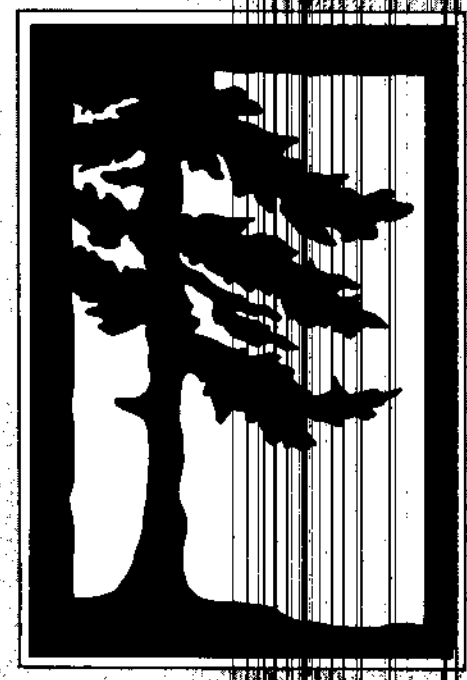
Fairmount/ University of Oregon Special Area Study



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SPECIAL AREA STUDY PLANNING COMMITTEE MEMBERS
(PRESENT AT TIME OF REFERRAL TO NEIGHBORHOOD)

Bill Allen, Williams' Bakery
Bill Bradshaw, Fairmount Resident
Christina Bradshaw, Fairmount Resident
Carol Dumond, Special Area Study Resident
Don Dumond, Planning Committee Chairperson, Special Area Study Resident
DeLoss Johnson, Special Area Study Resident
Laura Johnson, Special Area Study Resident
Darcy Marentette, Special Area Study Resident
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Sally Weston, Fairmount Resident

EUGENE CITY COUNCIL

Mayor R.A. "Gus" Keller
John Ball
D.W. (Bill) Hamel
Mark Lindberg
Gretchen Miller
Brian Obie
Emily Schue
Betty Smith
Cynthia Wooten

EUGENE PLANNING COMMISSION

Dorothy Anderson
Robert Barkman
Brian Bauske
Adrienne Lannom
Eleanor Mulder
Roger Rutan
Randall Thwing

THE FOLLOWING PEOPLE SERVED ON THE PLANNING COMMITTEE DURING THE PROCESS

Marv Alberg, Special Area Study Resident
Ann Bettman, Special Area Study Resident
Rick Buck, Special Area Study Resident
Kris Durfee, Special Area Study Resident
Barbara Edwards, Special Area Study Resident
Russell Fernald, Fairmount Resident
Gunilla Finrow, Fairmount Resident
Ross J. Griffeth, Special Area Study Resident
Willy Hart, University of Oregon Housing
Tom Hubka, Fairmount Resident
Donald Moon Lee, University of Oregon Housing
Linda Lord, Special Area Study Resident
Mike Pease, Fairmount Resident
Susan Pease, Fairmount Resident
Steve Romania, Romania Chevrolet
Sam Sadler, Fairmount Resident
Dan Steinmetz, Fairmount Resident
Chuck Sowards, Special Area Study Resident
Peter K. Watt, Fairmount Resident

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I. Introduction, Overview, & Goals

I. INTRODUCTION, OVERVIEW, AND GOALS SECTION

INTRODUCTION TO THE PLAN AREA

The Fairmount Special Area Study is a refinement of several, broader policy documents, including the Metropolitan Area General Plan, and the 1974 Community Goals and Policies Document, as well as several City and metropolitan functional plans, such as the Eugene/Springfield Area 2000 Transportation Plan (T-2000), and the Metropolitan and Eugene Bikeways Master plans.

This Special Area Study was undertaken in order to address land use and transportation issues in a portion of the Fairmount Neighborhood. These issues include:

--future plans for the University-owned lands and their relationship to the surrounding neighborhood,

--future plans for the lands owned by the Oregon Department of Transportation and their relationship to the neighborhood,

--the need to identify which portions of the east campus area are most appropriate to provide for medium- and high-density residential development called for in the Metropolitan Area General Plan, and

--the need to accommodate traffic and parking needs in the plan area, related to present and future needs of the University of Oregon, commercial and residential land uses.

Because of the limited number of issues and relatively small area of impact, a special area study with a clearly defined scope and time frame was conducted, rather than a broader and more elongated refinement planning process.

This plan provides specific policy direction for that portion of the Fairmount Neighborhood which lies directly east of the University of Oregon campus. The study area boundaries extend from East 19th Avenue on the south to Franklin Boulevard on the north, and from Agate Street on the west, east to Fairmount Boulevard, and include the properties on the north and south side of East 15th Avenue to the east to the base of Judkins Point (see Map 3). The predominant land use in the special study area is residential in nature, with the majority of units being single family. Commercial and institutional uses comprise the majority of the remainder of the lands.

This plan contains a section on the University of Oregon development policy, affecting land owned by the University. This policy is found in the land use section which contains policies that have been adopted by the University of Oregon administration. The University policies will guide the University in its planning and decision-making regarding public facilities and services in the east campus area. The City Council recognized those policies. The Special Area Study will be consulted in the public's evaluation of private and public development requests. It is intended that this Special Area Study will gain wide circulation so that the private sector and the University, as well as other institutional and commercial landholders, will consult and take guidance from this plan in forming plans that have an effect in this area.

Plan Contents

The Special Area Study plan is divided into two sections: a) land use; and b) transportation and parking. Each section contains an introduction, findings, policies, and proposals for implementation (also defined in glossary).

> Findings are statements of fact that provide background data for the policies and proposals. Policies are adopted by the City Council as guidance for decision-making related to the plan area. The University policies are recognized by the City and adopted by the University. The policies will be balanced with other city-wide and metropolitan policies and will guide public review of private and public development proposals, as well as public decision-making regarding development, facilities, and services within the special study area. Because they are adopted by the council as the City's guide for action, policies are the most important statements in the plan. Proposals are suggestions for implementing policies of this plan. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the plan. They are recognized as ideas which have been suggested, after some public discussion, as possible ways to implement the plan. Some proposals in this document involve jurisdictions other than the City, such as the University of Oregon or the Oregon Department of Transportation. Proposals will be recognized by the City Council at the time the Special Area Study is adopted. The plan also contains goals which were adopted for the Special Area Study. The goals will not be adopted by the City Council. They are included in this section (Section I) and are not presented in priority order.

The Special Area Study contains a number of maps. The future land use diagram, which is contained in the land use section, is a guide to future land use patterns within the plan area and will be adopted as a refinement of the plan diagram in the Metropolitan Area General Plan.

An appendix to the Special Area Study will be printed under separate cover. The appendix will contain the results of a number of studies that were conducted during the planning process, and also some history of past zone change actions in the special study area.

Use of the Plan

This plan is a policy framework, not a zoning code or City ordinance. It provides a flexible guide for specific decision-making. In itself, it will not set down decisions. The plan area is and will still be governed specifically by the Eugene Municipal Code.

This plan is a long-range, comprehensive plan and, as such, should be occasionally reviewed and updated (the University Development Policy specifically states it should govern for ten years from the date of its acceptance). Changes in conditions may dictate reconsideration of policies. Technological advances or changes in the state of the art may cause changes in proposed solutions. Analysis and/or testing of proposed solutions to problems may prove that they should become City policy or should be dropped. A review of the Special Area Study plan should be conducted in about ten years to determine if a major update is appropriate.

The Planning Process

The Special Area Study planning process began in the summer of 1980. From the outset, the planning committee of the Fairmount Neighborhood was open to participation from neighborhood residents, property owners, or businesses. The only restriction pertaining to participation in the planning process was that a person would not be allowed to vote on a planning committee issue until that person had attended two previous planning committee meetings. Participants in the planning committee included residents and renters within the special study area bounds, Fairmount residents who lived outside the special study area, business owners and representatives, and representatives of the University of Oregon housing and planning sections.

A draft Fairmount Special Area Study plan was distributed to each property owner, place of residence, and business within the bounds of the special study area. The Fairmount Neighbors held study sessions and a neighborhood hearing regarding the draft plan, and those comments and revisions were submitted to the Eugene Planning Commission.

Preparation of the Special Area Study involved 1) definition of the plan, 2) identification of issues and conflicts, and 3) identification and recognition of planning area goals. Collection of data and performance of studies, development and revision of the findings, policies, and proposals, and incorporation of the University policies within the document occurred over the last half of the process.

The Planning Commission held study sessions and public hearings on the plan. After considering public testimony and the Fairmount Neighbors recommendations, the Planning Commission referred the draft document to the City Council. The City Council held a public hearing and reviewed recommendations from the neighborhood and the Planning Commission. The Special Area Study was adopted by the council on September 27, 1982.

History of the Special Study Area

In 1861, William and Nancy Smith filed a Donation Land Claim of approximately 642 acres on lands east of the present University campus, extending from the Willamette River to what is now the southern edge of Laurelwood Golf Course, and from present Agate Street eastward nearly to the height of the ridge that is Hendricks Parks. In 1890, 400 acres of the Smith Donation Land Claim was purchased by George Melvin Miller and John Straub, who in 1890 and 1892 platted and recorded the town of Fairmount. The special study area falls within that plat, which laid out street patterns and names that are in use today.

Miller promoted Fairmount widely as a desirable place to live and as an ideal location for industry, but his dream of a separate city ended in 1905, when Fairmount was annexed to the City of Eugene, to which it was linked from 1910 to 1927 by an electric railway. In 1948, Fairmount was effectively divided in two parts when the countrified two-lane road from Eugene to Springfield was rebuilt into the divided four-lane highway that today is Franklin Boulevard.

In 1919, the University of Oregon had first expanded to abut Fairmount when the marsh at the western boundary of the original Fairmount plat was drained and the stadium at Hayward Field was erected. In 1946, the University intruded into Fairmount itself when prefabricated buildings from the Vanport Island temporary Federal housing project near Portland were erected immediately east of Agate Street to serve as housing for married students. In the decade that followed, the needs of University expansion were amply filled by incorporation into its campus lands between University and Agate streets, but by the 1960's, its requirements had overreached that area.

In the early 1960's, the University of Oregon administration and State Board of Higher Education approved an east campus development plan, which authorized the University of Oregon Housing Department to purchase and condemn properties within the approved campus boundaries. These boundaries are shown on Map 5, and generally extend from Agate Street to Villard Street and from about 14th Avenue to about 18th Avenue. In 1981, the University owned approximately 70 percent of the dwelling units within the approved east campus boundaries.

Although Miller's dreams for Fairmount City becoming the hub of Lane County never materialized, the Fairmount area continues to be an important residential area for the City of Eugene.

GOALS FOR THE FAIRMOUNT SPECIAL AREA STUDY

LAND USE

1. To achieve a broad and stable mix of residents in the Fairmount Special Area with particular attention to the ability of the area to attract families and homeowners.

2. To maintain and improve viable residential dwellings within Fairmount, conserving existing housing wherever possible.

3. To promote energy-efficient structures and land uses and to protect the existing solar access of structures.

4. To improve the existing character which has been created by the variety of land uses throughout the Fairmount Special Area.

5. To preserve and enhance structures of historic or unique merit.

6. To upgrade and maintain public services and facilities such as schools, streets, sidewalks, street lights, sanitary and storm sewers.

7. To encourage the physical compatibility of residential, institutional, and commercial uses in the neighborhood.

8. To respond to the need expressed in the Metro Plan for high- and medium-density residential use along Agate Street in the zone of University land ownership, and to provide that medium-density housing or other use acceptable to the neighborhood to serve as a buffer between such high-density use and the existing single-family residential area south of 17th Avenue or east of the Moss/Villard Street alley.

9. To encourage diversity of housing in terms of style, structure type, cost, and density, with consideration for its impact on and relationship with abutting land uses, surrounding areas, with particular concern to its impact on existing areas characterized by single-family dwellings.

10. To upgrade and maintain the quality of yards surrounding residences.

11. To preserve and enhance the livability of the area's environment by maintaining a pleasing balance between open spaces, gardens, public area landscaping and parks, and structures and other aspects of urban development.

12. To assure that non-single family residential uses have minimal negative effects on the residential area.

13. To encourage the University to employ in its planning consideration for the impact of proposed action upon abutting land uses and surrounding areas, having particular concern for the relationship of such proposals to existing areas characterized by single-family dwellings.

TRANSPORTATION

1. To reduce reliance on the automobile and the effect of on-street parking and automobile storage, and to encourage increased use of alternative forms of transportation through such means as:

   a. maintaining and expanding a system which provides safe and pleasant pedestrian access within the Fairmount Special Area and to adjacent areas;

   b. providing a bikeway system which is safe and ties in with the rest of the City's system; and

   c. providing convenient public transportation for those who live or work in the area.

OTHER

1. To reduce crime in the Fairmount Neighborhood, and to make the neighborhood safer by providing adequate street lighting, sidewalks, etc.

2. To establish and maintain a positive working relationship with commercial and industrial firms, institutions, and agencies of government located in or on the peripheries of the area.

3. To promote active participation by Fairmount Special Area residents in the neighborhood organization.

4. To maintain good communication within the Fairmount Special Area and with the Fairmount Neighbors and City Hall.

II. Land Use

II. LAND USE SECTION

Introduction

This section examines how land within the special study area should be used and shared by the institutions, businesses, and housing and how the residential uses should be protected and upgraded so that their coexistence and compatibility with other uses is ensured.

The Fairmount Special Study Area is situated between a wide variety of land uses: its edges are Hendricks Park to the east, the University's Hayward Field and athletic fields to the west, commercial activities along Franklin Boulevard to the north, and single-family residential uses south of 19th Avenue. Generally, the University ownership extends from Agate Street to Villard Street and from about 14th Avenue to about 18th Avenue. The area between 15th and 17th avenues, and Agate and Moss streets consists of institutional University uses and parking, with the University ownership between Moss Street and Villard Street being primarily devoted to residential uses. The area east of Moss Street and south of 17th Avenue is primarily devoted to single-family residential development. The land between 15th Avenue and Franklin Boulevard is generally devoted to commercial enterprises and includes Williams' Bakery and Romania Chevrolet. There are some non-residential uses on the south side of 15th Avenue; these are Tommy Williams Florist at 15th Avenue and Walnut Street and Maude Kerns Art Center at 15th Avenue and Villard Street. The State Department of Transportation owns land east of Walnut Street and north of 15th Avenue, and this land contains the East Eugene office of the State Department of Motor Vehicles, the Eugene office of the Oregon State Police, the District Engineer's office, and the maintenance facility of the Highway Division. Condon/Magnet Arts Elementary School lies south of 17th Avenue fronting on Agate Street. South of Condon at the 19th Avenue and Agate Street intersection is a neighborhood commercial node which contains food services, as well as other neighborhood-oriented businesses. There is a small City park (called Fairmount Park) at the southwest corner of 15th Avenue and Fairmount Boulevard.

The land use policies and proposals include a land use diagram which shall be treated in the same way as the Metropolitan Area General Plan Diagram (see glossary). This section of the Special Area Study contains a discussion of future University development. Policies that are the responsibility of the University to act on and implement are recognized by the City and the University and are adopted by the University. For the most part, the special study area's existing zoning and land uses are recognized and reinforced.

The land use section is divided into five areas and specifically addresses them with findings, policies, and proposals (see Map #3). The plan also has a General Land Use Section.

This section of the Special Area Study attempts to define and integrate varying land uses within the special study area and provide a policy framework and proposals to address and enhance them. Overall policy guidance is provided by the Metropolitan Area General Plan and the 1974 Community Goals and Policies document.

Map 1

1948 Zoning

Fairmount Special Area Study

N

0 200 400

Map 2

Existing Zoning

(9-82)

Fairmount Special Area Study

General Findings

1. Within the study area, there are 98.53 net acres (excludes streets and alleys).

2. The overall residential density is 7.57 dwelling units per acre on 47.9 acres of residentially used land.

3. Of the land uses in the study area, residential use predominates with 48.6% of the land. Commercial uses are 11.6%, industrial 4.6%, parkland 0.6%, vacant land 1.4%, and institutions 33.2% (institutions include Maude Kerns Art Center with 0.5%, State Highway Department lands with 4.7%, Condon School with 2.5%, the fire station with 0.1%, and the University institutionally used land, parking, and residence halls with 25.4%). See Figure 1.

4. Within the study area, there are 272 residentially used tax lots equating to 364 dwelling units.

5. Of the 272 residentially used tax lots, 79 are owned by the University and are confined to the area between Agate and Villard streets.

6. On the 79 residentially used lots owned by the University, there are 115 dwelling units.

7. Of the 272 tax lots, 108 lots are owner-occupied and 13 lots are partially owner-occupied, totaling 121 owner-occupied dwelling units. 62.1% of lots not owned by the University are owner-occupied.

8. Of the 364 dwelling units in the Special Area Study, 243 are rentals and 121 are owner-occupied, equating to 67% rentals and 33% owner-occupied. (The 1980 census determined that city-wide, 50.9% of all households are rentals.) 51.4% of units not owned by the University are owner-occupied.

9. Within the study area west of Villard, the University owns 115 dwelling units and 49 dwelling units are privately owned, totaling 164 dwellings.

10. Of the 49 dwellings west of Villard which are privately owned, 16 dwellings are owner-occupied, and 7 are partially owner-occupied, totaling 23 owner-occupied units (53% rentals; 47% owner-occupied).

11. Within the area east of Villard, there are 200 dwelling units of which 92 are owner-occupied, and 6 are partially owner-occupied, totaling 98 owner-occupied units (51% rentals; 49% owner-occupied).

12. The Special Area Study contains approximately 31.3 acres of land zoned PL (Public Land), of which approximately 23.6 acres are owned by the University of Oregon, 4.5 acres owned by the State Department of Transportation, 2.5 acres owned by School District 4-J, and 0.7 acres owned by the City of Eugene. The uses on these lands is wide-ranging: parkland, residence halls, classrooms, parking lots, offices, studios, fire station, elementary school, maintenance yard, storage, etc. Generally, the PL District allows any use which is consistent with the regular operation of the public agency that owns it.

13. There is one building (Fairmount Presbyterian Church-Maude Kerns Art Center) in the special study area which has been recognized by placement on the City and State Historic Register. It is located at 15th Avenue and Villard Street.

14. The businesses on the Franklin Boulevard strip tend to focus on Franklin and turn their backs--in the form of parking lots, alleys, and trash dumpsters--toward the residential area.

15. There is very little landscaping in the area of the Franklin Boulevard commercial strip development.

Source of Findings: Lane County Geographic Information System 1981
Field Observations 1981

General Policies

1. The City of Eugene will use the Land Use Diagram and the policies of this plan along with other City policies in making land use and other decisions regarding the plan area. The Land Use Diagram is a generalized map and graphic depiction of the policies and proposals of this plan and the Community Goals and Policies. It is a supplement to and a refinement of the Metropolitan Area General Plan Diagram.

2. With the exception of 1) the "Opportunity Area" ("O" on the Land Use Diagram) and 2) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

3. With the exception of 1) the half-block strip along the east side of Moss Street between 17th Avenue and the "Opportunity Area," 2) that portion of the ODOT lands designated for residential use, and 3) University lands designated as "Institutional" or "Opportunity Area," zone changes to increase residential density or commercial intensity are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (appropriate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section--Section D).

4. Businesses shall be encouraged to landscape their sites. Where feasible, such encouragement shall include development of mechanisms to fund such landscaping.

5. There will continue to be opportunity for residents to be involved in land use decisions that affect them.

6. The University, City, and Fairmount Neighbors shall continue their participation in the University/Community Liaison Committee.

7. In areas where non-residential development abuts or faces residential development, special development standards or site review procedures shall be considered.

Map 3

Land Use Study Areas

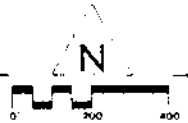
A. Core Residential
B. Franklin Blvd. Community Commercial
C. 19th & Agate Neighborhood Commercial
D. ODOT Lands
E. University of Oregon Lands
Condon Elementary

N
0 200' 400'

Fairmount Special Area Study

Generalized Existing Land Use

Fairmount Special Area Study



A. THE CORE RESIDENTIAL AREA

Introduction

This is the area shown on Map 3 as Area A (Core Residential), which is currently primarily single-family in nature. The designation Core Residential Area includes the residential area under University ownership because 1) a number of privately owned dwellings still exist in that area; 2) it recognizes that the single-family housing under University ownership was, until recently, private property, and 3) the University today considers it to be a part--though a special part--of the Fairmount residential neighborhood.

This entire core area is an excellent residential area in terms of its convenience to several major sources of employment and the downtown. All such places are easily accessible by foot and bicycle, and the area could be efficiently serviceable by a well-developed public transportation system.

Loss of housing to other uses, such as to commercial sprawl, is a misfortune for the community at large.

Findings

1. The overall residential density is 7.57 dwelling units per acre on 47.9 acres of residentially used land.

2. Within the study area, there are 272 residentially used tax lots, equating to 364 dwelling units.

3. Of the 272 residentially used tax lots, 79 are owned by the University and are confined to the area between Agate and Villard streets.

4. On the 79 residentially used lots owned by the University, there are 115 dwelling units.

5. Of the 272 tax lots, 108 lots are owner-occupied and 13 lots are partially owner-occupied, totaling 121 owner-occupied dwelling units. 62.1% of lots not owned by the University are owner-occupied.

6. Of the 364 dwelling units in the Special Area Study, 243 are rentals and 121 are owner-occupied, equating to 67% rentals and 33% owner-occupied. (The 1980 census determined that city-wide, 50.9% of all households are rentals.) 51.4% of units not owned by the University are owner-occupied.

7. Within the study area west of Villard, the University owns 115 dwelling units and 49 dwelling units are privately owned, totaling 164 dwellings.

8. Of the 49 dwellings west of Villard which are privately owned, 16 dwellings are owner-occupied, and 7 are partially owner-occupied, totaling 23 owner-occupied units (53% rentals; 47% owner-occupied).

9. Within the area east of Villard, there are 200 dwelling units of which 92 are owner-occupied, and 6 are partially owner-occupied, totaling 98 owner-occupied units (51% rentals; 49% owner-occupied).

10. There is one building (Fairmount Presbyterian Church-Maude Kerns Art Center) in the special study area which has been recognized by placement on the City and State Historic Register. It is located at 15th Avenue and Villard Street.

Policies

1. With the exception of 1) the "Opportunity Area" ("O" on the Land Use Diagram) and 2) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

2. With the exception of 1) the half-block strip along the east side of Moss Street between 17th Avenue and the "Opportunity Area," 2) that portion of the ODOT lands designated for residential use, and 3) University lands designated as "Institutional" or "Opportunity Area," zone changes to increase residential density are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (appropriate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section--Section D).

Proposal

1. To protect existing low-density residential uses from future conversion of use of the property which is occupied by Tommy Williams Florist (currently zoned R-4, High-Rise Residential), the site review subdistrict should be attached to the florist's parcels.

2. If the opportunity arises, the City should acquire property west of and abutting Fairmount Park for future expansion of that park.

B. THE FRANKLIN BOULEVARD COMMUNITY COMMERCIAL STRIP

Introduction

The Franklin Boulevard Community Commercial strip extends from Columbia Street to Walnut Street. The Oregon Department of Transportation facility is also located along Franklin Boulevard and is treated in Section D of this plan. Having remained for many years in a single-commercial rank along Franklin Boulevard, there has been a marked tendency for business enterprises to develop southwards toward the residential area until, today, the entire double block between Franklin Boulevard and 15th Avenue is either commercial or periodically threatened by recruitment to commerce. Aside from the steady loss of dwelling space through this means, the zone presents special problems to the neighborhood in terms of traffic, of area-lighting glare, and of security. Few of the enterprises are oriented toward serving the stable neighborhood at their backs.

Williams' Bakery is only technically a part of the strip development, since it is not directly on Franklin Boulevard. Its establishment antedated the other businesses (it must be considered almost a Eugene pioneer). It is a major landholder. Problems of on-street parking and storage of automobiles by University students which have affected parts of the special area have proved to be an annoyance to the bakery also.

Findings

1. The businesses on the Franklin Boulevard strip tend to focus on Franklin and turn their backs--in the form of parking lots, alleys, and trash dumpsters--toward the residential area.

2. There is very little landscaping in the area of the Franklin Boulevard commercial strip development.

3. There is currently a site review suffix on the southern margin of McDonald's and Williams' Bakery properties to protect residential uses.

Policies

1. With the exception of 1) the "Opportunity Area" ("O" on the Land Use Diagram) and 2) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

2. Businesses shall be encouraged to landscape their sites. Where feasible, such encouragement shall include development of mechanisms to fund such landscaping.

Proposals

1. The City should incorporate standards in the code to protect adjacent, abutting, or facing residential uses from nuisances deriving from commercial uses.

2. The site-review subdistrict should be attached to the commercially used Romania properties (Assessor's Map 17-03-33-3-2, Tax Lots 2800 and 4100; and Assessor's Map 17-03-33-3-1, Tax Lot 1100).

C. THE 19TH AND AGATE NEIGHBORHOOD COMMERCIAL DEVELOPMENT

Introduction

This commercial cluster has seen considerable growth within only the past few years. The businesses are oriented toward the immediate neighborhoods. Some businesses of the cluster are vigorous and have endured (with some changes) for two decades and more. Several businesses are in houses which were adapted to that use only recently. As commercial enterprises have moved eastwards into the Core Residential Area, a concomitant deterioration in adjacent residential properties has been visible.

Findings

1. The intersection of 19th Avenue and Agate Street has a high rate of vehicular traffic movement (refer to the Transportation Section).

2. All houses on both sides of 19th Avenue between Agate Street and the alley west of Columbia Street have been converted to non-residential use since 1974.

3. To date, practices of two businesses, such as inadequate parking, noise, litter, lighting, and all night activities, have produced sufficient annoyance among residents of the Fairmount Neighborhood to cause formal protest from the Fairmount Neighbors Association.

Policies

1. With the exception of 1) the "Opportunity Area" ("O" on the Land Use Diagram) and 2) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

2. Businesses shall be encouraged to landscape their sites. Where feasible, such encouragement shall include development of mechanisms to fund such landscaping.

3. The commercially designated properties shall remain in Neighborhood Commercial zoning or less intensive zoning.

Proposals

1. The City should amend the C-1 (Neighborhood Commercial) zoning to prohibit hours of operation for businesses open to the public between midnight and 6 a.m.

2. The City should incorporate standards in the code to protect adjacent, abutting, or facing residential uses from nuisances derived from commercial uses.

D. THE OREGON DEPARTMENT OF TRANSPORTATION LANDS

Description and Statement of Problem

This State agency (ODOT) installation lies at the eastern end of the Franklin Boulevard strip development. Neighborhood concern has centered around proposed changes in the organization and locations of local ODOT offices, which may move part or all of this particular installation elsewhere. Removal of the entire installation would presumably change the use of the property. This document addresses the future use of these lands. The neighborhood is reluctant to see those parcels become an extension of the commercial strip. It has been to a certain extent valued as a buffer between such development and Franklin Boulevard and the Residential Core. It is by reason of its virtual entrapment behind ODOT that the small residential area at the eastern terminus of 15th Avenue and the base of Judkins Point was included in the boundaries of the special study area (see Map 3).

Findings

1. The Oregon Department of Transportation (ODOT) owns approximately 4.5 acres of land zoned PL. The ODOT lands house four offices of the State government, and all four have expressed interest in relocating (see Map 3).

2. Repeated attempts (1946-1949, 1963, 1975) have been made to rezone the ODOT lands for commercial use. These attempts were repeatedly contested by area residents and the residents' concerns have been upheld by the City.

3. The ODOT lands abut Judkins Point. Judkins Point is identified in the Community Goals and Policies (Chapter 9, Policy 3) as a vista which should be preserved.

4. There is one City park in the vicinity of the ODOT lands within the bounds of the study. Fairmount Park contains approximately one-half acre and is located on the southwest corner of 15th Avenue and Fairmount Boulevard; it is improved.

5. The Metro Plan diagram and text establish clear direction for limiting strip commercial development along Franklin Boulevard. The Metro Plan calls for "limiting commercial strip development to existing locations and transforming it into more desirable commercial patterns if possible," and the diagram indicates the location of existing strip commercial development, stopping well to the west of Judkins Point.

Policies

1. Future use of the ODOT lands shall be for residential, park, and office as defined in the following policy statements.

   a. Future use of the ODOT lands shall be primarily residential. This use shall be for low- to medium-density residential development.

   b. Future development of the ODOT lands shall preserve and enhance the existing "gateway" effect as an attractive entrance to the city, and special attention shall be given to developing a portion as a gateway park.

   c. Under future development, office use on the ODOT lands shall be limited to the site of the present Department of Motor Vehicles (DMV) building on the northwest corner of Tax Lot 1000--Assessor's Map 17-03-33-3 1 ("S" on the Land Use Diagram).

2. Upon conversion of the ODOT lands from public to private ownership, the ensuing development of the lands shall be compatible with the single-family development along East 15th Avenue, the commercial uses along Franklin Boulevard and Walnut Avenue, and the existing bike route.

Proposal

1. To ensure compatibility of future uses on the ODOT lands with surrounding uses and, in particular, the single-family uses south of 15th Avenue, the site review suffix should be attached to any future zoning requests. The site review criteria should emphasize adequate setbacks from 15th Avenue, limitation of building height to compatible elevations, and access with consideration for nearby residences and users of Fairmount Park.

E. THE UNIVERSITY OF OREGON LANDS

Description and Statement of the Problem

University ownership extends into a substantial portion of the Core Residential Area. The University owns most (but not all) of the properties between Agate and Villard streets and between where 14th Avenue would be to within two to three house lots of 19th Avenue on the south (see Map 6). Purchase of remaining private properties within that zone continues, in accord with the University's formally adopted plans for future development.

When the purchasing of properties east of Agate Street began, it was with the expectation of continuous expansion. Certain areas were cleared of the houses on them with that immediate need in view. However, short-range conditions changed, expansion of the campus-proper in that direction came to a halt, and the need for growing space was seen as lying somewhat farther in the future. Thus, the University has become a landlord of several blocks of single-family-type houses and the owner of a parking lot which had been formed on the cleared lands.

Years of uncertainty about University intentions with regard to this large tract of property directly within the neighborhood has had an effect upon owners of adjacent and nearby properties, and to a lesser degree, upon the Fairmount neighborhood as a whole. Compounding the effect was the steady erosion of the appearance of the University-owned houses. Growth of the campus also brought increased traffic and many automobile-related problems, such as storage of cars on neighborhood streets and daytime parking by commuting University students who have not purchased University parking permits.

Through efforts made by the Fairmount Neighbors Planning Committee and by representatives of the University Planning Office, uncertainty about the University's immediate plans has at last been resolved, and those results are embodied fully in the University of Oregon Plan for Development: East Campus Area, which is included as part of this section. Pertinent policies contained in that Plan for Development were endorsed by the Fairmount Neighbors Special Area Planning Committee and parallel policies adopted for its special area plan. Future cooperation between the University and the neighborhood may bring diminution of some of the other persistent problems.

The University Development Policy is expected to be in force during at least ten years, saving undisputed changes in circumstances. It calls for future evolution of the campus through an orderly pattern in which increased intensity of land use proceeds without "leapfrogging." Growth thus will not be spotty, and the deleterious effect of incompatible land uses will be minimized.

Findings for the University Lands Bounded by Agate and Moss Streets and 17th and 15th Avenues

1. The east campus University lands between Agate and Moss streets and 17th and 15th avenues are currently zoned PL and comprise a total of 11.85 acres.

   Note: This land falls into two sections of approximately equal size based on use and jurisdiction within the University. The sections are divided by Columbia Street, were it to continue to 15th Avenue.

2. The 6.14 acres between Agate and Columbia streets are characterized by the presence of numerous buildings. There are 42 prefabricated structures of World War II origin (from Vanport Island), a fire station, an ROTC house and outbuilding, and a house used by University Services. These buildings occupy 4.09 acres. 1.61 acres are occupied by parking space and .44 acre by an alley which runs parallel to Agate Street.

3. At the present time, portions of 18 University departments or interest groups are housed here, with Architecture and Allied Arts and Gerontology accounting for about 40 percent of the space in the prefabricated structures.

4. The 5.71 acres between Moss and Columbia streets are primarily used for University parking. The Bean parking lot covers 70 percent of this acreage and is used by students, faculty, and staff. Five buildings in the southeast corner of the remaining 1.5 acres are used for housing, a vacant church is used as a warehouse, and a paved court is used for basketball.

5. Vehicular access into these University lands is primarily by way of 15th Avenue, Moss Street, and Columbia Street via 17th Avenue. These streets are currently two-way streets. A sidewalk connects 15th and 17th avenues along Columbia Street and is used as a through connector for cyclists and pedestrians.

6. Area residents in the May 1980 testimony at the joint elected official hearing on the Metropolitan Plan update indicated that increase in density in East Campus should occur north of 17th Avenue and west of Moss Street (1980).

Policies--East Campus Area

1. The City of Eugene and the Fairmount Neighbors recognize the "University of Oregon Development Policy East Campus Area (dated April 28, 1982)," a statement of the binding intent of the University as governing land use in the East Campus Area.

2. The City shall encourage the University to use its property in East Campus in an orderly fashion: intensity of use will be greatest near the already dense Central Campus Area (Agate Street and 15th Avenue) and become less intense as the properties approach low-density residential uses.

3. The City shall encourage the University to use its lands currently zoned PL (Public Land District) with energy and space efficient structures and land-use patterns.

4. The City shall encourage the University to develop its high- and medium-density residential units with concern for adequate parking and appropriate parking solutions, regard for landscaping, and consideration of the impact on the rest of the neighborhood.

5. The City shall encourage the University to consolidate nonresidential uses that currently are scattered throughout the area into the portions of the plan area reserved for institutional use, returning structures thus vacated to residential use.

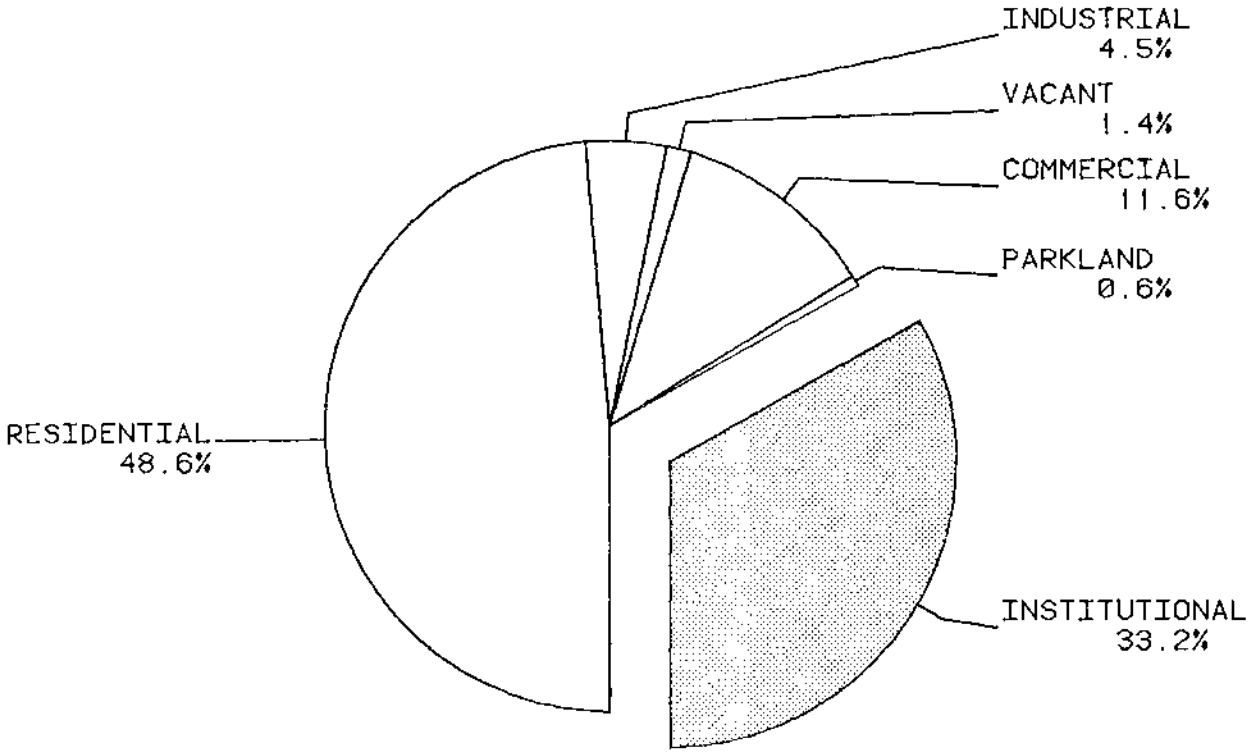
Proposal--East Campus Area

1. The City should attach the site review subdistrict to University properties designated on the Land Use Diagram as "M" and "O."

