Evidentiary/Technical Support Items for Employment, Parks and Schools
(June 2017 Supplement)

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Envision Eugene Public Engagement Summary

The City of Eugene is well known for high-levels of public engagement. It is a City goal to provide a, “government that works openly, collaboratively, and fairly with the community,” and includes “transparent and interactive communication” as well as “public engagement that involves the community broadly.” The following summarizes the Envision Eugene public engagement efforts used to educate the public and obtain feedback on the 20-year growth planning efforts, from the visioning process through to the now proposed urban growth boundary (UGB) adoption package.

Community Vision Recommendation (2010-2012)

Planning for growth in Eugene used to be predictably two-sided. The challenge for the City of Eugene was to avoid the usual battles and create a planning process that built community by involving a broad spectrum of people in a new way. Envision Eugene’s goal was to create a vision of how Eugene would grow by focusing on collective best outcomes rather than worst fears. From 2010 through 2012, city staff and community members spent thousands of hours listening to one another and engaging in collaborative learning.

With a limited budget, the Envision Eugene Public Involvement Team comprised of city staff used a number of innovative public engagement methods:

- An innovative art class project was implemented to involve not only young people, but their parents in the city’s comprehensive planning process. Parents of young children have been historically hard to reach through typical means such as evening meetings, so the classes were devised as a way to creatively and cost-effectively involve these families through their children’s schoolwork. City staff worked with a community artist to design a project on Envision Eugene. The students were asked about what kinds of places are in a neighborhood, what places they like to go to, and what they would like their neighborhood to look like in the future. Students worked on the project over the course of a few classes, giving them the opportunity (and assignment) to take the topic home and talk to their parents about it. Both the Eugene School District and Bethel School District participated enthusiastically in the project. Student work was honored at an art show in June 2010 and on display at a Eugene First Friday ArtWalk. Over the next year the student art work was on display at public meetings, events and branch libraries, further spreading word about Envision Eugene to people throughout the community.

- The City asked consultant Bob Chadwick to help design a community building process for Eugene. After hundreds of individual listening interviews, the 60-person Community Resource Group (CRG) was convened for an initial three day workshop. Participants included diverse interests such as community leaders, council members, commissioners, neighborhood leaders, environmental and land use advocacy groups, businesses, school districts, and the immediate past Mayor. Planners from across the organization participated as well. People who had long ago written off public involvement in the planning process came to participate, and they stayed.

June 2017
The group met 17 times for full day meetings, and got to know each other as people, rather than as pre-conceived labels.

The consensus-building method used by Chadwick helps people realize and articulate their worst possible outcomes of a given process. Knowing what the worst possible outcomes are allows people to work through them, so they are able to move on to articulate their best possible outcomes, and then work together toward achieving those outcomes. The CRG spent a lot of time identifying their individual worst and best possible outcomes related to all aspects of Envision Eugene, from affordable housing, to economic opportunities, to neighborhood livability. Collectively, this work became the seven pillars of Envision Eugene – a foundation on which to build the community vision.

- Not only did community members inform the creation of the vision through the Community Resource Group, but the technical analysis was also vetted by a collaborative group of staff, consultants, and community members. The “Technical Resource Group” (TRG) included community experts on growth and development; among them, representatives of land use advocacy group 1000 Friends of Oregon, the local Chamber of Commerce, the Homebuilders Association of Lane County, and Neighborhood Leaders. The TRG aimed to have diverse participation. Other core members were those with expertise in residential and economic development and trends, sustainability, and transportation, and members of local boards and commissions. Other members that participated overtime included those with interests in neighborhoods, utility services and government spending.

The TRG has met and continues to meet regularly over the past five years, volunteering hundreds of hours, to examine the assumptions and methodologies related to all Envision Eugene analysis, including demand projections, the buildable lands inventory, capacity analysis, measures to increase development and UGB expansion.

- In addition, direct outreach to targeted groups of stakeholders was an early element of the project assumptions and methodologies related to all Envision Eugene analysis, including demand projections, such as the development community, committees on housing, human rights, and accessibility, and low-income renters. These groups and others were also invited to participate in the Community Resource Group. Since CRG meetings required a heavy time commitment, multiple levels of participation were offered to allow those with limited time or resources to engage on-line, through surveys, email, phone calls, one-time meetings or existing meetings.

- Other public engagement methods used included:
  - Direct mailings to every Eugene household to announce the original visioning kick-off meetings.
  - Listening Interviews with individuals and interested groups, boards and commissions
  - Monthly E-Newsletter to (at the time) over 500 people
  - Public workshops and open houses
Redisvelopment Tour for the CRG, with self-guided option for anyone using Google Maps
- Facebook page with over (at the time) 300 likes
- On-line surveys and comment forms
- Videos of project events and neighborhood outreach, posted on the website, YouTube and Facebook
- Co-sponsor of speakers with Transportation Planning and Lane Transit District
- Presentations to Neighborhood Groups, University of Oregon Classes, and other groups
- City Club Programs, rebroadcast on Community Radio KLCC

- A City Planning Division webpage – www.envisioneugene.org – hosts details on the project process, resultant documents, and future implementation tasks. Any citizen can access technical summaries –including spreadsheets – that informed final recommendations, relevant City Council meeting videos, and continuous updates on implementation tasks.

- Project staff met with anyone who asked, and with directly targeted participants in one-on-one and small group meetings to help design bigger public events. These small group meetings directly shaped how public outreach events were carried out. This type of collaboration with community members was a theme throughout the Envision Eugene process.

Envision Eugene was awarded the STAR Award for Citizen Involvement by the State Department of Land Conservation and Development’s Citizen Involvement Committee in 2011. The public participation from these efforts helped form the recommendations approved by the City Council in June 2012 regarding a proposed urban growth boundary and strategies to accommodate our needed jobs, homes, parks, and schools over the next 20 years, while balancing the seven pillars or goals of Envision Eugene.

Implementation of Vision (Post 2012)

After the 2012 direction from the City Council, the public outreach efforts focused on implementation of the key items in the 2012 recommendation in order to prepare the final UGB adoption package.

- Measures to Increase Employment.
  - Employment Zones. Two zoning code amendments were proposed and ultimately approved to reduce the need for a Commercial UGB expansion by amending the zoning code to allow for more office jobs to occur on Industrial land. These amendments are necessary as part of the city’s strategy to accommodate the city’s 20 year need for commercial jobs inside the current UGB. Specifically, the city is relying on these amendments to accommodate approximately 4,250 commercial jobs inside the UGB. Prior to the formal adoption process, Planning staff held various meetings with stakeholders in the affected areas and the Planning Commission to develop and obtain input on these new employment zoning standards (the new E-1 Campus Employment Zone and E-2 Mixed Use Employment Zone). The formal adoption process complied with
the adopted public engagement requirements such as public notices and hearings, as provided in the Eugene Code for Code Amendments with a concurrent Zone Change.

— **Brownfields Assessment Project.** The Eugene-Springfield area received a grant from the US Environmental Protection Agency to inventory and assess potential brownfield sites. This grant positions the metro area to establish a brownfields program and begin to see cleanup and re-development of key properties. In Eugene, work is focused on the downtown, west Eugene, and the Highway 99 industrial areas. Vacant or underused properties can be redeveloped into residential, commercial, industrial uses, helping to re-use land inside the existing UGB and reduce the amount of UGB expansions. The primary public engagement efforts have been targeted outreach to community organizations, direct contact with property owners, and establishing a coalition website with educational information for property owners and the general public.

- Measures to increase housing and mixed use.

  — **Downtown and Mixed Use Code Amendments.** Consistent with several strategies in the Envision Eugene proposal, zoning code amendments were proposed and ultimately approved to facilitate compact urban development by changing land use regulations to better align with Envision Eugene. These amendments are also necessary as part of the city's strategy to accommodate the city's 20 year need for commercial and multi-family housing inside the current UGB. Specifically, these amendments are part of a package of land use efficiency strategies the city is relying on to accommodate approximately 400 commercial jobs and 1,600 multi-family homes inside the UGB by increasing the likelihood of redevelopment in the downtown, along key corridors and in core commercial areas. Prior to the formal adoption process, community stakeholders with experience and expertise in downtown and mixed use development gave feedback on the concepts and code language. These stakeholders included property owners, neighborhood advocates, developers, commercial brokers, architects, and the Chamber of Commerce. The commercial zoning code was amended to make is easier to do multi-family and compact urban development in downtown, on key transit corridors and in core commercial areas. The formal adoption process complied with the adopted public engagement requirements such as public notices and hearings, as provided in the Eugene Code for Code Amendments.

  — **Residential Re-designation.** The city worked with several property owners whose land at the time was planned for medium density housing but might be more appropriate for low density residential housing, and if re-designated to low density would reduce the amount of UGB expansion needed for low density residential housing. The re-designations and associated zone changes and code amendments were proposed and ultimately approved for three areas of the city. These amendments were necessary as part of the city’s strategy to accommodate more of the city’s 20 year need for single-family housing (low density residential) inside the current UGB and all of the city's 20
year need for multi-family housing (medium and high density residential) and commercial inside the current UGB. Specifically, the city is relying on these amendments to accommodate 631 additional low density residential homes and 10 additional acres of commercial land inside the UGB. Prior to the formal adoption process, public engagement on this project included direct property owner correspondence, workshops and questionnaires for owners and residents in the largest study area regarding area planning issues, and Planning Commission work sessions. The formal adoption process complied with the adopted public engagement requirements such as public notices and hearings, as provided in the Eugene Code for Metro Plan Amendments, Refinement Plan Amendments, Zone Changes and Code Amendments.

— **Multiple Unit Tax Exemption (MUPTE).** The MUPTE program is enabled by state legislation and designed to encourage higher density housing and redevelopment in the core area and along transit corridors. MUPTE is a critical component to Envision Eugene. Coupled with Area Planning, it is the primary strategy for addressing future multi-family housing needs. Specifically, the Council’s preferred growth strategy is to accommodate all multi-family housing inside the current UGB. In order to accomplish this goal, it is estimated that almost 1,600 homes will need to be accommodated through redevelopment that will not otherwise occur without support from community investments. The City Council recently revised the MUPTE program. Public outreach efforts in developing the new program included a key stakeholders workshop, meetings with individual stakeholders, industry experts, neighborhood leaders and city boards, commissions and groups, and two public hearings on the draft ordinance. The revised program will include new public input opportunities such as at least two neighborhood engagement meetings and a MUPTE Review Panel comprised of technical interests and neighborhood representatives.

— **Area Planning for the EWEB Riverfront site.** Consistent with Envision Eugene’s goal of compact urban development and accommodating more multi-family homes inside the current UGB, City staff provided support to the Eugene Water and Electric Board’s (EWEB) design staff and a nine-member Community Advisory Team for development of the EWEB Riverfront Master Plan. Prior to the formal adoption process, over the course of two years and after a series of public meetings, stakeholder interviews, and focus groups were held to solicit a broad cross-section of community input. A new special area zone for the site intended to implement the plan was proposed and ultimately approved. The formal adoption process for the special area zone complied with the adopted public engagement requirements such as public notices and hearings, as provided in the Eugene Code for Metro Plan Amendments, Refinement Plan, Zone Changes Code Amendments and Willamette Greenway Permit.

- **UGB Expansion Areas.** Two expansion areas are proposed. The Clear Lake Expansion area for jobs, a park and a school and the Santa Clara Community Park area. After accepting the recommended Community Vision, strategies, and actions in 2012, one of the City Council’s
specific directives was to analyze the potential environmental justice impacts and implications for neighbor communities from possible UGB expansion for industrial uses in the Clear Lake Road Area.

— *Subcommittee on Employment, Parks, and School Expansion (Clear Lake Area)*. City Planning staff worked with a subcommittee comprised of representatives from the Planning, Sustainability, and Human Rights Commissions, as well as the Active Bethel Citizens and the City’s Toxics Board. Local public health advocacy group Beyond Toxics was also represented. In the course of developing the land use code, Planning staff closely coordinated with the Lane Regional Air Protection Agency (LRAPA), Lane County Public Health, and the City’s Toxics Right-to-Know program coordinator. This subcommittee met five times over a three month period to vet staff proposals for (1) managing land divisions to preserve large development sites in the expansion area and (2) determine the best local regulatory approach to environmental justice concerns around the siting of additional industrial and employment uses in an area of existing concentration.

— *Bethel Community Meeting in June (Clear Lake Area)*. On June 24, 20**, City Planning staff held a public meeting in the Bethel community at Prairie Mountain School to share an overview of the UGB expansion process, as well as an explanation of the Clear Lake Overlay Zone and economic development planning efforts that will follow. Attendees included Clear Lake area property owners, real estate professionals, and members of the general public from the neighborhood. There was general support for UGB expansion. The majority of feedback received focused on future prospects for economic development and the complexity of wetlands mitigation. The primary request from attendees was for the City to continue working on these issues after the UGB expansion process is complete.

— *Golden Gardens Park (Clear Lake Area)*. In 2006, City Parks and Open Space staff hosted three neighborhood workshops to discuss future improvements to Golden Gardens Park. The workshops provided opportunities for the public to give feedback on short term and long term improvements.

— Santa Clara Community Park. City Parks and Open Space staff have been discussing the need for a community park in the River Road / Santa Clara area with residents for years. The now proposed UGB expansion for this park site is the result of significant public input and discussion at the City Council in 2004 regarding which location in this area was preferred for a community park.

• *The UGB Adoption Package*. The UGB adoption package includes adopting the following components related to jobs, parks and school land need: the necessary components of the Envision Eugene Comprehensive Plan and associated technical documents, a new Eugene-specific UGB which includes a UGB expansion, zone changes and zoning code amendments. The provisions beginning at EC 9.7700 (Metro Plan Amendment Procedures), EC 9.7500 (Type V Application Procedures) and EC 9.7300 (Type III Application Procedures) constitute the City
components related the public involvement process. However, prior to initiating the formal adoption process, several outreach efforts occurred to educate the general public and interested community members on the adoption package and obtain feedback. Those efforts included:

— TRG meetings. The TRG has continued to meet on an as needed basis to verify the final assumptions that helped inform the Envision Eugene adoption package, such as regarding the buildable lands inventory, housing capacity, UGB expansion analysis and multi-family housing strategies. They also continue to work on the city’s growth monitoring program which will advance the public’s ability to be involved in the technical analysis of Eugene’s growth trends.

— Subcommittee on Comprehensive Plan. A subcommittee of the Planning Commission met several times to review each section of the draft comprehensive plan. Additionally, on September 2015, a joint workshop to review the draft comprehensive plan occurred with the Planning Commission, Sustainability Commission, Human Rights Commission, and Housing Policy Board.

— Planning Commission Work Sessions. Prior to the formal adoption process, 16 work sessions or updates with the Planning Commission were provided between 2014-2016 as the Envision Eugene adoption package and related components were being developed, including regarding the final technical analysis, the Clear Lake overlay zone, the comprehensive plan, the UGB expansion analysis, the monitoring program and the community design handbook. Kicking off the formal adoption process, five work sessions with the City and/or Lane County Planning Commissions occurred in Jan.-March 2017, providing an overview of the formal UGB proposal and process.

— Outreach and events. Public open houses and meetings with the Planning Commission and City Council were held in 2015 to inform the public and get feedback on the results of the final technical analysis that helped inform the Envision Eugene adoption package. Following completion of the technical analysis, additional public open houses were held on the draft Envision Eugene adoption package.

— Summer outreach 2016. As a result of Council discussions in October of 2015, new strategies were explored to accommodate our remaining multi-family need. The summer of 2016 included a significant outreach push on not only the options to accommodate the remaining housing need but also the UGB proposal, including:

  o Staffing an Envision Eugene booth at summer events across the city to talk about planning in general and bring awareness to Envision Eugene and the UGB adoption materials
  o Holding an open house and two community drop-in sessions on the specific details of the UGB proposal and housing options.
  o Three on-line topic-specific surveys

June 2017
o Letters and phone calls for input on the housing strategy options
o Four topic-specific videos
o Topic-specific fact sheets and infographic sheets
o Facebook (currently over 480 likes)
o 25 e-newsletters to over 600 emails
o Specific outreach and a questionnaire to underrepresented community members.

— Community Information Sessions. To kick off the formal adoption process, we provided six community information sessions across the city in early 2017 to educate community members on the UGB adoption proposal, the adoption process, and how to participate and comment.

The formal adoption process for the Envision Eugene adoption package is consistent with the adopted public engagement requirements such as public notices and hearings, as found in the Eugene Code for the applicable land use applications.

- The required Measure 56 notice was provided to property owners within the UGB expansion areas and owners of R-2 Medium Density Residential Zone property greater than 0.5 acre on February 1, 2017.
- The joint Eugene and Lane County Planning Commission public hearing on the proposal on March 7, 2017 was duly noticed on February 1, 2017 to: owners within the UGB expansion area and owners and residents within 1,000 feet of the proposed expansion areas; to owners of R-2 Medium Density Residential Zone property greater than 0.5 acre; to owners of Medium Density Residential designated land greater than 0.5 acre and not in a special area zone, and; to owners of property that is adjacent to, or bisected by, the Eugene urban growth boundary.
- The joint Eugene and Lane County Planning Commission public hearing on the proposal on March 7, 2017 was duly noticed to all neighborhood organizations, community groups and individuals who have requested notice, as well as to the City of Springfield and Lane County.
- In addition, notice of the public hearing was also published in the Register Guard.

Following action by the Eugene and Lane County Planning Commissions, the Eugene City Council and the Board of Commissioners held a duly noticed public hearing and public deliberations to consider approval, modification, or denial of the UGB proposal adoption package. The hearing notice was sent to the same extent as the joint Planning Commission hearing notice. The Lane County Planning Commission and the Board of Commissioners is participating in the UGB expansion component of the adoption package. These processes afford ample opportunity for citizen involvement consistent with Goal 1. Therefore, the proposed ordinance is consistent with Statewide Planning Goal 1. See the document titled Envision Eugene Summary of Public Engagement Activities 2010-2017 for further details.
**Envision Eugene**  
**Summary of Public Engagement Activities 2010-2017**

In addition to the events and opportunities summarized below, on-going outreach and engagement included website updates, social media updates, videos of project events and neighborhood outreach, co-sponsoring relevant national speakers, and various media outreach and coverage (radio, City Club on radio, TV, newspapers).

**Community Vision & Draft Recommendation**

### 2010

- EE newsletters sent to interested parties list
- Presentations to various groups and stakeholders (6)

**Feb.-March**
- Community listening sessions (over 200 people individually or in groups)

**April**
- UGB-wide postcard mailed for Envision Eugene kick-off
- Envision Eugene kick-off work shop meetings

**May 4 & 26**
- Student art project on Envision Eugene

**June**
- Community Resource Group workshop
- Public Workshop

**July 22**
- Community Resource Group meeting

**August 10**
- Community Resource Group meeting

**Sept. 14**
- Community Resource Group meeting

**Sept. 29**
- Community Resource Group redevelopment tour

**Oct. 12**
- Community Resource Group meeting

**Oct. 28**
- Public open house and map room

**Nov. 3**
- Community Resource Group meeting

**Nov. 16**
- Community Resource Group meeting

**Dec. 13 & 14**
- Community Resource Group meeting

### 2011

- EE newsletters sent to interested parties list
- Presentations to various groups and stakeholders (18)

**Jan.-Nov.**
- Technical Resource Group meetings (24)

**Jan. 13**
- Community Resource Group meeting

**Jan. 20**
- Community Resource Group meeting

**Jan. 25**
- Community Resource Group meeting

**Feb. 1**
- Community Resource Group meeting

**Feb. 3**
- Open house

**Feb. 10**
- Open house

**Feb. 22**
- Public Hearing on 2011 draft proposal

**Feb.-March**
- Survey – 2011 draft proposal

**March 20**
- Community Resource Group meeting

**April 4**
- Public work shop

**April 25**
- Public Hearing, City Council – 2011 draft proposal

**June 11**
- Letter- initial contact to potential Residential Re-designation areas

**July 6**
- Open house

**Aug. 3**
- Open house
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<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tr>
<td>Sept. 7</td>
<td>Open house</td>
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<tr>
<td>Oct. 18</td>
<td>Property owner drop-in session</td>
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<tr>
<td>Nov.-Jan.</td>
<td>On-line open house</td>
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<tr>
<td>Nov. 14</td>
<td>Open House</td>
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<tr>
<td>Dec. 6</td>
<td>Open House</td>
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**Draft Recommendation, Efficiency Measures, UGB Expansion/Land Capacity**

**2012**

EE newsletters sent to interested parties list
Presentations to various groups and stakeholders (5)

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<tr>
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<tr>
<td>Jan.-May</td>
<td>Technical Resource Group meetings (14)</td>
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<td>Jan.-Nov.</td>
<td>Workshops (4) – Residential Re-designation/ Crow Road</td>
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<td>March 20</td>
<td>Community Resource Group meeting</td>
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<tr>
<td>March 20</td>
<td>Community Forum - 2012 Draft Recommendation (Bethel)</td>
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<tr>
<td>April 2</td>
<td>Community Forum - 2012 Draft Recommendation (Churchill)</td>
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<td>April 5</td>
<td>Community Forum - 2012 Draft Recommendation (Downtown)</td>
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<td>April 10</td>
<td>Community Forum - 2012 Draft Recommendation (Sheldon)</td>
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<td>April 12</td>
<td>Community Forum - 2012 Draft Recommendation (South Eugene)</td>
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<td>April 17</td>
<td>Community Forum - 2012 Draft Recommendation (River Road)</td>
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<tr>
<td>April-May</td>
<td>Survey - 2012 Draft Recommendation</td>
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<td>May 14</td>
<td>Public Hearing, City Council – 2012 Draft Recommendation</td>
</tr>
<tr>
<td>July-Oct</td>
<td>Letters, questionnaires – Residential Re-designation</td>
</tr>
<tr>
<td>Oct. 21</td>
<td>Letter - Employment &amp; Industrial Code Amendments</td>
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<tr>
<td>Dec. 12</td>
<td>Open house - Employment &amp; Industrial Code Amendments</td>
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**2013**

EE newsletters sent to interested parties list
Presentations to various groups and stakeholders (11)

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<tr>
<td>April-Dec.</td>
<td>Technical Resource Group meetings (5)</td>
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<tr>
<td>Feb. 15</td>
<td>Stakeholder outreach - Downtown/Mixed Use Code Amendments</td>
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<tr>
<td>March 4</td>
<td>Letter - Employment &amp; Industrial Code Amendments (I-1 areas)</td>
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<tr>
<td>May 14</td>
<td>Open house - Employment &amp; Industrial Code Amendments (I-1 areas)</td>
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<tr>
<td>June-Aug</td>
<td>Public hearing, Planning Commission - Downtown/Mixed Use Code Amendments</td>
</tr>
<tr>
<td>June 27 &amp; 28</td>
<td>Meetings – Residential Re-designation (Rest-Haven)</td>
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<tr>
<td>July 15</td>
<td>Public hearing, City Council - Downtown/Mixed Use Code Amendments</td>
</tr>
<tr>
<td>Nov. 19</td>
<td>Public hearing, Planning Commission - Residential Re-designation</td>
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<tr>
<td>Nov. 5</td>
<td>Public hearing, Planning Commission - Employment &amp; Industrial Code Amendments</td>
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**2014**

EE newsletters sent to interested parties list
Presentations to various groups and stakeholders (7)

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<th>Event Description</th>
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<tbody>
<tr>
<td>Jan.</td>
<td>On-line survey - UGB recommendation</td>
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<tr>
<td>Jan. 13</td>
<td>Open house - UGB recommendation</td>
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Updated: June 19, 2017
<table>
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<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Feb. 19</td>
<td>Open house - revised housing recommendation</td>
</tr>
<tr>
<td>May 5</td>
<td>Implementation Resource Group meeting</td>
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<td></td>
<td>Stakeholder outreach – MUPTE (2013-2014)</td>
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<tr>
<td>June 3</td>
<td>Public hearing, City Council &amp; Board of Commissioners- Residential Re-designation</td>
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<tr>
<td>July 5</td>
<td>Implementation Resource Group meeting</td>
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<tr>
<td>April 21</td>
<td>Public hearing, Planning Commission- Employment &amp; Industrial Code Amendments</td>
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<tr>
<td>Nov. 3</td>
<td>Implementation Resource Group meeting</td>
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<td>Nov. 14</td>
<td>Public Hearing, City Council - MUPTE downtown boundary</td>
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<tr>
<td>Nov. 14</td>
<td>Meeting- UGB expansion (Bailey Hill)</td>
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<tr>
<td>Nov. 19</td>
<td>Meeting- UGB expansion (Crest-Chambers)</td>
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<tr>
<td>Nov. 20</td>
<td>Meeting- UGB expansion (Bloomberg-McVay)</td>
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**UGB Expansion/Land Capacity, UGB Adoption Package, Multi-family Housing Strategies**

**2015**
- EE newsletters sent to interested parties list
- Presentations to various groups and stakeholders (9)
- Jan.-Dec. Technical Resource Group meetings (10)
- March 31 Community Resource Group meeting
- June 24 Meeting – UGB expansion (Clear Lake)
- June 15 Public Hearing, City Council - MUPTE downtown boundary
- Dec. 1 Letter – UGB expansion area (Clear Lake overlay zone)

**2016**
- Jan – Dec EE newsletters sent to interested parties list (25)
- Feb. Technical Resource Group meetings (2)
- May Meetings – with sounding board of neighborhood representatives – UGB adoption
- July – Sept Envision Eugene booth and 20-minute neighborhood game at 12 community events
- July – Sept Three questionnaires – Comprehensive plan, UGB expansion, multi-family housing strategies
- July – Sept Four videos – UGB overview, multi-family strategies, comprehensive plan, UGB expansion
- July Letter to medium density residential designated and R-2 zoned property owners regarding multi-family housing options
- July Letter to Clear Lake area residents regarding proposed expansion and overlay zone
- Sept Outreach and questionnaire to underrepresented community members
- Sept – Oct Open house – Clear Lake and UGB proposal
- Dec Two drop in sessions – UGB proposal and multi-family housing options

**2017**
- Newsletters sent to interested parties list

*Updated: June 19, 2017*
<table>
<thead>
<tr>
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<th>Event Description</th>
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<tbody>
<tr>
<td>Jan-Feb</td>
<td>Six Community Information Sessions – UGB proposal and process</td>
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<tr>
<td>Jan-Feb</td>
<td>Presentations to various groups and stakeholders (4)</td>
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<tr>
<td>Jan-March</td>
<td>Four Work Sessions, Eugene and Lane County Planning Commissions – UGB proposal and process</td>
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<tr>
<td>March 7</td>
<td>Work Session and Public Hearing, Eugene and Lane County Planning Commissions – UGB proposal</td>
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<tr>
<td>May-June</td>
<td>Presentations/Meetings with various groups and stakeholders – UGB proposal and process (scheduled)</td>
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<tr>
<td>June 15</td>
<td>Drop in session – UGB proposal and process</td>
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<tr>
<td>June 27</td>
<td>Information stations and presentation – UGB proposal and process (scheduled)</td>
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<tr>
<td>June 27</td>
<td>Public Hearing, Eugene City Council and Lane County Board of Commissioners (scheduled)</td>
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* This is a summary of the major events, presentations, and Q & A opportunities. It may not be fully exhaustive. Not included here is an exhaustive list of the numerous updates to about 600 interested parties by email newsletter, neighborhood or other newsletter articles, individual meetings, online information updates and personal contacts. This summary also does not include all of the numerous work sessions and updates provided to boards and commissions, including; City Council, Planning Commission, Sustainability Commission, Housing Policy Board, Historic Review Board, Human Rights Commission, Toxics Board, Bicycle and Pedestrian Advisory Committee and the Lane County Board of Commissioners and Lane County Planning Commission.
School is out, pollen is up, and Eugeneans are busy making summer plans. We have exciting progress to report on the Envision Eugene front. First, thank you to the brave community members who faced the pounding rain to come to Workshop #2 on May 26th, at Churchill High School. We presented a range of potential approaches to growing in, and asked people to help identify potential quality of life benefits and concerns or other things we should consider as we move forward. The approaches to accommodate more people within our current city boundaries included things like small scale neighborhood infill, mixed use at a variety of scales, and downtown redevelopment. People’s comments are compiled and posted on the website at www.envisioneugene.org, in the Meeting #2 folder in the left hand column. (If you missed the 2nd workshop, you can provide your input via the survey link on the main web page).

Your ideas and comments helped staff refine the list of approaches, and we will be presenting new and refined information, including maps of where each approach could be implemented and how much housing and jobs each might accommodate, at Envision Eugene Workshop #3:

June 23, 2010
6:00-9:00 pm
Willamette High School Cafeteria
1801 Echo Hollow Road

The goal of this meeting will be to share new, more detailed information, report back how public input has shaped the project, and collect community feedback on the refined approaches to growth. Participants will have the opportunity to learn more about Eugene’s expected population growth for the next twenty years and the land and housing needs that may come with that growth. Based on feedback from the first two workshops, along with staff research and technical analysis, the following 9 approaches to managing growth will be presented:

1. Mixed Use Transit Corridors
2. Mixed Use Downtown
3. Mixed Use Centers
4. Small Scale Services in Neighborhoods
5. Multi-Family Housing Around Hot Spots
6. Increased Density for New Housing Development
7. Attached and Clustered Housing at Neighborhood Edges
8. Small Scale Neighborhood Infill
9. More Commercial Uses in Industrial Areas

People will have the opportunity to learn about and discuss each approach at discussion stations. Workshop materials and comment forms will also be posted on the website as soon as they are finished.

Community Group
In early June, City Manager Jon Ruiz convened a three day community workshop with the purpose of engaging participants with a wide variety of views on the issue of growth in a collaborative conversation. The workshop included exploration of conflicts in our community, and set the stage for allowing new ground to be created that
will serve a common community vision of our future. This group agreed to participate in follow up discussions that connect them to work done by staff and the general public over the course of the three Envision Eugene public workshops. During July and August, work will continue with this group and subsets of this group, allowing project momentum to continue over the summer and refined information to be presented to the broader community in the fall. A list of community workshop participants is available at [www.envisioneugene.org](http://www.envisioneugene.org) on the Get Involved page; additional participants will be added to improve the diversity and balance of viewpoints. Additionally, the City Council discussed the workshop and the role of the participants in Envision Eugene at their June 16 work session. You can view the meeting at [www.eugene-or.gov/citycouncil](http://www.eugene-or.gov/citycouncil) (click on City Council WebCast).

**Youth Art Projects**

Sixth graders at MeadowView, Family School, and O’Hara got involved in Envision Eugene by participating in art class projects on the topic of what their ideal future Eugene would look like. Over 100 completed pen and ink artworks will be on display at the Atrium at 99 West 10th Avenue, during the first Friday Art walk in July. They are fabulous!

For ages 14-21, we sponsored a contest for expressing the future of Eugene through a poster, video, or poem. Thirty-seven high school students submitted entries, and Mayor Kitty Piercy and Public Art Committee Member Tim Smith selected four winners earlier this week. The winners are still being notified, but they include a digital poster collaboration, a hand drawn Eugene scene, an artfully presented and beautifully written poem, and a colorful collage featuring some favorite Eugene places and a giant chicken. All of the contest entries will be shown at the art walk alongside the sixth-grade art work. Here’s a peek at some of them:

![Youth Art Projects](image)

I hope to see you on June 23 at Willamette High, talk with you over the phone, or trade comments and information via the website, survey, or Facebook page. Please let me know if you would like to be removed from this mailing list. Summer newsletters will be sent about once a month and Public Workshop #4 is in the planning stages for fall.

**Terri Harding**  
Public Involvement Manager, Envision Eugene  
City of Eugene Planning Division  
(541) 682-5635

[www.envisioneugene.org](http://www.envisioneugene.org)
Happy July to all of you! Summer is in full swing, and Envision Eugene is keeping the momentum going from all of the positive energy generated during the first phase of public outreach. This first phase included three public workshops, which were held around the community on May 4th, May 26th, and June 23rd. The June 23rd workshop focused on a refined list of potential approaches to growing within our current growth boundary. Based on feedback from the first two workshops, along with staff research and technical analysis, the following 9 approaches to managing growth were presented:

1. Mixed Use Transit Corridors
2. Mixed Use Downtown
3. Mixed Use Centers
4. Small Scale Commercial in Neighborhoods
5. Multi Scale Housing Around Hot Spots
6. Increased Density for New Housing Development
7. Attached and Clustered Housing at Neighborhood Edges
8. Small Scale Neighborhood Infill
9. More Commercial Uses in Industrial Areas

Workshop materials, compiled comments, and comment forms are now posted on the website at www.envisioneugene.org in the Meeting #3 folder in the left hand column. See below for an image of one of the posters we presented.

Youth Art Projects
Sixth graders at MeadowView, Family School, and O’Hara got involved in Envision Eugene by participating in art class projects on the topic of what their ideal future Eugene would look like. Over 100 completed pen and ink artworks are on display at the Atrium at 99 West 10th Avenue. For ages 14-21, we sponsored a contest for expressing the future of Eugene through a poster, video, or poem. Thirty-seven high school students submitted entries, and these are on display at the Atrium as well. Awards were presented by Mayor Piercy during the first Friday Art Walk on July 2nd. At right is an image of the art show crowd.

Community Resource Group
In early June, City Manager Jon Ruiz convened a three day community workshop with the purpose of engaging participants with a wide variety of views on the issue of growth in a collaborative conversation. The workshop included exploration of conflicts in our community, and set the stage for allowing new ground to be created that will serve a common community vision of our future. This group agreed to participate in follow up discussions that connect them to work done by staff and the general public over
the course of the three Envision Eugene public workshops. During July and August, work will continue with this group and subsets of this group, allowing project momentum to continue over the summer and refined information to be presented to the broader community in the fall. A list of community workshop participants is available at www.envisioneugene.org on the Get Involved page; additional participants will be added to improve the diversity and balance of viewpoints.

*Technical Analysis Update*

During the buildable lands inventory (Eugene Comprehensive Lands Assessment or ECLA) City staff and consultants worked with stakeholders to develop baseline assumptions about Eugene’s future growth. These assumptions are largely based on recent historical data about development in Eugene. Future development, however, may be different from past development as a result of multiple factors, including changes in market conditions or in public policy. Through the ECLA work, some of the assumptions were identified as assumptions that could be adjusted during Envision Eugene to better reflect the future.

Two of the assumptions, housing mix and housing density, particularly warrant further analysis. Housing mix is the percentage of land needed for single-family housing compared to the percentage of land needed for multi-family housing. Housing density is the average amount of density assumed for new construction on vacant land. To identify what the City’s needed housing mix and housing density will be for the future, City staff and the ECLA consultants have analyzed factors such as housing density and mix trends and changing demographics. A draft memo detailing these assumptions and the implications of adjusting them is being finalized and will be available on our website next week.

I invite you to take a peek at project information via the website, take a survey, or join us on our Facebook page. Also, expect another newsletter in about two weeks, and additional public workshops are in the planning stages for fall.

Happy summer!

*Terri Harding*
Public Involvement Manager, Envision Eugene
City of Eugene Planning Division
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www.envisioneugene.org
Mixed Use Transit Corridors

Description
Create stretches of medium and high density housing and businesses along transit corridors (major streets that serve as key transportation routes for people and goods such as LTD/EIRX routes). Denizen housing and businesses along corridors would transition into less dense housing to match nearby neighborhoods. Mixed use corridors also include important public amenities such as bike and pedestrian-friendly streets and parks. Corridors are relatively large geographic areas that may include one or more mixed use centers, or commercial hubs.

What We've Heard
- Locate density in under-developed commercial corridors such as West 11th Avenue.
- Focus on transportation oriented development.
- Make better use of infrastructure investments.

Implementation
Current Status:
- Mixed use is already allowed in commercial zones and along transit corridors, but very little mixed use development is currently happening.

What Would Change:
- Create a vision for mixed use development centered around transit corridors. We need to plan for what we want, identify barriers and overcome them.
- The vision should focus on building design, uses, relationship of buildings to streets, public spaces, transportation, parks, and natural areas, and services.
- Various incentives to encourage this type of development should be considered.
Summer in Eugene – what could be better? It’s the perfect time to sit back and think about what makes our community special. In planning for our future, Eugene’s special qualities are in the forefront of everyone’s mind – including guiding the work of Envision Eugene.

And what’s happening with that work, you might ask? As the “We Are Here” line in the diagram below indicates, right now we’re working with our Community Resource Group (more on that below), we’re deep into Technical Analysis of strategies to accommodate growth, and we’re starting on the framework for the plan itself. Envision Eugene is the first of our comprehensive plans to have an Urban Design element, which will be a great asset in showing how our community plan will look when implemented on the ground. More on Urban Design in an upcoming newsletter edition.
Community Resource Group
The Community Resource Group (CRG) is made up of about 50 people with a wide variety of experience and perspectives on growth issues. The CRG is engaging in a collaborative conversation about the Envision Eugene process, keeping project momentum going during the summer months. The group met for a three-day workshop in early June that set the stage for creating a common vision of our future community. A follow up meeting occurred on July 22 where participants discussed a number of issues that arose during their initial three day workshop, including: the potential effects of growth on school districts, growth in general, neighborhood character, climate and energy issues, housing affordability and mixed use redevelopment. These and other critical issues are being explored by CRG participants in order to inform the creation of a draft growth scenario within the next couple of months. The next CRG meeting is Tuesday, August 10. Stay tuned for a summary of that meeting and other CRG happenings.

Upcoming Events
Monday, August 9, from 11:30-1:30 in the Bascom/Tykeson Rooms at the downtown library, the Planning Commission will discuss Envision Eugene. The agenda materials are posted on-line at www.eugene-or.gov/pc. Envision Eugene will resume general public outreach events with an open house/workshop in late October. Time, location, and format details are still being planned, so stay tuned to find out more.

I hope you’re finding something fun to do this summer. Let us know what you love about Eugene by joining our Facebook page and telling us about it there. Recent topics include what’s going on with the Portland Plan, Eugene Hot Spots, and songs about Eugene.

I’d love to hear from you, so don’t hesitate to send me your thoughts, concerns, or ideas. Thanks for reading!

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www.envisioneugene.org
The new school year has started, it’s crisp and sunny outside, and UO college students are coming back to town - it’s September in Eugene. There’s been a lot happening recently as summer winds up in our community – from the Eugene Celebration to Duck Football – and lots to share with regard to Envision Eugene. In case you missed it, last Sunday’s Register Guard (September 5) featured a cover story entitled “Seeking Common Ground on Growth.” Here is a link:

Community Resource Group Update
The Community Resource Group (CRG) is made up of community members with diverse perspectives about growth, engaging in a collaborative conversation about Envision Eugene. Along with general public input and technical analysis, the CRG represents a source of input that will inform the creation of our community plan. In August, the group participated in an exercise designed to generate discussion about key concepts to incorporate into the plan. Small groups each worked with a base map to answer the following questions:

- Where are the places you cherish in Eugene?
- Where are the developments that you like, and of which you would like to see more?
- Where are the opportunities for more jobs, housing, and services?

The information gathered is being synthesized, and will be shared with the CRG at their next meeting on September 14th, posted on the web site, and displayed at future public events.

Upcoming Public Events
- Planning staff are putting together a tour of areas identified as opportunities for jobs, housing, and services within the urban growth boundary. Highlights include transit corridors and vacant/underutilized commercial and industrial properties, as well as neighborhood edges. The tour guide will include information about potential challenges or tools that may be necessary to spur redevelopment in specific places. Look for the tour guide and interactive map to be posted online by September 24th to allow anyone to take a self-guided tour.
- Resource packets with maps and information can be assembled to help your group, club, or neighborhood association Envision Eugene. Contact Terri to discuss how your group can best get involved.
- Planning is underway for a public Open House/Map Room event in October. Details will be published on the website and in the October newsletter.

As always, please drop me a line if I can answer any questions or you just want to chat about Envision Eugene.

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www.envisioneugene.org
Fall is in full swing - what a beautiful time of year in Eugene! This season is a busy one for everyone – including community members and planners working on Envision Eugene. This month, we have opportunities to get involved in neighborhood visioning activities, take a self-guided tour, and learn about recent project happenings at our Fall Open House/Map Room event. Full details are laid out below.

- **Redevelopment Tour:** Where are the opportunities for more jobs, housing, and services within the urban growth boundary? Take a self-guided tour of transit corridors and vacant/underutilized commercial and industrial properties, neighborhood hot spots and neighborhood edges. Click here for an interactive map: Add your comments directly to the map to let us know what you think. Comments are most helpful by November 1st.

- **Visioning Exercise:** Any group can submit their ideas, comments and maps to help inform the creation of a draft plan for how Eugene will accommodate growth. The draft plan will be refined through community input and taken to the City Council early next year. Working on a city-wide or neighborhood map, answer the following questions. You can write out your answers or use stickers and notes placed on the map:
  - What are the places you cherish in Eugene?
  - Where are the developments that you like, and of which you would like to see more?
  - Where are the opportunities for more jobs, housing, and services?
Stakeholder groups can do this exercise independently, and provide their feedback directly to City staff, or we can provide staff for groups who would like assistance. The city-wide map is available at [www.envisioneugene.org](http://www.envisioneugene.org) in the Community Group Documents folder. To obtain a portion of the map scaled for your neighborhood, contact Terri Harding at terri.l.harding@ci.eugene.or.us. Input is most useful by November 15th.

- **Community Resource Group (CRG):** This group will continue to meet to provide insight and feedback on issues related to growth. Their next meeting is October 12th. Check out materials from the September meeting at [www.envisioneugene.org](http://www.envisioneugene.org) in the Community Group Documents folder, including maps compiling the results of the visioning exercise described above, as it was completed by the CRG. Other documents, including an outline of CRG next steps and meeting topics and an updated participant list, will be posted by tomorrow.

- **City Council Update:** On October 13th, Planning Director Lisa Gardner will provide a project update to the Eugene City Council. You can watch the webcast live [here](http://www.envisioneugene.org) or attend the session at the McNutt Room in City Hall at 777 Pearl Street. The work session begins at noon.

