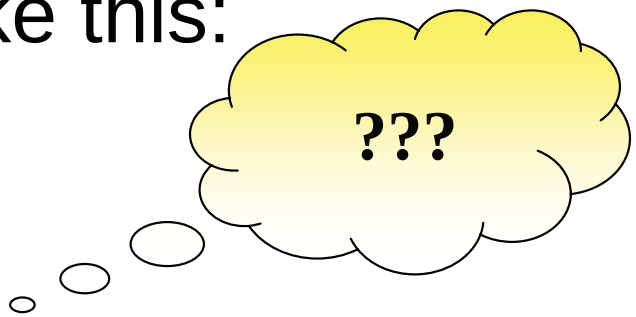
Downtown Zoning Review

Begin Slide Show

Downtown Zoning Review

- View in this web presentation and then please give us your comments in the online survey.

- Questions on issues that have been identified so far will appear in a cloud, like this:



- We would like your help in identifying other issues.

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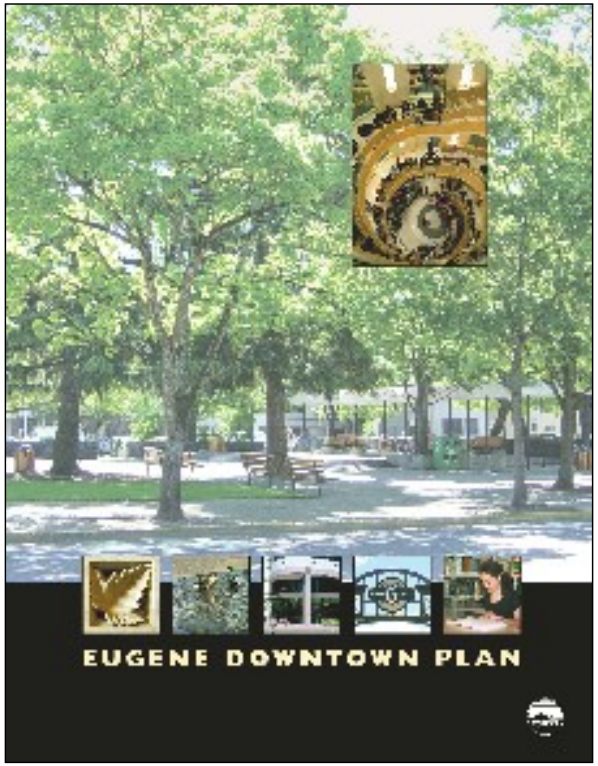
Downtown Zoning Review: Background

- **Eugene's Downtown Plan strives to support, encourage and reinforce a vibrant, active, densely developed downtown.**

- **Development downtown is guided by the Downtown Plan, the city land use code and zoning regulations.**

- **City council has directed staff to review these codes and regulations to determine if any changes are needed to support the vision of the Downtown Plan.**



The Downtown Plan was adopted by Eugene City Council in 2004.

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Downtown Plan

- This map shows the boundary of the Downtown Plan area.

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Preliminary Issues Identified

1. **Boundaries: Parking Exempt** Boundary
2. **Ground floor requirements** for new residential buildings
3. **Surface parking** limitations
4. **Bicycle parking** requirements for new developments
5. **Density requirements** (floor area of building compared to amount of land)

Do you know of any other issues?

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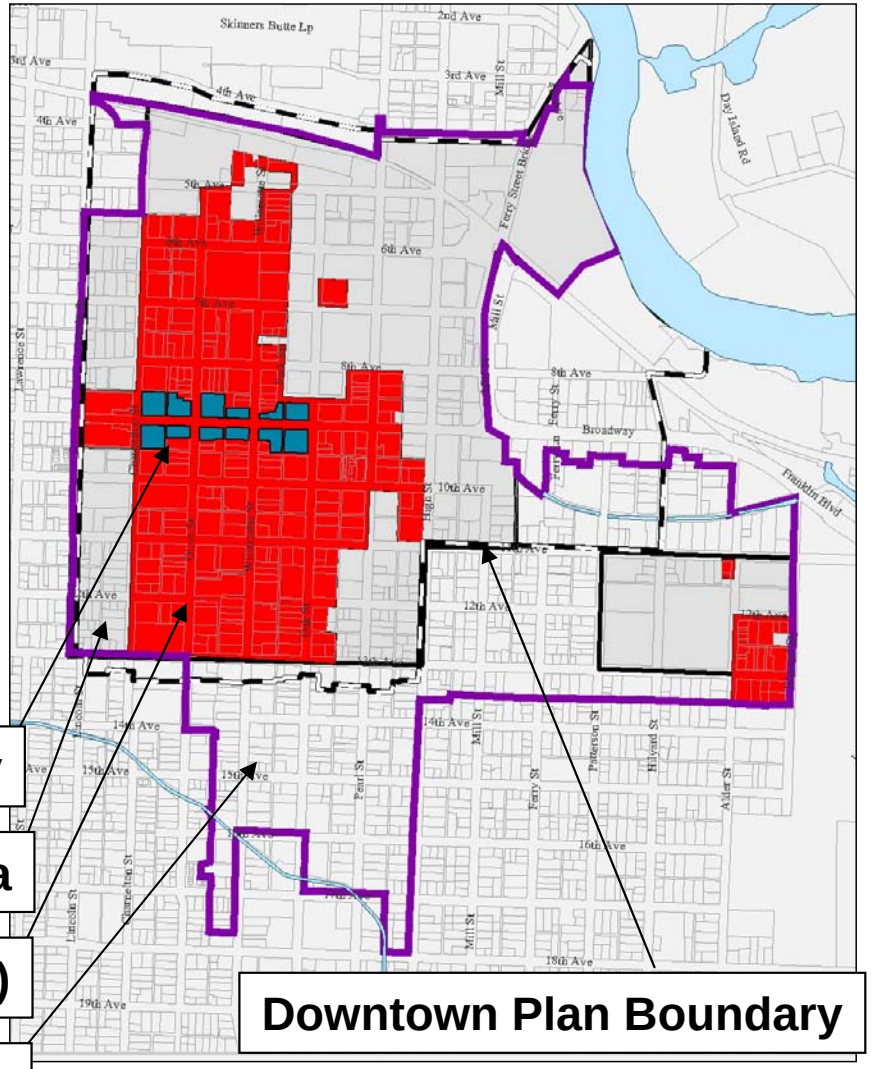
Issue #1: Boundaries