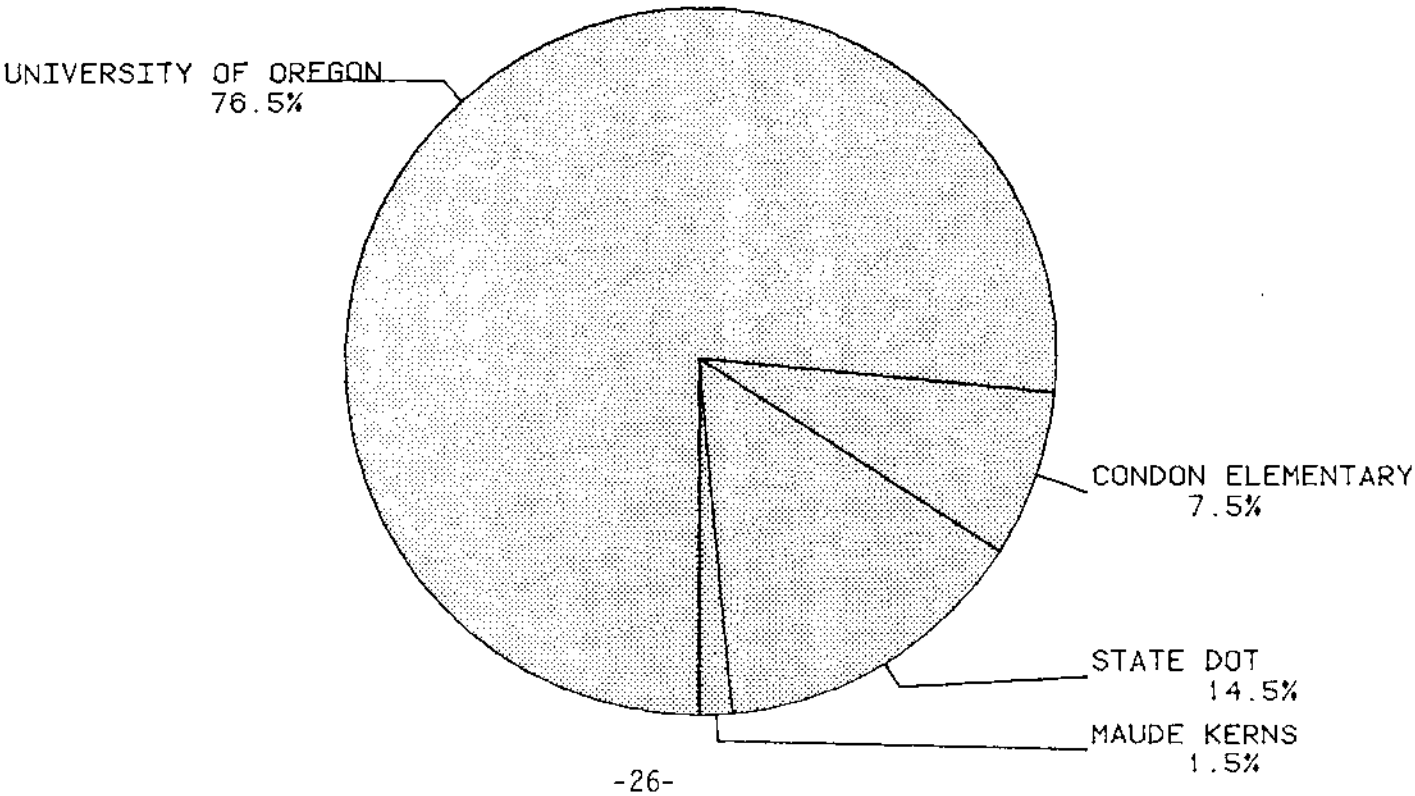
1981 Land Use Percentages

Figure 1

EXISTING GENERAL LAND USES

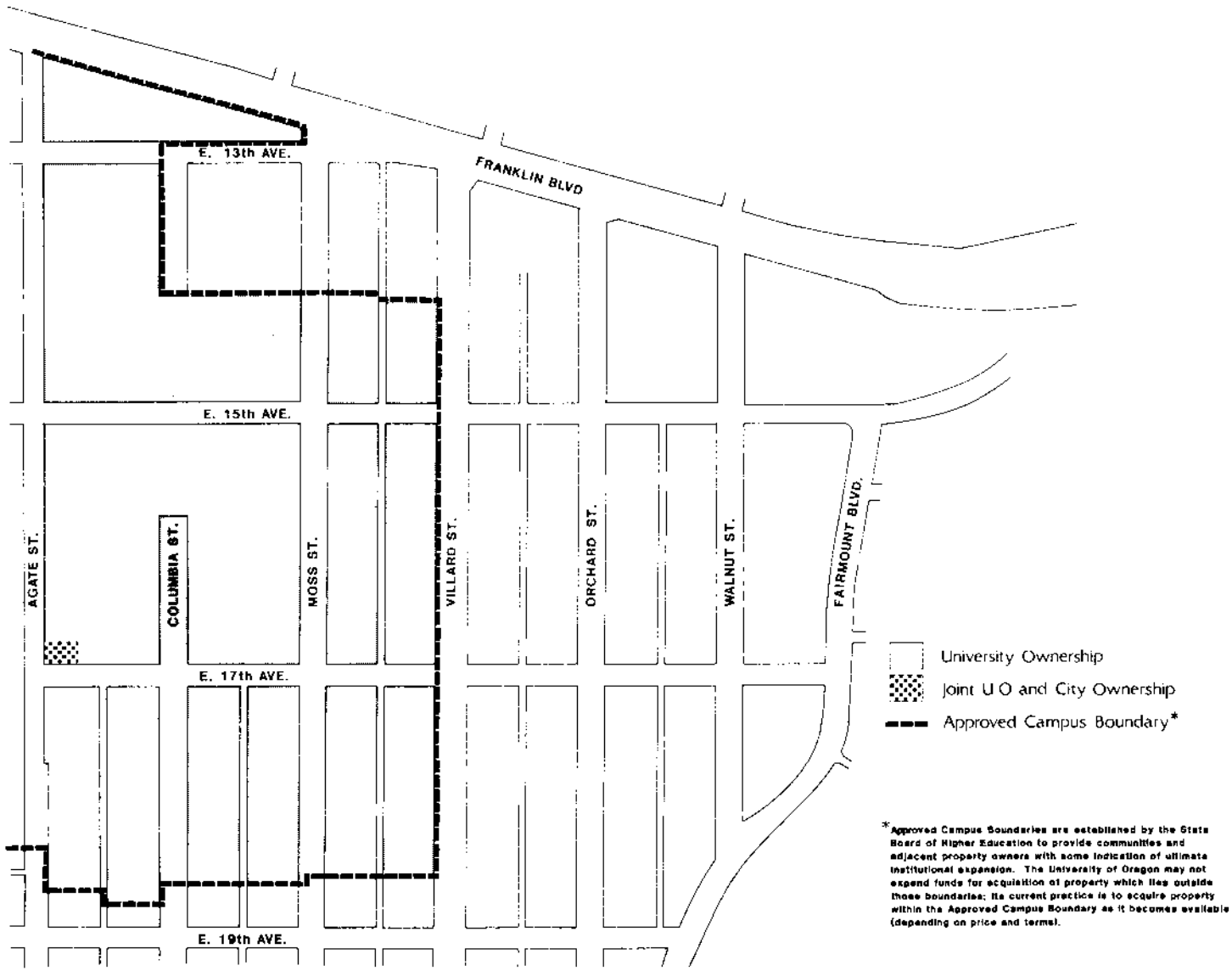


DETAIL OF INSTITUTIONAL LAND USES BY INSTITUTION



Map 5

University Ownership



*Approved Campus Boundaries are established by the State Board of Higher Education to provide communities and adjacent property owners with some indication of ultimate institutional expansion. The University of Oregon may not expend funds for acquisition of property which lies outside those boundaries; its current practice is to acquire property within the Approved Campus Boundary as it becomes available (depending on price and terms).

N

0' 200' 400'

Fairmount Special Area Study

University of Oregon

Development Policy
East Campus Area

INTRODUCTION

The University is a major property owner in the Fairmount Neighborhood, and recognizes that because of this, its actions (or lack thereof) are of particular importance to other property owners in the vicinity. The enlightened self-interest of the institution requires that some understanding be reached with its neighbors regarding the future of this area, and that this understanding serve as a guide to the University, the neighborhood, and the City in dealing with development issues as they arise.

The University's objectives in this area are to provide for expansion of institutional facilities as they are needed, and to provide a variety of options in housing for University students (and perhaps faculty and staff) without diminishing the quality or adversely altering the character of the neighborhood as a whole.

The following policies are adopted by the University:

1. This plan should govern for a period of ten years. At the end of this period or at such time that undisputed need can be demonstrated (according to the guidelines included in this report), these policies should be reviewed and revised as changing circumstances and conditions warrant. Future review and revision processes will involve the collaboration of the University, the City, and the neighborhood.

2. The University, City, and neighborhood shall continue their participation in the University/Community Liaison Committee.

3. Non-residential zoning shall not be expanded in the special study area.

4. The University shall investigate the potential for renting or leasing vacant institutional space to private research and development firms whose activities are consistent with and complement University programs.

5. The University will continue to develop and use mechanisms to provide incentives for maintenance of residential yards by tenants.

6. The University will intensify its efforts to appropriately landscape and maintain University-owned non-residental properties in the special study area.

7. The University, together with the neighborhood, will investigate incentives and programs designed to increase utilization of the Bean parking lot by residence hall tenants. Any new residential units will provide off-street parking for tenants in accordance with prevailing City codes.

8. The University will attempt to consolidate non-residential uses that presently are scattered throughout the area into the area reserved for institutional use, returning the structures thus vacated to use for housing.

9. The University will not request further upzoning of any medium- or low-density residential area until the medium-density and institutional areas shown in Figure 1 have been used to the capacity implied by the proposed land use plan map.

10. The University will provide adequate, additional off-street parking in conjunction with any new institutional use that creates additional demand for parking.

The University's needs in the period encompassed by this plan can be accommodated within lands currently under the control of the institution, as shown on the plan map and as described below. In consideration of this, the University adopts the following plan policies:

Institutional Area

Purpose:

The purpose of the area indicated on the plan map as an Institutional Area is to provide for development of institutional uses needed by the University, including (but not limited to) classroom, laboratory and office buildings, recreation facilities, high-density housing, and automobile parking.

Character:

Within the area as a whole, there are three sub-areas for which different development standards and procedures shall apply:

General Institutional

1. Agate Street to Columbia Street, 15th Avenue to 17th Avenue. Institutional buildings shall be concentrated in this area. Until development of this land has reached capacity and the prefabricated (Vanport) structures have been replaced with efficient land use structures, the University shall not locate such institutional buildings in other parts of the special study area. Review processes for development of this area shall be essentially internal to the institution.

Institutional/Medium-Density Residential

2. Facing 17th Avenue, from Agate Street to Moss Street. To protect the livability of housing units on the south side of 17th Avenue, standards related to height, setback, screening, landscaping, solar access, and parking as provided by this plan, shall be observed. If this property is developed for residential use, the density is to be no greater than 20 units per net acre. Non-residential uses located in this area

shall be compatible with the use for adjacent property for residential purposes. The existing fire station, the DeBusk/ROTC houses, and the AAA studios are examples of such compatible non-residential uses. Institutional review of proposals for development of this area shall include notice to the neighborhood and timely provision for neighborhood review and comment.

Residence Hall Related

3. Columbia Street to Moss Street, 15th Avenue to 17th Avenue. In this area, uses related to residence halls are to continue, including recreation and grade level parking.

   Initial activities of the University in this area will be directed toward improving the efficiency of the parking lot and in improving the appearance of the area in general. Institutional review of proposals for development of this area shall include notice to the neighborhood and timely provision for neighborhood review and comment.

Medium-Density Residential Area

Purpose:

The purpose of the area indicated on the plan map as a medium-density residential area is to provide for a variety of housing types and styles to serve the rental needs of University students, faculty, and staff, as they develop, and to provide a location for certain non-residential, community-oriented activities, such as the child care center or a community center, that can best function in a residential environment.

Character:

Residential development shall be from 10 to 20 units per net acre with density increases to come primarily from infilling as if every lot were used at the maximum density allowed by prevailing zoning provisions. The residential character of buildings will be maintained, even if they are used for non-residential purposes. Development of this area shall be consistent with the City's ability to provide the necessary services and consistent with the more intensive institutional uses on the one hand, and with the low-density residential development on the other.

Efficient Use:

Until the development of this land, as well as that bounded by Agate Street, Moss Street, 15th Avenue, and 17th Avenue, has been efficiently used to the residential capacity implied by the land use plan, the University will not request upzoning of any low-density residential lands in the special study area.

Review:

The review process for development of this area will involve site review procedures which include participation of the City and the neighborhood.

Opportunity Area

Purpose:

The purpose of the area indicated on the plan map as an Opportunity Area shall be to provide for high-density residential development, for institutional uses, or to accommodate expansion needs of owners of contiguous properties, provided that the expansion is limited to uses essentially the same as the principal use existing on the owner's property as of the date of approval of this plan by the President of the University.

Character:

Standards related to height, setback, screening, landscaping, solar access, and parking, as provided by this plan, shall be observed in the development of this area.

Review:

The review process for development of this area shall involve site review procedures which include participation by the City and the neighborhood.

Low-Density Residential Area

Purpose:

The purpose of the area indicated on the plan map as low-density residential area shall be to provide adequate family housing for University students, faculty, and staff in low-density, primarily single-family detached structures.

Standards:

Low-density residential properties shall retain the same zoning classification as other R-1 lands in the special study area. The University shall not seek special or different status for these properties. Existing housing units will be maintained, except when rehabilitation is not feasible. New structures are to be developed only as replacement or by infilling, which does not exceed the density standard of the prevailing zoning provisions.

Review:

The procedure for reviewing proposals for removal of an existing housing unit and/or for the construction of a new unit as a replacement or for infill shall include notice to the neighborhood and the provision of a timely opportunity for neighborhood review and comment.

Standards for Development

In order to give effect to the policies adopted in this plan, the University hereby adopts the following standards for development of University-owned properties in the East Campus Area.

DEVELOPMENT STANDARDS AND PROCEDURES

Development Standards

Residential Areas. In addition to the City standards, the following standards and criteria shall be observed in the development of University-owned property in the residential areas of the East Campus.

a. Solar Access. Structures shall be sited on the lot so that:

   1. the south wall has an orientation ranging from due south to 25° west of south, and

   2. the shadow cast by the structure at 10 a.m. and 2 p.m. PST on December 21 does not fall on the south wall of any dwelling unit. In determining shadow patterns for purposes of this standard, calculations shall be based on a sun azimuth of -28.5° and 28.5° and a sun altitude of 16.3°.

b. Building Height. Building heights shall not exceed the lesser of

   1. two and one-half stories, or

   2. 30 feet, or

   3. a height which will cast a shadow greater than that permitted by the solar access standard.

c. Yards. Yards shall conform to the appropriate standards established by City code.

d. Lot Size. Minimum lot sizes shall be specified by appropriate provisions of the City code.

e. Lot Coverage. Maximum lot coverage shall be provided as required by appropriate provisions of the City code.

f. Parking. Off-street parking shall be provided as required by appropriate provisions of the City code.

Institutional Area. The following standards and criteria shall be observed in the development of the institutional area of the East Campus.

a. General Purpose Institutional Area (Agate Street to Columbia Street, 15th Avenue to 200 feet north of 17th Avenue).

   1. Basis of Standards: For purposes of determining the floor area ratio and landscape area requirements in the general purpose institutional area, a site size of 205,000 square feet shall be used.

   2. Floor Area Ratio: When the floor area ratio reaches .600, the area shall be considered to be developed to capacity. The maximum allowable floor area ratio shall be 1.00.

3. Landscaped Area. The minimum allowable landscaped area shall be 60 percent.

4. Solar Access. Structures shall be sited on the lot so that shadows cast by the structures at 10 a.m. PST and 2 p.m. PST on December 21 do not fall on the south side of any building located across 15th Avenue or Moss Street. In determining shadow patterns for purposes of this standard, calculations shall be based on a sun azimuth of -28.5^{o} and 28.5^{o} and a sun altitude of 16.3^{o}.

5. Building Height. Building heights shall not exceed the lesser of:

   a. four stories, or

   b. 50 feet, or

   c. a height which will cast a shadow greater than that permitted by the solar access standard.

b. Special Review Institutional Area (Agate Street to Moss Street, facing 17th Avenue)

1. Basis of Standards. For purposes of determining the floor area ratio and landscape area requirements in the special review institutional area, a site size of 152,000 square feet shall be used.

2. Floor Area Ratio. The maximum allowable floor area ratio shall be .450.

3. Landscaped Area. The minimum allowable landscaped area shall be 65 percent.

4. Solar Access. Structures shall be sited on the lot so that:

   --the south wall has an orientation ranging from due south to 25° west of south, and

   --the shadow cast by the structure at 10 a.m. PST and 2 p.m. PST on December 21 does not fall on the south wall of any dwelling unit. In determining shadow patterns for purposes of this standard, calculations shall be based on a sun azimuth of -28.5^{o} and 28.5^{o} and a sun altitude of 16.3^{o}.

5. Building Height. Building heights shall not exceed the lesser of:

   --two stories, or

   --25 feet, or

   --a height which will cast a shadow greater than that permitted by the solar access standard.

c. Residence Hall-Related Institutional Area (Columbia Street to Moss Street, 15th Avenue to 200 feet north of 17th Avenue).

1. Basis of Standards. For purposes of determining the floor area ratio and landscape area requirements in the residence hall-related institutional area, a site size of 205,000 square feet shall be used, except that the site area devoted to improved parking shall be excluded from all calculations.

2. Development Standards. The floor area ratio, landscaped area, solar access, and building height standards for the general institutional area shall apply to the residence hall-related institutional area.

Procedures for Neighborhood Review

a. The University Planning Office shall be notified of any proposal for development of new facilities or for alteration or demolition of existing facilities within the area encompassed by these policies.

b. The University Planning Office shall notify the neighborhood of the receipt of each such proposal. In each instance where these policies provide for the inclusion of the neighborhood in the review of University development proposals, the following procedures shall be observed:

1. Notice to the neighborhood shall be given in writing and delivered by regular mail to the presiding officer of the neighborhood organization. This provision is not intended to restrict the delivery of notice to other individuals by other means.

2. Notice of the intent to apply for a site review by the City of Eugene shall be given at least 45 days prior to the date that the application is filed with the City. The intent of this procedure is to allow for maximum participation of the neighborhood in the review of such proposals, and to attempt to reach agreement with the neighborhood prior to entering site review discussions with the City. The Planning Office shall make every reasonable effort to arrange for a meeting or series of meetings between appropriate University officials and officially designated neighborhood representatives for the purpose of discussing the proposal and resolving any concerns that may be expressed.

3. Notice of the intent to apply for a conditional use permit shall be given not less than 15 days prior to the date the application is formally filed with the City. To the maximum extent possible, neighborhood concerns shall be addressed in the application by the University. Discussions with the neighborhood shall continue through the period that the application is being processed by the City to the extent that they appear to be necessary to resolve outstanding issues.

INTRODUCTION TO THE LAND USE DIAGRAM

The Land Use Diagram represents generalized future land patterns for the Fairmount Special Area Study. These proposed land use patterns are based on relationships among a number of factors, including:

1. The type of development which already exists in the area;

2. The type of zoning or other land use regulations already applied to the area;

3. The relationship of the area to goals and policies developed during the refinement planning process; and

4. Goals and policies previously adopted by the City which have bearing on the Fairmount Special Study Area and neighborhood; in particular, the 1974 Eugene Community Goals and Policies and the Eugene-Springfield Metropolitan Area General Plan.

The Land Use Diagram will be used along with policies and goals of the Fairmount Special Area Study, as well as other adopted City goals, policies, and plans, to evaluate individual land use proposals. It will also be used to determine the need for public facilities and services to serve the expected residents and businesses.

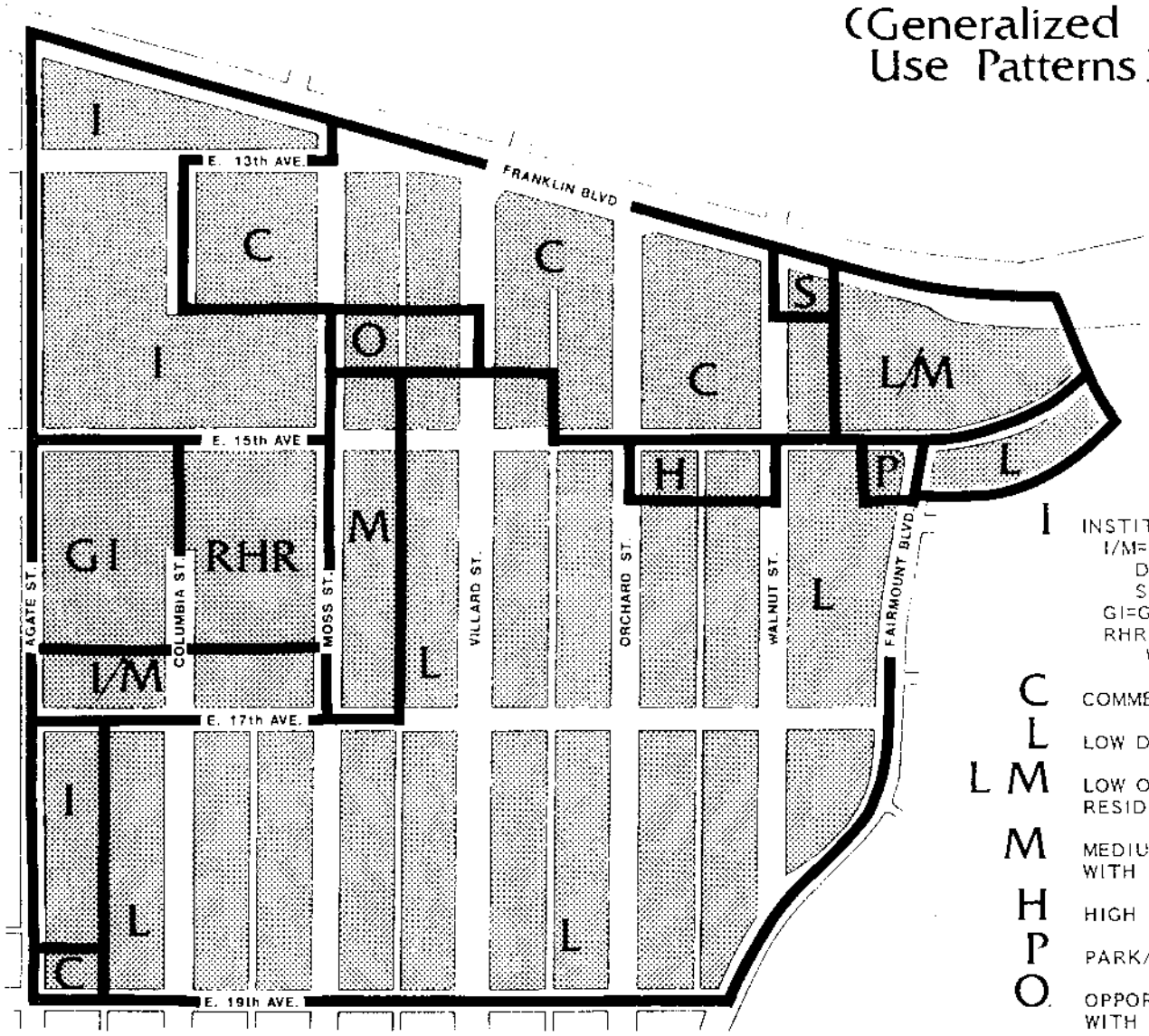
The Land Use Diagram is not a zoning map. Because the Land Use Diagram is not intended as a zoning map, a certain amount of flexibility will be used in its implementation. In other words, the overall land use designation for an area allows for exceptions resulting from previous planning and approved developments.

The Land Use Diagram and Text should be used in conjunction with each other and should not be viewed as separate entities. The symbols on the diagram, designating different uses, directly correlate to the uses explained in the Diagram Text. In other words, "O" (Opportunity Area) on the Diagram is explained under the Opportunity Area section of the Diagram Text.

Map 6

Land Use Diagram

(Generalized Future Land Use Patterns)



I INSTITUTIONAL
I/M=INSTITUTIONAL/MEDIUM DENSITY RESIDENTIAL WITH SPECIAL REVIEW
GI=GENERAL INSTITUTIONAL
RHR=RESIDENTIAL HALL RELATED WITH SPECIAL REVIEW

C COMMERCIAL

L LOW DENSITY RESIDENTIAL

LM LOW OR MEDIUM DENSITY RESIDENTIAL

M MEDIUM DENSITY RESIDENTIAL WITH SITE REVIEW

H HIGH DENSITY RESIDENTIAL

P PARK/OPEN SPACE

O OPPORTUNITY AREA WITH SITE REVIEW

S PROFESSIONAL/OFFICE

N

Fairmount Special Area Study

LAND USE DIAGRAM TEXT

Low-Density Residential (L)

This area generally encompasses the south and east portions of the special study area. This area is to remain in low-density residential use with emphasis on preserving and maintaining the single-family character which currently exists.

Low- or Medium-Density Residential (L/M)

This area is currently owned by the Oregon State Department of Transportation (ODOT). It contains the Eugene Office of the State Police, the District Engineer's Office, and the maintenance facility for the Highway Division. The State has expressed interest in relocating these functions. The diagram indicates the area should be for low- or medium-density residential uses should the State decide to relocate in the future. Development in the area should preserve a parklike border along Franklin Boulevard to preserve the "gateway entrance" to the city. Site review procedures will be followed in future development to protect nearby residences and ensure a "parklike gateway."

Medium-Density Residential (M)

This strip, which is all under University ownership except for one lot, is intended to develop as a medium-density residential area to function as a buffer between the low-density residential area to the east and University institutional area to the west. It is anticipated that future development would be primarily in-fill housing. Development of this area will conform to City development standards with additional solar access and building height restrictions adopted and used by the University (see University Development Standards). Site review procedures will be attached to address compatibility with the low-density residential areas to the south and east.

High-Density Residential (H)

This area currently contains a 36-unit apartment and Tommy Williams' florist store and greenhouse. The properties are zoned R-4 (High-Rise Residential). If the florist business is discontinued, the site is appropriate for high-density residential uses, but site review procedures should be attached to protect and buffer low-density residential uses next to and across the street from this area.

Professional/Office (S)

This site is currently owned by the State Department of Transportation and contains the East Eugene drive test center for the Department of Motor Vehicles (DMV). Should the DMV leave this site, it is appropriate for office or professional uses to locate there. Access will continue to be taken from Walnut Street.

Park/Open Space (P)

This designation recognizes the existing Fairmount Park. It should continue in park use in the future.

Opportunity Area (O)

This area is under University ownership and contains single-family residential structures. The Opportunity Area is appropriate for high-density residential uses, institutional expansion, or for expansion of abutting, existing businesses. Site review should be attached so that future development will be compatible with residential development to the south.

Institutional (I)

The institutional area contains a number of uses including automobile parking, residence halls, various University offices and uses, a fire station, and Condon Magnet Arts Elementary School. The entire area is owned by the University (State Board of Higher Education) with the exception of Condon Elementary which is owned by School District 4-J. Existing uses should continue with the exception of the large block bounded by Agate Street, Moss Street, 15th, and 17th avenues. Future uses for this area are described below and are contained in the University of Oregon East Campus Development Policies. It is intended that future development will be most intense near 15th and Agate Street and become less intense moving eastward and southward toward the low-density residential portion of the special study area.

General Institutional (GI)

This area is appropriate for concentrating University of Oregon institutional uses currently contained in the prefabricated (Vanport) structures, or other University-related institutional uses into new institutional buildings. This area will be the most intense in type of development and could include high-density residences. Review processes will essentially be internal to the University.

Residence Hall Related (RHR)

This area is appropriate for uses related to the residence halls, including high-density residences, ground-level parking, and recreation facilities. Review processes will involve the Neighborhood Association.

Institutional/Medium-Density Residential (I/M)

This area is appropriate for institutional uses and/or for medium-density residential development not to exceed 20 dwelling units per acre. Review processes will involve the Neighborhood Association and development will conform to the University of Oregon development standards.

Commercial (C)

There are two commercial areas within the special study area serving the neighborhood: major commercial facilities north of 15th Avenue, primarily facing Franklin Boulevard; and a Community Commercial node at 19th Avenue and Agate Street. Both areas shall remain in commercial uses with no further expansion of commercial zoning in either area. In order to protect existing residential uses on the south side of 15th Avenue, site review procedures will be attached to properties facing 15th Avenue east of the alley between Moss Street and Villard Street eastward to the ODOT lands.

III. Transportation and Parking

III. TRANSPORTATION AND PARKING SECTION

Introduction

At the initial meetings of the Fairmount/University of Oregon Special Area Study process, the neighbors identified issues and problems regarding automobile transportation, bicycle transportation, and parking. Some of the issues and problems identified were: 1) automobile through-traffic movements and speeding on the north-south streets, 2) commuter parking on-street, 3) on-street storage of cars, 4) residence hall tenants parking on-street rather than in the Bean parking lot, 5) preservation of the bicycle and pedestrian corridors, and 6) lack of adequate bicycle parking at commercial areas.

Overall policy guidance is provided by the Eugene-Springfield Metropolitan Area 2000 Transportation Plan (T-2000) and the Eugene Bikeways Master Plan. This section of the Special Area Study further defines those issues and problems and provides a policy framework and proposals for implementation to address or alleviate them.

Three major tasks were undertaken to interpret the existing transportation behavior within the special study area and surroundings.

1. During the spring of 1981, a license plate study was accomplished. License plate studies involve tracing vehicular movements within an area to determine routes and behavior of autos.

2. Also during the spring of 1981 (with supplemental work in the fall), a parking study was performed. The parking study involved identifying length of stay and turnover of parked automobiles. The information from the license plate and parking studies is included in the Appendix and is titled FAIRMOUNT TRANSPORTATION STUDY, DECEMBER 1981.

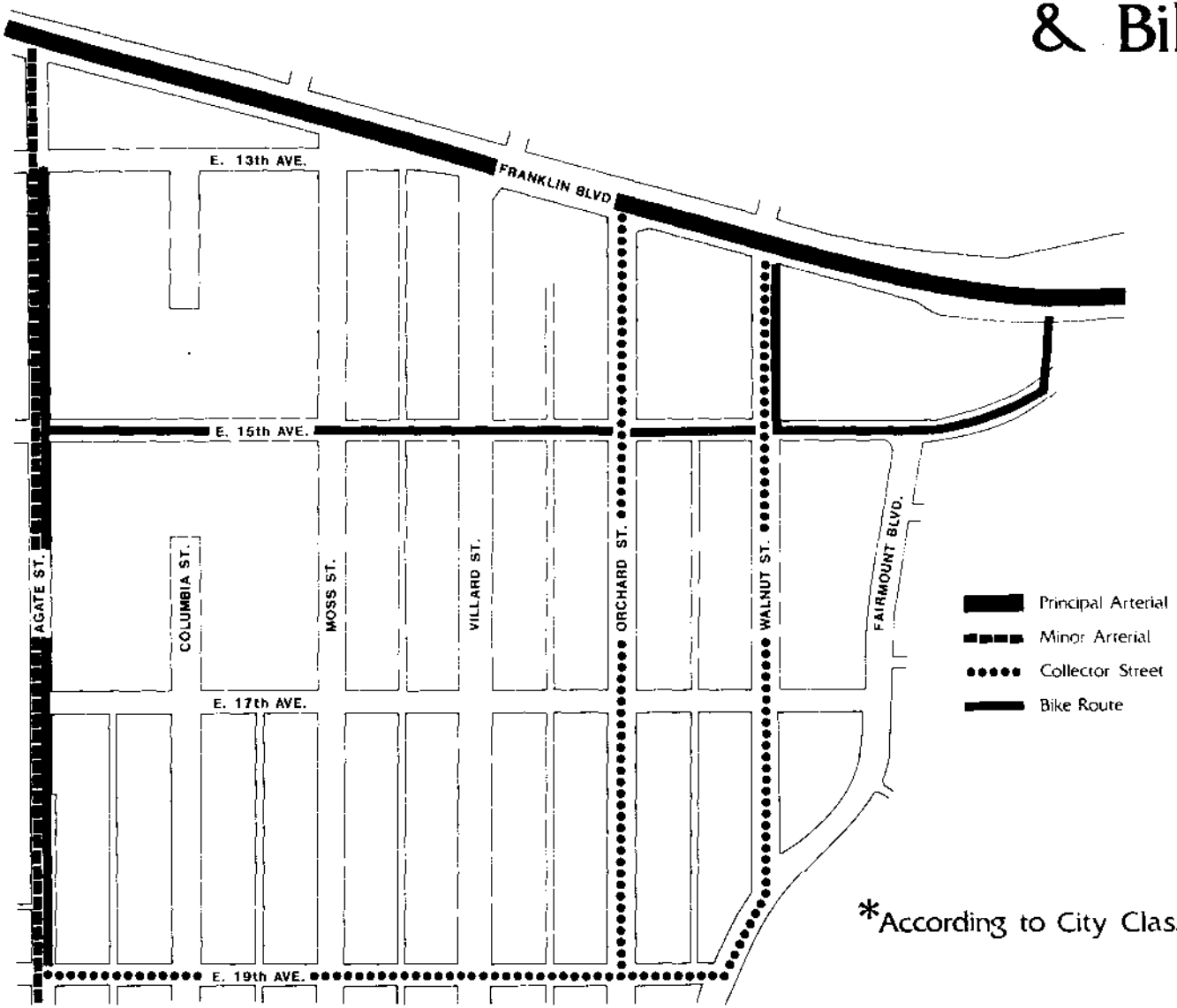
3. The third major study involved door-to-door interviews of about 60 University-owned dwellings within the special study area. The interviews obtained basic demographic information, as well as travel behavior (including mode, time of day, destination, and length of trip) for each resident in each house interviewed. This information is also included in the Appendix and is titled Results of the East University Residence Interview, 1981.

The Transportation and Parking Section is divided into three sections: A) Traffic Circulation, B) Parking, and C) Bicycle and Pedestrian. Each section contains findings, policies, and proposals.

The policies and proposals in this section of the Special Area Study are based primarily on information compiled in the three studies and are meant to improve and enhance the special study area as a place to live, visit, and work, through provision of safe, efficient, and compatible transportation and parking systems.

Map 7

Existing Arterial Street System* & Bike Routes



*According to City Classification (see glossary)

Fairmount Special Area Study

N

0' 200' 400'

A. Traffic Circulation

Findings

1. According to current City classification, there are three collector streets (Orchard Street, Walnut Street, 19th Avenue) within the study area (definitions are included in the glossary). There is one minor arterial (Agate Street) and one principal arterial (Franklin Boulevard) bordering the study area (Map 7). 18th Avenue is a minor arterial which connects to Agate Street on the western boundary of the study area.

2. The most significant through traffic movements in the interior of the study area occur eastbound from the 19th Avenue and Agate Street intersection through 15th Avenue and Villard Street, 15th Avenue and Orchard Street, and 15th Avenue and Walnut Street. Traffic movement is approximately evenly distributed between these three streets. In the westbound direction, the most significant through traffic enters through 15th Avenue and Orchard Street and 15th Avenue and Villard Street, and exits at 19th Avenue and Agate Street.

3. The highest traffic volumes are concentrated on Franklin Boulevard (31,000 average daily traffic [ADT]) and Agate Street (7,300 ADT), with 18th Avenue (4,400 ADT) and 19th Avenue (5,200 ADT) carrying intermediate volumes.

4. The residential grid-pattern streets in the interior of the study area have higher traffic volumes than is typical of newer neighborhoods with curvilinear street patterns, with the exception of Columbia and Moss streets between 17th and 19th avenues. The lowest volumes on the north-south streets occurred between 17th and 19th avenues. Generally, there is more traffic in the northern and western ends of the study area near the commercial and institutional land uses.

5. Traffic entering the study area on Summit Street generally exits the neighborhood at the 15th Avenue and Walnut Street intersection or at the 19th Avenue and Agate Street intersection. The hillside traffic entering the study area on Birch Lane exits primarily on Walnut Street. The traffic entering the study area on these two streets is considerably less than that entering at 19th Avenue and Agate Street (25% and 12% respectively).

6. 17th Avenue has the lowest traffic volume of the east-west streets, ranging from 400-1,500 ADT.

Policies

1. The Department of Motor Vehicles site shall continue to gain access from Walnut Avenue and not from Franklin Boulevard.

2. The adverse effects of motor vehicle movement shall be mitigated as much as possible.

3. Primary vehicular access to the Oregon Department of Transportation Lands should minimize impact on nearby residences and Fairmount Park.

4. Traffic management techniques shall continue to be used and new techniques developed to reinforce the idea of a hierarchy of streets in the plan area. Some streets shall combine their local, collector, or arterial function with a role as primary pedestrian and bicycle ways. The use of low-volume, local neighborhood streets for through movements by trucks and heavy construction equipment shall be discouraged.

5. The City shall encourage the Lane Transit District (LTD) to provide an opportunity for affected neighbors to review new LTD bus routes proposed to operate within the study area prior to the approval and implementation of the route by LTD, and neighborhood notification should allow sufficient time for adequate neighborhood discussion and response.

Proposals

1. The University of Oregon should clearly designate a campus entrance near its visitors' parking lot at Franklin Boulevard and Agate Street through signing and promotional materials.

2. The LTD and the University should continue to facilitate transportation with good connections and frequent runs to and from the University. The LTD should be encouraged to adjust its routes according to rider demand.

3. The LTD and the University should study the origins of the majority of commuter trips to the University and the times of day that are involved in order to better provide public transportation attractive to commuters from those areas.