- **Transportation Events:** This fall, several transportation projects connected to Envision Eugene are entering public outreach phases. These include the Eugene Transportation System Plan, the Bicycle and Pedestrian Master Plan, and LTD’s Long Range Transit Plan. To sign up for the
transportation newsletter, InMotion, for all the details, email lindsay.r.selser@ci.eugene.or.us.

- **Public Open House/Map Room:** The next Envision Eugene general public event is scheduled for **October 28th** from 4:00-7:00 pm in the Bascom-Tykeson Room of the Downtown Public Library. Over the summer, city staff have been analyzing different methods of planning for growth. Come downtown to see and hear about findings and themes that are shaping into a draft plan for how and where Eugene should grow. Also view work produced by the Community Resource Group, art created by Eugene 6th graders, and a demonstration of modeling software being used to look at different growth options.

If these opportunities don’t work for you, or you have another idea about how to engage with Envision Eugene, please give me a call or shoot me an email. The Envision Eugene planning team wants to hear from you – we’re planning for all of our future.

Terri Harding
Envision Eugene Public Involvement Manager
City of Eugene Planning Division
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[Find us on Facebook](www.envisioneugene.org)
This month, Envision Eugene reports on our recent Fall Open House/Map Room event, and lets you know about upcoming opportunities to get involved in various local happenings.

- **Public Open House/Map Room:** On October 28th at the Downtown Public Library, over 150 people stopped by the Envision Eugene Map Room event to view maps, web tools, reports, and videos related to planning for our next twenty years. Many of the materials from the Map Room have been posted at [www.envisioneugene.org](http://www.envisioneugene.org) in the Public Meetings folder. Check them out!

- **Community Resource Group (CRG):** The CRG met on October 12th and November 3rd to provide various community perspectives about our growth options. Meeting materials can be found at [www.envisioneugene.org](http://www.envisioneugene.org) in the Community Resource Group folder, including maps, staff presentations and meeting notes. Additional meetings are planned for November 16th and December 7th.

- **Planning Commission/City Council Work Session:** On November 22nd, Eugene’s Planning Commission and City Council will hold a joint workshop on Envision Eugene. You can watch the webcast live [here](http://www.envisioneugene.org) or attend the session at the McNutt Room in City Hall at 777 Pearl Street. The work session begins at 5:30 pm.

- **Transportation Planning:** Local transportation planning projects are continuing their public outreach. These include the [Eugene Transportation System Plan](http://www.envisioneugene.org), the [Bicycle and Pedestrian Master Plan](http://www.envisioneugene.org), and [LTD’s Long Range Transit Plan](http://www.envisioneugene.org). In addition, there’s news to know about the West Eugene EmX and the upcoming Transit Town Hall on November 9. Learn more [here](http://www.envisioneugene.org).

- **Sustainable Eugene:** In September, the Eugene City Council endorsed the Community Climate and Energy Action Plan. Find it [here](http://www.envisioneugene.org). This award winning plan contains recommendations that relate to transportation and land use, and are being folded into Envision Eugene.

We’ll be doing some video projects around town soon; look for the videos on the website by the end of the month. If there’s something going on in your part of town that we should know about, please contact me. Thank you for your continued interest in the future of our community!

Terri Harding  
Envision Eugene Public Involvement Manager  
City of Eugene Planning Division  
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[www.envisioneugene.org](http://www.envisioneugene.org)
Happy December! This month, Envision Eugene heats up through a City Club Program, new outreach videos, a Working City video segment, Community Resource Group meetings, and a City Council work session before the winter break.

- **City Club program on Envision Eugene:** Today, December 3rd, at 11:50, City Manager Jon Ruiz will moderate a panel discussion on Envision Eugene. The event will be held from 11:50-1:15 at the Eugene Hilton, in the 12th Floor Vista Room. The program will be broadcast on the KLCC radio station, 89.7 FM, at 6:30 PM on Monday, December 6th. Visit [www.cityclubofeugene.org](http://www.cityclubofeugene.org) for more information.

- **Open House Video Now Available:** On October 28th at the Downtown Public Library, over 150 people stopped by the Envision Eugene Open House/Map Room event to view maps, web tools, reports, and videos related to planning for our next twenty years. A video recap of the event is linked on our web page at [www.envisioneugene.org](http://www.envisioneugene.org), and the materials from the Map Room have been posted as well in the Public Meetings folder.

- **Envision Eugene on Working City:** MetroTV Cable 21 produces a monthly show called Working City highlighting city projects. This month, Envision Eugene is featured. Go to [http://www.metrotv.org/workingcity.html](http://www.metrotv.org/workingcity.html) for show times. The segment will premiere tonight, December 3rd, at 8 pm on cable channel 21.

- **Planning Commission/City Council Work Session:** On November 22nd, Eugene’s Planning Commission and City Council held a joint work session on Envision Eugene. You can watch the webcast here, including the City Manager’s discussion of his proposed framework for the February decision-making by the Council. The next Council work session on Envision Eugene is scheduled for December 15th at noon in the McNutt Room of City Hall.

- **Community Resource Group (CRG):** The CRG met on November 16th and formed four small groups to look at specific issues before the next meeting. The groups are looking into Housing Mix, Economic Development, Mixed Use Redevelopment, and Technical Resource Needs. Meeting materials can be found at [www.envisioneugene.org](http://www.envisioneugene.org) in the Community Group Documents folder. A two day meeting is planned for December 13 and 14, when the small groups will bring information back to the large group for discussion and integration.

- **City Manager's Recommendation:** After the December CRG meeting, the City Manager will begin to assemble his set of recommended strategies and tactics for accommodating our future growth. The recommendations will be vetted at public events in January and February before being brought to Council in late February. The public events are still being confirmed, so please visit [www.envisioneugene.org](http://www.envisioneugene.org) for the latest information.

Send your feedback on this newsletter, ideas for public outreach, or comments and questions to terri.l.harding@ci.eugene.or.us. Thank you for your continued interest in the future of our community!

Terri Harding, Envision Eugene Public Involvement Manager
City of Eugene Planning Division
(541) 682-5635
Happy New Year, Eugene! Over the past year, more than 1,000 people have engaged with Envision Eugene through listening interviews, small group meetings, public workshops, Facebook, e-newsletters, art projects, videos, community events, and on-line surveys. We’ve been on the radio, at City Club, in the newspapers, and in your mailbox. Not to mention the 70 or so community members who have been so generously giving their time as part of the Community Resource Group. In fact, the CRG was given a community award earlier this week at the Eugene State of the City address at the Hult Center (see picture above)! A heartfelt thank you was delivered by Eugene Mayor Kitty Piercy, and accepting on behalf of the group were Rusty Rexius, Kevin Matthews, Mia Nelson, and Sue Prichard.

We are fast approaching the Council’s scheduled February 28th meeting, when they will have the opportunity to act on a package of strategies for accommodating growth in our community. The strategies are informed by public input, CRG work, and technical analysis. The next two months are packed with events leading up to and following release of the draft package of strategies – slated for January 31st. Upcoming events designed to explain the proposal and solicit public feedback include:

- **Community Resource Group (CRG):** The CRG met on December 13th and 14th and discussed preliminary findings of the four small groups that were formed in November. Meeting materials can be found at www.envisioneugene.org in the Community Group Documents folder. The groups are looking into Housing Mix, Economic Development, Mixed Use Redevelopment, and Technical Resource Needs. Together with staff, the small groups will be refining ideas for accommodating growth pertaining to their topic area, during the month of January. The full CRG will meet four more times to conclude its work by early February.

- **The City Council** is holding a series of Envision Eugene work sessions over the three month period from December 2010 to February 2011. On December 15, the council discussed economic prosperity as it relates to Envision Eugene. On January 12 and 26, they will discuss the other two elements of the “triple-bottom-line” – social equity and environmental stewardship. Work sessions on February 9 and 16 will introduce the draft package of strategies and tactics. You can watch the webcasts of each work session here, or attend in person at City Hall, 777 Pearl Street, McNutt Room. Council will hold a public hearing on February 22 in the Council Chamber and a work session on February 28 in the McNutt Room. Full meeting details can be found at www.eugene-or.gov.

- **Public Open Houses** are planned for February 3rd and February 10th, from 4-7 pm at local public schools. Locations are still being confirmed, but the February 3rd meeting will be held in the River Road area and the February 10th meeting will be held in South Eugene. Specifics will be announced on the website at www.envisioneugene.org as they are confirmed.
• Planning Commission Meetings are planned as follows: January 24, February 7, February 9, February 16. See www.eugene-or.gov/pc for details.

• Hand in hand with Envision Eugene, our community is planning for our future transportation needs via the Transportation System Plan update at www.EugeneTSP.org. Take the TSP survey linked there to help the project team identify critical issues and concerns.

• The Eugene Redevelopment Video is featured on the project website at www.envisioneugene.org. This video follows the Community Resource group bus tour of places in our community that have been identified as having potential for redevelopment – along transit corridors, in commercial centers, and on neighborhood edges. The Open House Video is still linked on the website as well, and the materials from the October 28 Open House/Map Room event have been posted in the Public Meetings folder.

Thanks for your interest and commitment to the future of our community. I look forward to seeing you in person or on-line as we move forward during this exciting time in the project!

Terri Harding
Envision Eugene Public Involvement Manager
City of Eugene Planning Division
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www.envisioneugene.org
City Manager Jon Ruiz is pleased to announce his draft set of proposed strategies to accommodate growth over the next 20 years, entitled Envision Eugene: A Legacy of Livability. The proposal document is attached to this message and is available on the web at www.envisioneugene.org. The general public, as well as groups, boards, and commissions are being asked to give feedback on the draft list of strategies. The questions for each strategy are:

- Are you OK with this strategy?
- If not, under what conditions would you be OK with this strategy?
- Do you have questions about this strategy?

Use the on-line survey to tell us what you think. It will be available on our website, www.envisioneugene.org, on Thursday February 3rd.

- **Open Houses** are scheduled from 4-7 pm on **February 3** and **10** at local public schools. The **February 3rd** meeting will be held at North Eugene High School in the River Road area (200 Silver Lane) and the **February 10th** meeting will be held at Roosevelt Middle School in South Eugene (680 East 24th). Talk with staff about the Seven Pillars, and proposed strategies to achieve them. The Seven Pillars of Envision Eugene are to:
  - Provide ample economic opportunities for all community members;
  - Provide affordable housing for all income levels;
  - Plan for climate and energy uncertainty;
  - Promote compact urban development and efficient transportation options;
  - Protect, repair, and enhance neighborhood livability;
  - Protect, restore, and enhance natural resources; and
  - Provide for adaptable and flexible implementation.

- **Neighborhood Meetings**: Staff is available to attend neighborhood meetings related to the draft proposal. Contact Terri Harding at terri.l.harding@ci.eugene.or.us to request staff attendance at your meeting.

- **Planning Commission/City Council Work Sessions**: Eugene’s Planning Commission and City Council will hold joint work sessions on the draft strategies on **February 9** and **February 16** at noon in the McNutt Room of City Hall. You can attend the meetings as an observer or watch the webcast here.

- **The City Council** will hold a public hearing on **February 22** in the Council Chamber. An information table will be available prior to the hearing, starting at 6 pm, to provide members of the public an opportunity to learn more about the proposal and ask questions of staff. The council work session to take action on the proposal, currently scheduled for February 28, may be rescheduled to avoid a conflict with a meeting in Washington DC. This will also provide a little more time for council to review public comments before taking action. Council’s meeting is now planned for **March 14th** in the McNutt Room of City Hall. Full meeting details can be found at www.eugene-or.gov.
• **Community Resource Group (CRG):** The CRG concluded their work informing the development of strategies on February 1st. Thank you to all participants for your lengthy and valuable commitment to our community! The Technical Resource Group, a subgroup of the CRG, will continue to meet to advise staff and consultants on technical analysis steps to carry the implementation work forward.

• **Bethel Video:** Now Available at [www.envisioneugene.org](http://www.envisioneugene.org) and YouTube! Check out what people in the Bethel area love about their neighborhood and what they would like to see in the future.

Thank you for your continued interest in the future of our community!

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[Facebook](http://www.envisioneugene.org)  
[Artwork by Lily Hansen](#)
**March 2011**

Welcome to the monthly project newsletter for Envision Eugene, our community’s plan for accommodating our anticipated growth over the next 20 years. As we move into spring, words and concepts are being translated into an illustrated community vision. Planning staff is very excited to share the latest work with you.

*Envision Eugene: A Legacy of Livability* has been updated to include graphics, maps, and reference information. The full size file is available for viewing or downloading on the website at [www.envisioneugene.org](http://www.envisioneugene.org). A smaller file, with slightly less graphic clarity, is attached. Also attached is a summary of the changes to the strategies and tactics that have been made to the proposal since it was first released on February 2nd.

The Planning Commission will discuss the updated draft proposal at their 11:30 am meeting **today**, March 7th in the Downtown Library Bascom-Tykeson rooms. Meeting details at [www.eugene-or-gov/pc](http://www.eugene-or-gov/pc).

The City Council will hold a meeting to consider action on the draft proposal on **March 9th** in the McNutt Room of City Hall at noon. Full meeting details can be found at [www.eugene-or.gov](http://www.eugene-or.gov).

Once council makes their recommendations on the draft proposal, a new “Council draft” will be made available for a six-week public comment period. During that time, a second public hearing will be scheduled; tentative date is **April 25th**. Email or written comments on this version of the proposal are welcome, and a new survey will be posted on the website once the council draft is released. Send email comments to terri.l.harding@ci.eugene.or.us or mail to Terri Harding, c/o Eugene Planning Division, 99 West 10th Avenue, Eugene, OR 97401.

City Club: Envision Eugene has been invited to return to City Club to discuss the draft proposal on **March 18th**. Planning Director Lisa Gardner will introduce a panel of community members to talk about the pillars and strategies. Panelists include Pat Johnston, Randy Hledik, Shawn Boles, Carolyn Weiss, Bill Aspegren, and Kate Perle. See [www.cityclubofeugene.org](http://www.cityclubofeugene.org) for more information.

Please send my way any questions or comments you may have about Envision Eugene. You can always find the latest information on the website at [www.envisioneugene.org](http://www.envisioneugene.org). Thank you!

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[www.envisioneugene.org](http://www.envisioneugene.org)
April 2011

Welcome to the monthly project newsletter for Envision Eugene, our community’s process for creating and achieving a vision for accommodating our future growth.

We reached a project milestone on March 9, when the City Council reviewed the draft proposal, Envision Eugene: A Legacy of Livability. The council voted unanimously to send the proposal out for public review and comment. The full size file is available for viewing or downloading on the website at www.envisioneugene.org, along with a link to a feedback survey. A smaller file, with less graphic clarity, is attached to this message.

Open House/Craft Time at the Library: On April 4th (next Monday) from 3-6 pm, you are invited to come to the Downtown Library for an open house/Q & A session with Envision Eugene staff.

***Both children and adults will be invited to participate in making crafts and art at this event. Activities will include an Envision Eugene mural, a craft project designed and overseen by city Recreation staff, and postcard making with pens and ink. This event is designed to allow parents to bring their children along, and to involve community members of all ages in Envision Eugene.***

At the event, staff will be soliciting comments on four main themes of the draft proposal:

- **Mixed Use Redevelopment.** Compact development and efficient transportation options are community priorities. Future land need for commercial activities and multi-family housing will be accommodated inside the existing UGB, along key transit corridors and in core commercial areas.

- **Tools and Incentives.** Implementation tools and incentives (such as financial incentives and infrastructure projects) will be required to facilitate redevelopment activities along key transit corridors and in core commercial areas.

- **Industrial Land Strategy.** Economic development is a community priority, to increase local employment rates, wages, and standard of living. We will facilitate redevelopment of our existing industrial lands as our first priority. However, Eugene lacks available land for large lot industrial development, and the UGB will need to be expanded to accommodate this land need. Currently, 400-500 acres is proposed. Potential expansion areas will be determined by prioritizing the preservation of high value agricultural lands and habitat areas.

- **Neighborhood Livability.** Densities will not be increased in our single-family neighborhoods beyond what is currently allowed. Furthermore, we will continue to develop design standards to ensure that future development is in-keeping with the character of existing neighborhoods. The need for additional land to accommodate a future supply of single-family homes is still under study. A recommendation is expected in May of 2011.
Public Hearing: The City Council invites your comments on the March 2nd draft proposal at a public hearing on April 25th. The hearing will begin at 7:30 pm in the Council Chamber at 777 Pearl Street.

Email or written comments on the draft proposal are welcome. Send email comments to terri.l.harding@ci.eugene.or.us or mail to Terri Harding, c/o Eugene Planning Division, 99 West 10th Avenue, Eugene, OR 97401.

City Club: We had a great discussion about the draft proposal on March 18th with Lisa Gardner, Pat Johnston, Randy Hledik, Alan Zelenka, Larry Banks, Bill Aspegren, and Kate Perle. You can listen to the radio broadcast of the program at www.klcc.org. More information is available at www.cityclubofeugene.org.

Saturday Market starts this weekend, along with an expanded Lane County Farmers Market. It’s a beautiful time to be living, working, and playing in Eugene! Thanks for your involvement.

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www.envisioneugene.org
May 2011
Welcome to the monthly project newsletter for Envision Eugene, our community’s process for creating and achieving a vision for accommodating our future growth. The month of April offered several opportunities for public feedback on the Envision Eugene draft proposal, as requested by City Council.

- An Open House/Craft Time event was held at the Library on April 4th.
- A Survey was posted on-line in late March and closed April 13th.
- A Public Hearing was held in the Council Chamber on April 25th. Twenty-two people testified and several others sent in written testimony. Those in attendance generally supported the March 2nd draft proposal, in particular the industrial land redevelopment strategies and the expansion proposal for 400-500 acres for targeted employment uses, like green technology and manufacturing. The hearing can be viewed on-line via the Council Webcast archives.

Recent Media Coverage
KLCC Radio Program: Jon Ruiz and Mia Nelson were interviewed by Tripp Sommer on KLCC’s Northwest Passage on April 18th.
Bill Randall wrote this Op-Ed piece on Envision Eugene, which appeared in the Register Guard on April 22nd.
Lisa Gardner and Paul Conte were interviewed on KPNW’s radio wake-up call on April 25th.

Technical Update
The Technical Resource Group is a sub-committee of the Community Resource Group. Co-facilitators Sue Prichard and Shawn Boles are leading the TRG through discussions about assumptions and analysis methodology related to our land needs and proposed strategies and tactics for accommodating growth. Meeting materials are posted in the Technical Resource Group subfolder of the CRG Documents folder on the Envision Eugene home page. Also, take a look at the updated What’s It All About page. You will find answers to frequently asked questions about the Envision Eugene process.

Next Steps
Staff will present an update to the Planning Commission on May 23 and the City Council on May 25. Meeting materials will be posted on the Planning Commission and City Council websites prior to those meetings.

Email or written comments and questions on the draft proposal are welcome at any time. Public comments are packaged and made available for the Planning Commission and City Council to help inform their future decision making. Send email comments to terri.l.harding@ci.eugene.or.us or mail to Terri Harding, c/o Eugene Planning Division, 99 West 10th Avenue, Eugene, OR 97401.

Lastly, if you haven’t seen the Envision Eugene Proposal Video, be sure to check it out. Pat Johnston, Randy Hledik, Alan Zelenka, Larry Banks, Sue Prichard, and Kate Perle all have starring roles.

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www.envisioneugene.org
June 2011
Welcome to the monthly update for Envision Eugene. This community project is creating a vision for accommodating our future growth and designing the necessary steps to achieve the vision. In May, staff provided project updates to the Planning Commission and City Council. Did you know that Planning Commission meetings are now viewable via webcast? See the May 23 meeting video here.

The council update on May 25 included Technical Resource Group (TRG) members Shawn Boles and Rick Duncan to talk about some of the work of the TRG on residential land assumptions, including what kinds of housing to plan for in the future. View the meeting video here. As time was short to get through all of the material, staff are scheduled to go back to Council on June 8 at noon. The June 8 staff presentation will include an overview of where we are within the overall process, pickup on the housing need discussion, and introduce a concept for phased implementation. The goal of phasing implementation is to use new land only as we need it, through the use of appropriate trigger mechanisms. An update on Envision Eugene appeared in the Register Guard on May 26th, following the council meeting.

Technical Analysis Update - Housing
The Technical Resource Group (TRG) is providing input and review of technical assumptions and analysis methodology. The goal is to involve community experts in the technical aspects of the project, strengthening public confidence in this important work. Guiding the TRG’s work are the strategies in the draft Envision Eugene proposal to adopt compatibility measures, maintain allowable density levels within existing single family neighborhoods, and concentrate redevelopment along transit corridors and in core commercial areas. The TRG is looking at infill and redevelopment assumptions that will influence the amount of land we need for different types of housing. This work will be mostly complete by the end of the month, and will be featured in an Envision Eugene project update to council on June 29.

A public event/open house following the council presentation (date and time TBD) will allow the public to review maps and information about residential infill and redevelopment. This will be an important step for people to see the level of development assumed within established neighborhoods, and where additional housing density will be promoted.

If you are not around in July, don’t despair! The summer months will be used to hold individual and small group stakeholder meetings, refine the analysis, and post documents and maps on the website. Additional public meetings, hearings, and Planning Commission and City Council work sessions will be held in September and October. Council will not be asked to act on these important decisions until adequate public review and comment periods have been made available.

Council Initiates Code Amendments
During an Envision Eugene work session on May 25th, the City Council initiated code amendments for Infill Compatibility, Opportunity Siting, and Mixed Use Development. The goal of these amendments is to get the ball rolling on changes to the land use code that will achieve some long-standing community goals. These amendments need not wait for adoption of the Eugene urban growth boundary. You can learn more about the amendments at a conceptual level in the May 25th Council memo (click EE City Council Presentations to find a copy of the 5/25/11 work session memo). Specific code language will be developed through a public process over the coming months. During the summer, staff will be working with past Infill Compatibility Standards (ICS) and Opportunity Siting (OS) committee members, as well as community members with downtown and mixed use redevelopment expertise to develop code language that meets the objectives outlined in the Envision Eugene proposal. As with our land need strategies, Council will not be asked to act on these important decisions until adequate public review and comment periods have been made available.
**Envision Eugene Overview**
The diagram below (also available online at [www.envisioneugene.org](http://www.envisioneugene.org)) shows a high level overview of the Envision Eugene process. The bulk of 2010 was spent doing community visioning, through open houses, workshops, listening sessions, Community Resource Group meetings, and on-line surveys. Public outreach will continue throughout the process. Technical Analysis also runs through the entire project.

With the publication of the March 2nd Envision Eugene Proposal, or “Pillar” Document, the project began a phase of strategy refinement. We are receiving feedback on the pillars, strategies, and tactics contained in the March 2nd document, and fleshing out the numbers and maps associated with projecting and meeting our land needs for residential, commercial, and industrial development. Numerous ways will be made available for the public to weigh in on the numbers and maps before we get to the formal adoption process.

The implementation phase itself will also include many opportunities for community involvement at the individual, group, and neighborhood levels. Upcoming meetings and events are listed on the project website and advertised through local media networks.

**Next Steps**
At the City Council meeting next Wednesday, June 8, staff will continue the housing mix and phased implementation discussion. Staff will present preliminary single family land need information to the Planning Commission on June 27 and the City Council on June 29. Meeting materials will be posted on the Planning Commission and City Council websites prior to those meetings.

**Summer Events**
A summer block party will be held on East 31st Avenue on June 18th. Organizers of this event are requesting Envision Eugene materials to hand out at a lemonade stand. What a great idea for summer outreach! If you would like materials for your event, email me at terri.l.harding@ci.eugene.or.us.

Thanks for your interest, and please pass this message along to anyone you think might like to read it.

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July 2011 News
Welcome to the monthly update for Envision Eugene. This community project is creating a vision for accommodating our future growth and designing the necessary steps to achieve the vision. June was a busy month!

Project Team Members Accept State Award
Envision Eugene set out to use a more collaborative public involvement approach than typical land use projects. The Citizen Involvement Advisory Committee (CIAC) of the state Department of Land Conservation and Development (DLCD) thinks that is a good thing. The committee recently awarded Envision Eugene its annual STAR Award for citizen involvement in land use. CIAC members noted that Envision Eugene is innovative, represents substantial effort and commitment, and has demonstrated successful results. The award was presented by Land Conservation and Development (LCDC) Chair Jon VanLandingham to CRG participants Mia Nelson and Sue Prichard and Planning Director Lisa Gardner in Salem on June 22.

Preliminary Information on Single Family Housing Needs
The Technical Resource Group (TRG) spent over 200 collective hours in June alone poring over maps and analyzing spreadsheets to review data and assumptions that go into our single family land need. They have reached some preliminary conclusions, including verification of the vacant land capacity established under ECLA, and agreement that lots under an acre in size with some development on them should be assumed to infill at historic rates. Lots over an acre in size have more capacity for infill development, and the TRG is still working on what rate to assume for infill development on those lands. Next Wednesday’s open house at the Atrium building, 99 West 10th, will be a chance for the general public to see this preliminary information, including maps showing the location of vacant lots and partially vacant lots over an acre in size.
TRG members and staff provided project updates to the Planning Commission on June 27 and City Council on June 8 and June 29. Planning Commission videos can be found here and Council webcasts are archived here.

**Summer Open Houses Scheduled**
Three open houses will be held in the Atrium this summer, on the first Wednesdays of July, August, and September from 3-6 pm. These informal drop in events are a great way to learn about the project and talk with city staff about your questions. And while you’re downtown, you can check out Summer in the City events that start at 5pm. If you’d like an Open House poster to display at your office or gathering place, or a digital copy to send to your networks, email terri.l.harding@ci.eugene.or.us to request one.

**Next Steps**
Staff will present refined single family land need information to the Planning Commission on July 11 and July 25 and the City Council on July 27. The meetings on the 25th and 27th will also include information about emerging preferences for industrial expansion locations. Meeting materials will be posted on the Planning Commission and City Council websites prior to those meetings.

See you at the Open Houses!

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www.envisioneugene.org
**August 2011 News**
Welcome to this month’s update for Envision Eugene, our community process for creating and achieving a vision for accommodating our future growth. Summer is finally in full swing, and we have updates to share!

Planning staff provided project updates to the Planning Commission on July 25 and City Council on July 27. These updates included the topics of land need for single-family housing and industrial lands. Planning Commission videos can be found [here](#) and Council webcasts are archived [here](#). The staff PowerPoint presentation can be found on the Envision Eugene homepage at this [link](#).

**Preliminary Information on Industrial Lands**
Analysis is underway looking at potential expansion areas to accommodate large lot industrial uses like manufacturing and green technology. The map below will be among those on display at the second summer open house tomorrow, **August 3rd**, from 3-6 pm in the Atrium at 99 West 10th, across from the downtown library and bus station.

![Industrial Lands Analysis Map](image)

**Next Steps**
• Our third summer open house is scheduled for September 7th, again from 3-6 pm in the Atrium; we will be providing updated information on our land needs for housing and jobs. Don’t forget that while you’re downtown, you can check out Summer in the City events that start at 5pm.

• Technical Resource Group meetings continued during July and two meetings are scheduled during August. Find meeting materials here.

• Several neighborhood associations will be discussing Envision Eugene at their upcoming board or general meetings in August and September. To request a presentation or discussion with a planner at your meeting or event, please contact Terri and we will get something scheduled.

• Additional opportunities for public review and comment on land need recommendations will be provided prior to any Planning Commission action or decision making by the City Council later this year.

See you at tomorrow’s Open House or out in your neighborhood!

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www.envisioneugene.org
September 2011 News

Welcome to this end-of-summer update for Envision Eugene, our community process for creating and achieving a vision for accommodating our future growth. Summer is coming to a close, and we will be hitting the ground running with public events and meetings right after Labor Day.

Planning staff continued to meet with the Technical Resource Group, TRG sub-committees, and the Planning Commission during the month of August. A calendar of upcoming TRG meetings is now posted here. If you would like to observe a meeting, email Heather O’Donnell to get the most up-to-date location information. The TRG will be working on Partially Vacant Residential Lands and Mixed Use Development assumptions during September.

Our third summer open house is scheduled for September 7th, again from 3-6 pm in the Atrium; we will be providing updated information on our land needs for housing and jobs. Over 34 maps and posters will be on display, including draft neighborhood maps of vacant and partially vacant residential lands. This one was shared recently with the River Road Community Organization.
This fall is the timeframe for coming to a determination on our final land need for both housing and jobs. Additional opportunities for public review and comment on the emerging land need recommendations will be provided prior to any action by the Planning Commission or decision making by the City Council later this year. The next Council work session is scheduled for September 28th at noon in the McNutt Room. Public hearings and meetings are being scheduled for October through December, and will be announced on the website and in this newsletter when they are confirmed.

To schedule a staff presentation at your neighborhood or other group’s meeting or function, contact Terri Harding. See you at the September 7th Open House!

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www.envisioneugene.org
Welcome!

Welcome to this early fall update for Envision Eugene, our community process for creating a vision for accommodating our future growth and a plan to get us there. Staff and committee members have been busy refining our draft strategies as outlined in the March 2, 2011 proposal, and now are preparing to turn the vision and strategies into action. This fall, a series of events and meetings are planned to keep people informed on the project progress, and to collect feedback on the emerging recommendations.

This fall Envision Eugene will be trying something new. In addition to in-person events, on-line open houses will be available through the Envision Eugene website. Starting on November 1st, web visitors will be able to find videos, surveys, and information related to a specific topic, all in one place. The first on-line open house will cover housing and neighborhood presentations.

Vacant Land Maps
The draft
public land needs, and will run for three weeks, through the November 21st Council public hearing on that topic. The November newsletter will contain more information and a description of the second on-line open house, which will cover industrial land needs and mixed use redevelopment strategies.

Continue

During August and September, River Road, Santa Clara, Crest Drive, Cal Young, and Downtown Neighborhood Associations heard presentations on Envision Eugene. Up next are Bethel and Whiteaker in October and November, respectively. It’s not too late to request a presentation! Email Terri Harding to do so, or visit the website to look at presentations already produced for different parts of town.

October Events

October 10 - Planning Commission
October 12 - City Council
October 24 - Planning Commission
October 31 - Planning Commission

neighborhood maps showing vacant and partially vacant residential lands greater than an acre in size were on display at the September 7th Open House and are now on the website. These maps show the inventory and location of the vacant and partially vacant lands, but not their capacity, or the number of homes that could be built on each piece of land. Residential capacity information is being finalized by staff and Technical Resource Group members, and is scheduled to be published later in October for public review.

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Noticias para los padres – Octubre 2011

Envision Eugene es nuestro proceso comunitario que ayudará a crear una visión para ayudar a acomodar al crecimiento futuro y también, un plan para lograrlo. En los últimos 18 meses, el personal de la ciudad ha estado trabajando con la comunidad para desarrollar un proyecto de propuesta para el futuro llamado Envision Eugene: Un legado de Habitabilidad. Usted puede descargar la propuesta en www.envisioneugene.org. Ponemos énfasis en el desarrollo nuevo y la renovación a lo largo de los corredores de transporte más importantes, y a la misma vez, en el fortalecimiento de nuestros vecindarios. Nuestro plan para la comunidad del futuro afectará el tipo de vivienda disponible, transporte y acceso al empleo para todos.

Mientras las estrategias del proyecto son refinadas y entregadas a las personas responsables de tomar decisiones, necesitamos información de padres de familia como ustedes. ¿Las recomendaciones sobre viviendas en el futuro, empleo, desarrollo de urbanizaciones de uso mixto y terreno público apoyan a su vecindario y al bienestar de la comunidad en general? Para este otoño se han planeado una serie de eventos y reuniones para mantener a las personas informadas sobre el progreso del proyecto y también para recopilar comentarios sobre las nuevas recomendaciones.

Calendario
El calendario de Envision Eugene (Octubre-Diciembre) está publicado en el sitio Web. Visite nuestra página web a menudo, el calendario se actualizará cuando se agreguen eventos. Varias reuniones y eventos de puertas abiertas están planeadas para los meses de Noviembre y Diciembre a medida que avanzamos hacia decidir la cantidad de terreno que necesitaremos para empleos, viviendas, parques y escuelas.

Evento de puertas abiertas en línea
Este otoño, Envision Eugene va a intentar algo nuevo. Además de los eventos en persona, los eventos de puertas abiertas en línea estarán disponibles a través la página web de Envision Eugene. A partir del 1 de Noviembre, los visitantes de la página web podrán encontrar, en un solo lugar, videos, encuestas e información relacionada con un tema específico. ¡Perfecto para los padres ocupados! El primer evento de puertas abiertas en línea cubrirá las necesidades de terrenos públicos y viviendas y durará tres semanas. Más información acerca del segundo evento de puertas abierta en línea, el cual cubrirá las necesidades de terrenos industriales y estrategias para las renovaciones para uso mixto será publicada en Noviembre.

Reuniones de grupos
Los planificadores están disponibles a asistir a su grupo de padres de familia, consejo estudiantil u otras reuniones. Para solicitar un planificador, póngase en contacto con Terri Harding. Estaríamos encantados de asistir a su reunión ya sea de día o de noche y hablar sobre Envision Eugene. Presentaciones también pueden ser preparadas y presentadas. Puede encontrar presentaciones recientes en el sitio Web, y usted puede inscribirse para recibir el boletín electrónico mensual. ¡Gracias por leer!
2010 Envision Eugene Art Project at Family School
Envision Eugene is our community process for creating a vision for accommodating our future growth and a plan to get us there. Over the last 18 months, city staff has been working with the community to develop a draft proposal for the future, called *Envision Eugene: A Legacy of Livability*. You can download the proposal at [www.envisioneugene.org](http://www.envisioneugene.org). Key emphasis is placed on focusing new and redevelopment along major transportation corridors, along with strengthening our existing neighborhoods. Our future community plan will affect housing choice, transportation, and job access for everyone.

As the draft strategies are refined and brought to decision makers this fall, we need feedback from parents like you. Do the recommendations about future housing, jobs, mixed-use development, and public land support your neighborhood and the good of the community at large? This fall, a series of events and meetings are planned to keep people informed on the project progress, and to collect feedback on the emerging recommendations.

**Calendar**
The October-December Envision Eugene Calendar is now posted on the website. Check back often, as the calendar will be updated as events are added. Multiple meetings and open houses are planned for November and December as we move toward finalizing our land need for jobs, housing, parks and schools.

**On-line Open Houses**
This fall Envision Eugene will be trying something new. In addition to in-person events, on-line open houses will be available through the [Envision Eugene website](http://www.envisioneugene.org). Starting on November 1st, web visitors will be able to find videos, surveys, and information related to a specific topic, all in one place. Perfect for busy parents! The first on-line open house will cover housing and public land needs, and will run for three weeks. More about the second on-line open house, which will cover industrial land needs and mixed use redevelopment strategies, will be posted in November.

**Group Meetings**
Planners are available to come to your parent group, school council, or other meeting. To request a planner, contact Terri Harding. We’d be glad to attend your day or evening meeting and talk about Envision Eugene. Presentations can be prepared and given, too. You can find recent presentations on the website, and you can sign up to receive the monthly e-newsletter as well. Thanks for reading!

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[www.envisioneugene.org](http://www.envisioneugene.org)
Happy May! On April 17 we finished up our run of six community forums around the city at North Eugene High School. Complete notes and questions are posted on the website at www.envisioneugene.org. A Frequently Asked Questions document about the recommended UGB and growth strategies is coming soon.

If you missed the evening forums, you still have other options for learning about the Envision Eugene recommendation and providing your feedback:

1) You can come down to the Atrium Building or any of the three public libraries to view the full printed recommendation during normal business hours. The Atrium, located at 99 West 10th Avenue, also features a gallery-style display on the 2nd floor balconies, with posters and full size maps showing the recommended land for homes, jobs, schools, and parks.

2) Tomorrow, May 2nd, at the Atrium we are hosting a mid-day Mini-Forum, for people who couldn't make an evening meeting. This will be an informal time to discuss the recommendation with staff, look at the maps, and ask questions. Time is Noon-1 pm.

3) Our website features a flip-book version of the recommendation and links to all of the components, including the revised pillars, strategies, and actions, maps, and technical summaries.

Once you have had a chance to look through the recommendation, please take 10 minutes to fill out the on-line survey! The deadline has been extended to May 6th to get your response in. We want to hear from as many people as possible prior to the City Council hearing on May 14 and City Council work sessions beginning May 30.

View Calendar
View EE Videos
Recommendation Documents
Take the Survey

May Events

Daily - Atrium and public library Recommendation Displays
May 2 - Mini-Forum: Atrium Building
May 6 - Survey Deadline
May 14 - City Council Public Hearing
May 30 - CC Work Session

www.envisioneugene.org
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South Willamette Concept

This month we focus on the pilot study underway in the South Willamette District. One of the main components of the Envision Eugene Community Vision is the focus of new development and redevelopment on and near key transit corridors. South Willamette Street is one of those corridors, and the district around the street from 23rd to 32nd Avenues is already a great neighborhood. So when the Friendly Area Neighbors and SouthTown Business Association jointly asked the city to plan for an even more walkable urban shopping and living district, the timing was perfect to launch a pilot study to implement the emerging community vision through Area Planning.

Area Planning

“Area Planning,” as defined in the Envision Eugene recommendation, “considers all the features, natural and built, of special places along key transit corridors and in core commercial areas, to create a vision that fosters vital and sustainable redevelopment in areas with potential to become active centers for living, working, and shopping.”

Area planning is about making great places to live, work, shop, and enjoy ourselves in our community. The process considers all aspects of a district, and builds on its strengths, nurturing it toward an even more successful place for business and entertainment. The plan incorporates appealing places to live in a variety of housing types such as apartments, condos, row houses and cluster housing. Great places foster healthy, active lifestyles and businesses while accommodating our future growth. South Willamette is the first study area undergoing area planning in the context of Envision Eugene.

Urban Design Approach

The city is taking a collaborative design approach to area planning in South Willamette, involving a broad range of stakeholders from business owners, customers, neighbors, and city staff to designers, developers, and the general public. In June, the city held a design workshop to present and get feedback on a revised concept plan. The plan integrates places for denser urban housing, improved pedestrian connections and business opportunities, and urban form ideas related to building setbacks, step-backs and step-downs (see box). These urban design ideas helped refine and enable the vibrant business, entertainment and living areas for more urban lifestyles that the Envision Eugene pillars support near our key transit corridors.

Along with street-side character elements, these urban design concepts will be used to create a form based code that will shape future redevelopment in the South Willamette district. Workshop materials, public comments, and reports are available at www.eugene-or.gov/SWillamette.
Development Incentives

In order to realize the amount and type of redevelopment envisioned for Eugene’s future along corridors, the city will need to use a variety of development incentives. Programs being considered include revised Systems Development Charge (SDC) methodology; tax exemptions for denser urban housing; and public improvement projects such as street infrastructure or parking facilities. Streamlining development approvals through the use of a form-based code for desired development types is also an incentive.

Next Steps

You are invited to a Public Workshop on October 30th from 6:00-8:00 pm at Hilyard Community Center, 2580 Hilyard Street. In late November staff will present the plan to the Planning Commission. For details please visit www.eugene-or.gov/SWillamette or contact Project Manager Patricia Thomas at 541-682-5561 or patricia.thomas@ci.eugene.or.us.

In addition to the collaborative Area Planning happening in this district, Willamette Street itself is the subject of a design process being led by Public Works Engineering. The Willamette Street Improvement Plan will host a kickoff meeting November 13th at Roosevelt Middle School. Contact Chris Henry at chris.c.henry@ci.eugene.or.us for more information.

