Policy 2.3(7) Ensure compatibility between neighborhood commercial developments and the surrounding residential area by identifying and applying siting and development standards.

The proposed Code Amendments are consistent with these Urban Facilities Plan policies. They implement transition standards and development standards and limit building height for C-2 zoned properties, enhancing compatibility of C-2 zoned properties and adjacent land uses.

3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.

The Code Amendments do not establish a special area zone; therefore, this criterion does not apply.

MEMORANDUM

March 22, 2024

To: Eugene City Council and Lane County Board of Commissioners**From:** Terri Harding, City of Eugene Planning Division
Elena Domingo, City of Eugene Planning Division
Jared Bauder, Lane County Land Management Division**Subject:** Staff Response to River Road Santa Clara Neighborhood Plan
Public Testimony and Elected Officials' Questions

On March 12, 2024, the Eugene City Council and Lane County Board of Commissioners held a joint public hearing on the proposed River Road Santa Clara Neighborhood Plan and related code amendments. At the hearing, twelve members of the public provided spoken testimony. As of March 22, 2024, the date of this memo, City staff have delivered six batches of written testimony to the City Council and County Board of Commissioners, including 107 pieces of submitted testimony. Batches 1-4 consist of testimony that was submitted to the Eugene and Lane County Planning Commissions; batches 5-6 consist of testimony submitted after the Planning Commissions' reviews and recommendations on the proposed adoption package. All submitted testimony will be provided to the Council and the Board for their consideration.

This memo responds to major themes raised at the Council and Board's joint public hearing and in written testimony, as well as to questions raised by elected officials.

Adoption Package and Process

The proposed River Road-Santa Clara Neighborhood Plan Adoption Package consists of: 1) a new refinement plan for the River Road and Santa Clara Neighborhoods; 2) amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to ensure consistency with the new refinement plan; and 3) amendments to Eugene's Land Use Code. The proposed land use code amendments will apply only within the City of Eugene.

Because the proposed new refinement plan and the proposed Metro Plan amendments apply to properties located in both the City and the County, both the City Council and the County Commission must consider and adopt the refinement plan and the Metro Plan amendments for those pieces of the adoption package to take effect. Because the proposed code amendments only apply within city limits, only the City Council will consider and adopt the proposed amendments to the Eugene Code.

This memo addresses issues related to the proposed refinement plan, the proposed Metro Plan amendments and the proposed Eugene Code amendments. Information specific to the proposed Eugene Code amendments is provided to the County Commissioners as helpful context but should only

be considered by the Commissioners to the extent it affects the proposed refinement plan and Metro Plan amendments' compliance with applicable approval criteria.

1. Connecting the Neighborhood Plan and the Land Use Code Amendments

City Councilors and Commissioners raised the question about how the proposed land use code amendments, which will only apply within the Eugene city limits, implement the new Neighborhood Plan.

The Neighborhood Plan is organized around five Topic Areas: Economic Development, Transportation, Parks and Natural Resources, Land Use, and Community. Each Topic Area includes vision statements, goals, and policies. Vision statements and goals describe hopes for the future, while the policies help guide the City and County in planning and policy decisions and provide a consistent course of action to move the community towards attainment of its goals.

The Neighborhood Plan goals and policies were key to informing the River Road Corridor Study, which focused on the designation of neighborhood centers for greater housing and job density. The Corridor Study included concepts such as encouraging new buildings with appropriate heights and relationships to the street that promote a long-term transition to a highly walkable, safe, and active streetscape, combined with gradual building scale transitions between uses of greater and lesser intensity. The Corridor Study also focused on neighborhood centers with more active development. These concepts were carried over into the proposed neighborhood-specific code amendments. A summary of the proposed code amendments, which only apply within the city limits, is provided as Exhibit A to this memo.

The proposed code amendments implement land use policies in the new Neighborhood Plan, including policies 2.1, 11.2, 13.2, 14.1, and 14.2 (listed below), by providing transition standards between different uses/scales/zones and incorporating pedestrian scale design through building design, size, scale, and site layout requirements for C-2 Community Commercial zoned properties.

Policy 2.1 Vibrancy: Incentivize and support redevelopment that fosters active mixed-use neighborhood centers.

Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.