B. Parking

Findings

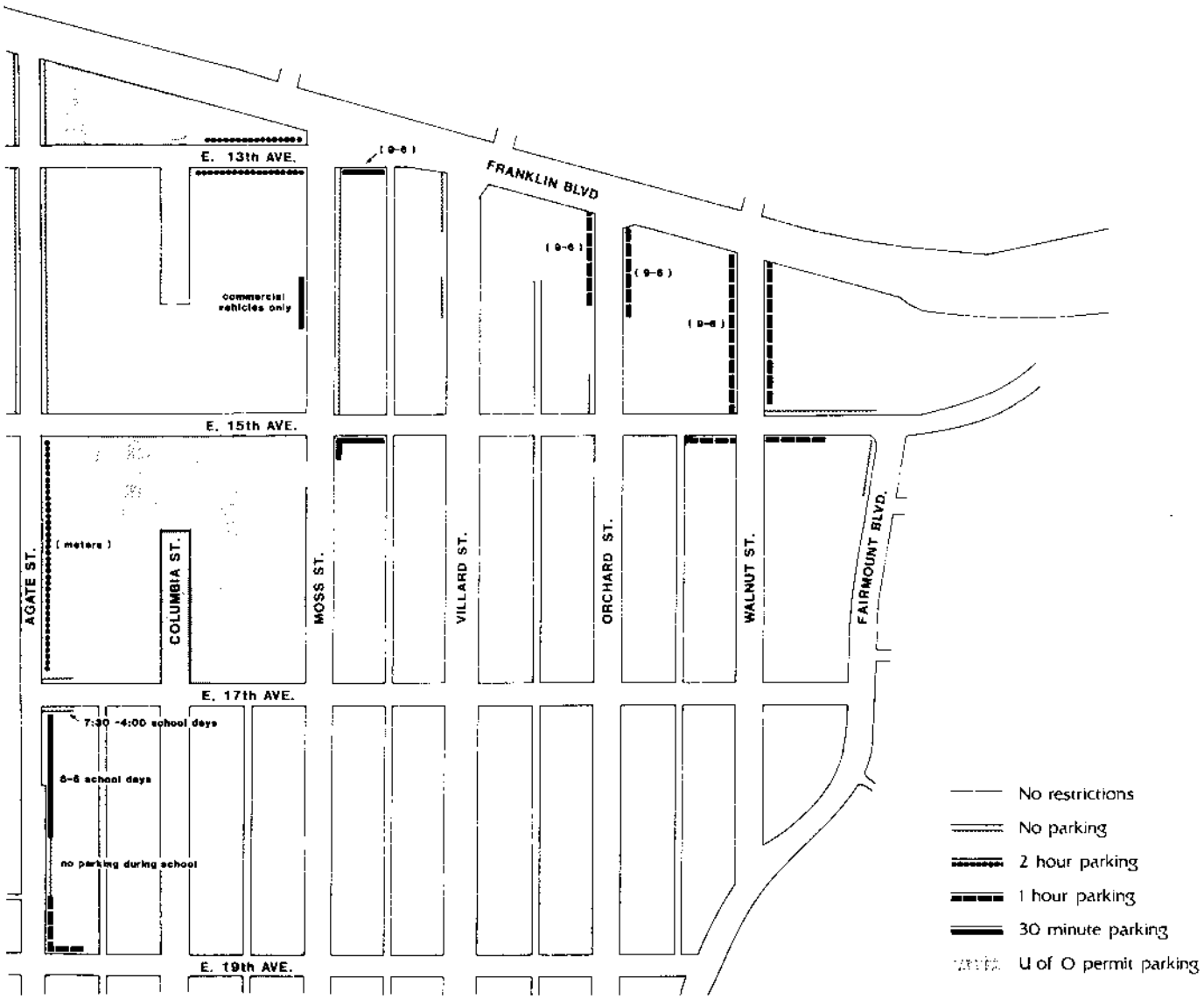
1. In general, there are higher parking occupancies in the northern and western ends of the neighborhood due to proximity to commercial and institutional land uses.

2. There are high parking occupancies at 6-7 a.m. near the dormitories on the following blocks: 15th Avenue, Agate Street to Moss Street; Moss Street, 13th Avenue to 17th Avenue; 13th Avenue, Agate Street to Moss Street; and Agate Street, 15th Avenue to 17th Avenue. There are approximately 250 cars parked on these streets, the majority of which are dormitory student parkers.

3. Bean parking lot, during the midday, has approximately 410 parked cars. It is estimated that approximately 160 are commuter parkers and 250 are residential parkers. Total capacity is about 670 spaces, with approximately 260 unused spaces. Currently, student fees for 24-hour parking on the Bean Lot is $18 per academic year.

4. On-street storage of automobiles by residence hall students is a major contributor to the parking problem in the residence hall vicinity.

Parking Opportunities & Constraints



No restrictions
No parking
2 hour parking
1 hour parking
30 minute parking
U of O permit parking

N
0' 200' 400'

Fairmount Special Area Study

5. Commuter parking is taking place on streets where midday parking occupancies increase significantly from early morning. These blocks are: 15th Avenue, Moss Street to Villard Street; Moss Street, 15th Avenue to 17th Avenue; Agate Street, 17th Avenue to 19th Avenue; Columbia Street, 17th Avenue to 19th Avenue; and 17th Avenue, Agate Street to Villard Street. These commuters are primarily associated with the University of Oregon. In addition, commuter and business-related parking occurs on: Villard Street, Franklin Boulevard to 15th Avenue; Orchard Street, Franklin Boulevard to 15th Avenue; and 15th Avenue, Villard Street east to Fairmount Boulevard. These cars are associated with commercial and government land uses north of 15th Avenue.

6. Neighbors have observed that there are substantial fluctuations in parking (areas mentioned in Parking Finding 5).

7. Generally, restricted parking zones are in the north and west portions of the special study area. Short-term parking is located near commercial uses at the north and southwest portions of the special study area. "No parking" areas are concentrated along Agate Street and Moss Street near the residence halls, and abutting Condon School and the fire station. For the most part, the special study area south of 15th Avenue and east of Moss Street is without parking constraints.

8. Enforcement of parking violations related to on-street parking on streets that do not have posted time zones is at present low priority due to budgetary and manpower constraints and other demands for service.

9. There are residential, institutional, and commercial land uses within the study area that do not provide code-specified parking spaces. This includes some neighborhood employers who provide no parking for their employees and, in one case, an employer who stated his employees were forbidden to park on business premises.

10. The bail levied for violation of the 24-hour on-street automobile storage regulation is currently $5. Parking Administration has been authorized to raise the bail to $25 in the near future.

11. University-related parking needs fall into two main categories: residential vehicle storage and commuter parking. Other needs include visitor parking and event parking.

Policies

1. Steps shall be taken to gain better usage of existing off-street parking areas and to discourage long-term storage of vehicles on the street.

2. The University and City shall work toward developing an effective ride-sharing program to make the most efficient use of existing parking facilities.

3. The adverse effects of motor vehicle parking shall be mitigated as much as possible.

4. Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood.

5. The City shall recognize that on-street parking around the University is not solely a University problem, since it involves homes and businesses located near the University.

6. The City shall see that its parking enforcement agencies act upon complaints of citizens in regard to violation of City parking ordinances, within the limits of budgetary constraints.

7. The City's schedule of fines for parking violations shall reflect current money value and shall reflect the severity of the violation and cost of enforcement.

8. The City shall encourage the University and cooperate with the University in an effort to achieve solutions to University-related parking needs.

Proposals

1. The City should work with the neighborhood to study implementation of parking systems. These systems will be aimed at reducing parking problems in the Fairmount neighborhood as a whole.

2. The fine for on-street storage of vehicles should be set high enough to make attractive the use of off-street parking facilities and to cover the cost of enforcement.

3. The City should consider shifting more resources for enforcing the 24-hour parking code from the Police Department to parking control officers. Enforcers shall be encouraged to respond to legitimate complaints of violations of City parking regulations. The aim of this proposal is to encourage the use of University-provided parking space.

C. Bicycle and Pedestrian

Findings

1. As identified on the Eugene Bikeways Master Plan, Agate Street has striped on-street bicycle lanes and 15th Avenue is a signed bicycle route. There is an off-street connector route to Franklin Boulevard at the eastern end of 15th Avenue.

2. The intersection of 19th Avenue and Agate Street and the raised crosswalk on Agate Street (near the residence halls) are areas of high pedestrian activity.

3. The Agate Street bicycle lanes have the highest volumes of bicycle traffic in the study area. Bicycle volumes are slightly lower on 15th Avenue, east of Agate Street. Bicycle traffic volumes are lower on the eastern end of 15th Avenue than on the western end.

4. There is an existing sidewalk on the east side of Columbia Street that serves as a pedestrian and bicycle connector between 15th and 17th avenues.

5. There are bicycle/pedestrian-activated signals on Franklin Boulevard at Walnut, Villard, and Agate streets; however, making connections to the bikeways and pedestrian facilities north and south of Franklin Boulevard usually is difficult due to the street widths, turning conflicts, and length and timing of signals.

6. More than half of the businesses in the study area provide insufficient bicycle parking.

Policies

1. When the Department of Transportation lands are developed in the future, consideration shall be given to realigning the 15th Avenue bicycle path east of Walnut Street and making it more attractive.

   Note: If the bicycle path is realigned, the City shall require an easement for the path to ensure its permanence in the future.

2. The University and City shall work with the State Department of Transportation and University community neighborhoods to address the issue of improved bicycle and pedestrian connections across Franklin Boulevard.

3. Existing and future businesses shall be encouraged to provide safe and covered bicycle parking for employees and patrons.

4. The use of bicycles, mass transit, walking, carpooling, and other appropriate alternative modes of transportation, especially by employees in the plan area, shall be actively encouraged and provided for in order to reduce automobile dependence and alleviate traffic and parking problems.

Proposals

1. The use of bicycles should be encouraged in the following ways:

   a. Businesses and major employers should provide secure, convenient covered bicycle parking (the City should develop an ordinance to require such parking);

   b. Lane Transit District should be encouraged to put bike racks on buses;

   c. The City should actively encourage bicycle commuting by offering bicycle commuting workshops;

   d. The City should continue to improve and expand the bike system.

2. Pedestrian ways should include curb cuts at corners and/or other improvements that would facilitate use by handicapped persons.

3. The City, State Department of Transportation, and neighbors should work together to improve the safety of bicyclists and pedestrians at the Walnut Street and Franklin Boulevard intersection. Suggested improvements to consider include:

   a. Discourage pedestrians from crossing Franklin Boulevard on the eastern side of the intersection by installing signing and removing the existing pedestrian-activated buttons on the eastern side of the intersection.

   b. Install curb cuts at the corners and the pedestrians' refuge.

   c. Replace worn crosswalk markings on the western side of the intersection.

   d. Distinguish the bike routes to Laurel Hill and the Willie Knickerbocker Bridge by bike route signing on 15th Avenue, Fairmount Boulevard, and Walnut Street.

4. Continue to install and maintain lighting to City standards along major bicycle and pedestrian corridors and areas of high nightime activity.

GLOSSARY

Collector Street. The collector street system provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Finding. Factual statement resulting from investigations, analysis, or observation.

Goal. Broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable, but is used as a point to strive for.

Metropolitan General Plan. The Eugene-Springfield Metropolitan Area General Plan is the official long-range general plan (public policy document) of Metropolitan Lane County and the Cities of Eugene and Springfield. The plan sets forth general planning policies and land use allocations and serves as the basis for the coordinated development of programs concerning the use and conservation of physical resources, furtherance of assets, and development or redevelopment of the metropolitan area.

Minor Arterial Street: The minor arterial street system should interconnect with and augment the urban principal arterial street system and provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified for internal reasons as urban principal arterials.

The spacing of minor arterial streets may vary from 1/8-1/2 mile in the central business district to two-three miles in the surburban fringes, but should normally be not more that one mile in fully developed areas.

Plan Diagram. A graphic depiction of 1) the broad allocation of projected land-use needs in the Fairmount Special Study Area, and 2) the goals, objectives, and recommendations embodied in the text and elements of the Special Area Study.

Policy. Statement adopted as part of the Special Area Study to provide a specific course of action moving the community toward attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time.

Principal Arterial Streets. In every urban environment there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000) these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas their importance also derives from service to rural oriented traffic, but equally or even more important, from service for major movements within these urbanized areas.

This system of streets and highways, called here the urban principal arterial system, should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of thorugh movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major city communities, or between major suburban centers should be served by this class of facilities. Frequently the principal arterial system will carry important intraurban as well as intercity bus routes. Finally, this system in urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional class. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal arterial system should be stratified as follows: (1) Interstate, (2) other freeways and expressways, and (3) other principal arterials (with no control or access).

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

Proposal. Proposals are suggestions for implementing policies of the Special Area Study. In general, they will be further reviewed and studied and may or may not be implemented in the form in which they appear in the document. They are recognized as ideas which have been suggested, after some public discussion, as possible ways to implement the Special Area Study.

Refinement Plan. Refinement plans are a detailed examination of the service needs and land-use problems peculiar to particular areas. Refinements to the General Plan can include specific neighborhood or community plans, or special purpose or functional plans (such as water, sewer, or transportation plans). In addition, refinement plans can be in the form of major planned unit developments, annexation and zoning applications, or other special area studies.

RESOLUTION NO. 3719

A RESOLUTION ADOPTING THE FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY

The City Council of the City of Eugene finds that:

In the Spring of 1980, the Eugene Planning Commission began a refinement study of the Eugene-Springfield Metropolitan Area General Plan for a portion of the Fairmount Neighborhood, an area defined by Franklin Boulevard on the north; East 19th Avenue on the south; Fairmount Boulevard and the area north of the extension of East 15th Avenue on the east; and Agate Street on the west.

A planning committee was formed to work with City staff in developing a plan for the area, subsequently referred to as the Fairmount/University of Oregon Special Area Study. Membership on the planning committee included representatives of the Fairmount Neighborhood organization, representatives of area businesses, and representatives of the University of Oregon.

In May, 1982, a draft Fairmount/University of Oregon Special Area Study was mailed to all property owners and all addresses within the study boundaries.

On May 25, 1982, the Campus Planning Committee of the University of Oregon adopted and recommended that the President of the University adopt the portion of the Fairmount/University of Oregon Special Area Study entitled University of Oregon Development Policy, East Campus Area, as University policy. The University President adopted the East Campus Development Policy on July 2, 1982.

The Fairmount Neighbors neighborhood association held a public hearing on the Special Area Study draft on June 9, 1982. On June 9, 1982, the Fairmount Neighbors adopted the draft Special Area Study with certain recommendations for modifications thereof.

The Eugene Planning Commission held a public hearing on the Fairmount/University of Oregon Special Area Study draft on July 13, 1982. The Planning Commission took action at its meeting of July 13, 1982, to recommend a revised version of the Fairmount/University of Oregon Special Area Study for adoption by the City Council.

The City Council held a public hearing on the Fairmount/University of Oregon Special Area Study on September 27, 1982 and considered recommendations from the Planning Commission, the Fairmount Neighbors, and members of the public.

The Planning Commission and the City Council have reviewed the Fairmount/University of Oregon Special Area Study. Based on the findings herein and the public testimony, the City Council finds that the Fairmount/University of Oregon Special Area Study is consistent with the Eugene-Springfield Metropolitan Area General Plan, the 1974 Community Goals and Policies, and the Statewide Planning Goals.

Now, therefore, based on the above findings,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon as follows:

Section 1. The policies as set forth in the Fairmount/University of Oregon Special Area Study are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the Fairmount/University of Oregon special study area, and any explanatory text following the policies is recognized as clarifying and explaining the intent of the policies.

Section 2. The Land Use Diagram included in the Fairmount/University of Oregon Special Area Study is hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan Diagram, and the explanatory text discussing each segment of the Diagram is recognized as clarifying and providing further explanation of the intent of the Metropolitan Plan Diagram.

Section 3. The University of Oregon Development Policy for the East Campus Area is recognized as a statement of University policy for land under their ownership but is not adopted as City policy.

Section 4. The proposals set forth in the Fairmount/University of Oregon Special Area Study are hereby recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy.

Section 5. The Revisions and Errata of September 27, 1982, as set forth in Exhibit A, attached hereto and incorporated herein by reference, are adopted as revisions to be incorporated in the Fairmount/University of Oregon Special Area Study.

Section 6. The City Council hereby adopts as additional findings, the supporting text, maps, graphs, tables and charts contained in the Fairmount/University of Oregon Special Area Study and the Fairmount/University of Oregon Special Area Study Appendix.

The foregoing Resolution adopted this 27th day of September 1982.

Warren A Wong
City Recorder

ORDINANCE NO. 20312

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN DIAGRAM AND THE FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY DIAGRAM AND TEXT; AMENDING SECTIONS 9.8865 AND 9.9570 OF THE EUGENE CODE, 1971; ADDING NEW SECTIONS 9.4200, 9.4205, 9.4210, 9.4215, AND 9.4220 TO THAT CODE; ADOPTING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

The City Council of the City of Eugene finds that:

A. On September 22, 2003, the Eugene City Council initiated amendments to the Land Use Code to allow concurrent processing with an application to amend the Fairmount/University of Oregon Special Area Study diagram and text.

B. The amendments contained in this Ordinance are based on an application submitted by the University of Oregon and the recommendation of the Planning Commission.

C. The Planning Commission held a public hearing on the amendments contained in this Ordinance on November 18, 2003, and has forwarded its recommendations to the City Council for amendments to the Metropolitan Area General Plan Diagram, Fairmount/University of Oregon Special Area Study Diagram and Text, and the Eugene Code, 1971, which have been incorporated herein.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The Eugene-Springfield Metropolitan Area General Plan Diagram is amended to change 29.7 acres of land from the High-Density Residential, Medium Density Residential, and Low Density Residential designations to the Government and Education designation, as shown on the attached Exhibits A and B, which are incorporated herein.

Section 2. Consistent with the provisions of Section 9.7750(4) of the Eugene Code, 1971 the Fairmount/University of Oregon Special Area Study (the "SAS") land use diagram located on page 36 of the SAS is amended to redesignate land currently designated as General Institutional, Institutional/Medium Density Residential with Special Review, Residential Hall Related With Special Review, and Low Density Residential to the Institutional designation; and to redesignate land currently designated as Low Density Residential, Medium Density Residential with Site Review, and Opportunity Area with Site Review to the Limited High Density Residential/Limited Institutional designation, as more specifically reflected on attached Exhibits B and C, which are incorporated herein. The legend of the land use diagram on page 36 of the SAS is revised to delete the following designations: I/M Institutional/Medium Density Residential With Special Review, GI

General Institutional, RHR Residential Hall Related With Special Review, M Medium Density Residential With Site Review, and O Opportunity Area With Site Review. The legend is also revised to add the following designation: LHDR/LI Limited High Density Residential/Limited Institutional.

Section 3. The General Policies (page 1) of the Fairmount/University of Oregon Special Area Study ("SAS") text is amended as follows:

(a) General Policies 2 and 3 (page 1) are amended, and a new Policy 8 is added thereto, to provide as follows:

2. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), 2) the Limited High Density Residential/ Limited Institutional Area ("LHDR/LI" on the Land Use Diagram) and 3) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

3. With the exception of 1) that portion of the ODOT lands designated for residential use, and 2) University lands designated as "Institutional" or "Limited High Density Residential/Limited Institutional", zone changes to increase residential density or commercial intensity are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (approximate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section - Section D).

8. The City shall encourage applicants who desire amendments to this plan to involve the collaboration of the City and the Fairmount Neighborhood in the review and revision process.

(b) Policy 1 of the University of Oregon Lands Policies (East Campus Area) (page 2) of the SAS is amended, and new Policies 6, 7, 8 and 9 are added thereto, to provide as follows:

1. The City of Eugene and the Fairmount Neighbors recognize the current University-adopted East Campus Policy as a statement of University policy governing land use in the East Campus Area.

6. On University-owned East Campus lands within the state-approved University boundary, the following policies shall apply in the Low Density Residential area:
   (a) The only uses that may be permitted with a conditional use permit are University-owned office uses and similar support functions provided, in addition to the other criteria for a conditional use permit, those uses

are compatible with a low-density residential environment.

(b) As part of a conditional use permit application, the University shall demonstrate that office uses and similar support functions do not generate more automobile trips than other low-density residential uses allowed in the zone and that adequate off-street parking is provided.

(c) The City shall not grant conditional use permits to more than seven of the tax lots in the Low Density Residential area and no more than five of the seven tax lots having a conditional use permit shall be located along Villard Street.

(d) The preservation and maintenance of the historic architectural, single-family residential character of the Low Density Residential area is an integral part of the surrounding neighborhood. New development shall demonstrate compatibility with this historic architectural, single-family residential character, located east and south of the East Campus area, through consideration of appropriate building mass, building scale, historic architectural style, setbacks, building and entrance orientation, roof pitch and mitigation of off-site impacts.

(e) The Low Density Residential area along the south edge of the East Campus Area may be developed as passive or active open space.

(f) Conditional uses shall not exceed a total of 35,000 square feet within the Low Density Residential area.

7. The University shall ensure long-term maintenance for street-front landscaping on University-owned properties along Villard Street.

8. In an effort to maintain the Fairmount Neighborhood's character, the University shall consider contributing ranked historic houses that must be moved from other areas within the state-approved University lands due to development plans for infill projects, or to replace a non-contributing house in the University-owned Low Density Residential area, if feasible.

9. The City shall attach the site review overlay zone to the University's properties at the northwest corner of 15th and Villard. In addition, Site Review shall be required for new development within 100 feet of the one privately-owned, owner-occupied parcel within the /EC East Campus Overlay Zone (TL 3400, map 17-03-32-44) as long as the property is privately owned.

(c) The Traffic Circulation Policies (page 3) of the SAS are amended by adding new Policies 6, 7, 8 and 9 thereto, to provide as follows:

6. By March, 2005, the City shall initiate a study of Agate Street between Franklin Boulevard and 19th Avenue. That study, conducted jointly with the University and the Fairmount Neighborhood Association, shall identify

strategies to improve the function and carrying capacity of Agate according to the City criteria for its designated street classification. The City will implement the necessary changes. The University will participate in those improvements as development occurs and as required by City code, to the extent that the University is directly responsible for the needed improvements.

7. The City, with the cooperation of the University and the Fairmount Neighborhood Association, shall initiate an area-wide traffic calming study for the streets within the Fairmount/University of Oregon Special Area Study boundary to determine appropriate mitigation for through-traffic utilizing neighborhood streets. Such study shall be initiated prior to December, 2008, subject to availability of funds. In the event that the City updates the Central Area Transportation Study (CATS) prior to 2008, the City shall fund and initiate an area-wide traffic calming study as part of the CATS update to determine appropriate mitigation measures for the subject area.

8. If a Traffic Impact Analysis that is required by the City Code projects that a proposed development will increase traffic on streets within the single-family neighborhood to the east and south of University-owned land the City shall require the applicant to mitigate those impacts through the use of traffic calming strategies or other mechanisms designed to discourage through traffic.

9. With the exception of alleys, vacations of streets within the state-approved University East Campus boundary should not be permitted, unless the applicant, at his or her expense, provides to the City a local street connection study that demonstrates how the proposed street system remaining after such vacation meets the intent of Eugene Code street connectivity provisions and that such vacation will not increase traffic volumes on local residential streets.

(d) Policy 4 of the Parking Policies (page 4) of the SAS is amended, and a new Policy 9 is added thereto, to provide as follows:

4. Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood by mitigating parking impacts on the surrounding neighborhood as directed by the City.

9. New parking structures proposed by the University within the East Campus area shall be located and designed to discourage traffic through adjacent neighborhood streets, shall provide routing to and from the structure via an arterial or collector street, and shall provide access to the structure in a manner consistent with adopted City policies and City Code provisions.

(e) The last paragraph of the "Introduction to the Plan Area" Section (page 5) of the SAS is amended as follows:

> This Special Area Study contains select policies from the University of Oregon 2003 East Campus development policy, affecting land owned by the University. These policies are contained in the land use section of this Special Area Study. The University policies not adopted into this Special Area Study will guide the University in its planning and decision making regarding public facilities and services in the east campus area. The Special Area Study will be consulted in the public's evaluation of private and public development requests. It is intended that this Special Area Study will gain wide circulation so that the private sector and the University, as well as other institutional and commercial land holders, will consult and take guidance from this plan in forming plans that have an effect in this area.

(f) The first sentence of the last paragraph of the "Use of the Plan" Section (page 6) of the SAS is amended as follows:

> This plan is a long range, comprehensive plan and, as such, should be occasionally reviewed and updated.

(g) The "Planning Process" Section of the SAS is amended by adding two new paragraphs after the last paragraph (page 7) to provide as follows:

> In 2002, the University of Oregon began a comprehensive update of its east campus development policy. The goal of the update was to provide for the future campus land needs without diminishing the quality of the surrounding neighborhood. Since the 1982 adoption of the SAS, the University has developed numerous facilities within the east campus area (Knight Law School, Museum of Natural History, Graduate Student Housing, East Campus Children's Center). The area's development potential, as constrained by SAS policies, University East Campus policies, and University Long Range Development Plan policies, had been almost maximized.
>
> The amended Land Use Diagram (Map 6) reflects the expanded Institutional area, Limited High Density Residential/Limited Institutional area, and Low Density Residential buffer established to meet the goal of the policy update. An explanation of the process used to develop the University's updated East Campus Development Policy is contained in Section II. E of this Plan.

(h) "Land Use" Goal 8 (page 9) is amended as follows:

8. To respond to the need expressed in the Metro Plan for institutional use along Agate Street in the zone of University land ownership, and to provide that non-institutional, limited high density residential and limited institutional

uses serve as a buffer between intensive institutional uses and the existing single-family residential area south of 15th Avenue or east of the University East Campus Limited High Density Residential/Limited Institutional area.

(i) The Part II Land Use General Policies 2 and 3 (page 15) of the SAS are amended, and a new Policy 8 is added thereto, to provide as follows:

2. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), 2) the Limited High Density Residential/Limited Institutional Area ("LHDR/LI" on the Land Use Diagram) and 3) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

3. With the exception of 1) that portion of the ODOT lands designated for residential use, and 2) University lands designated as "Institutional" or "Limited High Density Residential/Limited Institutional", zone changes to increase residential density or commercial intensity are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (approximate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section - Section D).

8. The City shall encourage applicants who desire amendments to this plan to involve the collaboration of the City and the Fairmount Neighborhood in the review and revision process.

(j) Policies 1 and 2 of The Core Residential Area Policies (page 19) of the SAS are amended as follows:

1. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), 2) the Limited High Density Residential/Limited Institutional Area ("LHDR/LI" on the Land Use Diagram) and 3) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

2. With the exception of 1) that portion of the ODOT lands designated for residential use, and 2) University lands designated as "Institutional" or "Limited High Density Residential/Limited Institutional", zone changes to increase residential density or commercial intensity are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (approximate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section - Section D).

(k) Policy 1 of the Franklin Boulevard Community Commercial Strip Policies (page 20) of the SAS is amended as follows:

1. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), 2) the Limited High Density Residential/Limited Institutional Area ("LHDR/LI" on the Land Use Diagram) and 3) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

(l) Policy 1 of the 19th and Agate Neighborhood Commercial Development (page 21) of the SAS is amended as follows:

1. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), 2) the Limited High Density Residential/Limited Institutional Area ("LHDR/LI" on the Land Use Diagram) and 3) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

(m) The University of Oregon Lands, Description and Statement of the Problem section (pages 23 and 24) of the SAS is amended by amending the last paragraph on page 23, the first paragraph on page 24, and adding five new paragraphs thereto, to provide as follows:

Through efforts made by the Fairmount Neighbors Planning Committee and by representatives of the University Planning Office, the University of Oregon Plan for Development : East Campus Area, was developed and included as part of this section in the 1982 Plan. Pertinent polices contained in that Plan for Development were endorsed by the Fairmount Neighbors Special Area Planning Committee and parallel policies adopted for its special area plan. Future cooperation between the University and the neighborhood may bring diminution of some of the other persistent problems.

The 1982 University Development Policy was in place for 20 years. It accomplished evolution of the campus through an orderly pattern in which increased intensity of land use proceeded without "leapfrogging."

In 2002, the University of Oregon began a comprehensive update of its East Campus Development Policy. The goal of the update was to provide for the future campus land needs without diminishing the quality of the surrounding neighborhood. Since the 1982 adoption of the SAS, the University has developed numerous facilities within the East Campus area (Knight Law School, Museum of Natural History, Graduate Student Housing, East Campus Children's Center). The area's development potential, as constrained by SAS policies, University East Campus policies, and University Long Range Development Plan policies, had been almost

maximized.

The amended Land Use Diagram (Map 6) reflects the expanded Institutional area, Limited High Density Residential/Limited Institutional area, and Low Density Residential buffer established to meet the goal of the policy update. The University utilized an extensive public involvement process in forming the update, including numerous open houses, meetings, and mailings to the Fairmount neighbors and the neighborhood organization. Neighbor comments were considered in the development of the University's 2003 East Campus Development Policy and were incorporated into the policy as appropriate. The East Campus Development Policy was adopted by the President's Office in April 2003 but was not adopted by the Eugene City Council. Future projects in the area will likely include support services, such as housing, offices and research space, that do not need to be within the University's established 7-minute walking distance of the core instructional area.

In September 2003, the University submitted an application to amend the 1982 Fairmount/University of Oregon Special Area Study for the purpose of incorporating changes in the plan made necessary by the University's adoption of the 2003 East Campus Development Policy. Commenting on the application, the Fairmount Neighborhood Association expressed concerns about the effectiveness of the proposed East Campus Development Policy in mitigating the impacts of University development on the surrounding neighborhood. The association subsequently commissioned the Fairmount Neighborhood Association East Campus Committee (Committee) to represent the neighborhood interests in the public hearing process. The Committee submitted testimony commenting on each of the University's individual proposals. While the Committee expressed support for many of the ideas and proposals put forth in the application, they also suggested modifications to certain policies or plan text and replacements or additions to other policies and text.

Following the public hearing, the City engaged University staff and Committee representatives in a mediation process to seek agreement and resolve differences on the proposed policy and text amendments. Agreement between the University and Committee was reached on most of the issues discussed; those agreements are reflected in the maps, policies and other text adopted through this amendment process.

(n) Finding 2 of the Findings for the University Lands Bounded by Agate and Moss Streets and 17th and 15th Avenues (page 24) of the SAS is amended, Finding 3 is deleted, and Findings 4, 5 and 6 are renumbered 3, 4 and 5, as follows:

2. The 6.14 acres between Agate and Columbia streets are characterized by the presence of numerous buildings. There is the Knight School of Law, completed in 2001, the Museum of Natural History, the Vivian Olum Child Care Center, a fire station, an ROTC house and outbuilding, and a house used by University Services. These buildings occupy 4.09 acres. 1.61 acres

are occupied by parking space and .44 acres by an alley which runs parallel to Agate Street.

3. The 5.71 acres between Moss and Columbia streets are primarily used for University parking. The Bean parking lot covers 70 percent of this acreage and is used by students, faculty, and staff. Five buildings in the southeast corner of the remaining 1.5 acres are used for housing, a vacant church is used as a warehouse, and a paved court is used for basketball.

4. Vehicular access into these University lands is primarily by way of 15th Avenue, Moss Street, and Columbia Street via 17th Avenue. These streets are currently two-way streets. A sidewalk connects 15th and 17th avenues along Columbia Street and is used as a through connector for cyclists and pedestrians.

5. Area residents in the May 1980 testimony at the joint elected official hearing on the Metropolitan Plan update indicated that increase in density in East Campus should occur north of 17th Avenue and west of Moss Street (1980).

(o) Policy 1 of the Policies - East Campus Area Section (page 24) of the SAS is amended, and new policies 6, 7, 8, and 9 are added thereto, as follows:

1. The City of Eugene and the Fairmount Neighbors recognize the current University-adopted East Campus Policy as a statement of University policy.

6. On University-owned East Campus lands within the state-approved University boundary, the following policies shall apply in the Low Density Residential area:
   (a) The only uses that may be permitted with a conditional use permit are University-owned office uses and similar support functions provided, in addition to the other criteria for a conditional use permit, those uses are compatible with a low-density residential environment.
   (b) As part of a conditional use permit application, the University shall demonstrate that office uses and similar support functions do not generate more automobile trips than other low-density residential uses allowed in the zone and that adequate off-street parking is provided.
   (c) The City shall not grant conditional use permits to more than seven of the tax lots in the Low Density Residential area and no more than five of the seven tax lots having a conditional use permit shall be located along Villard Street.
   (d) The preservation and maintenance of the historic architectural, single-family residential character of the Low Density Residential area is an integral part of the surrounding neighborhood. New development shall demonstrate compatibility with this historic architectural, single-

family residential character, located east and south of the East Campus area, through consideration of appropriate building mass, building scale, historic architectural style, setbacks, building and entrance orientation, roof pitch and mitigation of off-site impacts.

(e) The Low Density Residential area along the south edge of the East Campus Area may be developed as passive or active open space.

(f) Conditional uses shall not exceed a total of 35,000 square feet within the Low Density Residential area.

7. The University shall ensure long-term maintenance for street-front landscaping on University-owned properties along Villard Street.

8. In an effort to maintain the Fairmount Neighborhood's character, the University shall consider contributing ranked historic houses that must be moved from other areas within the state-approved University lands due to development plans for infill projects, or to replace a non-contributing house in the University-owned Low Density Residential area, if feasible.

9. The City shall attach the site review overlay zone to the University's properties at the northwest corner of 15th and Villard. In addition, Site Review shall be required for new development within 100 feet of the one privately-owned, owner-occupied parcel within the /EC East Campus Overlay Zone (TL 3400, map 18-03-05-11) as long as the property is privately owned.

(p) Proposal 1 of Proposal - East Campus Area Section (page 25) of the SAS is amended as follows:

1. The City shall attach the site review overlay zone to the University's properties at the northwest corner of 15th and Villard and shall apply a special East Campus Overlay Zone specifying height limitations in the area designated as Limited High Density Residential/Limited Institutional on the Land Use Diagram. In addition, Site Review shall be required for new development within 100 feet of the one privately owned parcel within the /EC East Campus Overlay Zone that is owner-occupied (TL 3400, Map 17-03-32-44, a portion of Parcel 1, Block 17, Fairmount Addition), as long as the property is privately owned.

(q) The entire Section of the SAS entitled "University of Oregon Development Policy East Campus Area" (pages 28 through 34) is deleted and new text is added as follows:

The University adopted an updated East Campus Development Policy in 2003. It is generally consistent with the policies, text, and land use diagram contained within this plan as amended. The University will use the updated

policy for its internal development review process. Select policies contained within the 2003 University East Campus Development Policy have been adopted within this special area study. All applicable City of Eugene regulations remain in effect.

(r) The last paragraph of the Introduction to the Land Use Diagram (page 35) of the SAS is amended as follows:

The Land Use Diagram and Text should be used in conjunction with each other and should not be viewed as separate entities. The symbols on the diagram, designating different uses, directly correlate to the uses explained in the Diagram Text. In other words, ("I" Institutional] on the Diagram is explained under the Institutional section of the Diagram Text.

(s) The land use diagram (page 36) of the SAS is replaced by the Land Use Diagram for East Campus Lands as shown on the attached Exhibit C, which is incorporated herein.

(t) The Land Use Diagram Text (pages 37 through 39) is amended as follows:

Low-Density Residential (L)

This area generally encompasses the south and east portions of the special study area. This area is to remain in low density residential use with emphasis on preserving and maintaining the single family character which currently exists and is considered an integral part of the neighborhood. On University-owned lands within the state approved University boundary, the limitations on Conditional Uses described in Policy #6 of the University of Oregon Lands Policies - East Campus Area apply. Maintaining the symmetry along Villard Street between 15th and 19th Avenues is important. However, the University-owned Low Density Residential area not facing Villard Street may be developed as passive or active open space to provide a buffer from the adjacent low density residential area.

Low- or Medium Density Residential (L/M)

This area is currently owned by the Oregon State Department of Transportation (ODOT). It contains the Eugene Office of the State Police, the District Engineer's Office, and the maintenance facility for the Highway Division. The State has expressed interest in relocating these functions. The diagram indicates the area should be for low- or medium-density residential uses should the State decide to relocate in the future. Development in the area should preserve a parklike border along Franklin Boulevard to preserve the "gateway entrance" to the city. Site review procedures will be followed in future development to protect nearby

residences and ensure a "parklike gateway."

High-Density Residential (H)

This area currently contains a 36-unit apartment and Tommy Williams' florist store and greenhouse. The properties are zoned R-4 (High-Rise Residential). If the florist business is discontinued, the site is appropriate for high-density residential uses, but site review procedures should be attached to protect and buffer low-density residential uses next to and across the street from this area.

Professional/Office (S)

This site is currently owned by the State Department of Transportation and contains the East Eugene drive test center for the Department of Motor Vehicles (DMV). Should the DMV leave this site, it is appropriate for office or professional uses to locate there. Access will continue to be taken from Walnut Street.

Park/Open Space (P)

This designation recognizes the existing Fairmount Park. It should continue in park use in the future.

Institutional (I)

The institutional area contains a number of uses including automobile parking, residence halls, various University office and uses, a fire station, and Agate Hall. The entire area is owned by the University (State Board of Higher Education) with the exception of 2 privately owned residential lots. All University related uses are allowed in this area.

Limited High Density Residential / Limited Institutional (LHDR/LI).

This area serves as a transition between the more intensive institutional uses to the west and north and the low density residential development to the east and south. Future uses include university housing (excluding dorms) and support services such as offices, outdoor recreation uses, storage, parking, and open space. Development will be regulated by the Eugene Code, including an East Campus Overlay Zone where it has been applied, specifying special development standards for this area, and by the University's East Campus Policies (see East Campus Policy adopted by the University for detail).

Commercial (C)

There are two commercial areas within the special study area serving the neighborhood: major commercial facilities north of 15th Avenue, primarily facing Franklin Boulevard; and a Community Commercial node at 19th Avenue and Agate Street. Both areas shall remain in commercial uses with no further expansion of commercial zoning in either area. In order to protect existing residential uses on the south side of 15th Avenue, site review procedures will be attached to properties facing 15th Avenue east of the alley between Moss Street and Villard Street eastward to the ODOT lands.

(u) New Policies 6, 7, 8, and 9 are added to the Traffic Circulation Policies in Part III of the SAS (page 43) as follows:

6. By March, 2005, the City shall initiate a study of Agate Street between Franklin Boulevard and 19th Avenue. That study, conducted jointly with the University and the Fairmount Neighborhood Association, shall identify strategies to improve the function and carrying capacity of Agate according to the City criteria for its designated street classification. The City will implement the necessary changes. The University will participate in those improvements as development occurs and as required by City code, to the extent that the University is directly responsible for the needed improvements.