See complete Envision Eugene project information on the web. Visit www.envisioneugene.org for videos, recommendation documents, and information on other implementation projects. Like us on Facebook, or send an email to envisioneugene@ci.eugene.or.us to sign up for monthly e-mail updates.
On June 13, 2012, the City Council directed staff to move forward with the formal adoption package necessary to implement Envision Eugene and a new Urban Growth Boundary (UGB). Since that time, staff have been making progress on the various components necessary to formally adopt a new UGB. This update provides a synopsis of efforts underway and their current status. For more information on the Envision Eugene Recommendation, visit www.envisioneugene.org

### Land for Industrial Jobs

**Brownfields project work:**

The City of Eugene, in Coalition with the City of Springfield and Lane County, was selected for a highly competitive Brownfield Inventory and Assessment Grant totaling $680,400. The City of Eugene, as lead grant recipient and program management agency, developed the work plan for the Brownfields Coalition Inventory and Assessment Project, which was approved by the Environmental Protection Agency (EPA) in late September. A Public Involvement Plan is being circulated to community partners, and a Request for Proposals has been issued for an environmental contractor to perform the work. A website for the project, www.brownfieldscoalition.org, contains a project video, a place to send comments or ask questions of staff, and basic information about the project. Coalition partners are currently forming an advisory Brownfields Task Force. The City is also planning to work with the University of Oregon Sustainable Cities Initiative on a Triple Bottom Line analysis tool to examine and prioritize eligible brownfield sites with participating property owners. Project Lead: Denny Braud, denny.braud@ci.eugene.or.us
**UGB expansion analysis for industrial lands:**

In June, the City Council directed staff to pursue analysis of a potential urban growth boundary (UGB) expansion area on Clear Lake Road for industrial land uses. Additional technical analysis of this area is currently underway, including an inventory of natural resources and a more detailed study of utilities and services. Draft results of the natural resources inventory are expected in December. Following completion of the natural resources inventory, the study area will be reviewed to ensure suitability for industrial uses and consistency with state law requirements for UGB expansions. Refined recommendations for an urban growth boundary expansion are expected to be presented to the Planning Commission and City Council this winter. Project Lead: Terri Harding, terri.l.harding@ci.eugene.or.us

**Analysis of compatibility and environmental justice issues:**

During council discussions of the Envision Eugene Recommendation, environmental justice issues were raised around the proximity of industrial and residential land uses. In particular, staff is beginning to analyze land use compatibility and public health issues in the area of the proposed industrial expansion. This work will include stakeholder interviews, data gathering and technical analysis, and potentially a staff and commissioner training, funded by Lane Livability Consortium. Following these tasks, draft recommendations will be developed for how to proceed, including a range of compatibility or mitigation measures to reduce potential environmental justice impacts. Project Lead: Terri Harding, terri.l.harding@ci.eugene.or.us

**Land for Commercial Jobs and Multi-Family Homes**

**Industrial Re-designation/Flexible Zoning:**

The Envision Eugene proposal identifies opportunities to re-designate or add zoning flexibility to small and underutilized industrial lands that may be more suited to commercial type uses. Specific areas under study include the West 11th corridor and areas zoned for campus industrial (I-1) including the Chad Drive area and Greenhill Technology Park. Stakeholder interviews began in June 2012 and will continue through the end of the year. These interviews inform many aspects of the work, including the development of a range of implementation tools that will help achieve the desired goals. Property owners in the West Eugene study area were mailed a letter and map explaining the current
study and an invitation to an open house that was held in West Eugene on December 10th. Additional letters and an open house for the I-1 study areas will follow in the New Year. Implementation concepts will be presented to the Planning Commission in January 2013. Following those work sessions, staff will invite feedback on revised implementation concepts from affected property owners and stakeholders. Project Lead: Terri Harding, terri.l.harding@ci.eugene.or.us

Code amendments that remove barriers to commercial and multi-family redevelopment activity:

Consistent with the Envision Eugene proposal, the goal of this package of code amendments is to make compact urban development easier in downtown, on key transit corridors, and in core commercial areas by removing code barriers to both commercial and residential redevelopment activity. Code concepts were developed based on public input received during the Envision Eugene process. Interviews with a wide variety of stakeholders were held in the fall to receive feedback on which proposed code concepts should go forward, and in what form. Following a work session with the Planning Commission in November to receive input on the code concepts, staff are preparing code language for public review and a formal adoption process. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

Incentives that promote desired commercial and multi-family redevelopment activity:

Proposed incentives include assessing the potential for restructured System Development Charges (SDCs), studying the feasibility of forming Compact Urban Development Districts, and exploring additional incentives such as infrastructure improvements, tax incentives, loan programs and public/private partnerships. An assessment of options for restructured SDCs began in September and will conclude with recommendations in February. These results will help inform a broader assessment of incentive options, including relative effectiveness, cost and potential priority areas and/or criteria for application. In-progress area planning for South Willamette will also provide a current case study to inform this assessment over the next few months. Project Lead: Robin Hostick, robin.a.hostick@ci.eugene.or.us
Area Planning/ Corridor Planning (South Willamette Pilot Project):

The South Willamette Concept Plan is a pilot project that explores important concepts of area planning. Two public events were convened – in June and October – to gather input on next steps for the South Willamette Concept Plan. A final draft plan will be complete in February. This pilot project explores important concepts of area planning, including creating a clear vision that also allows for flexibility; gradual implementation; and new tools to ensure compatible design. A framework to guide future area planning efforts is emerging from this and other work. For example, work is ramping up with partners to better understand – and take – important steps to planning successful transit corridors. Project Lead: Patricia Thomas, patricia.thomas@ci.eugene.or.us

Re-designation of the former Naval Reserve site to Medium Density Residential (MDR):

The Envision Eugene proposal identifies opportunities to re-designate selected areas that are more suitable for multi-family housing (such as Medium Density Residential) than the use for which they are currently designated. Specific areas identified to date include the former Naval Reserve site on 13th Avenue, east of Chambers Street. After completion of the Crow Road Study (see next page), staff will prepare an adoption package for re-designation of the former Naval Reserve site for public review and the formal adoption process. Project Lead: Heather O’Donnell, heather.m.odonnell@ci.eugene.or.us
Land for Single-Family Homes

Re-designation of sites to Low Density Residential (LDR):

The Envision Eugene proposal identifies opportunities to re-designate selected areas that are more suitable for single-family housing (Low Density Residential) than multi-family housing (Medium Density Residential). Specific areas include two north Eugene sites (about 19 acres total) and the majority of the 270 acre Crow Road Study Area in west Eugene. Additional areas may be identified. Staff has been focused on planning the Crow Road Study Area, including property owner outreach and meetings and development of a draft land use concept for the area. A questionnaire gathering feedback on the concept is currently out to affected property owners and residents. Next steps include refinement of the draft concept plan and implementation concepts. Following this work, the draft concept plan will be presented to the Planning Commission and the plan designation and zoning code revisions will be drafted for final public review in early 2013. Project Lead: Heather O’Donnell, heather.m.odonnell@ci.eugene.or.us

Code amendments that allow alley access lots and promote secondary dwelling units:

The goal of these amendments is to expand housing variety and affordability by facilitating the building of smaller, compatible homes in single-family areas, and to help meet a portion of Eugene’s 20 year single-family housing need. These amendments implement strategies from the Envision Eugene proposal related to housing affordability and neighborhood livability. Specifically, these amendments are intended to allow the creation of alley access lots (lots that front an alley rather than a street) and compatible dwellings, promote the building of legal secondary dwelling units, and clarify the nature and use of accessory buildings. An advisory group composed of many members from the Infill Compatibility Standards committee on single-family housing is meeting to discuss potential code concepts. Following the advisory group’s work and Planning Commission’s feedback, code will be drafted for final public review in early 2013. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

Incentives that promote secondary dwelling units and alley access lots:

These are being explored as part of a comprehensive examination of incentives, described on page 3 under Incentives for Commercial and Multi-Family Redevelopment. For example, the study of SDC adjustments will assess the potential impact on various development types including secondary dwelling units. Incentives supporting alley access lots primarily include code amendments to allow these dwelling types in certain locations. Project Lead: Robin Hostick, robin.a.hostick@ci.eugene.or.us
UGB expansion analysis for single-family homes:

In June, the City Council directed staff to pursue analysis of additional locations as potential urban growth boundary (UGB) expansion areas for single-family housing. Additional technical analysis of these areas for housing is currently underway, including an inventory of natural resources and a more detailed study of utilities and services. Following recent court decisions about other jurisdictions’ efforts to expand their UGBs, staff is also working with the Department of Land Conservation and Development and key stakeholders to determine an approach for conducting the UGB expansion analysis consistent with state law and the recent court decisions. Draft results of the natural resources inventory are expected in December. Following completion of the natural resources inventory, the study areas will be reviewed to ensure suitability for housing and consistency with state law requirements for UGB expansions. Refined recommendations for an urban growth boundary expansion are expected to be presented to the Planning Commission and City Council this winter. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

Public Facility Services Plan and Transportation System Plan amendments:

As part of the adoption of a new UGB, these plans will need to be amended to ensure that the city’s wastewater, water, stormwater and transportation systems can support the planned densities and land use patterns of Envision Eugene. For the Public Facility and Services Plan (PFSP), this will include adoption of new/revised policies and projects regarding the provision of water, wastewater and stormwater to areas where additional growth is expected (both inside the current UGB, as well as expansion areas), and strategies to address timing and phasing of improvements to serve these areas. Regarding the Transportation System Plan (TSP), this will require adding new transportation projects or programs, making changes to allowed levels of service, and adding new policies necessary to support Envision Eugene implementation strategies. Throughout Envision Eugene, Planning staff have been coordinating with the Public Works Engineering and Transportation staff to ensure that our planning efforts are in alignment. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

Land for Public Uses

UGB expansion analysis for Bethel School District and Parks:

Similar to the potential industrial and residential UGB expansion areas, a natural resource inventory is underway for the school and park sites proposed to be included in the new UGB. Following completion of the natural resources inventory, the study areas will be reviewed to ensure suitability for school and park needs and consistency with state law requirements for UGB expansions. Currently, staff is working with Bethel School District to ensure that the district has an adequate school facilities plan (as required by state law). Any refined recommendations for an urban growth boundary expansion are expected to be presented to the Planning Commission and City Council this winter. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

UGB expansion analysis for the Eugene Airport:

In June, the City Council directed city staff to evaluate the possibility of expanding the UGB to include the Eugene Airport. While not required by the state, the city council determined that this was an appropriate time to explore the option. Staff is currently in the process of evaluating the implications of including the airport in the UGB, including impacts (both positive and negative) to the city, as well as the airport itself. An assessment report is expected to be completed this winter. Project Lead: Steve Nystrom, steve.a.nystrom@ci.eugene.or.us
Additional Tasks

Buildable lands inventory update/ Technical wrap-up:
The buildable lands inventory is currently being updated with more recent building permit information. The updated buildable lands inventory and updated capacity analysis will be presented to the Technical Resource Group for feedback this winter. Project Lead: Heather O’Donnell, heather.m.odonnell@ci.eugene.or.us

Monitoring Plan:
The Envision Eugene proposal includes creating an ongoing monitoring system to collect and track key information that will measure the accuracy of assumptions and the effectiveness of actions taken to accommodate Eugene’s future growth. Staff has been gathering information from different city divisions, other agencies, Technical Resource Group members, consultants, and other jurisdictions with monitoring systems. This information is helping to develop a monitoring system including an action plan, a list of variables to monitor, as well as methods and requirements for monitoring each variable. Continued informational meetings and research will refine these products and an update on these efforts will be presented to the Planning Commission for feedback this winter. Project Lead: Heather O’Donnell, heather.m.odonnell@ci.eugene.or.us

Eugene-specific Comprehensive Plan:
Eugene’s 20-year vision and policies will be contained in a new, Eugene-specific Comprehensive Plan based on the Envision Eugene Proposal. This document will address local needs as well as state legal requirements in a clear and accessible way. A conceptual outline has been prepared, including four main parts: a snapshot of current conditions, a set of regulatory goals and policies supporting the community vision, a non-regulatory “community design guide” that clearly illustrates the vision, and an action plan that spells out steps to achieving the vision over time. Elements of the Comprehensive Plan will be drafted and presented for review and discussion as technical work required for adoption nears completion. This work will also result in a revised Metro Plan which will be developed in conjunction with Springfield and Lane County. Project Lead: Robin Hostick, robin.a.hostick@ci.eugene.or.us

Parcel-specific Plan Diagram:
The current Metro Plan land use diagram is not parcel-specific in many cases. The goal is to create a city-wide, parcel-specific land use diagram (similar to the zoning map) that will be regularly updated to reflect re-designations. A parcel-specific map will give people more certainty about how land can be developed in the future as well as make it easier to monitor the Buildable Lands Inventory. Work has just begun on resolving the technological issues with creating this type of dynamic map. Following this work, the land use components of adopted plans and other historic documents will be researched and a draft parcel-specific plan diagram will be developed for feedback. Project Lead: Heather O’Donnell, heather.m.odonnell@ci.eugene.or.us

Adoption Package Findings:
The complete Envision Eugene adoption package will consist of all of the technical documents necessary to support Eugene’s 20 year land need and new UGB. This includes all of the technical work described above, as well as any associated Metro and refinement plan amendments, code amendments, zone changes and programs, and supporting documentation and analysis (including a Housing Needs Analysis and Economic Opportunity Analysis). Written findings demonstrating compliance with all relevant statewide planning
goals, statutes and rules, and local plans and code will accompany the adoption package. Staff are working on the findings where possible, but most of the work will occur once the technical components are completed. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

**Formal Adoption Process (Eugene, Lane County, State of Oregon):**

Notice was recently sent to the Department of Land Conservation and Development (DLCD) to officially notify them of our intent to start the formal adoption process establishing a Eugene-only UGB, and to establish the 20 year planning horizon for our local comprehensive plan. Staff is communicating regularly with our partners at DLCD, City of Springfield and Lane County to keep them up to date on our progress, and to discuss shared interests as it relates to UGB adoption. In late 2013, we plan to set the necessary joint planning commission and elected officials hearings and meetings to formally adopt Eugene's UGB, and associated plan amendments, code amendments and zone changes. Following this local process, the package will go through a state review and approval process. Project Lead: Alissa Hansen, alissa.h.hansen@ci.eugene.or.us

**For More Information:**

visit [www.envisioneugene.org](http://www.envisioneugene.org) or contact any of the staff listed above.
Residential Re-designation: The Crow Road Study Area

This month's focus is on planning efforts currently underway in the Crow Road/W. 11th Avenue area. Eugene has a deficit of both Low Density Residential land (typically used for single-family housing) and Medium Density Residential land (typically used for multi-family housing) for the next 20 years of growth. To address this deficit, the Envision Eugene Recommendation identifies some areas in the urban growth boundary (UGB) for potential re-designation to accommodate more housing in the future. Of all the areas being studied, the Crow Road area is unique in providing an opportunity to update the long-range land use plan for a large, mostly undeveloped area that is within the UGB and which can provide a significant amount of housing to meet some of our 20-year needs.

The Land Use Concept

Developing a new long-range plan for the Crow Road area is timely. The previous long-range plan for this approximately 270 acre area was to develop with Medium Density Residential housing which would support a future industrial employment center north of W. 11th Avenue. Since then, conditions have changed, with much of the employment area now recognized as high value wetlands for protection or restoration through the West Eugene Wetlands Plan. More recently, the Envision Eugene Community Vision was developed, with a key theme of locating denser housing closer to transit and other commercial services (grocers, retail, restaurants, etc.) than where this area sits on the edge of town.

The key ingredient for the new long-range plan for the Crow Road area is Low Density Residential housing. Most of the medium density housing originally planned for this area will instead be encouraged along key transit corridors and in core commercial areas (see Autumn 2012 Envision Eugene newsletter). To make a complete neighborhood, the Crow Road concept also includes areas for some medium density housing, commercial services, potential parks and natural areas and a street and bicycle network.

Key Neighborhood Features

The land use plan is needed to comply with State regulations for adopting a new 20-year UGB, but the area's country-like setting and large development potential also presents an opportunity for special measures that promote a less urbanized feel in future neighborhoods on this country/city edge. Suggested ways to implement this concept include:

• Make it easier to do clustered housing or larger residential lots that preserve more land for agriculture/livestock, tree preservation, or pastoral views
• Focus tree preservation efforts on key ridgelines, hillsides and groves, while allowing trees to be removed and replaced more easily elsewhere
• Make it easier to do agricultural/livestock related uses for home businesses in certain areas
• Consider building and street design elements that promote a less urbanized feel
Crow Road property owners and residents have contributed to the draft land use concept and neighborhood feature concepts through phone conversations, questionnaires, and public meetings. The 11/28/12 draft land use concept and suggested neighborhood concepts were presented at a November meeting. Area property owners and residents were mailed a questionnaire regarding these concepts, as well. Feedback to date indicates general support for the concept plan.

Next steps include final revisions to the concept plan, a Planning Commission work session, and preparation of the land use plan for formal adoption and re-designation of properties. Future work includes development and adoption of special standards for implementation tools for clustered housing, tree preservation and street design. For more information, go to www.envisioneugene.org > Implementation Projects > Residential Redesignation > More Single-family Housing > Crow Road Area.

In addition to the work underway in the Crow Road area, the city is also proposing redesignation of two sites in north Eugene, the old Naval Reserve site on West 13th Avenue, and potentially other sites to accommodate more homes inside the UGB.
Area Planning: EWEB Riverfront Master Plan

This month’s Spotlight focuses on the EWEB Riverfront Master Plan. The EWEB riverfront property was identified as a potential redevelopment site in the 2004 Downtown Plan, which includes policies, implementation strategies, and projects to establish an active, strong, and vibrant urban core connected to the river. With the relocation of EWEB operations to West Eugene, the site is ripe for a transformation from its industrial history to an opportunity area for jobs, housing, compact urban development, livable neighborhoods, recreation and natural resource enhancements, implementing many of the Envision Eugene Pillars.

Visioning Process

The EWEB riverfront property is uniquely located on the river in close proximity to the downtown core. Its high profile location, potential to create a strong connection between the downtown and river, and opportunity to contribute in new ways to Eugene's identity caught the attention and imagination of hundreds of community members. Nine were appointed by the EWEB Board of Commissioners and City Council to serve on a Community Advisory Team (CAT) to guide the development of a master plan for the entire site. The CAT held over forty public meetings over the course of two years to establish a framework to guide future redevelopment.

In addition to the numerous public meetings needed to build a shared vision, a design charrette, stakeholder interviews, community presentations, and several workshops gathered critical feedback on different designs. Over a thousand community members dedicated their time and creative energy to this effort. The resulting master plan establishes a balanced framework of private redevelopment opportunities and new public open space, and the EWEB Board unanimously approved the document in June 2010.

The Master Plan Concept

The Master Plan envisions a green redevelopment of the property, with approximately eight acres of dedicated public open space, new construction and adaptive re-use of buildings, pedestrian-oriented streets connecting Downtown to the Willamette River, and a cultural landscape that displays the ecological, social, industrial, and civic history of the place. It establishes a framework of streets, including a ‘Great Loop’ that connects 8th and 5th Avenues through the property, identifies redevelopment parcels, and describes a set of allowable uses and land use requirements.
Implementation Tools

To implement the Master Plan vision, a new Specific Area Plan and Special Area Zone seek to create new residential capacity along key transit corridors and a mix of supporting neighborhood uses that complement downtown uses and are sensitive to the riparian environment. Key features of the proposed development code include:

- Customized development standards that enable the adaptive reuse of buildings, including the Steam Plant, Operations Warehouse, and Midgley’s building.
- Sustainable development strategies, including green streets, eco-roofs, and district energy systems.
- Policies and guidelines for riverfront park, open space, and cultural landscape area improvements.
- A form-based code that promotes a consistent and active street frontage and a pedestrian-friendly environment.
- Parking standards that encourage underground, structured, or courtyard parking and discourage large surface lots.
- Street design requirements that include wide sidewalks, curb extensions, high-contrast crossings, and street trees.

A foundational underpinning to all these features is recognition of real constraints associated with urban redevelopment by balancing flexibility to allow new ideas to emerge with certainty around the types of uses allowed. Ultimately, a balanced, realistic and feasible redevelopment approach is desired to encourage transition of this property from its 100+ years of industrial history to a landmark mixed use destination.

Next steps include a Planning Commission public hearing and deliberation meetings. The City Council will hold its own meetings and hearings after the Planning Commission forwards a recommendation. For more information, go to www.envisioneugene.org > Implementation Projects > Area Planning > EWEB Riverfront Master Plan.

Upcoming Planning Commission Meetings

- Tuesday, February 5 at 6 pm: EWEB Master Plan Hearing, Library Bascom-Tykeson Room
- Tuesday, February 19 at 11:30 am: EWEB Master Plan Deliberations, Atrium Sloat Room
- Monday, March 4 at 11:30 am: EWEB Master Plan Deliberations, Atrium Sloat Room

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Planning for Employment: Flexible Zoning

During the Envision Eugene visioning process, one of the most commonly suggested strategies to make better use of land inside the Urban Growth Boundary was to update our zoning code to be more flexible. This month’s Spotlight focuses on the work underway in West Eugene and Campus Industrial areas to encourage more employment opportunities and higher job density. Along with brownfield inventory and assessment work, redevelopment investment strategies, and UGB expansion for larger industrial uses, flexible zoning is a key strategy to implement the Economic Opportunity pillar.

West Eugene Study Area

Several areas in west Eugene were identified by the Envision Eugene Technical Resource Group (TRG) as having potential for mixed commercial and industrial job development. The goal of the West Eugene zoning study is to determine appropriate tools for the area to accommodate a larger portion of our commercial jobs, while also creating a successful mixed use corridor with coordinated land use and transportation plans. Based on this, staff created a study area map and reached out to the property owners and business tenants in the area. In addition to individual stakeholder interviews, an Open House was held on December 10, 2012, to share information and gather input.
From our outreach efforts in West Eugene, the following themes have emerged.

- More flexibility in the types of businesses allowed in the existing I-2 zone in West Eugene, especially for parcels fronting West 11th, Bertelsen, and other major roads.
- Keep the commercial-industrial zone concept, but remove limitations in the current C-4 zone. Patchwork zoning is a problem and should be cleaned up.
- Expand the types of uses allowed for some properties currently zoned I-3, or re-zone to commercial, while protecting existing industrial operations if zoning is changed.
- Expand the Whiteaker Special Area Zone or a similar zoning district further west into the study area.

The Planning Commission discussed the West Eugene zoning study on January 14th. View the webcast at www.eugene-or.gov/pc.

Campus Industrial Study Areas

Properties in the I-1 Campus Industrial zone were also identified as having potential for additional employment opportunities. The study areas include property on Chad Drive, Greenhill Technology Park on West 11th, and the Hynix/Willow Creek Circle properties. Limitations on the types of allowable businesses, the size of parcels and tenant spaces, and the proportion of supporting commercial uses have all been mentioned as barriers to development of this land.

The City wants to respond to property owner interest in allowing a broader range of businesses and flexible employment uses, while still maintaining the areas’ purpose as employment centers and not general retail centers. It is also vitally important to protect the present and future operations of existing businesses in these areas. Adding zoning flexibility could help businesses expand or adjust to future market conditions.

Next steps include an Open House on March 4th and a Planning Commission work session on March 25th. The City Council will hold a work session on employment strategies inside the UGB in April. For more information, go to www.envisioneugene.org > Implementation Projects > Economic Development Strategies.

Upcoming Meetings on Envision Eugene

- Monday March 4th at 4-6 pm: I-1 Zone Open House, Oregon Community Credit Union Headquarters, 2880 Chad Drive
- Monday March 11th at 11:30 am: Planning Commission meeting on South Willamette Concept Plan, Atrium Sloat Room, 99 West 10th Avenue
- Monday March 25th at 11:30 am: Planning Commission meeting on I-1 Zone, Atrium Sloat Room, 99 West 10th Avenue

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South Willamette Concept Plan

The Envision Eugene vision is taking shape in the South Willamette district. The street design study has been in the news recently, and the Concept Plan for the district is now being finalized! In March, the final draft Concept Plan, the vision for guiding change in the area – from 23rd to 32nd Avenues and from the base of College Hill to Amazon Park – was published, incorporating hundreds of ideas from community members into an integrated vision for future development.

As part of Envision Eugene, the plan implements many of the pillars and strategies to make a great place for living, working, doing business, shopping and relaxing. The full concept plan is available on the city website here.

The plan reinforces existing patterns, supporting a vital commercial area that evolves over time to a more walkable shopping and business district. An important element of the plan is a richer range of housing types to accommodate residential growth in the district with more types of housing for all income levels.

The vision is based on carefully considered building types, heights and transitions that introduce more urban building forms while addressing important community values about scale and compatibility. The vision also emphasizes the connection between safe and walkable neighborhood streets to open spaces such as Amazon Park.

Over 600 people have been involved through public workshops, online presentations, surveys, focus groups, or email communication. Two events in April are planned to foster public dialogue and gather feedback on the plan.

April 4: Open House with Eugene Planning Commissioners

The open house will feature illustrations of the plan for public review. Planning Commissioners will be available to talk with community members and hear comments about the Concept Plan. 6-8 pm, Hilyard Community Center.

April 15: Planning Commission Meeting

Planning Commissioners will review and be asked to modify or accept the South Willamette Concept Plan. 11:30 am, Atrium Sloat Room.

Following the April meetings, the City Council will have an opportunity to review and discuss the plan. Implementation steps will follow, including a community investment program to catalyze implementation of the vision.

The process of re-designing and constructing South Willamette Street continues as well. In February a public meeting drew 300+ people to talk about their hopes for the street. Six alternative designs were presented and discussed. In March, the alternatives were narrowed down to three. See them here: www.eugene-or.gov/SWillametteStreet.
Mixed Use and Downtown Code Amendments

Another project underway to implement Envision Eugene is aligning the land use code regulations to support implementation. Over the past several years, various City codes have been identified as barriers to mixed use development and projects in the downtown area. A short list of code changes (amendments) has been prepared and is being shared with stakeholders this spring. The goal of these amendments is to facilitate several Envision Eugene strategies including compact urban development in downtown, on key transit corridors, and in core commercial areas.

Revisions are planned for the following code sections to make it easier to do mixed use and downtown development projects:

- Housing in Commercial Zones
- Transportation Impact Analysis in Downtown
- Surface Parking Limitation in C-3 Zone
- Large Commercial Facilities Standards for Projects in Downtown
- Nodal Development (/ND) Overlay Zone (in addition to the recent amendment for drive-throughs)
- Transit Oriented Development (/TD) Overlay Zone (minor changes to reflect /ND changes)
- Commercial Landscaping Standards

Next steps include a Planning Commission work session on April 22nd and a public hearing on May 7th. The City Council will hold its own hearing this summer before taking action on the amendments. For more information, go to www.envisioneugene.org > Implementation Projects > Land Use Code Amendments

Upcoming Meetings on Envision Eugene

- April 4th at 6-8 pm: South Willamette Concept Plan Open House, Hilyard Community Center, 2580 Hilyard
- April 8th at 11:30 am: Planning Commission on Employment Strategies/Flexible Zoning, Atrium Sloat Room, 99 West 10th Avenue
- April 15th at 11:30 am: Planning Commission on South Willamette Concept Plan, Sloat Room
- April 17th at Noon: City Council on MUPTE Program, Harris Hall, 125 E. 8th Avenue
- April 22nd at 11:30 am: Planning Commission on Mixed Use/Downtown Code Amendments, Sloat Room
- April 24th at 5:30 pm: Sustainable Transportation Planning lecture with Jeff Tumlin, Downtown Library Bascom-Tykeson Room, 100 West 10th Avenue

(See book cover at right)

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Single Family Housing

To implement Envision Eugene's Housing Affordability and Livability Pillars, work is under way to introduce a greater variety of single family housing types into our community. One strategy includes promoting the construction of secondary dwelling units (sometimes referred to as granny flats or mother-in-law units) and alley access housing throughout the city, along with design standards to ensure the new homes fit with the neighborhood.

Another strategy involves the creation of new tools to promote the construction of attached and clustered housing types in certain areas. Smaller, more compact forms of single family housing can fill a gap in Eugene's current housing supply for single person households, couples and small families, while taking advantage of existing infrastructure and enhancing the character of existing neighborhoods.

These strategies help accommodate a portion of the city's 20 year need for single family housing, and minimize the need for urban growth boundary expansion.

Secondary Dwelling Units and Alley Housing

Building on the work of the Infill Compatibility Standards project, land use code revisions are planned to promote secondary dwelling units by improving compatibility, and clarifying ownership and occupancy requirements. A separate but related project is underway to study the possibility of restructuring the system development charges for such dwellings.

Land use code revisions are also planned to clarify the distinction between accessory structures, such as garages and shops, and primary or secondary dwellings, while promoting compatibility.

Work is also underway to allow for alley housing that would be built on lots created off alleys in the R-1 Low Density Residential zone. These code revisions will include standards to promote compatibility, such as maximum building size and height requirements, sloped building setbacks and parking and driveway requirements. In 2009, alley lots were included in the new Jefferson-Westside Special Area Zone, along with design standards. Consistent with the Infill Compatibility Standards process, one of the goals of all three of these amendments is to reduce negative impacts to neighborhoods while allowing compatible infill.

Next steps include a Planning Commission work session on June 10 and an Open House on a date to be announced soon. For more information, go to www.envisioneugene.org > Implementation Projects > Land Use Code Amendments.
**Single Family Options Zone**

Land use code revisions are also being planned to make it easier to develop a variety of compact single family housing types in the R-1 Low Density Residential zone. This idea is being piloted in the South Willamette area through the Draft Concept Plan. In this already developed part of the city, compact housing options can make it easier to provide housing types that fit into the existing neighborhood fabric. Housing types under consideration include row houses, courtyard houses and cottage clusters, which will be guided by a new zoning district that emphasizes building form, and that can be applied to other locations in the city, as appropriate.

The clustered housing concept is also being considered in the Crow Road Re-designation Study. This area is being studied for re-designation to provide Low Density Residential land in the future instead of the Medium Density Residential (typically multi-family housing) that it is currently called for in the city’s long range plan (the Metro Plan). Potential Crow Road zoning tools will aim to implement a less urban feel as the area develops in the future. In this largely undeveloped area on the edge of the city, clustered housing is a tool that can help preserve open space areas for farming, livestock or other common uses. The Crow Road single family options zone may have further applicability in other semi-rural parts of Eugene, such as River Road and Laurel Hill Valley, in the future.

**Upcoming Meetings on Envision Eugene**

Planning Commission meets in the Atrium Sloat Room, 99 West 10th Avenue. City Council meets at Harris Hall, 125 East 8th Avenue.

- May 13th at 11:30: Planning Commission on Community Investment Strategies
- May 13th at 5:30: City Council on Multiple Unit Property Tax Exemption (MUPTE) Program
- May 14th at 6 pm: Planning Commission hearings on Downtown/Mixed Use Development and Storm Water Code Amendments
- May 15th at noon: City Council on EWEB Master Plan
- May 22th at noon: City Council on MUPTE Program

TBA: Open House for Secondary Dwelling Units and Alley Access Lots

See complete Envision Eugene project information on the web. Visit www.envisioneugene.org for videos, recommendation documents, and information on other implementation projects. Like us on facebook, or send an email to envisioneugene@ci.eugene.or.us to sign up for monthly e-mail updates.
Planning Commission Meetings on Envision Eugene

Meetings are held at 11:30 am in the Atrium Sloat Room at 99 West 10th Avenue, unless otherwise noted

10/14/2013 Single Family Code Amendments Deliberations
10/15/2013 Metro Plan Chapter IV Process Amendments
10/21/2013 Single Family Code Amendments Deliberations
10/28/2013 Employment Zoning Code Amendments Work Session

The Single Family code amendments propose the following:

- add compatibility standards for secondary dwellings, alley access lots and accessory buildings citywide,
- allow for new alley access lots in certain areas, and
- provide interim protection measures in the Amazon, Fairmount and South University neighborhoods to prohibit certain dwelling types and land divisions, and limit certain uses until more comprehensive planning of these areas can be completed.

The Metro Plan process amendments clarify the decision making process for amendments to the Metro Plan. This meeting is a joint work session and public hearing with Springfield and Lane County Planning Commissions, and will be held in the Springfield Library Meeting Room at 225 Fifth St, Springfield, at 5:30 pm on October 15th.

The Employment zoning code amendments affect industrial land in West Eugene, along Chad Drive, and in the I-2 and I-3 zones citywide. New maps and information related to the proposed Employment Zoning have been posted on the web at www.envisioneugene.org.

Meeting materials are generally available 5-7 days before the meeting on the Planning Commission’s agenda page.

Video of Planning Commission meetings is broadcast on Metro Television cable channel 21 and webcast are available after the meeting through the city’s website.

City Council Meetings on Envision Eugene

Meetings are held at Harris Hall, Lane County Public Service Building, 125 E. 8th Avenue
Meeting materials are available the week before the meeting on the Council meetings webpage. Video of City Council meetings is broadcast on Metro Television cable channel 21 and webcast are available after the meeting through the city's website.

Thank you for your interest in building Eugene's future.

Terri Harding, AICP
Senior Planner
City of Eugene Planning Division
(541) 682-5635
www.envisioneugene.org

*Just let me know if you would like to be removed from this mailing list*
Envision Eugene is our community vision for accommodating the next 20 years of growth. The City is planning for up to 34,000 more residents and 37,000 more jobs over that timeframe. In 2010, the City began working with the community to develop a vision for Eugene’s future. In March 2012, Envision Eugene: A Community Vision for 2032 was released, and in June 2012, the Eugene City Council directed staff to begin the process of plan adoption.

The Community Vision includes seven pillars or community goals, and strategies to turn the vision into reality. The seven pillars focus on:

- economic opportunity
- affordable housing
- climate change and energy resiliency
- compact development and efficient transportation
- neighborhood livability
- natural resources
- flexible implementation

A main theme of the vision is concentrating new growth along and near our key transit corridors and core commercial areas while protecting neighborhoods and increasing access to services for everyone. All areas of the City will continue to accommodate infill on vacant and underutilized pieces of property. The Urban Growth Boundary will only need to be expanded for a portion of our single family housing needs - less than 10% – and larger industrial uses. Commercial services and multi-family housing will be accommodated inside the existing boundary.

Throughout 2013, City staff will bring three main topics forward for community, Planning Commission and City Council discussion:

- **Community Investment Program** - city actions necessary to close the market gap for desired compact development and economic prosperity put forth in the vision
- **Efficiency Measures** - land use code amendments, plan designation changes, and zone changes to use land more efficiently inside the current growth boundary
- **Urban Growth Boundary Expansion** - detailed analysis of the areas that best meet our needs within the parameters set by the statewide land use system.

Vision documents and maps, project newsletters and updates, videos, and presentations are available on the website at www.envisioneugene.org. Sign up for the e-newsletter, or find us on Facebook. Learn about coordination with the Eugene Transportation System Plan at www.EugeneTSP.org. To learn even more, contact Terri Harding at (541) 682-5635 or terri.l.harding@ci.eugene.or.us.
Envision Eugene Interested Parties,

Last month you received a detailed update on the status of Envision Eugene related work products. We want to make you aware of the schedule moving forward through the end of 2014 and early 2015, with important dates to mark on your calendar.

### Efficiency Measures: Multiple Unit Property Tax Exemption (MUPTE) Program Revisions

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>October 15</td>
<td>City Council Work Session</td>
<td>Harris Hall, Noon</td>
</tr>
<tr>
<td>November 17</td>
<td>City Council Public Hearing</td>
<td>Harris Hall, 7:30 pm</td>
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<tr>
<td>November 19</td>
<td>City Council Action</td>
<td>Harris Hall, Noon</td>
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### Jobs, Parks & Schools UGB Expansion Analysis

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<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>October 27</td>
<td>Planning Commission Work Session</td>
<td>Atrium Sloat Room, 11:30 am</td>
</tr>
<tr>
<td>November 3</td>
<td>Planning Commission Work Session</td>
<td>Atrium Sloat Room, 11:30 am</td>
</tr>
<tr>
<td>November 26</td>
<td>City Council Work Session (Preliminary Recommendation)¹</td>
<td>Harris Hall, Noon</td>
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<tr>
<td>December 11</td>
<td>On-line Open House begins</td>
<td>continues through January</td>
</tr>
<tr>
<td>January 13</td>
<td>Open House</td>
<td>time and location to TBD</td>
</tr>
<tr>
<td>January 20</td>
<td>City Council Public Forum²</td>
<td>Harris Hall, 7:30 pm</td>
</tr>
<tr>
<td>January 28</td>
<td>City Council Work Session and Direction to Staff</td>
<td>Harris Hall, Noon</td>
</tr>
<tr>
<td>Feb-March</td>
<td>Formal Adoption Process³</td>
<td>dates, times and location TBD</td>
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</tbody>
</table>

### Residential Lands UGB Expansion Analysis

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<th>Location</th>
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<tbody>
<tr>
<td>November 24</td>
<td>Planning Commission Work Session</td>
<td>Atrium Sloat Room, 11:30 am</td>
</tr>
<tr>
<td>December 1</td>
<td>Planning Commission Work Session</td>
<td>Atrium Sloat Room, 11:30 am</td>
</tr>
<tr>
<td>December 10</td>
<td>City Council Work Session (Preliminary Recommendation)¹</td>
<td>Harris Hall, Noon</td>
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<tr>
<td>December 11</td>
<td>On-line Open House begins</td>
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</tbody>
</table>

Please be advised that these dates are subject to change (we will provide updates, but it’s also a good idea to check the website for the most up to date meeting schedules).

¹ The Preliminary Recommendation from staff will be presented, but no action will be requested on this date.
² The Public Forum scheduled for January 20th is an opportunity for community members to express their opinions to the City Council, prior to the Council directing staff to move forward with the formal adoption process.
³ The formal adoption process will include public hearings and a recommendation from the Planning Commissions of both Eugene and Springfield and public hearings and adoption by both the Eugene City Council and Lane County Board of Commissioners.
In addition to the meetings listed above, staff will continue to work with a variety of community members, including Planning Commission subcommittees, the Technical Resource Group, property owners, neighbors and others, to help refine the recommendations. An open house is being planned for January 13, in advance of the January 20 Public Forum to help inform the public about the preliminary recommendations. An on-line open house will also be available via the website beginning in early December.

Much has been accomplished and we are drawing nearer to the conclusion of this first phase of work which will result in a new Urban Growth Boundary (UGB) and a Comprehensive Land Use Plan for Eugene. Thanks for your continued interest in Envision Eugene. Let us know if you have questions or would like to discuss anything further.

Sincerely,

Carolyn Burke, Principal Planner, and the Envision Eugene Team
Carolyn.j.burke@ci.eugene.or.us
Envision Eugene is our community's vision for our city's future and how we will grow while preserving what we love about our community.

What's New with Envision Eugene?

This newsletter provides a couple of reminders about upcoming Envision Eugene events, including a council work session on July 20th. We have also included a link to our new Envision Eugene video. You can always get the latest information at the Envision Eugene website - www.EnvisionEugene.org.

Video: Adopting Eugene's Own Urban Growth Boundary
Check out this video about the next steps in adopting Eugene's own urban growth boundary. When you are done, share it with your friends!

Reminder: Envision Eugene at City Council in July

On July 20 City Council will discuss strategies to meet Eugene's need for multi-family housing over the next 20 years. Most of Eugene’s future housing can fit on land that is within our current UGB. There is still a need, however, to find space for about 1,600 multi-family homes.

At their work session Council will receive an overview of the options for accommodating Eugene’s multi-family housing need and discuss which options to further study. The options selected by Council will be taken out to the community over the summer and fall to get feedback from the public. Learn more by viewing the Council memo [here](#) and view the multifamily options page [here](#).

The Council work session will be at noon on July 20 in Harris Hall, at 125 E. 8th Avenue. You can watch the work session live or later on the City's [webcast](#). The Council agenda and meeting materials will be available [online](#) starting July 15.

Reminder: See You This Summer!

**First Event: TODAY in Willakenzie Park, 5:30-7:30 pm**

Envision Eugene will be coming to events near you this summer! Beginning in July, the Envision Eugene Team will be hosting a booth at community events throughout the City including several of the [Party in the Parks](#), [Sunday Streets](#), and at [First Friday](#) in downtown.
In addition to fun freebies, maps, and a "Love Your 'Hood" activity, this will be an opportunity to share information about our proposed new UGB and let people know how they can give their input.

**Upcoming Events:**
- **Thursday July 14th, 5:30 - 7:30 pm** - Party in the Park (Willakenzie Park)
- **Tuesday July 19th, 5:30 - 7:30 pm** - Party in the Park (Churchill Park)

Stay tuned for more events throughout the summer where you will see the Envision Eugene booth! Go to [Get Involved!](http://myemail.constantcontact.com/Your-Envision-Eugene-Newsletter.html?soid=1123418754250&aid=wdzKq7EQ-JY) for the latest information.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

City of Eugene Planning & Development Department
99 W. 10th Avenue | Eugene | OR | 97401

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Confirm that you like this.

Click the "Like" button.
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Envision Eugene Newsletter

What's New with Envision Eugene?

This week's newsletter provides a couple of reminders about upcoming Envision Eugene events, including the Council work session tomorrow (July 20th). Stay tuned to your Envision Eugene Newsletter next week, which will be packed full of information about multi-family housing. You can always get the latest information at the Envision Eugene website - www.EnvisionEugene.org.

TOMORROW: Council Work Session
As noted in previous newsletters, this Wednesday, July 20th, Council will discuss strategies to meet Eugene's need for multi-family housing over the next 20 years. We anticipate that Council will give the Envision Eugene Team direction on how to proceed with public outreach this summer on options for accommodating our multi-family housing needs. To learn more you can read the work session materials here and view additional materials on the multi-family housing page here.

The Council work session starts at noon on July 20 in Harris Hall, at 125 E. 8th Avenue. You can watch the work session live or later on the City's webcast and view the meeting minutes here.

Community Outreach

**TONIGHT: Churchill Park, 5:30-7:30 pm**

Last week we saw about 40 of you stop by our booth at the Willakenzie Party in the Park. We learned from you about your 20 minute neighborhood, what you love most and what could be made better. We also shared updates on Envision Eugene, our urban growth boundary and upcoming opportunities to get involved.

We will be coming to events across the city this summer! Come say hello at upcoming Party in the Parks, Sunday Streets, and First Fridays downtown.

**Upcoming Events:**

- **Tuesday July 19th**, 5:30 - 7:30 pm - Party in the Park (Churchill Park)
- Sunday July 31st, noon - 4pm - Sunday Streets (The Park Blocks - Downtown)
- Sunday July 31st, 5:00 - 8:00 pm - Friendly Area Neighbors (Washington Park)

Stay tuned for more events throughout the summer where you will see the Envision Eugene booth! Go to Get Involved for the latest information.
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At their work session Council will receive an overview of the options for accommodating Eugene's multi-family housing need and discuss which options to further study. The options selected by Council will be taken out to the community over the summer and fall to get feedback from the public. Learn more by viewing the Council memo [here](#) and view the multifamily options page [here](#).

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Envision Eugene Newsletter

What's New with Envision Eugene?

This newsletter provides a brief update on the July 20th City Council work session, and reminders about upcoming Envision Eugene events. You can always get the latest information at the Envision Eugene website - www.EnvisionEugene.org.

July 20th Council Work Session Update

On July 20th, the Eugene City Council passed two motions related to Envision Eugene.

The first motion was “direct staff to focus on tier one strategies, but accepting comments on tier two
strategies and a higher density strategy along transit corridors for accommodating multi-family housing, as outlined in Attachment C, for further development and public engagement."

The second motion was “direct staff to move forward with public engagement activities for the UGB adoption package as described in Attachment F.”

Our planners are developing materials to implement this City Council direction and to get community feedback on how to accommodate multi-family housing. Stay tuned!

Community Outreach

Envision Eugene continues community outreach over the summer. The Envision Eugene Team will be hosting a booth at community events throughout the City including several of the Party in the Parks, Sunday Streets, and at First Friday in downtown.

In addition to fun freebies, maps, and a "Love Your 'Hood" activity, this will be an opportunity to share information about our proposed new UGB and let people know how they can give their input.

Upcoming Events:
Sunday July 31st 12- 4pm - Sunday Streets (Downtown - Park Blocks)
Sunday July 31st, 5 - 8pm - Friendly Area Neighbors Picnic (Washington Park)

Stay tuned for more events throughout the summer where you will see the Envision Eugene booth!

Go to Get Involved! for the latest information

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Envision Eugene Newsletter

What's New with Envision Eugene?
August 5, 2016

This week's newsletter focuses on upcoming meetings and events. Next week, we will focus on getting your feedback on our multi-family housing options. You can always get the latest information at the Envision Eugene website - www.EnvisionEugene.org.
The Envision Eugene team will present a project update to the Planning Commission on Monday, August 8. At this work session, the Planning Commission will have the opportunity to learn about and discuss the latest information, including the City Council’s direction for which housing strategies to move forward for further work, public review and comment. The Planning Commission will also have the opportunity to discuss and comment on the proposed public engagement plan for getting community feedback on the housing strategies.