- Many different regulations apply to downtown.
- These overlap, exclude portions of downtown and include areas outside of downtown.



Broadway Overlay

Parking Exempt Area

Zoned Major Commercial (C-3)

Transit Oriented Development Overlay

Downtown Plan Boundary

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Issue #1: Boundaries

- The boundaries are specific to sections of downtown.
- These different boundaries can be confusing and inconsistent.

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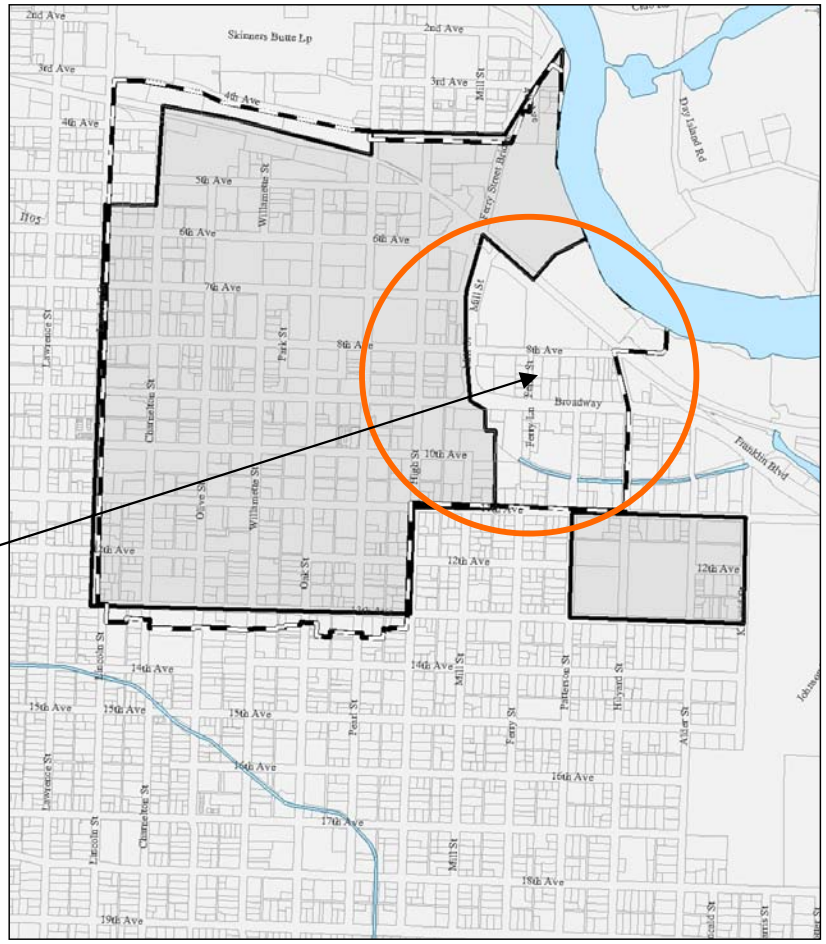
Issue #1: Boundaries

- As an example, new developments within the parking exempt boundary are not required to provide automobile parking

- This boundary does not cover all of downtown.

Should boundaries in downtown be unified?