Policy 13.2 Walkable Neighborhood Centers: Support walkable neighborhood centers where people can access transit, shopping, parks, schools, and public spaces within walking distance through legislative updates to local land use regulations.

Policy 14.1 Compatibility Transitions: Enhance compatibility through development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets between adjacent properties that are zoned differently through legislative updates to local land use regulations.

Policy 14.2 Neighborhood Livability: *Retain and enhance neighborhood livability, such as by mitigating noise, identifying and encouraging preservation of historical and cultural properties, and promoting green development and design at pedestrian scale.*

The proposed code amendments also implement these policies by prohibiting the establishment of certain uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara neighborhood boundaries, except for those properties located along the north side of a section of River Avenue between River Road and the Beltline. A copy of the map showing the prohibited use area is attached to this memo as Exhibit B. The phasing out of these uses reflects long-term priorities for both the River Road and Santa Clara Neighborhood Organizations and is in line with creating a more active, walkable, and pedestrian-friendly corridor, consistent with the Neighborhood Plan, as well as the City's transportation and climate goals. Carving out a section of River Avenue between River Road and the Beltline from the prohibited use area is consistent with the intention of the code amendments and supporting policy direction because these properties are not located directly along the River Road corridor, are adjacent to the wastewater treatment plant, and close to the Beltline Highway, and are therefore less likely to create an active walkable area, regardless of the uses allowed there.

In addition to being supported by the new Neighborhood Plan, the proposed code amendments are also supported by the 1987 River Road-Santa Clara Urban Facilities Plan. Specifically, General Land Use Policy 2.1(1) and Commercial and Industrial Land Use Policies 2.3(1) and 2.3(7)

Policy 2.1(1) *Minimize land use conflicts by promoting compatibility between land uses, especially among residential, commercial-industrial, and commercial-agricultural uses.*

Policy 2.3(1) *Maintain and enhance the compatibility of adjacent land uses through the use of appropriate buffering mechanisms, such as landscaping standards.*

Policy 2.3(7) *Ensure compatibility between neighborhood commercial developments and the surrounding residential area by identifying and applying siting and development standards.*

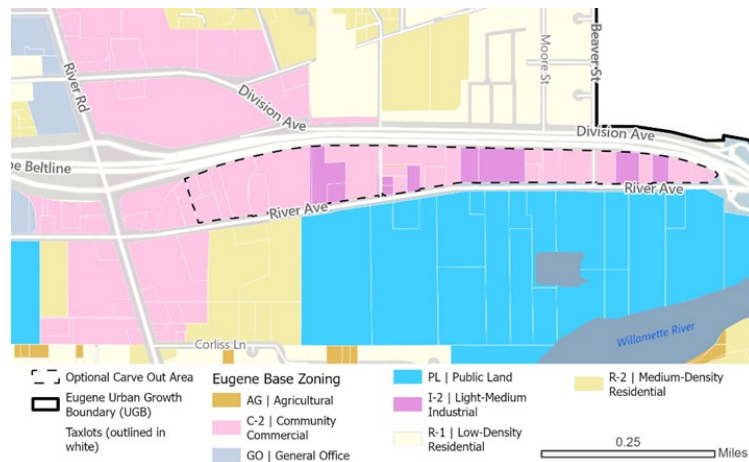
The code amendments implement transition standards and development standards and limit building height for C-2 zoned properties, enhancing compatibility of C-2 zoned properties and adjacent land uses.

2. Land Use Code Amendments – Prohibited Uses

As proposed, the code amendments would prohibit the establishment of the following uses in the C-2 Community Commercial Zone within the city limits and within the boundaries of the River Road-Santa Clara Neighborhood Plan, *except for the north side of River Avenue, between the wastewater treatment plant and Beltline Highway:*

- Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
- Motorcycle Sales/Rental/Service
- Recreational Vehicles and Heavy Truck, Sales/Rental/Service
- Agricultural Machinery Rental/Sales/Service
- Boat and Watercraft Sales/Service
- Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
- Storage Facility, Household/Consumer Goods, enclosed

The area along River Avenue is proposed to be excluded, or carved out, of this proposed use prohibition because this area has a commercial/industrial character. Carving out this area is consistent with the intention of the code amendments and supporting policy direction because these properties are not located directly along the River Road corridor, are adjacent to the wastewater treatment plant, are located close to the Beltline Highway, and therefore are less likely to support the creation of an active walkable area. The carve out area applies to the north side of River Avenue, between River Road and the Beltline Highway area. Existing code provisions related to allowed uses would remain in place for the carve out area. The existing businesses in this area would be able to continue to operate, expand, and/or sell to new owners, and would not become non-conforming uses if the City Council adopts the proposed code amendments.