7. The City, with the cooperation of the University and the Fairmount Neighborhood Association, shall initiate an area-wide traffic calming study for the streets within the Fairmount/University of Oregon Special Area Study boundary to determine appropriate mitigation for through-traffic utilizing neighborhood streets. Such study shall be initiated prior to December, 2008, subject to availability of funds. In the event that the City updates the Central Area Transportation Study (CATS) prior to 2008, the City shall fund and initiate an area-wide traffic calming study as part of the CATS update to determine appropriate mitigation measures for the subject area.

8. If a Traffic Impact Analysis that is required by the City Code projects that a proposed development will increase traffic on streets within the single-family neighborhood to the east and south of University-owned land the City shall require the applicant to mitigate those impacts through the use of traffic calming strategies or other mechanisms designed to discourage through traffic.

9. With the exception of alleys, vacations of streets within the state-approved University East Campus boundary should not be permitted, unless the applicant, at his or her expense, provides to the City a local street connection study that demonstrates how the proposed street system remaining after such vacation meets the intent of Eugene Code street connectivity provisions

and that such vacation will not increase traffic volumes on local residential streets.

(v) Policy 4 of the Parking Policies (page 46) of the SAS is amended, and a new Policy 9 is added thereto, to provide as follows:

4. Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood by mitigating parking impacts on the surrounding neighborhood as directed by the City.

9. New parking structures proposed by the University within the East Campus area shall be located and designed to discourage traffic through adjacent neighborhood streets, shall provide routing to and from the structure via an arterial or collector street, and shall provide access to the structure in a manner consistent with adopted City policies and City Code provisions.

Section 4. Except as amended in Section 3 of this Ordinance, all other provisions of the Fairmount/University of Oregon Special Area Study as adopted by Resolution 3719 remain in full force and effect. The policies amended in Section 3 are adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the Fairmount/ University of Oregon Special Area Study area. Any explanatory text following a policy is recognized as clarifying and explaining the intent of the policy. Proposals amended in Section 3 are recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy. The University's amendments to the East Campus Development Policy are recognized as the University's policy for land under its ownership, but except for those policies set forth in Section 3 above, are not adopted as City policy.

Section 5. The following caption and Sections 9.4200, 9.4205, 9.4210, 9.4215, and 9.4220 are added to the Eugene Code, 1971, to provide:

/EC East Campus Overlay Zone

9.4200 **Purpose of the /EC East Campus Overlay Zone.** The /EC East Campus Overlay Zone is intended to implement the Fairmount/University of Oregon Special Area Study by providing for a land use transition between the University of Oregon and the adjacent low density residential neighborhood to the east and south.

9.4205 **/EC East Campus Overlay Zone Siting Requirements.** If consistent with the approval criteria in EC 9.8865 Zone Change Approval Criteria, the /EC Overlay Zone may be applied to the area depicted as Limited High Density Residential/Limited Institutional on the Fairmount/University of Oregon Special Area Study Land Use Diagram.

9.4210 **<u>/EC East Campus Overlay Zone Applicability</u>**. The /EC Overlay Zone applies to all property to which the /EC Overlay Zone has been applied through the City's rezoning process.

9.4215 **<u>/EC East Campus Overlay Zone Prohibited Uses and Special Use Limitations</u>.**

(1) Prohibited Uses.

(a) Structured parking.
(b) Broadcasting studios including commercial and public education.
(c) University and college dormitories.
(d) Fraternities and sororities.
(e) Hospitals.
(f) Retail use requiring a Transportation Impact Analysis.
(g) Manufacturing and assembly uses.
(h) Arenas.
(i) Heliports and helistops.
(j) Recycling and large collection facilities.
(k) Recycling scrap and dismantling yards.
(l) Race tracks, including drag strips and go-cart tracks.
(m) Sewage treatment plants.
(n) Correctional facilities.
(o) Parking lots exceeding 100 spaces.
(p) Service stations.
(q) Mineral resource mining.
(r) Blood banks.
(s) Plasma centers.

(2) Special Use Limitations. Within the /EC East Campus Overlay Zone, camping is permitted for a maximum of 2 continuous days only when directly tied to a special event permit held for the location of the camping site. A special event permit approving camping is required by the City to ensure minimal impact on the surrounding neighborhood.

9.4220 **<u>/EC East Campus Overlay Zone Development Standards</u>.**

(1) Application of Standards. The General Standards for all Development in EC 9.6000 through EC 9.6885, the special standards for specific uses in EC 9.5000 through EC 9.5850, as well as all development standards in the applicable base zone apply within this overlay zone, including triggers for Traffic Impact Analysis and Site Review for certain uses in the PL zone. In the event of a conflict between the development standards, the specific provisions of EC 9.4215 and 9.4220 shall control. The standards in this section only apply to:

(a) New development on vacant land.
(b) New structures on redevelopment sites, such as conversion of a parking area to a building or demolition of a building and construction of a new building.
(c) A proposed expansion of 30% or more of the total existing structure square footage.

(2) ***Building Height.*** Within the /EC East Campus Overlay Zone, a building within 60 feet of an R-1 Low Density Residential zone shall not exceed 30 feet in height. All other buildings shall not exceed 45 feet in height.

Section 6. Subsection (4) of Section 9.8865 of the Eugene Code, 1971, is amended by adding a new subparagraph (l) thereto and relettering the current subparagraphs (l), (m) and (n) to (m), (n) and (o), to provide:

9.8865 **Zone Change Approval Criteria.** Approval of a zone change application, including the designation of an overlay zone, shall not be approved unless it meets all of the following criteria:

(4) The proposed zone change is consistent with the applicable siting requirements set out for the specific zone in:

(l) EC 9.4205 /EC East Campus Overlay Zone Siting Requirements.
(m) EC 9.3905 S-W Whiteaker Special Area Zone Siting Requirements.
(n) EC 9.4715 /WP Waterside Protection Overlay Zone Siting Requirements.
(o) EC 9.4815 /WB Wetland Buffer Overlay Zone Siting Requirements.

Section 7. Subsections (3), (4) and (5) of Section 9.9570 of the Eugene Code, 1971, are amended to provide:

9.9570 **Fairmount/U of O Special Area Study Policies.**

(3) **University of Oregon Lands Policies (East Campus Area).**
(a) The City of Eugene and the Fairmount Neighbors recognize the current University-adopted East Campus Policy as a statement of University policy governing land use in the East Campus Area. (Policy 1)
(b) The City shall encourage the University to use its property in East Campus in an orderly fashion: intensity of use will be greatest near the already dense Central Campus Area (Agate Street and 15th Avenue) and become less intense as the properties approach low-density residential uses. (Policy 2)

(c) The City shall encourage the University to use its lands currently zoned PL (Public Land District) with energy and space efficient structures and land-use patterns. (Policy 3)

(d) The City shall encourage the University to develop high- and medium-density residential units with concern for adequate parking and appropriate parking solutions, regard for landscaping, and consideration of the impact on the rest of the neighborhood. (Policy 4)

(e) The City shall encourage the University to consolidate nonresidential uses that currently are scattered throughout the area into the portions of the plan area reserved for institutional use, returning structures thus vacated to residential use. (Policy 5)

(f) On University-owned East Campus lands within the state approved University boundary, the following policies shall apply in the Low Density Residential area:

1. The only uses that may be permitted with a conditional use permit are University-owned office uses and similar support functions provided, in addition to the other criteria for a conditional use permit, those uses are compatible with a low-density residential environment.
2. As part of a conditional use permit application, the University shall demonstrate that office uses and similar support functions do not generate more automobile trips than other low-density residential uses allowed in the zone and that adequate off-street parking is provided.
3. The City shall not grant conditional use permits to more than seven of the tax lots in the Low Density Residential area and no more than five of the seven tax lots having a conditional use permit shall be located along Villard Street.
4. The preservation and maintenance of the historic architectural, single-family residential character of the Low Density Residential area is an integral part of the surrounding neighborhood. New development shall demonstrate compatibility with this historic architectural, single-family residential character, located east and south of the East Campus area, through consideration of appropriate building mass, building scale, historic architectural style, setbacks, building and entrance orientation, roof pitch and mitigation of off-site impacts.
5. The Low Density Residential area along the south

edge of the East Campus Area may be developed as passive or active open space. (Policy 6)

6. Conditional uses shall not exceed a total of 35,000 square feet within the Low Density Residential area.

(g) The University shall ensure long-term maintenance for street-front landscaping on University-owned properties along Villard Street. (Policy 7)

(h) In an effort to maintain the Fairmount Neighborhood's character, the University shall consider contributing ranked historic houses that must be moved from other areas within the state-approved University lands due to development plans for infill projects, or to replace a non-contributing house in the University-owned Low Density Residential area, if feasible. (Policy 8)

(i) The City shall attach the site review overlay zone to the University's properties at the northwest corner of 15th and Villard. In addition, Site Review shall be required for new development within 100 feet of the one privately-owned, owner-occupied parcel within the /EC East Campus Overlay Zone (TL 3400, Map 17-03-32-44) as long as the property is privately owned. (Policy 9)

(4) Traffic Circulation Policies.

(a) The Department of Motor Vehicles site shall continue to gain access from Walnut Avenue and not from Franklin Boulevard. (Policy 1)

(b) The adverse effects of motor vehicle movement shall be mitigated as much as possible. (Policy 2)

(c) Primary vehicular access to the Oregon Department of Transportation Land should minimize impact on nearby residences and Fairmount Park. (Policy 3)

(d) Traffic management techniques shall continue to be used and new techniques developed to reinforce the idea of a hierarchy of streets in the plan area. Some streets shall combine their local, collector, or arterial function with a role as primary pedestrian or bicycle ways. The use of low-volume, local neighborhood streets for through movements by truck and heavy construction equipment shall be discouraged. (Policy 4)

(e) By March, 2005, the City shall initiate a study of Agate Street between Franklin Boulevard and 19th Avenue. That study, conducted jointly with the University and the Fairmount Neighborhood Association, shall identify strategies to improve the function and carrying capacity of Agate according to the City criteria for its designated street

classification. The City will implement the necessary changes. The University will participate in those improvements as development occurs and as required by the City code, to the extent that the University is directly responsible for the needed improvements. (Policy 6)

(f) The City, with the cooperation of the University and the Fairmount Neighborhood Association, shall initiate an area-wide traffic calming study for the streets within the Fairmount/University of Oregon Special Area Study boundary to determine appropriate mitigation for through-traffic utilizing neighborhood streets. Such study shall be initiated prior to December, 2008, subject to availability of funds. In the event that the City updates the Central Area Transportation Study (CATS) prior to 2008, the City shall fund and initiate an area-wide traffic calming study as part of the CATS update to determine appropriate mitigation measures for the subject area. (Policy 7)

(g) If a Traffic Impact Analysis that is required by the City Code projects that a proposed development will increase traffic on streets within the single-family neighborhood to the east and south of University-owned land, the City shall require the applicant to mitigate those impacts through use of traffic calming strategies or other mechanisms designed to discourage through traffic. (Policy 8)

(h) With the exception of alleys, vacations of streets within the state-approved University East Campus boundary should not be permitted, unless the applicant, at his or her expense, provides to the City a local street connection study that demonstrates how the proposed street system remaining after such vacation meets the intent of the Eugene Code street connectivity provisions and that such vacation will not increase traffic volumes on local residential streets. (Policy 9)

(5) Parking Policies.

(a) Steps shall be taken to gain better use of existing off-street parking areas and to discourage long-term storage of vehicles on the street. (Policy 1)

(b) The adverse effects of motor vehicle parking shall be mitigated as much as possible. (Policy 3)

(c) Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood by mitigating parking impacts on the surrounding neighborhood as directed by the City. (Policy 4)

(d) New parking structures proposed by the University within the

East Campus area shall be located and designed to discourage traffic through adjacent neighborhood streets, shall provide routing to and from the structure via an arterial or collector street, and shall provide access to the structure in a manner consistent with adopted City policies and City Code provisions. (Policy 9)

Section 8. The findings set forth in Exhibit D attached hereto are adopted as findings in support of this Ordinance.

Section 9. The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Section 10. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Section 11. Notwithstanding the effective date of ordinances as provided in the Eugene Charter of 2002, this Ordinance shall become effective 30 days from the date of its passage by the City Council and approval by the Mayor, or upon the date of its acknowledgment as provided by ORS 197.625, whichever date is later.

Passed by the City Council this

8th day of March, 2004

City Recorder

Approved by the Mayor this

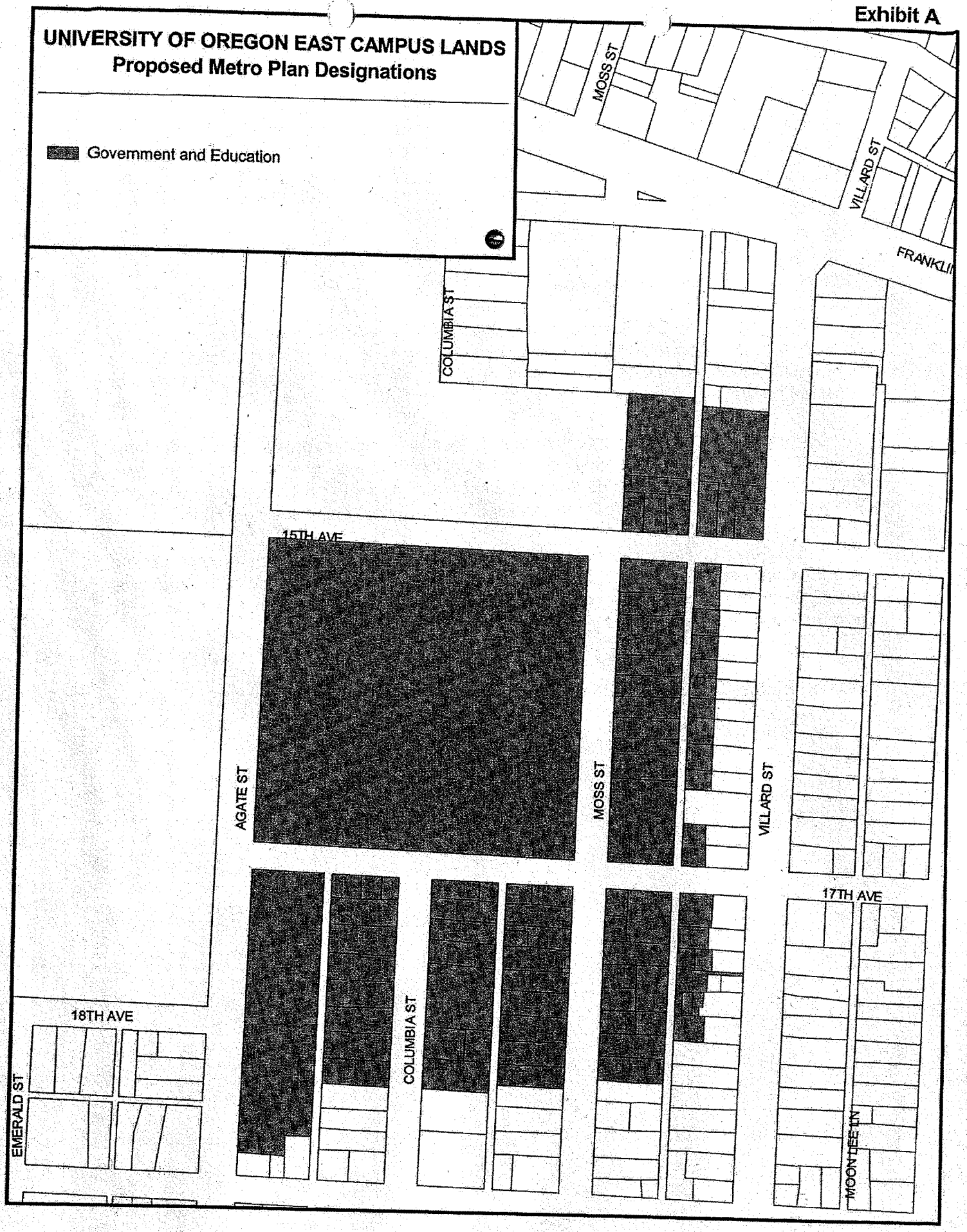
8th day of March, 2004

Mayor

Exhibit A

UNIVERSITY OF OREGON EAST CAMPUS LANDS
Proposed Metro Plan Designations

Government and Education



University of Oregon East Campus Lands

Summary Spreadsheet

Map and Tax Lot Number	Existing Metro Plan Des.	Proposed Metro Plan Des.	Existing Fairmount SAS Des.	Proposed Fairmount SAS Des.	Owner
17-03-33-32					
6600	LDR	Government and Education	Opportunity Area	LHDR/LI	State of Oregon
7000	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7100	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7200	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7300	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7400	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7500	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7600	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7700	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7800	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8100	LDR	Government and Education	Opportunity Area	LHDR/LI	State of Oregon
17-03-33-33					
5700	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
5800	LDR	Gov & Educ (w 60') LDR (e 100')*	LDR	LHDR/LI (w 60'), LDR (e 100')*	State of Oregon
5900	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6000	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6100	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6200	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6300	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6400	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6500	LDR	Gov & Educ (w 60') LDR (e 100')	LDR	LHDR/LI (w 60'), LDR (e 100')	State of Oregon
6900	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
7200	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7600	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7700	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7800	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
7900	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8000	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8100	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8200	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8300	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8400	LDR	Government and Education	MDR/SR	LHDR/LI	State of Oregon
8500	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
8600	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
8800	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
8900	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9001	LDR	Government and Education	LDR	LHDR/LI	State of Oregon

EXHIBIT B

Map and Tax Lot Number	Ex. Metro Plan Des.	Proposed Metro Plan Des.	Ex. Fairmount SAS Des.	Proposed Fairmount SAS Des.	Owner
17-03-33-33 (continued)					
9002	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9103	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9104	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9105	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9108	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
9400	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
17-03-32-44					
100	MDR	Government and Education	I: RHR	Institutional	State of Oregon
500	MDR	Government and Education	I: I/MDR	Institutional	State of Oregon
600	MDR	Government and Education	I: I/MDR	Institutional	State of Oregon
700	MDR	Government and Education	I: I/MDR	Institutional	State of Oregon
800	MDR	Government and Education	I: I/MDR	Institutional	State of Oregon
900	MDR	Government and Education	I: RHR/I/MDR	Institutional	State of Oregon
1100	HDR	Government and Education	I: GI	Institutional	State of Oregon
1300	HDR	Government and Education	I: GI	Institutional	State of Oregon
1500	HDR	Government and Education	I: GI	Institutional	State of Oregon
1600	HDR	Government and Education	I: GI	Institutional	State of Oregon
1700	HDR	Government and Education	I: GI	Institutional	State of Oregon
1800	HDR	Government and Education	I: GI/I/MDR	Institutional	State of Oregon
1899	HDR	Government and Education	I: GI/I/MDR	Institutional	State of Oregon
1900	HDR	Government and Education	I: GI/I/MDR	Institutional	State of Oregon
2000	HDR	Government and Education	LDR	Institutional	State of Oregon
2100	HDR	Government and Education	LDR	Institutional	State of Oregon
2101	HDR	Government and Education	LDR	Institutional	Hoffman
2200	HDR	Government and Education	LDR	Institutional	Hoffman
2300	HDR	Government and Education	LDR	Institutional	State of Oregon
2400	MDR	Government and Education	LDR	Institutional	State of Oregon
2500	MDR	Government and Education	LDR	LHDR/LI	State of Oregon
2600	MDR	Government and Education	LDR	Institutional	State of Oregon
2700	MDR	Government and Education	LDR	Institutional	State of Oregon
2800	MDR	Government and Education	LDR	Institutional	State of Oregon
2900	MDR	Government and Education	LDR	Institutional	State of Oregon
3000	MDR	Government and Education	LDR	Institutional	State of Oregon
3100	MDR	Government and Education	LDR	Institutional	State of Oregon
3200	MDR	Government and Education	LDR	Institutional	State of Oregon
3300	MDR	Government and Education	LDR	Institutional	State of Oregon
3400	MDR	Government and Education	LDR	LHDR/LI	Dumond

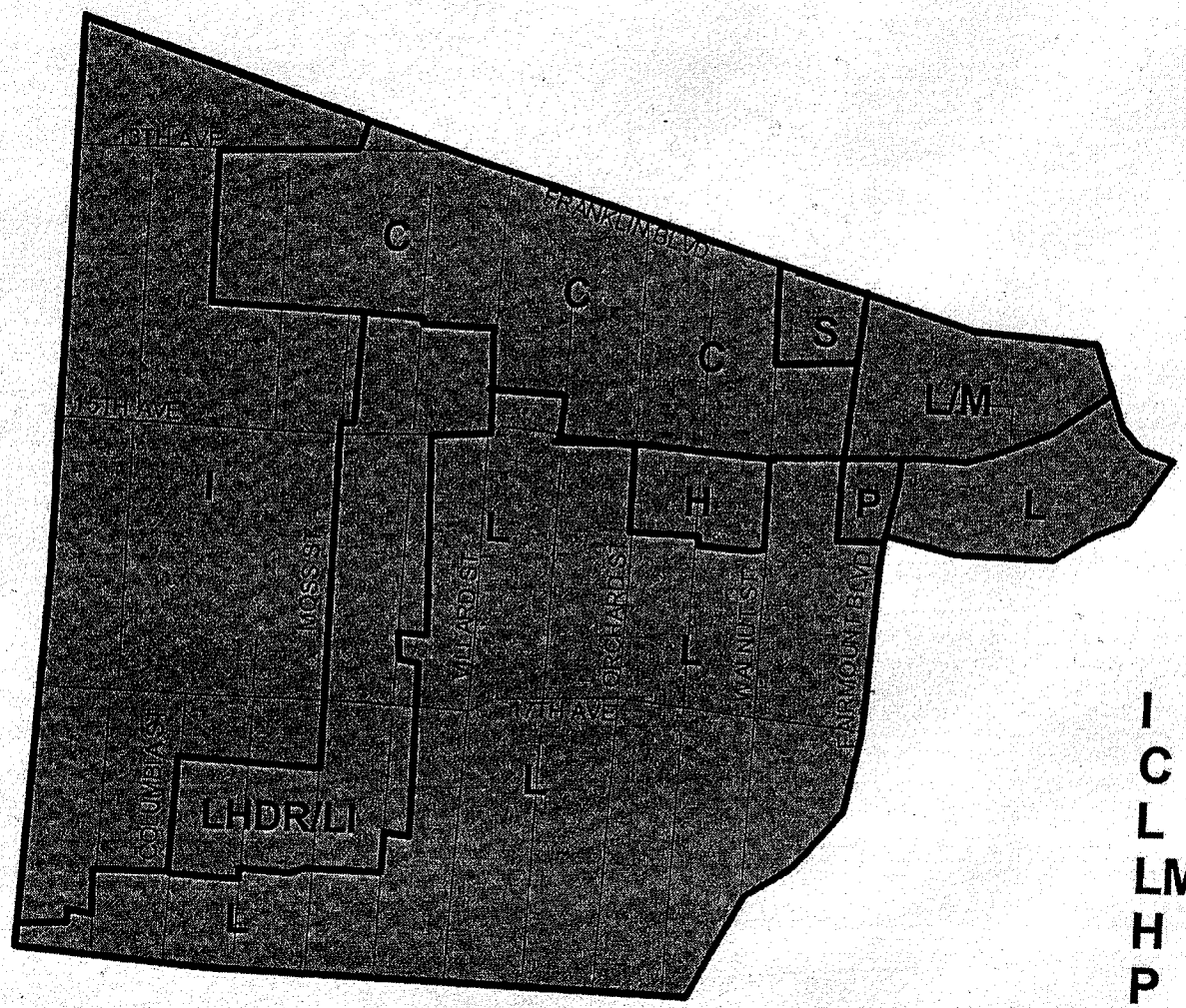
Map and Tax Lot Number	Ex. Metro Plan Des.	Proposed Metro Plan Des.	Ex. Fairmount SAS Des.	Proposed Fairmount SAS Des.	Owner
18-03-04-22					
4302	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
4303	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
5900	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
6000	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
6101	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
6102	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
6103	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
18-03-05-11					
100	MDR	Government and Education	LDR	LHDR/LI	State of Oregon
200	MDR	Government and Education	LDR	LHDR/LI	State of Oregon
300	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
400	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
600	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
1700	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
1800	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
1900	LDR	Government and Education	LDR	LHDR/LI	State of Oregon
2000	LDR/MDR	Government and Education	LDR	LHDR/LI	State of Oregon
2100	HDR	Government and Education	LDR	LHDR/LI	State of Oregon
2200	HDR	Government and Education	LDR	Institutional	State of Oregon
2300	LDR	Government and Education	LDR	Institutional	State of Oregon
2400	LDR	Government and Education	LDR	Institutional	State of Oregon
2500	LDR	Government and Education	LDR	Institutional	State of Oregon

*Split designations are approximate and will be resolved through the rezone process.

Map 6

Land Use Diagram

(Generalized Future Land Use Patterns)



I	Institutional
C	Commercial
L	Low Density Residential
LM	Low or Medium Density Residential
H	High Density Residential
P	Park/Open Space
S	Professional/Office

N

Exhibit C

Fairmount Special Area Study

COUNCIL ORDINANCE NUMBER 20460

COUNCIL BILL NUMBER 5031

AN ORDINANCE CONCERNING THE WALNUT STATION MIXED USE CENTER; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN LAND USE DIAGRAM; ADOPTING THE WALNUT STATION REFINEMENT PLAN; AMENDING THE FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY; AMENDING THE RIVERFRONT PARK STUDY; REZONING PROPERTY; AMENDING SECTIONS 9.1030, 9.2682, 9.5750, 9.6750, 9.7007, 9.7055, 9.7205, 9.7230, 9.8010, 9.8030, 9.8680, 9.8865 AND 9.9570 OF THE EUGENE CODE, 1971; RENUMBERING SECTIONS 9.8110 AND 9.8113 OF THAT CODE TO SECTIONS 9.8007 AND 9.8009 RESPECTIVELY; ADDING SECTIONS 9.3950, 9.3955, 9.3960, 9.3965, 9.3970, 9.3975, 9.3980, 9.8110, 9.8111, 9.8112, 9.8113, 9.8114 AND 9.9655 TO THAT CODE; ADOPTING SPECIAL SETBACKS FOR A SEGMENT OF FRANKLIN BOULEVARD; AND ADOPTING A SEVERABILITY CLAUSE.

ADOPTED: July 12, 2010

SIGNED: July 14, 2010

PASSED: 8:0

REJECTED:

OPPOSED:

ABSENT:

EFFECTIVE: August 14, 2010

ORDINANCE NO. 20460

AN ORDINANCE CONCERNING THE WALNUT STATION MIXED USE CENTER; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN LAND USE DIAGRAM; ADOPTING THE WALNUT STATION REFINEMENT PLAN; AMENDING THE FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY; AMENDING THE RIVERFRONT PARK STUDY; REZONING PROPERTY; AMENDING SECTIONS 9.1030, 9.2682, 9.5750, 9.6750, 9.7007, 9.7055, 9.7205, 9.7230, 9.8010, 9.8030, 9.8680, 9.8865 AND 9.9570 OF THE EUGENE CODE, 1971; RENUMBERING SECTIONS 9.8110 AND 9.8113 OF THAT CODE TO SECTIONS 9.8007 AND 9.8009 RESPECTIVELY; ADDING SECTIONS 9.3950, 9.3955, 9.3960, 9.3965, 9.3970, 9.3975, 9.3980, 9.8110, 9.8111, 9.8112, 9.8113, 9.8114 AND 9.9655 TO THAT CODE; ADOPTING SPECIAL SETBACKS FOR A SEGMENT OF FRANKLIN BOULEVARD; AND ADOPTING A SEVERABILITY CLAUSE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) Land Use Diagram is amended to remove the current Metro Plan designations from the properties identified on Exhibit A "Walnut Station Metro Plan Designations and Zoning Table" attached hereto and to replace those designations with the Commercial designation, as reflected on Exhibit A attached to this Ordinance. The Metro Plan diagram is further amended to add both the Nodal Development Overlay designation and the Mixed Uses Overlay designation to those properties as shown on Exhibit B "Walnut Station Metro Plan Diagram Amendment" attached to this Ordinance.

Section 2. The Walnut Station Specific Area Plan, a copy of which is attached to this Ordinance as Exhibit C, is adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan.

Section 3. The Fairmount/University of Oregon Special Area Study, as amended by Ordinance No. 20312, is further amended as follows:

(a) The following paragraph is added to the end of the "Introduction to the Plan Area" subsection of Section I ("Introduction, Overview, and Goals"):

The Walnut Station Specific Area Plan adopted in 2010 incorporated some areas that

were originally included in the Fairmount/University of Oregon Special Area Study boundaries. With that 2010 adoption, the City Council removed the Walnut Station area from the Fairmount/University of Oregon Special Area Study boundaries. The Walnut Station area removed from the Fairmount/University of Oregon Special Area Study boundaries is that area located on the south side of East 15th Avenue north to Franklin Boulevard and on the west side of Villard Street east to the terminus of East 15th Avenue and the eastern boundary of the property owned by ODOT (Map 17-03-33-31, Tax Lot 1500). In adopting the refinement plan and special area zone for the Walnut Station area, the City Council removed from this Fairmount/University of Oregon Special Area Study those policies that were specific to the Walnut Station area. Where those policies still had importance to the Walnut Station area, they were incorporated into the Walnut Station Specific Area Plan and/or implemented through the Eugene Code provisions applicable within the Walnut Station Special Area Zone. The background information and findings contained in the Fairmount/University of Oregon Special Area Study that pertain to the Walnut Station area provide important context and history of the planning process for the neighborhood and, although the Fairmount/University of Oregon Special Area Study area no longer includes the Walnut Station area, some references to the entire original study area remain in this Fairmount/University of Oregon Special Area Study.

(b) The following paragraphs are added to the end of "The Planning Process" subsection of Section I ("Introduction, Overview and Goals"):

In May 2005, the City of Eugene, in cooperation with the University of Oregon and the State of Oregon, initiated a planning process for an area along Franklin Boulevard known as "Walnut Station" which included the area between Franklin Boulevard and East 15th Avenue that had been studied as part of the Fairmount/University of Oregon Special Area Study. The first phase of the Walnut Station project focused on developing a common vision for that study area. The second phase of the Walnut Station project began in October 2006 and focused on development of a mixed use development plan (also known as a specific area plan). The Walnut Station Specific Area Plan was adopted in 2010 and included strategies for the area based on the foundation laid out in the visioning process which included:

- Redesign of Franklin Boulevard to support the pedestrian and transit-friendly mixed use development concept;
- Improvements to the pedestrian and bicycle circulation systems;
- Redesign of side streets to improve operations, parking capacity and appearance of the other streets within the study area;
- Identification of appropriate development patterns and intensities of development within the area.

With the adoption of the Walnut Station Specific Area Plan, the City Council removed from the Fairmount/University of Oregon Special Area Study most of the area north of East 15th Avenue. The Land Use Diagram (Map 6) reflects the Fairmount/University of Oregon Special Area Study boundaries after the removal of Walnut Station area's Commercial, Office and Low or Medium Residential areas.

In moving these properties from the Fairmount/University of Oregon Special Area Study to the Walnut Station Specific Plan and Special Area Zone, careful consideration was given to the Metro Plan Diagram as refined by the Fairmount/University of Oregon

Special Area Study and to the zoning conditions at that time. As East 15th Avenue acts as a transition from primarily commercial zoning and uses, special emphasis was placed on East 15th Avenue as a transition edge. Development standards adopted for the Walnut Station Special Area Zone include a height step-down to three stories along East 15th Avenue, and an increased setback from 0 to 10' to match residential properties across the street and design standards were included to provide a residential scale. Policies relevant to these properties were also included in the Walnut Station Specific Area Plan.

(c) The following sentence is added to the fourth paragraph under the "Introduction" subsection of Section II ("Land Use"):

In 2010, a portion of the area originally included in the Fairmount/University of Oregon Special Area Study between Franklin Boulevard and East 15th Avenue (the Walnut Station area) was removed from the boundaries of the Study because that area was included in a new refinement plan and special area zone.

(d) Policy No. 2 under the "General Policies" subsection of Section II ("Land Use") is amended to provide:

2. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), and 2) the Limited High Density Residential/ Limited Institutional Area ("LHDR/LI" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

(e) Policy No. 3 under the "General Policies" subsection of Section II ("Land Use") is amended to provide:

3. With the exception of University lands designated as "Institutional" or "Limited High Density Residential/Limited Institutional", zone changes to increase residential density or commercial intensity are not supported by this plan.

(f) Policy No. 1 under "The Core Residential Area" subsection of Section II ("Land Use") is amended to provide:

1. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram); and 2) the Limited High Density Residential/ Limited Institutional Area ("LHDR/LI" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

(g) Policy No. 2 under "The Core Residential Area" subsection of Section II ("Land Use") is amended to provide:

2. With the exception of University lands designated as "Institutional" or "Limited High Density Residential/Limited Institutional", zone changes to increase residential density or commercial intensity are not supported by this plan.

(h) Policy Nos. 1 and No. 2 under "The Franklin Boulevard Community Commercial Strip" subsection of Section II ("Land Use") and the "Policies" heading under that subsection are deleted.

(i) Policy No. 1 under "The 19th and Agate Neighborhood Commercial Development" subsection of Section II ("Land Use") is amended to provide:

1. With the exception of 1) the "Institutional Area" ("I" on the Land Use Diagram), and 2) the Limited High Density Residential/ Limited Institutional Area ("LHDR/LI" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

(j) Policy Nos. 1 and No. 2 under "The Oregon Department of Transportation Lands" subsection of Section II ("Land Use") and the "Policies" heading under that subsection are deleted.

(k) The "Land Use Diagram Text" subsection of Section II "Land Use" is amended to delete the "Low- or Medium-Density Residential (L/M)" and "Professional /Office (S)" headings and the text under those headings and to revise the text under the "Commercial (C)" heading as follows:

Commercial (C)

There are two commercial areas within the special study area: a commercial area west of Villard at East 13th Avenue that is developed with an arena and a Community Commercial node at 19th Avenue and Agate Street. No further expansion of commercial zoning shall occur in either area.

(l) Policy Nos. 1 and No. 3 under the "Traffic Circulation" subsection of Section III ("Transportation and Parking") are deleted and the remaining policies are renumbered accordingly.

(m) Policy Nos. 1 and No. 2 under the "Bicycle and Pedestrians" subsection of Section III ("Transportation and Parking") are deleted and the remaining policies are renumbered accordingly.

(n) Map 3 "Land Use Study Areas," Map 4 "Generalized Existing Land Use" and Map 6 "Land Use Diagram" are revised to remove the Walnut Station area from those Maps as shown on Exhibits D-1, D-2 and D-3, attached to this Ordinance.

(o) The "Summary of Policies" section is deleted in its entirety and removed from the Table of Contents.

Section 4. The Riverfront Park Study is amended as follows:

(a) Policy No. 1 under the "Land Use" subsection of Section II ("Policies") is amended to provide:

The City of Eugene shall apply the Special Development District to property under University ownership except for property included in the boundaries of the Walnut Station Specific Area Plan boundaries.

(b) Policy No. 2 under the "Land Use" subsection of Section II ("Policies") is amended to provide:

The City of Eugene shall consider Special District zoning for other properties within the Riverfront Park Study area only at the request of affected property owners except for property included in the Walnut Station Specific Area Plan boundaries.

Section 5. The Eugene Zoning Map is amended to remove the current zones from the properties identified on Exhibit A attached hereto and to replace those zones with the S-WS Walnut Station Special Area Zone, as reflected on Exhibit A attached to this Ordinance.

Section 6. The Eugene Overlay Zone Map is amended to remove the /SR Overlay Zone from tax lot 17-03-33-32-04900 as reflected on Exhibit A. All other currently applicable overlay zones shall remain in place, as reflected on Exhibit A.

Section 7. Section 9.1030 of the Eugene Code, 1971, is amended by adding the following entry in alphabetical order to the Table 9.1030 Special Area Zone listing:

9.1030 Establishment and List of Zones. The zones listed in Table 9.1030 Zones are established as follows:

Table 9.1030 Zones		
Broad Zone Category	**Zone**	
Special	S-WS	Walnut Station Special Area Zone

Section 8. The Caption and Sections 9.3950, 9.3955, 9.3960, 9.3965, 9.3970, 9.3975 and 9.3980 are added to the Eugene Code, 1971, as set forth on Exhibit E "S-WS Walnut Station Special Area Zone," attached to this Ordinance.

Section 9. Subsections (4), (5), (6)(c)2., (7)(b) and (7)(d) of Section 9.5750 of the Eugene Code, 1971, are amended to provide:

9.5750 Telecommunication Devices-Siting Requirements and Procedures.

(4) Collocation of Antennas on Existing Buildings, Light or Utility Poles, and Water Towers. In addition to collocation on a transmission tower, an antenna may be collocated on existing buildings, light or utility poles, and water towers.

(a) Permitted Use. Such collocation on a building, light or utility pole, or water tower, shall be considered an outright permitted use provided that the antennas and ancillary facilities comply with the standards contained in EC 9.5750 Telecommunications Devices-Siting Requirements and Procedures, the color of the antennas blends in with the existing structure and surroundings, and one of the following is met:

1. The property is zoned PL, C-2, C-3, C-4, R-4, I-1, I-2, I-3, or S-WS and the antennas do not exceed the height limitation of the zone; or
2. The property is zoned AG, R-1, R-2, R-3, C-1, GO, S (except as

provided in 1., above), H, or PRO, and the antennas extend no more than 18 feet above, and project no more than 2 feet horizontally away from the existing structure.