Parking Exempt Area shown in dark grey

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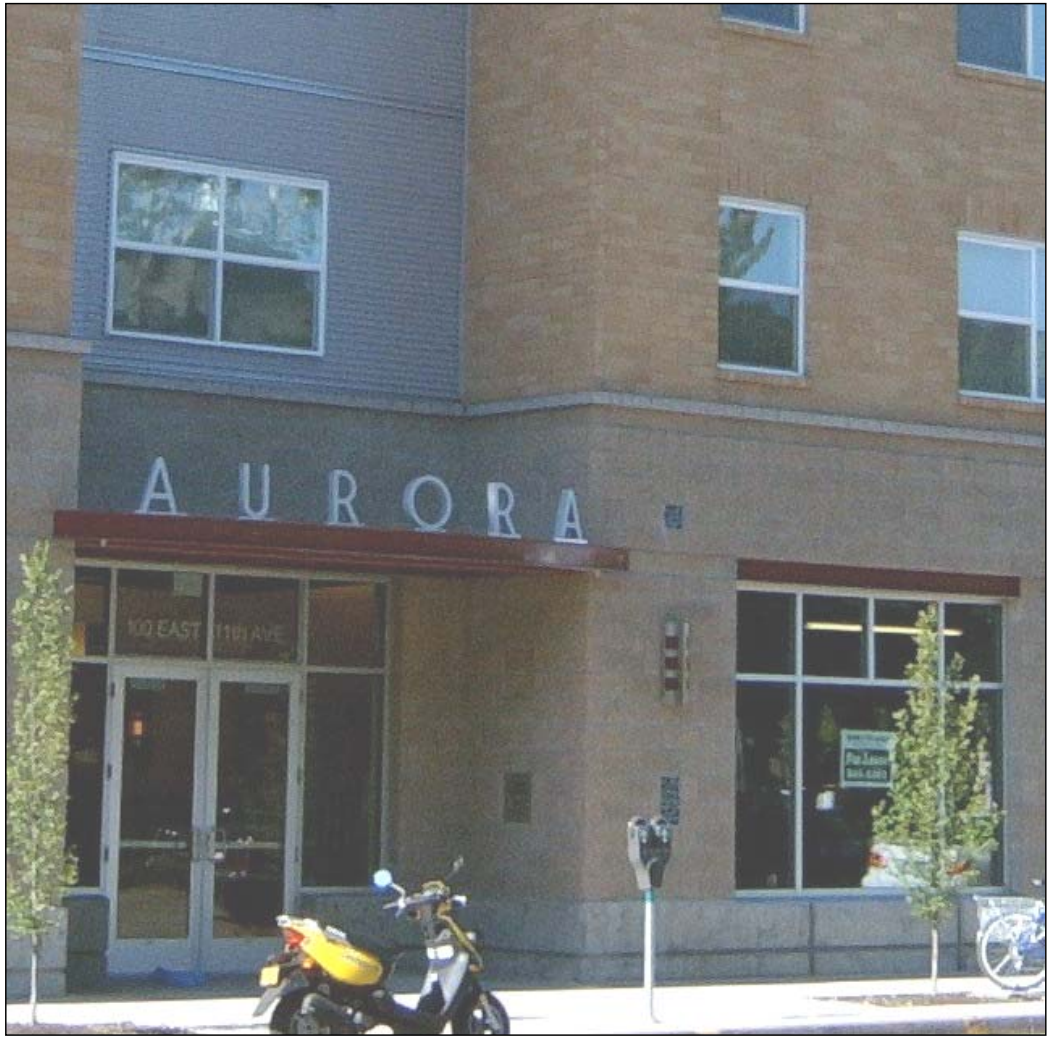
Issue #2:
Non-Residential Ground Floor

- Non-residential uses are required on the ground floor of new housing developments zoned General Commercial (C-2).



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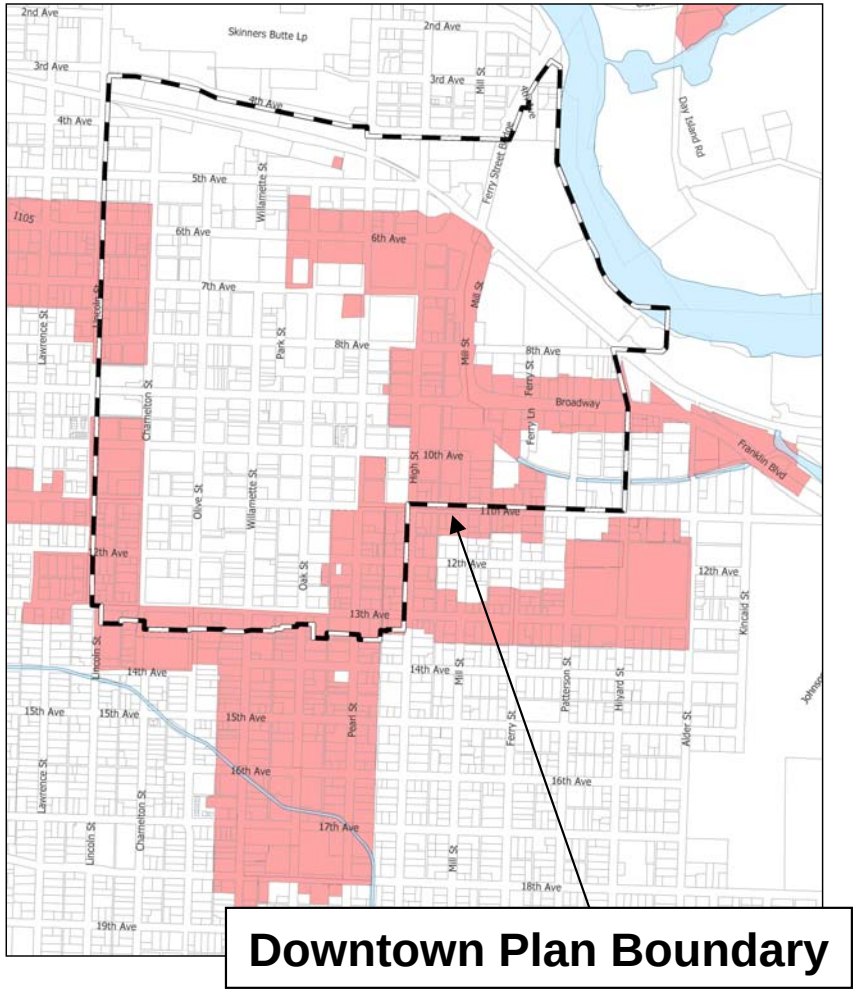
Issue #2: Non-Residential Ground Floor