**Meeting Details:**
Monday, August 8
11:30 am - 1:30 pm

Atrium Building
99 W. 10th Avenue
Sloat Room

**Community Outreach**

**TONIGHT:** First Friday Artwalk,
Kesey Square, Downtown, 5:30 - 8 pm

Thanks to the approximately 50 people who stopped by our booth at the Churchill Party in the Parks on July 19th. We learned from you about your neighborhoods, what you love most and what could be made better, such as loving your parks and wanting more of them. We also talked about what makes a 20-minute neighborhood and shared updates on Envision Eugene, our urban
growth boundary and upcoming opportunities to get involved.

Then, we talked with dozens of you at Sunday Streets downtown and dozens more at the Friendly Area Neighbors Picnic at Washington Park. Summer in Eugene is in full swing and we are grateful for the opportunity to see how it takes shape around the city. Everything we hear is being catalogued, and will be summarized for the community and the City Council at the end of September.

Come say hello at upcoming Party in the Parks, Sunday Streets, and First Fridays downtown.

Upcoming Events:

Friday August 5th, 5:30 - 8pm - First Friday Art Walk (Kesey Square)
Tuesday August 9th, 5:00-8pm - Party in the Parks (Bethel Community Park)
Thursday August 11th, 5:00-7:30pm - Bethel Family Fun Night (Petersen Barn)

Stay tuned for more events throughout the summer where you will see the Envision Eugene booth! Go to Get Involved! for the latest information.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
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Envision Eugene Newsletter

What's New with Envision Eugene?

August 9, 2016

This week's newsletter focuses on requesting your feedback on multi-family housing strategies, area planning, and key corridors, and reminders about upcoming Envision Eugene events. You can always get the latest information at the Envision Eugene website.

www.envisioneugene.org

Tell us what you think!
The City is asking the community for feedback on several options to meet our multi-family housing needs over the next 20 years. Most of our future housing can fit on land that is within our current urban growth boundary. There is still a need, however, to find space for about 1,600 multi-family homes. Check out this infographic that explains how we arrived at this number.

There are many options for addressing these housing needs and now is the time to give us your feedback on the potential strategies. The strategies have been grouped into three tiers based on feasibility. Some of these options can be implemented sooner, while others would require more analysis and community feedback, which would slow down adoption of the urban growth boundary. Learn more on our multi-family options page or click on the multi-family housing video link above.

City Council will decide which strategies to adopt in the fall and your feedback will help inform the Council's decision. The City Council specifically asked for input on a handful of the possible options, including the strategy to increase housing densities along our key transportation corridors and core commercial areas (see more under Area Planning below).

After you've learned more about these strategies, let us know what you think. Visit the Get Involved! page to learn more and click on the link below to take the multi-family housing questionnaire, which is full of links to informational materials.

Take the Questionnaire!

Area Planning, Key Corridors and the UGB
At their July 20th work session, the City Council asked for public input on the idea of adding housing along our "key corridors." This idea is a central growth management principle in Eugene that we are committed to doing through area planning to address neighborhood livability and compact development goals. In order to do that we need to adopt development incentives (like the multiple unit property tax exemption - MUPTE) ahead of, or at the same time as adopting the UGB.

If other strategies to accommodate the 1,600 homes are selected, area planning along key corridors could still be done as time and resources allow and as conditions in different parts of town warrant.

What do you think about these strategies? Should we pursue one or more of the Tier 1 options, and move forward with adopting our UGB soon? Or, should we take more time and pursue increasing density along key corridors? Our questionnaire will ask you these questions and more.

Learn more about area planning by viewing the fact sheet below.

Area Planning Fact Sheet

Community Outreach

The Envision Eugene Team was at the First Friday Art Walk in Downtown Eugene last week. At our fifth community event of the summer, we heard from nearly 30 members of the public. Not surprisingly, given the location of the event, we heard concerns about gentrification and homelessness downtown as well as access to public transportation.

Come say "hello" at one of the upcoming Party in the Parks, Sunday Streets, or First Fridays.
Tonight: 5-7:30 pm - Party in the Parks (Bethel Community Park)

Other Upcoming Events:
Thursday August 11th, 5:00-7:30pm - Bethel Family Fun Night (Petersen Barn)
Tuesday August 16th, 5:00-7:30pm - Party in the Parks (Awbrey Community Park)

Stay tuned for more events throughout the summer where you can visit the Envision Eugene booth! Go to Get Involved! for the latest information.

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Envision Eugene Newsletter

What's New with Envision Eugene?
August 16, 2016

Each of these newsletters focuses on a different piece of adopting our own urban growth boundary (UGB). Over the past few weeks we zeroed in on multi-family housing as the remaining piece to be figured out before we adopt our own UGB. This week we take a step back and look at housing more generally. We've included a reminder about the multi-family questionnaire and information about upcoming community events, where you can chat with us about Envision Eugene! You can always get the latest information at the Envision Eugene website.

www.envisioneugene.org

Housing Snapshot
The above image is clipped from our Housing Affordability Snapshot. Click on the image or the link below for the full infographic.

We are planning for 34,000 new Eugeneans by 2032. According to our estimates, Eugene's population in 2032 will be more ethnically diverse and we will have more people 65 years and older. We will also continue to have smaller than average households as well as a high college-age population. These trends are explained in detail in our Population and Demographics Factsheet.

These figures and trends have implications on our housing needs and the types of housing we should plan for. Our Housing Mix Factsheet explains how we determined the number of single family homes and multi-family homes we are planning for.

There are many trends and statistics that help us plan for our future housing needs and our goal of providing housing affordable for everyone. Check out our Housing Affordability Snapshot, which includes key information related to the Envision Eugene Housing Affordability pillar.

Housing Affordability Snapshot

The housing page on our website includes all of this information, documents and more. Check it out!

Reminder: Multi-family Questionnaire
Check out the multi-family video we released last week (above) and take the multi-family questionnaire (below). Pass it on!

Take the Questionnaire!

Community Outreach

Last week the Envision Eugene Team was in Bethel twice! On Tuesday we attended Party in the Park at Bethel Community Park and Thursday we attended Family Fun Night at Petersen Barn. We heard from residents about the important role parks, rec centers and pools play in their lives. We also heard a strong desire for more commercial development (stores and restaurants) and better bike and transit connections.

Come say “hello” at one of the upcoming Party in the Parks, Sunday Streets, or First Fridays. We’ll be at these events until the end of September!

Tonight: 5:30-7:30pm - Party in the Parks (Awbrey Park)

Other Upcoming Events:

August 21, 1-3 pm, River Road Community Org. Picnic (Emerald Park)
September 2, 5:30-8 pm, First Friday Art Walk (Downtown)
September 10, 11 am - 3 pm, South East Neighbors Picnic (Tugman Park)

Stay tuned for more events throughout the summer where you can visit the Envision Eugene booth! Go to Get Involved! for the latest information.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
Confirm that you like this.

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Envision Eugene is our collective vision for how we will grow while preserving what we love about our community.

Envision Eugene Newsletter

What's New with Envision Eugene?
August 26, 2016

This week's newsletter focuses on one of the key components of adopting our urban growth boundary (UGB), the new, Eugene-specific comprehensive plan. We've got a video, a questionnaire and another fact sheet for you this week, in addition to a reminder about upcoming community events where you can chat with the Envision Eugene Team. You can always visit our website for the latest information.

www.envisioneugene.org

Adopting Our Own Urban Growth Boundary
Until now, Eugene and Springfield have shared both a UGB and a comprehensive plan through the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). As part of Envision Eugene, we will adopt our first ever Eugene-specific UGB and comprehensive plan, which will allow us to manage growth in a way that is reflective of Eugene’s community values.

Our new UGB will be independent from Springfield’s UGB and will include two expansion areas: one in the Clear Lake Area and one in the Santa Clara Neighborhood. These expansions will be the focus of upcoming newsletters.

This week we are focusing on the Envision Eugene Comprehensive Plan and the role it plays in Envision Eugene and the UGB Adoption Package.

Adopting Our Own Comprehensive Plan

Watch the Video!

In Oregon, every city has a comprehensive plan that establishes an urban growth boundary and includes a set of policies to guide how land within that boundary is used. The draft Envision Eugene Comprehensive Plan includes policies to support our collective vision for the future of our community. Learn more about the comprehensive plan by visiting our website or reading this fact sheet.

The Envision Eugene Comprehensive Plan will be created in phases. The current draft includes a focused set of policies required to get our UGB adopted. It is made up of four chapters: Economic Development, Transportation, Administration and Implementation, and the Eugene Urban Growth Boundary. Additional chapters, addressing a broader set of community values, will be added to our comprehensive plan once this focused set of
policies is adopted and we have our UGB in place. It is worth noting that housing policies will remain in the Metro Plan until a future phase. You can review the draft comprehensive plan [here](http://myemail.constantcontact.com/Your-Envision-Eugene-Newsletter.html?soid=1123418754250&aid=9fTlwaj90c0).

Tell us what you think! You can fill out the questionnaire, visit us at one of our upcoming events or submit your written comments to envisioneugene@ci.eugene.or.us. Your input will help us make sure Eugene the best that it can be as we continue to grow!

**Take the Questionnaire**

**Community Outreach**

**Community Events**
Last week the Envision Eugene Team was in Santa Clara and River Road where we spoke with nearly 60 people. In Santa Clara we heard that residents would like to see more places to eat and gather and that they love their nearby farm stands. River Road residents said they wanted better transportation safety and more transportation options, in addition to more commercial development along key corridors in their neighborhood.

Come say "hello" at one of the upcoming community events going on until the end of September!

**Upcoming Community Events:**
- September 2, 5:30-8 pm, First Friday Art Walk (**Downtown**)  
- September 10, 11 am - 3 pm, South East Neighbors Picnic (**Tugman Park**)

**NEW!**

**Drop in Sessions and Open House**
In addition to the community outreach we have been doing all summer, we will be hosting sessions in September where folks can take a closer look at topics related to adopting our UGB, including the multi-family housing options, the areas proposed for expanding the UGB, and new comprehensive plan policies to guide growth in Eugene.

**Envision Eugene Drop-in Session**
- Tuesday, September 13, 4-6 pm  
  - Atrium Building Lobby  
  - 99 W. 10th Avenue, Downtown
**Bethel/Clear Lake Open House**
Thursday, September 15, 4:30-6:30 pm
Clear Lake Elementary Cafeteria
4646 Barger Drive

**Envision Eugene Drop-in Session**
Wednesday, September 21, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

Stay tuned for more events throughout the summer where you can visit the Envision Eugene booth! Go to [Get Involved!](http://myemail.constantcontact.com/Your-Envision-Eugene-Newsletter.html?soid=1123418754250&aid=9lTIwaj9Oc0) for the latest information.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
August 31, 2016

Over the last several weeks we have been highlighting aspects of Eugene's housing need and the urban growth boundary adoption process. This week we take a look at two important pillars of Envision Eugene: Climate and Energy Resiliency, and Natural Resources. We consider how current and future steps in the Envision Eugene process will help us achieve our community vision of growing responsibly and reducing our impact on the natural environment. As always you can visit our website for the latest information, or visit us at one of the upcoming events.

www.envisioneugene.org
Planning for Climate Change and Energy Resiliency

During the community visioning phase of Envision Eugene (2010-2012), one of the community values that emerged was to plan for climate change and energy resiliency. This became one of seven pillars that guide the work of Envision Eugene. Learn more about this background here.

In order to combat the negative impacts of climate change and to make us more resilient, the City of Eugene has set ambitious goals for reducing fossil fuel consumption and the resulting carbon emissions. One of the main ways that Envision Eugene sets out to achieve these goals is by encouraging compact development, 20 minute neighborhoods and alternative modes of transportation.

Learn more by clicking on the infographic and by visiting www.envisioneugene.org.

Protecting, Restoring and Enhancing Natural Resources

In addition to the climate and energy pillar, the Envision Eugene community visioning process resulted in the natural resource pillar. This community value calls on us to protect, restore and enhance natural resources.

Eugeneans are lucky to enjoy a city with thousands of acres of parks and natural areas. Yet, some parts of our city have less access to parks than others and on the whole, we need 355 acres of new community parks to serve our growing population.

That is why the proposed urban growth boundary includes two expansions, one in Santa Clara and one in Clear Lake, both of which contain space for parks. In
addition, the Clear Lake expansion includes a strong focus on environmental justice and the need to protect, restore and enhance natural resources in that area.

Learn more by clicking on the infographic and by visiting [www.envisioneugene.org](http://www.envisioneugene.org).

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**Community Outreach**

**Reminder: Take Our Questionnaires**

So far this summer we have released two questionnaires: Back in July we released one questionnaire on options for accommodating 600 medium density homes. Just last week we released a second, requesting your input on the draft comprehensive plan. If you haven’t filled out a questionnaire yet, please do!

Community Events
All summer long the Envision Eugene Team has been attending community events across Eugene. We've been at Party in the Parks, Sunday Streets, neighborhood picnics, and a First Friday Art Walk. We have been talking to residents about their neighborhoods, what they love, what's missing and how Envision Eugene seeks to improve quality of life for all residents of Eugene.

We only have three summer outreach events left before the end of September. Come drop by the Envision Eugene tent, say "hello," and learn more about the next steps in adopting our urban growth boundary and comprehensive plan.

Upcoming Community Events:
September 2, 5:30-8 pm, First Friday Art Walk (Broadway Plaza / Kesey Square)
September 10, 11 am - 3 pm, South East Neighbors Picnic (Tugman Park)
September 25, noon – 4 pm, Sunday Streets (South University Neighborhood)

Drop in Sessions and Open House
In addition to our summer outreach, we will be hosting sessions in September where folks can take a closer look at topics related to adopting our UGB, including the multi-family housing options, the areas proposed for expanding the UGB, and new comprehensive plan policies to guide growth in Eugene. Come see us at one of the following events.

Envision Eugene Drop-in Session
Tuesday, September 13, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

Bethel/Clear Lake Open House
Thursday, September 15, 4:30-6:30 pm
Clear Lake Elementary Cafeteria
4646 Barger Drive

Envision Eugene Drop-in Session
Wednesday, September 21, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

All of the materials that will be presented at the open house and drop in sessions are available on our website. Visit www.envisioneugene.org!

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
September 9, 2016

A key component of Envision Eugene is ensuring we have enough land within our urban growth boundary (UGB) for 20 years of population and employment growth. This includes expanding the UGB where necessary. In doing this, we are aiming for a balance among the seven pillars of Envision Eugene, including economic opportunities, natural resource protection and livability. This newsletter includes information about Eugene's economy, the proposed Clear Lake and Santa Clara expansion areas and details on upcoming events where you can talk with the Envision Eugene Team. As always you can visit our website for the latest information.

www.envisioneugene.org
Economic Opportunities

With a median household income that is lower than state and national averages and elevated rates of poverty, one of the community values that guides Envision Eugene is supporting economic opportunities for all Eugeneans.

This includes focusing on our traditional strengths in construction, health care, wood products, and transportation manufacturing, while at the same time looking to emerging opportunities in clean tech, renewable energy and the food and beverage industry. All of these industries require land to conduct operations, including large sites with access to freight routes. These requirements have limited some opportunities for our existing businesses to grow and for new jobs to come to our community.

Learn more about the state of Eugene’s economy and the opportunities we are creating by clicking on this infographic and by visiting our website.

Expansion Areas

As part of Envision Eugene, the City is proposing to expand the UGB for about 3,000 jobs, a community park and a school in the Clear Lake Road area near the Eugene Airport. The expansion would add a total of 924 acres, including the 222 acre Golden Gardens community park and a 54 acre school site. Additionally, 35 acres of land are...
proposed to be added to the UGB for a community park in Santa Clara. Learn more about the expansions by watching the video above or visiting the expansion pages on our website.

### Clear Lake Expansion

The community's best outcome for development in the Clear Lake Road area is to create an employment center that is economically productive while being developed and operated in an environmentally responsible way. To that end, City Council directed Planning staff to address potential environmental and health concerns in this area, which is already home to many industrial uses.

The result is a proposed new zoning tool, the [Clear Lake Overlay Zone](#) (September 2016), which has two major focuses:

1. Preservation of the large lots in the expansion area; and
2. Prohibition of certain uses and new performance standards to improve compatibility and environmental health

Additional work beyond the proposed overlay zone must be pursued so that development in the Clear Lake Road area meets the community's expectations for increased employment opportunities, public health and wetland restoration.

### Santa Clara Expansion

### Community Outreach

In addition to the [multi-family options questionnaire](#) and the [comprehensive plan questionnaire](#), this week we released a questionnaire about the proposed expansions of the urban growth boundary. Tell us what you think!
Community Events

All summer long the Envision Eugene Team has been attending community events across Eugene. We've been at Party in the Parks, Sunday Streets, neighborhood picnics, and the First Friday Art Walks. We have been talking to residents about their neighborhoods, what they love, what's missing and how Envision Eugene seeks to improve quality of life for all residents of Eugene.

We only have two summer outreach events left before the end of September. Come drop by the Envision Eugene tent, say "hello," and learn more about the next steps in adopting our urban growth boundary and comprehensive plan.

Upcoming Community Events:
September 10, 11 am - 3 pm, South East Neighbors Picnic (Tugman Park)
September 25, noon – 4 pm, Sunday Streets (South University Neighborhood)

Drop-in Sessions and Open House

In addition to our summer outreach, we will be hosting sessions where folks can take a closer look at topics related to adopting our UGB, including the multi-family housing options, the areas proposed for expanding the UGB, and new comprehensive plan policies to guide growth in Eugene. Come see us at one of the following events.

Envision Eugene Drop-in Session
Tuesday, September 13, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

Bethel/Clear Lake Open House
Thursday, September 15, 4:30-6:30 pm
Clear Lake Elementary Cafeteria
4646 Barger Drive

Envision Eugene Drop-in Session
Wednesday, September 21, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

All of the materials that will be presented at the open house and drop in sessions are available on our website. Visit www.envisioneugene.org!

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
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Envision Eugene Newsletter

Public Involvement Reminder
September 12, 2016

This is a reminder of some of the upcoming opportunities to engage with Envision Eugene this week and before the end of September, including upcoming drop-in sessions, the three questionnaires and the one remaining summer outreach event. Come learn more and share your opinion at one of our upcoming events. As always you can visit our website for the latest information.

www.envisioneugene.org

Drop-in Sessions and

Open House

Starting Tomorrow!

We will be hosting sessions where folks can take a closer look at topics related to adopting our UGB, including the multi-family housing options, the areas proposed for expanding the UGB, and new comprehensive plan policies to guide growth in Eugene. Come see us at one of the following events:

**Envision Eugene Drop-in Session**
**TOMORROW**
Tuesday, September 13, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

**Bethel/Clear Lake Open House**
Thursday, September 15, 4:30-6:30 pm
Clear Lake Elementary Cafeteria
4646 Barger Drive

**Envision Eugene Drop-in Session**
Wednesday, September 21, 4-6 pm
Atrium Building Lobby
99 W. 10th Avenue, Downtown

All of the materials that will be presented at the open house and drop in sessions are available on our website. Visit [www.envisioneugene.org](http://www.envisioneugene.org)!

Questionnaires

Over the past two months, we released three questionnaires, seeking your input on options for accommodating multi-family housing, the draft comprehensive plan and the two expansions that are proposed to the urban growth boundary. In order for us to present your input on multi-family options to Council by September 30th, that questionnaire will close on Sunday, September 25th. The comprehensive plan and the UGB expansions questionnaires will remain open longer. Please complete the questionnaires, if you haven’t already, and share the questionnaire links with your friends.

**Closing September 25th**

Multi-Family Housing Questionnaire

**Closing Later**

Comprehensive Plan Questionnaire
Expansion Areas Questionnaire

Community Events

Just One Summer Event Left!

All summer long the Envision Eugene Team has been attending community events across Eugene. We've been at Party in the Parks, Sunday Streets, neighborhood picnics, and the First Friday Art Walks. We have been talking to residents about their neighborhoods, what they love, what's missing and how Envision Eugene seeks to improve quality of life for all residents of Eugene.

We only have one summer outreach event left before the end of September. Come drop by the Envision Eugene tent, say "hello," and learn more about the next steps in adopting our urban growth boundary and comprehensive plan.

Final Community Event of the Summer:
September 25, noon – 4 pm, Sunday Streets (South University Neighborhood)

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

September 23, 2016

Envision Eugene has always aimed to represent the diverse needs of our community and find synergies between our community values. It is this balance that provides an opportunity to meet multiple community objectives. This newsletter focuses on two of the seven pillars of Envision Eugene: Compact Development and Neighborhood Livability. Envision Eugene is about these pillars working side by side with economic opportunity, housing affordability, natural resource protection and climate and energy resiliency.

This week’s newsletter includes two new infographics and reminders about the remaining outreach events and opportunities to participate. As always you can visit our website for...
Compact Development and Neighborhood Livability

As a community we have identified the promotion of compact urban development and efficient transportation options as an important community value. Equally important is the concept of neighborhood livability. Envision Eugene aims to advance these two community values together.

In addition to being a pillar of Envision Eugene, compact growth is a key component of Oregon’s statewide land use planning framework. Oregon cities must plan to use land efficiently in order to minimize impacts on our farms and forests.

In Eugene average household size has decreased and commuting by bike and foot are on the rise. Compact development in certain areas could allow more people to find housing options that are appropriate to their needs and make cycling, walking and transit viable options for more residents.

Related to compact development is the concept of neighborhood livability. As Eugene continues to grow at a steady pace, Envision Eugene seeks to protect and enhance what makes Eugene a great place to live.

Livability is a complex concept, with a variety of opinions about what makes a great place to live. Some of us prefer the space, privacy and quiet that comes with single family neighborhoods and large lots, while others prefer the bustle and accessibility that denser urban environments provide. Of course, cost is also an important factor we all consider when deciding where to live.

One of the goals of Envision Eugene is to increase opportunities and amenities in neighborhoods city-wide so that 90% of
them can function as 20 minute neighborhoods by 2035. Twenty minute neighborhoods are neighborhoods where residents can access shops, recreation, and services within a 20 minute walk. This could mean adding parks and schools in areas that need them and encouraging more housing and retail along our key corridors. It also means planning for compatibility with the surrounding residential areas. Twenty minute neighborhoods advance livability and compact development in addition to the other pillars of Envision Eugene.

Learn more about how Envision Eugene seeks to protect and enhance neighborhood livability and promote compact development and efficient transportation options by clicking on these infographics and by visiting our website.

Community Outreach

Reminder: Multi-Family Questionnaire
Closes this Sunday!

In order for us to present your input on multi-family options to Council by September 30th, this questionnaire will close on Sunday, September 25th. If you haven't already, please fill out the questionnaire and share the link with your friends by forwarding this newsletter!

Multi-Family Questionnaire
In addition to the multi-family questionnaire, you can provide input on the draft comprehensive plan and the urban growth boundary expansion areas by filling out the questionnaires below. These questionnaires will remain open until early October.

Expansion Areas Questionnaire

Comprehensive Plan Questionnaire

Drop-in Sessions and Open House

Over the past two weeks about 75 of you took the opportunity for a deeper dive on the draft comprehensive plan, adopting our urban growth boundary, the proposed UGB expansions and other aspects of Envision Eugene. Thank you for coming out, learning about the project, and asking tough questions. It was great to have so many of you involved.

All of the materials that were presented at the open house and drop in sessions remain set-up in the Atrium Building (99 W 10th Ave) and are available on our website. Visit www.envisioneugene.org!

Community Events

We only have one summer outreach event left before the end of September. Come drop by the Envision Eugene tent, say "hello," and learn more about the next steps in adopting our urban growth boundary and comprehensive plan.

Final Event!
September 25th, Sunday Streets (Hilyard Community Center) Noon – 4 pm

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
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Envision Eugene Newsletter

What's New with Envision Eugene?
September 30, 2016

This email provides a quick overview of some of the important dates that are coming up for Envision Eugene, including the closing of questionnaires and a City Council work session on Wednesday, October 12th. You can always find the latest information by visiting our website.

www.envisioneugene.org

Questionnaires

The Comprehensive Plan Questionnaire
will close next Wednesday, Oct 5th

The Comprehensive Plan questionnaire will close at midnight on October 5th. Please complete the questionnaire and share it with your friends.

Comprehensive Plan Questionnaire

The expansion areas questionnaire will close later in October.

Expansion Areas Questionnaire

Council Work Session:
Multi-Family Housing Strategies

The Envision Eugene Team will present a summary of the public input received on the multi-family strategies and ask Council for direction on which strategies to pursue at the Council work session on October 12th 2016. This summary will include comments we have received through a variety of communication channels, including email, in-person events and the online questionnaire, and it will inform Council's decision about how to accommodate the 1,600 multifamily homes we need to find space for.

Council Work Session
Multi-Family Housing
Strategies

October 12th 2016, Noon
Harris Hall
125 East 8th Avenue
Eugene, OR 97401

To learn more about this decision, visit our multi-family options website or watch this video. The agenda and materials for the work session will be available at this link on Friday, October 7th. As always, visit our website for the latest information about Envision Eugene and don’t hesitate to contact us with questions, concerns and input. Thank you!

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

October 6th, 2016

This week's newsletter includes important dates coming up over the next few weeks, including the closing of our last questionnaire and a revised City Council date of October 24 for multi-family housing options. This newsletter also includes information about the 7th pillar of Envision Eugene, Flexible Implementation and links to an exciting new project in Downtown Eugene. You can always find the latest information about Envision Eugene by visiting our website.

www.envisioneugene.org

Important Dates
Expansion Areas Questionnaire closing October 19th

The Expansion Areas questionnaire will close at midnight on October 19th. Please watch this video, if you haven’t already, complete the questionnaire, and share it with your friends.

Council Work Session: New Date & Time

The City Council work session on Envision Eugene has been moved to Monday, October 24th 2016 (this takes the place of the previously scheduled October 12th work session). At this work session, staff will present a summary of the public input received on the multi-family strategies and ask Council to vote on which strategies to pursue.

Council Work Session
Multi-Family Housing
Strategies

October 24th 2016, 5:30pm
Harris Hall
125 East 8th Avenue
Eugene, OR 97401

To learn more about this decision, visit our multi-family options website or watch this video. The agenda and materials for the work session will be available at this link on Friday, October 21st. As always, visit our website for the latest information about Envision Eugene and don’t hesitate to contact us with questions, concerns and input. Thank you!
Flexible Implementation

The final pillar of Envision Eugene is Flexible Implementation. This pillar speaks to the need to monitor growth in the community and ensure that change and development are supporting the best outcomes of the six other pillars of Envision Eugene.

We can forecast growth, plan for change and model the impacts of policies. But, as with any prediction, we don't always get it right and outside forces influence local trends. That is why we need to monitor growth, respond to emerging trends, and adjust our assumptions and our strategies when needed.

As part of Envision Eugene we will develop a growth monitoring program after we adopt our UGB. Council has directed that monitoring begin upon UGB adoption, and that the first reporting should occur within three years. Thereafter, the City should evaluate the effectiveness of our strategies every 5 years. We will collect and track key information related to our population growth, our supply of buildable land, housing trends, economic development, parks, 20 minute neighborhoods, and the effectiveness of our strategies to create more room for jobs and homes (e.g. development incentives and zoning code changes). And, we will make this information available in clear, publicly available reports.

You can click on the infographic to learn more about flexible implementation or visit our website at envisioneugene.org.

Places for people
We thought you might also be interested in a new initiative in downtown Eugene. The City of Eugene is partnering with Project for Public Spaces to bring you Places for People, an effort to make our downtown public spaces more safe, vibrant and welcoming. There are a number of events happening in Eugene next week and an ongoing questionnaire. Check out the project website for more details.

Places for People

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

October 14th, 2016

This week's newsletter provides a summary of community input we have received on the proposed strategies for accommodating our multi-family need. We have also included a few reminders about important upcoming dates. You can always find the latest information about Envision Eugene by visiting our website.

www.envisioneugene.org

Multi-Family Outreach Report
Over the course of the summer, the Envision Eugene Team has been busy. We’ve attended or hosted 15 community events where we spoke to about 500 people. We sent 2,727 letters to property owners that could be impacted by changes being considered to the R-2 zone and we’ve been responding to the phone and email inquiries these letters generated. We have sent 14 newsletters like this one since mid July and we have been emailing, talking on the phone and meeting with residents and other important stakeholders on a daily basis. Additionally, 185 of you completed the multi-family options questionnaire and we heard from dozens more people from underrepresented parts of our community in a focused effort to reach further with our outreach. Thank you to all those who participated! This week we are sharing the results of our efforts with you.

Based on the feedback we received, we can say that there was general support for accommodating more high density housing downtown, although there were concerns about safety, overcrowding and the use of incentives to achieve this. With regards to accommodating the remaining 600 medium density homes, the leading strategy was increasing required density for new development on larger lots in the R-2 zone. Visit our multi-family options page for details on this and other options, where you can also find the full outreach report. Generally there was support for adding housing along our key transportation corridors - the key corridor strategy - although there were a variety of opinions expressed about the timing and details of implementation. Additionally, residents wanted the City to encourage secondary dwelling units, tiny homes and other forms of non-traditional housing and some suggested expanding the UGB for housing. Reoccurring themes were compatibility with existing neighborhoods, both in terms of building design and off site impacts such as noise and traffic, and concerns about housing affordability as we plan for the future.

We are thankful to all of those who participated online, by phone and in person. This information will be presented to council and discussed at the Council Work Session on October 24th (full details below).

Read the Full Outreach Report

Important Dates

Expansion Areas Questionnaire closing October 19th

The Expansion Areas questionnaire will close at midnight on October 19th. Please watch this video, if you haven’t already, complete the questionnaire, and share it with your friends.
Expansion Areas Questionnaire

Council Work Session

The City Council work session on Envision Eugene will take place on Monday, October 24th 2016 (this takes the place of the previously scheduled October 12th work session). At this work session, staff will present a summary of the public input received on the multi-family strategies and ask Council to vote on which strategies to pursue.

Council Work Session
Multi-Family Housing
Strategies

October 24th 2016, 5:30pm
Harris Hall
125 East 8th Avenue
Eugene, OR 97401

To learn more about this decision, visit our multi-family options website or watch this video. The agenda and materials for the work session will be available at this link on Friday, October 21st. As always, visit our website for the latest information about Envision Eugene and don’t hesitate to contact us with questions, concerns and input. Thank you!

Placemaking Week
Although Placemaking Week in Eugene got started on Wednesday, you are not too late to participate in the many events planned over the next couple days. Come out and let us know how we can make our downtown public spaces more safe, vibrant and welcoming. Attend an open house, join a workshop or fill out a questionnaire - your participation is valuable.

Places for People

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
Envision Eugene is our collective vision for how we will grow while preserving what we love about our community.

Envision Eugene Newsletter

What's New with Envision Eugene?
October 19th, 2016

This week's newsletter includes three important reminders about the expansion areas questionnaire, the upcoming council work session and the multi-family housing outreach report released last week. In addition, we are highlighting a Planning Commission meeting where Envision Eugene is on the agenda. You can always find the latest information about Envision Eugene by visiting our website.

www.envisioneugene.org

Expansion Areas Questionnaire
The Expansion Areas questionnaire will close at midnight tonight (October 19th). Please watch this video, if you haven’t already, complete the questionnaire, and share it with your friends.

Multi-Family Outreach Report

All summer and early fall the Envision Eugene Team has been collecting input from you on how we should accommodate our multi-family need. Last week we released a report summarizing the public input we received. The full report is available on our website.

Council Work Session

The City Council work session on Envision Eugene will take place on Monday, October 24th 2016. At this work session, staff will present a summary of the public input received on the multi-family strategies and ask Council to vote on which strategies to pursue.

Council Work Session
Multi-Family Housing Strategies

October 24th 2016, 5:30 pm
Harris Hall
125 East 8th Avenue
Eugene, OR 97401

To learn more about this decision, visit our multi-family options website or watch this video. The agenda and materials for the work session will be available at this link on Friday, October 21st.

Planning Commission Meeting

Also on October 24th, The City of Eugene Planning Commission will meet to discuss the Draft Envision Eugene Comprehensive Plan. Planning staff will present a summary of the responses to the Comprehensive Plan Questionnaire and other sources of public input.
Planning Commission Meeting
Envision Eugene Comprehensive Plan

October 24th 2016, 11:30am
Sloat Room, Atrium Building
99 West 10th Avenue
Eugene, OR 97401

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Envision Eugene Newsletter

What's New with Envision Eugene?

October 25th, 2016

This week's newsletter provides a brief update on the City Council work session held October 24th, where strategies were chosen to accommodate our multi-family need. Read more about this decision below.

www.envisioneugene.org

Council Work Session

All summer long, we have been working toward a decision on how to accommodate our multi-family need. Our analysis showed that, given our land supply and development
trends, we didn’t have enough space for about 1,600 multi-family homes out of the total 15,000 homes needed over the next 20 years. In July, the Envision Eugene Team provided a range of options to Council that would accommodate these homes. This [video](#) explains that situation and this [fact sheet](#) shows the options presented to Council.

On Monday, October 24th, Council landed on two strategies to accommodate those remaining 1,600 multi-family homes. One strategy accommodates our high density housing need downtown through existing incentives and programs. The other accommodates our medium density residential need by increasing the minimum density in the R-2 zone from ten units per acre to fourteen. Lots smaller than half an acre and affordable housing developments would be exempt from the new minimum density requirement. You can view the webcast of the Council work session by clicking on the image below.

The strategies selected by the Council aim to balance the Envision Eugene pillars with technical feasibility, timeliness and input received from the public. Thank you to all of you who participated online and in person. Your input helped us arrive at this decision. Thanks also for the other input you provided on the key corridor strategy, concerns about the impacts of density, housing affordability and monitoring growth trends, among other issues. All of these topics will be important in future planning efforts.

This action by Council allows the process of adopting our own urban growth boundary to move forward. Over the next couple of months, the Envision Eugene Team will finalize the urban growth boundary adoption package. The formal adoption process will begin in early 2017. See our website for the project [timeline](#).

To subscribe to Envision Eugene, email [envisioneugene@ci.eugene.or.us](mailto:envisioneugene@ci.eugene.or.us) and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

November 8th, 2016

This week's newsletter provides an overview of the work we will be doing in the coming weeks to prepare to adopt Eugene's own urban growth boundary. Read more below, or visit our website where you can find the latest information about Envision Eugene.

www.envisioneugene.org

Adopting Our UGB

We're making progress on Envision Eugene and beginning the public hearing process for adopting our own urban growth boundary! On Monday, October 24th, Council landed
on two strategies to accommodate about 1,600 multi-family homes within our existing urban growth boundary (UGB); accommodating more high density housing downtown and accommodating more medium density housing by increasing the minimum density required in the R-2 zone. Click on the image below to view the webcast of the Council work session where these decisions were made.

Thank you to all of you who participated in making this decision. This action by Council allows the process of adopting our own UGB to move ahead. Over the next month, the Envision Eugene Team will pull together all of the information required to adopt our UGB - about 1,000 pages of documentation! The formal adoption process will start in early 2017, beginning with Planning Commission work sessions and ending with a City Council decision by summer 2017. You can find the project timeline on our website.

View Timeline

Since July, we have been sending these emails about once a week. We are going to be a little bit quieter over the next several weeks while we focus on preparing the materials needed for the urban growth boundary adoption package. We'll let you know as those materials are posted on our website.

Until then, we want you to know about the upcoming Planning Commission meeting on November 21st where Terri Harding will provide an update on Envision Eugene. Meeting materials will be available here prior to the meeting.

Planning Commission
November 21st 2016 @ 11:30am
Sloat Room, The Atrium Building
99 W 10th AVE, Eugene OR

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Envision Eugene Newsletter

What's New with Envision Eugene?

November 18th, 2016

This week's newsletter provides a quick reminder that the Envision Eugene Team will be at Planning Commission on November 21st 2016. Read more below or visit our website to get the latest information on Envision Eugene.

www.envisioneugene.org

Planning Commission Meeting

Envision Eugene is on the next Planning Commission meeting agenda, scheduled for Monday, November 21st 2016. At this meeting Terri Harding will provide an update on Envision Eugene, including the results of our public outreach related to the two proposed urban growth boundary expansion areas and an overview of the UGB adoption process. There will also be an update on the South Willamette planning process. You can find the Urban Growth Boundary Expansion Areas Outreach Report [here](#) or view all of the
Planning Commission meeting materials [here](http://myemail.constantcontact.com/Reminder-Envision­Eugene­-Planning­Commission-­November­-21st.html?soid=1123418754250&aid=eIegkfH46S0) and broadcast online.

**Planning Commission**  
**November 21st 2016 @ 11:30am**  
Sloat Room, The Atrium Building  
99 W 10th AVE, Eugene OR

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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![Facebook](https://i.imgur.com/2k9Q5.png) ![Twitter](https://i.imgur.com/3Q5Q5.png)

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Envision Eugene Newsletter

What's New with Envision Eugene?

December 27th, 2016

This holiday edition of the Envision Eugene newsletter provides a sneak peek of what's to come for Envision Eugene in the new year. In January we will begin the formal adoption process for our urban growth boundary (UGB). There will be a number of opportunities for the public to learn about the UGB proposal and provide comment. Read more below or visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

Adopting Our UGB
The Envision Eugene process started with the mandate to adopt our own urban growth boundary (UGB), separate from Springfield. As part of that process we worked with the community to develop a vision, supported by the seven pillars of Envision Eugene. After 6 years of community input and technical analysis, we are ready to take a big step forward in implementing that vision by adopting our own UGB. Check out this video for an overview of where we are and where we are headed.

**Formal Adoption Process Begins in January**

January marks the beginning of the formal UGB adoption process. This starts with a series of work sessions with the City of Eugene and Lane County Planning Commissions. These work sessions will familiarize Commissioners and the public with the proposed UGB and supporting materials as well as the adoption process.

Following these work sessions, the City and County Planning Commissions will hold a joint public hearing where members of the public will have the opportunity to provide comment. Comments from the public will be considered by the Planning Commissions in their deliberations. After the hearing, both commissions will deliberate and make a recommendation to their respective elected bodies.

See below for important dates.

**Public Involvement**

This fall, we posted drafts of the UGB proposal documents to our website. Later in January we will post all of the supporting documentation for the UGB proposal to the "Adopting Our UGB" page and send you a newsletter to let you know everything is live on the web. We invite you to review the materials, ask questions and provide comment by email, by phone, by letter or at a public event.

Beginning in mid-January, the Envision Eugene team will host a series of community information sessions to provide information on the UGB proposal and adoption process. Stay tuned to this newsletter in early January for dates and locations across the City.

**Upcoming Events**

**Eugene Planning Commission Work Sessions**
Jan. 9th and 23rd at 11:30am
Sloat Room, The Atrium Building
99 W 10th Ave, Eugene OR

Community Info Sessions

Tuesday and Thursday nights mid-January to early February (precise dates and locations to be determined early in the new year).

City of Eugene and Lane County Planning Commission Joint Public Hearing

March 7th, 6pm
Harris Hall, 125 E 8th Ave
Eugene OR

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

January 13th, 2017

Over the holidays, we provided a sneak peek of what was to come in the new year. With January upon us, we are writing to recap the next steps with Envision Eugene and provide more details about our upcoming community info sessions. Read more below or visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

Adopting Our UGB

In December, we released this video, which explains where we are currently with the urban growth boundary (UGB)
Formal Adoption Process Begins in January

As a recap, the formal UGB adoption process begins this month when we post the UGB adoption package and supporting materials to www.envisioneugene.org. Over the next few months the Eugene and Lane County Planning Commissions will hold a series of work sessions, familiarizing the Commissioners and the public with the UGB proposal. These work sessions will lead to a joint public hearing in March and recommendations from both Commissions.

Once the Planning Commissions have provided a recommendation, the Eugene City Council and the Lane County Board of Commissioners will also hold a series of work sessions followed by a public hearing. After this important public process both bodies will make a decision on UGB adoption.

You are encouraged to learn about the UGB proposal, ask questions and provide comment. Specific opportunities are highlighted below.

Upcoming Events

**Eugene City Council Work Session**

January 18th, 12:00pm  
Harris Hall  
125 East 8th Ave. Eugene OR

See [meeting materials](#) and [webcast link](#) when available.

**Planning Commission Work Session**

January 23rd, 11:30am  
Sloat Room, The Atrium Building  
99 W 10th Ave., Eugene OR

See [meeting materials](#) and [webcast link](#) when available.

Community Information Sessions
These are drop-in style sessions from 6-7:30pm with a brief presentation at 6:30. Come learn more about the proposal and how to provide comment!

**South Eugene High School Library**
January 19th, 6-7:30pm
400 E. 19th Ave., Eugene OR

**Sheldon High School Library**
January 26th, 6-7:30pm
2455 Willakenzie Rd., Eugene OR

**North Eugene High School Library**
January 31st, 6-7:30pm
200 Silver Lane, Eugene OR

**Churchill High School Library**
February 2nd, 6-7:30pm
1850 Bailey Hill Road, Eugene OR

**Eugene Downtown Library**
February 7th, 6-7:30pm
Bascom-Tykeson Room
100 W. 10th Ave., Eugene OR

**Willamette High School Library**
February 9th, 6-7:30pm
1801 Echo Hollow Road, Eugene OR

*Spanish translation and activities with Rec Staff for children will be provided at the downtown session.

**City of Eugene and Lane County Planning Commissions Joint Work Session and Public Hearing**
March 7th, 6pm
Harris Hall, 125 E 8th Ave
Eugene OR

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.
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Envision Eugene Newsletter

What's New with Envision Eugene?
January 19th, 2017

We have submitted a draft version of our urban growth boundary (UGB) adoption package to the Department of Land Conservation and Development, notifying them that we are moving forward with adopting our own UGB. This starts the formal UGB adoption process and kicks off a new period of citizen involvement. Read more below or visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

UGB Adoption Package Submitted!
On January 13th the Envision Eugene Team uploaded nearly 1,000 pages of documentation to the Department of Land Conservation and Development's (DLCD) website. On January 18th we had our first UGB adoption package work session with Eugene City Council where they approved the proposed timeline and community engagement plan for the UGB adoption process. You can view a webcast of that work session here. The formal UGB adoption process is under way!