(b) Site Review. Such collocation on a building, light or utility pole, or water tower shall be subject to site review approval provided that the antennas and ancillary facilities comply with the standards contained in EC 9.5750 Telecommunications Devices-Siting Requirements and Procedures, the color of the antennas blend in with the existing structure and surroundings, and:

1. The property is zoned AG, R-1, R-2, R-3, C-1, GO, S (other than S-WS), H, or PRO, and the antennas extend more than 18 feet above, or project more than 2 feet horizontally away from the existing structure.

(c) Conditional Use Permit. In all cases other than those listed in subparagraphs (a) and (b), such collocation shall require a conditional use permit. No exceptions to the standards contained in EC 9.5750 Telecommunications Devices-Siting Requirements and Procedures shall be permitted except as authorized by subsection (9) of this section. In no event shall a conditional use permit authorize a tower or antennas to exceed the height limitation for a zone as established by Chapter 9 except as provided for in this section.

(5) Construction of Transmission Tower. Construction of a transmission tower, or a modification of an existing transmission tower to increase its height, shall be allowed as follows:

(a) Permitted Use.

1. Such construction or modification shall be considered an outright permitted use in the C-4, I-1, I-2 and I-3 zone.
2. Modification to increase the height of an existing transmission tower shall be considered an outright permitted use in all other zones if the city approved an increase in tower height, as part of a prior land use process authorizing the transmission tower. The increase in height allowed under this paragraph shall be limited to the specific height authorized in the prior land use process.

(b) Site Review. Such construction shall require site review approval in the PL, C-2, C-3, and S-WS zones.

(c) Conditional Use Permit. Such construction shall require a conditional use permit in the R-1, C-1, S (other than S-WS) and GO zones.

(d) Prohibited Zones and Locations. No new transmission tower shall be permitted in any zones not included in subparagraphs (a) to (c) above, including the AG, R-2, R-3, R-4, H, NR, and PRO zones; or in the Willamette Greenway, on Gillespie Butte above the elevation of 450 feet, on the ridgeline as defined in the South Hills Study or on Judkins Point.

(6) Application Requirements.

(c) Site Review and Conditional Use Permit Applications. In addition to the application requirements specified in paragraph (b) above, applications for site review or conditional use permits also shall include the following information:

2. Documentation that alternative sites within a radius of at least 2000 feet have been considered and have been determined to be technologically unfeasible or unavailable. For site reviews,

alternative sites zoned C-4, I-1, I-2, and I-3 must be considered. For conditional use permits, alternative sites zoned PL, C-2, C-3, C-4, I-1, I-2, I-3 and S-WS must be considered.

(7) **Standards for Transmission Towers and Antennas.** Installation, construction or modification of all transmission towers and antennas shall comply with the following standards, unless a variance is obtained pursuant to the provisions of subsection (9) of this section:

(b) Height Limitation: Transmission tower heights shall be governed by this section except as provided for below. No transmission tower shall exceed the maximum heights provided below. In no case shall a variance be granted from the limitations of subparagraphs (1) through (4) below.

1. In any zones, no transmission tower shall exceed the height limitations established for buildings and structures in the specified areas surrounding Skinner Butte contained in EC 9.6715 Height Limitation Areas of this land use code to protect views to and from Skinner Butte.
2. In any zone within the area east of Willagillespie Road, south of Cal Young Road, west of Oakway Road, and north of Southwood Lane and Country Club Road, no transmission tower shall exceed 75 feet in height to protect views to and from Gillespie Butte.
3. If located within a PL, C-2, C-3, C-4, R-4, I-1, I-2, I-3 or S-WS zone, the height limitation for that zone shall apply.
4. If located within a C-1, S (other than S-WS) or GO zone, the maximum height of a transmission tower, including antennas, is 100 feet.
5. If located within an R-1 zone, the maximum height of a transmission tower, including antennas, is 75 feet, unless a variance is granted pursuant to the provisions of subsection (9) of this section. In no event shall a variance be granted to construct such a tower in excess of 100 feet.

(d) Setback. The following setbacks from adjacent property lines and adjacent streets shall be required unless a variance is granted pursuant to the provisions of subsection (9) of this section:

1. If located within a PL, S, C-2, C-3, C-4, I-1, I-2, I-3 or S-WS zone, no setback from adjacent property lines shall be required beyond that required by this land use code or the provisions applicable to the S zone.
2. If located within an R-1, C-1, or GO zone, the transmission tower shall be set back from adjacent property lines a minimum number of feet that is equal to the height of the transmission tower.
3. In the R-1, PL, C-1 and GO zones, transmission towers shall be set back from adjacent public street(s) a minimum number of feet that is equal to the height of the tower. In all other zones, the setback from adjacent public streets shall be a minimum of 25 feet.

Section 10. Subsection (2) of Section 9.6750 of the Eugene Code, 1971, is amended by adding a new subsection (d) to provide:

9.6750 **Special Setback Standards.**

(2) Special Setback for Streets.

(d) Notwithstanding subsections (a)-(c), above, special setbacks for the segment of Franklin Boulevard shown on Map 9.3970(3)(d) (S-WS Walnut Special Area Zone Franklin Boulevard Special Setback Boundaries) are those lines established by Exhibit G to Ordinance No. 20460. (See EC 9.3970(3)(d).)

Section 11. Subsection (1) of Section 9.7007 of the Eugene Code, 1971, is amended to provide:

9.7007 **Neighborhood/Applicant Meetings.**

(1) This section applies to the following types of land use applications:

(a) Type II: 3-lot partitions, tentative subdivisions, tentative cluster subdivisions and design reviews;

(b) Type III: Only conditional use permits and tentative planned unit developments;

(c) Type IV applications that are not city-initiated;

(d) Metro Plan amendments that are not city-initiated.

Section 12. Section 9.7055 of the Eugene Code, 1971, is amended by adding the following entries in alphabetical order to Table 9.7055 to provide:

9.7055 **Applications and Review Authorities.** Table 9.7055 Applications and Review Authorities, lists applications and the typical review authorities for the decision and the appeal of the decision. To accommodate a request for concurrent review, the city may instead review multiple applications according to the highest applicable type.

Table 9.7055 Applications and Review Authorities
R = Recommendation, D = Decision Maker, A = Appeal Review Authority

Application	Type	Planning Director	Hearings Official	Historic Review Board	Planning Commission	City Council
Design Review	II	D	A			
Design Review, Modification	II	D	A			

Section 13. Section 9.7205 of the Eugene Code, 1971, is revised by amending the entry for "Conditional Use Permit, Modification" and adding entries for "Design Review" and "Design Review, Modification" in alphabetical order to Table 9.7205 to provide:

9.7205 **Type II Application Requirements and Criteria Reference.** The following applications are typically reviewed under the Type II review process according to the requirements and criteria set forth for each application as reflected in the beginning reference column in Table 9.7205. To accommodate a request for concurrent review, the city may instead review multiple applications according to the highest

applicable type.

Table 9.7205 Type II Application Requirements and Criteria	
Type II Applications	**Beginning Reference**
Conditional Use Permit, Modification	EC 9.8007
Design Review	EC 9.8110
Design Review, Modification	EC 9.8114

Section 14. Section 9.7230 of the Eugene Code, 1971, is amended by adding the following entries in alphabetical order to Table 9.7230 to provide:

9.7230 **Expiration.**

(1) The planning director's approval of an application shall expire in 12 months, 18 months, or 36 months from the effective date of approval, depending upon the type of land use application as specified in Table 9.7230 Expiration of Type II Application Approvals, or as provided in subsections (2) through (9) of this section. If an application approval has expired according to any of the conditions stated in subsections (2) through (9), the original application approval is revoked and a new application must be filed.

Table 9.7230 Expiration of Type II Application Approvals			
Application	**12 months**	**18 months**	**36 months**
Design Review			X
Design Review, Modification			X

Section 15. Sections 9.8110 and 9.8009 of the Eugene Code, 1971, are renumbered to Sections 9.8007 and 9.8009, respectively, and all references to those sections, including but not limited to the reference in EC 9.2682, are hereby updated to reflect this renumbering.

Section 16. EC "Map 9.8010 Adopted Plans" and its legend are amended as shown on Exhibit F attached hereto and Table 9.8010 in Section 9.8010 of the Eugene Code, 1971, is amended to provide:

9.8010 **List of Adopted Plans.** The documents listed in the following Table 9.8010, including any adopted amendments, are the currently effective adopted plans that may be applicable to a particular land use application. The plans and adopted policies are more particularly set forth beginning at EC 9.9500, and the boundaries for each are depicted on Map 9.8010 Adopted Plans.

Table 9.8010 List of Adopted Plans	
Bethel-Danebo Refinement Plan (Phase II)	Riverfront Park Study
Bethel-Danebo Refinement Plan	South Hills Study
Comprehensive Stormwater Management Plan	South Willamette Subarea Study

Table 9.8010 List of Adopted Plans	
Eugene Commercial Lands Study	TransPlan (Metro Area Transportation Plan)
Eugene Downtown Plan	Walnut Station Specific Area Plan
Eugene-Springfield Metropolitan Area General Plan (Metro Plan)	West University Refinement Plan
Fairmount/U of O Special Area Study	Westside Neighborhood Plan
Jefferson/Far West Refinement Plan	Whiteaker Plan
Laurel Hill Neighborhood Plan	Willakenzie Area Plan
19th and Agate Special Area Study	Willow Creek Special Area Study
River Road-Santa Clara Urban Facilities Plan	
Resolution No. 3862 Adopting the West 11th Commercial Land Use Policy and Refining the Eugene-Springfield Metropolitan Area General Plan (Adopted June 13, 1984)	Resolution No. 3885 Establishing Areas for the Application of C-4 Commercial-Industrial District Zoning, and Amending Resolution No. 3862 (Adopted on November 13, 1984)

Section 17. Section 9.8030 of the Eugene Code, 1971, is amended by adding a new subsection (29) to provide:

9.8030 **Adjustment Review - Approval Criteria.** The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

(29) S-WS Walnut Station Special Area Zone Off-Street Parking Spaces Adjustment. An adjustment allowing a 25 percent reduction in the minimum required off-street parking spaces pursuant to EC 9.3970(4)(a), if the applicant demonstrates that a proposed Transportation Demand Management (TDM) Program approved by the city contains strategies for reducing vehicle use and parking demand generated by the development and establishes benchmarks by which the program's effectiveness will be measured annually.

Section 18. The following heading and Sections 9.8110, 9.8111, 9.8112, 9.8113, 9.8114 of the Eugene Code, 1971, are added to provide:

DESIGN REVIEW

9.8110 **Design Review- Purpose.** The design review process is intended to provide an alternative path for design proposals that respond to the intent of the code and creatively meet or exceed the specific development standards.

9.8111 **Design Review - Applicability.** EC 9.3980 allows an applicant within the S-WS Walnut Station Special Area Zone to seek approval through the Design Review process. These applications for review shall be considered under a Type II process, or concurrently with a related Type III application process. No development permit shall be issued by the city prior to completion of the design review.

9.8112 **Design Review – Application Requirements.** In addition to the provisions in EC 9.7010 Application Filing, applications for Design Review shall be subject to the following requirements:

(1) Unless waived by the planning director, the application shall be prepared by one or more of the following professionals:
   (a) Oregon licensed architect.
   (b) Oregon licensed civil engineer.
   (c) Oregon licensed landscape architect.
(2) The application shall include a site plan that shows sufficient detail and supporting narrative information to demonstrate compliance with applicable criteria. Unless waived by the planning director, the site plan shall be prepared by an Oregon licensed architect, landscape architect, civil engineer or Oregon licensed surveyor.

9.8113 **Design Review - Approval Criteria.** The decision-maker shall determine whether the application is in compliance with the Design Review criteria set out in the code section that authorizes Design Review.

9.8114 **Design Review – Modification.** Modification of an approved Design Review may be requested following the Type II process. The planning director shall approve the request if it complies with the following criteria:
(1) The proposed modification is consistent with the conditions of the original approval.
(2) The proposed modification will result in insignificant changes in the physical appearance of the development and the impact on surrounding properties.

If the planning director determines that the modification is not consistent with the above criteria, the proposed modification may not occur until a new Design Review application is submitted and reviewed based on the Type II application procedures. Nothing in this section shall preclude the applicant from initially submitting the requested modification as a new Design Review application.

Section 19. Subsection (5) of Section 9.8680 of the Eugene Code, 1971, is added to provide:

9.8680 **Approval Criteria.** The planning director shall approve, conditionally approve, or deny an application for Traffic Impact Analysis Review following a Type II process, or as part of a Type III process when in conjunction with a CUP or PUD. Approval or conditional approval shall be based on compliance with the following criteria:
(5) In addition to the above criteria, if the development is located within the S-WS Walnut Station Special Area Zone, any increased traffic the development would generate on streets within the Fairmount neighborhood to the south of the Walnut Station Special Area Zone shall be mitigated through the use of traffic calming strategies or other mechanisms designed to discourage such traffic.

Section 20. Subsection (4) of Section 9.8865 of the Eugene Code, 1971, is amended by adding a new subparagraph (o) and relettering the subsequent subparagraphs to provide:

9.8865 **Zone Change Approval Criteria.** Approval of a zone change application, including the designation of an overlay zone, shall not be approved unless it meets all of the following criteria:
(4) The proposed zone change is consistent with the applicable siting

requirements set out for the specific zone in:

(o) EC 9.3955 S-WS Walnut Station Special Area Zone Siting Requirements.

(p) EC 9.4205 /EC East Campus Overlay Zone Siting Requirements.

(q) EC 9.4715 /WP Waterside Protection Overlay Zone Siting Requirements.

(r) EC 9.4776 /WQ Water Quality Overlay Zone Siting Requirements (only for the purposes of adding the overlay zone. See EC 9.4786.).

(s) EC 9.4915 /WR Water Resources Conservation Overlay Zone Siting Requirements (only for the purposes of adding the overlay zone. See EC 9.4960.).

(t) EC 9.4815 /WB Wetland Buffer Overlay Zone Siting Requirements.

(u) An uncodified ordinance establishing a site specific S-H Historic Special Area Zone, a copy of which is maintained at the city's planning and development department.

Section 21. Subsection (2) of Section 9.9570 of the Eugene Code, 1971, is deleted and the remaining subsections are renumbered accordingly, and subsections (4) and (6) of EC 9.9570 are amended to provide:

9.9570 Fairmount/U of O Special Area Study Policies.

(3) Traffic Circulation Policies.

(a) The adverse effects of motor vehicle movement shall be mitigated as much as possible. (Policy 2)

(b) Traffic management techniques shall continue to be used and new techniques developed to reinforce the idea of a hierarchy of streets in the plan area. Some streets shall combine their local, collector, or arterial function with a role as primary pedestrian or bicycle ways. The use of low-volume, local neighborhood streets for through movements by truck and heavy construction equipment shall be discouraged. (Policy 4)

(c) By March, 2005, the City shall initiate a study of Agate Street between Franklin Boulevard and 19th Avenue. That study, conducted jointly with the University and the Fairmount Neighborhood Association, shall identify strategies to improve the function and carrying capacity of Agate according to the City criteria for its designated street classification. The City will implement the necessary changes. The University will participate in those improvements as development occurs and as required by the City code, to the extent that the University is directly responsible for the needed improvements. (Policy 6)

(d) The City, with the cooperation of the University and the Fairmount Neighborhood Association, shall initiate an area-wide traffic calming study for the streets within the Fairmount/University of Oregon Special Area Study boundary to determine appropriate mitigation for through-traffic utilizing neighborhood streets. Such study shall be initiated prior to December, 2008, subject to availability of funds. In the event that the City updates the Central Area Transportation Study (CATS) prior to 2008, the City shall fund and initiate an area-wide traffic calming study

as part of the CATS update to determine appropriate mitigation measures for the subject area. (Policy 7)

(e) If a Traffic Impact Analysis that is required by the City Code projects that a proposed development will increase traffic on streets within the single-family neighborhood to the east and south of University-owned land, the City shall require the applicant to mitigate those impacts through use of traffic calming strategies or other mechanisms designed to discourage through traffic. (Policy 8)

(f) With the exception of alleys, vacations of streets within the state-approved University East Campus boundary should not be permitted, unless the applicant, at his or her expense, provides to the City a local street connection study that demonstrates how the proposed street system remaining after such vacation meets the intent of the Eugene Code street connectivity provisions and that such vacation will not increase traffic volumes on local residential streets. (Policy 9)

(5) **Bicycle and Pedestrian Policies.** Existing and future businesses shall be encouraged to provide safe and covered bicycle parking for employees and patrons. (Policy 3) The use of bicycles, mass transit, walking, carpooling, and other appropriate alternative modes of transportation, especially by employees working in the plan area, shall be actively encouraged and provided for in order to reduce automobile dependence and alleviate traffic and parking problems. (Policy 4)

Section 22. Section 9.9655 of the Eugene Code, 1971, is added to provide:

9.9655 **Walnut Station Specific Area Plan.**

(1) As part of an application to develop the lands formerly owned by the Department of Transportation (south of Franklin Boulevard, east of Walnut Street and north of 15th Avenue), the developer shall demonstrate that consideration was given to realigning the 15th Avenue bicycle path in the vicinity of those lands and making it more attractive. (Note: If the bicycle path is realigned, the City shall require an easement for the path to ensure its permanence in the future.)

(2) As part of an application to develop a property south of Franklin Boulevard or a property in the block on the north side of Franklin Boulevard between Moss Street, Villard Street, and Garden Avenue within the Walnut Station Specific Area Plan, applicants are encouraged to include access for pedestrians, bicycles and limited vehicular access consistent with the Transportation Features map shown as Figure 9.3978(3)(b) in the Walnut Station Special Area Zone.

Section 23. The legal description set forth at Exhibit H is hereby adopted as the description of the special setback lines that shall be applied to the segment of Franklin Boulevard shown on Map 9.3970(3)(d) S-WS Walnut Special Area Zone Franklin Boulevard Special Setback Boundaries.

Section 24. The Legislative Findings set forth in Exhibit I attached to this Ordinance serve as support for this ordinance.

Section 25. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Section 26. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

12th day of July, 2010

Sandra J. Stubblefield

Deputy City Recorder

Approved by the Mayor this

14 **day of July, 2010**

Kitty Piercy

Mayor

Exhibit A

Walnut Station Metro Plan Designation and Zoning Table

MAPLOT	ACRES	CURRENT ZONING	PROPOSED ZONING	CURRENT METRO PLAN DESIGNATION	PROPOSED METRO PLAN DESIGNATION	Refinement Plan(s) Changes
1703321400400	0.27548191	C-2	S-WS	C	C/MU/ND	
1703321400700	0.45934515	C-2	S-WS	C	C/MU/ND	
1703321401701	0.33947802	C-2	S-WS	C	C/MU/ND	
1703332300200	0.34848192	C-2	S-WS	C	C/MU/ND	
1703332301500	0.22210934	C-2	S-WS	C	C/MU/ND	
1703332301600	0.25826447	C-2	S-WS	C	C/MU/ND	
1703333100500	0.29543890	C-2	S-WS	C	C/MU/ND	*Fairmount/University of Oregon Special Area Study* : Remove Walnut Station area from the Fairmount/University of Oregon Special Area Study land use diagram and boundary.
1703333100700	0.33298546	C-2	S-WS	C	C/MU/ND	
1703333101000	2.80867576	PL	S-WS	MDR	C/MU/ND	
1703333101100	0.71916499	C-2	S-WS	C	C/MU/ND	
1703333101500	1.14759813	PL	S-WS	MDR	C/MU/ND	
1703333101600	0.40566907	PL	S-WS	MDR	C/MU/ND	
1703333101700	0.18179903	R-1	S-WS	MDR	C/MU/ND	
1703333101800	0.17000221	R-1	S-WS	MDR	C/MU/ND	
1703333101900	0.17679593	R-1	S-WS	MDR	C/MU/ND	
1703333102000	0.09871647	PL	S-WS	MDR	C/MU/ND	
1703333200100	0.16533974	C-2	S-WS	C	C/MU/ND	
1703333200200	0.10871425	C-2	S-WS	C	C/MU/ND	
1703333200300	0.11623707	C-2	S-WS	C	C/MU/ND	
1703333200400	0.12375893	C-2	S-WS	C	C/MU/ND	
1703333200500	0.13880397	C-2	S-WS	C	C/MU/ND	*Walnut Station Specific Area Plan* : Adopt new Walnut Station Specific Area Plan land use diagram with Walnut Station area delineated as Walnut Station special area zone.
1703333200501	0.13128253	C-2	S-WS	C	C/MU/ND	
1703333200800	0.16889287	C-2	S-WS	C	C/MU/ND	
1703333200801	0.16137276	C-2	S-WS	C	C/MU/ND	
1703333200802	0.30017511	C-2	S-WS	C	C/MU/ND	
1703333200900	0.17641545	C-2	S-WS	C	C/MU/ND	
1703333201000	0.18393899	C-2	S-WS	C	C/MU/ND	
1703333201100	0.07807915	C-2	S-WS	C	C/MU/ND	
1703333201200	0.09716101	C-2	S-WS	C	C/MU/ND	
1703333201300	0.12865526	C-2	S-WS	C	C/MU/ND	
1703333201400	0.08404805	C-2	S-WS	C	C/MU/ND	
1703333201500	0.23028151	C-2	S-WS	C	C/MU/ND	
1703333201600	0.08449951	C-2	S-WS	C	C/MU/ND	
1703333201700	0.18714575	C-2	S-WS	C	C/MU/ND	
1703333201800	0.18033093	C-2	S-WS	C	C/MU/ND	
1703333201900	0.17352441	C-2	S-WS	C	C/MU/ND	
1703333202000	0.47969504	C-2	S-WS	C	C/MU/ND	
1703333202300	0.14627457	C-2	S-WS	C	C/MU/ND	
1703333202400	0.13946196	C-2	S-WS	C	C/MU/ND	
1703333202500	0.13265339	C-2	S-WS	C	C/MU/ND	
1703333202600	0.17426854	C-2	S-WS	C	C/MU/ND	
1703333202700	0.18281635	C-2	S-WS	C	C/MU/ND	
1703333202800	4.13709577	C-2	S-WS	C	C/MU/ND	
1703333203500	0.96913966	C-2	S-WS	C	C/MU/ND	
1703333203800	0.44032091	C-2	S-WS	C	C/MU/ND	
1703333204000	0.22014706	C-2	S-WS	C	C/MU/ND	
1703333204100	0.70467117	C-2	S-WS	C	C/MU/ND	
1703333204600	0.12277884	R-1	S-WS	LDR	C/MU/ND	
1703333204700	0.12278364	R-1	S-WS	LDR	C/MU/ND	
1703333204800	0.24557815	R-2	S-WS	LDR	C/MU/ND	
1703333205000	0.54612144	C-2	S-WS	C	C/MU/ND	
1703333205300	0.36093303	C-2	S-WS	C	C/MU/ND	
1703333205400	0.09081641	C-2	S-WS	C	C/MU/ND	
1703333205500	0.26099596	C-2	S-WS	C	C/MU/ND	
1703333205600	0.26103271	C-2	S-WS	C	C/MU/ND	
1703333205700	0.24691004	C-2	S-WS	C	C/MU/ND	
1703333208400	0.62840473	C-2	S-WS	C	C/MU/ND	
1703333208500	0.25310550	C-2	S-WS	C	C/MU/ND	
1703333208600	0.33746620	C-2	S-WS	C	C/MU/ND	

Exhibit A

1703333208700	1.11748618	C-2	S-WS	C	C/MU/ND
1703333208701	0.45913478	C-2	S-WS	C	C/MU/ND
1703333208800	0.25333245	C-2	S-WS	C	C/MU/ND
1703333208900	0.18944237	C-2	S-WS	C	C/MU/ND
1703333209000	0.18944854	C-2	S-WS	C	C/MU/ND
1703333209100	0.19625690	C-2	S-WS	C	C/MU/ND
1703333209200	0.08622481	C-2	S-WS	C	C/MU/ND
1703333209300	0.56835294	C-2	S-WS	C	C/MU/ND
1703333209301	0.04637343	C-2	S-WS	C	C/MU/ND
1703333209400	0.08765594	C-2	S-WS	C	C/MU/ND
1703333209500	0.28740014	C-2	S-WS	C	C/MU/ND
1703333210100	0.53495274	C-2	S-WS	POS	POS/MU/ND
1703333210501	0.18365328	C-2	S-WS	C	C/MU/ND
1703333204900	0.24559588	C-2/SR	S-WS	C	C/MU/ND
1703321400300	0.59684548	C-2/WR	S-WS/WR	C	C/MU/ND
1703321400500	0.81920482	C-2/WR	S-WS/WR	C	C/MU/ND
1703321400600	0.51376696	C-2/WR	S-WS/WR	C	C/MU/ND
1703321400900	2.21047524	C-2/WR	S-WS/WR	C	C/MU/ND
1703321401000	0.92071046	C-2/WR	S-WS/WR	C	C/MU/ND
1703321401200	0.12108258	C-2/WR	S-WS/WR	C	C/MU/ND
1703321401201	0.47551015	C-2/WR	S-WS/WR	C	C/MU/ND
1703321401300	0.30488937	C-2/WR	S-WS/WR	C	C/MU/ND
1703321401700	0.35096931	C-2/WR	S-WS/WR	C	C/MU/ND
*1703321401800	15.19496099	S-RP/WR	S-WS/WR	C	C/MU/ND
1703321401900	0.34401705	C-2/WR	S-WS/WR	C	C/MU/ND
*1703321402000	2.29357860	S-RP/WR	S-WS/WR	C	C/MU/ND
1703321402100	0.19617077	S-RP/WR	S-WS/WR	C	C/MU/ND
1703332300301	0.21904626	C-2/WR	S-WS/WR	C	C/MU/ND
1703332300400	0.63902030	C-2/WR	S-WS/WR	C	C/MU/ND
1703332300500	0.55682010	C-2/WR	S-WS/WR	C	C/MU/ND
1703332300600	0.45510295	C-2/WR	S-WS/WR	C	C/MU/ND
1703332300800	0.98541959	C-2/WR	S-WS/WR	C	C/MU/ND
1703332300900	0.26686859	C-2/WR	S-WS/WR	C	C/MU/ND
1703332301000	0.80936073	C-2/WR	S-WS/WR	C	C/MU/ND
1703332301100	1.19375429	C-2/WR	S-WS/WR	C	C/MU/ND
1703332301200	0.35224992	C-2/WR	S-WS/WR	C	C/MU/ND
1703332301400	0.49922689	C-2/WR	S-WS/WR	C	C/MU/ND
1703332301700	0.47122985	C-2/WR	S-WS/WR	C	C/MU/ND
1703332302000	0.94070355	C-2/WR	S-WS/WR	C	C/MU/ND
1703332302200	0.40984040	C-2/WR	S-WS/WR	C	C/MU/ND
1703333100100	4.01642268	I-3/WR	S-WS/WR	POS	POS/MU/ND
1703333100600	5.42362529	C-2/WR	S-WS/WR	C	C/MU/ND
1703333100601	0.51398351	C-2/WR	S-WS/WR	C	C/MU/ND
1703333210200	0.32218007	C-2/WR	S-WS/WR	C	C/MU/ND
1703333210400	0.42240343	C-2/WR	S-WS/WR	C	C/MU/ND
1703333210500	0.60835073	C-2/WR	S-WS/WR	C	C/MU/ND
1703333210300	0.31680324	C-2/WR	S-WS?WR	C	C/MU/ND

* Only a portion of this tax lot is in S-WS

Key:

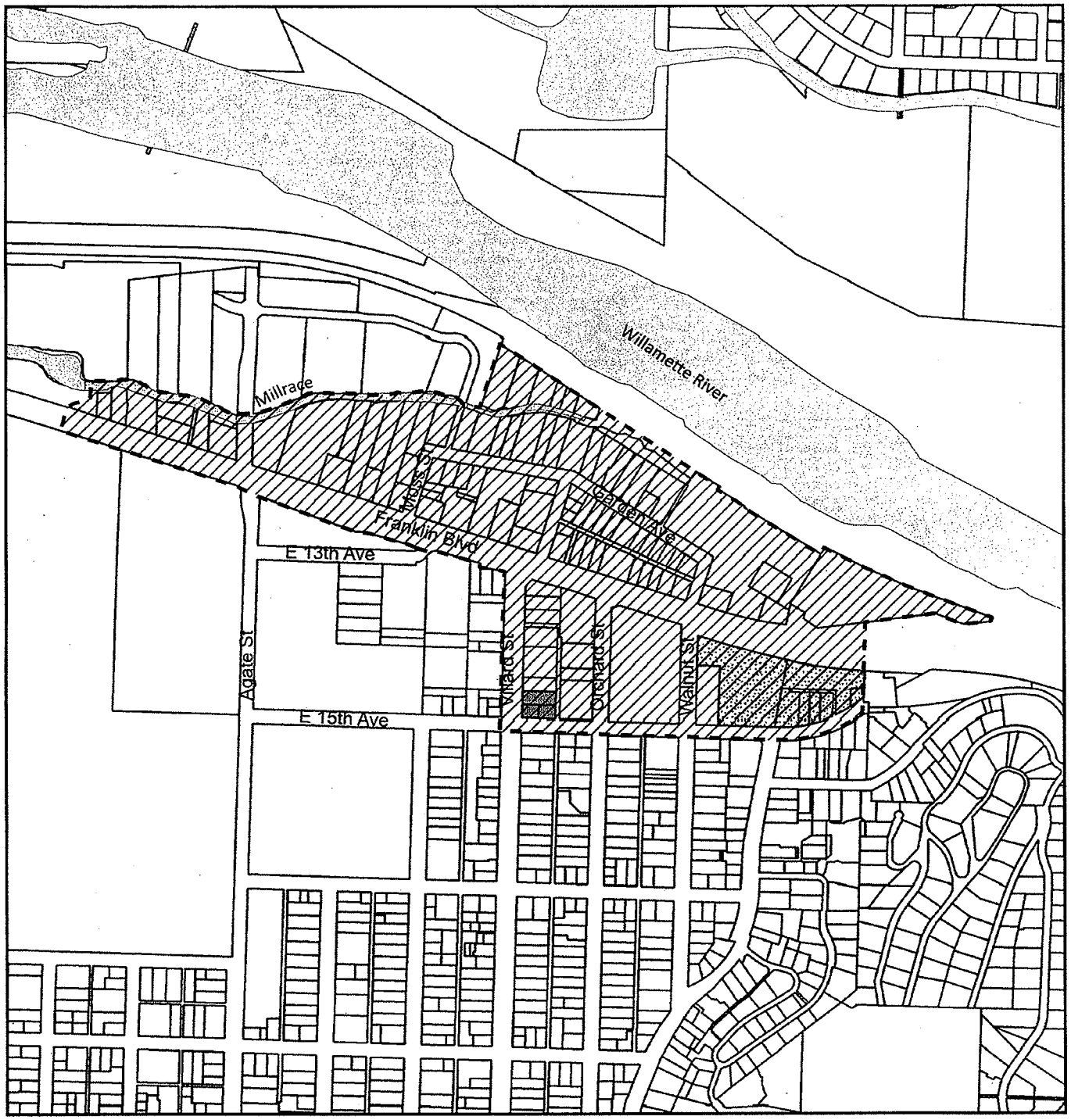
Metro Plan Designations:

C = Commercial
LDR = Low Density Residential
MDR = Medium Density Residential
POS = Parks and Opens Space
ND = Nodal Development Overlay Area
MU = Mixed Use Area Overlay

Zoning:

WS = Walnut Station Special Area Zone
RP = Riverfront Park Special Area Zone
C-2 = Community Commercial
R-1 = Low Density Residential
R-2 = Medium Density Residential
PL = Public Lands
I-3 = Heavy Industrial
/WR = Water Resources Conservation Overlay Zone
/SR = Site Review Overlay Zone

Exhibit B



Walnut Station Metro Plan Diagram Amendment
(City File MA 10-1)

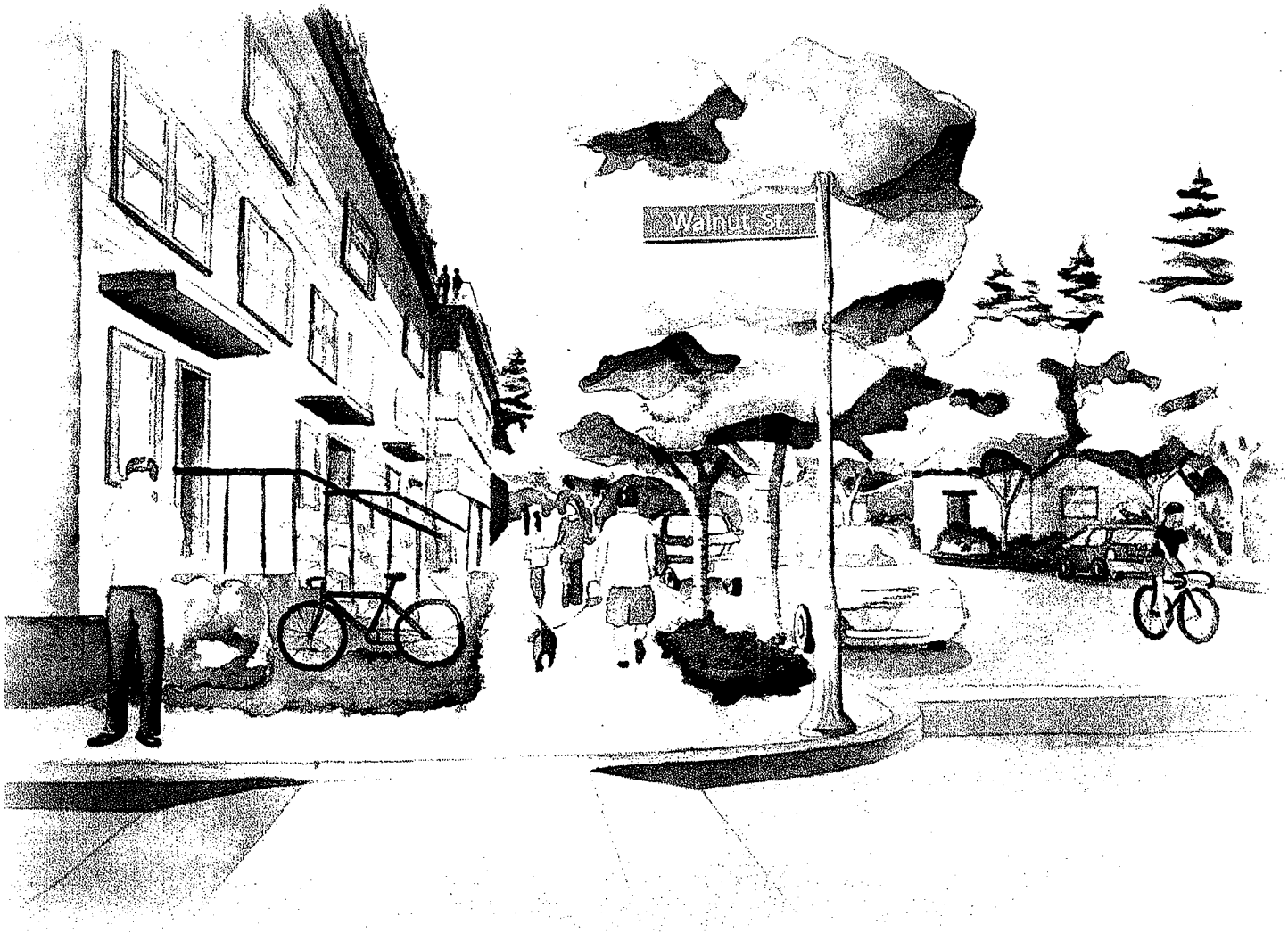
- Metro Plan Diagram Amendment from Low Density Residential designation to Commercial designation
- Metro Plan Diagram Amendment from Medium Density Residential designation to Commercial designation
- Addition of Nodal Development Area overlay designation
- Addition of Mixed Use Area overlay designation

N

Exhibit C

Walnut Station Specific Area Plan

July 2010



Acknowledgements

In May 2005, the City of Eugene, in cooperation with the University of Oregon and the State of Oregon, initiated a planning process for Walnut Station Mixed Use Center. Since that time, several other agencies, consultant project teams, stakeholders and community members have been added to the team that resulted in this plan. There was significant involvement from the Technical Advisory Committee and a Stakeholders Group including representatives from the University of Oregon, The Chamber of Commerce, the Fairmount Neighborhood Association, and the City of Eugene. The effort of local participants was aided by the work of several professional consultants. The participation of inter-departmental City of Eugene staff, staff from other agencies, consultant teams and countless volunteer hours represented by community members was crucial to the successful outcome of the project. Project participants included the following organizations, agencies and individuals:

Angelo Planning Group
Matt Haste

City of Eugene Staff
Neil Bjorkland
Jason Dedrick
Tom Erikson (Intern)
Lisa Gardner
Terri Harding
Robin Hostick
Rob Inerfeld
Emily Jerome
Kent Kullby
Tom Larson
Allen Lowe
Lydia McKinney (Project Manager)
Gary McNeel
Steve Ochs
Heather O'Donnell
Ann Siegenthaler
Mike Sullivan
Elizabeth Weigand (Intern)
Carolyn Weiss

Community Members
Al Couper

David Evans and Assoicates
David Knowles

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Jeff Nelson
Gary Wildish
Rick Wright

SERA Architects
Michelle Marx
Marcy McInelly
Tim Smith

Lane Transit District
Mary Archer
Tom Schwetz

University of Oregon
Karen Hyatt
Chris Ramey
Greg Rikhoff

Chapter 1- Introduction

Overview

The Walnut Station Specific Area Plan sets a new direction for future development in the Walnut Station area. It focuses on shaping the public realm (generally streets, sidewalks, and open space), through an integration of land use and transportation planning and infrastructure investments. The Plan seeks to implement several growth management strategies that call for compatible infill, higher density living opportunities, and mixed use development within Eugene's Urban Growth Boundary.