- Ground floor non-residential is required regardless of location.
- This requirement may increase costs for new housing downtown.



Pink area is zoned General Commercial (C-2).

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Issue #2: Non-Residential Ground Floor

- The Downtown Plan encourages increased housing.
- There are many vacant storefronts downtown.

Broadway Place

Should non-residential uses be required on the ground floor of all new housing downtown?

High Street Terrace

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Issue #3: Surface Parking

- No more than 20 surface parking spaces are allowed for ***new*** development zoned Major Commercial (C-3).

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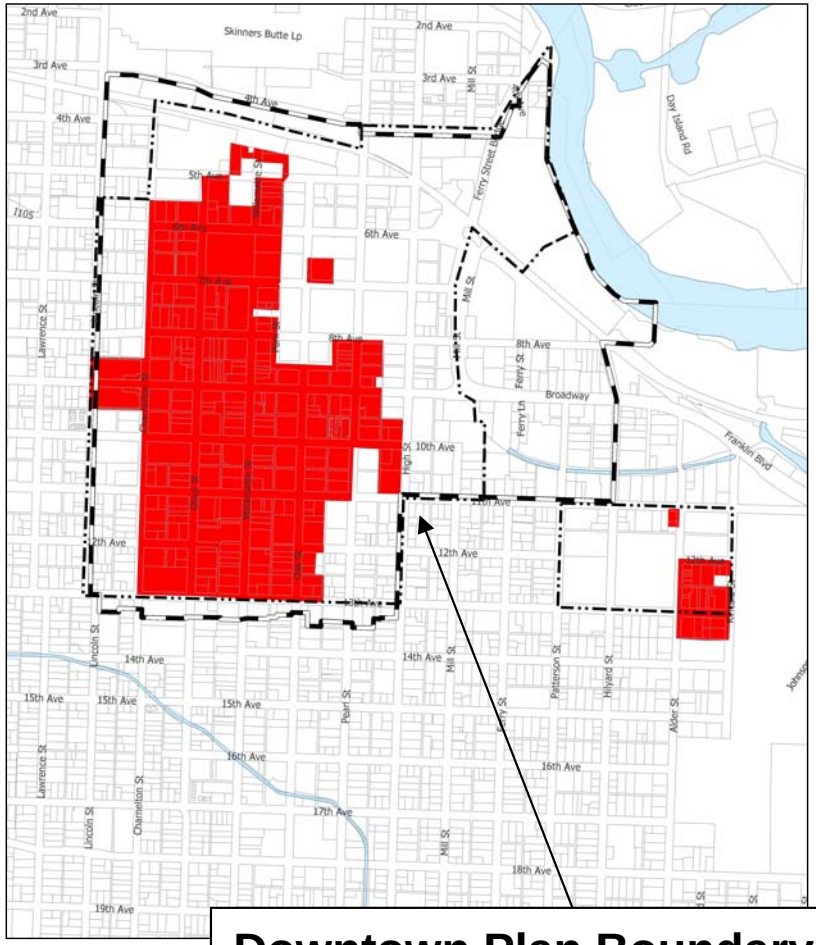
Issue #3: Surface Parking

- Businesses want convenient parking.
- Surface parking is a less intensive use of land.
- Structured parking is not economically feasible for small projects in today's market.



Downtown Plan Boundary

Red area is zoned Major Commercial (C-3).