City Councilors and Commissioners raised the question about how the proposed land use code amendment to prohibit certain uses in the C-2 is consistent with adopted economic development policies. While it is true that the proposed code amendments may negatively impact some businesses, Eugene’s adopted land use policies recognize that land use regulations may not be able to comply with all applicable policies equally, and the policies anticipate that balancing on a case-by-case basis may be required.

The introduction to Eugene’s Comprehensive Plan states, “The policies of the various chapters are interrelated and, together, create the City’s policy framework for land use planning. There may be conflicts and inconsistencies between and among some policies. When making decisions based on the Envision Eugene Comprehensive Plan, not all of the policies can be met to the same degree in every instance. Use of the Envision Eugene Comprehensive Plan requires a balancing of its various policies on a case-by-case basis, with an emphasis on those policies most pertinent to the issue at hand.”

In this case, policies 3.5 and 3.6 of the Envision Eugene Comprehensive Plan, which are provided below are potentially applicable to the proposed code amendments and in particular, the proposed Prohibited Uses Area. While it is true that new motor vehicle, boat, heavy equipment and storage uses would be prohibited in the Prohibited Use Area, businesses of those types already located within the Prohibited Uses Area would be able to continue to operate; however, those uses would become non-conforming and could not be expanded, with the ultimate long term effect being that over time they are phased out

along the corridor. This is a policy tradeoff to promote and foster a more active, walkable, pedestrian friendly corridor, in support of the following neighborhood Plan policies:

Policy 2.1 Vibrancy: Incentivize and support redevelopment that fosters active mixed-use neighborhood centers.

Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.

Policy 13.2 Walkable Neighborhood Centers: Support walkable neighborhood centers where people can access transit, shopping, parks, schools, and public spaces within walking distance through legislative updates to local land use regulations.

The list of prohibited uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area reflect long-term priorities for both the River Road and Santa Clara Neighborhood Organizations. The prohibited uses are mostly auto-oriented commercial/industrial uses and phasing them out along the River Road corridor will help work towards the City's transportation and climate goals, including the reduction of greenhouse gas emissions, which is an outcome consistent with Envision Eugene Policy 3.6.

Comprehensive Plan Policy 3.5: Business retention and expansion: Facilitate the retention and growth of existing businesses in the community.

Comprehensive Plan Policy 3.6 Responsible economic development: Support economic development initiatives that reflect long-term priorities, improve community resilience to climate change and natural hazards, improve energy efficiency or reduce greenhouse gas emissions, and enhance opportunities to borrow, rent, or otherwise make better use of underutilized public and private assets.

3. Land Use Code Amendments – Building Height

The current maximum building height in the C-2 Community Commercial zone is 120 feet. Reducing the maximum height of buildings along the River Road corridor has been a high priority expressed in community input from the beginning of the neighborhood planning process in 2017. Early corridor study workshops resulted in a concept of roughly five-story buildings (60-75 feet) along the corridor, transitioning to roughly three-story buildings (35-50 feet) near the corridor, and finally the currently allowed 30 feet (37 with a pitched roof) buildings in the R-1 Low Density Residential zoned areas of the neighborhood. Based on the consistently expressed community priority of pedestrian-scale buildings in the area and along the corridor throughout the planning process, staff's original proposal for the code amendments was to reduce maximum building height to 60 feet in for properties zoned C-2 and located within the River Road-Santa Clara Neighborhood Plan Area boundary and the city limits. A map showing the proposed River Road-Santa Clara Neighborhood Plan Area boundary is attached to this memo as Exhibit C.

Following consideration of public testimony, the Eugene Planning Commission recommended revising the code amendments to set the maximum allowed building height at 65 feet for properties zoned C-2

and located within the River Road-Santa Clara Neighborhood Plan Area boundary and the city limits. Examples of existing buildings that are close to 65 feet in height include existing apartment buildings in the Walnut Station Special Area Zone (on or near Franklin Boulevard) and Amazon Corner (on Hilyard Street in South Eugene). Photos of these buildings are included in Exhibit D. The proposed 65 foot maximum building height provides a pedestrian scale to the buildings along the River Road corridor that was important to those who participated in the corridor study process.