The Plan development process relied heavily on an iterative and varied public participation process and brought together property owners, residents, staff, consultants and numerous other stakeholders to develop a shared vision and a plan to implement the vision. This vision seeks to transform this area with great potential from its current, primarily automobile oriented state, to a vibrant, pedestrian friendly mixed use neighborhood. New approaches in both land use and transportation planning have been employed to meet the intent of this project.

Walnut Station Planning Area Boundary

Walnut Station Planning Area

Walnut Station is a transit station at the intersection of Walnut Street and Franklin Boulevard, located along the regional Bus Rapid Transit (BRT) line called EmX. This mass transit corridor connects the downtowns of Eugene and Springfield and is currently being expanded to connect to RiverBend Hospital and the Gateway district in Springfield. The study area includes parcels that are generally within one quarter mile of the Walnut and Agate EmX stations.

The Walnut Station planning area is a largely commercial area at the eastern edge of the City of Eugene near Interstate 5, the University of Oregon campus, the Willamette River, and the Fairmount neighborhood. Factors contributing to the area's selection for establishment as a mixed use center include its location on EmX, existing development pressures and redevelopment potential, and proximity to the University of Oregon. The area straddles Franklin Boulevard, an arterial street that serves as a major gateway to the City of Eugene and the University of Oregon. The well established Fairmount neighborhood on the south side of 15th Avenue currently abuts the area with no transitional zoning. Protection of this neighborhood and provisions for a graceful transition from the commercial area on the north side of 15th Avenue to the historic character of the Fairmount neighborhood on the south side of 15th Avenue was also a significant factor in the designation of the Walnut Station planning area.

15th Avenue looking west

Mixed Use Development Context

Mixed use development was formerly referred to as "nodal development" in TransPlan; the Transportation System Plan for Eugene and Springfield. In 1995, the TransPlan Land Use Measures Task Force developed design concepts and strategies to implement a transportation-efficient land use pattern within the Eugene-Springfield Metro Area. Mixed use development is a key component of Eugene's strategy for integrating land use and transportation and meeting growth management objectives adopted by the City Council in 1998. The Walnut Station area was among those identified as a location within which the mixed use development concepts could apply.

Mixed use development promotes community sustainability and incorporates many features of the "Smart Growth" planning movement. These features include greater pedestrian orientation, an interconnected street network, accommodation of all modes of travel, a positive relationship between buildings and streets, more emphasis on building design, and more efficient use of land. If properly planned and developed, these centers can mature into high quality neighborhoods

that enjoy a mix of activities, more transportation options, convenient shopping and services, and urban amenities. Mixed use centers can reduce the reliance on automobile travel and the need for costly street improvements in outlying areas, slow the expansion of the Urban Growth Boundary (UGB) onto nearby agricultural and forest lands, and provide a greater variety of housing types within neighborhoods.

The Walnut Station Mixed Use Opportunity

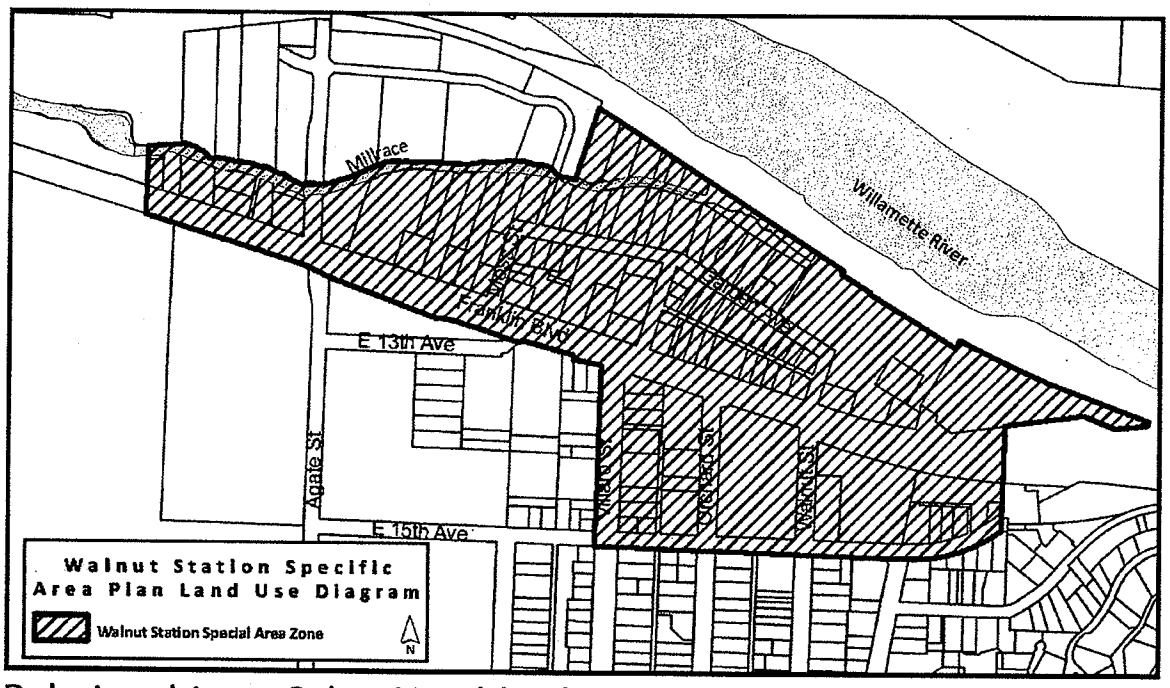
The Walnut Station area is poised to be redeveloped as a mixed use neighborhood with several supporting factors currently in place:

- The existing EmX transit system, which currently links the downtowns of Eugene and Springfield and provides a mass transit corridor along which mixed use development can thrive.
- The University of Oregon is adjacent to the area and has a large student population in need of housing and commercial services. The University has been a full participant in the process of planning for the future of the area.
- There is the opportunity to protect the existing Fairmount neighborhood and provide a more graceful transition to a pedestrian oriented mixed use development of the Walnut Station area rather than the current auto oriented commercial uses.
- High density development along transit corridors implements the Smart Growth concept. There are currently two high-density mixed use buildings in the building rmit stage.
- Nearby residential neighborhoods adjacent to the University have seen an increased demand for high density housing; facilitating high density development in Walnut Station could alleviate development pressures in those areas.
- The Willamette River abuts the study area to the north and provides parks and open space and a natural features context for the site as well as making it a desirable place for people to live.
- The Walnut Station market study found that the demographics of the area support development of apartments and condominiums. Demand for units will come from students, faculty, or other area residents who wish to live near the Fairmount neighborhood or the University. Demand for housing will increase as the study area redevelops, when the neighborhood is able to offer more shops and services within walking distance, and once the EmX connections are further expanded to other parts of the Eugene-Springfield Metro Area.
- Many of the commercial lots on Franklin Boulevard are underutilized, offer outdated retail formats, or include buildings that are nearing the end of their life cycle. These sites offer excellent opportunities for redevelopment.

Franklin Boulevard looking east

Walnut Station Specific Area Plan Land Use Diagram

To facilitate implementation of this plan and to alleviate the need for property owners to rezone individual properties at the time of redevelopment, the City initiated the change in zoning for all the Walnut Station area properties to S-WS Walnut Station Special Area Zone at the time this plan and relevant implementing ordinances were adopted. As shown on the Land Use Diagram, all land within this plan is designated as S-WS Walnut Station Special Area Zone. If this diagram conflicts with other refinement plan land use diagrams, the Walnut Station Specific Area Plan diagram shall control

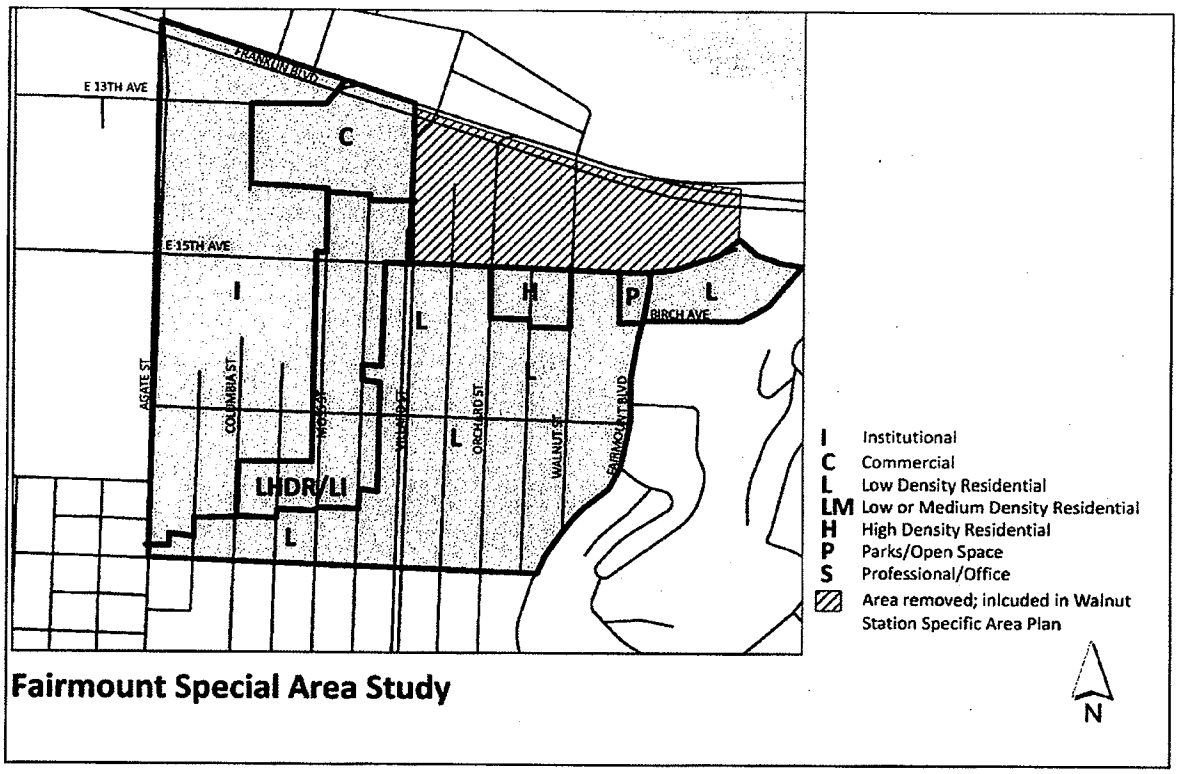


Relationship to Other Neighborhood Plans

The Walnut Station Specific Area Plan provides the history and background for the planning processes that occurred from the project initiation in 2005 through the adoption process in 2010. This specific area plan provides information on how decisions regarding land use and transportation issues were made and how these land use, building form, and transportation and circulation standards are to be implemented.

Two other adopted refinement plans cover portions of the Walnut Station Specific Area Plan as follows:

Fairmount/University of Oregon Special Area Study (1982, Amended 2003). The Fairmount/University of Oregon Special Area Study covers land and contains a number of policies that apply to the portion of the Walnut Station planning area located south of Franklin Boulevard. As part of the adoption of the Walnut Station Specific Area Plan, this portion of land is being removed from Fairmount/University of Oregon Special Area Study and incorporated into the Walnut Station Specific Area Plan. The boundary of the Fairmount/University of Oregon Special Area Study will be amended to exclude the land within the Walnut Station Specific Area Plan, as shown on the following diagram of the Fairmount land use diagram:



Fairmount Special Area Study

The Fairmount Study policies that are relevant to these properties have been incorporated into the goals and objectives of the Walnut Station Specific Area Plan will therefore remain applicable. Though the portion of the Walnut Station Specific Area Plan located south of Franklin Boulevard is no longer part of the Fairmount/University of Oregon Special Area Study, applicable policies have been maintained and incorporated into the form based code for the Walnut Station Special Area Zone (S-WS) and within this plan, as described further below.

Riverfront Research Park Study. The Riverfront Research Park Study (RRPS) boundary includes that portion of the Walnut Station planning area north of Franklin Boulevard, though it is applied only to properties owned by the University of Oregon. The RRPS requires properties under University ownership to be zoned Riverfront Park Special Area Zone consistent with the RRPS plan, while allowing, but not requiring, privately held properties to rezone to the Riverfront Park Special Area Zone.

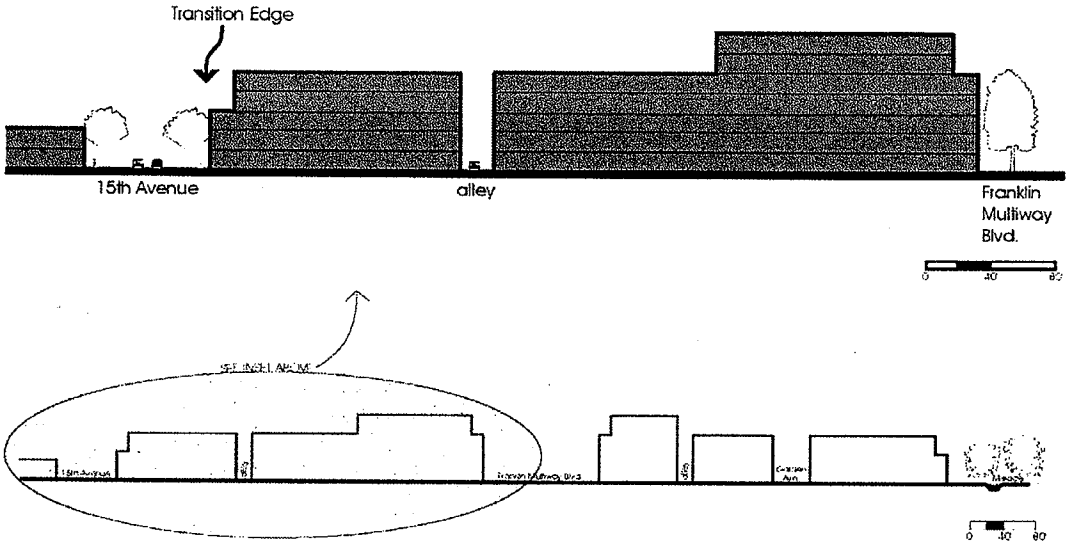
With the adoption of the Walnut Station Specific Area Plan, all lands within the Walnut Station Specific Area Plan boundary will be regulated by the adopted land use diagram as shown below. The S-RP Riverfront Park Special Area Zone and related development standards do not apply within the Walnut Station Mixed Use Center. The policies within the Riverfront Research Park Study will however remain applicable to all the land to which they currently apply, including those within the Walnut Station Specific Area Plan.

Plan Approach; Goals, Objectives and Policies

The approach to addressing goals, objectives and policies in the Walnut Station Specific Area Plan is a shift from the way these have been addressed in previous plans. Creating a shared vision for the area was the starting point for the planning process, and a significant amount of time was dedicated to clarifying what the area would look like. This was done using tools such as a three

day "charrette" process where images of the area were created through computer generated programs and refined based on feedback received during the charrette. Comments were received also through subsequent public processes and from Stakeholder Group and Technical Advisory Committee recommendations. The process for creation of the vision is discussed in more detail in Chapter 2.

These processes were central to identifying and refining the common goals and objectives for the area. Key issues derived from the goals and objectives were identified and, to the extent they were relevant to land use and building form, incorporated into the form based code for the S-WS Walnut Station Special Area Zone (S-WS). These goals and objectives are therefore applicable to all development applications submitted for permit review, rather than remaining as policies in a plan applicable only to land use applications that are required in limited instances before submittal of a building permit for review.



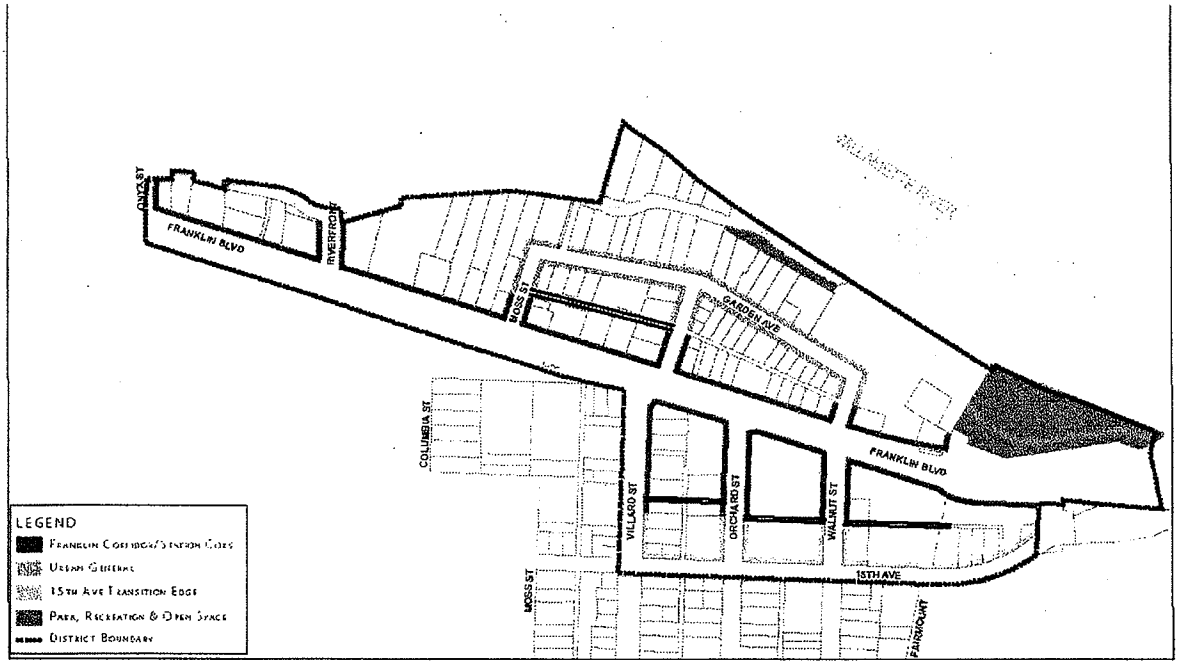
Walnut Station Section - Facing West

Examples include reducing the building height for the entire S-WS zone to a maximum of seven stories, and requiring buildings to step down to five stories and then three stories to the Fairmount neighborhood to the south and to the Millrace and Willamette River to the north. These building height stepbacks were crafted largely to address the issue of transitioning from the commercially zoned area on the north side of 15th Avenue to the Fairmount neighborhood on the south side of this street, and to respond to the potential natural resource area of the Millrace and the Willamette River to the north.

Further, site and building design standards have been crafted for specific Frontage Districts in the S-WS Walnut Station Special Area Zone. The Frontage Districts are the designations for the different areas in the plan. There are three frontage districts; Franklin Corridor, Urban General, and 15th Avenue Transition Edge. The development standards for the Franklin Corridor Frontage District are specifically designed to create a vibrant pedestrian edge while also recognizing that this is seen as the most urban, highest intensity area within the Special Area Zone. The building design standards encourage active commercial uses such as retail space. The landscape standards are crafted for more urban areas that allow for narrower landscape beds and urban walls for screening pur-

poses, with no minimum landscape requirement. For the Transition Edge 15th Avenue Frontage District, the site and building standards still allow for active pedestrian uses, but are also scaled for residential uses and complement the building height standards. Consideration of these areas as transition areas resulted in standards that require a minimum of 15 percent of the site to be landscaped, and parking lot landscaping beds at a minimum of ten feet in width. Many resulting design and landscape standards for the Transition Edge exceed those that are required under the current Eugene Code (EC).

The S-WS form based code provides a clear and objective path for development to be reviewed



Walnut Station Frontage Regulating Plan

through the building permit process as long as the S-WS form based code standards are met. The S-WS form based code also provides a Design Review option as an alternative path. Design Review is intended for development applications that will achieve an equivalent or higher quality design than would result from strict adherence to the clear and objective code standards. Design Review is a Type II land use process involving notice to nearby landowners and approval by the Planning Director based on compliance with the Design Review criteria. These criteria are based on the goals and objectives for the area, including relevant policies from the Fairmount/University of Oregon Special Area Study. These policies have been rewritten and combined in some instances, the intent being to clarify when and how the criteria are to be implemented.

The following design review approval criteria codified within the Walnut Station Special Area Zone and are included within this Walnut Station Specific Area Plan as adopted plan policies. As such, they are applicable to relevant Type III, IV, and V land use applications.

(a) Consistency with design objectives listed at EC 9.3950 Purpose of the S-WS Walnut Station Special Area Zone.
(b) The project seeking Design Review approval will achieve an equivalent or higher quality design than would result from strict adherence to the otherwise applicable standards through:
    1. A building orientation, massing, articulation, and façade that contributes positively to the surrounding urban environment and;
    2. An overall site and building design that creates a safe an attractive pedestrian environment. Design elements for this purpose may include special architectural features, high quality materials, outdoor seating, pedestrian scaled lighting, prominent entries facing the street, multiple openings or windows, and a significant use of clear, untinted glass.
(c) Impacts to any adjacent residentially zoned properties are minimized. Design elements for this purpose may include treatment of building massing, setbacks, stepbacks, screening and landscaping.
(d) New buildings shall not increase the shadow cast by more than 20% of the maximum shadow area that would be cast by a building that complied with applicable height, stepback, and setback requirements of this chapter. Building shadow shall be measured at 3:00 p.m. on April 21 of any year.
(e) The adverse effects of motor vehicle movement shall be mitigated as much as possible. Primary vehicular access to the lands north of 15th Avenue and east of Walnut Street should minimize impact on nearby residences and Fairmount Park.
(f) Proposed development shall mitigate the storage effects of motor vehicle parking and parking impacts on the surrounding neighborhood shall be reasonably mitigated by minimizing off-street parking. This can be accomplished through the use of shared parking agreements; car sharing and bus pass programs, and other Transportation Demand Management Strategies.

In addition, the following criterion is applicable to any development application that requires a Traffic Impact Analysis review:

(g) If a Traffic Impact Analysis that is required by the City Code projects that a proposed development will increase traffic on streets within the single-family neighborhood to the east and south of University-owned land the City shall require the applicant to mitigate those impacts through the use of traffic calming strategies or other mechanisms designed to discourage through traffic.

The third way goals and objectives of the plan are addressed is through the application of adopted policies that are within this Walnut Station Specific Area Plan. Policies are statements that set a specific course of action that will move the plan towards attainment of the goals and objectives. Policies are adopted by the City Council as guidance for decision making in the area. City programs, actions, and decisions will be evaluated on the basis of their ability to implement adopted policies of this plan as well as other adopted City goals and policies. These policies largely provide direction to address issues that could not be fully addressed and resolved in the scope of this plan, such as policies regarding future park land and treatment of the Millrace. The following policies are applicable to relevant Type III, IV, and V land use applications:

(h) By April 30, 2011, the City shall initiate a process to evaluate the land use category of "University or College" to better define which uses are permitted outright. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon. This study shall be completed by October 30, 2012.
(i) The City shall encourage applicants who desire amendments to this plan to involve the collaboration of the City and the Fairmount Neighborhood in the review and revision process.
(j) After three years or 50,000 square feet of development (cumulatively) has been approved, whichever comes first, staff will provide a report to the Planning Commission regarding the status of development in the Walnut Station mixed use center and the potential impacts

from the reduced parking allowances.

(k) Prior to April 30, 2011, city staff shall provide a report to the Planning Commission which evaluates the Fairmount Neighbors Event Parking District created pursuant to the October, 2008, Arena Mitigation Agreement ("Parking District"). The staff report shall evaluate whether that Parking District is an adequate and appropriate mechanism to protect the Fairmount neighborhood from potential impacts from reduced parking allowances in the S-WS Walnut Station Special Area Zone and shall recommend alternative measures if the evaluation determines the Parking District is inadequate or inappropriate. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon.

(l) The city shall update the 2006 Agate Street and Fairmount Neighborhood Traffic Calming Study ("Study") to add mitigation measures that address the impacts likely to occur to the Fairmount neighborhood as a result of development/redevelopment within the S-WS Walnut Station Special Area Zone. City staff evaluation and identification of these mitigation measures for the Study update shall commence within two years of the date on which the City Council's adoption of the S-WS Walnut Station Special Area Zone becomes effective. The final Study update shall be forwarded to the City Council within three years of that effective date. Mitigation measures included in the updated Study shall be implemented, along with any other measures deemed necessary by the city, as development and associated impacts occur, through the city's development and building permit approval process and/or the city's annual Capital Improvement Program. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon.

(m) When the City engages in detailed development of the multiway boulevard, traffic and parking spillover impacts on the Fairmount neighborhood shall be evaluated.

(n) The City shall develop strategies to address the need to provide clear and easy access to businesses along the Franklin Boulevard multiway boulevard and address any loss of off-street parking spaces resulting from its construction.

(o) As part of an application to develop the lands formerly owned by the Department of Transportation (south of Franklin Boulevard, east of Walnut Street and north of 15th Avenue), the developer shall demonstrate that consideration was given to realigning the 15th Avenue bicycle path in the vicinity of those lands and making it more attractive. (Note: If the bicycle path is realigned, the City shall require an easement for the path to ensure its permanence in the future.)

(p) As part of an application to develop a property south of Franklin Boulevard or a property in the block on the north side of Franklin Boulevard between Moss Street, Villard Street, and Garden Avenue within the Walnut Station Specific Area Plan, applicants are encouraged to include access for pedestrians, bicycles and limited vehicular access consistent with the Transportation Features map shown as Figure 9.3978(3)(b) in the Walnut Station Special Area Zone.

(q) In prioritizing the need for future park land within the Walnut Station Mixed Use Center, the City should consider the relative density of residential development, in addition to walking distance to parks, as a factor.

(r) Due to the expected increase in residential density and lack of access to existing neighborhood parks, there is a goal of establishing a new neighborhood park for this area. Staff will work with landowners to find a suitable site of appropriate size and configuration for a new neighborhood park on the north side of Franklin Boulevard in the Walnut Station Specific Area Plan.

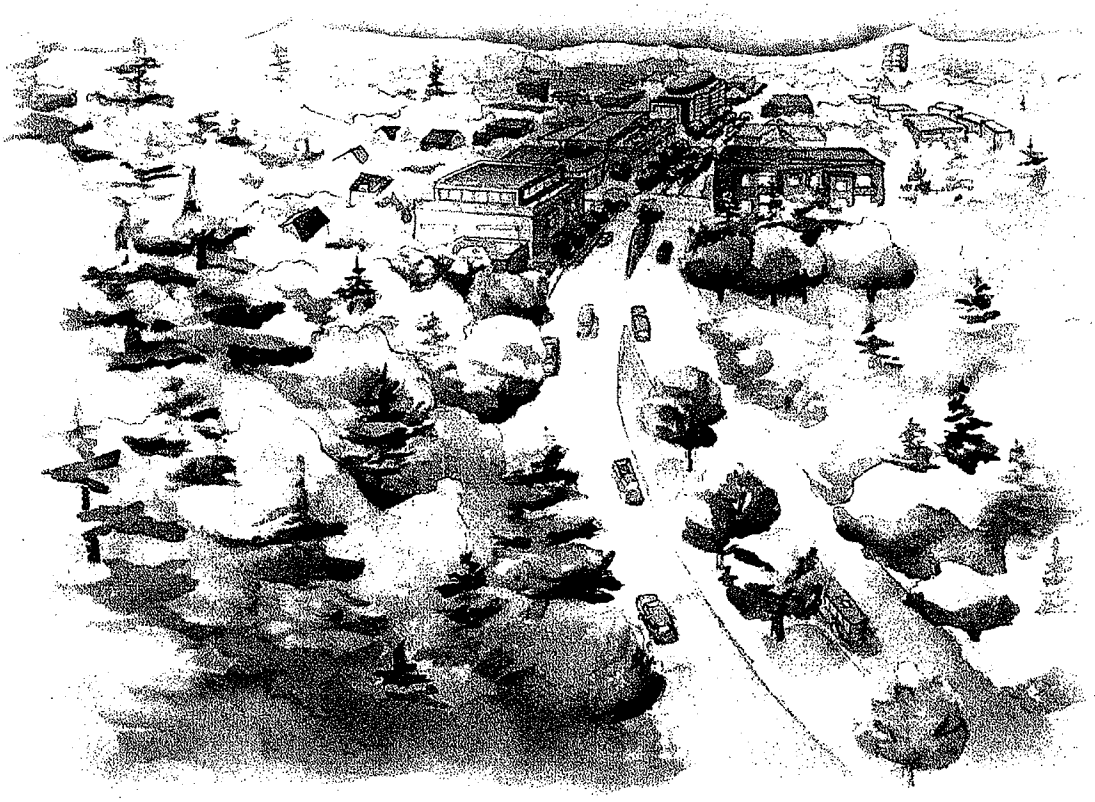
(s) Due to the uncertainty surrounding the future of the water in the Millrace, the City should complete a comprehensive study of the Millrace prior to decisions being made regarding its use as a park or other amenity, or before regulations related to development along the millrace are adopted or amended.

Chapter 2 describes the process through which information from the emerging Walnut Station vision was taken forward and refined into what became the final shared vision for the area. Chapter 3 provides details on how the development patterns and land use concerns were addressed

through the creation of new zoning and building form regulations. Chapter 4 provides information on how the emerging vision elements were addressed for the public realm of transportation and park systems.

Chapter 2 - Creating the Vision

The vision statement below is aspirational based on the vision of how this area will appear if the goals, objectives, and policies are implemented. It is based broad input from stakeholders and property owners as well as information prepared by staff, consultants and direction from the Eugene Planning Commission. The vision statement embodies the shared values and aspirations of the community and includes the desired characteristics for the area. This vision set the tone for development of the Walnut Station Specific Area Plan and the Walnut Station Special Area Zone.



Walnut Station Vision Statement

"The Walnut Station Center serves as a welcoming gateway to the city and is a vibrant center for the daily activities of the residents of Eugene's east side. Inhabitants of the area and surrounding neighborhoods celebrate its important economic and geographic role in the community and its linkages to downtown, the University of Oregon, the historic Millrace and the Willamette River. Visitors and residents experience a unique sense of place where new and renovated buildings blend seamlessly with important natural resources and open spaces. People who live, work and play in the area enjoy new opportunities for shopping, forging social connections and building neighborhood identity

Franklin Boulevard is widely recognized as one of Oregon's great streets, providing the retail services needed by residents of a vibrant neighborhood and an attractive and distinctive travel corridor that facilitates safe and efficient movement by all modes of transportation. Residents and

visitors experience a unique and welcoming entrance to the city and the University of Oregon, arriving by bike, bus, car and foot. The multiway boulevard encourages use by pedestrians and shoppers by separating through traffic from local access traffic, increasing safety throughout the corridor and providing a quieter edge as well as parking options on the local access lane. Vibrant, green foliage in well-designed landscaping, pedestrian scale lighting and attractive, human-scaled architecture all blend to create a sense of vitality fused with elements of nature. The buzz of shoppers enlivens retail stores on the ground floor of adjacent buildings, with cafes and restaurants providing a lively neighborhood experience. Residents, students, and visitors sip coffee in streetside cafes shaded by large street trees, enhancing the sense that this is a gathering place for the area and a true asset to the community.

Residents living in new housing have transformed the area from a utilitarian commercial strip to a vibrant neighborhood. New innovative building regulations have ensured that development has contributed to an attractive mix of building types, heights and facades that create enjoyable public spaces and connect to the history and character of the area. A diversity of housing types provide for a rich community both aesthetically and functionally, while residents enjoy working proximate to their homes. A vibrant mixture of retail stores provides for the daily needs of residents, as important products and services are only a short walk away from their homes and workplaces. People of all ages enjoy strolling through the neighborhood among buildings that look attractive and feel inviting and friendly. Few even notice the subtle transition between more and less intensive developments due to conscious choices regarding setbacks and design elements that a form-based code has facilitated.

Growing numbers of bus riders enjoy the ease and convenience of transit stations and dedicated bus lanes when traveling to work, buying groceries or eating out. Residents of the area travel between a series of transit stations that are conveniently located within short walking distance of their residence or final destination. Commuters and other travelers between Eugene and Springfield not only move through the corridor by rapid transit bus, but occasionally make a quick stop to buy essential household items or to have dinner or a drink with friends before continuing home.

Bicyclists and pedestrians move safely throughout the area in a way that has all but removed the need for automobile ownership except for longer regional trips. Commuters and recreational bikers pass by the area on the fully completed South Bank Bike Path. Bike routes throughout the development provide easy and safe connections to the path. A mid-block connector between Franklin and 15th Avenue provides a quieter east/west route for pedestrians on the south side of the development.

The Millrace is a major urban amenity, an important natural resource and a destination for residents and tourists alike. Families walk along the public way on the south side of the Millrace enjoying views of the water while deciding if they should rent a bike or perhaps share an ice cream cone from a nearby eatery. People in adjacent residences look out over the Millrace from small patios while considering if they want to barbeque tonight or walk down to the Millrace to their favorite café. Bikes are streaming by on the north bank of the Millrace as part of a long ride along the south bank of the Willamette River. Riders catch glimpses of the waterway cloaked in native riparian vegetation that forms an important buffer and supports a diversity of plants and wildlife.

Residents enjoy a variety of outdoor spaces that blend a vibrant urban character with opportunities for solitude offered by the natural environment. Families with small children enjoy a late afternoon visit to the playground at the neighborhood park along the Millrace while a spirited game of Ultimate Frisbee finishes up on adjacent athletic fields. Those seeking a taste of nature can venture by path to the banks of the Willamette River or to Franklin Park, where one can seek the cool and quiet of a heavily wooded area. Parks and open spaces are visually linked by streets lined with broad trees and extensive vegetation that also collect and filter stormwater from surrounding development. These areas are also linked to the larger system of parks in the City by the many bike and pedestrian path connections available.

Serving as the eastern gateway to Eugene, the Walnut Station area is a pedestrian-friendly neighborhood rooted in a strong sense of place and offering a tangible sense of community. Its vibrant character reflects the diversity of residents who live and work in the area and makes it a model for neighborhoods across Eugene seeking new models for how to grow responsibly while promoting the values residents have come to cherish."

Developing the Vision

Developing the plan and implementation tools to bring the vision described above to fruition came about through a creative, collaborative approach with its foundation based on community involvement. In additional to meeting the City's acknowledged provisions for citizen involvement, there were additional processes that sought to maintain community involvement and participation throughout the several years it took to create this plan. There were a variety of community involvement activities and processes throughout various stages in the project, roughly outlined below:

Community Involvement

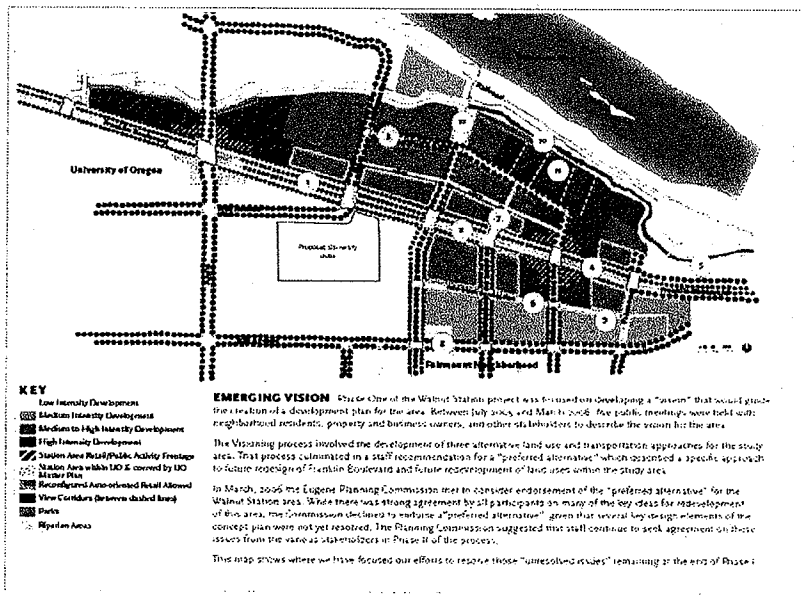
- Issue Group meetings with neighborhood groups, property and business owners, and transit customers, August & September and October 2005.
- Three Public Open Houses (June, September, November) in 2005
- Steering Committee created August 2005, with Eugene Planning Commission, the University of Oregon, Lane Transit District, Oregon Department of Transportation, and the Governor's Office to provide advisory input on the project through 2008.
- Technical Advisory Committee I (TAC) formed in July 2005, to guide the project and insure interagency coordination through 2008.
- Stakeholders Group. In 2008, the City brought together a stakeholders group with representatives from the Fairmount Neighborhood Association, the Chamber of Commerce, the University of Oregon and the City of Eugene. This group was convened by the Chamber and provided a forum to discuss issues and to mediate concerns between stakeholders as the plan developed. This Stakeholders Group was recognized for its collaborative efforts and given an award by Mayor Kitty Piercy in January 2009.
- Technical Advisory Committee II. A second TAC was created in 2008 with representatives from each Stakeholder Group, interdepartmental City staff, Land Transit District, and the State of Oregon. This committee reviewed and edited the form based code.
- Three Open Houses events were held between January and April 2009.
- Three-day design charrette in April 2009. This was an interactive and iterative process over the course of three days where the objective was for stakeholders and citizens to come to consensus regarding the desired urban form for different areas within the Walnut Station Specific Area Plan.
- Fairmount Neighborhood Association. The Fairmount Neighborhood Association created a Walnut Station subcommittee which met regularly throughout the process. Members of the subcommittee were included in the stakeholders group. Staff met with the subcommittee and the neighborhood association on several occasions. Earlier in the process, the meetings were

focused on getting feedback on creating the vision. Subsequent meetings were held to provide information on the development of the implementation tools and to continue to receive feedback as the form based code and this Specific Area Plan were developed. This subcommittee spent considerable time reviewing draft materials and providing valuable feedback and direction to finalize these documents.