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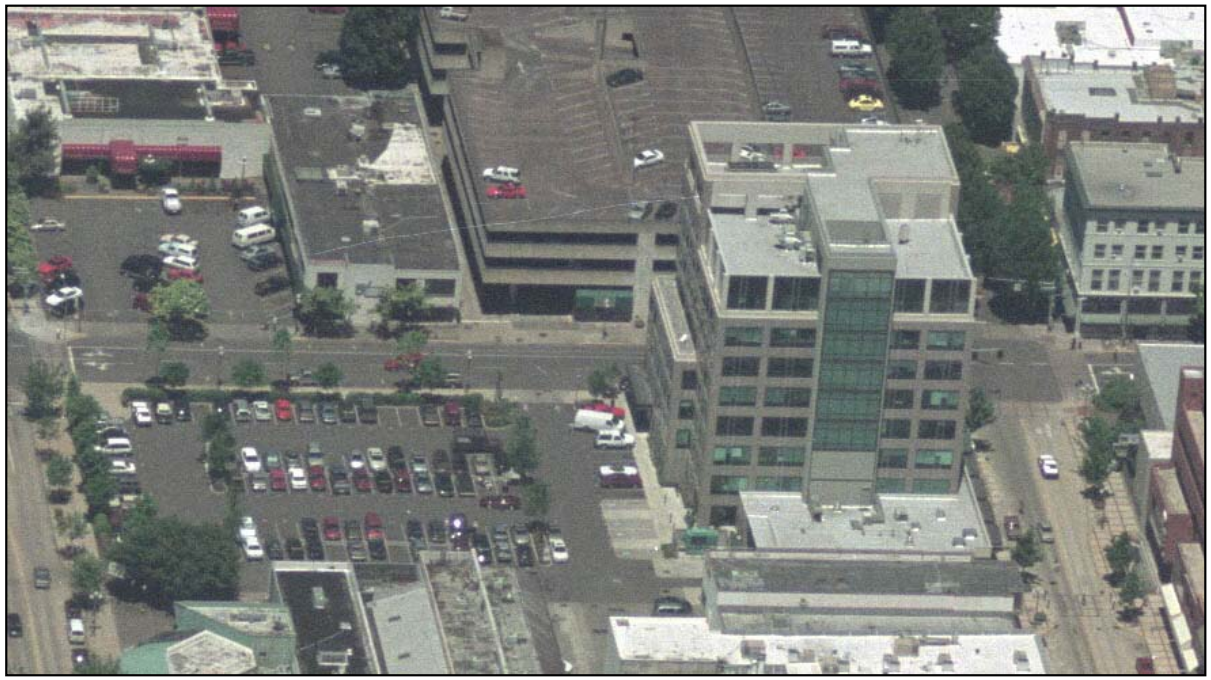
Issue #3: Surface Parking

- Surface parking reserves land for future development.



US Bank & adjacent parking lot

Should there be changes in the regulations for surface parking?

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Issue #4: Bicycle Parking Requirements

- The Downtown Plan promotes and supports alternate modes of transportation such as bicycles.

- Long term, covered bike parking is mandatory for all new developments downtown.

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Issue #4: Bicycle Parking Requirements

- Bike parking regulations are not flexible.
- There may be other ways to provide bicycle parking downtown.

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Issue #4: Bicycle Parking Requirements

- New housing developments are required to provide room for one bike per apartment in a dedicated long term bicycle storage area.

- For the Aurora Building, the total space needed to meet the bicycle parking requirement was equivalent to one apartment.

Should there be changes in bike parking requirements?

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Issue #5: Density Requirements

- The City requires a **minimum** amount of development per land area to promote downtown activity and intensity of development.

- The **amount of development** per land area is referred to as the density of development.

- **Density** is measured in terms of building floor area to land area. This is called floor area ratio (FAR).