Public testimony to the elected officials both supports the proposed height reduction and expresses concerns about potentially limiting housing capacity in a large area of the city. The amount of property affected by the proposed height limitation is relatively limited (see Neighborhood Plan Map in **Attachment A**, page 6) and housing is still an allowed use on the affected properties. The proposed height limit would potentially impact the total amount of housing that could be constructed by limiting building height to approximately 5 stories instead of the approximately 10-12 stories that are currently allowed on properties zoned C-2.

Some of the submitted testimony suggested carving out the area along River Avenue from the building height limitation, should it otherwise be approved. This suggestion was not specifically considered by the Planning Commission, but Council could find that it makes sense, for the same reasons the carve-out area makes sense for prohibited uses.

4. Land Use Code Amendments – C-2 Community Commercial Design Standards

The proposed code Amendments include commercial design standards such as frontage and setback requirements, building entrance orientation and window coverage requirements. These amendments are intended to transform the character of the River Road corridor over time to a more active, pedestrian-friendly, and less auto-oriented area. If new development, including expansion of existing businesses, cannot be designed to comply with these standards, adjustments to the standards are possible through an Adjustment Review process. The Adjustment Review process provides for review by the Planning Director based on specific approval criteria. The process includes public notice and an opportunity for public comment prior to a decision. There is no public hearing unless the Planning Director's decision is appealed.

Since new building setback standards in the C-2 Community Commercial zone were adopted in 2021 (from 0-10 feet to 5-15 feet), dozens of buildings that comply with the new setbacks have been permitted. Six Adjustment Review applications have also been submitted requesting to adjust the front setback standards. They were all approved after going through the process of design consultation and review by City staff on multiple work teams. As the community grows and changes, older developments are gradually replaced with new developments that conform to current regulations.

The proposed neighborhood-specific code amendments also include transition standards for properties zoned C-2 with property lines abutting land zoned R-1 Low Density Residential. Transitions between uses of greater and lesser intensity has been a neighborhood priority since the beginning of the planning process – as represented in the Neighborhood Plan (Policies 11.2 and 14.1) . The transition standards proposed are informed by the City's adopted Clear & Objective housing approval criteria and are supported by the existing Urban Facilities Plan, and non-regulatory Community Design Handbook.

Some of the submitted testimony suggested carving the area along River Avenue from the proposed design standards, should they otherwise be approved. This suggestion was not specifically considered by the Planning Commission, but Council could find that it makes sense, for the same reasons the carve out makes sense for prohibited uses.

5. Information Requested: Ground Floor Commercial

The question was raised about how the City could encourage or incentivize more neighborhood-serving retail and services in the areas of River Road and Santa Clara that are zoned C-2 and located within the city limits. Some testimony asked for ground floor commercial uses to be required for new development in the C-2 zone in the neighborhood-specific package of code amendments. This issue was discussed throughout the planning process, and mixed-use development along River Road is a priority for the plan; however, this requirement was not recommended for several reasons.

First, mixed-use development (commercial and housing uses within the same development site) and mixed-use buildings (commercial ground floor with housing above) are already allowed in the C-2 zone. Ground floor commercial is not required within the C-2 zone anywhere in the city, including downtown, because this requirement can present a financial barrier to much needed housing development.

In addition, recent changes in state law strongly discourage cities from imposing new limitations on housing. Recently adopted state legislation allows for a developer proposing housing to seek an adjustment to a regulation requiring ground floor commercial, and potentially avoid it. The Oregon Department of Land Conservation and Development has also identified ground floor commercial requirements as a potential barrier to housing and has included the removal of such standards on a list of tools for cities to consider for implementation as part of their required Housing Production Strategy. Eugene is in the early stages of developing its required Housing Production Strategy.

As an alternative to imposing requirements for ground floor commercial uses, staff recommend consideration of incentivizing neighborhood-serving retail along mixed-use corridors in upcoming citywide planning efforts as part of the Urban Growth Strategies project. The incentives could include a mix of development regulations, tax exemptions, zoning changes, and/or fee reductions.