You can find all of the documents that make up the UGB adoption package (the UGB proposal, the related plan amendments and and land use code amendments, the technical studies, and the legal findings) on our website. It's a lot to wade through, so we have created this fact sheet intended to help folks navigate the proposal.

Adopting Our UGB

Planning Commission Review

Over the next few months the Eugene and Lane County Planning Commissions will hold a series of work sessions, familiarizing the Commissioners and the public with the UGB proposal. You are welcome to attend these sessions or watch the webcast to learn more. These work sessions will lead to Planning Commission public hearings in March and recommendations from both Commissions. The City Council and Lane County Board of Commissioners review occurs after the Planning Commissions' have made their recommendations.

Get Involved

You are encouraged to learn about the UGB proposal, ask questions and provide comment. Specific opportunities are highlighted below. If you are interested in speaking during a public hearing or providing written testimony, you can consult this fact sheet to learn what to expect and how to do it.

Upcoming Events

Planning Commission Work Session

January 23rd, 11:30am
Sloat Room, The Atrium Building
99 W 10th Ave., Eugene OR

See meeting materials and webcast when available.

Community Information Sessions

These are drop-in style sessions from 6-7:30pm with a brief presentation at 6:30. Come learn more about the proposal and how to provide comment!

Tonight:
South Eugene High School Library  
January 19th, 6-7:30pm  
400 E. 19th Ave., Eugene OR

Sheldon High School Library  
January 26th, 6-7:30pm  
2455 Willakenzie Rd., Eugene OR

North Eugene High School Library  
January 31st, 6-7:30pm  
200 Silver Lane, Eugene OR

Churchill High School Library  
February 2nd, 6-7:30pm  
1850 Bailey Hill Road, Eugene OR

Eugene Downtown Library*  
February 7th, 6-7:30pm  
Bascom-Tykeson Room  
100 W. 10th Ave., Eugene OR

Willamette High School Library  
February 9th, 6-7:30pm  
1801 Echo Hollow Road, Eugene OR

*Spanish translation and activities with Rec Staff for children will be provided at the downtown session.

City of Eugene and Lane County Planning Commissions  
Joint Work Session and Public Hearings

March 7th, 6pm  
Harris Hall, 125 E 8th Ave  
Eugene OR

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

January 26th, 2017

The formal urban growth boundary adoption process is well underway! In the past week we had our first work sessions with the Eugene City Council and the Eugene Planning Commission, and we have had our first community information session in South Eugene. This newsletter provides details about those meetings, upcoming events and how you can get involved. Read more below or visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

Council Approves Adoption Process, Timeline and Public Involvement Plan

On January 18th the Envision Eugene Team presented the proposed timeline for adopting our UGB, the adoption process and our public involvement plan to the Eugene
City Council. Council approved the process & timeline, and public involvement plan! You can watch the archived webcast of the Council work session [here](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0).

On January 23rd, we had our first work session with the Eugene Planning Commission. This work session focused on orienting the Planning Commissioners to the various materials that make up the adoption package and the process for making their recommendation to Council. You can watch the archived webcast of that session [here](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0). Their next work session on January 30th will begin walking through the materials associated with the jobs, parks and schools portion of the UGB proposal.

You can find all of the documents that make up the UGB adoption package (the UGB proposal, the related plan amendments and and land use code amendments, the technical studies, and the legal findings) on our [website](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0).

### Adopting Our UGB

### Get Involved

You are encouraged to learn about the UGB proposal, ask questions and provide comment. Specific opportunities are highlighted below. If you are interested in speaking during a public hearing or providing written testimony, you can consult [this fact sheet](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0) to learn what to expect and how to do it.

### Upcoming Events

#### Planning Commission Work Session

January 30th, 11:30am  
Sloat Room, The Atrium Building  
99 W 10th Ave., Eugene OR

See [meeting materials](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0) and [webcast](http://myemail.constantcontact.com/Envision­Eugene­­­City­Council­and­Planning­Commission­Meetings.html?soid=1123418754250&aid=0CT0YKmOKI0) when available.

#### Community Information Sessions

These are drop-in style sessions from 6-7:30pm with a brief presentation at 6:30. Come learn more about the proposal and how to provide comment!

**Tonight:**  
**Sheldon High School Library**  
January 26th, 6-7:30pm  
2455 Willakenzie Rd., Eugene OR

**North Eugene High School Library**  
January 31st, 6-7:30pm  
200 Silver Lane, Eugene OR

**Churchill High School Library**
February 2nd, 6-7:30pm
1850 Bailey Hill Road, Eugene OR

**Eugene Downtown Library**
February 7th, 6-7:30pm
Bascom-Tykeson Room
100 W. 10th Ave., Eugene OR

**Willamette High School Library**
February 9th, 6-7:30pm
1801 Echo Hollow Road, Eugene OR

*Interpretación al Español y actividades para niños ofrecidas por el personal del departamento de recreación de la ciudad estarán disponibles en el evento del 7 de Febrero

*Spanish translation and activities for kids with city recreation staff will be available at the February 7th event

City of Eugene and Lane County Planning Commissions
Joint Work Session and Public Hearing

March 7th
6pm work session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

February 2nd, 2017

The public process for adopting our urban growth boundary (UGB) continues! This week we had our second work session with the Eugene Planning Commission and our third community information session of the year. We also released a community guide on the UGB proposal and process. This newsletter provides details about those work sessions, upcoming public involvement opportunities and a link to the Community Guide. Read more below or visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

Planning Commission Work Sessions

On Monday, January 30th, the Envision Eugene Team had a second work session with the Eugene Planning Commission focused on UGB adoption. Where the January 23rd
work session provided an overview of the adoption package and process for adopting our UGB, the January 30th work session began walking through the hundreds of pages that make up the adoption package. We started with the documents that support setting our UGB for jobs, parks and schools.

On February 13th we will continue working through the adoption package with the Planning Commission. You can watch archived and live webcasts of the work sessions here or attend the work session in person on February 13th (details below).

Watch a Work Session

You can find all of the documents that make up the UGB adoption package (the UGB proposal, the related plan amendments and land use code amendments, the technical studies, and the legal findings) on our website.

Community Guide

Today we published the UGB Community Guide to our website. This user-friendly guide includes fact sheets, infographics and timelines all in one place. It also includes an annotated version of the presentation we have been delivering at community information sessions across the city. This is a great place to start if you are looking for an overview of the UGB proposal and adoption process.

Get Involved

We encourage you to learn about the UGB proposal, ask questions and provide comment. Specific opportunities are highlighted below. If you are interested in speaking during a public hearing or providing written testimony, you can consult this fact sheet to learn what to expect and how to do it.

Upcoming Events

Planning Commission Work Session

February 13th, 11:30am
Sloat Room, The Atrium Building
99 W 10th Ave., Eugene OR

See meeting materials and webcast when available.

Community Information Sessions
These are drop-in style sessions from 6-7:30pm with a brief presentation at 6:30. Come learn more about the proposal and how to provide comment!

**Tonight:**
**Churchill High School Library**  
February 2nd, 6-7:30pm  
1850 Bailey Hill Road, Eugene OR

**Eugene Downtown Library**  
February 7th, 6-7:30pm  
Bascom-Tykeson Room  
100 W. 10th Ave., Eugene OR

**Willamette High School Library**  
February 9th, 6-7:30pm  
1801 Echo Hollow Road, Eugene OR

*Interpretación al Español y actividades para niños ofrecidas por el personal del departamento de recreación de la ciudad estarán disponibles en el evento del 7 de Febrero

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**City of Eugene and Lane County Planning Commissions**  
**Joint Work Session and Public Hearing**

March 7th  
6pm work session  
7pm Public Hearing  
Harris Hall, 125 E 8th Ave  
Eugene OR

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Envision Eugene Newsletter

What's New with Envision Eugene?

February 8th, 2017

We are less than a month away from the joint planning commission public hearing on the urban growth boundary (UGB) proposal. As this editorial by the Register Guard highlights, now is the perfect time to engage in the final step of our community process, which began in 2010. We have come a long way! We hope that folks will take advantage of opportunities to learn about the proposal and provide feedback early in this crucial phase. This newsletter contains information about learning opportunities and providing testimony. Read more below or visit our website to get the latest information about Envision Eugene.

Read the RG Editorial

Last Community Information Session

Tomorrow!

Willamette High School Library
February 9th, 6-7:30pm
1801 Echo Hollow Road, Eugene OR

Learn More

Community Guide

Last week we published the UGB Community Guide and we have been handing out printed copies to interested community groups. This user-friendly guide includes fact sheets, infographics and timelines all in one place. It also includes an annotated version of the presentation we have been delivering at community information sessions across the city. This is a great place to start if you are looking for an overview of the UGB proposal and adoption process.

Planning Commission Work Session

On February 13th we will continue working through the adoption package with the Planning Commission. You can watch archived and live webcasts of the work session here or attend in person.

Planning Commission Work Session

February 13th, 11:30am
Sloat Room, The Atrium Building
99 W 10th Ave., Eugene OR

See meeting materials and webcast when available.

You can find all of the documents that make up the UGB adoption package (the UGB proposal, the related plan amendments and land use code amendments, the technical studies, and the legal findings) on our website.

Joint Work Session and Public Hearing

City of Eugene and Lane County Planning Commissions

http://myemail.constantcontact.com/Learn-about-the-UGB-proposal-and-provide-feedback.html?oid=1123418754250&aid=erMx2_Yo
Learn about the UGB proposal and provide feedback

March 7th
6pm work session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

Learn more about providing testimony.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene
Newsletter

What's New with Envision Eugene?
February 14th, 2017

With our community information sessions wrapped up and the Planning Commission public hearing less than a month away, we want to take stock of where we are at and where we are headed over the next few weeks. We also want to address some of the questions we have been getting about the urban growth boundary (UGB) proposal from residents like you. Learning about the UGB proposal and providing feedback now helps us provide Council with the best possible proposal this summer. Read more below, or visit us on our website for the latest information about Envision Eugene.

www.envisioneugene.org

Community Information Sessions
We wrapped up three weeks of community information sessions last week with an event downtown and one in Bethel. Generally speaking, the six community information sessions were attended by small, but engaged, groups of residents. We’d like to thank everyone who came out to learn about the UGB proposal and how they can provide feedback.

More Opportunities to Learn about the UGB Proposal

If you missed the community information sessions or you still have questions, there are a number of ways you can still learn about the UGB proposal and adoption process. The UGB Community Guide is a great place to start if you are looking for a general introduction. Our website is also full of information on important UGB-related topics, whether you are looking for a high level overview, or the nitty-gritty details. Of course, the Envision Eugene Team is always available by phone (541-682-8834) and email to answer your questions.

Adopting Our UGB

Over the next few weeks, leading up to the Planning Commission public hearing on March 7th, we will be addressing some of the topics that folks have been asking questions about. We’ll be sending you newsletters covering housing, current development trends and how we are addressing the potential impacts of UGB expansion.

Upcoming Work Sessions and Public Hearing

We are already starting to hear from the public about the UGB proposal. You can view the testimony submitted so far on our website. We hope that you will continue to let us know what you think of the adoption package as we approach the March 7th public hearing. Your feedback will help Planning Commissioners make their recommendations and ensure that the best possible proposal moves forward. Envision Eugene is about planning for growth and implementing our community vision – help us achieve our best outcomes!

Lane County Planning Commission Work Session

Feb 21st, 6pm
Goodpasture Room
Lane County Customer Service Center
3050 N Delta Hwy, Eugene OR

More details
City of Eugene and Lane County Planning Commissions
Work Session and Public Hearing

March 7th
6pm work session
7pm Public Hearing
Harris Hall, 125 E 8th Ave Eugene OR

Learn more about providing testimony.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
February 17th, 2017

Over the next few weeks, we will be addressing some of the questions we have been hearing by email, phone and in person at our community information sessions. We hope that this will help everyone better understand the urban growth boundary (UGB) proposal and provide feedback. In this newsletter we tackle questions about an important component of implementing our community vision - providing housing affordable to all income levels. Read more below, or find the latest information on our website.

www.envisioneugene.org

What are the major housing components of the UGB proposal?
Our analysis shows that, with the strategies discussed below, we have enough space within our existing UGB to accommodate 20 years of housing development. Therefore, the UGB proposal does not include an expansion for housing.

Over the summer we were looking for input on how to accommodate about 1,600 multi-family homes. In October, the Eugene City Council gave staff direction to accommodate these homes by continuing existing downtown development incentives and programs, and by increasing the minimum density in the R-2 zone. These land use strategies are part of the UGB proposal, as are the studies about how much residential land we need and have for the next 20 years. Check out the multi-family housing page of our website to learn more.

Adopting our UGB will allow us to move onto three important initiatives related to housing: urban reserve planning (planning for 20+ years of growth), clear and objective standards for needed housing, and starting the growth monitoring program. These initiatives will help us ensure that we have enough land and the right policies to support the kind of development Eugeneans have said they want as part of Envision Eugene.

In addition to the UGB proposal, City staff continue to work on removing barriers to missing middle housing types such as duplexes, cottages, and townhouses, and they are working to provide more subsidized housing for people with low and very low incomes.

How did we determine we have enough land for housing?

Per state law, all buildable residential land must be counted as having capacity for housing. The City’s analysis takes into account that different land can accommodate different amounts of housing, depending on regulations and factors such as site size, slope and protected natural resources. Based on the City’s analysis and review by a technical resource group, we have enough land within the current UGB for twenty years of housing. Capacity of residential land is discussed in detail in the Residential Land Supply Study, particularly in Part II, the Housing Needs Analysis, Chapter 4. The UGB proposal also includes draft comprehensive plan policies establishing a growth monitoring program to monitor how our housing land develops.

How does the UGB proposal address housing affordability?
Housing affordability is one of the seven pillars of Envision Eugene, and a major concern for the community. The UGB adoption package addresses aspects of this complex issue in a number of ways. We are planning for an increased percentage of multifamily homes, which tend to be more affordable than single family homes. In addition, the land supply within our existing UGB includes flat land, which tends to be cheaper to build on. Third, by not expanding the UGB for housing and by promoting compact development, we hope to increase transportation options. By supporting alternatives to private automobiles, we can help households reduce this portion of their budget. Finally, housing affordability is not only impacted by the cost of housing but local wages too. The UGB expansion in the Clear Lake area aims to accommodate jobs with higher than average wages, thereby increasing overall household prosperity.

Learn More and Provide Testimony

If you would like to learn more about housing and the UGB, our housing web page is full of information from high level overviews to extensive analysis and reports. For a visual depiction of the housing need we are planning for, have a look at this housing need infographic. We have also created this housing snapshot, which provides a visual summary of housing issues in Eugene. And, you can check out these fact sheets on multi-family housing strategies, housing mix, and population and demographics to learn more.

We encourage you to provide testimony either for or against aspects of the proposal. Your comments will help the Planning Commissions make their recommendations. Participating now will help us bring the best possible proposal to the Eugene City Council and Lane County Board of Commissioners this summer.

How to Provide Testimony

You are also welcome to attend these upcoming meetings. There will be a work session with the Lane County Planing Commission on Feb 21st and a joint work session and public hearing with both the Eugene and Lane County Planning Commissions on March 7th. The work sessions provide opportunities to learn more about the proposal and the public hearing provides an opportunity for verbal testimony.

Lane County Planning Commission

Feb 21st, 6pm Work Session
Goodpasture Room
Lane County Customer Service Center
3050 N Delta Hwy
Eugene OR
There will be no broadcast of this meeting. If you plan on attending, please send us an email to say you'll be there, if possible. We want to make sure we have enough seating.

More Details

RSVP

City of Eugene and Lane County Planning Commissions

March 7th
6pm Work Session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

Meeting materials and webcast

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

City of Eugene Planning & Development Department

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Envision Eugene Newsletter

What's New with Envision Eugene?
February 24th, 2017

This week we continue our attempt to address some of the most common questions we have heard about the urban growth boundary (UGB) proposal. In this newsletter we cover the topic of current development trends and the data that underpins the UGB proposal. Read more below, or find the latest information on our website.

www.envisioneugene.org

What data is used in adopting our UGB?

The UGB proposal is based on lots of analysis and data, all vetted by a Technical Resource Group (TRG) made up of concerned citizens and local experts. Data was pulled from sources such
as the U.S. Census, the State of Oregon, and building permit data, complemented by local expertise.

**Housing**

In order to set our UGB for housing, we look at population forecasts, demographic trends and average household size in Eugene. We extrapolate recent trends twenty years into the future in order to determine how many homes we need to accommodate over the twenty year planning period (2012 - 2032). As part of this analysis, we also make an assumption about the mix of housing we anticipate. In other words, we have to determine how many single-family homes we need to accommodate compared to multi-family homes, such as town homes and apartments. This infographic summarizes this data and more.

**Key Housing Data:**

- Annual population growth of 1% (34,000 new residents by 2032)
- Average household size of 2.24 people
- 15,100 new homes
- 55% single-family homes / 45% multi-family

**Employment**

In order to set our UGB for jobs, we look at how many jobs we expect to come to Eugene over the twenty year planning period. We also consider what percentages of these jobs are likely to fall into three broad categories of employment: industrial, commercial and government. This infographic contains this data and more.

**Key Employment Data:**

- Job growth rate of 1.4% (a safe harbor in State law)
- 19% Industrial, 67% Commercial, 14% Government

In both cases, housing needs and employment needs are compared with the supply of land within the existing UGB. This is how we determine whether or not an expansion is required to accommodate twenty years of growth. In the case of housing, we have determined that we do not need to expand the UGB if we take certain actions to use our land more efficiently. In the case of jobs, we have determined that we do need to expand the UGB. The Clear Lake expansion, which will include space for over 3,000 jobs, is included in the UGB proposal.

**The latest data you are using is from 2012. Isn't that kind of old?**

Yes, 2012 seems like a long time ago and the data may seem out of date, especially given the economic climate over the past number of years. However, the law related to UGB adoption recognizes that the analysis required to update a UGB takes a number of years to complete. Therefore, cities are expected to set a planning period for their analysis and complete the process based on that established planning period. Our Planning period is 2012 - 2032.
Council gave staff direction to use the adopted population forecasts in 2012 and 2015. In 2016 Council gave staff direction to keep our data and assumptions as originally proposed. Keeping with this data allows us to set our UGB, an important step in implementing our community vision, and begin a monitoring program that will improve the accuracy of our data and assumptions (more on this below). At the same time, we intend on starting an urban reserve planning process that will help us identify potential future expansion areas.

Some folks have suggested that we could update at least some of our key data or assumptions that seem particularly out of date. While this may be tempting, all of the data is interconnected and policy decisions are based on the relationships between data points; updating one assumption without updating them all would impact the validity of other assumptions.

**What will happen if the assumptions are wrong?**

Data accuracy is an important issue. Therefore, as part of the UGB adoption package, we are proposing policies that would enable us to start a growth monitoring program. This program reflects pillar seven of Envision Eugene: *Provide for Adaptable, Flexible and Collaborative Implementation as We Plan for Growth.*

With regular data collection and reporting, City staff and community members will know how current development trends compare to our assumptions, highlighting areas for policy adjustment. At the same time, the Planning Division will begin a process of urban reserve planning - planning for growth beyond the twenty year horizon. This initiative will help us prioritize potential expansion areas and make us more adaptable and flexible in the long term as we grow.

**Learn More and Provide Testimony**

In addition to the links provided above, you might want to look at the growth management and population or the growth monitoring pages on our website. You can also download a fact sheet about housing mix or population and demographics.

We encourage you to provide testimony either for or against aspects of the proposal before or at the March 7th public hearing. Your comments will help the Planning Commissions make their recommendations. Participating now will help us bring the best possible proposal to the Eugene City Council and Lane County Board of Commissioners this summer.
How to Provide Testimony

You are encouraged to attend the work session and public hearing on March 7. The work session will include a presentation about the UGB proposal followed by an open house with informational materials on display and available to take home. People will have the opportunity to ask staff questions before speaking at the hearing. The public hearing that will follow offers members of the public the opportunity to provide verbal testimony to both Commissions. Written testimony can be provided by email or regular mail at any time.

City of Eugene and Lane County Planning Commissions

March 7th
6pm Work Session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

Meeting materials and webcast

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Envision Eugene Newsletter

What's New with Envision Eugene?
March 2nd, 2017

Over the past few weeks we have addressed some of the most common questions we have been hearing about the urban growth boundary (UGB) proposal. Two weeks ago we covered the topic of housing and last week we covered the topic of data and assumptions built into the UGB analysis. This week we answer questions we have heard about the UGB expansions and the potential impacts on natural resources and existing neighborhoods. Read more below, or find the latest information on our website.

www.envisioneugene.org

Where are the UGB expansion areas?

The UGB proposal includes two expansion areas to address our community needs for
jobs, parks and a school. The first expansion is proposed in the Clear Lake area. This 924 acre expansion would accommodate about 3,000 jobs, a 54 acre school site and a 222 acre community park. The second expansion is in the Santa Clara area, where 35 acres have been identified to accommodate a community park.

You can watch this video to learn more about the expansions or check out the proposed Clear Lake and Santa Clara expansions on our website under Topic Areas.

Is there any way to avoid expanding onto farmland?

The Southern Willamette Valley has a lot of high quality soil for farming, making UGB expansion difficult without impacting agricultural areas. In considering this expansion, we attempted to balance all seven pillars of Envision Eugene, including protecting our natural resources, providing economic opportunities and protecting neighborhood livability.

In accordance with state law and our community values, high quality farmland was only considered for accommodating a UGB expansion after considering all other types of land. Lands devoted to another use, such as rural residential or industrial areas, and land of marginal farm value were all considered before looking at high quality farmland.

For the parks and school land, the specific location of the expansion was largely driven by concerns about equitable distribution of services in Eugene. The proposed parks would be located in Bethel and Santa Clara, addressing the needs of these underserved neighborhoods. The proposed school site responds to the Bethel School District's identified need for a school in the Clear Lake area.

For employment land, the location was driven by the land characteristics required by our targeted industries - large, flat sites near freight routes. Much of the area around Eugene is either hilly (the south portion of town), or constrained by floodplain or protected wetlands (near the rivers and Amazon Creek). The land that was flat enough, large enough, and near enough to transportation is entirely composed of farmland. With this in mind, the expansion area is planned to minimize the impact to farmland by consolidating the expansion for jobs into one area that is already surrounded by non-
farm uses (Eugene Airport to the west, existing industrial areas to the north and east, and the Bethel neighborhood to the south).

**Aren't there a lot of wetlands in the Clear Lake area?**

Early in the process of exploring a possible expansion into the Clear Lake area, the presence of wetlands was raised as a two-fold concern - that we would lose a valuable natural resource, or that protected wetlands might make the area undevelopable.

The City of Eugene worked with two consultants to determine the best way to address those concerns. One consultant helped us map and evaluate the particular functions of the wetlands in the area, and the other explored the potential impacts of protecting, partially protecting, or not protecting those wetlands with local regulations.

These studies showed that most of the wetlands in the Clear Lake area had been farmed for decades, which limited their ecological value. Some wetlands in the southern part of the area were deemed "locally significant" (a legal distinction) primarily for their water quality properties. Based on this evaluation, the UGB proposal includes water quality protections for key wetlands and channels, while allowing flexibility in the rest of the area for wetlands to be retained or developed. In the event that wetlands are developed, other wetlands in the region would be enhanced, a process called *wetland mitigation*.

**What about health impacts to residents of Bethel?**

The Bethel neighborhood is already adjacent to a significant amount of industrial activity and concerns have been raised about the negative health impacts of increasing this exposure. Furthermore, the pillars of Envision Eugene call on us balance the values of neighborhood livability, natural resources, and economic development.

To address the concerns we have heard, the proposed Clear Lake expansion includes several elements that seek to prevent additional health impacts and improve quality of life in the Bethel area. At a large scale, the planned land uses transition in intensity from south to north, with the proposed park and school creating a buffer between the neighborhood to the south and the industrial uses to the north. Further, the industrial uses are planned so that the least intense uses are closest to the neighborhood and the most intense uses are closest to the airport. This map shows this transition.

The UGB proposal also includes regulations and provisions to significantly limit pollution, excessive noise, and other negative impacts throughout the area. These regulations are contained in the proposed *Clear Lake Overlay Zone*.

**Learn More and Provide Testimony**

**Fact Sheets**

In addition to the links provided above, you may want to read our [Santa Clara](http://myemail.constantcontact.com/Mitigating-the-Impacts-of-UGB-Expansions.html?soid=1123418754250&aid=Lg_SYhzGjOU) and [Clear Lake](http://myemail.constantcontact.com/Mitigating-the-Impacts-of-UGB-Expansions.html?soid=1123418754250&aid=Lg_SYhzGjOU) expansion area fact sheets.

**Adoption Package - February Update**

In preparation for the Joint Planning Commission Public Hearing, the Envision Eugene
team has updated portions of the January 2017 Proposed UGB Package. This February Update is limited to minor corrections, clarifications and additions. Typographical and other minor edits will be addressed during deliberations after the public hearing, in addition to other alterations recommended by the Planning Commissions.

**March 7th Work Session and Public Hearing**
You are encouraged to attend the work session and public hearing on March 7th. The work session will include a presentation about the UGB proposal followed by an open house with informational materials on display and available to take home. You will also have the opportunity to ask staff questions before the hearing. The public hearing that will follow offers members of the public the opportunity to provide verbal testimony to both Commissions. Written testimony can be provided by email or regular mail at any time.

**How to Provide Testimony**

City of Eugene and Lane County Planning Commissions

March 7th
6pm Work Session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

[Meeting materials and webcast]

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

March 7th, 2017

This is just a short message to remind everyone about the Joint Planning Commission Public Hearing tonight. As always, you can find the latest information on our website. We hope to see you at Harris Hall!

www.envisioneugene.org

Public Hearing

http://myemail.constantcontact.com/Public-Hearing-Tonight-.html?oid=1123418754250&amp;aid=xnJTJEWZAZk
March 7th Work Session and Public Hearing
You are encouraged to attend the work session and public hearing tonight (March 7th). The work session will include a presentation about the UGB proposal followed by an open house with informational materials on display and available to take home. You will also have the opportunity to ask staff questions before the hearing. The public hearing that will follow offers members of the public the opportunity to provide verbal testimony to both Commissions.

How to Provide Testimony

What have we heard so far?

City of Eugene and Lane County Planning Commissions
March 7th
6pm Work Session
7pm Public Hearing
Harris Hall, 125 E 8th Ave
Eugene OR

Meeting materials and webcast

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
March 9th, 2017

This newsletter contains an update on the work session and public hearing that were held March 7th. It contains links to the webcast and information on how you can still provide testimony to the Planning Commissions. As always, you can find the latest information about Envision Eugene on our website.

www.envisioneugene.org

Work Session and Public Hearing
On March 7th the Lane County and City of Eugene Planning Commissions met at Harris Hall in Eugene. They heard about the urban growth boundary (UGB) adoption package from staff and testimony from the public.

The work session started with a brief presentation from Terri Harding, project manager for Envision Eugene. This was followed by a break where members of the public could learn more about the proposal and ask questions of Planning Staff. The public hearing portion of the evening followed, with 17 members of the public providing their comments on the proposal.

You can view a webcast of the presentation and public hearing online.

Watch the Webcast

At the end of the public hearing both Commissions voted to leave the public record open for one additional week. **Members of the public can submit written testimony to the two Planning Commissions until 5pm on March 14th.** Testimony submitted after this time will be saved until the next phase of the adoption process with the Eugene City Council and Lane County Board of Commissioners. These elected bodies will review all testimony received before and after the March 14th Planning Commission deadline.

How to Provide Testimony

We are keeping a publicly available database of all of the testimony we have received. The spreadsheet, with links to the pieces of testimony, is available [here](http://myemail.constantcontact.com/Public-Hearing-Recap-and-Next-Steps.html?soid=1123418754250&aid=u8j_9tNXCHA). Hard copies of the testimony are also available from reception at the Atrium Building in Eugene (99 W 10th).

Next Step: Deliberations

From here, the Planning Commissions begin deliberations. This is when they review documents submitted by staff and testimony from the public in order to make a recommendation on UGB adoption to their respective elected bodies (the City Council and County Board of Commissioners). The Eugene Planning Commission begins deliberations on April 10th. The Lane County Planning Commission begins May 2nd. These meetings are open to the public.

**Eugene Planning Commission**
April 10th, 11:30am - 1:30pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

You can also watch the Eugene Planning Commission meeting webcasts [here](http://myemail.constantcontact.com/Public-Hearing-Recap-and-Next-Steps.html?soid=1123418754250&aid=u8j_9tNXCHA).

**Lane County Planning Commission**
May 2nd, 7 - 8pm  
Goodpasture Room  
Lane County Customer Service Center  
3050 N Delta Hwy, Eugene

More details.
To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
March 13th, 2017

This is just a reminder that the public record that will be provided to the Planning Commissions will close tomorrow, March 14th, at 5pm. If you would like your testimony to be considered as part of the Planning Commission phase of the urban growth boundary adoption process, submit your written comments before this deadline. You can always visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

Submit Your Testimony

At the end of last week's public hearing both Commissions voted to leave the public record open for one additional week. Members of the public can submit written

http://myemail.constantcontact.com/Public-Record-Closes-Tomorrow-at-5pm.html?soid=1123418754250&aid=ve2-cun1Ns
testimony to the two Planning Commissions until 5pm on March 14th.

How to Provide Testimony

Testimony submitted after this deadline will be saved until the next phase of the adoption process with the Eugene City Council and Lane County Board of Commissioners. These elected bodies will be provided with all testimony received during the entire adoption process, including items submitted before and after the March 14th Planning Commission deadline.

Urban Growth Boundary Adoption Process

Deliberations begin after the record is closed. Planning Commission deliberations will result in a recommendation on UGB adoption to Eugene City Council and the Lane County Board of Commissioners. Members of the public are welcome to attend deliberations in person or watch the Eugene deliberations online (Lane County Planning...
Commission meetings are not broadcast live, however an audio recording is made available online after the meeting.

**Eugene Planning Commission**
April 10th, 11:30 am - 1:30 pm  
April 17th, 11:30 am - 1:30 pm  
April 24th, 11:30 am - 1:30 pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

**Lane County Planning Commission**
May 2nd , 6 pm *(Note time change)*  
Goodpasture Room  
Lane County Customer Service Center  
3050 N Delta Hwy, Eugene

You can also watch the Eugene Planning Commission meeting webcasts [here](http://myemail.constantcontact.com/Public­Record­Closes­Tomorrow­at­5pm.html?soid=1123418754250&aid=­ve2­cun1Ns).

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

March 30th, 2017

This week's Envision Eugene newsletter includes a reminder of where you can find the testimony submitted during the Planning Commission phase of the Urban Growth Boundary adoption process. It also includes a link to where you can learn more about the ongoing work to address the concerns that were raised. You can always visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

What have we heard so far?
From housing affordability and UGB expansions, to public involvement and the proposed monitoring program, members of the public provided valuable testimony on the proposed UGB and supporting documentation. You can view all of the written testimony here and all of the verbal testimony here (skip to 1:00:30).

Staff are working to respond to the concerns and questions that were raised during this first phase of public comment on the UGB adoption package. A staff response to the testimony submitted will be provided next week for the April 10th Planning Commission meeting package.

All testimony submitted before March 14th will be considered by both Planning Commissions during their deliberations.

**Deliberations Start in April**

**Urban Growth Boundary Adoption Process**

1. City Planning Commission
   - Work Sessions
   - Public Hearing
   - Deliberations
   - Recommendations

2. Eugene City Council
   - Work Sessions
   - Public Hearing
   - Deliberations

Planning Commission deliberations begin in April and will result in a recommendation on the UGB adoption package to Eugene City Council and the Lane County Board of Commissioners. Members of the public are welcome to attend deliberations in person or watch the Eugene deliberations online (Lane County Planning Commission meetings are not broadcast live, however an audio recording is made available online after the meeting).

**Eugene Planning Commission**
- April 10th, 11:30 am - 1:30 pm
- April 17th, 11:30 am - 1:30 pm
- April 24th, 11:30 am - 1:30 pm

**Lane County Planning Commission**
- May 2nd, 6 pm (Note time change)

Goodpasture Room
Thanks for your input!

Sloat Room, Atrium Building
99 W 10th, Eugene

Lane County Customer Service Center
3050 N Delta Hwy, Eugene

You can watch the Eugene Planning Commission meeting webcasts here.

More details.

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?
April 7th, 2017

This week's Envision Eugene newsletter includes a reminder of the Planning Commission deliberations on the Urban Growth Boundary (UGB) adoption package beginning next week and information about the upcoming public hearing on the Eugene 2035 Transportation System Plan (TSP). You can always visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

UGB Deliberations Start Next Week

http://myemail.constantcontact.com/UGB-Deliberations-Start-Monday.html?oid=1123418754250&aid=_XgBWToCYMY
Planning Commission deliberations start next week. Their deliberations will result in a recommendation on the UGB adoption package to Eugene City Council and the Lane County Board of Commissioners. Members of the public are welcome to attend deliberations in person or watch the Eugene deliberations online (Lane County Planning Commission meetings are not broadcast live, however an audio recording is made available online after the meeting).

**Eugene Planning Commission**

Monday April 10th, 2017  
11:30 am - 1:30 pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

The first of three scheduled deliberations by the Eugene Planning Commission will be held on April 10th (Monday). At this meeting, Planning Commissioners will review and discuss the staff response to the testimony provided during the first phase of public comment on the UGB adoption package and questions raised by Planning Commissioners themselves. The staff response and other meeting materials can be found on this website. During and after the meeting, you can watch the webcast here.

**Meeting Materials**

**Webcast**

**Future Deliberations**

Deliberations will continue through early May and are scheduled as shown below. The meeting on April 17th will be devoted to the Clear Lake Overlay Zone.

**Eugene Planning Commission**

April 17th, 11:30 am - 1:30 pm  
April 24th, 11:30 am - 1:30 pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

**Lane County Planning Commission**

May 2nd, 6 pm  
Goodpasture Room  
Lane County Customer Service Center  
3050 N Delta Hwy, Eugene

**TSP Public Hearing April 17th**

For the last several years, the City of Eugene along with our partner agencies and many members of the public have been working to develop the Eugene 2035 Transportation System Plan (TSP). The draft Eugene 2035 TSP provides a 20-year blueprint for the City of Eugene’s transportation system and serves as the transportation element of the Envision Eugene Comprehensive Plan. The TSP was developed based on extensive stakeholder input, analyses of our existing transportation system and relevant adopted plans and coordination with planning processes that are underway.

A final draft of the plan is now available and can be found at www.EugeneTSP.org. We greatly appreciate the time that many people have contributed to this plan as well as people’s patience with the length of this planning process.

We are now in the final phase of the Eugene 2035 TSP adoption process which includes two public hearings before both the City Council and Lane County Board of Commissioners, and potential adoption by both the City Council and Board of County Commissioners. A City Council work session on the TSP was held on February 27, 2017.
The first joint public hearing was held on March 6, 2017. The webcasts from both the work session and public hearing can be found at this [website](http://myemail.constantcontact.com/UGB-Deliberations-Start-Monday.html?soid=1123418754250&aid=_XgBWToCYMY).

The 2nd joint public hearing will take place on Monday, April 17 at 5:30 PM in Harris Hall located at 125 East 8th Avenue.

To submit testimony for consideration by the City Council and Board of Commissioners, you may testify at the public hearing or email your testimony by noon on April 17 to City of Eugene Transportation Planning Manager [Rob Inerfeld](mailto:robinerfeld@ci.eugene.or.us).

To subscribe to Envision Eugene, email envisioneugene@ci.eugene.or.us and tell us you would like to receive our emails. Thanks for your interest, and as always, please let us know if we can answer any questions about Envision Eugene.

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Envision Eugene Newsletter

What's New with Envision Eugene?

April 14th, 2017

This week's newsletter includes a reminder that Urban Growth Boundary (UGB) deliberations continue on Monday with a focus on the Clear lake Overlay Zone. We have included a reminder about the Transportation System Plan public hearing and an announcement about an upcoming fair housing workshop. You can visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

UGB Deliberations Continue

The Eugene Planning Commission and the Lane County Planning Commission are scheduled to continue deliberating on the proposed UGB adoption package over the
next several weeks. Their deliberations will result in a recommendation on UGB adoption to their respective elected bodies.

**Eugene Planning Commission**
Monday April 17th, 2017  
11:30 am - 1:30 pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

The second of three scheduled UGB deliberations by the Eugene Planning Commission will be held on April 17th (Monday). Monday's deliberations will focus on the proposed Clear Lake Overlay Zone, which seeks to meet our community vision of ample economic opportunities for all community members while addressing concerns related to environmental justice and neighborhood livability.

**Meeting Materials**

**Webcast**

**Updates to the Clear Lake Overlay Zone**

The Envision Eugene team has been working to address concerns that were raised by members of the public related to the Clear Lake Overlay Zone. Changes have been suggested to improve long-term preservation of large industrial lots and clarify language where needed. A full list of the changes that have been proposed is included in the Planning Commission **meeting materials**.

**Future Deliberations**

Deliberations will continue through early May and are scheduled as shown below:

**Eugene Planning Commission**  
April 24th, 11:30 am - 1:30 pm  
Sloat Room, Atrium Building  
99 W 10th, Eugene

**Lane County Planning Commission**  
May 2nd, 6 pm  
Goodpasture Room  
Lane County Customer Service Center  
3050 N Delta Hwy, Eugene

**Transportation Systems Plan**  
**Public Hearing April 17th**

This is a reminder that the second joint public hearing on Eugene's 2035 Transportation System Plan will take place on Monday, April 17 at 5:30 PM in Harris Hall located at 125 East 8th Avenue.

To submit testimony for consideration by the City Council and the County Board of Commissioners, you may testify at the public hearing or email your testimony by
Community members are invited to come and learn about fair housing rights and resources applicable to Eugene residents at this event, presented by staff from the Fair Housing Council of Oregon.

**Know Your Rights Fair Housing Training**
April 25th, 6:15 - 7:30 pm
Eugene Public Library: Bascom Room

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Envision Eugene Newsletter

What's New with Envision Eugene?
April 21st, 2017

This week's newsletter includes a reminder that Planning Commission deliberations on the urban growth boundary (UGB) continue Monday. We have also included an announcement about a research opportunity you may be interested in. You can always visit our website to get the latest information about Envision Eugene.

www.envisioneugene.org

UGB Deliberations Continue

The Eugene and Lane County Planning Commissions will continue deliberating on the proposed UGB adoption package over the next couple of weeks. At the end of their
deliberations they will make a recommendation on UGB adoption to their respective elected bodies - the Eugene City Council and the Lane County Board of Commissioners.

**Next Deliberations**

**Eugene Planning Commission**  
Monday April 24th, 2017  
11:00 am - 2:00 pm *(Extended)*  
Sloat Room, Atrium Building  
99 W 10th, Eugene

Last week the Eugene Planning Commission focused on the Clear Lake Overlay Zone, including updates that were made in response to public testimony. An archived webcast of their meeting can be viewed [online](http://myemail.constantcontact.com/UGB-Deliberations-Continue-Monday.html?soid=1123418754250&aid=zB6yf5bfOv0). Next Monday the Eugene Planning Commission will continue deliberating on the Clear Lake Overlay Zone at an extended Planning Commission meeting before they continue on to the residential portion of the UGB proposal.

**Meeting Materials**

**Webcast**

**Future Deliberations**

**Lane County Planning Commission**  
May 2nd, 6 pm  
Goodpasture Room  
Lane County Customer Service Center 3050 N Delta Hwy, Eugene

**UO Livability Focus Groups**

Do you have opinions about what makes your community livable? If so, researchers at the University of Oregon are interested in hearing from you.

The term “livability” is frequently used and promoted by communities across the United States. In Oregon, various local communities, including some state agencies, seek to improve livability. **But what is it?** The Community Service Center at the University of Oregon wants to know what you think livability is, specifically as it relates to transportation and land use patterns in your neighborhood. This survey will help Oregon governments and organizations better understand your community’s needs and preferences.

If you would like to share your opinions, we invite you to participate in a focus group. We will be holding focus groups on **Thursday, May 4th from 4:30 PM to 6:00 PM in Eugene at 942 Olive Street** (next to LCC downtown) and on **Thursday, May 11th from 2:30 PM to 4:00 PM in Springfield at the Springfield Public Library**. Please fill out the RSVP survey, linked below, so we will know if you are available to attend.

**RSVP**

The focus group will be 90 minutes in length with a short break halfway through. Light refreshments will be provided and we will hold a raffle for an opportunity for participants to win a gift certificate. If you have questions, please contact Bob Parker (rgp@uoregon.edu).

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Additional UGB Deliberations Scheduled

The Eugene Planning Commission will finish their deliberations and finalize their recommendation on the proposed UGB adoption package at an additional session scheduled for tomorrow evening, April 25th at 5pm. Members of the public are welcome to attend or watch the meeting online.

**Eugene Planning Commission**
April 25, 5pm
Sloat Room, Atrium Building
99 W 10th, Eugene

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Envision Eugene Newsletter

What's New with Envision Eugene?

April 27th, 2017

The Eugene Planning Commission has made its recommendation on the urban growth boundary (UGB) proposal. The Envision Eugene Team is extremely grateful for all of the volunteer hours they have committed to this process on behalf of our community. This newsletter provides a brief overview of their recommendation and the next steps from here. You can learn more about Envision Eugene and the UGB adoption process by visiting our website.

www.envisioneugene.org

Planning Commission Recommendation

On April 24th, the Eugene Planning Commission met to continue their deliberations on the UGB adoption package. Specifically, they discussed revisions to the proposed Clear
Lake Overlay Zone and how it can strike an appropriate balance between local economic opportunities and environmental justice. In order to provide enough time for discussion, an additional meeting was scheduled for April 25th. An archived webcast of the April 24th meeting is available on the web.