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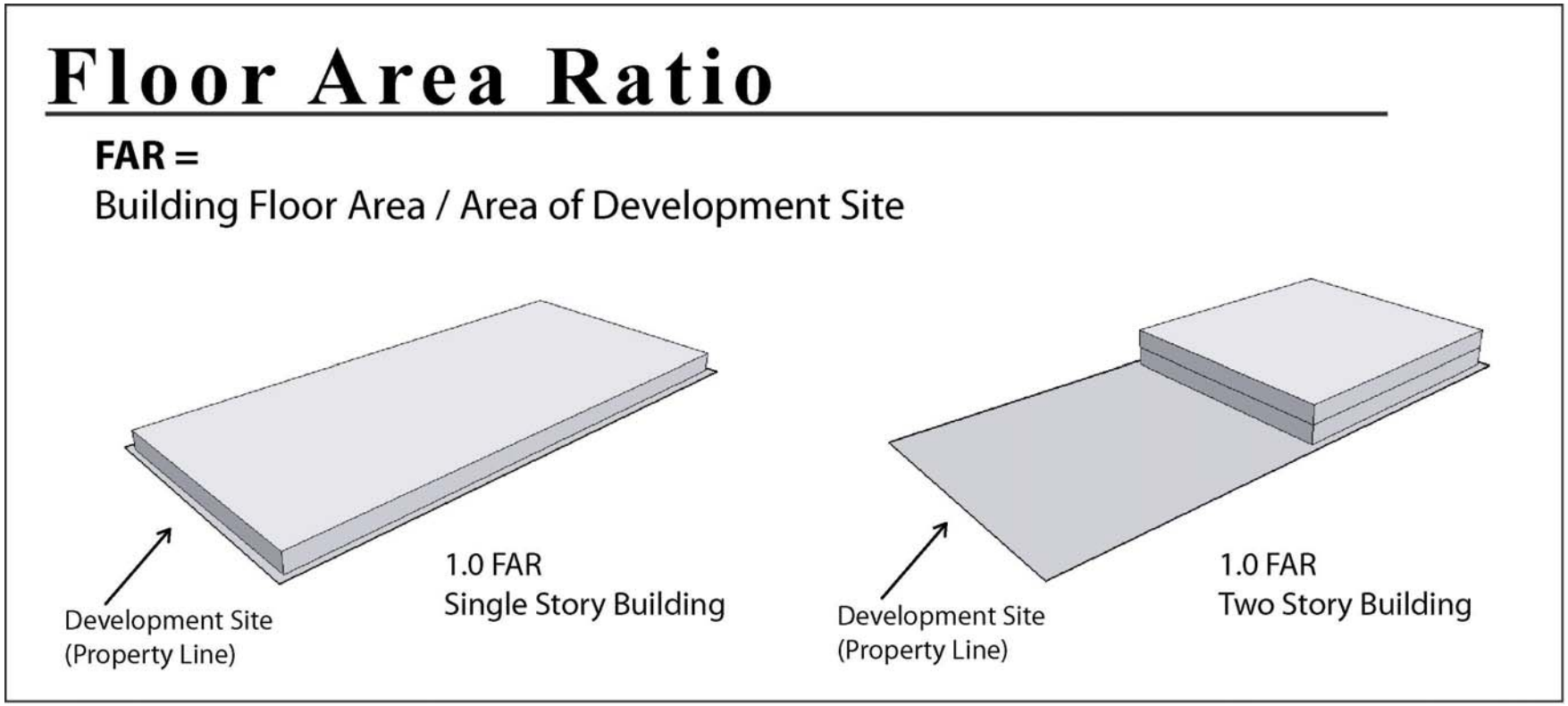
Issue #5: Density

- FAR is a measure of density. FAR does not necessarily equal the number of floors in a building.



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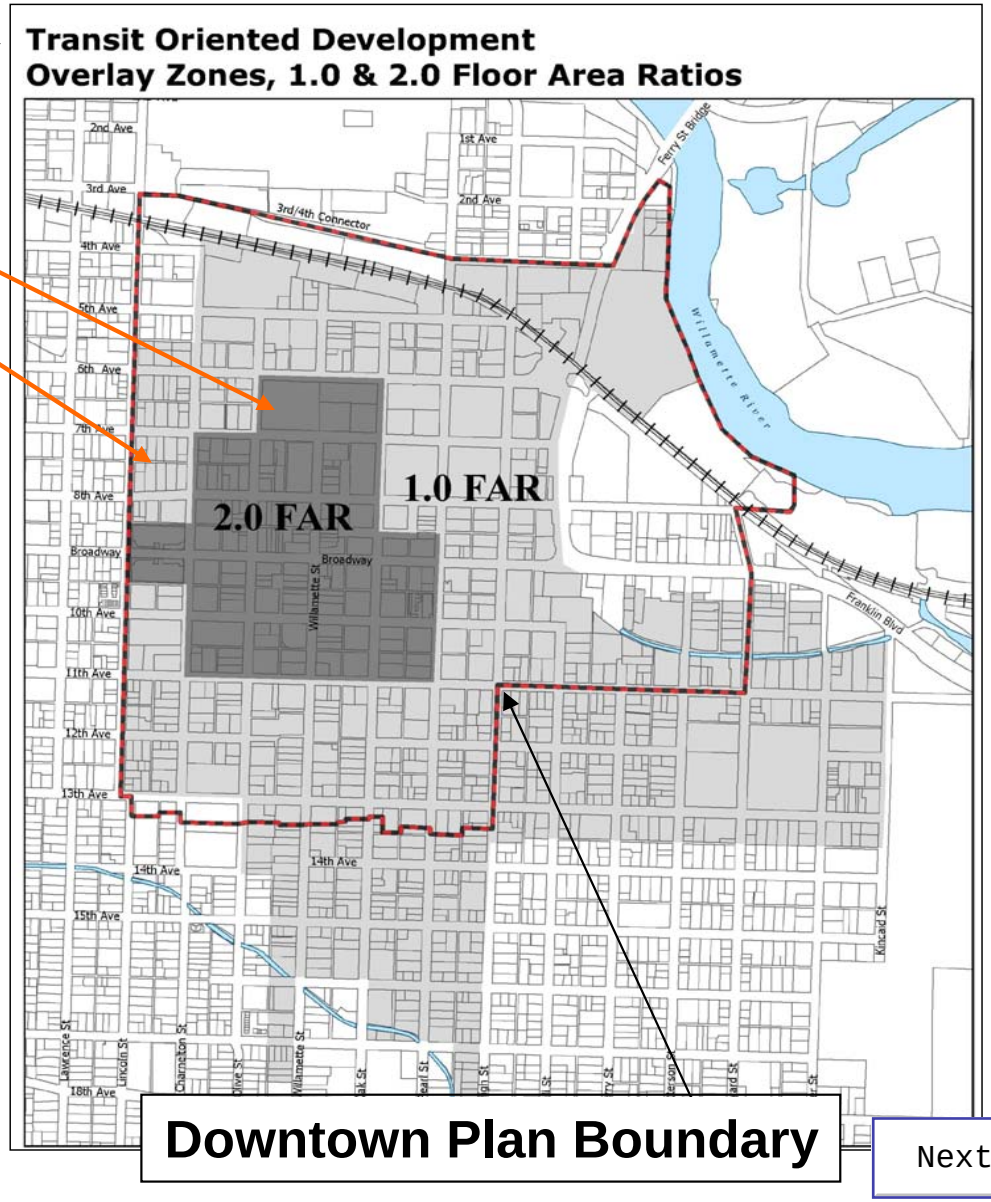
Issue #5: Density