6. Information Requested: Parking Management

Parking issues can be addressed using a variety of tools and programs, including **policies, land use code provisions, and programs and projects**. Both policy and code tools assume eventual urbanization of the River Road and Santa Clara neighborhoods. At the **policy** level, the Neighborhood Plan includes a new Right-of-Way management and coordination policy that was agreed to by City and County staff:

“Policy 5.5 Public Right-of-Way Management: City and County continue to cooperatively work towards addressing jurisdictional issues in the right of way, including parking, maintenance, street improvements, and annexation issues.”

This policy will guide City and County coordination as streets transfer jurisdiction or are planned for improvement projects in the future.

At the **land use code** level, Eugene has recently eliminated off-street parking requirements for new development as part of implementing the Climate Friendly and Equitable Communities (CFEC) rules. However, off-street parking is still allowed (just not required) and the City continues to typically see construction of off-street parking associated with new housing developments. However, because the River Road-Santa Clara area remains a patchwork of city and county jurisdiction, spill-over parking impacts from new development of property located within the city limits onto County streets can and does occur.

There are also a variety of City and County **programs and projects** that apply to the management of parking in the River Road-Santa Clara area. Enforcement of City and County regulations, jurisdictional transfer of ownership and maintenance responsibility of streets, street improvement and safety projects, and ongoing staff coordination are some of the ways parking management is addressed on an ongoing basis. The City has resources to enforce right of way code violation for City jurisdiction areas. Concerns should be reported at www.eugeneparking.com. In addition, transportation demand management (TDM) strategies such as bus passes and information on ways to safely get around without a car, can reduce the demand for parking over time, and are part of the City's transportation planning team's services.

Once the Neighborhood Plan is adopted, City staff will coordinate an annual meeting with City and County staff and neighborhood leaders from both community organizations. Parking and other effects from urbanization are sure to be among the issues prioritized for future action and funding requests.

Summary of River Road-Santa Clara Neighborhood Plan Adoption Package Components

Metro Plan Amendments

The proposal involves a Metro Plan Amendment to be considered by the City of Eugene and Lane County to:

- adopt the new **River Road- Santa Clara Neighborhood Plan**
- remove Chapter II Section F from the *Eugene-Springfield Metropolitan Area General Plan* (Metro Plan) and references to this section in the Table of Contents and Chapter II Introduction