At the April 25th meeting, Planning Commissioners completed their deliberations on the Clear Lake Overlay Zone and voted 6-0 to recommend that City Council adopt the jobs, parks and schools ordinance (the policy that would set our UGB for jobs, parks and schools) as revised through their deliberations. Additionally, they voted 5-1 to recommend that the City Council adopt the Residential Ordinance (the policy that would set our UGB for housing) as revised through their deliberations.

April 25 Meeting Materials

April 25 Webcast

Finally, the Planning Commission voted 6-0 for staff to prepare a draft memo to the City Council from the Planning Commission, recommending that the Council specifically consider the points listed in Attachment C of the April 25 meeting materials and a few other points identified during the meeting. Staff will develop the memo for review and approval at an upcoming Planning Commission meeting before it is forwarded to Council.

Next Deliberations

Lane County Planning Commission
May 2nd, 6 pm
Goodpasture Room
Lane County Customer Service Center
3050 N Delta Hwy, Eugene

The Lane County Planning Commission will meet next Tuesday, May 2nd to discuss the UGB adoption package and make their recommendation on adoption to the Lane County Board of Commissioners. Members of the public are welcome to attend. There is no webcast available for County Planning Commission Meetings. Meeting materials will be posted on their website when available (click the "learn more" link below).

Learn More

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What's New with Envision Eugene?

May 4th, 2017

This newsletter provides an update on the urban growth boundary (UGB) adoption process and our anticipated next steps following the Lane County Planning Commission vote this week to recommend approval of the proposed UGB. We have also included an announcement about Jane's Walks, a neighborhood walk festival happening this weekend.

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Planning Commission Recommendations

On May 2nd the Lane County Planning Commission voted unanimously (6-0) to recommend to their elected body, the Board of County Commissioners, adoption of the jobs, parks, and schools ordinance and the residential ordinance. The first ordinance would establish Eugene's UGB and add land for jobs, parks, and schools, and the
second ordinance would adopt the land supply study for homes, including strategies to increase medium and high density housing. It is anticipated that an updated version of the UGB proposal reflecting the Planning Commissions’ recommendations will be published next week.

With both Planning Commissions’ support for the UGB proposal, the process moves to the next phase with the Eugene City Council and the Board of County Commissioners. These two bodies will hold work sessions, a joint public hearing and deliberations before making a decision on adopting the proposed UGB. You are encouraged to follow this process and provide testimony on the proposal.

Urban Growth Boundary Adoption Process

1. City Planning Commission
   - Work Sessions
   - Public Hearing
   - Deliberations
   - Recommendations

2. Eugene City Council
   - Lane County Board of Commissioners
   - Work Sessions
   - Public Hearing
   - Deliberations

We Are Here

Final Decisions

Important Dates

May 24th, 2017 - Eugene City Council work session
June 12th, 2017 - Eugene City Council work session
June 13th, 2017 - Board of County Commissioners work session
June 27th, 2017 - Joint Work Session and Public Hearing

Jane’s Walks

Join a Walk!

http://myemail.constantcontact.com/6-0-Vote-to-Recommend-UGB-Adoption.html?oid=1123418754250&aid=IrHje0f_KwE
The 2nd annual Jane’s Walk festival in Eugene takes place this weekend. There will be free, citizen-led walking tours happening across the city. Come out and celebrate healthy, walkable, and livable neighborhoods with your friends and neighbors!

Learn More

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Envision Eugene Newsletter

What's New with Envision Eugene?
May 11th, 2017

With both Planning Commissions having made their recommendations on Urban Growth Boundary (UGB) adoption, we have published Version 2 of the UGB Adoption Package, which reflects their suggestions. This newsletter provides links to Version 2 and an update on the urban growth boundary adoption process with important upcoming dates. You can always find the latest information about Envision Eugene on our website.

www.envisioneugene.org

UGB Adoption Package: Version 2 on the Web
We have published Version 2 of the UGB Adoption Package. Version 2 reflects the Planning Commission’s recommendation and modifications to the adoption package as a result of public testimony heard during the Planning Commission process, Planning Commissioner suggestions, and staff edits for clarity and accuracy. The full adoption package for both the City and County can be viewed in the document center on our website.

The full UGB Adoption Package is over 1,000 pages long and contains many documents. In order to help folks navigate this lengthy proposal, we have broken it down by topic and specific document on the Adopting Our UGB page of our website. This is the place to go if you are looking for an overview of what is contained in the UGB Adoption Package or you are looking for a specific document.

View the Entire Package       View Individual Documents

The most significant edits from the Planning Commission process were made to the proposed Clear Lake Overlay Zone. These revisions were made to increase preservation of large lots in the employment expansion area. For more details, see the revised overlay zone.

Council and Board of Commissioners Process

Version 2 of the UGB Adoption Package (the Planning Commission recommendation version) will be the focus of review during the Eugene City Council and County Board of Commissioners phase of the UGB adoption process. This phase starts today, with publication of Version 2 of the Adoption Package. Work sessions will be held with both elected bodies, followed by a joint public hearing. The Lane County Board of Commissioners and the Eugene City Council will then hold deliberation meetings before making their decisions.
Important Dates

May 24th, 2017 - Eugene City Council work session
June 12th, 2017 - Eugene City Council work session
June 13th, 2017 - Board of County Commissioners work session
June 27th, 2017 - Joint City and County Work Session and Public Hearing

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Envision Eugene Newsletter

What's New with Envision Eugene?
May 19th, 2017

We wanted to provide you with the latest information on our UGB adoption schedule with the Eugene City Council and the Lane County Board of Commissioners. Our first work session with City Council has been rescheduled to June 12th. There will not be a work session on May 24th as previously communicated. You can always find the latest information about Envision Eugene on our website.

www.envisioneugene.org

Important Dates

Eugene City Council Work Session

Board of County Commissioners Work Session
New Date for the 1st UGB Work Session with City Council

June 12th, 5:30 pm
Harris Hall, 125 E 8th, Eugene

June 13th, Time TBD
Harris Hall, 125 E 8th, Eugene

Joint City and County
Work Session and Public Hearing
June 27th, 5:30 pm
Harris Hall, 125 E 8th, Eugene

Reminder: Version 2 of the UGB Adoption Package, the Planning Commissions' Recommendation, is on the web.

UGB Adoption Package Version 2

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Envision Eugene Newsletter

What's New with Envision Eugene?
May 26th, 2017

As we transition from the Planning Commission phase of the urban growth boundary (UGB) adoption process to the City Council and Board of County Commissioners phase, we want to highlight some of the adjustments that were made to the documents that support adoption of our UGB - the UGB Adoption Package. This week’s newsletter focuses on the Clear Lake Expansion area and the Clear Lake Overlay Zone where the majority of the adjustments to the UGB Adoption Package were made. You can always find more information about Envision Eugene on our website.

www.envisioneugene.org

The Clear Lake Expansion Area

As part of adopting our own UGB, we are proposing two modest expansions for jobs, parks and a school. This video provides an overview of the proposed expansion areas.

The larger of the two proposed expansion areas is around Clear Lake Road, where an additional 924 acres would provide space for 3,000 jobs, a 222 acre community park, and a much needed school for the Bethel community.

The Clear Lake Overlay Zone, a proposed new land use tool, was developed to protect
neighborhood livability and the large lots in the area. The first draft of the Clear Lake Overlay Zone was modified during the Planning Commission phase of the UGB adoption process in response to public testimony, and Planning Commissioner suggestions. The intent of these changes is to make it harder to divide large lots in the overlay zone, adjust the prohibited uses, and make the new code easier to administer. The latest version of our Clear Lake Fact Sheet contains a summary of the changes that were made.

**Clear Lake Fact Sheet**

**How, Where and When to Expand?**

Oregon land use law and our community vision call for sensitive expansion of Eugene's urban area. This is why we can only expand when and where there is a documented need, being mindful of sensitive wetlands, and high value farm and forest land. Our technical analysis shows that both the Clear Lake and the Santa Clara expansion areas will minimize impacts on the natural environment, while supporting our community's needs and balancing the pillars of Envision Eugene.

**UGB Work Sessions**

During this phase of the UGB adoption process both the Eugene City Council and the Lane County Board of Commissioners will hold separate work sessions on the proposal before holding a joint work session and public hearing, scheduled for June 27th. Members of the public are welcome to attend these sessions to learn more about what is contained in the UGB Adoption Package.

**Eugene City Council Work Session**
June 12th, 5:30 pm
Harris Hall, 125 E 8th, Eugene

**Lane County Bard of Commissioners Work Session**
June 13th, Time TBD
Harris Hall, 125 E 8th, Eugene

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What's New with Envision Eugene?
June 2nd, 2017

With just over a week to go before our first urban growth boundary (UGB) work session with City Council, we want to continue highlighting the important topics we heard about during the Planning Commission phase of the UGB adoption process. This week’s newsletter focuses on the topic of housing and how we are addressing our housing needs through the UGB adoption package and through work that will come after adoption. You can always find more information about Envision Eugene on our website.

www.envisioneugene.org

Accommodating Our Housing Need

Our analysis shows that we have enough space within our existing UGB to accommodate 20 years of housing, if we pursue the housing strategies included in the UGB Adoption Package. For this reason, the UGB proposal does not include an expansion for housing.

In October, the Eugene City Council gave staff direction to accommodate Eugene’s
anticipated multi-family development using two strategies:

1. Continue existing downtown development incentives and programs
2. Increase the minimum density in the R-2 zone

These strategies are part of the UGB proposal, as are the studies about how much residential land we need and have for the next 20 years. Check out the multi-family page on our website to learn more about our housing need, or the adopting our UGB page to learn more about the adoption package.

Future Work
Adopting our UGB will allow us to move onto three important initiatives related to housing: urban reserve planning (planning for 20+ years of growth), updating our clear and objective standards for needed housing, and starting the growth monitoring program. These initiatives will help us ensure that we have enough land and the right policies to support the kind of development Eugenians have said they want as part of Envision Eugene. This future work will use the latest data on our community, such as newer population forecasts from Portland State University and more recent development trends.

Housing Affordability

Housing affordability is an important issue in our community that has been consistently raised throughout the Envision Eugene process. In fact, an entire pillar of Envision Eugene is dedicated to the topic: “Provide Housing Affordable to all Income Levels.” Housing affordability is a multifaceted topic impacted by many factors. Here are some of the strategies we are working on to support housing affordability:

- Provide economic opportunities so that residents have the income to support their housing needs.
- Plan for a citywide buildable land supply that includes flat land, which is cheaper to build on.
- Promote compact urban development to reduce the cost of infrastructure required to serve development, which is passed onto residents.
- Support preservation and maintenance of existing housing stock, which tends to be more affordable than new buildings.
- Plan for more multi-family housing, which tends to be more affordable than single family homes.
- Expand housing variety and choice to accommodate smaller families and single individuals looking for smaller, more affordable homes.
- Support subsidized housing programs and projects to create a range of stable, safe, and affordable housing opportunities for area residents.
- Advocate for housing affordability issues at the state level.
- Establish a monitoring program to evaluate our progress and determine if adjustments are necessary to achieve our housing affordability goals.

Together, we hope these strategies will achieve our affordability goals. To learn more about housing affordability in Eugene you can check out our housing infographic or read the Eugene-Springfield Consolidated Plan.
Reminder: UGB Work Sessions

This is a reminder of the upcoming Eugene City Council and the Lane County Board of Commissioners UGB work sessions. Members of the public are welcome to attend these sessions to learn more about what is contained in the UGB Adoption Package.

Eugene City Council Work Session
June 12th, 5:30 pm
Harris Hall, 125 E 8th, Eugene

Lane County Board of Commissioners Work Session
June 13th, Time TBD
Harris Hall, 125 E 8th, Eugene

Public Hearing

On June 27th the Eugene City Council and Lane County Board of Commissioners will hold a joint work session and public hearing. Members of the public are encouraged to attend, learn about the UGB proposal, and provide testimony.

Joint Work Session and Public Hearing
June 27th
Work Session: 5:30 pm*
Public Hearing 6:30 pm
Harris Hall, 125 E 8th, Eugene

*Staff and information stations available starting at 5pm

How to Provide Testimony
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Envision Eugene Newsletter

What's New with Envision Eugene?

June 8th, 2017

The first City Council and County Board of Commissioners work sessions on the adoption of Eugene's urban growth boundary (UGB) are next week! As we enter this important phase of Envision Eugene, we continue to revisit some of the conversations we have had with members of the community related to adopting our UGB. This week's newsletter focuses on the topic of data and assumptions used to set our UGB, and how they compare to emerging development trends. It also includes information about upcoming dates and events, including an Envision Eugene Drop-In Session on June 15th. You can always find more information about Envision Eugene on our website.

www.envisioneugene.org
Data and Assumptions

In order to set our UGB for twenty years of growth, certain assumptions and models were used to determine just how much land is required to support our community vision. Things like the number of jobs we expect to attract, our predicted population growth, and the assumed household size all impact how much land we will need for homes, jobs, parks, and schools. You can learn more about these assumptions in our Population and Demographics Fact Sheet.

We know people are concerned about some of our assumptions, including population forecasts and housing mix (the ratio of single family detached homes to multifamily dwellings), and how they compare to recent reports about what is currently taking place in our community. We know that 2012, the year our assumptions are based on, feels like a long time ago. In order to move forward with creating our own UGB, Council gave us direction to use the adopted population forecasts in 2012 and reaffirmed this direction in 2015, so that we could set our baseline UGB. Updating our assumptions now would set us back a number of years. In addition, updating one assumption means you have to update them all because they all interrelate.

Monitoring and Adjusting - Flexible Implementation

Setting our UGB allows us to begin monitoring – an important program that will allow us to adapt to emerging trends. Setting our UGB also allows us to begin urban reserve planning using the most recent population forecasts. If our previous population forecasts or housing mix are off, we will be better prepared to consider necessary changes to implement our community vision and values.

Drop-In Session

Come learn about this phase of the UGB adoption process. The Envision Eugene Team will be on hand to answer your questions about the process, what has changed with Version Two of the UGB Adoption Package, and how you can get involved in the adoption process.

Envision Eugene Drop-In Session
June 15th, 4-6 pm
Atrium Lobby
99 W 10th Ave. Eugene

Reminder: UGB Work Sessions

This is a reminder of the upcoming Eugene City Council and the Lane County Board of Commissioners UGB work sessions. Members of the public are welcome to attend these sessions to learn more about what is contained in the UGB Adoption Package or watch them online.
Reminder: Public Hearing

On **June 27th** the Eugene City Council and Lane County Board of Commissioners will hold a joint work session and public hearing. Members of the public are encouraged to attend, learn about the UGB proposal, and provide verbal testimony.

**Joint Work Session and Public Hearing**

**June 27th**

Work Session: 5:30 pm*
Public Hearing 6:30 pm
Harris Hall, 125 E 8th, Eugene

*Staff and information stations available starting at 5pm

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Envision Eugene Newsletter

What's New with Envision Eugene?
June 14th, 2017

With two work sessions completed early this week and a drop-in session tomorrow, we are making strides toward adopting Eugene's own urban growth boundary (UGB) and implementing our community vision. This newsletter contains a brief overview of the two work sessions and a reminder about the drop-in event tomorrow. You can find more information about Envision Eugene on our website.

www.envisioneugene.org
The Envision Eugene Team was in Harris Hall twice this week, presenting the UGB proposal to the Eugene City Council on Monday, and the Lane County Board of Commissioners on Tuesday. While both elected bodies have seen portions of the UGB proposal before, these work sessions mark the beginning of their formal adoption process. Recordings of both work sessions can viewed online. The City Council webcast is available [here](http://myemail.constantcontact.com/Drop-in-Session-Tomorrow-.html?soid=11234187542... 6/19/2017) and the County Board of Commissioners webcast is available [here](http://myemail.constantcontact.com/Drop-in-Session-Tomorrow-.html?soid=11234187542... 6/19/2017).
Reminder: Drop-In Session on Thursday!

Come learn about the UGB adoption process. The Envision Eugene Team will be on hand to answer your questions about the process, changes in the UGB Adoption Package as a result of the Planning Commissions' work, and how you can express your views on the UGB proposal to the City Council and the Board of County Commissioners.

Envision Eugene Drop-In Session
June 15th, 4-6 pm
Atrium Lobby
99 W 10th Ave. Eugene

Reminder: Public Hearing

On June 27th at 6:30 pm the Eugene City Council and Lane County Board of Commissioners will hold a joint public hearing on the UGB proposal. Members of the public are encouraged to attend and provide testimony. Members of the public are also encouraged to attend a pre-hearing open house with City and County Planning staff starting at 5 pm and a staff presentation about the UGB proposal at 6 pm.

June 27th
Harris Hall, 125 E 8th, Eugene

NEW TIMES
Open House: 5:00 pm
Presentation: 6:00 pm
Public Hearing 6:30 pm

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Findings in Support of
An Ordinance Concerning Long-Range Transportation Planning
(Adopting the Eugene 2035 TSP; Amending the Metro Plan, TransPlan,
Eugene Code Chapter 9, Ordinance No. 20528, and the Eugene Street Classification Map;
and Repealing the 2003 Central Area Transportation Study)

Overview

For decades the Eugene-Springfield metropolitan area had a shared regional comprehensive plan and regional transportation system plan, known as the Metro Plan and TransPlan. These plans guided transportation decisions for both Eugene and Springfield inside a shared urban growth boundary. For both cities, TransPlan functioned as the Local Transportation System Plan and the Regional Transportation System Plan. In 2007, the Oregon Legislature passed House Bill 3337, which required Eugene and Springfield to develop separate urban growth boundaries. As a result, Eugene began the Envision Eugene project, including Eugene-specific transportation planning. Additionally, in October 2008, the State’s Land Conservation and Development Commission approved a regional work plan to prepare and adopt a TransPlan update to address federally mandated regional transportation planning requirements. So that each city’s local transportation system plans could serve as the backbone of the regional TransPlan update, the cities of Eugene, Springfield and Coburg undertook local transportation planning efforts in advance of the TransPlan update. Within the last few years the cities of Springfield and Coburg have adopted their local transportation system plans (both co-adopted by Lane County); once the Eugene 2035 Transportation System Plan (2035 TSP) is adopted, the region’s TransPlan update will move forward.

The 2035 TSP meets state requirements for a local transportation system plan and is a resource for future transportation decision making within the City of Eugene. The 2035 TSP identifies the preferred future multi-modal transportation system and articulates the City’s goals and policies related to this transportation system. It also identifies the function, capacity, and location of future facilities, and identifies planning-level costs for improvements needed to support expected development and growth, and possible sources of system funding. The 2035 TSP is intended to provide the City with flexibility as critical transportation investments are prioritized and funded.

The 2035 TSP ensures the vision for the transportation system meets community needs, communicates the City’s aspirations, conforms to state and regional policies, and provides an infrastructure and program plan to meet these community, regional, and state needs. The 2035 TSP includes a total of 6 chapters, including: Chapter 1 – Introduction; Chapter 2 – Goals, Policies, and Actions; Chapter 3 – Needs Assessment and Evaluation; Chapter 4 – Creating Multimodal Systems; Chapter 5 – Transportation Priorities and Project Categories; and Chapter 6 – Transportation Funding and Implementation.

While reflective of Eugene’s current planning work, the 2035 TSP is a component of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and is being adopted as part of the Metro Plan. The findings that follow demonstrate that the 2035 TSP, and the entire 2035 TSP adoption package, is consistent with applicable approval criteria. The 2035 TSP adoption package consists of:

1. The Eugene 2035 Transportation System Plan
2. Conforming amendments to the Metro Plan
3. Conforming amendments to TransPlan
4. Conforming amendments to Eugene Code Chapter 9
5. Amendment to Eugene Ordinance No. 20528 to delete section 67 (to remove the limitation on trips)
6. Repeal of Eugene 2003 Central Area Transportation Study (CATS)
7. Eugene Street Classification Map amendments.

I. **Metro Plan Amendments, TransPlan Amendments and 2035 TSP Adoption (“the amendments”)**

Amendments to the *Metro Plan* and *TransPlan* and adoption of the 2035 TSP are all governed by the *Metro Plan* amendment approval criteria. Eugene and Lane County have identical approval criteria for *Metro Plan* amendments (below), set forth in Eugene Code 9.7735 and Lane Code 12.225.

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

Throughout the findings set forth below, the 2035 TSP and the conforming *Metro Plan* and *TransPlan* amendments are collectively referred to the “2035 TSP” or “the amendments.”

**1. The amendment is consistent with applicable statewide planning goals adopted by the Land Conservation and Development Commission.**

*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 of Eugene and Lane County have acknowledged citizen involvement programs and acknowledged processes for securing citizen input on all proposed *Metro Plan* amendments. The governing bodies’ codes require that notice of the proposed amendments be given and public hearings be held prior to adoption. Notification of the proposed amendments and opportunities for public participation in these amendments were consistent with the acknowledged citizen involvement programs.

This goal was met through an extensive public involvement process. A Community Involvement Strategy for the update of the Eugene Transportation System Plan was developed in preparation of the project. This Program was reviewed and endorsed by the Eugene Planning Commission, which acts as the Committee for Citizen Involvement. The program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Information was distributed and input solicited throughout the process. Opportunities for engagement included: a project website (including web-based surveys); targeted outreach with local community service organizations and Planning Commission, Sustainability Commission, and City Council.

During preparation of the draft TSP, a Transportation Community Resource Group (TCRG) was created to invite participation from many of the original members of the Envision Eugene Community Resource Group (CRG), the Pedestrian and Bicycle Master Plan project advisory committee, the city’s standing...
Bicycle and Pedestrian Advisory Committee (BPAC), a multi-agency Technical Advisory Committee, staff from the Oregon Department of Land Conservation and Development (DLCD) and Department of Transportation (ODOT), Lane County staff, and the public at large. The TCRG spent years studying and providing advice to staff on land use planning, bicycle and pedestrian planning, transit planning, demand management techniques, street design, traffic congestion, sustainability, efforts to reduce greenhouse gas emissions, and transportation funding. The TCRG was instrumental in creating the goals, policies, potential action items, and project lists for the draft TSP.

The Eugene and Lane County Planning Commissions public hearing on the proposal was duly noticed to all neighborhood organizations, community groups and individuals who have requested notice, as well as to the City of Springfield. Additionally, notice was set to each individual that received notice of Eugene Ordinance No. 20528 and to everyone that owns property on a street that is proposed to be reclassified. Notice of the public hearing was also published in the Register Guard. The Eugene City Council and Lane County Board of Commissioners joint public hearing to consider approval, modification, or denial of the amendments was duly noticed. These processes afford ample opportunity for citizen involvement consistent with Goal 1.

As a result of this extensive public involvement process, the proposed amendments meet the requirements of Goal 1.

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

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the policy tool that provides a basis for decision-making in this area. The Metro Plan was acknowledged by the State in 1982 to be in compliance with statewide planning goals, and again after periodic review in 2004. This amendment to the Metro Plan is undertaken to adopt the 2035 TSP in a manner consistent with current conditions and citizen values. The amendment to the Metro Plan to recognize the 2035 TSP is being processed as a Type II procedure, which requires any applicable statewide planning goals, federal or state statutes or regulations, Metro regulations, comprehensive plan policies, and City's implementing ordinances be addressed as part of the decision-making process. Upon adoption, the 2035 TSP will replace TransPlan as Eugene’s local TSP. Because TransPlan remains a refinement to the Metro Plan and will continue to serve as the Regional Transportation System Plan (RTSP) until the RTSP is updated (per an LCDC work plan), the adopted performance measure in TransPlan are still applicable.

These findings and the record show that there is an adequate factual base for the City's and County's decision concerning the amendments. Goal 2 requires that plans be coordinated with the plans of affected governmental units and that opportunities be provided for review and comment by affected governmental units. The Goal 2 coordination requirement is met when the adopting governmental bodies engage in an exchange, or invite such an exchange, between the adopting bodies and any affected governmental unit and when the adopting bodies use the information obtained in the exchange to balance the needs of the citizens. To comply with the Goal 2 coordination requirement, the two jurisdictions coordinated the review of these amendments with all affected governmental units. Notice of the proposed amendments and information about where the materials would be available for review was mailed to all parties that had requested such notice.
There are no Goal 2 exceptions required for the amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

**Goal 3 - Agricultural Lands. To preserve agricultural lands.**

The statewide planning goals relate to agricultural lands in Oregon and is not applicable to the proposed amendments.

**Goal 4 - Forest Lands. To conserve forest lands.**

The statewide planning goal relate to forest lands in Oregon and is not applicable to the proposed amendments.

**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 unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

1. 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;
2. The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or
3. 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 amendments do not create or amend the City’s list of Goal 5 resources, do not amend a code provision adopted 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, Statewide Planning Goal 5 does not apply.

**Goal 6 - Air, Water and Land Resource 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 amendments to not affect the City’s ability to provide for clean air, water or land resources. The 2035 TSP was developed following the rules and guidance found in Oregon Revised Statute 660-012 and the Central Lane MPO Regional Transportation Plan (RTP). Both outline strategies for decreasing vehicle miles traveled and single- occupancy vehicle trips, which are intended to help improve air quality in the Central Lane MPO Area.
The 2035 TSP contains policies related to development along key multi-modal corridors, transportation demand management and the encouragement of transportation without reliance on automobiles, including transit, bicycles, and pedestrian travel. The 2035 TSP incorporates the Eugene Climate Recovery Ordinance goal of by year 2030 reducing community-wide use of fossil fuels by 50 percent compared to 2010 usage. This goal and policies are related to the need to maintain and improve the air quality in the metropolitan area. Projects identified in the 2035 TSP will be designed and constructed in accordance with applicable federal, state, and local regulations.

Additionally, from 2013 to mid-2015 the City participated in a scenario planning process led by the Central Lane MPO. The scenario planning process examined how transportation policies might affect equity, public health, economic vitality, and greenhouse gas emissions in the region. The state required the project partners to examine at least one scenario that would achieve a 20 percent reduction (below 2005 emissions levels) in greenhouse gas emissions from light vehicles. Generally, the 20 percent greenhouse gas emission reduction target of the scenario planning study is consistent with the goal of the Climate Recovery Ordinance. While the preferred scenario selected by the Central Lane MPO is not a statement of regional policy and the strategies are not intended to be directive or regulatory, the 2035 TSP incorporates and advances many of the strategies identified by the Central Lane MPO as a way of achieving the preferred scenario. Some specific examples of how the 2035 TSP advances the preferred scenario strategies are as follows:

1. The 2035 TSP plans for significant investment in active transportation over the next 20 years. (Active transportation strategies #1 & #2)
   - Of the 264 projects planned in the 2035 TSP to be built over the next 20 years (excluding those to be built upon development), 239 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenways, 22 on-street bike lanes, 18 shared use paths, 12 protected bike lanes, and 85 separated path/sidewalk projects.
   - Six of the 264 projects are transit projects, which include improving frequent transit service and multimodal travel along numerous transit corridors.
   - These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years.
   - Of the 19 remaining projects, 6 of the projects are complete street upgrades to existing roadways; all 6 of these projects have a significant bicycle and pedestrian component. These complete street projects represent an additional 10% of the total transportation dollars.
   - Not counting the three rail projects (which amount for 6% of the total transportation dollars), only three projects planned for the next 20 years have no explicit bicycle, pedestrian, or transit component contained in their project descriptions. These three projects represent approximately 8% of the total transportation dollars that are planned to be spent over the next 20 years.

2. Establishment of a bike share program is currently underway and is one of the 2035 TSP’s four bicycle policies. (Active transportation strategy #3)

3. Identified potential action items for meeting 2035 TSP policy objectives include providing education and awareness programs, such as SmartTrips and school-based transportation options (including Safe Routes to School) to improve safety for all travelers and providing support for Safe Route to School programs and other programs that create safe walking
conditions between residences and schools and other neighborhood destinations. (Active transportation strategy #5, Education and marketing strategy #1).

4. A system-wide policy of the 2035 TSP is fostering neighborhoods where Eugene residents can 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. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods. (Active transportation strategy #6)

5. The 2035 TSP policies promote improved transit services that are integrated through context specific multimodal planning for all Key Corridors. One of the four transit policies in the 2035 TSP is to collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the City’s identified Key Corridors and to Frequent Transit Corridors as defined by Lane Transit District’s Long Range Transit Plan. Additionally, the 2035 TSP includes $171.4 million in transit projects that support the transit policies and the identified transit needs. (Transit strategies #3 and #4).

6. The six multimodal/transit projects planned for the next 20 years include the improvement of frequent transit service and multimodal travel along Coburg Road, River Road, Highway 99, 30th Avenue and Amazon Parkway, new transfer stations, and enhanced pedestrian crossings. Additionally, an identified potential action item is to review City Code and amend it if needed to enable additional opportunities to provide bikeways and improved pedestrian connections between key destinations, transit stops, and residential areas with new development and redevelopment. (Transit strategies #5 and #7).

7. Identified potential action items include aligning the City’s land use and parking regulating to encourage walking, biking, and use of public transit and periodically reviewing parking needs in the downtown, Federal Courthouse, and riverfront districts and balance supply with other objectives, such as economic vitality; support for transit, walking, and biking; reduced consumption of fossil fuels; and human-scaled urban form. Additionally, for more than 10 years the City has had in place Standards for Transportation Demand Management Programs that provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. (Parking management strategy #2)

8. The 2035 TSP recognizes the Regional Transportation Options Plan (RTOP) adopted by the Central Lane MPO as the regional guidance for programs that reduce reliance on single-occupancy vehicles and identifies seven key programs and services, including: SmartTrips individualized marketing programs to encourage active transportation choices; School-Based Transportation Options: Build off existing Safe Routes to School programs to include coordinated program with ridesharing and transit promotion and expand the program to middle and high schools; Rideshare (carpooling and vanpooling); and, LTD’s Group Bus Pass program. (Education and marketing strategies #1, 3, and #6)

As a result, the proposed amendments are in compliance with Goal 6.
**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, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits a development in natural hazard areas without appropriate safeguards. The amendments do not affect the City’s restrictions on development in areas subject to natural disasters and hazards. Further, the amendments do not allow for new development that could result in a natural hazard. Therefore, Statewide Planning Goal 7 does not apply.

**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 the provision of recreational facilities to Oregon citizens and is primarily concerned with the provision of those facilities in non-urban areas of the state. Goal 8 also allows, but does not require, the City to create an inventory of recreational needs. The amendments do not affect the current provisions for recreation areas, facilities or recreational opportunities, nor will the amendments affect access to existing or future recreational facilities. Further, the amendments do not change the Metro Plan and TransPlan policies that support access to recreational facilities with the Metropolitan area and to recreations opportunities outside the area or delete any planned transportation projects that would make recreational facilities more available. Therefore, the amendments are consistent with Goal 8.

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

Goal 9 requires cities to evaluate the supply and demand of commercial and industrial land relative to community economic objectives. The Administrative Rule for Statewide Planning Goal 9 (OAR 660 Division 9) requires that the City “[p]rovide for at least an adequate supply of sites of suitable sizes, types, location, and service levels for a variety of industrial and commercial uses consistent with plan policies[.]” Among other things, the rule requires that cities complete an “Economic Opportunities Analysis.” OAR 660-009-0015. Based on the Economic Opportunities Analysis, cities are to prepare Industrial and Commercial Development Policies. OAR 660-009-0020. Finally OAR 660-009-0025 requires that cities designate industrial and commercial lands sufficient to meet short and long term needs. OAR 660-009-0010(2) provides that the detailed planning requirements imposed by OAR 660 Division 9 apply “at the time of each periodic review of the plan (ORS 197.712(3)).” The Eugene Commercial Lands Study (1992) is acknowledged for compliance with the requirements of Goal 9 and the corresponding Administrative Rule.

The adoption of the amendments will not impact the supply of industrial or commercial lands and will not change or conflict with the economic policies of Metro Plan. The amendments do not change the TransPlan and Metro Plan policies directed toward enhancing the economic opportunity available within the Eugene-Springfield area by assuring adequate public facilities and infrastructure to provide a transportation system that is efficient, safe, interconnected and economically viable and fiscally stable. The amendments seek to provide a multi-modal transportation system to meet the needs of the
community and accommodate economic growth, within projected revenues, into the future. The proposed amendments are consistent with Goal 9.

**Goal 10 - Housing. To provide for the housing needs of the citizens of the state.**

The Eugene-Springfield Metropolitan Area Residential Lanes and Housing Study (1999) is acknowledged for compliance with Goal 10. The adoption of the amendments will not impact the supply of residential lands and will not result in any change or conflict with the housing policies of the Metro Plan. The amendments seek to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating its housing needs. The proposed amendments are consistent with Goal 10.

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

The Eugene-Springfield Metropolitan Area is currently in compliance with Goal 11 through its acknowledged Public Facilities and Services Plan (PFSP), Comprehensive Plan, and adopted Transportation System Plan, TransPlan. The amendments will not result in any change or conflict with the Comprehensive Plan, PFSP, or TransPlan. The proposed amendments will update the transportation element of the Metro Plan by replacing TransPlan as the locally adopted TSP. As a result, the amendments are in compliance with Goal 11.

**Goal 12- Transportation. To provide and encourage a safe, convenient and economic transportation system.**

Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The proposed amendments are consistent with all applicable provisions of OAR 660-012-0010. Further, the amendments are consistent with, and a further step toward fulfillment of the Regional Transportation Work Plan approved pursuant to OAR 660-012-0016(2)(b) by the Land Conservation and Development Commission on October 16, 2008.

The amendments adopt the 2035 TSP, which was completed following the rules outlined in the Transportation Planning Rule. The TPR states that when amendments to a functional plan would significantly affect an existing or planned transportation facility the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity and performance standards (level of service, volume to capacity ratio, etc.) of the facility. The 2035 TSP provides an updated, balanced transportation system with amended functions and capacity of the roadways system that will accommodate growth and land uses envisioned by the acknowledged Metro Plan.

For the reasons set forth below, the proposed amendments are in compliance with Goal 12. The table below (Findings Table A) provides specific findings discussing compliance with individual sections of the TPR.
3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the

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<th>TPR Requirements</th>
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<td>OAR 660-012-0015 Preparation and Coordination of Transportation System Plans</td>
<td>Chapter 3 and Appendix A (Existing Conditions) document the existing conditions inventory and analysis. These outline all of the identified needs associated with today’s conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</td>
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<td>Chapter 3 and Appendix B (No Build) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode’s needs as well as intersection and streets not meeting applicable standards are noted.</td>
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<td>Appendix C (20 year Needs Analysis) and Chapters 4 and 5 document the Build analysis. These outline the identified facilities and services needed to meet the identified transportation needs by mode.</td>
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<td>The 2035 TSP was prepared in collaboration with ODOT to ensure consistency with the Oregon Highway Plan, with Lane County to ensure consistency with the County TSP, and with LCOG to ensure consistency with TransPlan and the Central Lane RTP. The 2035 TSP has the same horizon year as the federally required Central Lane RTP. Even though the 2035 TSP and TransPlan have different horizon years (2035 for the local TSP and 2027 for the regional TSP), there is no conflict between the population and employment numbers. Table B, below, details the consistency between the 2035 TSP and TransPlan. Additionally, because the transportation policies in the Metro Plan are taken verbatim from TransPlan, the findings of consistency between the Transportation Element of the Metro Plan and the 2035 TSP further demonstrate consistency between the 2035 TSP and TransPlan.</td>
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<td>Not applicable. Applicable regional and state plans</td>
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state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.

have been adopted. Future updates of the RTSP and RTP are being coordinated with this TSP update with ODOT and the Central Lane MPO.

(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.

The 2035 TSP is being adopted as part of the Metro Plan. The Metro Plan is being amended to add the following Policy F.39 to the Transportation Element: “The Eugene 2035 Transportation System Plan, not including the transportation financing program, is the City of Eugene’s local transportation system plan and is included as Appendix E to the Metro Plan.”

(5) The preparations of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts and private providers of transportation services.

The Project Management Team (PMT), Technical Advisory Committee (TAC), and Transportation Community Resource Group (TCRG), as described in Chapter 1 of the TSP, included representatives of Lane County, Lane MPO, ODOT, ODOT Rail, DLCD, City of Springfield, Lane Transit District, Northwest Natural Gas, Union Pacific Railroad, and Eugene Airport and were part of the TSP development for all required coordination. The Lane ACT, Eugene Area Chamber of Commerce, University of Oregon, private freight interests, Eugene-Springfield Fire/EMS, Eugene Bicycle and Pedestrian Advisory Committee, and the Bethel and 4J public school districts were consulted on multiple occasions during TSP preparation.

(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.

Eugene does not have a port. The Airport Master Plan was previously adopted by Eugene and Lane County as part of the Metro Plan; it is adopted and incorporated by reference in the 2035 TSP. Management staff from the Airport was involved as a TSP Technical Advisory Team member. Lane Transit District, Lane County transit district, was a member of the TSP Technical Advisory Team and a regular participant in the Transportation Community Resource Group (TCRG) public advisory group. City transportation planners, including the TSP project manager, participated regularly in the update of LTD’s Long Range Transit Plan. The concepts and definitions of Frequent transit networks (FTN) were coordinated so that the policy direction in the LRTP, TSP, and Envision Eugene (“Key Corridors”) was consistent and complementary. The
corridor planning needs of the TSP and LRTP are being simultaneously implemented by the co-City/LTD managed MovingAhead project. LTD has participated and been influential in the creation of the TSP’s transit policies and potential actions.

**OAR 660-012-0016 Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas**

(1) In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law. Insofar as possible, regional transportation system plans for metropolitan areas shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division. Nothing in this rule is intended to make adoption or amendment of a regional transportation plan by a metropolitan planning organization a land use decision under Oregon law.

Eugene, as a member of the Central Lane MPO, has been a part of the MPO’s regional transportation plan (RTP) update process. The 2035 TSP has been prepared and coordinated with TransPlan and the Central Lane RTP. The 2035 TSP replaces TransPlan as the city’s local TSP; TransPlan will continue to serve as the area’s regional TSP until the new RTSP is developed and adopted. The Central Lane MPO has a work plan approved by LCDC for updating its RTSP. The local TSPs of the individual Central Lane MPO agencies are intended to form the basis of the updated RTSP. The City’s adoption of the 2035 TSP is the last local TSP adopted for the Central Lane MPO area.

**OAR 660-012-0020 Elements of TSPs**

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

(2) The TSP shall include the following elements:
   (a) Determination of transportation needs as provided in OAR 660-012-0030

Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline all of the identified needs associated with today’s conditions for each mode as well as those intersections and streets not meeting applicable operating standards.

Chapter 3 and Appendix B (No Build Analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode’s needs as well as intersection and streets not meeting applicable standards are noted.

Appendix C (20-year Needs Analysis) and Chapters 4 and 5 document the Build analysis. These outline the identified facilities and services needed to meet the identified transportation needs by mode.
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel.

The standards for the layout of local streets shall address:

(A) Extensions of existing streets;

(B) Connections to existing or planned streets, including arterials and collectors; and

(C) Connections to neighborhood destinations.

Chapter 4 of the 2035 TSP sets forth the City’s general functional classifications for streets.

The City’s adopted Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways (1999) set forth how existing streets can be modified and new streets can be constructed to accommodate the needs of people with disabilities, riding bicycles, riding transit, walking, driving automobiles and moving freight.

In the past, most street design standards were primarily oriented toward moving vehicular traffic, providing rudimentary bike lanes and sidewalks for pedestrians. The 1999 Design Standards and Guidelines for Eugene Street, Sidewalks, Bikeways and Accessways, set forth in Appendix H (Volume 2), serves as the City’s current mandatory design standards and advisory guidelines for arterial, collector, and local streets, and provide for safe and convenient bike and pedestrian circulation. These Design Standards and Guidelines will need to be updated to incorporate the 2035 TSP newer guidance on best practices for bicycle and pedestrian facilities. The policies and action items in 2035 TSP provide guidance for future updates to street standards.

As part of the needs analysis, Eugene’s Street Classification Map was reviewed in light of the classifications shown in the Regional Transportation Plan (RTP), the Oregon Highway Plan (OHP), and the criteria set forth in the Eugene Arterial and Collector Street Plan (ACSP). This review identified a number of streets that needed a change in classification to ensure consistency between the various plans governing and providing guidance to the operation and construction of streets and roads within the City’s UGB. All streets within the UGB need to be classified under the City’s criteria. Attachment B to the 2035 TSP is the 2016 Street Classification Map that updates the street classification map adopted by the City Council in 1999.

In addition to the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways & Accessways and the adopted Street Classification Map, the City has previously adopted the following documents that further satisfy this requirement:

- Street Right-of-Way Map;
- Public Improvement Design Standards Manual;

Additionally, the City’s ACSP, adopted as findings in support of the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways & Accessways, illustrate the extensions of existing streets, connections to existing and planned streets, including arterials and collectors, and connections to neighborhood destinations. Consistent with this previously adopted plan, connections to arterials and state highways remain consistent with designated access management categories.

Eugene Code Chapter 9 includes street connectivity requirements to ensure that all of the following are met:
(a) Streets are designed to efficiently and safely accommodate emergency fire and medical service vehicles.
(b) The layout of a street system does not create excessive travel lengths.
(c) The function of a local street is readily apparent to the user through its appearance and design in order to reduce non-local traffic on local residential streets.
(d) Streets are interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utility and emergency services, and provide for more even dispersal of traffic.
(e) New streets are designed to meet the needs of pedestrians and cyclists and encourage walking and bicycling as transportation modes.
(f) The street circulation pattern provides connections to and from activity centers such as schools, commercial areas, parks, employment centers, and other major attractors.
(g) Street design is responsive to topography and other natural features and avoids or minimizes impacts to water-related resources and wildlife corridors.
(h) Local circulation systems and land development patterns do not detract from the efficiency of adjacent collector streets or arterial streets which are designed to accommodate heavy traffic.
(i) Streets identified as future transit routes should be designed to safely and efficiently accommodate transit
vehicles, thus encouraging the use of public transit as a transportation mode.

(j) Where appropriate, the street system and its infrastructure should be utilized as an opportunity to convey and treat storm water runoff.

Policies contained in Chapter 2 of the 2035 TSP address extensions of existing streets; connections to existing or planned streets, including arterials and collectors, as well as connections to neighborhood destinations. The pedestrian and bicycle projects noted in Chapters 4 and 5 also provide connections to neighborhood destinations.