- There are two areas with FAR requirements for new buildings.
  - *One zone requires 2.0 FAR*
  - *The other requires 1.0 FAR*
- These FAR zones are also part of what is called a 'zoning overlay'.
- This overlay is referred to as the Transit Oriented Development overlay, or /TD.



Are the FAR requirements working to encourage desired development downtown?

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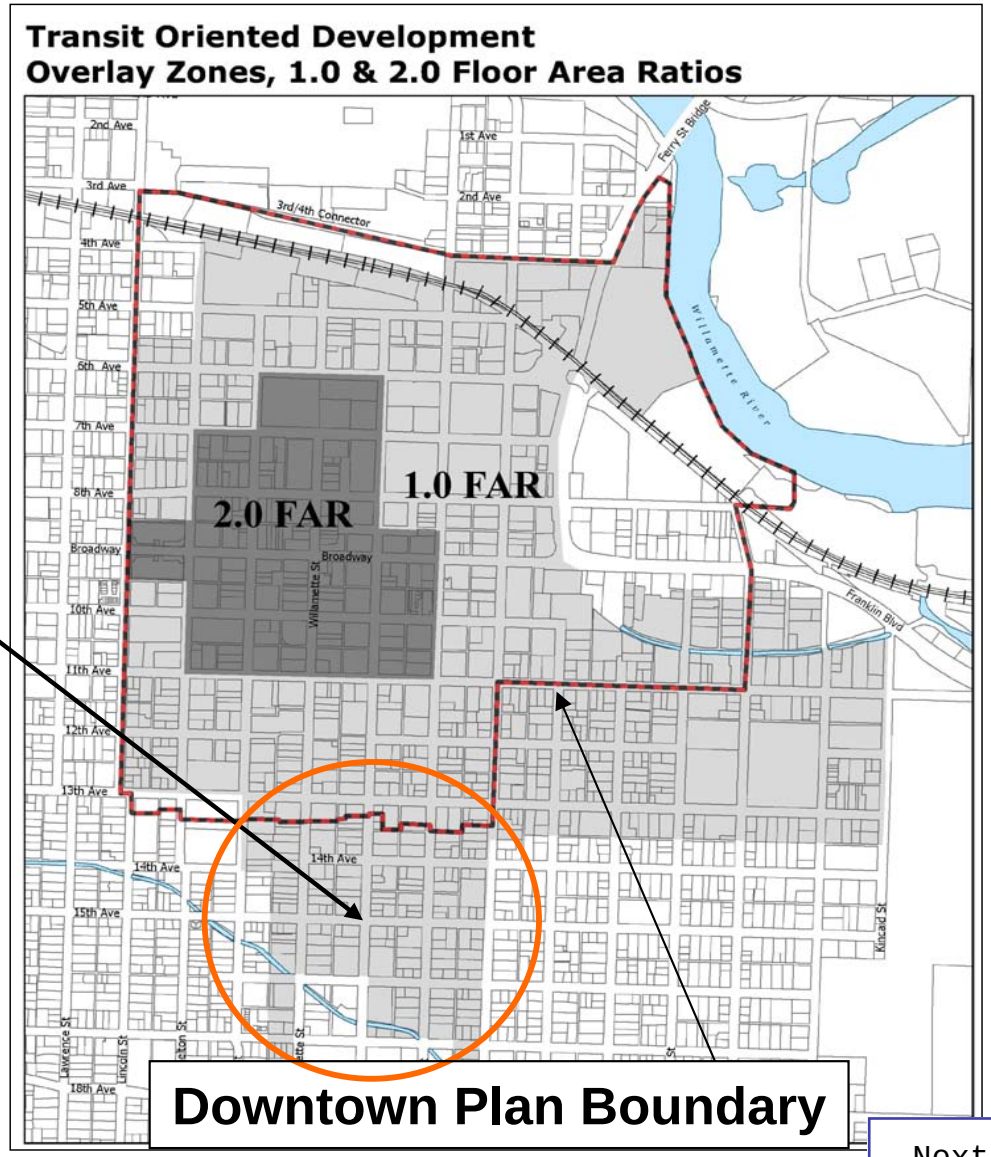
Issue #5: Density

- The 1.0 FAR (density) requirement extends outside of the Downtown Plan area.