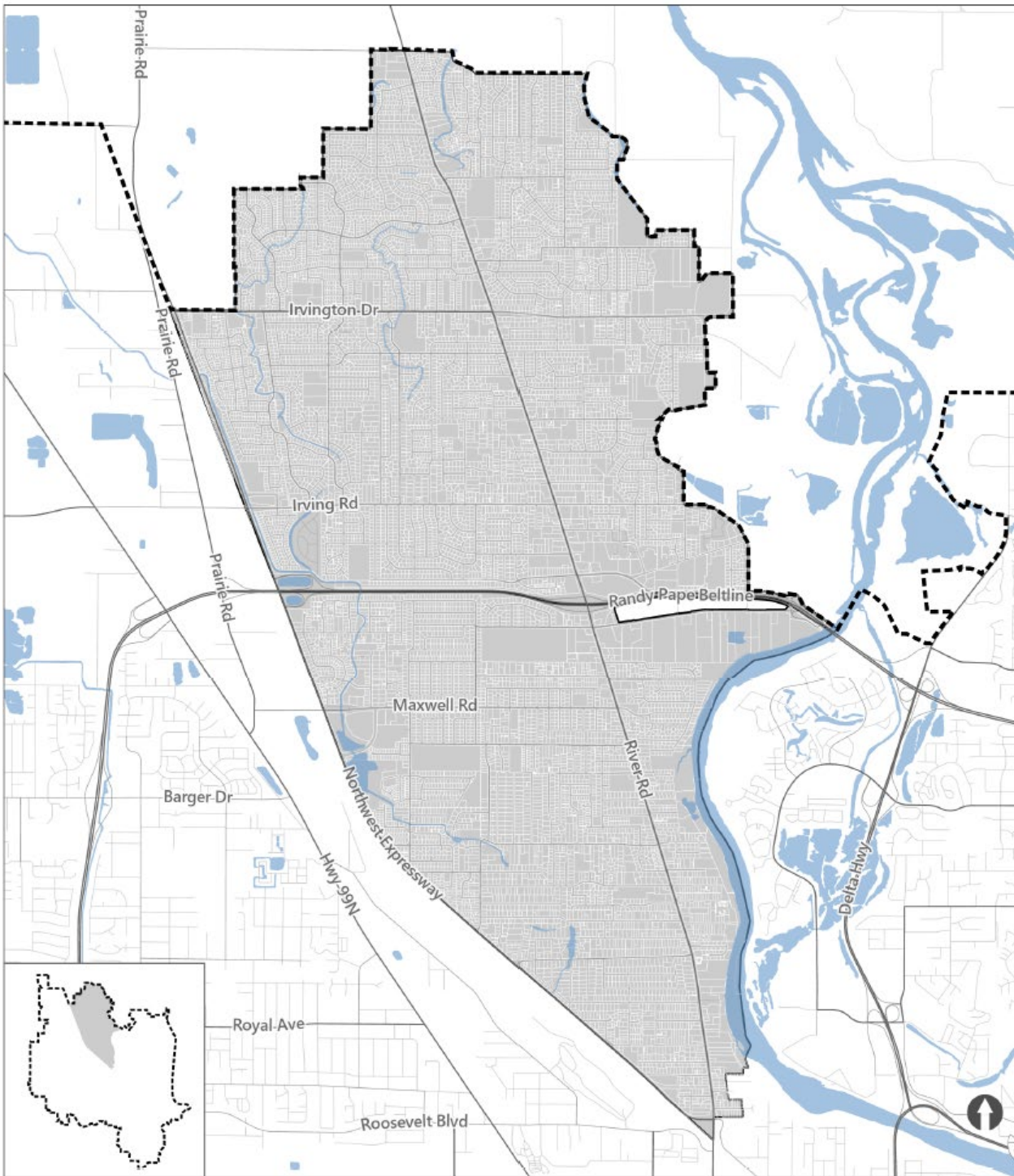
Land Use Code Amendments (considered by City of Eugene only)

The proposal involves a City of Eugene Land Use Code Amendment to establish River Road and Santa Clara neighborhood-specific code amendments within the city limits, as follows:

- In the C-2 Community Commercial Zone, applies the following design standards:
 - Limit building height to 65 feet (current limit is 120 feet).
 - Apply transition standards (setbacks, landscaping, and/or fencing) to new buildings and building additions that increase the square footage of floor area by 20% or more for any development on property abutting Low Density Residential (R-1) zoned land.
 - Require buildings fronting River Road to provide a main entrance facing that street or to the corner where River Road and another street intersect.
 - Increase the minimum percentage of the street facing building façade that must be within the maximum front yard setback, from 25% to 80%.
 - Require minimum percentage of windows along the ground floor of street facing facades and prohibit blank walls of more than 20 linear feet of any façade.
 - Require weather protection features over all building entrances.
- In the C-2 Community Commercial Zone (excepting most of the River Avenue area), prohibits the establishment of the following uses:
 - Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
 - Motorcycle Sales/Rental/Service
 - Recreational Vehicles and Heavy Truck, Sales/Rental/Service
 - Agricultural Machinery Rental/Sales/Service
 - Boat and Watercraft Sales/Service
 - Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
 - Storage Facility, Household/Consumer Goods, enclosed
- In the R-1 Low Density Residential Zone, allows the “Display and Sale of Agricultural Products Grown Offsite” as a permitted use and include limits to size of display, hours of operation, and signage in keeping with “small scale.”
- Amends Table 9.8010 and corresponding figure to add the new River Road- Santa Clara Neighborhood Plan
- Adds adjustment review criteria specific to River Road-Santa Clara under EC 9.8030(39).