In addition to these events, the Eugene Planning Commission held numerous work sessions on the various components of the code and the plan as it developed, and provided guidance to staff and the Technical Advisory Committee throughout the process. Project goals and objectives were consistently identified as being important to achieve implementation of the plan.

Project Goals and Objectives

- Meet existing City of Eugene design principles for mixed use development planning and design including:
  - Illustrate a mixed use strategy of blended neighborhoods organized around a commercial core;
  - Illustrate design elements that support pedestrian-friendly environments and encourage transit use;
  - Provide for one or more transit stops within walking distance of the entire development;
  - Provide for a mix of land uses that offer a variety of services, activities and destinations;
  - Provide for a range of public spaces, such as parks, public and private open space, and public facilities that can be reached without driving; and
  - Provide for a mix of housing types and residential densities.



- Recognize the place of the Walnut Station neighborhood in the larger context of the City of Eugene.
- Make the Walnut Station area a gateway to the City and the University.
- Connect the neighborhood to the Willamette River.
- Create a land use, street and block pattern that fosters a blend of jobs, housing, institutions and recreational uses that are mutually supportive.
- Identify catalyst sites with the greatest development/redevelopment potential.
- Help existing and future businesses and employment centers thrive and contribute to new mixed use development.
- Minimize the effect of Franklin Boulevard as a barrier and make Franklin easier to cross.
- Maintain Franklin Boulevard function as a primary street serving through traffic.

- Make the Millrace a feature of the neighborhood. Illustrate alternative designs that restore the Millrace as a neighborhood and City amenity.
- Create a network of pedestrian and bicycle paths through the area.

In January 2006, after considerable input from area stakeholders, four alternative development scenarios were generated for review by the community. These development scenarios included a base case scenario, and three alternative development scenarios with options for land use, circulation patterns and development intensities. While the original intent was to choose one development scenario as a preferred alternative, no one scenario addressed all of the project goals and objectives, and there were elements identified that needed further study.

This review of alternative development scenarios did result in a number of areas in which there was agreement, referred to as the "emerging vision" design concepts. These design concepts were carried forward into the final stage of visioning through a three day design charrette, resulting in design concepts that were carried forward into the next phase of the project.

Emerging Vision Design Concepts

Development Pattern and Intensity

- The most intensively developed portions of the site will occur around the EmX transit stations at Agate and Walnut streets.
- Along Franklin at Walnut Street Station, the plan will promote high intensity residential and mixed use with retail frontage in the immediate station area.
- Along Franklin at Agate Street Station, the plan will promote high intensity residential and mixed use with retail frontage north of Franklin Boulevard. The University of Oregon property on the south side of Franklin Boulevard will continue to comply with University plans.
- Buildings up to five stories in height would be acceptable for properties along the 15th Street edge if appropriate design and height setback controls are included within the new development codes for the mixed use area. Those codes would regulate building articulation, landscaping, window placement and other building design features affecting the appearance and height of buildings along the street edge.
- Significant new residential development will be encouraged within the Walnut Station area.
- Some level of reconfigured auto-oriented development may continue to occur along Franklin Boulevard but should be limited to portions of Franklin located between EmX stations and will be subject to parking location and other design controls.

Street Network and Design

- All streets in the planning area should be designed to promote and stimulate pedestrian activity.
- Franklin Boulevard should be redesigned to support multimodal use and transit-oriented development.
- The Franklin Boulevard redesign needs to accommodate long-term traffic growth while maintaining City performance standards for a major arterial level-of-service (LOS E).
- Franklin Boulevard crossing distances should be reduced to improve pedestrian safety and convenience.
- The future redesign of Franklin Boulevard should accommodate a second EmX lane.
- The appearance of Walnut Station area streets should be improved with attractive landscaping, improved sidewalks and appropriately-scaled street trees.
- On-street parking is appropriate in the study area and is seen as providing an effective buffer between pedestrians and moving traffic.
- As streets are reconstructed throughout the area, they should include facilities for pre-treatment of stormwater consistent with City stormwater requirements, where feasible.
- Orchard Street should not be extended north of Franklin Boulevard to connect Franklin with

Garden Avenue.

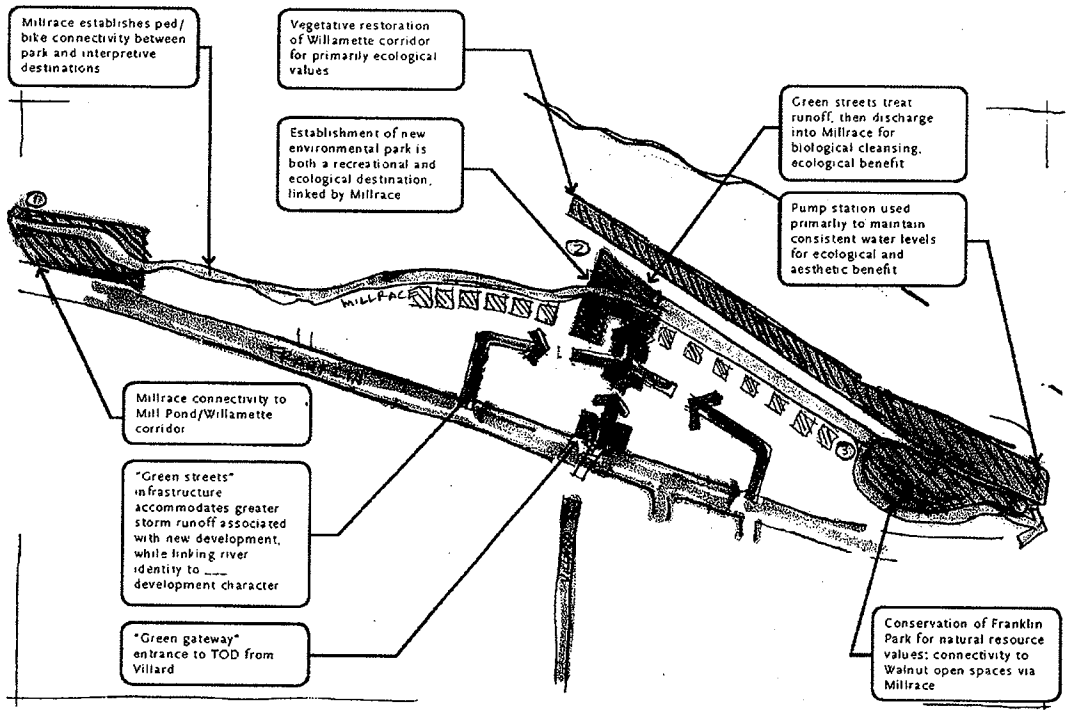
- Traffic calming techniques should be employed on local streets south of 15th Avenue to discourage cut-through-traffic and traffic speeds.
- Franklin Boulevard has great potential for implementing a "gateway" design signaling its role as an entrance to the University of Oregon and the City of Eugene.

Bicycle and Pedestrian Circulation

- The South Bank Bike Path should be completed between the Autzen Footbridge and the Knickerbocker Bike Bridge.
- A new pedestrian connection will be encouraged within the superblock configuration located between Franklin Boulevard, 15th Avenue, and Villard and Walnut Streets. This new pedestrian facility could be built in conjunction with future redevelopment of these blocks. Vehicle access to parking and truck access to retail stores would be provided separately. The specific alignment of the future connection is not yet known.
- The Walnut Station plan should acknowledge or address bicycle and pedestrian safety issues on portions of the riverfront bike path lying between Eugene and Springfield.

Parks and Open Space

- At least one new neighborhood park is desired for the area to support additional residential development in the area.
- New physical and visual connections to the Willamette River are highly desired by area residents.



Chapter 3 - Implementing the Vision

The shared vision for the Walnut Station Specific Area Plan recognizes the need to integrate land use and transportation planning, and this can be readily seen through the design of the multiway boulevard. Land use and building form are regulated differently on private property than within the public realm. This chapter describes how the changes to land use regulations were determined. The public realm, which includes transportation and parks infrastructure, are covered in the following Chapter. While addressed separately, land use and transportation remain integrated in this plan.

Addressing Development Pattern and Intensities

The visioning process and resulting emerging vision elements made clear that, to a large degree, the community desired this area to become a thriving, vibrant, pedestrian-friendly mixed use neighborhood. However, current zoning code requirements do not often result in the type of development sought through this plan.

Like most local governments in the United States, the current land use code in Eugene is based on Euclidian zoning which regulates land uses by separating them. Because one of the original purposes of zoning was to prevent adjacent incompatible uses, these zoning regulations are often reactive and focus on what is not allowed. Zoning requirements are usually applied generically throughout the entire community in a one-size-fits-all manner, without any specific planning or thought about what the community wants the development character of individual areas or neighborhoods to be. Although the resulting development may be compatible in terms of density, it can often be incompatible with the physical context in the surrounding community.

To address these compatibility concerns, additional processes such as Site Review, Conditional Permit Review, and Planned Unit Development review are required for some uses and development applications. While these processes may result in development better suited to a specific area, the development review process can be timely and costly. Additionally, there may not be a clear understanding of the type of development or density pattern, and how that will appear once it is constructed. Further, while the current code allows residential uses in commercial zones, it can only be built if there is commercial use on the first floor. While the intent has been to encourage mixed use developments, the requirement that every building have a mix of uses has caused difficulty with financing some of these projects. Highly prescriptive development regulations are seen as having a barrier effect on development.

Taking a New Approach - Form Based Codes

Form based codes are type of development regulations that are a growing alternative to conventional zoning laws. They go beyond land use to address not just the physical form of the buildings but also surrounding streets, blocks, and public spaces in order to protect, create, and revitalize sustainable communities. These codes place a greater emphasis on the physical character of development and deemphasize the regulation of land use. Form based codes address the relatihip between building facades and the public realm. The public realm is comprised of public open spaces, such as plazas, squares, and parks; that is, the space created and partially enclosed by the building facades on either side of the streets. It also includes setback areas as well as the street right-of-way itself.

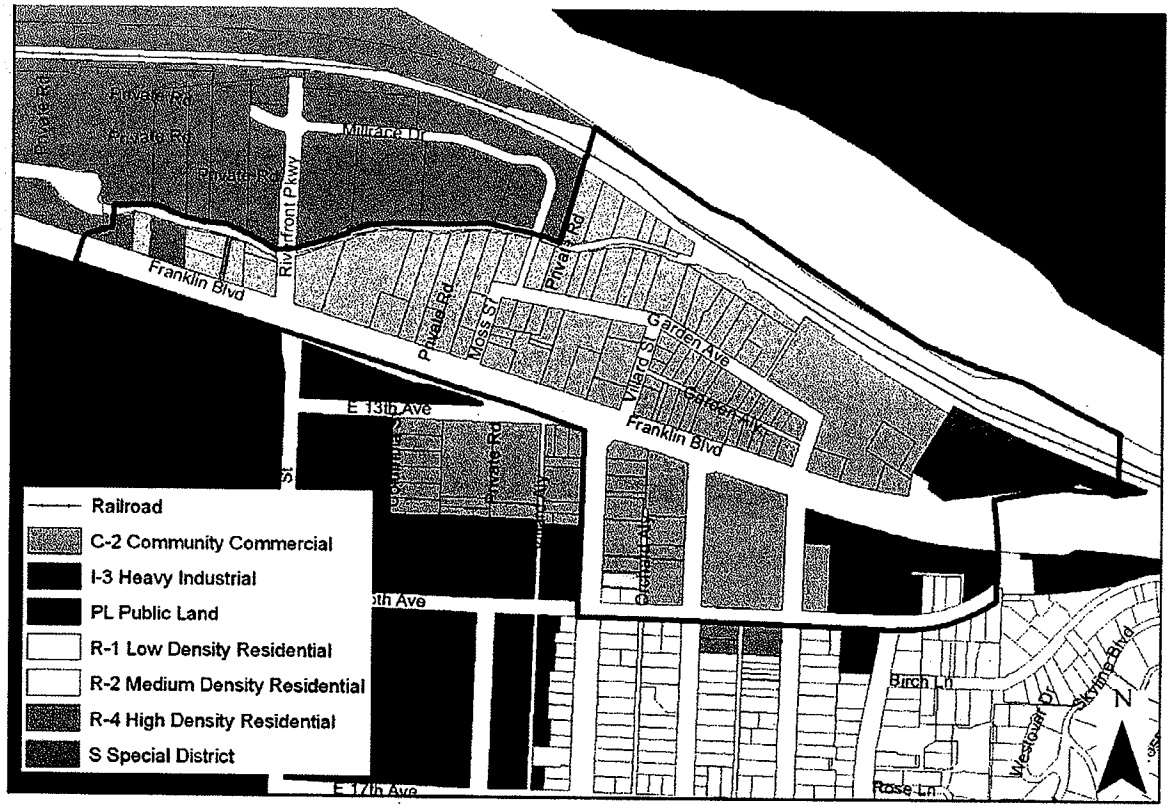
Form based codes provide greater predictability about the look and feel of development and offer developers a clearer understanding of what the community seeks. In return, form based codes can make it easier for citizens to help create the physical development they want by participating in the creation of form based code standards, which will more likely lead to their acceptance of

proposed development and street designs in their community. Because form based codes de-emphasize land uses, a mix of uses is easier to achieve.

Form based codes also provide an opportunity to address compatibility issues and transitions through building design and form, rather than relying on costly and time consuming land use application procedures. There has been an increasing concern with the development patterns that result from the existing land use regulations in place, and this is well illustrated in the southern portion of the Walnut Station Specific Area Plan.

Form Based Code Applications for Walnut Station

15th Avenue is a local street that forms the southern boundary of the Walnut Station Specific Area plan. The property north of 15th Avenue is currently designated and zoned almost exclusively for commercial use. Except for a portion of the lands formerly owned by ODOT and the City owned park land, the land within the Walnut Station Special Area zone was primarily commercially designated in the Metro Plan. Commercial zoning allows buildings up to 120 feet in height with no building setback requirements. This is in contrast to the south side of 15th Avenue which is the residential edge of the Fairmount Neighborhood. This is a large, well-established residential neighborhood with strong character and with involved residents and occupants. Zoning in this neighborhood is for single-family residential use except for the parcels fronting East 15th Avenue between Orchard and Walnut Streets, which are zoned R-4 High Density Residential. There is a required 10 foot setback for all residential zones. Low density residential building heights are capped at 35 feet. While the block between Orchard Street and Villard Street is zoned for high-density and also has a 120 foot height limit, the residential setback still applies. Maintaining the residential character on the south side of 15th Avenue while balancing the need to allow reason-



Zoning designations for area prior to adoption of Walnut Station Special Area Zone

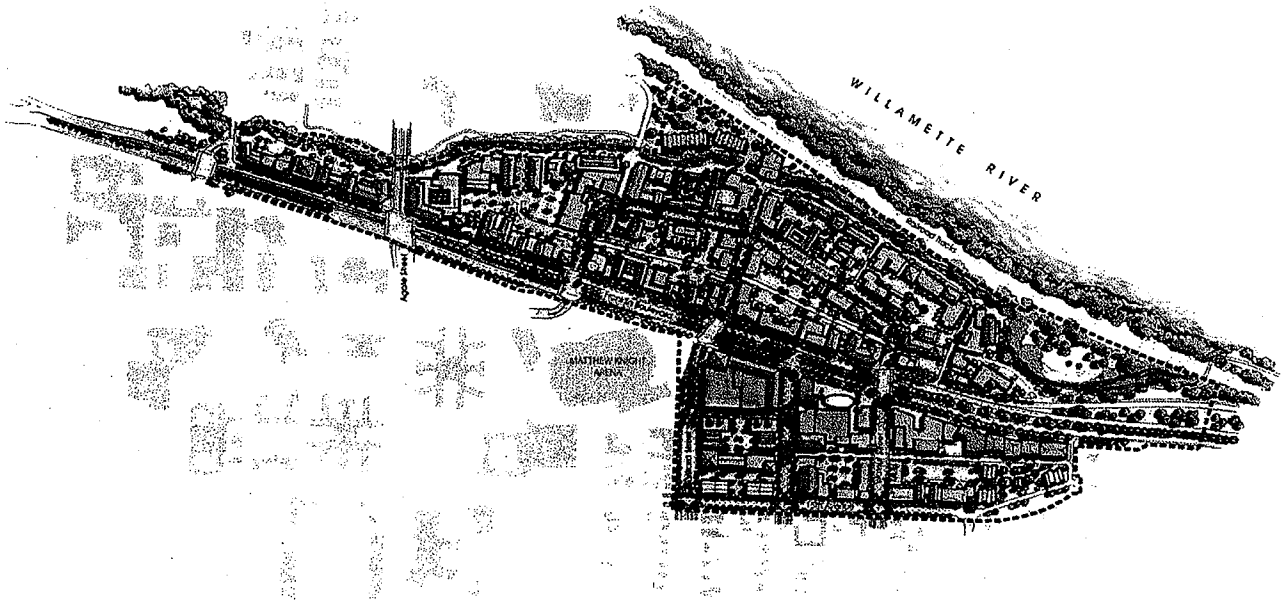
able commercial use on the north side of the street is a significant focus of this plan.

Within the remainder of the Walnut Station Specific Area Plan area, the land use pattern is somewhat fragmented on the north side of Franklin Boulevard, with multiple ownerships and many existing businesses. These include hospitality uses, auto-oriented uses, retail and restaurant uses, as well as some scattered residential development. On the south side of Franklin Boulevard, larger portions of property are within single ownership or development control. Between Villard Street and Orchard Street on the south side of Franklin, there is a neighborhood grocery store and pharmacy (Market of Choice/Hirons). These stores are recognized as a vital component of the existing and future neighborhood. The University of Oregon owns the remaining southern frontage of Franklin Boulevard having recently purchased the former automobile dealership (Romania) and the land previously owned by the State of Oregon and occupied by a Department of Motor Vehicles office. Prior to adoption of this plan, all properties owned by the University of Oregon were zoned PL Public Land.

The R-4 zoning on the south side of 15th Avenue between Orchard and Walnut Streets is a bit of an anomoly in that there is no transition between the R-4 and the R-1 zones. Further, this is the only R-4 zoning in an area otherwise zoned for and developmed with single family reisdential dwellings. There was interest in addressing this zoneing anomoly by recommending that these parcels be re-designated to medium desnity resiedntial zoning. While the plan boundaries do not include the R-2 parcels and therefore redesignation as part of this plan is not possible, there is strong support to redesignate those R-5 parcels to a more appropriate medium density residential zoning district.

The form based code approach was used to incorporate the emerging vision and design elements by developing specific building and site design standards for the different areas within Walnut Station. This allowed the areas adjacent to the neighborhood and the natural resource areas to have building and site design standards that were crafted specifically to how these areas should look and feel, recognizing that their character should be different than that of Franklin Boulevard.

Illustrative Plan



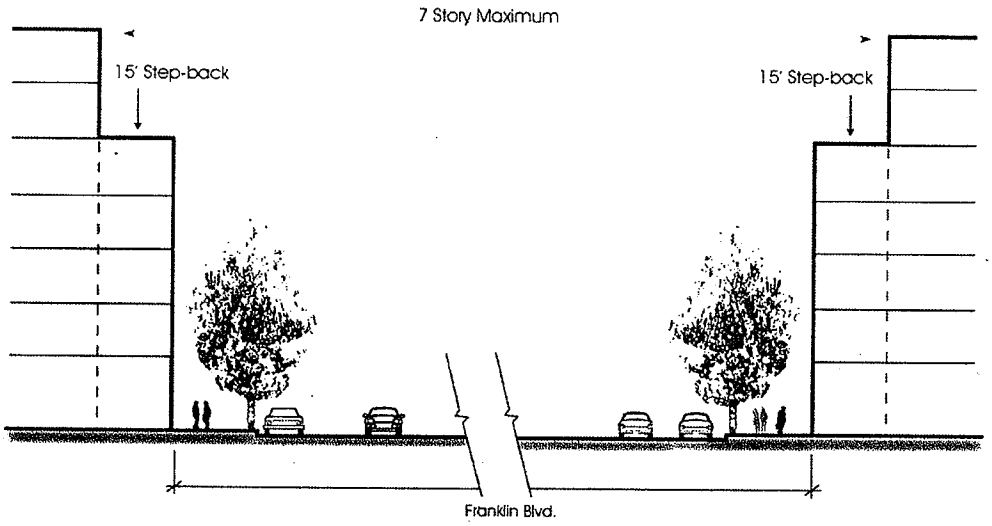
Illustrative Plan for Walnut Station

Form based codes are based on a vision for an area, and visual tools are used to communicate this vision. An Illustrative Plan was created to capture a development pattern consistent with the vision. This is a valuable tool to communicate the look and feel desired for an area.

Franklin Corridor/Urban General

Early design iterations portrayed different levels of intensity along the Franklin Corridor, focusing the highest level of development density at the EmX stations. As the plan progressed, a strong need was recognized to allow for a large degree of flexibility as to how the area could develop, and that the market rather than the City regulations should dictate where the appropriate level of commercial intensity could occur. As such, the entire Franklin Corridor became one frontage district.

Franklin Boulevard



Several variations of building height limitations were considered. Some property owners suggested retaining the existing height limit of 120 feet, while some neighbors favored buildings no more than three or four stories anywhere within the Special Area Zone. In order to determine the appropriate building height standards, it was necessary to address the specific impacts that were of concern regarding building height rather than trying to arbitrarily reduce building heights.

Access to sunlight along Franklin Boulevard was raised as a concern, and some participants recommended a maximum building height of five stories to ensure the sidewalk on the north side of Franklin Boulevard would not be in shadow cast from buildings on the south side of the street. When this was evaluated, it was found that a seven story building height with a 15 foot stepback above five stories will allow sunlight to illuminate the sidewalk and the entire face of buildings on the north side of Franklin Boulevard, even on the shortest day of the year.

There was also the consideration of how to incentivize high quality construction, and how to encourage seven story buildings in the most urban portion of the area to be a minimum of seven stories in height without an additional review process. The maximum height for wood-frame building construction in Eugene is five stories. Buildings of five stories or less are typically constructed with wood frames, and this type of construction is typically is used for apartment

buildings. Concrete or steel frame construction must be used for buildings of six stories or more in Eugene, and concrete and steel frame construction is more typically used for condominiums. Concrete and steel frame construction buildings typically have longer life spans and are made of more durable, attractive materials. Allowing for a maximum of seven stories along Franklin Boulevard will provide an incentive for this type of construction in the Walnut Station core area and provide for a wider variety of housing types.

In allowing for seven story buildings there is a nexus between the levels of public and private investment proposed for the area in consideration of the proposed development of the multiway boulevard. The seven story height limitation is a maximum, not a minimum or required height. There is no requirement for a minimum building height within the plan boundary.

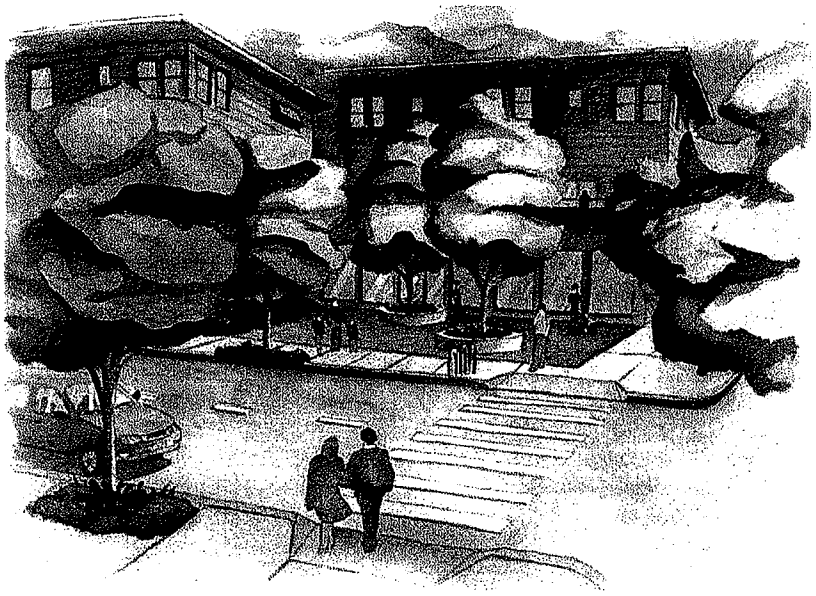
15th Avenue/Millrace Transition Areas

There was agreement that special consideration should be given to the 15th Avenue transition, and all stakeholders agreed on a three story maximum height and a ten foot minimum setback for the entire portion of 15th Avenue within the Walnut Station Specific Area Plan. This matched the building form of the residential side of 15th Avenue. Building heights along the millrace are also a maximum of three stories to allow access to light and air along this natural resource area.

There was a desire to provide a visual connection from the Fairmount neighborhood to the south to riparian areas along the Millrace and Willamette River. Studies indicated that the proposed building heights will not impact existing views from areas of the neighborhood like Judkins point, which has the best visual access to the river.

Building stepbacks above the third and fifth story help protect views to the river along the public rights of way to the extent that scenic views of the tree canopy along the river can be preserved along street corridors. These building stepbacks along these streets also would reduce the risk of creating a tall looming wall, humanize the scale of the street, particularly for pedestrians, and allow for more sunlight on the street and sidewalk.

As properties are developed and redeveloped in the future, it is likely that there will be opportunities for pocket parks and other small public open space amenities. These types of spaces are an attribute for urban areas and can provide recreation space for neighborhood residents. Such amenities can be incorporated into public improvements, or created in association with private development. The code provides incentives, such as exceeding the maximum setback requirement, for privately developed public open spaces.



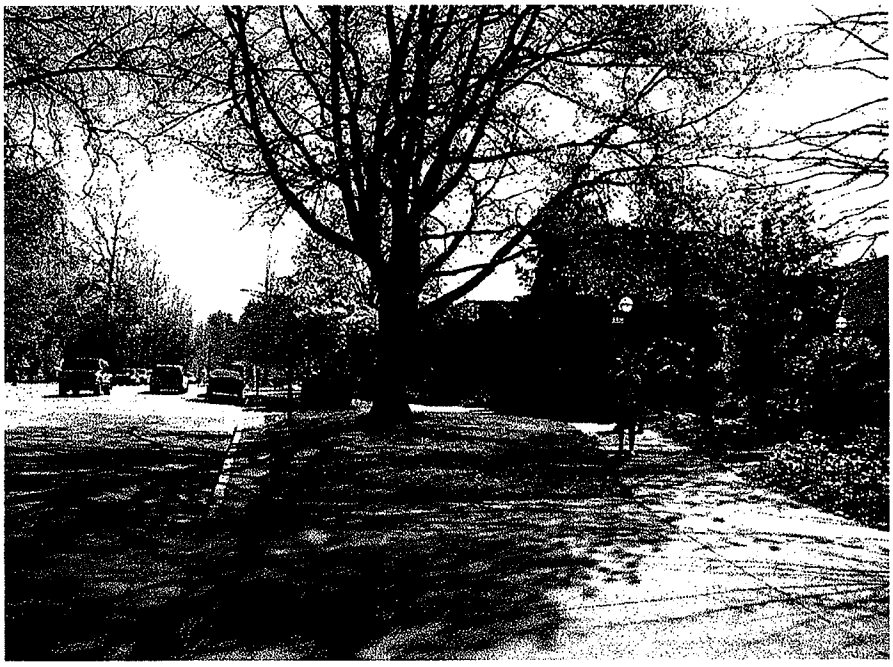
Review processes and Alternative Path
The form based code provides clear and objective standards that can be reviewed under the building permit process only. There is also an alternative path for development applications that may not meet the form based criteria, but would still be consistent with the intent and vision for the area. Because the form based code is based on the community's vision and because the important policies and design criteria have been codified in the form based code and other applicable code sections there is less need to rely on the policies in the Walnut Station Specific Area Plan itself to address neighborhood and compatibility concerns. Policies are not applied to a development application unless that development requires a land use application. Recommendations resulting from this planning process have also codified where they pertain to site design issues and building form standards, and public street requirements.

As part of the Walnut Station Special Area Zone, and as recommended by stakeholders, the Walnut Station code provisions include an alternative review path called Design Review. This path allows development applications that meet the intent of the code, but that do not meet all of the clear and object standards, an alternative means by which the application is reviewed against discretionary design review approval criteria. These criteria are based on the goals and objectives for the area, including relevant policies from the Fairmount/University of Oregon Special Area Study.

Addressing Impacts
Form based codes place a greater emphasis on the physical character of development and deemphasize the regulation of land use. The design standards that are applied through the form based code do however regulate uses in the area to a certain degree. For example, the

design standards are specifically crafted to incorporate buildings with windows and openings that support an active pedestrian environment. Buildings are required to be built near the front property line and parking is located to the side and rear, further enhancing the pedestrian environment. These design standards would be very difficult to meet for some uses, such as a typical big-box retail store. If such a building type were to be allowed within Walnut Station, it would have to go through the Design Review approval process. Is so doing, the development would have to be consistent with the Design Review approval criteria. Having design standards for Walnut Station also allows for some uses, such as gas stations which are commonly prohibited from mixed use centers, as long as the design standards are met.

The S-WS Walnut Station Special Area Zone allows any type of residential or commercial use to locate anywhere within the plan boundary. Institutional uses, including those associated with the University, are also allowed. The result is that uses that are currently allowed are still permitted without development standards that have acted as barriers to mixed use development. While the original approach to the form based code was to eliminate all requirements for Site Review and Conditional Use Permit (CUP) applications, the requirement for a Conditional Use Permit requirement for some uses. There are still significantly fewer land use requirements than within the current code.



15th Avenue looking east from the University of Oregon

Permitted uses have remained a concern for the Fairmount neighborhood, and of particular concern is the question of "University or College" as a use category. The Eugene Code allows "University of College" as a permitted use category in the C-2 and C-3 zones. Because the Walnut Station allows any commercial or residential use permitted in the code, it is permitted in the new form based code. The category of University use was proposed for the Matthew Knight Arena, and under appeal by the neighborhood, the Land Use Board of Appeals found that because an arena is listed in the code as a separate use requiring a CUP, a CUP would be required for the University Arena. This history has created some tensions in the neighborhood with regards to future uses the University might propose. While the question of University or College use is not specific to the Walnut Station Special Area Zone, the area adjacent to the University of Oregon has more potential to be impacted by University development. While it is recognized that question of University or College use is not specific to the Walnut Station Special Area Zone and is rather an allowance in the Eugene Code applied to all C-2 and C-3 zones, the area adjacent to the University of Oregon has more potential to be impacted by University development. As such, the following policy is adopted:

By April 30, 2011, the City shall initiate a process to evaluate the land use category of "University or College" to better define which uses are permitted outright. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon. This study shall be completed by October 30, 2012.

The neighborhood is also interested in remaining an active participant in the Walnut Station Specific Area Plan as they have been in the Fairmount/University of Oregon Special Area Study. Any future amendments to this plan will necessarily involve the neighborhood. However, it was important to the neighborhood that the following policy from the Fairmount/University of Oregon Special Area Study be included here. This policy is adopted in this Plan:

> The City shall encourage applicants who desire amendments to this plan to involve the collaboration of the City and the Fairmount Neighborhood in the review and revision process.

Considerable efforts and analysis went into crafting a form based code that would address concerns as dicsussed herein, but it is recognized that this is a new tool and there has been some concern about applying a new tool without knowing exactly what the development impacts may be. The local chapter of the Americal Institute of Architects (AIA-SWO) did a peer-review of the form based code by applying the draft code to a number of different types of projects to a variety of sites within Walnut Station and generally found that the code functions well. However, there will likely be minor tweaks and edits to the code to improve it once it has been in effect for a period of time. To ensure that review and amendments, if necessary, will occur, the following policy is adopted in this plan:

> After three years or 50,000 square feet of development (cumulatively) has been approved, whichever comes first, staff will provide a report to the Planning Commission regarding the status of development in the Walnut Station mixed use center and the potential impacts from the reduced parking allowances.

Parking

Parking requirements significantly impact the way an area builds out. Appropriate parking requirements can be one of the most significant elements in creating walkable communities. Too much parking restricts the amount of land that can be devoted to restaurants, retail spaces, offices, and residences. Parking facilities are expensive to construct, impose environmental costs, contradict objectives for more livable and walkable communities, and tend to increase driving and discourage use of alternative modes. Parking requirements also impact housing affordability, congestion, air and water pollution.

Inadequate parking supply also causes problems including frustrating users and increasing the potential for spillover impacts into adjacent neighborhoods. For this reason, it is not enough to simply reduce or eliminate parking requirements without looking closely at the impacts, and creating a program to adequately ad-

dress those impacts. The Walnut Station mixed use center has some unique characteristics that are conducive to a reduction of required parking. The EmX now established in the area means that fewer people will arrive to the area in a vehicle. The University of Oregon is directly adjacent to the area, so students and faculty have easy walking access to the area, also reducing the frequency of single-occupancy vehicles. The new code proposed for the area has focused on facilitating mixed use development, and this also reduces parking demand since motorists need to park only once to visit of a number of destinations.

Some unique characteristics in the area impact parking needs. For example, the presence of a large university and employment center creates a higher than average need for on-street parking. New development in the surrounding area is also anticipated to increase the need for parking spaces. While it would seem on the surface that increasing the supply of parking spaces would address the demand for parking spaces, increasing off street parking requirements tends to increase reliance of automobiles and therefore encourages additional vehicle trips.

In order to address both the need to reduce parking requirements to achieve the desired urban form and the potential for negative impacts of spillover parking in the Fairmount neighborhood, a number of potential solutions were evaluated. The Arena Parking District established as part of agreement for the Matthew Knight Arena provides a Residential Parking Program for the Fairmount neighborhood which regulates parking in that neighborhood to two hours in any given on-street spot. The City's intent that this Residential Parking Program remains in place, but there was concern that this program could be discontinued. As such, the following policy is adopted:

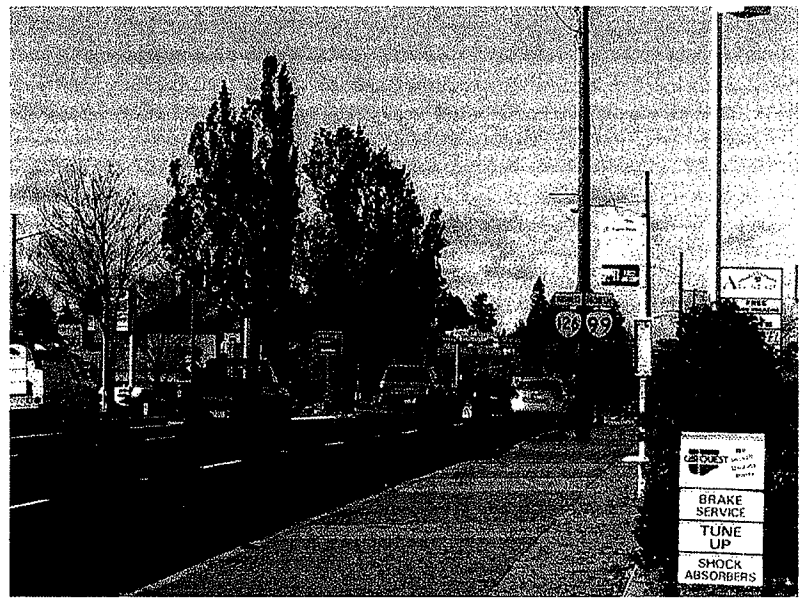
> Prior to April 30, 2011, city staff shall provide a report to the Planning Commission which evaluates the Fairmount Neighbors Event Parking District created pursuant to the October, 2008, Arena Mitigation Agreement ("Parking District"). The staff report shall evaluate whether that Parking District is an adequate and appropriate mechanism to protect the Fairmount neighborhood from potential impacts from reduced parking allowances in the S-WS Walnut Station Special Area Zone and shall recommend alternative measures if the evaluation determines the Parking District is inadequate or inappropriate. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon.

Chapter 4 - The Public Realm Circulation Systems and Parks

This chapter describes considerations and recommendations for areas within the Walnut Station Specific Area Plan that largely fall within the public realm; streets, bicycle and pedestrian paths, and park, recreation, and open space amenities. As with development pattern and intensity, the emerging vision had specific recommendations about these public realm components and this chapter describes how those emerging vision elements have been addressed.

Street Networtk and Design

From the emerging vision process described in Chapter 2, it became clear that changing the nature of the transportation network in the Walnut Station area could be a key impetus for realizing the desired vision for the area. Franklin Boulevard is a significant focus as it bisects the study area and plays a major role in influencing the character and development of the area. As currently configured and designed, it is not a pedestrian friendly street to cross, nor does it safely and comfortably accommodate modes of travel other than motor vehicles. The other streets within the plan boundary; Walnut Street, Villard Street, Orchard Street, and Garden Avenue (including a portion of Moss Street) were also evaluated in the context of the overall vision, and improvements to these streets consistent with the emerging vision were also recommended.



Franklin Boulevard is a major arterial that carries more than 33,000 vehicle trips per day. Traffic volumes are projected to be as high as 40,000 to 45,000 vehicles per day in the year 2025. Franklin Boulevard serves as part of the initial EmX corridor. Within the plan area there are both one lane and two lane sections. Franklin Boulevard also serves as a corridor for accessing regional recreational and cultural facilities including Alton Baker Park, the regional Willamette River shared use path system and Autzen Stadium, all of which are within walking distance of the plan area. However, it can also present a challenge for accessing these facilities. In addition to carrying large volumes of traffic through the area, Franklin Boulevard provides access to many businesses, is the primary surface street and transit connection between downtown Eugene and downtown Springfield, and serves as a major entryway into Eugene and the University of Oregon.