Should we have density requirements outside of Downtown?

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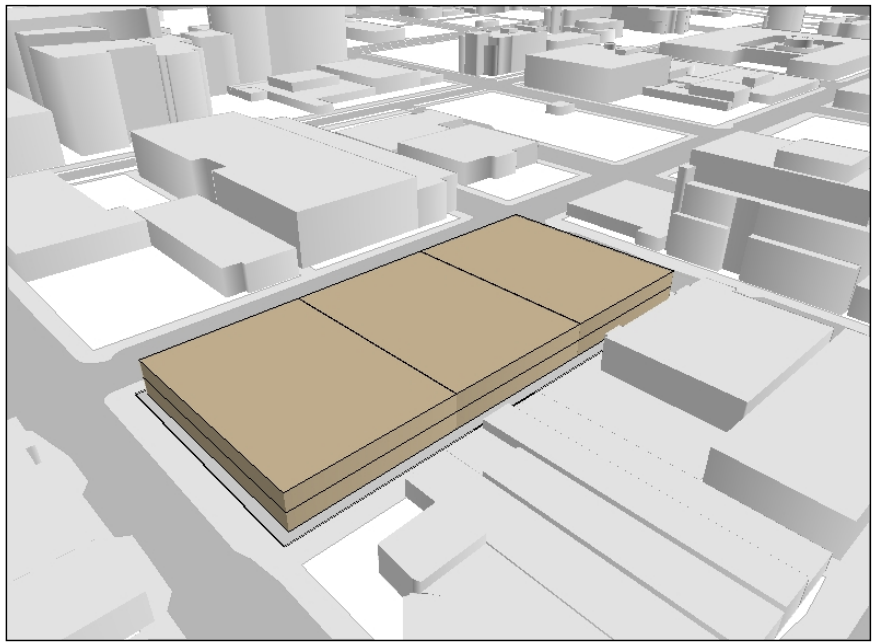
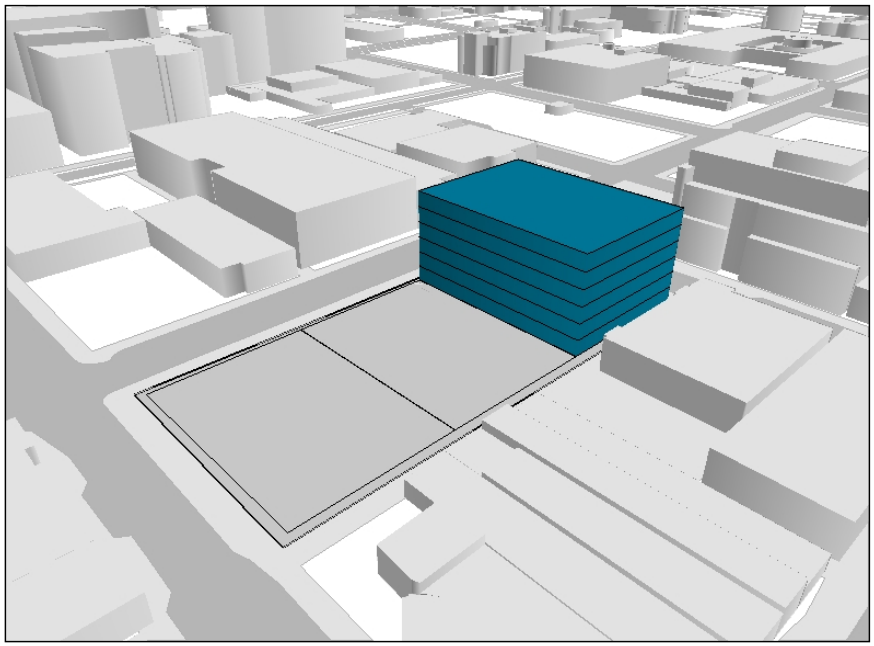
Issue #5: Density

- **Both of these images show a density of 2.0 FAR.**



Full lot coverage at two stories



Six stories on 1/3 of lot reserves area for future possibilities

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Issue #5: Density

- Most buildings don't have full coverage to their lot lines.
- Large buildings such as theaters may have only one floor and therefore a lower FAR.

US Bank has a 1.96 FAR and has 8 floors

Library: 4 stories

FAR: 2.0

Heron: 3 stories

FAR: 1.47

Broadway Place: 3 stories

FAR: 1.55

Should Density (FAR) rules be changed?

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Downtown Zoning Review

- This presentation gives some examples of the land use code issues identified so far that may need revision.
- Do you agree with these issues?
- Are there other issues that may need revision?
- **Please answer the online survey and tell us what you think!**

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Go to online questionnaire