Map 9.2161(11)

River Road - Santa Clara Prohibited Uses Area

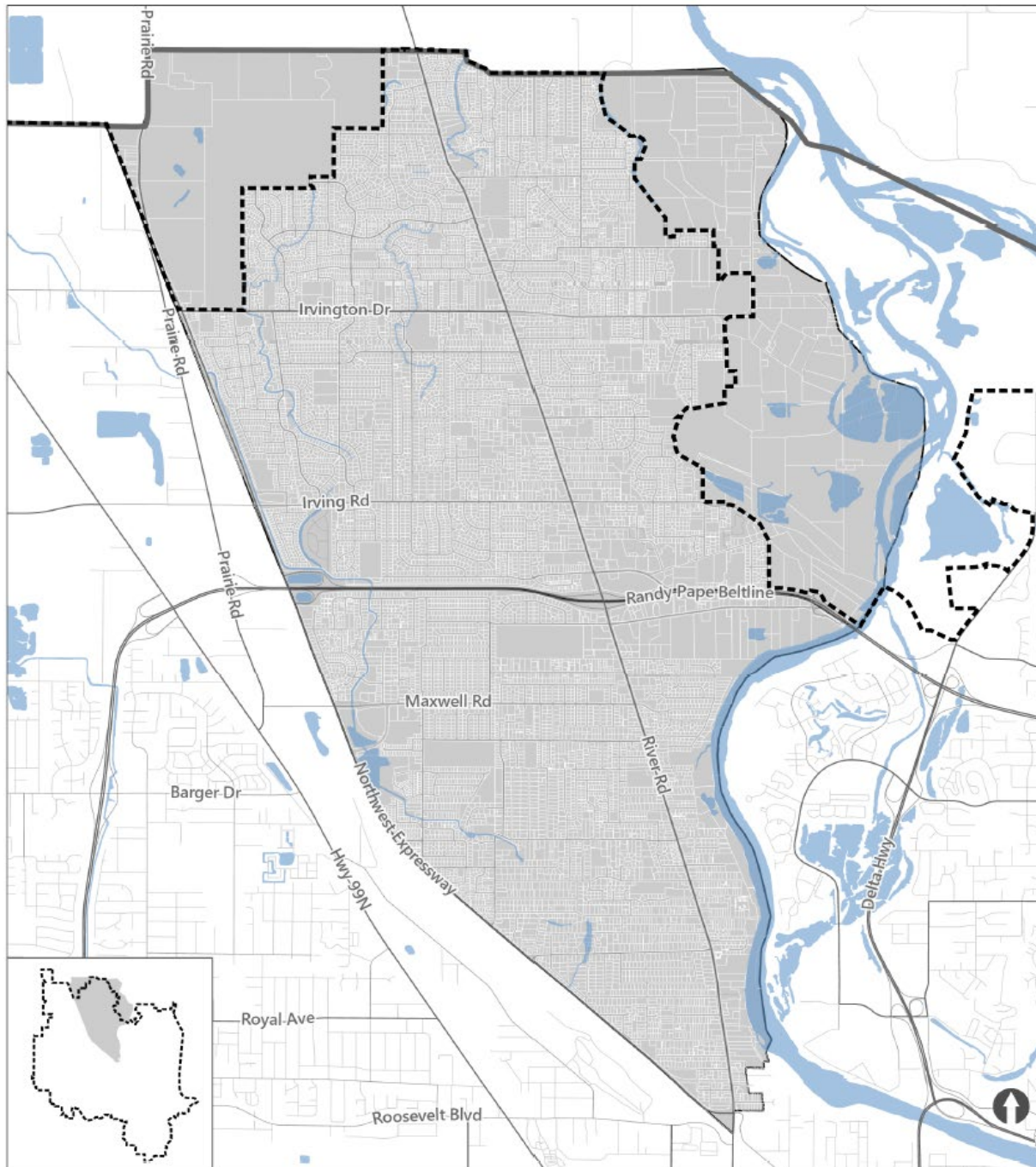


 Eugene Urban Growth Boundary (UGB)
 River Road - Santa Clara Prohibited Uses Area
 Taxlots (outlined in white)
 0 0.3 0.6 Miles

February 2024

Map 9.2170(3)(d)

River Road - Santa Clara Neighborhood Plan Area



 Eugene Urban Growth Boundary (UGB)
 Metro Plan Boundary
 River Road - Santa Clara Neighborhood Plan Area
 Taxlots (outlined in white)
 0 0.3 0.6 Miles

February 2024

Exhibit D



Amazon Corner, 32nd and Hilyard: 62' in height



Yugo Skybox & Courtside Apartments, near Franklin and Villard/Orchard: both 65' in height