Chapter 5 of the TSP includes the planned roadway facilities and associated costs. The identified roadway facility projects and roadway plan are consistent with state and regional transportation plans.

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<td>(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;</td>
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<td>(B) Describes intercity bus and passenger rail service and identifies the location of terminals;</td>
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<td>(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.</td>
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Chapter 2 of the 2035 TSP includes transit-specific policies and potential action items for transit policies. Appendix J of the 2035 TSP sets forth the Lane Transit District Long Range Transit Plan from which the TSP’s transit-related needs, policies and projects were in large part identified. Additionally, Appendix G of the 2035 TSP sets forth On the Move: Regional Transportation Option Plan.

Chapter 3 of the 2035 TSP and Appendix A (Existing Conditions) outline the existing public transportation services and identifies service deficiencies. They also describe existing transit routes, transit ways, terminals and major transfer stations, stops and park-and-ride stations. In addition, they describe intercity bus and passenger rail service and the location of stations and transfer stations.

Chapter 4 presents the transit modal element. Based on the needs analysis, the 2035 TSP focuses on collaboration with LTD to provide service enhancements, capital improvements, and policies that support:

- Changes to streets and intersections to facilitate bus movement;
- Frequent and reliable transit service, including...
- bus rapid transit (e.g., “EmX”-style of transit service) along Key Corridors;
- Amenities that also serve pedestrians and people on bikes, and intermodal connections to transit;
- Car share and bike share programs that can extend the first and last mile of transit trips; and
- Refinements to transit routes and schedules.

Additionally, the **2035 TSP** supports Lane Transit District’s Frequent Transit Network (FTN), as defined in the Lane Transit District Long Range Transit Plan, as a regional initiative to better connect areas of more active development to transit.

Chapter 5 of the **2035 TSP** sets forth planned transit facilities and major improvements, including associated costs for all corridor projects.

| (d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514. | On March 12, 2012, the Eugene City Council accepted the 2012 Eugene Pedestrian and Bicycle Master Plan (PBMP) and directed the City Manager to integrate the PBMP into the **2035 TSP**. The 2012 PBMP is set forth in Appendix F (Volume 2 of the **2035 TSP**). Consistent with the TPR’s requirement that transportation system plans include a bicycle and pedestrian plan for a network of bicycle and pedestrian routes and that transportation system plans be designed to increase transportation choices and reduce reliance on the automobile, the PBMP’s goals, key policies, and projects are woven throughout the **2035 TSP** and function as an integral part to making walking and cycling highly convenient. As such, in addition to the **2035 TSP** serving as Eugene’s location transportation system plan, the **2035 TSP** also serves as Eugene’s bicycle and pedestrian master plan. Chapter 2 of the **2035 TSP** includes bicycle-specific and pedestrian-specific policies and potential action items for both the bicycle and pedestrian policies. Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of |
the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. These outline all of the identified needs associated for pedestrians and bicyclists.

Chapter 4 of the 2035 TSP includes a plan for the bicycle and pedestrian networks.

Chapter 5 of the 2035 TSP includes the planned pedestrian and bicycle facilities and major improvements and associated costs.

(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;

Chapter 2 of the 2035 TSP includes rail, freight, pipeline and air transportation policies and potential action items for those policies. Additionally, the 2035 TSP explicitly recognizes the Eugene Airport Master Plan (adopted by Eugene and Lane County as part of the Metro Plan) as the guiding policy document for airport property development, services, and support infrastructure. The Eugene Airport Master Plan is set forth in Appendix L.

Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline the identified needs associated with today’s conditions for air, rail, water and pipelines.

Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added.

Chapter 4 of the TSP includes a plan for the air, rail, water, and pipeline networks.

(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;

In 2005, the City adopted Strategies for Transportation System Management and Operations. The adopted TDM standards are set forth in Appendix K (Volume 2 of the 2035 TSP). These standards provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. The 2035 TSP expands the use of TDM and TSMO practices beyond parking to help address traffic congestion, fossil fuel
reduction goals, safety, and the financial burden of travel on individuals. Further, the 2035 TSP includes a policy to “[p]romote transportation demand management programs along the Key Corridors, in downtown, and near the University of Oregon to coordinate the needs and travel options of multiple businesses and residences for purposes of reducing automobile and freight demand at times of peak congestion. These programs could be staffed by either a public agency, a business association, or by training individuals within the affected businesses and housing to perform this work.”

Chapter 4 of the TSP includes a Transportation System Management and Operations (TSMO) plan and a Transportation Demand Management (TDM) plan. Eugene, in collaboration with the Central Lane MPO, LTD/Point2point, and the City of Springfield identified the key programs and services through the Regional Transportation Options Plan (RTOP). The 2035 TSP recognizes the RTOP as the regional guidance for programs that reduce reliance on single-occupancy vehicles. Further details of TSMO and TDM strategies that support the 2035 TSP are provided in the Regional Transportation Options Plan, which is set forth as Appendix G (Volume 2).

(g) Parking plan as provided in OAR 660-012-0045(5)(c).

Chapter 2 of the 2035 TSP includes parking policies and potential action items for the parking policies.

Chapter 4 of the TSP outlines a parking plan.

The City of Eugene implemented a parking plan after the adoption of TransPlan. That implementation measure including updating the Eugene Code towards accomplish the following:

(A) Achieve per capita a 10% reduction in the number of parking spaces over the planning period through a combination of restrictions on development of new parking spaces, allowing shared spaces, and allowing some existing parking spaces to be redeveloped to other uses;

(B) Aids in achieving the measurable standards set in TransPlan (per OAR 660-012-0035(4)), such as reducing the percentage of non-auto trips, increasing
transit ridership on congested corridors, and encouraging development in ‘nodes’ by reducing parking requirements for transit-oriented development within nodal development areas;

(C) Providing land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, and eliminating off-street parking requirements for automobiles in the downtown core; and

(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.

This 2035 TSP contains policies encouraging frequent review and updates to existing parking standards (updated per TransPlan, 2002) to reflect improved alternatives to driving single-occupant vehicles as these alternatives become available, such as improved transit service, bike facilities, car- and bike-share programs, improved neighborhood walkability, and transportation Demand Management programs.

(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045.

The 2035 TSP adoption package include amendments to Eugene’s land use code that are needed for the 2035 TSP to be recognized as the City’s local transportation system plan and to adopt new levels of service for the City’s roadways. Additionally, the policies and potential actions for implementing the TSP that are set forth in Chapter 2 of the 2035 TSP identify amendments that could be made to the land use code to further the policies set forth in 2035 TSP.

(i) Transportation financing program as provided in OAR 660-012-0040.

Chapter 6 of the TSP includes the transportation financing plan, including existing and potential new funding sources and a summary of improvement costs by modal category. Chapter 5 of the TSP provides a detailed listing of cost for each individual improvement project, by mode.

(3) Each element identified in subsections (2)(b) – (d) of this rule shall contain:

(a) An inventory and general assessment of existing and committed transportation

Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis and describe the existing and committed facilities and services by function, type and condition
facilities and services by function, type, capacity and condition.

(A) The transportation capacity analysis shall include information on:
(i) The capacities of existing and committed facilities;
(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and
(iii) The assumptions upon which these capacities are based.

(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;

(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).

(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards.

Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. These present a transportation capacity analysis of the existing and committed roadway system, including streets and intersections consistent with existing city, county, and state standards; in some instances state adoption of alternative mobility standards will be requested through an OHP amendment. This operational analysis describes the degree to which those capacities have been reached or surpassed on existing facilities, and the assumptions upon which these capacities are based.

Chapter 4 summarizes the proposed system of existing and planned transportation facilities, services and major improvements, by functional classification, planned capacities and performance standards. The City maintains a separate inventory of street physical conditions. Concurrent with the adoption of the 2035 TSP are amendments to the Street Classification Map. Chapter 5 of the 2035 TSP sets forth a system of planned transportation facilities, services and major improvements, including the type or functional classification of the planned facilities and services.

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<tr>
<th>OAR 660-012-0025 Complying with Goals in Preparing TSPs</th>
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<tr>
<td><strong>(1)</strong> Adoption of a TSP shall constitute a land use decision regarding the need for transportation facilities, services and major improvements and their function, mode and general location.</td>
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<tr>
<td><strong>(2)</strong> Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.</td>
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<tr>
<th>OAR 660-012-0025(3)</th>
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<tr>
<td>The City may defer decisions regarding</td>
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function, general location and mode of a refinement plan if findings are adopted that:

(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred.

(b) Demonstrate why information required to make final determination cannot be made available within time for TSP preparation.

(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP.

(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and,

(e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.

deferral of a decision regarding function and general location of improvements: the Randy Papé Beltline Facility Plan, future studies for improved access across the Willamette River, and multimodal studies of the Key Corridors.

The Randy Papé Beltline Facility Plan identifies probable improvements that warrant further analysis through the NEPA process. The 2035 TSP adopts the facility plan, as noted in Chapter 5, and incorporates reasonable outcomes for purposes of project costs and financing projections. Construction of the largest component of this project, a new local arterial bridge, cannot commence until the NEPA analysis is completed and the project is adopted by the City Council. The NEPA process cannot be completed within the timeframe of the TSP, in part because the Facility Plan must be adopted in the TSP before the NEPA analysis may commence.

Improved crossings of the Willamette River were identified as a potentially desirable solution to several needs (e.g., seismic upgrades, improved connectivity, and congestion relief). Completion of such a study could not be completed within the timeframe of the 2035 TSP because of the large study area, environmental sensitivity of the riverine environment, need for robust public engagement, and need to gather funding for such a large undertaking. The 2035 TSP assumptions about traffic function did not rely on any additional river crossings; hence the deferral of a decision about additional river crossings does not invalidate the assumptions upon which the 2035 TPS is based or preclude implementation of the remainder of the 2035 TPS.

The 2035 TSP identifies a desire to complete detailed land use and multimodal transportation studies for several “Key Corridors” identified in the Envision Eugene Vision Statement (2012). Such a planning process was begun as a joint project by the City of Eugene and Lane Transit District, dubbed “MovingAhead.” The areas covered by these studies are substantial: the development corridors along Highway 99, River Road, Coburg Road, mid-Willamette/30th Avenue, and others. Completion of these studies could not be completed within the timeframe of the TSP. The TSP used estimations for...
corridor performances and costs based on realistic, previously completed corridors with enhances transit service; therefore, the deferral of a decision on specific corridor improvements does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP. No new findings will be needed to resolve issues deferred to these studies. There is no need to set a deadline for adoption of a plan amendment based on the outcome of these studies because the 2035 TSP is self-sufficient without the results of these studies.

<table>
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<th>OAR 660-012-0030 Determination of Transportation Needs</th>
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<td>(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:</td>
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<td>(a) State, regional and local transportation needs</td>
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<tr>
<td>(b) Needs of the transportation disadvantaged</td>
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<tr>
<td>(c) Needs for movement of goods and services to support industrial and commercial development planned for, pursuant to Goal 9.</td>
</tr>
<tr>
<td>Chapter 3 and Appendix A (Existing Conditions) document the Existing Conditions Inventory and Analysis. These outline all of the identified needs associated with today’s conditions for each mode as well as those intersections and streets not meeting applicable operating standards.</td>
</tr>
<tr>
<td>Chapter 3 and Appendix B (No Build analysis) document the No Build analysis. These outline all of the identified year 2035 needs assuming no additional infrastructure beyond that currently funded is added. Each mode’s needs as well as intersection and streets not meeting applicable standards are noted.</td>
</tr>
<tr>
<td>Chapter 3 and Appendices A and B include a determination of the transportation needs, by mode, related to state, regional and local transportation needs, needs of transportation disadvantaged, and needs for goods movement to support industrial and commercial development.</td>
</tr>
<tr>
<td>Representatives of ODOT, DLCD, the Eugene Area Chamber of Commerce, the transportation disadvantaged, Eugene Human Rights Commission, homebuilders, rail, air travel, and freight participated in the creation of the 2035 TSP.</td>
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<tr>
<td>(2) Local governments preparing local TSPs shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSPs.</td>
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<tr>
<td>The TSP has been coordinated with the analyses included in applicable state plans, the Metro Plan, TransPlan, and the RTP.</td>
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Within UGBs, the determination of local and regional transportation needs shall be based upon:

(a) Population and employment forecasts and distributions that are consistent with acknowledged com plan. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and,

Chapter 3 and Appendix B (No Build Analysis) include population and employment forecasts consistent with the Metro Plan and coordinated with the Lane MPO for year 2035.

The 2035 TSP addresses the projects, programs, and policies needed to support growth in population and jobs within the Eugene UGB between now and the year 2035. The 2035 TSP defines the transportation facilities needs within Eugene’s adopted UGB, as established by the Metro Plan. The needs assessment and resulting projects (set forth in Chapter 4 of the 2035 TSP) establish a transportation system adequate to meet the identified local transportation needs based upon the land use designations established by the Metro Plan. Because the 2035 TSP is based on the Metro Plan land use designations, any zone allowed within the land use designation is consistent with both the Metro Plan and this 2035 TSP.

Regarding the population and employment forecasts, the determination of the City’s needs assumes that the City will continue to see growth in employment and population between now and the year 2035 in a manner consistent with the existing Comprehensive Plan land use designations, within the existing Urban Growth Boundary (UGB) and consistent with the growth forecast adopted into the Metro Plan. Regarding the population and employment distributions, Staff from the cities of Eugene and Springfield, Lane County and Lane Council of Governments (LCOG) worked collaboratively to identify where the estimated year 2035 population and employment growth might occur within the region as well as within individual areas of each city. This interagency collaboration ensures that the needs analyses for Eugene, Springfield, and Coburg start with the same fundamental assumptions and that the population and employment forecasts are “coordinated” for compliance with Oregon transportation and land use planning requirements. This growth was allocated to developable areas within the current UGB consistent with the land use designations shown in the adopted Metro Plan.
(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.

OAR 660-012-0045(1) requires local government to amend its land use regulations to implement the TSP. Eugene’s land use regulations were amended to comply with this rule after TransPlan was adopted in 2002.

The 2035 TSP retains those measures and encourages incremental changes to strengthen their effectiveness over time as new travel options become available. Modal Targets are identified in the goals contained in Chapter 2; they triple the percentage of trips made by non-auto modes. Many of the goals, policies, and implementing actions contained in Chapter 2 will help reduce reliance on the automobile.

The modal plans, TDM and TSMO plans contained in Chapter 4 and the pedestrian, bicycle, and transit improvement projects contained in Chapter 5 will help reduce reliance on the automobile.

(4) In MPO areas, calculation of local and regional transportation needs also shall be based on accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.

As discussed in more detail under 0035(4), the 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of TransPlan. In furthering the goals of the 2001 standards, the 2035 TSP builds upon the lessons learned since 2001, and recognizes that there are new, innovative ways to decrease vehicle miles of travel. Embedded in the needs analysis for the 2035 TSP is the furtherance of the City’s adopted measures that will reduce reliance on the automobile.

The 2035 TSP reflects Eugene policy makers’ and community members’ priority to maintain existing facilities and provide multiple transportation options for local and regional travel. These priorities are based on the premise that the City can reduce congestion, save money, and provide health benefits for the entire community by providing alternatives to single occupancy vehicle travel and by making existing streets safer and more efficient without costly increases to automobile-oriented infrastructure.

The 2035 TSP supports the land use strategies defined in the 2012 Envision Eugene, A Community Vision for 2032 and prioritizes recommendations that mitigate the strain on roadways by supporting transit service.
and making walking and bicycling trips more practical for working, shopping, and other daily activities; managing congestion; and improving safety.

The 2035 TSP goals, policies, projects, and potential implementing actions are based on analysis by, and input received from, the community, City of Eugene staff, partner agency staff, and City policy-makers. Their review included analysis of, among other things, a multi-step evaluation of the “triple bottom line” (economy, social equity, and natural environment) that included considerations of how possible system improvements will meet the transportation needs for all modes, address the needs of the transportation disadvantaged, and address the need for movement of goods and services to support industrial and commercial development.

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**OAR 660-012-0035 Evaluation and Selection of Transportation System Alternatives**

<table>
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<tr>
<th>(1) The TSP shall be based on evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives.</th>
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<tr>
<td>The multimodal system improvements were assessed against the goals and policies in Chapter 2 and the evaluation criteria in Chapter 3 to ensure that needs are met with a safe and reasonable manner with available technology.</td>
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(a) Improvements to existing facilities or services;

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<th>Improvements to existing facilities and services are the fundamental basis and highest priority of the TSP goals, policies and project lists. As iterated in the policies in Chapter 2, the City’s priority is to improve system efficiency, safety and management and re-purpose existing rights-of-way to include high-quality facilities for non-auto users before widening streets to expand capacity for motorized vehicles. Specifically, the 2035 TSP’s Cost Effectiveness and Finance Policy 2, states: “Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity for automobiles to the transportation system by using the following priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects in the Metropolitan Transportation Improvement Program (MTIP):</th>
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<td>a. <strong>Protect the existing system.</strong> The highest</td>
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priority is to preserve or improve the functionality of the existing transportation system by means such as access management, transportation demand management, improved traffic operations, technologies, accommodating “active transportation” options not previously present, and keeping roads well maintained to avoid reconstruction.

b. Improve the efficiency and safety of existing facilities. The second priority is to make minor improvements to existing streets, such as adding turning lanes at intersections, providing and enhancing pedestrian, bicycle and transit facilities, and extending or connecting streets pursuant to existing plans.

c. Add capacity to the existing system. The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.

d. Add new facilities to the system. The lowest priority is to add new transportation facilities for motorized vehicles, such as new roadways. New streets that are needed and planned for connectivity are a higher priority, as noted in (b), above.”

In accordance with Appendices A (Existing Conditions), B (No Build), and C (20-year Needs Analysis), improvements to the existing facilities and services were examined through the existing conditions study, needs analysis with a “No Build” scenario, and a scenario that explored improvements and additions to the existing system. Technological and TSMO improvements to the efficiency of the existing system are recommended by the TSP.

(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs.

All new facilities identified in Chapters 4 and 5 were evaluated in their ability to provide for “Complete Streets” and facilities and improvements that increase transportation choices, reduce reliance on the
automobile, and improve safety. The reasonableness of proposed projects were verified by the following selection criteria (Chapter 3):

1. Is it technically feasible to build this project?
2. Could the project be funded?
3. Could the project receive necessary environmental permits?

Potential projects failing these criteria were dropped from the TSP or deferred for future study (i.e., the Randy Papé Beltline Facility Plan, which had already been deemed reasonably feasible).

(c) Transportation system management measures;

The Transportation System Management and Operations (TSMO) Plan, contained in Chapter 4, focuses on increasing the safety and efficiency of the existing street system, promoting safety for all users, supporting the economy and supporting the City’s Climate Recovery Ordinance.

(d) Demand management measures; and

The Transportation Demand Management (TDM) Plan, contained in Chapter 4, in coordination with the Regional Transportation Options Plan (RTOP), focus on providing greater travel choices to enhance mobility and accessibility and maximize transportation investments. Transportation Demand Management is a tool already integrated into the Eugene Land Use Code for reducing demand on a facility, reliance on single-occupant motorized vehicles, and parking supply. Further, the city has set targets to triple the percentage of trips made by trips other than the automobile by 2035.

(e) A no-build system alternative required by the NEPA or other laws.

Chapter 3 and Appendix B (No Build) document the No Build system alternative and associated transportation needs in the year 2035.

(3) The following standards shall be used to evaluate and select alternatives:

Chapter 3 and Appendix D (Alternatives Evaluation Process) document the alternatives evaluation and selection process. Goals and policies are included in Chapter 2 and guided the process. The evaluation framework developed for the TSP referenced the Sustainable Transportation Analysis and Rating System (STARS) and reflects the city’s commitment to the sustainability triple bottom line. The STARS evaluation
(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;

The 2035 TSP modeling and needs analysis is based on the Comprehensive Plan land use designations in the Metro Plan within the existing UGB and consistent with the growth forecast adopted into the Metro Plan.

Modeling for the 2035 TSP used the same land use designation model (or “layer”) used for the Envision Eugene buildable lands inventory. Because the Metro Plan land use designation map was adopted at a relatively large scale (small geographic representation) of 1:1,500, and no file is maintained by the City of known plan-split lots as is the case for zoning districts, the land use designation layer was created by enlarging the Metro Plan’s 11x17 land use designation map and applying a set of rules to resolve split designations on taxlots. A process was used to identify those lots having a substantive portion in two or more differing plan designations versus those that have only a minor portion in an adjoining plan designation. Those lots not identified as candidate split lots were considered designated according to the plan designation found at the geometric center of the lot.

Chapter 3 and Appendices B (No Build) and C (20 year Needs Analysis) document the anticipated land uses and the 2035 TSP projects (types and levels of service) needed to support the land uses depicted on the land use designation layer described above. The TSP supports urban growth as planned for the Eugene UGB area in the acknowledged comprehensive plan (the Metro Plan) and regional travel, and restricts facility extension that might encourage inappropriate growth on rural lands.

Comparable STARS criteria:
- Ensure consistency between transportation investments and all relevant adopted and accepted local plans.
- Support redevelopment priorities by promoting compatible transportation investments along key corridors and in core commercial areas, including downtown.
- Increase access to employment centers via foot, bike, and transit, while improving the
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality;  

Three of the eight STARS evaluation criteria reference air quality, protection of land and water quality. All alternatives considered were evaluated against adopted state and federal standards.

Sample STARS criteria that promote consistency with state and federal standards for protection of air, land and water quality:

- Support the reduction in quantities of harmful airborne pollutants associated with transportation.

(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;

The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) include an evaluation of adverse economic, social, environmental and energy consequences. Many of the eight evaluation criteria reference these issues. Further, the goals and policies included in Chapter 2 highlight the importance of minimizing these consequences.

Example STARS criteria that minimize adverse economic, social, environmental and energy consequences:

- Use future transportation investments to reduce or eliminate disparities between neighborhoods in access, economic benefits, safety, and health.
- Encourage infrastructure and programs that allow residents to reduce expenditures on fuel and vehicle use.
- Focus on transportation programs and projects that help to:
  - reduce total community-wide fossil fuel use by 50% by 2030
  - reduce vehicle miles traveled per capita by 10% by the year 2020
  - reduce community-wide greenhouse gas emissions 10% below 1990 levels by 2020

Triple Bottom Line (abbreviated as TBL) is an accounting framework with three parts: social, environmental, and financial. The **2035 TSP integrated**
TBL sustainability principles in every step of its development. The criteria that were used to prioritize potential projects and programs in this plan were broadened to include public health and safety, community context and neighborhood character, climate and energy, and cost effectiveness to ensure that the plan adequately addresses the many aspects of the economy-equity-environment triple bottom line.

The 2035 TSP supports equity and social prosperities in several ways. This plan supports the provision of complete transportation networks that serve all travelers of all ages, abilities, and incomes. Everybody should have safe and efficient access to employment, education, services, and recreation. The 2035 TSP promotes the services and projects that will result in sufficient options to meet these needs. This plan also calls for assurances that costs and benefits of transportation improvements are shared equitably over time, both geographically throughout the city and among populations of different economic strata, races, and ethnicities.

The 2035 TSP supports the continued growth and vitality of the local and regional economy. Transportation infrastructure investments on key corridors will support the projected employment base and freight movements as well as improve multimodal access to the airport and train station. The 2035 TSP removes a barrier to planned growth by adjusting Levels of Service for traffic to more realistic levels, levels that reduce reliance on automobile travel and permit levels of development desired by the comprehensive land use plan.

(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and

The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) include an evaluation of the potential for intermodal connections and minimization of conflicts. Further, the goals and policies included in Chapter 2 are focused on creating a complete, connected transportation system that meets the needs and safety of travelers of all ages, abilities, races, ethnicities and incomes.

Sample STARS criteria that minimize conflicts and facilitate connections between modes of transportation:
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| **(e)** The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. Select transportation alternatives that meet the requirements in section (4) of the rule. | **The alternatives analysis summarized in Chapter 3 and Appendix D (Alternatives Evaluation Process) is fundamentally based on the need to decrease reliance on the automobile (see sample criteria, above). Most of the eight STARS evaluation criteria reference this critical need. Further, the goals and policies included in Chapter 2 highlight the importance of tripling the percentage of trips made by transit, cycling and walking by 2035 and increasing transportation choices for all users.**  

The 2035 TSP plans for significant investment in active transportation over the next 20 years. Of the 276 projects planned in the 2035 TSP to be built over the next 20 years, 253 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 17 shared use paths, 10 protected bike lane projects, and 89 separated path/sidewalk projects. Six of the 276 projects are transit projects, which include improving frequent transit service and multimodal travel along numerous transit corridors.  

The 2035 TSP includes a “Complete Streets” policy that will affect how all streets will be planned and maintained in the future. By making streets more inviting to pedestrians and bicyclists, especially for short trips, the City will gain more efficient use of limited available space within the street rights-of-way, provide a healthier environment in neighborhoods, and support the higher density, mixed use Key Corridors championed by the Envision Eugene, A
<table>
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<tr>
<th>Community Vision for 2032.</th>
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<tr>
<td>Improvements to the sidewalk, bicycle, and transit networks make many more travel options available, providing choices that best fit one’s travel needs, financial situation, and location. In furtherance of the goal to increase the number of people choosing active transportation as their travel option, as noted above, there are 245 bicycle, pedestrian and transit projects planned for the next 20 years; these projects representing over 51% of the total transportation dollars that the City plans to spend over the next 20 years.</td>
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<tr>
<td>By planning for the active transportation infrastructure that will make active modes of travel more safe and convenient, the 2035 TSP is designed to achieve its goal of greatly increasing the number of trips made by transit, bicycling and walking. With the 245 bicycle, pedestrian and transit projects (as well as the six complete street projects) planned for the next 20 years, the 2035 TSP hopes to (at least) triple the number of trips made by transit, bicycling or walking by 2035.</td>
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(4) In MPO area, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

The 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of TransPlan. The Transportation Demand Management Plan, contained in Chapter 4, in coordination with the Regional Transportation Options Plan, focuses on providing greater travel choices to enhance mobility and accessibility and maximize transportation investments. Further, the City has set targets to triple the percentage of trips made by trips other than the automobile by 2035, as iterated in the goals and policies included in Chapter 2 and the evaluation criteria included in Chapter 3.

In furthering the goals of the 2001 standards, the 2035 TSP builds upon the lessons learned since 2001, and recognizes that there are new, innovative ways to decrease vehicle miles of travel. To that end, the 2035 TSP uses terminology that, at times, slightly differs from the terminology adopted in 2001, but nevertheless advances the achievement of the standards approved by LCDC in 2001. For example, the City no longer uses the term “nodal development” in its land use and transportation planning efforts.
Instead, the City uses terms such as “key corridors” and “20-minute neighborhoods.” Despite a shift in terminology, the underlying concept, goals, and benefits of nodal development remains unchanged; providing land use patterns so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today. Most importantly, the 2035 TSP is designed to increase transportation choices and reduce reliance on the automobile.

The 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of TransPlan in the following way:

% Non-Auto Trips. The 2035 TSP has goals of tripling trips by walking, biking, and transit and reducing fossil fuel consumption. Of the 264 projects planned in the 2035 TSP to be built over the next 20 years, 239 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 18 shared use paths, 12 protected bike lane projects, and 85 separated path/sidewalk projects. Six of the 264 projects are transit project, which include improving frequent transit service and multimodal travel along numerous transit corridors. These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years. Of the 19 remaining projects, six of the projects are complete street upgrades to existing roadways; all six of these projects have a significant bicycle and pedestrian component. These complete street projects represent an additional 10% of the total transportation dollars. Establishment of a bike share program is currently underway and is one of the 2035 TSP’s four bicycle policies.

The 2035 TSP has a policy to encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit. A related policy of the 2035 TSP is to ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops and to continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance.
% Transit Mode Share on Congested Corridors. The 2035 TSP has a goal of tripling trips by walking, biking, and transit, and policies that promote planning and improving multimodal access along the Key Corridors (EE Vision) and (the same) Frequent Transit Networks (LTD Long Range Transit Plan).

The 2035 TSP policies promote improved transit services that are integrated through context specific multimodal planning for all Key Corridors. One of the four transit policies in the 2035 TSP is to collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the City’s identified Key Corridors and to Frequent Transit Corridors as defined by Lane Transit District’s Long Range Transit Plan. Additionally, the 2035 TSP includes $171.4 million in transit projects that support the transit policies and the identified transit needs. The six multimodal/transit projects planned for the next 20 years include the improvement of frequent transit service and multimodal travel along Coburg Road, River Road, Highway 99, 30th Avenue and Amazon Parkway, new transfer stations, and enhanced pedestrian crossings. Additionally, an identified potential action item is to review City Code and amend it if needed to enable additional opportunities to provide bikeways and improved pedestrian connections between key destinations, transit stops, and residential areas with new development and redevelopment.

Priority Bikeway Miles. “Priority bikeway” projects are defined in TransPlan as: “Bike projects located along an essential core route on which the overall bicycle system depends; and (one of the following): 1. Fills in a critical gap in the existing bicycle system; or 2. Overcomes a barrier where no other nearby existing or programmed bikeway alternatives exist; or, 3. Significantly improves bicycle users’ safety in a given corridor.” The 2035 TSP sets benchmarks constructing new projects that meet TransPlan’s definition of Priority Bikeway Miles. The 2035 TSP promotes a complete network of various context sensitive bikeways throughout the community (including cycle tracks, bike boulevards, and protected bikeways). As discussed above, of the 264 projects planned in the
2035 TSP to be built over the next 20 years, 245 of the projects are entirely pedestrian and bicycle projects; those projects include 89 neighborhood greenway projects, 22 on-street bike lanes, 18 shared use paths, 12 protected bike lane projects, and 85 separated path/sidewalk projects. These 245 bicycle, pedestrian, and transit projects represent 51% of the total transportation dollars that are planned to be spent over the next 20 years. One of the 2035 TSP’s bicycle policies is to “[d]evelop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.” The related potential action item is: “Maintain a map and project list for desired improvements to the bicycle network within the life of this plan. Provide priorities among these projects, yet provide flexibility among priorities to respond to unforeseen opportunities and development.”

The list of bicycle projects in support of the policies and the identified needs are shown in Chapter 5. The 2035 TSP is the City’s bicycle and pedestrian plan, providing projects and policies that will create a network of bicycle and pedestrian-friendly routes throughout the planning area. While the map of all potential bicycle system improvements may include some on local streets, only improvements on collector and arterial streets were considered for the 2035 TSP project list and cost estimates.

**Acres of zoned nodal development.** “Nodal development” is defined in TransPlan as “a mixed-used, pedestrian friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented.” The 2035 TSP promotes the completion of safe, comfortable, and direct sidewalk and bikeway networks between key destinations, transit stops, and residential areas, which supports nodal development. Specifically, the 2035 TSP does not change the zoning of nodal development areas. Further, the 2035 TSP sets benchmarks for increasing the number of acres that meet TransPlan’s
definition of nodal development, *i.e.*, mixed use centers, Key Transit Corridors, and 20-minute neighborhoods.

**% of dwelling units built in nodes.** This TSP promotes neighborhoods where 90 percent of Eugene residents can meet most daily needs without relying heavily on an automobile. A system-wide policy of the 2035 TSP is fostering neighborhoods where Eugene residents can 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. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods. Further, the 2035 TSP sets benchmarks for increasing the percentage of new dwelling units built in areas that meet TransPlan’s definition of nodal development, *i.e.*, % of new dwelling units built in mixed use centers, 20-Minute Neighborhoods, and along Key Transit Corridors.

**% of New “Total” Employment in Nodes.** The TSP supports employment in nodes by increasing access to employment centers via foot, bike, and transit, and promoting compatible transportation investments along key corridors and in core commercial areas, including downtown. Identified potential action items include aligning the City’s land use and parking regulating to encourage walking, biking, and use of public transit and periodically reviewing parking needs in the downtown, Federal Courthouse, and riverfront districts and balance supply with other objectives, such as economic vitality; support for transit, walking, and biking; reduced consumption of fossil fuels; and human-scaled urban form. Additionally, for more than 10 years the City has had in place Standards for Transportation Demand Management Programs that provide a mechanism to vary the number of required off-street parking spaces by providing a strategy for reducing vehicle use and parking demand and using benchmarks to measure program effectiveness. Further, the 2035 TSP sets aggressive goals for the percentage of new employment located within areas that meet TransPlan’s definition of nodal development, *i.e.*, % of new employment in mixed use centers, 20 Minute Neighborhoods, and along Key Transit Corridors.
Internal VMT. Vehicle Miles Travelled have been on the decline in Eugene. Policies cited above that promote alternatives to driving, mixed use neighborhoods, and reduced consumption of fossil fuels will help reduce VMT. Goal 1 of the 2035 TSP is to “[c]reate an integrated transportation system that is safe and efficient; supports the Metro Plan’s land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.”

VMT/Capita. Per capita VMT has been on the decline in Eugene. Policies cited above that promote alternatives to driving, mixed use neighborhoods, education, and reduced consumption of fossil fuels will help reduce per capita VMT.

The 2035 TSP’s design to increase transportation choices and reduce reliance on the automobile will most likely advance any new regional standards that are adopted as part of the RTSP update, however, if needed, the 2035 TSP will be amended to address the new regional standards.

As discussed above, OAR 660-012-0035(5) requires that MPO areas adopt standards for approval by the Land Conservation and Development Commission (LCDC). The 0035(5) standards developed by the Eugene-Springfield MPO for TransPlan were approved by LCDC in 2001, and adopted as part of TransPlan in 2002. Because TransPlan remains the metro area’s regional transportation system plan, the standards adopted by LCDC in 2001 are still in effect, and applicable, today.

Therefore, the Eugene 2035 TSP retains the LCDC-approved standards as required by the TPR and sets forth benchmarks that advance progress towards increasing transportation choices and reducing reliance on the automobile, and better reflect local targets for bicycle, walking, and transit travel and achieving the land use patterns promoted by Envision.
Eugene, A Community Vision for 2032.

Attachment D to the 2035 TSP sets forth benchmarks to assure that the City is making satisfactory progress towards meeting the standards approved by LCDC in 2001. The benchmarks in Attachment D include regular intervals over the 2035 TSP’s 20-year planning for the City to evaluate its progress toward meeting the Alternatives Performance Measures approved by LCDC in 2001 for the Eugene-Springfield MPO.

(10) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the improvement project identified in the Transportation System Plan as described in section (12) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (11) of this rule, or the jurisdiction determines that the following alternatives can not reasonably satisfy the purpose of the improvement project:

(a) Improvements to transportation facilities and services within the urban growth boundary;
(b) Transportation system management measures that do not significantly increase capacity; or
(c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.

The 2035 TSP includes Project No. MM-3: “Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Division Avenue to Green Acres Road; construct operational improvements to existing Randy Papé Beltline Highway/Delta Highway ramps consistent with the Beltline Highway Facility Plan.” Additionally, the Randy Papé Beltline Facility Plan is adopted as part of the 2035 TSP (Attachment C). The Facility Plan includes recommended improvements to the Randy Papé Beltline Highway, Delta Highway and adjacent arterial street system to improve safety and the long-term operations of the highway between River Road and Coburg Road. This Facility Plan is a precursor to the National Environmental Policy Act (NEPA) process for the implementation of future Randy Papé Beltline Highway projects. The NEPA analysis will include more detailed and rigorous analysis of project impacts and result in a determination as to whether or not one or more of the improvements options can be constructed and, potentially, result in a recommended preferred project that is eligible for federal funding.

If the outcome of the NEPA analysis is that one or more of the improvement options can be constructed, the project description and costs estimates for Project MM-3 will be updated to reflect the improvement option ultimately selected. The City recognizes that construction outside of the urban growth boundary may require a goal exception or UGB amendment. Those land use issues will be resolved together with Lane County. Nevertheless, MM-3 (which may include construction within the urban fringe) can be included in the 2035 TSP because the project is authorized by provisions of OAR 660-012-0065 other than (3)(d) to (g) and (o).
(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.

Cost estimates for all of the planned facilities and major improvements (i.e., “projects”) are included in Chapter 5. Chapter 6 contains a summary of all project costs, by prioritization category, a projection of revenue and a financing and implementation plan.

(2) A transportation financing program shall include the items listed in (a)-(d):

The TSP contains all the required components of the -0040(2) finance plan:

(d) policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). The policies, contained in Chapter 2, consider and include facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative (non-automobile) modes of transportation.

(a) A list of planned transportation facilities and major improvements;

Chapter 5 lists all of the planned transportation facilities and major improvements, by mode.

(b) A general estimate of the timing for planned transportation facilities and major improvements;

All of the planned transportation facilities and major improvements are contained in Chapter 5 and are prioritized in the following categories for general timing: projects within 20 years, projects to complete upon development of adjacent lands, projects that could be completed beyond the 20-year planning horizon if conditions change and the TSP is amended, and projects requiring further study prior to establishing a timing for funding and implementation.

(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and

Chapter 5 lists all of the planned transportation facilities and major improvements, by mode and their associated cost estimates.

(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly neighborhoods, increase use of active modes of transportation, and reduce reliance on travel by single-occupant automobile. These priorities include improved convenience and safety for walking, biking, and connections to transit stops; improved transit service.
development and increased use of alternative modes.

in Key Corridors; bikeway improvements near the University of Oregon, downtown Eugene, and on streets connecting residential areas to schools and commercial hubs; a railroad quiet zone in the downtown and Whiteaker areas; investments that facilitate job growth in high priority employment opportunity sites; and priority parking and reduced parking fees for non-gasoline powered vehicles.

Goal 1 of the 2035 TSP states: “Create an integrated transportation system that is safe and efficient; supports the Metro Plan’s land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.”

The 2035 TSP contains many policies that prioritize facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes, including the following:

Roadway Policy 1: “Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. A “complete street” allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City’s environment.”

Pedestrian Policy 1: “Encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.”

Pedestrian Policy 3: “Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.”

Bicycle Policy 2: “Develop a well-connected and
comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.”

(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.

Chapter 5 lists all of the planned transportation facilities and major improvements, by mode and their associated cost estimates. Chapter 6 includes a summary of cost estimates, by prioritization category, a forecast of revenue based on existing funding mechanisms and potential new mechanisms, and a plan for implementation. Additionally, Chapter 2 includes policies and potential action items specific to cost effectiveness and finance.

The planning level cost estimates provided in Chapter 5 of the 2035 TSP provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow the assessment of the adequacy of existing and alternative funding mechanisms. The transportation financing plan (Chapter 6) includes a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement.

(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.

The planned transportation facilities and major improvements identified in Chapter 5 prioritize pedestrian, bicycle, and transit improvements in Key Corridors that encourage infill and redevelopment. A system-wide policy of the 2035 TSP is fostering neighborhoods where Eugene residents can 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. The related potential action item is the creation of a strategy to facilitate 90 percent of Eugene residences to be within 20-minute neighborhoods.

The 2035 TSP also supports the land use strategies defined in the 2012 Envision Eugene, A Community Vision for 2032 and prioritizes recommendations that mitigate the strain on roadways by supporting transit service and making walking and bicycling trips more
practical for working, shopping, and other daily activities; managing congestion; and improving safety. One primary focus of both the *Metro Plan* and *Envision Eugene* is on more compact development. As such, significant future residential development is likely to occur in the Downtown and “Key Corridors” (see Volume 2, Appendix E), including: Willamette Street, W 11th Avenue, Highway 99N, River Road, Coburg Road, and Franklin Boulevard. The 2035 TSP includes projects and programs, and identifies financial resources, that support the growth anticipated over the next 20 years along these key corridors.

The transportation financing program (Chapters 5 and 6) provides for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses. The 2035 TSP does not promote extension of streets outside the UGB that would promote urbanization of rural lands.

### OAR 660-012-0060 Plan and Land Use Regulation Amendments

(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

As part of the 2035 TSP adoption package, section 67 of Ordinance No. 20528 will be deleted, thereby lifting the trip cap imposed on the properties rezoned by that ordinance.

Ordinance No. 20528 was adopted in May, 2014, as an Envision Eugene efficiency measure. Ordinance No. 20528 created a new E-2 Mixed Used Employment zone in West Eugene and converted I-1 Campus Industrial zone to the E-1 Campus Employment zone in three areas of the City. Section 67 of Ordinance No. 20528 imposed a trip cap on all of the properties that are subject to a code amendment or zone change that would allow uses that would generate more traffic than is currently allowed on those properties. Specifically, the City imposed trip caps on all of the properties where the currently allowed uses will be expanded, either as a result of the newly-named E-1 zone or a zone change to C-2 or E-2. With the proposed trip caps, traffic generated from the subject properties after the code amendments and zone changes could not have exceed the amount of traffic that could be generated from these properties prior to adoption of the code amendments and zone changes. The trip cap was imposed on a corridor-level, and the
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.

trip cap numbers were aggregate for all the affected lots. The aggregate vehicular trip cap within the West Eugene study area is 4,960 trips. The aggregate vehicular trip cap for the three discrete E-1 Campus Employment zoned areas are as follows: Greenhill Technology Park – 1250, Willow Creek – 1270, and Chad Drive – 1370.

As discussed above, in determining the City’s transportation needs the 2035 TSP modeling assumed that the City will continue to see growth in employment and population between now and the year 2035 in a manner consistent with the existing Comprehensive Plan land use designations, within the existing Urban Growth Boundary (UGB) and consistent with the growth forecast adopted into the Metro Plan. Regarding the population and employment distributions, Staff from the cities of Eugene and Springfield, Lane County and Lane Council of Governments (LCOG) worked collaboratively to identify where the estimated year 2035 population and employment growth might occur within the region as well as within individual areas of each city. Based on these estimates of future job and household growth and distribution, LCOG developed traffic volume forecasts for the city’s collector and arterial street system, using an emme travel demand model. To reflect the efficiency measures adopted by Ordinance No. 20528, the growth and distribution forecasts that served as the basis for the travel demand model included a higher distribution of the employment growth to the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone.

Based on the modeling, to address the increased travel demand resulting, in part, by the higher distribution of employment growth to the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone, the 2035 TSP includes the following:

1. Citywide LOS E

2. 1.0 v/c for specified ODOT facilities, including West 11th Avenue from Ed Cone east into
3. MM-3, Construct local arterial bridge over the Willamette River to the north of the Beltline Highway, connecting Division Avenue to Green Acres Road; construct operational improvements to existing Randy Papé Beltline Highway/Delta Highway ramps consistent with the Beltline Highway Facility Plan.

4. MM-4, Improve I-5/Randy Papé Beltline Highway interchange (project is currently funded and underway).

5. MM-6, Improve frequent transit service and multimodal travel along Coburg Road and transit connections to Springfield.

6. MM-9, West Eugene EmX extension along W 6th, 7th, and 11th Avenues, Garfield and Charnelton Streets (project is currently funded and under construction).

7. MM-14, Upgrade W 11th Avenue consistent with major arterial standards, including provision of four travel lanes, center median, bike lanes, sidewalks on both sides of the road, and planting strips.

8. MM-20, Add lanes on the Randy Papé Beltline Highway and provide intersection improvements at the Randy Papé Beltline Highway/W 11th Avenue and Randy Papé Beltline Highway/Roosevelt Boulevard intersections.

Because the 2035 TSP’s modeling, needs analysis and proposed transportation system recognizes and addresses the increased travel demand anticipated by the newly created E-2 Mixed Used Employment zone in West Eugene and the three areas of the City where I-1 Campus Industrial zone was converted to the E-1 Campus Employment zone, the trip caps imposed by Ordinance No. 20528 can be lifted.
(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

The needs assessment and resulting projects (set forth in Chapter 4) that establish a transportation system adequate to meet the identified local transportation needs are based upon the land use designations established by the Metro Plan. Because the 2035 TSP is based on the Metro Plan land use designations, any zone allowed within the land use designation is consistent with both the Metro Plan and this 2035 TSP.

Looking ahead, when the City adopts a new comprehensive plan, unless the new comprehensive plan changes the current Metro Plan land use designations, a zone allowed within the land use designation will be consistent with both the new comprehensive plan and this 2035 TSP. If adoption of the new comprehensive plan includes an expansion of the UGB, any amendments to the 2035 TSP that are necessary to address the expansion area will be adopted currently with the UGB amendment.

Goal 13 - Energy Conservation. To conserve energy.

The amendments do not impact energy conservation. Therefore, Statewide Planning Goal 13 does not apply.

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

The City is currently in compliance with Goal 14. The amendments will not change the TransPlan and Metro Plan provisions adopted to preserve the distinction between urban and rural uses through the development of policies and programs that provide for more efficient urban uses within the UGB, thus preserving rural lands for rural uses.

While the City is in the midst of creating a comprehensive land use plan for 2035 that may include future UGB expansion areas, these amendments are for the existing Eugene UGB and do not address any future UGB expansion areas that may occur. If expansion areas are eventually approved, the 2035 TSP will need to be updated to include those areas. The amendment updates the transportation section of the Metro Plan through incorporating the 2035 TSP. The 2035 TSP ensures compliance with Oregon Administrative Rule 660-012, which governs transportation system development in the state and requires conformance with the Regional Transportation Plan. The adoption of these amendments does not alter the City’s compliance with Goal 14. The amendment is consistent with this goal.
Goal 15 - Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The Willamette River Greenway area with the Urban Growth Boundary is governed by existing local provisions that have been acknowledged as complying with Goal 15. Those provisions will be unchanged by the amendments. The amendments will not change TransPlan’s and the Metro Plan’s provisions related to the protection and maintenance of the scenic, historical, economic and recreational qualities of lands along the Willamette River. Further, the amendments will not affect TransPlan’s and the Metro Plan’s compliance with Goal 15.

Nearly all of projects in the Eugene 2035 Transportation System Plan are located outside of the Willamette River Greenway area. Individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. This proposed amendment is consistent with this goal.

Goal 16 through 19 - Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources.

There are no coastal, ocean, estuarine, or beach and dune resources related to the property effected by these amendments. Therefore, these goals are not relevant and the amendments will not affect compliance with Statewide Planning Goals 16 through 19.

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

Until now, TransPlan, adopted as a functional plan to the Metro Plan, served as the City’s regional transportation system plan (RTSP), local transportation system plan, and pedestrian and bicycle master plan. While TransPlan will continue to serve as the City’s RTSP, the 2035 TSP will serve as the City’s local transportation system and as the City’s pedestrian and bicycle master plan. Because TransPlan will continue to serve as the RTSP for Eugene, Springfield, and Metropolitan Lane County until a new RTSP is adopted, TransPlan remains a functional plan of the Metro Plan. The 2035 TSP, also adopted as part of the Metro Plan, must be consistent with TransPlan. In addition to the findings set forth in Table A (OAR 660-012-0015) and the findings set forth regarding the consistency between the 2035 TSP and the Transportation Element of the Metro Plan (which are incorporated herein by reference), the findings set forth below demonstrate that the 2035 TSP (and corresponding Metro Plan and TransPlan amendments) are consistent with both TransPlan and the Metro Plan and will not make the documents internally inconsistent.

TransPlan

The 2035 TSP is consistent with TransPlan’s goals and policies. The following table (Findings Table B) provides a comparison and consistency evaluation between the goals and policies contained in TransPlan and the 2035 TSP.
### Findings Table B

**TransPlan and 2035 TSP Consistency**

<table>
<thead>
<tr>
<th>TransPlan Goals</th>
<th>Complimentary 2035 TSP Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the auto and enhance livability, economic opportunity, and the quality of life.</td>
<td>Create an integrated transportation system that is safe and efficient; supports the <em>Metro Plan’s</em> land use diagram and <em>Envision Eugene, A Community Vision for 2032</em> (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.</td>
</tr>
<tr>
<td>Enhance the Eugene-Springfield metropolitan area’s quality of life and economic opportunity by providing a transportation system that is:</td>
<td>Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.</td>
</tr>
<tr>
<td>a) Balanced,</td>
<td>Strongen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.</td>
</tr>
<tr>
<td>b) Accessible,</td>
<td>Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.</td>
</tr>
<tr>
<td>c) Efficient,</td>
<td>By the year 2035 triple the percentage of trips made on foot, by bicycle, and by transit from 2014 levels.</td>
</tr>
</tbody>
</table>
| d) Safe,                                                                      | [Note: Eugene used the Triple Bottom Line standard for sustainable planning.]
| e) Interconnected,                                                              |                                                                                                                                                             |
| f) Environmentally responsible,                                                  |                                                                                                                                                             |
| g) Supportive of responsible and sustainable development,                      |                                                                                                                                                             |
| h) Responsive to community needs and neighborhood impacts,                      |                                                                                                                                                             |
| i) Economically viable and financially stable.                                 |                                                                                                                                                             |

<table>
<thead>
<tr>
<th>TransPlan Policy Topic Areas</th>
<th>Complimentary Eugene TSP Policy, action summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use / Nodal Development</td>
<td>Key Corridor Planning, Services</td>
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<tr>
<td>Transit-Supportive land use patterns</td>
<td>Key Corridor Planning, Services</td>
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<td>Multi-modal improvements</td>
<td>Multi-modal improvements, Complete Streets policy</td>
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<td>Transportation Demand Management/TSMO</td>
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<td>--------------------------------------------</td>
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</tr>
<tr>
<td>Congestion Management</td>
<td>TDM, ITS, and new LOS standards</td>
</tr>
<tr>
<td>Parking Management</td>
<td>Parking Management, code review</td>
</tr>
<tr>
<td>Transportation Infrastructure Protection</td>
<td>Transportation Infrastructure Protection, maintenance</td>
</tr>
<tr>
<td>Intermodal connectivity</td>
<td>Intermodal connectivity</td>
</tr>
<tr>
<td>Corridor preservation</td>
<td>Rights-of-way preservation, reuse</td>
</tr>
<tr>
<td>Neighborhood livability</td>
<td>Walkable neighborhoods, inviting environment, neighborhood context, neighborhood safety, equity between neighborhoods, community engagement, community health</td>
</tr>
<tr>
<td>Mobility, LOS</td>
<td>Mobility, travel time reliability, updated LOS</td>
</tr>
<tr>
<td>Safety</td>
<td>Safety, Vision Zero’s “no loss of life is acceptable”</td>
</tr>
<tr>
<td>Emergency Response</td>
<td>Emergency response as important component of a Complete Street</td>
</tr>
<tr>
<td>Coordinated roadway network</td>
<td>Complete Streets, connectivity, connections between modes</td>
</tr>
<tr>
<td>Access management, Efficiency</td>
<td>Improved circulation, ITS</td>
</tr>
<tr>
<td></td>
<td>Note: Since TransPlan Eugene has adopted and enforces an updated access management program</td>
</tr>
<tr>
<td>Improved transit, BRT, HOV priority, park &amp; ride</td>
<td>Improved transit (goal of doubling ridership), BRT, frequent transit networks and Key Corridors. Park and ride facility is in project list.</td>
</tr>
<tr>
<td></td>
<td>Note: Since TransPlan Eugene has adopted an updated code to address park and ride facilities.</td>
</tr>
<tr>
<td>Support for bike systems on roadways, especially arterial and collector roadways</td>
<td>Support for complete bike network, improved signage, protections from vehicles, bike share program, bike parking.</td>
</tr>
<tr>
<td></td>
<td>Note: 2035 TSP incorporates key components of the 2012 Pedestrian and Bicycle Master Plan</td>
</tr>
<tr>
<td>Bikeway connections to new development</td>
<td>Bikeway connections to new development</td>
</tr>
<tr>
<td>Pedestrian environment that is safe, comfortable, continuous and direct</td>
<td>“Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk.”</td>
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<td></td>
<td>Note: 2035 TSP incorporates key components of the 2012 Pedestrian and Bicycle Master Plan</td>
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<tr>
<td>reasonable and reliable travel times for freight</td>
<td>Travel time reliability, recognition of designated freight routes. “Encourage public and private</td>
</tr>
<tr>
<td>Supports Cascadia High Speed Rail Corridor</td>
<td>Supports Cascadia High Speed Rail Corridor</td>
</tr>
<tr>
<td>Supports Eugene airport, Airport Master Plan</td>
<td>Supports Eugene airport, Airport Master Plan</td>
</tr>
<tr>
<td>Supports rail – bus connections</td>
<td>Supports all intermodal connections</td>
</tr>
<tr>
<td>Support adequate funding</td>
<td>Supports funding transportation improvements, encourages continued public involvement and support for transportation improvements. Project list is fundable given current funding projections.</td>
</tr>
<tr>
<td>Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.</td>
<td>Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.</td>
</tr>
<tr>
<td>Set priorities for investment of Oregon and federal revenues</td>
<td>Priorities are set by policies.</td>
</tr>
</tbody>
</table>
| Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system | Maintain transportation performance and improve safety by improving system efficiency and management before adding capacity for automobiles to the transportation system by using the following priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects in the Metropolitan Transportation Improvement Program (MTIP):

**Protect the existing system.** The highest priority is to preserve or improve the functionality of the existing transportation system by means such as access management, transportation demand management, improved traffic operations, technologies, accommodating “active transportation” options not previously present, and keeping roads well maintained to avoid reconstruction.

**Improve the efficiency and safety of existing facilities.** The second priority is to make minor improvements to existing streets, such as adding turning lanes at intersections, providing and enhancing pedestrian, bicycle and transit facilities, and extending or connecting streets pursuant to existing plans.

**Add capacity to the existing system.** The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.

**Add new facilities to the system.** The lowest priority is to add new transportation facilities for motorized vehicles, such as new roadways. New streets that are needed and planned for connectivity are a higher priority, as noted in (b), above. |
Implement higher priority measures first unless a lower priority measure is demonstrated to be more cost-effective or better supports safety, growth management, or other livability and economic considerations. Provide justification for using lower priority measures before higher priority measures.

The manner in which the 2035 TSP supports and advances the alternative performance standards approved by LCDC in 2001 and adopted as part of TransPlan are set forth above in the Goal 12 findings (Findings Table A). Those detailed findings are incorporated herein by reference.

Metro Plan
Chapter III of the Metro Plan contains eleven specific elements that address a comprehensive list of topics, including (A) Residential Land Use and Housing Element (B) Economic Element (C) Environmental Resources Element (D) Willamette River Greenway, River Corridors, and Waterways Element (E) Environmental Design Element (F) Transportation Element (G) Public Facilities and Services Element, and (H) Parks and Recreation Facilities Element. Findings for relevant policies from each element are contained in this report. Applicable Metro Plan policies are italicized.

The following policies from the Metro Plan (identified below in italics) are applicable to these amendments. Based on the findings provided below, the amendments are consistent with and supported by the applicable provisions of the Metro Plan.

A. Metro Plan Residential Land Use and Housing Element

The 2035 TSP is based on the Metro Plan’s land use plan and is consistent with the population projections inherent in that plan. The 2035 TSP does not change the Metro Plan’s land use or housing element, or change the desired mix, location, density, or tenure of the region’s housing plan. This Residential Land Use and Housing Element and Residential Land and Housing Needs Analysis contains the following relevant housing policies related to the 2035 TSP.

A.7 Endeavor to provide key urban services and facilities required to maintain a five-year supply of serviced, buildable residential land.

A.8 Require development to pay the cost, as determined by the local jurisdiction, of extending public services and infrastructure. The cities shall examine ways to provide subsidies or incentives for providing infrastructure that support affordable housing and/or higher density housing.

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

The 2035 TSP contains multiple goals and polices that support the above stated housing policies and land use efficiency measures. These TSP goals and policies include, but are not limited to:

- Goal 1: Create an integrated transportation system that is safe and efficient; supports the Metro Plan’s land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene’s target for a 50 percent reduction in fossil
fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.

- Policy: 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.

- Policy: 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.

The above stated TSP goal and policies are examples of consistency between the Eugene 2035 TSP and relevant Metro Plan Residential Land Use and Housing policies. The proposed amendments will further support and enhance the Metro Plan’s Residential Land Use and Housing Element through strengthening multi-modal connections, enhancing bike, pedestrian and transit facilities and target multi-modal infrastructure in higher density, mixed use areas throughout Eugene. The proposed amendments are consistent with this Metro Plan Element.

B. Metro Plan Economic Element

The Economic Element of the Metro Plan addresses the economic needs of current and future residents of the metropolitan area. The overarching economic goal of the Metro Plan Element is to, “Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment.”

The Economic Element of the Metro Plan contains the following relevant economic policies related to the Eugene 2035 TSP:

B.11 Encourage economic activities, which strengthen the metropolitan area’s position as a regional distribution, trade, health, and service center.

B.14 Continue efforts to keep the Eugene and Springfield central business districts as vital centers of the metropolitan area.

B.17 Improve land availability for industries dependent on rail access.

B.18 Encourage the development of transportation facilities which would improve access to industrial and commercial areas and improve freight movement capabilities by implementing the policies and projects in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) and the Eugene Airport Master Plan.

B.19 Local jurisdictions will encourage the allocation of funds to improve transportation access to key industrial sites or areas through capital budgets and priorities.

B.28 Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood.
The 2035 TSP does not modify the industrial designation of any lands. The 2035 TSP contains the goals and policies that support the Metro Plan’s economic policies:

- **Goal 2:** Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.

- **Policy:** 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.

- Improve travel time reliability between key origins and destinations for transit, regional freight movement, and other trips for which on-time arrivals are important.

- Facilitate efficient access for goods, employees, and customers to and from employment, commercial, and industrial lands, including freight access to designated freight routes, highways, rail yard, and the Eugene Airport. Increase multimodal access for employees to employment centers.

- Support ODOT’s efforts to improve Randy Papé Beltline Highway for transportation system efficiency, improved safety, and improved connections for people travelling by foot, bike, and bus. The Beltline Highway: Coburg Road to River Road Facility Plan is incorporated into this TSP, contained in Volume 2. The City of Eugene supports completion of the NEPA review, and implementation of the resultant recommended improvements.

- Encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.

- Promote the efficiency with which freight and deliveries are transported without worsening impacts to the environment, social and neighborhood context, promotion of “Complete Streets,” or safety.

- Encourage public and private partnerships with the freight transport industry to develop mutually beneficial strategies and initiatives.

- Encourage the use of rail for movement of freight and long distance passenger trips. Support the Eugene Airport as a regional transportation facility.

- Use transportation investments to support industries and employment sectors targeted by City and regional adopted economic development strategies.
The above stated 2035 TSP goals and policies are examples of consistency between the 2035 TSP and relevant Metro Plan economic policies. The TSP will provide a greater range of transportation options for businesses and employees. The proposed amendments are consistent with this Metro Plan Element.

C. Environmental Resources Element

The Environmental Resources Element addresses the natural assets and hazards in the metropolitan area. The policies of this element emphasize reducing urban impacts on wetlands throughout the metropolitan area and planning for the natural assets and constraints on undeveloped lands on the urban fringe.

The Environmental Resources Element of the Metro Plan contains the following relevant goal and policies related to the Eugene 2035 TSP (policies related to forest lands, agricultural lands, and mineral and aggregate resources were omitted because there are no subject lands within the Eugene UGB):

Goal: Provide a healthy and attractive environment, including clean air and water, for the metropolitan population.

C.22 Design of new street, highway, and transit facilities shall consider noise mitigation measures where appropriate.

C.23 Design and construction of new noise-sensitive development in the vicinity of existing and future streets and highways with potential to exceed general highway noise levels shall include consideration of mitigating measures, such as acoustical building modifications, noise barriers, and acoustical site planning. The application of these mitigating measures must be balanced with other design considerations and housing costs.

C.24 Local governments shall continue to monitor, to plan for, and to enforce applicable noise standards and shall cooperate in meeting applicable federal and state noise standards.

The City of Eugene has previously adopted Goal 5 habitat resource protections, stormwater protection measures, and open space plans, none of which will change as a result of this TSP amendment. The 2035 TSP contains goals and polices which support these environmental policies, including, but not limited to the following:

- Goal 2: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.

- Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.

- Create a railroad quiet zone throughout the City. Prioritize implementation of a quiet zone in the downtown and Whiteaker areas.

- Avoid, protect, and enhance habitat in transportation projects where possible. Minimize and
mitigate impacts when needed.

- Support the use of more highly fuel efficient vehicles including electric, hydrogen fuel cell, and non-motorized vehicles.

- Create a strategy that advances the goal of having an integrated transportation system that reduces fossil fuel consumption by 50 percent and reduces reliance on single-occupancy automobiles.

- Prioritize capital projects and programs that will facilitate the achievement of the 2035 TSP’s pedestrian, bicycle and transit policies.

- Continue work to identify possible transportation infrastructure improvements that will make walking, bicycling and the use of transit safe and highly convenient.

- Protect, and enhance habitat in transportation projects where possible. Minimize and mitigate impacts of transportation projects when needed.

- Provide leadership in regional and State coordination efforts that support Eugene’s environmental policies.

The above stated TSP goals and policies are examples of consistency between the Eugene 2035 TSP and relevant Metro Plan environmental policies. The proposed amendments will support and enhance the Metro Plan’s Environmental Resources Element through strengthening environmentally sound transportation options and an overall more sustainable transportation system. The 2035 TSP strives to reduce vehicle-related greenhouse gas emissions and look at alternative energy infrastructure. The proposed amendments are consistent with this Metro Plan Element.

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

The Willamette River Greenway, River Corridors, and Waterways Element address these specific natural assets in the metropolitan area. The policies of this element emphasize reducing urban impacts on these resources throughout the metropolitan area.

The Willamette River Greenway, River Corridors, and Waterways Element of the Metro Plan contain the following relevant policies related to the Eugene 2035 TSP:

*D.2 Land use regulations and acquisition programs along river corridors and waterways shall take into account all the concerns and needs of the community, including recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; potential for supporting non-automobile transportation; opportunities for residential development; and other compatible uses.*

*D.9 Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.*
D.11 The taking of an exception shall be required if a non-water-dependent transportation facility requires placing of fill within the Willamette River Greenway setback.

As described in the text of the 2035 TSP, the Willamette River is a major influence on the city’s transportation system but riverine travel is not a functioning mode of transportation in modern times. Eugene enjoys a substantial pedestrian-bicycle shared-use path system parallel to the Willamette River. Although the pathway system is extensive, existing needs are related to the width of pathways (the busier sections are too narrow to comfortably accommodate all of the users), lack of connections to some adjacent neighborhoods, and the lack of consistent and regular pathway lighting.

An estimation of future traffic conditions found that all four Willamette River motor vehicle bridge crossings could experience vehicular congestion and long queues at traffic signals.

The 2035 TSP contains goals and polices which support these Willamette River Greenway, River Corridors, and Waterways policies. These include, but are not limited to:

- Goal: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.

- Support ODOT’s efforts to improve Randy Papé Beltline Highway for transportation system efficiency, improved safety, and improved connections for people travelling by foot, bike, and bus. The Beltline Highway: Coburg Road to River Road Facility Plan is incorporated into this TSP, contained in Volume 2. The City of Eugene supports completion of the NEPA review, and implementation of the resultant recommended improvements.

In addition to the Randy Papé Beltline Highway study referenced in the policy above, the 2035 TSP proposes several potential improvements to the shared use paths within the Willamette Greenway and several studies for potential street or crossing improvements.

The Eugene Code contains provisions for protecting the Willamette Greenway in a manner consistent with the Metro Plan (EC 9.8800-9.8825). Should any of the potential projects be moved to the design stage, they must meet the conditions of the Eugene Code before they could proceed further.

The above stated 2035 TSP goal and policies and Eugene Code protections are examples of consistency between the Eugene 2035 TSP and relevant Metro Plan Willamette River Greenway, River Corridors, and Waterways policies. The proposed amendment will support and enhance the Metro Plan’s Willamette River Greenway, River Corridors, and Waterways Element through by providing improved access to waterways. The proposed amendments are consistent with this Metro Plan Element.

E. Environmental Design Element

The Environmental Design Element is concerned with that broad process which molds the various components of the urban area into a distinctive, livable form that promotes a high quality of life. This Element is concerned with how people perceive and interact with their surroundings.
The Environmental Design Element of the *Metro Plan* contains the following relevant policies related to the Eugene 2035 *TSP*: E.3 and E.4.

*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.*

*E.4 Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.*

The Eugene 2035 *TSP* contains goals and polices which support these Environmental Design policies. These include, but are not limited to:

- Goal 4: Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.

- Enhance the tree canopy along streets.

- Provide stormwater facilities within street construction projects by incorporating low impact development and green infrastructure practices.

- Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. A “complete street” allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City’s environment.

The above stated 2035 *TSP* goals and policies are examples of consistency between the 2035 *TSP* and relevant Environmental Design policies. The proposed amendments will further support and enhance the *Metro Plan*’s Environmental Design Element by providing greater flexibility in future street design. The 2035 *TSP* will also enhance the bicycle and pedestrian environment for new and redeveloped properties, creating a more liveable community. The proposed amendments are consistent with this *Metro Plan* Element.

F. **Transportation Element**

The *Metro Plan* Transportation Element addresses surface and air transportation in the metropolitan area. The Eugene-Springfield Metropolitan Area Transportation Plan (*TransPlan*) provides the basis for surface transportation. The goals and policies in the *Metro Plan* Transportation Element are identical to those in *TransPlan*, as *TransPlan* serves as the functional plan for transportation issues in the Metro Area.
Policies in the *Metro Plan* Transportation Element are organized by the following four topics related to transportation: Land Use, Transportation Demand Management, Transportation System Improvements, and Finance.

While all of the *Metro Plan* Transportation Element goals and policies are relevant to the 2035 TSP, specific *Metro Plan* policies are highlighted in this Finding to illustrate consistency between *Metro Plan* policies and those of the Eugene 2035 TSP.

- **Metro Plan Land Use Policy F.4: Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.**
  - **2035 TSP Policies:**
    - [“Complete Streets Policy”] Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. A “complete street” allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment.
    - Facilitate efficient access for goods, employees, and customers to and from employment, commercial, and industrial lands, including freight access to designated freight routes, highways, rail yard, and the Eugene Airport. Increase multimodal access for employees to employment centers.
    - Encourage walking as the most attractive mode of transportation for short trips (e.g., within .5 miles) within and to activity centers, downtown, key corridors, and major destinations, and as a means of accessing transit.
    - Create conditions that make bicycling more attractive than driving for most trips of two miles or less.
  - **2035 TSP Potential Action Items:**
    - Articulate a process for implementing the complete streets policy, including responsibilities for decision making, public review, opportunities for appeals of decisions, the means of documenting and justifying decisions, and the collection and reporting of data that allows monitoring the effects of street design changes over time.
    - Update the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways to implement the “complete streets policy” . . . .

- **Metro Plan TDM Policy F.8: Implement TDM strategies to manage demand at congested locations.**
  - **2035 TSP Potential Action Items:**
    - Periodically review and update the City Code and administrative rules in the
downtown area, neighborhoods near the University of Oregon, mixed-use centers, and in areas experiencing changing conditions, such as where a transit corridor study has been completed, transit routes changed, or major bicycle facilities completed. Examples of possible changes to the code and policies may include:

- Requiring or allowing fewer parking spaces where conditions would allow less driving.
- Disconnecting the price of a residential parking space from a unit’s rent.
- Aligning metered parking prices with demand.
- Facilitating conversion of on-street automobile parking spaces to bicycle lanes, bike parking, or expanded pedestrian and ground-level business amenities.
- Aligning land use and design standards at major transit stops to support transit ridership.
- Requiring ongoing transportation demand management (TDM) for large attractions and employment centers at times and locations where such measures are necessary to reduce congestion or optimize limited parking.

- **Metro Plan, Transportation System Improvement: System Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.**

  **2035 TSP Policy**

  - Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City’s planning area.

  - Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk.

  - Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.

  - Develop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.
- Update Eugene’s Traffic Impact Analysis review regulations for new development to include review of walking and biking improvements and connections to nearby networks.

- **Metro Plan, Roadway System F.14: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.**

  **2035 TSP Policies:**
  - Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. Prioritize safety improvements for people who walk, bike, and use mobility devices because no loss of life or serious injury on our streets is acceptable.
  - Facilitate prompt emergency responses. Ensure that fire and emergency response routes remain passable by design.
  - Plan for, design and construct or reconstruct streets to achieve consistency between motorists’ speeds and target speed limits.

  **2035 TSP Potential Action Items**
  - With Lane County Public Health Department, identify mutual objectives and opportunities to collaboratively promote bicycle and pedestrian activities, reduce injury crashes and fatalities, integrate health considerations into transportation decisions, and improve emergency medical systems.
  - Update city design standards, as necessary, to address emergency vehicle passage on officially recognized emergency response routes and consider accommodations for Fire Department Ladder Operations where tall buildings exist or are planned. Involve emergency responders in changes to street designs.

- **Metro Plan, Transportation System Improvement: Transit System F.18: Improve transit service and facilities to increase the system’s accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.**

  - Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.
  - 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.

- **Metro Plan, Transportation System Improvement: Bicycle System F.22: Construct and improve the region’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.**

  **2035 TSP Policies:**
Create conditions that make bicycling more attractive than driving for most trips of two miles or less.

- Develop a well-connected and comfortable bikeway network. Ensure that there are safe, comfortable, and direct bikeway connections between residential areas, major destinations, and transit stops and provide secure bicycle parking facilities at these destinations.

Continually improve the comfort and safety of bicycling through design, operations, retrofits, and maintenance. Identify and develop “low stress” bikeways to attract new cyclists.

- Metro Plan, Transit System Improvement: Pedestrian System 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.

2035 TSP Policy:

- Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, major destinations, and transit stops. Continually improve walking comfort, safety, and accessibility through design, operations, retrofits, and maintenance. Provide landscaped setback sidewalks of ample width and safe street crossings to encourage people to walk.

- Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City’s planning area.

2035 TSP Potential Action Items:

- Amend the Eugene Code (e.g., EC 9.6505) and policies to consistently require sidewalk installation throughout newly divided and developed lands, such as by requiring sidewalk construction concurrent with street improvements or by bonding for completion of the sidewalks if development on individual lots does not fill in the system in a reasonable amount of time.

- Maintain a sidewalk infill and improvement program that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments, to avoid creating gaps in sidewalk networks in new development areas and to upgrade existing sidewalks in high traffic areas to provide needed width, landscaping, removal of barriers, and to implement the City’s Americans with Disability Act program.

- Metro Plan Finance Policy F.34: Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.

2035 TSP Policy:

- Establish, improve, and maintain transportation facilities in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability. Favor
Reduce stormwater pollution and minimize runoff from streets and transportation systems that move people and goods at lesser total life-cycle cost to the City and its residents.

- Improve system efficiency, safety, and management and re-purpose existing rights-of-way to include high-quality facilities for transit, walking, and bicycling before widening streets to expand capacity for motorized vehicles.

- **Metro Plan Policy F.15: Motor Vehicle Level of Service.**
  - The Levels of Service targets for Eugene will be amended in TransPlan and the Metro Plan concurrently with adoption of the 2035 TSP to maintain policy consistency between the documents.

The above stated Metro Plan and 2035 TSP policy sets are examples of the overall consistency between the Eugene 2035 TSP and the Metro Plan's Transportation Element policies. The proposed amendment will further support multi-modal transportation and its nexus to mixed use development as promoted by the Metro Plan and TransPlan. The proposed amendments are consistent with this Metro Plan Element.

G. Public Facilities and Services Element

This element incorporates the findings and policies in the Eugene-Springfield Metropolitan Area Public Facilities and Services Plan (Public Facilities and Services Plan), adopted as a refinement to the Metro Plan. The Public Facilities and Services Plan provide guidance for public facilities and services, including planned water, wastewater, stormwater, and electrical facilities. Transportation findings and policies are not part of the Eugene-Springfield Metropolitan Area Public Facilities and Services Plan, but rather are located in TransPlan and 2035 TSP. The 2035 TSP supports the public facilities policies of this element with this policy, as one example: “Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene’s Comprehensive Stormwater Management Plan.”

Other relevant Metro Plan policies are discussed in the previous Transportation Element section. The proposed amendments are consistent with this Metro Plan Element.

H. Parks and Recreation Facilities Element

This Metro Plan Element addresses Parks and Recreation Facilities in the Metro Area. There are no transportation-specific Parks and Recreation Facilities Element policies in the Metro Plan that directly relate to the 2035 Eugene Transportation System Plan. However, some TSP multiuse path projects overlap with recreational needs and were coordinated with City parks planners.

One example of consistency between this Eugene 2035 TSP and the Metro Plan Parks and Recreation Facilities Elements are these policies that recognize and support recreational use of the transportation system:

- Improve community health by designing streets and paths to encourage increased physical activity by the public.
• Promote connections between modes of transportation to make each mode more efficient, such as by connecting bicycle routes and bus, train, and airport services to each other; and connections to transportation facilities extending outside the City’s planning area.

• Coordinate improvements to complement and improve the systems proposed in the Eugene Trails Plan and connections to regional trails.

The amendments do not alter compliance with, and are consistent with, the Parks and Recreation Facilities Element of the Metro Plan.

I. Historic Preservation Element

This Element of the Metro Plan is written to preserve historic structures in the Metro area. There are no transportation specific Historic preservation Element policies in the Metro Plan that directly relate to the 2035 Eugene Transportation System Plan. However, individual projects in the TSP that use Federal funding must go through a National Environmental Policy Act (NEPA) process during project development. The NEPA process includes requirements for historic preservation that the City will adhere to.

The proposed amendments are consistent with this Metro Plan Element.

J. Energy Element

The Energy Element of the Metro Plan deals with the conservation and efficient use of energy in the metropolitan area and is meant to provide a long-range guide to energy-related decisions concerning physical development and land uses.

The Energy Element of the Metro Plan contains the following relevant policies related to the Eugene 2035 TSP:

J.2 Carefully control, through the use of operating techniques and other methods, energy related actions, such as automobile use, in order to minimize adverse air quality impacts. Trade-offs between air quality and energy actions shall be made with the best possible understanding of how one process affects the other.

J.7 Encourage medium- and high-density residential uses when balanced with other planning policies in order to maximize the efficient utilization of all forms of energy. The greatest energy savings can be made in the areas of space heating and cooling and transportation. For example, the highest relative densities of residential development shall be concentrated to the greatest extent possible in areas that are or can be well served by mass transit, paratransit, and foot and bicycle paths.

J.8 Commercial, residential, and recreational land uses shall be integrated to the greatest extent possible, balanced with all planning policies to reduce travel distances, optimize reuse of waste heat, and optimize potential on-site energy generation.

The Eugene 2035 TSP contains goals and polices that support these Energy Element policies. These include, but are not limited to:
• Goal 1: Create an integrated transportation system that is safe and efficient; supports the Metro Plan’s land use diagram and Envision Eugene, A Community Vision for 2032 (2012), the City of Eugene’s target for a 50 percent reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.
• Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.
• Policy: Support the use of more highly fuel efficient and electric, hydrogen cell, and non-motorized vehicles.

The proposed amendment will further support and enhance the Metro Plan’s Energy Element by considering environmental impacts and energy usage when planning and implementing Eugene’s transportation system. The 2035 TSP also supports higher densities for new and redeveloped properties, creating a more livable community and supporting frequent transit service. The proposed amendment are consistent with this Metro Plan Element.

K. Citizen Involvement Element

The Citizen Involvement Element of the Metro Plan recognizes that active, on-going, and meaningful citizen involvement is an essential ingredient to the development and implementation of any successful planning program. A Public Involvement Program for the update of the 2035 Eugene Transportation System Plan was developed in preparation of the project. This program was reviewed and endorsed by the Committee for Citizen Involvement (i.e. the Eugene Planning Commission). The program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Details of the process are included in the Statewide Planning Goal 1 finding of this report. The proposed amendment is consistent with the Metro Plan Element.

Conclusion:
Based on the above findings, the proposed Metro Plan amendments, TransPlan amendments and 2035 TSP adoption are all consistent with EC 9.7730 and Lane Code 12.225.

II. Repeal of the Central Area Transportation Study (CATS)

Ordinance No. 20322 (May 24, 2004), adopted the policies in the 2003 Central Area Transportation Study (CATS) as a refinement to the Eugene-Springfield Metropolitan Area General Plan. The adoption of the CATS update in 2004 was part of an ongoing process to improve Eugene’s transportation system. CATS was intended to further refine TransPlan for a specific geographic boundary within Eugene. The 2035 TSP updates and replaces the policies and proposed implementation strategies set forth in CATS. With an up-to-date Eugene-specific transportation system plan, CATS is no longer needed and should be repealed. Eugene’s approval criteria for Refinement Plan amendments is set forth in Eugene Code 9.8424:

9.8424 Refinement Plan Amendment Approval Criteria. The planning commission shall evaluate proposed refinement plan amendments based on the criteria set forth below, and forward a recommendation to the city council. The city council shall decide whether to act on the
If the city council decides to act, it shall approve, approve with modifications or deny a proposed refinement plan amendment. 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.

2. The refinement plan amendment addresses one or more of the following:
   (a) An error in the publication of the refinement plan.
   (b) New inventory material which relates to a statewide planning goal.
   (c) New or amended community policies.
   (d) New or amended provisions in a federal law or regulation, state statute, state regulation, statewide planning goal, or state agency land use plan.
   (e) A change of circumstances in a substantial manner that was not anticipated at the time the refinement plan was adopted.

As demonstrated by the findings set forth above, the adoption of the 2035 TSP, which renders CATS unnecessary, is consistent with the statewide planning goals, applicable provisions of the Metro Plan and TransPlan. Those findings are incorporated herein by reference as the basis for repealing CATS. The repeal of CATS is intended to recognize the new community policies set forth in the 2035 TSP. In 2004, when the City adopted CATS, the City did not have a Eugene-specific local transportation plan; the adoption of the 2035 TSP renders CATS unnecessary.

III. Amendments to Eugene Code Chapter 9

Conforming amendments to Eugene Code Chapter 9 are needed to reflect the adoption of the 2035 TSP as the City’s local transportation system plan and to update the TransPlan policies set forth in Chapter 9 that are being concurrently amended through the proposed ordinance.

Eugene’s approval criteria for code amendment is set forth in EC 9.8065.

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 Metro 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.

As demonstrated by the findings set forth above, the amendments to the Metro Plan and TransPlan and the adoption of the 2035 TSP are consistent with the statewide planning goals and are consistent with applicable provisions of the Metro Plan and TransPlan. Those findings are incorporated herein by reference as the basis for adopting the conforming amendments to Chapter 9.
News Release
FOR IMMEDIATE RELEASE
May 31, 2017
Contacts:
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Local Brownfields Coalition Awarded $500,000 to Continue Revitalization of Business Sites

The Brownfields Assessment Coalition, made up of the Cities of Eugene and Springfield, and Lane County, has been awarded a brownfields assessment grant of $500,000 from the U.S. Environmental Protection Agency (EPA). The award will allow the Coalition to build on the successes of its existing program, laying the foundation for transforming derelict land from liabilities into assets. Addressing brownfields enhances public health and livability, supports the development of businesses that bring new jobs, supports the development of new housing, and protects greenspaces.

The EPA first awarded the Coalition a Brownfields Assessment Grant in 2012. Since then, the Coalition conducted environmental assessments of 15 properties. These former brownfield sites can now be redeveloped into new housing, commercial uses, and public spaces. With this continued funding, the Coalition will build on the success of previous work, targeting areas that may face challenges in attracting redevelopment.

“With the EPA’s grant support we can continue to build on the success of the Brownfield Assessment program. This program is helping promote the sustainable reuse and redevelopment of existing land within our community,” says Eugene Mayor Lucy Vinis. “Making sure sites are ready and available for reuse is good for our environment, advances local prosperity and supports underserved neighborhoods. We are encouraged by the EPA’s continued investment in our region and look forward to continuing this important work.”

“This EPA program is a valuable asset that has and will help communities like ours,” said Springfield Mayor Christine Lundberg. “It is vital that we are good stewards of our land and partners with our existing and future property owners. This funding will
allow us to continue our efforts with our regional partners to move our communities forward by rehabilitating existing properties."

"We are thrilled to be part of the Brownfields Coalition," said Lane County Board of Commissioners Chair Pat Farr. "This grant will be a critical boost to our region's economic development efforts and will assist Lane County in its efforts to promote safe, healthy and vibrant communities."

“I'm proud to have helped secure this funding for the Brownfields Assessment Coalition,” said Rep. Peter DeFazio. “This grant will help struggling communities reclaim contaminated former mill sites and turn them back into productive workable lands. Through the EPA’s Brownfield’s Assessment Grant, the Eugene Brownfield Coalition will determine how contaminated these sites are, what pollutants are present, and how to deal with them. This is essential work that will employ people now and in the future when these spaces are reclaimed for sensible development."

A brownfield is a site that is perceived to have potential contamination issues, but in reality the site may or may not be environmentally contaminated. The grant provides funds to assess these often underutilized sites and develop clean-up plans if needed; both of these tasks can often be hurdles to redevelopment.

Grant funds will allow the Coalition to work with property owners and other stakeholders to take the first step towards redevelopment and reuse of brownfield sites by assessing whether or not they are actually contaminated and creating a clean-up plan as needed. Thanks to the support of local community organizations and Congressman DeFazio, this tool will continue to be available to help the Coalition partners address disadvantaged areas that may otherwise not attract redevelopment without the availability of these Assessment funds.

Funds from the Coalition’s previous grant have played a significant role in two upcoming projects: the 6th Avenue and Oak mixed-use development and the redevelopment of the EWEB property known as the Riverfront Redevelopment Project. The grant funded assessments identified the precise location of contamination and supported the development of a remediation plan. These two projects are expected to generate more than $150 million in private investment over the next decade.

With this new round of funding, the Coalition will reach out to community groups and nonprofits to identify underutilized sites in targeted areas, including the Bethel, Trainsong, and Whiteaker neighborhoods in Eugene, the Glenwood and west Springfield areas of Springfield, and rural areas of Lane County that may be eligible for brownfields funding.

For more information on the Eugene Brownfields Coalition visit http://www.brownfieldscoalition.org.

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Another email for the record.

On Monday, May 1, 2017 10:34 AM, Steve Cornacchia <steve.cornacchia@yahoo.com> wrote:

Alissa - Thanks for the note. The district's position regarding the Clear Lake expansion area, and all other land currently within the boundary of the district, remains neutral on the city's decisions regarding expansion of its boundary and its urban growth boundary. The district's primary interest in such decisions is more focused on what occurs on the land following those decisions.

Most importantly, the district remains steadfast in its commitment to the principles set out in the MOU between the district and the city, dated December 28, 2012 (City Contract No. 2013-00209). That agreement provides (see paragraph 2) that the district and the city will discuss actions to be taken in a drainage area proposed for annexation. Those actions include future maintenance, responsibility and access to existing district water control ditches and the potential vacation or transfer of district easements for said ditches. What happens to and within those ditches following withdrawal from the district of the land containing them is of utmost importance to the district.

The district raises the MOU at this time as a reminder to the city that all of it staff must be familiar with it while processing requests for annexation and any subsequent decisions to withdraw the same land from the district. Recently the city gave notice of a February 21, 2017, hearing regarding the withdrawal of land from particular special districts. Land within the district was included in the notice (29751 E. Enid Road and River Road/River Loop 2). Unfortunately, the staff person involved was apparently unaware of the MOU and its provisions and included those two properties without contacting the district for the necessary discussion regarding future disposition of the district's ditch located on them.

Please add this correspondence to the file in this matter. In addition, please share this correspondence with all city staff who should know the provisions of the MOU.

On Friday, April 21, 2017 2:13 PM, HANSEN Alissa H <Alissa.H.Hansen@ci.eugene.or.us> wrote:

Hi Steve-

Hope this finds you well. I left you a voice message earlier this week but thought I should follow up with an email as well. The Eugene UGB adoption process is finally underway. In February, we sent you and the JCWCD each notice of the March 7 joint Planning Commission public hearing. Eugene’s Planning Commission will be finishing its deliberations next week, and the Lane County Planning
Commission’s deliberations are set for early May. The joint public hearing with Eugene’s City Council and the Lane County Board of Commissioners is tentatively set for late June.

For the Clear Lake UGB expansion area, the proposal includes the same land use code language related to stormwater quality that Therese Walch and I presented to the JCWCD board last June. Please let me know if you have any questions, or would like to discuss further.

Alissa Hansen | Principal Planner
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