Pedestrian and bicycle movements within and across Franklin Boulevard are challenging due to the high volumes of traffic, lack of bicycle lanes, and substandard sidewalks. The existing edges

of the street are not conducive to active retail and other pedestrian friendly uses because there is very little area for sidewalks and in most places, no separation between the relatively narrow sidewalks and the street. Furthermore, the gateway potential of Franklin Boulevard is not emphasized in the current configuration. Designing streets only for rapid movement of cars negatively impacts many other goals for our streets and communities, especially in consideration of sustainability aspirations.

The transportation realm represents one of the largest collective amounts of publicly owned land in the Walnut Station area. The public input received called for using these lands as part of the overall transportation and planning solution, rather than to accommodate only one mode of transportation. In order to achieve the vision for the Walnut Station area, Franklin Boulevard must become more than just a conduit for moving traffic through the area.

A primary goal of this project is to provide additional, safer paths for pedestrians and bicyclists to move through the area and to cross Franklin Boulevard safely, while maintaining or improving the functionality of Franklin Boulevard as a major arterial. Information from Lane Transit District and City Public Works staff indicated that the provision for a second EmX lane was needed to support the regional EmX system. A multiway boulevard design was chosen for Franklin Boulevard primarily because it creates an environment conducive to encouraging pedestrian friendly mixed-use development along the street.

The multiway boulevard creates a different context by separating the through traffic from the adjacent land uses through the construction of planted medians, access lanes and on street parking that serves those land uses. For the pedestrians who are walking along the sidewalks adjacent to the access lanes, it feels more they are walking along a main street than a busy arterial. The following photo-simulations show how con-

version of Franklin Boulevard to a multiway boulevard can aupport the project goals and objectives.

Converting Franklin Boulevard to a multiway boulevard became the preferred solution to address-

ing the challenges posed by the existing street design. One of the hallmarks of smart growth is support for increasing transportation choices and developing walkable neighborhoods. The proposed redesign of Franklin Boulevard to a multiway boulevard accommodates a range of users of the street system. The multiway boulevard design provides for two EmX lanes in the center of the boulevard, with two lanes of through traffic in either direction. Separated by a landscaped median, a local access lane with parallel parking is located on either side of the street. The local access lane will improve the efficiency of the through traffic lanes by removing multiple driveways and parking from the through traffic lanes, thus reducing conflict points and improving operation and safety in the through traffic lanes. This design minimizes the mixing of through and local traffic, thereby allowing through traffic to proceed efficiently through the Walnut Station area and local Walnut Station traffic to make turning decisions in the slower access lanes.

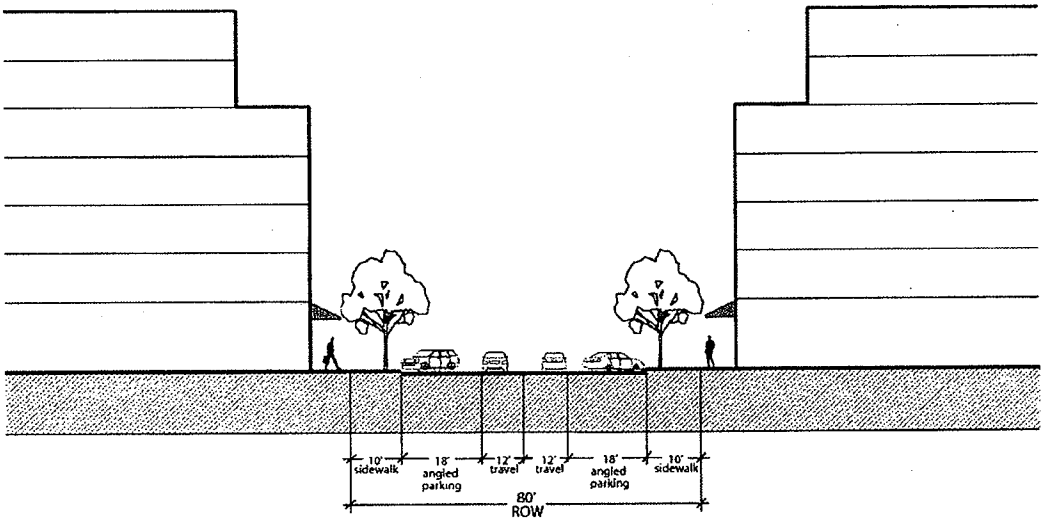
The multiway boulevard design supports the increased development envisioned by providing a safer and more pedestrian friendly environment. The access lane is, by design, a lower speed facility that also provides a buffer for pedestrian activity, envisioned along Franklin Boulevard sidewalks, from the high volume, higher speed through traffic lanes. The local access lanes and tree-lined medians buffer the pedestrian edge from the high-volume traffic. Curb extensions or stop controls or both at intersections can also reduce the pedestrian crossing distance and convert the local access lane area to a more pedestrian and bicycle friendly zone. The design includes wider than standard sidewalks that provide areas for street amenities and opportunities for café seating and other outdoor activity.

The design guidelines for the multiway boulevard contained herein are largely conceptual, and it is assumed that detailed design and development will occur when funding for the multiway boulevard is secured. The design in the planning process was developed so that the minimum right of way width necessary would be determined, and this minimum width has been established as a special setback in the Walnut Station Special Area Zone. The City is currently seeking funding to implement the multiway boulevard through the reauthorization of the six-year Federal Transportation Bill. Subsequent design and public outreach will occur once funding is secured to construct the multiway boulevard.

Garden Avenue/Moss Street

Garden Avenue includes short sections of both Walnut Street and Moss Street that provide block-long connections between Garden Avenue and Franklin Boulevard. Future reconstruction of Garden Avenue will include storm drainage improvements within the right-of-way. The reconstruction would occur within the existing 60 foot right-of-way and would include new stormwater facilities, two travel lanes, wide sidewalks with open street tree wells, and on-street (parallel) park-

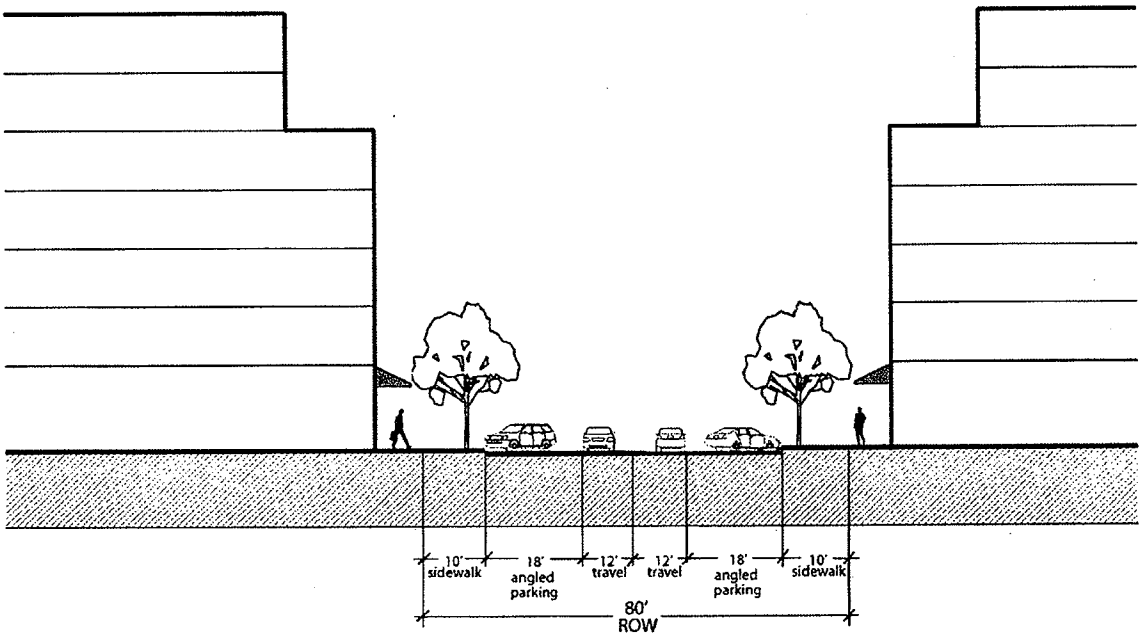
ing lanes on both sides of the street. Until the South Bank Path is completed Garden Avenue fills in a missing gap in the Riverbank Path System. As part of the Pedestrian and Bicycle Master Plan



Garden Avenue Conceptual

Update the City will be developing tools to enhance on street bike routes that should be considered for use on Garden Avenue.

A key element of redesigning Franklin Boulevard is to align the intersection of Franklin and Moss with the intersection of Franklin and 13th in order to create a signalized intersection including a pedestrian crossing at this location. This would break up an approximately 1,500-foot long section of Franklin in which there are currently no pedestrian crossings. The new Matthew Knight Arena is likely to create demand for additional pedestrian crossings in this section of Franklin since there are restaurants and motels directly across Franklin from the arena. Besides breaking up this large super-block, this redesigned intersection also has the benefit of enabling vehicles to turn left from

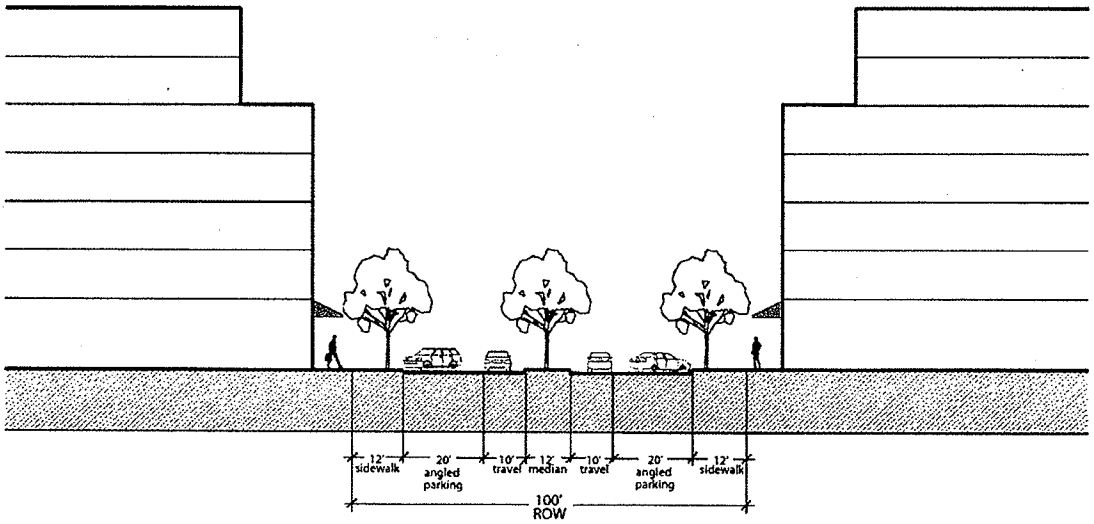


13th Avenue onto Franklin which will allow buses serving the new arena to load on the arena side of 13th rather than across the street and buses heading westbound will be able to avoid the congestion intersection of 13th and Agate.

Walnut Street
The Walnut Street improvement includes the section between Franklin Boulevard and 15th Avenue, south of Franklin Boulevard, and a short segment north of Franklin Boulevard that connects Franklin Boulevard with Garden Avenue, north of Franklin. Walnut Street will eventually require reconstruction at that will include stormwater improvements. Walnut Street, south of Franklin Boulevard is constructed within an 80-foot right-of-way, while north of Franklin Boulevard it is constructed within a 60-foot right-of-way. As shown in the cross-section the southern portion could include new stormwater facilities, two travel lanes, angled parking bays (the direction of the angled parking, i.e. front-in versus back-in has not been determined at this point) and wide sidewalks on both sides of the street. Reconstruction on the segment north of Franklin Boulevard would be within the existing 60-foot right-of-way and would include new stormwater facilities, two travel lanes, parallel parking bays and wide sidewalks on both sides of the street. Up to 66 angled parking spaces for the southern portion of the block could be provided versus approximately 39 existing parallel parking spaces, a 69 percent increase.

Walnut Street is also an on-street bike route that connects the 15th Avenue bike route to Garden Avenue and the South Bank Path. As part of the Pedestrian and Bicycle Master Plan Update the City will be developing tools to enhance on street bike routes that should be considered for use on Walnut Street.

Orchard Street
Orchard Street between Franklin Boulevard and 15th Avenue south of Franklin Boulevard is constructed within an existing 80-foot right-of-way. Full reconstruction can occur within the existing 80-foot right-of-way and can include new stormwater facilities, two travel lanes, angled parking bays and wide sidewalks on both sides of the street. This street could accommodate approximately 85 angled parking spaces for the entire block, a 63 percent increase from the existing 52 parallel



parking spaces.

Villard Street
The Villard Street improvement includes the section between Franklin Boulevard and 15th Avenue,

south of Franklin Boulevard and the short segment that connects Franklin Boulevard to Garden Avenue, north of Franklin. The south section of Villard Street is constructed within a 100-foot right-of-way, while the northern section is constructed within a 60-foot right-of-way. South-side reconstruction could include new stormwater facilities within a central median area, two travel lanes, angled parking bays and wide sidewalks on both sides of the street. Angled parking would increase the parking on this street by approximately 58 percent, with up to 79 angle parking spaces for the entire block versus approximately 50 parallel spaces.

The benefits of the increase in on street parking spaces need to be balanced with safe traffic patterns as well as safe and convenient access to existing business along these streets. Redesign of Orchard, Walnut and Villard streets to create angled parking will also need to be reviewed and approved by the City engineer. The following factors have been identified as some of the impacts that could be associated with these street improvements:

- Costs associated specifically with reconfiguring the curb line, the existing stormwater catch basins and conveyance facilities, and the long-term maintenance
- Existing driveways would need to be consolidated to fully maximize on-street parking spaces
- Loss of mature vegetation
- Costs associated specifically with reconfiguring the curb line, existing stormwater catch basins and conveyance facilities, and long-term maintenance

Factors considered as improvements that would result include:

- Reclaiming and enhancing the pedestrian realm with wider sidewalks, landscaping and furnishings
- Providing for traffic calming from increasing parking on some streets
- Providing opportunities to integrate innovative green street treatments and reduce impervious surfaces

Addressing Transportation Impacts

Throughout the process of discussing existing and proposed transportation systems, the issue of traffic impacts was raised. A Traffic Impact Analysis (TIA) was performed early in the visioning process when the multiway boulevard was first proposed. This analysis modeled the proposed roadway network and found that City level of service (LOS) standards can be maintained at all study area intersections even with re-development of the Walnut Station area as a mixed use center with a multiway boulevard. While some impacts to through and local traffic resulting from the conversion to a multiway boulevard were originally identified, City Public Works staff provided an updated review of the analysis. They found that traffic volumes on Walnut and Orchard are actually lower today than when the former one-way couplet supported daily traffic to and from the Department of Motor Vehicles, the Oregon Department of Transportation maintenance yard and the Joe Romania auto sales lots and offices. Villard Street used to carry a variety of commercial traffic including that from Williams Bakery and a convenience store and gas station. These auto-dependent uses no longer exist.

This area has a history of speeding and cut-through traffic problems that are due to the geography and street configuration in the area, and development within Walnut Station under the proposed plan will alter the traffic patterns. Neighborhood traffic impacts have been studied and mitigation measures identified, through the Fairmount/Agate Traffic Study. The City completed the first phase of traffic calming identified in the Fairmount/Agate Traffic Study for the neighborhood and the University will be constructing additional "entry treatments" with the Matthew Knight Arena.

While there is information to indicate that there will not be negative impacts from development of the Walnut Station mixed use center, maintaining the integrity of the Fairmount neighborhood is an important component of this plan. If development consistent with the Walnut Station mixed use center does have adverse traffic impacts on the Fairmount neighborhood, these should be mitigated. As such, the following policy is adopted in the Walnut Station Specific Area Plan:

> The city shall update the 2006 Agate Street and Fairmount Neighborhood Traffic Calming Study ("Study") to add mitigation measures that address the impacts likely to occur to the Fairmount neighborhood as a result of development/redevelopment within the S-WS Walnut Station Special Area Zone. City staff evaluation and identification of these mitigation measures for the Study update shall commence within two years of the date on which the City Council's adoption of the S-WS Walnut Station Special Area Zone becomes effective. The final Study update shall be forwarded to the City Council within three years of that effective date. Mitigation measures included in the updated Study shall be implemented, along with any other measures deemed necessary by the city, as development and associated impacts occur, through the city's development and building permit approval process and/or the city's annual Capital Improvement Program. In preparing the report, city staff shall consult with representatives of the Fairmount Neighbors Association and the University of Oregon.

Business owners and neighbors raised concerns about the potential impacts to properties that front Franklin Boulevard once the local access lane is in place, as drivers may have to enter the access lanes at a single point only. Design considerations and good signage are examples of potential solutions that will be developed in more detail as the detailed design of the multiway boulevard occurs. Once funding has been secured for the multiway boulevard, the City will go through the process of acquiring the property within the special setback area, and developing detailed design plans for the boulevard. The following policy is adopted in the Walnut Station Specific Area Plan to ensure this issue is addressed at the time of construction:

> The City shall develop strategies to address the need to provide clear and easy access to businesses along the multiway boulevard and address any loss of off-street parking spaces resulting from construction of the multiway boulevard.

Finally, construction of the multiway boulevard will require additional right of way, up to 35 feet in width between Walnut and Villard Street. Though only a special setback is being established as part of this plan and no actual property is being purchased, it is clear that there will be impacts to some existing parking spaces for existing businesses once the multiway boulevard is constructed. The Hirons/Market of Choice property will be significantly impacted, as will several properties on the north side of Franklin Boulevard. To address this concern, during the design phase of the multiway boulevard, consideration will be given to phasing the project to allow property owners who own entire blocks of frontage along Franklin Boulevard to be given the option to "opt out" of construction of the local access lane. While this would delay the benefits associated with creation of the local access lane, it would allow property owners the option of maintaining their existing parking spaces, deferring the improvements to the right of way until the property redevelops.

This option works on the south side of the street where the entire block is under one ownership control, and the local access lane can be constructed block by block. On the north side of the street, each block is divided into separate properties under different ownership which precludes opting out of the local access lane. There may be alternative design solutions that could be sought on a site to site basis that could occur during the detailed design phase.

Bicycle and Pedestrian Circulation

Because one of the cornerstones of mixed use development is to create pedestrian friendly environments that support the use of alternative modes of travel, bicycle and pedestrian circulation were a component of the visioning and planning process. Rebuilding the side streets (Villard Street, Walnut Street, Orchard Street and Garden Avenue) will enhance the bicycle and pedestrian experience as these improvements include tree planting, wider sidewalks and on-street parallel parking spaces which slow traffic.

The sidewalk on the south side of Franklin Boulevard east of Walnut Street is a key connection

to the Laurel Hill Valley neighborhood for both biking and walking. Walnut Station is within walking and biking distance for many Laurel Hill Valley residents so making sure that pedestrian and bicycle connections to the neighborhood are safe and comfortable is critical for ensuring that these people can enjoy the benefits of the mixed use center. The existing sidewalk on the south side of Franklin west of Walnut is relatively narrow and close to the street. Where it can be, it should be set back and widened. This is especially the case in front of the former ODOT maintenance facility where is a significant amount of right of way. These improvements can be implemented at the time the multiway boulevard is constricted.

15th Avenue is an on-street bike route that connects the Laurel Hill Valley to the University of Oregon and downtown Eugene. As part of the Pedestrian and Bicycle Master Plan Update the City will be developing tools to enhance on street bike routes that should be considered for use on 15th Avenue. Policies in the Fairmount/University of Oregon Special Area Study recognized to maintain and improve the bike path on 15th Avenue within the Walnut Station Plan, and the lands formerly owned by the Oregon Department of Transportation have been considered a potential location for realigning a portion of the bike path along 15th that would perhaps better connect with the sidewalk connection to the Laurel Hill Valley. As addressed below, a mid-block connector has been considered as part of the Walnut Station Specific Area Plan, and a portion of this connector would also include going through a portion of these lands. To maintain consistency with the Fairmount/University of Oregon Special Area Study which also reflects the vision of this Plan, the following policy is adopted:

> As part of an application to develop the lands formerly owned by the Department of Transportation (south of Franklin Boulevard, east of Walnut Street and north of 15th Avenue), the developer shall demonstrate that consideration was given to realigning the 15th Avenue bicycle path in the vicinity of those lands and making it more attractive. (Note: If the bicycle path is realigned, the City shall require an easement for the path to ensure its permanence in the future.)

The multiway boulevard design also accommodates and responds to bicycle and pedestrian modes of transport. Bicycle traffic is incorporated into the access lanes with the slower vehicle traffic and on-street parking, similar to bicycle traffic on a local street. Many bicyclists prefer biking on low speed, low traffic streets rather than bike lanes on busy streets as previously planned for Franklin Boulevard (TransPlan 2002). Through the multiway boulevard design, the number of access points on Franklin Boulevard will be reduced, improving safety and reducing conflict points between vehicles and bicycles. Additionally, bicycle traffic is buffered from the through traffic by a physical barrier between the access lane and the through traffic lanes.

As described below in the parks section, a number of bicycle/pedestrian connections and a "woonerf" design have been considered to be provided along the millrace. The potential for the Millrace to be developed as a linear park that would accommodate a multi-use path along its north and south side was considered under a variety of design alternatives. It is clear that this area

offers a prime opportunity to provide an east-west bicycle and pedestrian connection between Millrace Drive and the Knickerbocker Bridge. Several different options were considered for a linear park/path along the Millrace, some for bicycle and pedestrian travel only and a "woonerf" concept that would allow limited vehicular access. However, all path options require significant property acquisition by the City and removal of existing structures. Additionally, due to steep grades on the south side, considerable excavation and retaining wall construction would be required for construction on much of the south side of the Millrace.

There is currently a Eugene Pedestrian and Bicycle Master Plan process underway that may determine appropriate alignment of this path. This will provide the City of Eugene with the plans and policies necessary to create a first-class city for bicycling and walking, reduce overall carbon emissions, and provide for a well-designed, integrated, safe, and efficient multi-modal transportation system. The Eugene Pedestrian and Bicycle Master Plan will serve as the Pedestrian and Bicycle element of the City's Transportation System Plan (TSP). Elements of the Master Plan include a system-wide analysis of Eugene's pedestrian and bicycle network, a capital project list designed to improve connectivity throughout the City, a design guide for pedestrian and bicycle-specific infrastructure, and policies that support the development of Eugene's active transportation system.

Mid Block Connector
Some of the blocks south of Franklin Boulevard were identified as "superblocks"; large blocks uninterrupted by alleys or street intersections that generally impedes a safe, efficient and attractive pedestrian experience. The early visioning phase included a proposal to reduce the size of superblocks south of Franklin Boulevard, between Villard Street and the eastern project boundary by creating a multi-functional accessway running east-west about halfway between Franklin Boulevard and 15th Avenue. This could provide for east-west bicycle/pedestrian circulation through the study area in a linear park or plaza-type design, service access for retail and (potentially) residential uses, and possible automobile access to parking structures or areas.

On the north side of Franklin Boulevard, Garden Alley provides an east west connection between Walnut and Villard Street, but not between Villard and Moss street that would serve similar purposes to the mid block connector described above. The Fairmount neighborhood strongly supported the proposed mid block connector, and it was recommended by staff as a vital component of the plan. However, while the concept of these additional accesses was generally supported, there was no agreement among the stakeholders that these accessways should be required to be dedicated as public right of way. Provision of the connectors as public rights of way was further complicated by challenges with unwilling property owners. There was support for these connectors to be incentivized as redevelopment occurred, but it was not agreed that they should be sought as public property. These connections remain a component of the vision and are captured in the illustrative plan; the following adopted policies are pertinent to these connections:

> As part of an application to develop a property south of Franklin Boulevard or a property in the block on the north side of Franklin Boulevard between Moss Street, Villard Street, and Garden Avenue within the Walnut Station Specific Area Plan, applicants are encouraged to include access for pedestrians, bicycles and limited vehicular access consistent with the Transportation Features map shown as Figure 9.3978(3)(b) in the Walnut Station Special Area Zone.

Park, Open Space and Recreation
Though adjacent to the Willamette River, there is little existing open space within the boundary of the Walnut Station area. There is currently a City-owned four acre park, Franklin Park, fronting the north side of Franklin Boulevard at the east end of the plan area. Franklin Park is not programmed for improvement and is designated as a natural area in the City's Park and Open Space Plan. An integral part of a successful mixed use center is a parks and open space system that provides a variety of pedestrian- and bike-friendly connections, areas to congregate and socialize, and other recreational opportunities within walking distance of businesses and residences. Additional park land, especially for neighborhood parks, is a recognized need in the Walnut Station Specific Area

Plan. The following goals and objectives were raised in the visioning process as important park and open space components for the area:

- Restoring Franklin Park as a riparian-planted natural park or open space;
- Providing for a new neighborhood park;
- Providing for smaller-scale pocket parks;
- Promoting the open space and stormwater potential of the Millrace; and
- Improving access to the Willamette River.

Franklin Park

Franklin Park is an existing 4-acre open space amenity at the eastern edge of the Walnut Station plan area. The park is bounded by commercial development and parking to the west, Franklin Boulevard and the I-5 off-ramp to the south, and the railroad embankment to the north. A multi-use bicycle path runs adjacent to the southern edge of the park, connecting Franklin Boulevard and Knickerbocker footbridge by means of a railroad underpass. The pedestrian railroad underpass is located adjacent to the eastern corner of the park. The park contains riparian habitat and is designated as a protected "Goal 5" water resource site. Habitat value has been reduced by the predominance of invasive species, especially along the edges of the park.

Franklin Park was evaluated and found not to be a good candidate for development as a new neighborhood park. It has riparian habitat and ecological value and is considered as a natural resource area by the Parks and Open Space Department. Its isolated location at the far eastern edge of the project area adjacent to the railroad tracks further detracts from its potential as a neighborhood Park. There is however some opportunity to open up the park to improve safety and surveillance, and to provide for passive use through removal of invasive plants.

Recommendations for Franklin Park include:

- Removal of invasive species and replacement with native plants
- Assuming intake pumps remain, promote passive recreational uses such as educational signage and trails
- If the intake pumps are decommissioned, reconsider programming the park for more active recreational uses that are also compatible with nearby river habitat and the neighborhood.

Creation of a New Neighborhood Park

The market analysis for this area indicates a potential demand for up to 1400 additional dwelling units in the planning area. These future residents plus the increased commercial activity will bring several thousand additional people to the area. This will increase the need for additional neighborhood parks in the area. Neighborhood parks are intended to provide access to basic recreation opportunities for nearby residents within biking/walking distance, enhance neighborhood identity, and preserve neighborhood open space. Typical features in a neighborhood park include children's play areas, park furniture such as picnic tables and benches, accessible paths, informal play areas and open space.

There was great interest in creating a site for a new neighborhood park for the area. One idea from the Fairmount neighborhood supported a new park and connection to the river along the Villard Street axis. However the property owner did not support this idea, which would have required demolition of buildings, some of which have recently been renovated. A second idea was to create a park within an expanded Villard Street right of way. This space was conceived as a 60 feet wide green space in the middle of two single traffic lanes and single parking lane. Villard Street would need to be widened by up to 30 feet on each side in order to accommodate a 60 foot wide green space. This would have a direct impact on at least two structures and would have removed numerous off-street parking spaces for four existing businesses.

The City's Park and Open Space department has indicated that other parts of the City have priority for park land acquisition and development, and that priority is based on current standards which prioritize park area based on the number of parks within a certain distance of residences as previ-

ously established in the Parks and Open Space Priority Plan. As the Walnut Station area will likely have relatively high residential densities in the future it is recommended that the Parks rating system also include density, not just the distance to a park, as a factor in determining where future parks shall be located. This would better address the park need due to the high number of residents that populate a smaller geographical area in a mixed use development. The following policy is adopted in the Walnut Station Specific Area Plan:

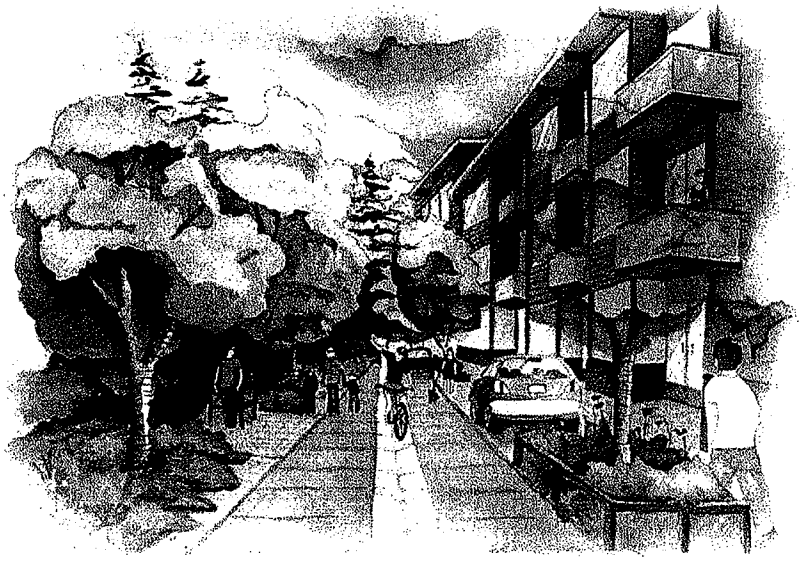
> In prioritizing the need for future park land within the Walnut Station Mixed Use Center, the City should consider the relative density of residential development, in addition to walking distance to parks, as a factor.

The following policy is also adopted in this plan to address the need to continue to work towards addressing the need for additional park land in the area:

> Due to the expected increase in residential density and lack of access to existing neighbor hood parks, there is a goal of establishing a new neighborhood park for this area. Staff will work with landowners to find a suitable site of appropriate size and configuration for a new neighborhood park on the north side of Franklin Boulevard in the Walnut Station Specific Area Plan.

The Millrace

The primary natural feature within Walnut Station is the Millrace. The Millrace, a pumped diversion channel, winds through the northern boundary of the study area. Portions have long been covered and built over, while other portions remain in a more natural state, including riparian vegetation and providing passive open space amenities to adjoining parcels. The Millrace is a protected Statewide Planning Goal 5 riparian and wetland resource and It may provide opportunities for enhancement. The Willamette River, adjacent to the north, is a significant regional natural resource for the area but the railroad tracks pose a barrier that restricts access between the Walnut Station plan area and the river.



A variety of design options were discussed in relation to the use and protection of the Millrace and its riparian edge. Existing Goal 5 water resource regulations that protect the Millrace influence how and where development can occur along its bank. The Goal 5 regulations require a 40 foot minimum setback from the top of the bank, but this is required only for properties that have not been previously developed. This varied development edge allows some property owners to maximize lot coverage, furthering the redevelopment and density goals of study area. However, it precludes some opportunities to redevelop the Millrace edge in a consistent, cohesive manner.

Though these are opportunities presented by the Millrace, its future it not certain. The University of Oregon was until very recently maintaining the pumps which keep water in the millrace, but

that may not remain the case. Any recommendations regarding development along or in relation to the millrace would be premature without understanding how it will be maintained. The following policy is adopted in this plan:

> Due to the uncertainty surrounding the future of the water in the Millrace, the City should complete a comprehensive study of the Millrace prior to decisions being made regarding its use as a park or other amenity, or before regulations related to development along the millrace are adopted or amended.

The Willamette River

The Willamette River provides a valuable open space amenity adjacent to the Walnut Station Mixed Use Center. At the western edge of the Walnut Station Mixed Use Center, the Frohnmayer pedestrian/bicycle bridge provides a link to Alton Baker Park along the river, and the regional Willamette River shared use path system. Public access is limited along the Willamette River corridor in the Walnut Station Mixed Use Center due to the grade change of the Union Pacific Railroad, which runs along the northern boundary of the area between the plan area and the Willamette River. There is a pedestrian and bicycle path connection under the tracks at the eastern edge of the project area, leading to river access eastward, but no river connection within the plan area. As the Walnut Station area is developed, other opportunities to connect to the river will become available. For example, upper levels of buildings will have views of the river and park land beyond. Existing view corridors through existing street right-of-way will also continue to be maintained with building height stepbacks required along the local streets.

References

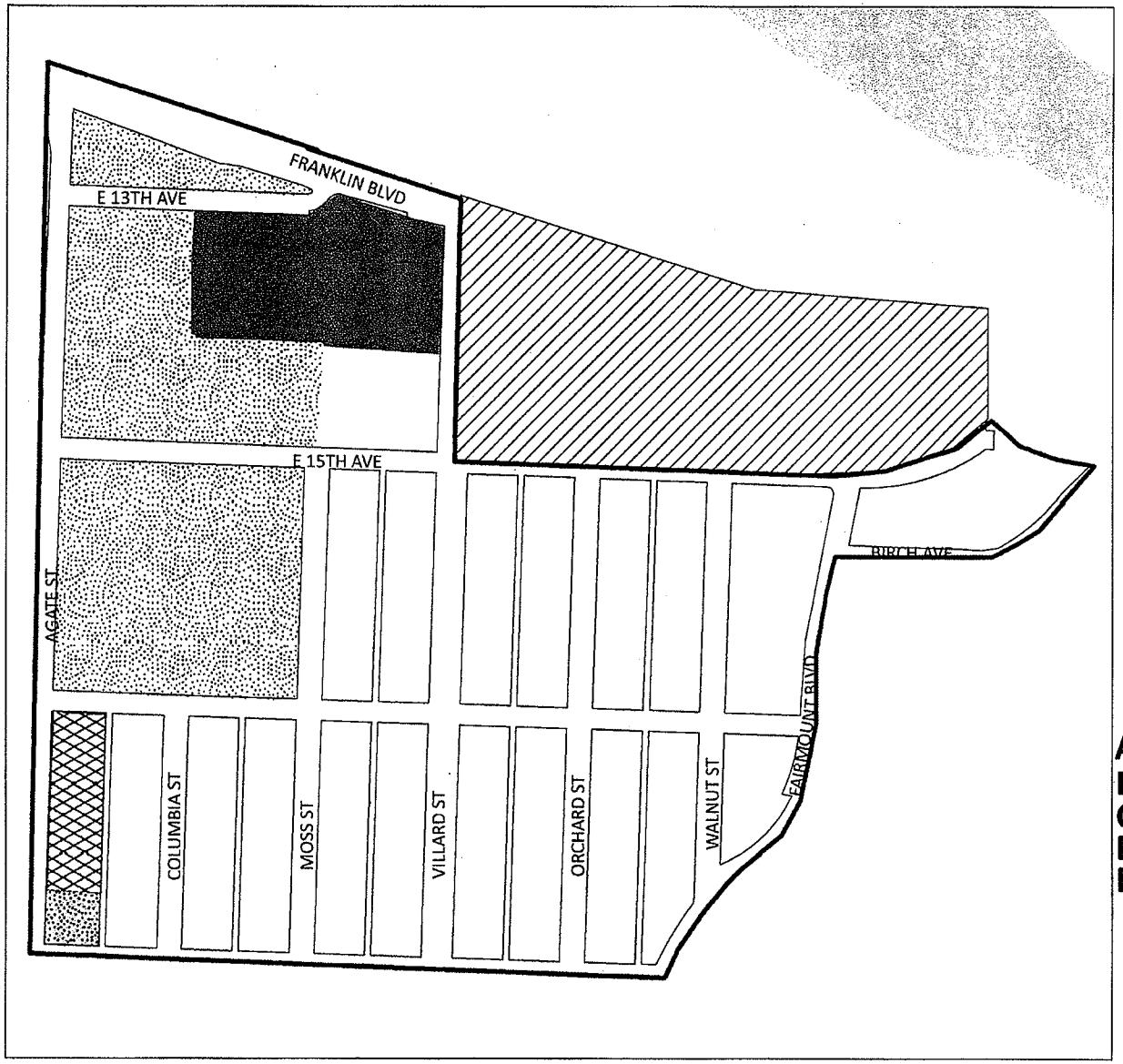
The following technical documents were produced as part of the Walnut Station Mixed Use Center Planning Process and are available at the City of Eugene Planning Division

A. Phase II Implementation Plan; David Evans and Associates, June 2009
B. Walnut Station Form Based Code Charrette Report; Angelo Planning Group, SERA, City of Eugene, May 19, 2009
C. Urban Form Recommendations; Angelo Planning Group, April 14, 2009
D. Detailed Development Program, SERA Architects, February 25, 2009
E. Parking Memorandum; SERA, July 2008
F. Financial Analysis of Selected Redevelopment Programs in the Walnut Station Mixed Use Center in Eugene Oregon (Johnson Gardner, October 31, 2008.
G. Visualizing the Multiway Boulevard Benefits; David Evans and Associates, Inc., June 2007
H. Report on Franklin Boulevard and a Multiway Boulevard Design Concept; David Evans and Associates, Inc., June 2007
I. Open House, May 9, 2007
J. Existing Traffic Conditions Memorandum; David Evans and Associates, Inc., April 2007
K. Comparison of a No Build Alternative and a Multiway Concept for Franklin Boulevard; David Evans and Associates, Inc., April 2007
L. Development Plan for Walnut Station Mixed Use Center, Phase I Report; Urbsworks, Inc., May 2006
M. Key Findings from the Market Overview for Walnut Station and Implications for Future Development, Strategic Economics, January 2006.
N. Preferred Alternatives Newsletter, January 2006
O. Development Plan for Walnut Station Mixed Use Center, Existing Conditions Report; Urbsworks, Inc., October 2005
P. Walnut Station Mixed Use Center Opportunities and Constraints Report; Crandall Arandula, June 2005

Exhibit D-1

Map 3

Land Use Study Areas



A Core Residential
B Franklin Blvd. Community Commercial
C 19th & Agate Neighborhood Commercial
D ODOT Lands
E University of Oregon Lands
Condon Elementary
Area removed; included in Walnut Station Specific Area Plan

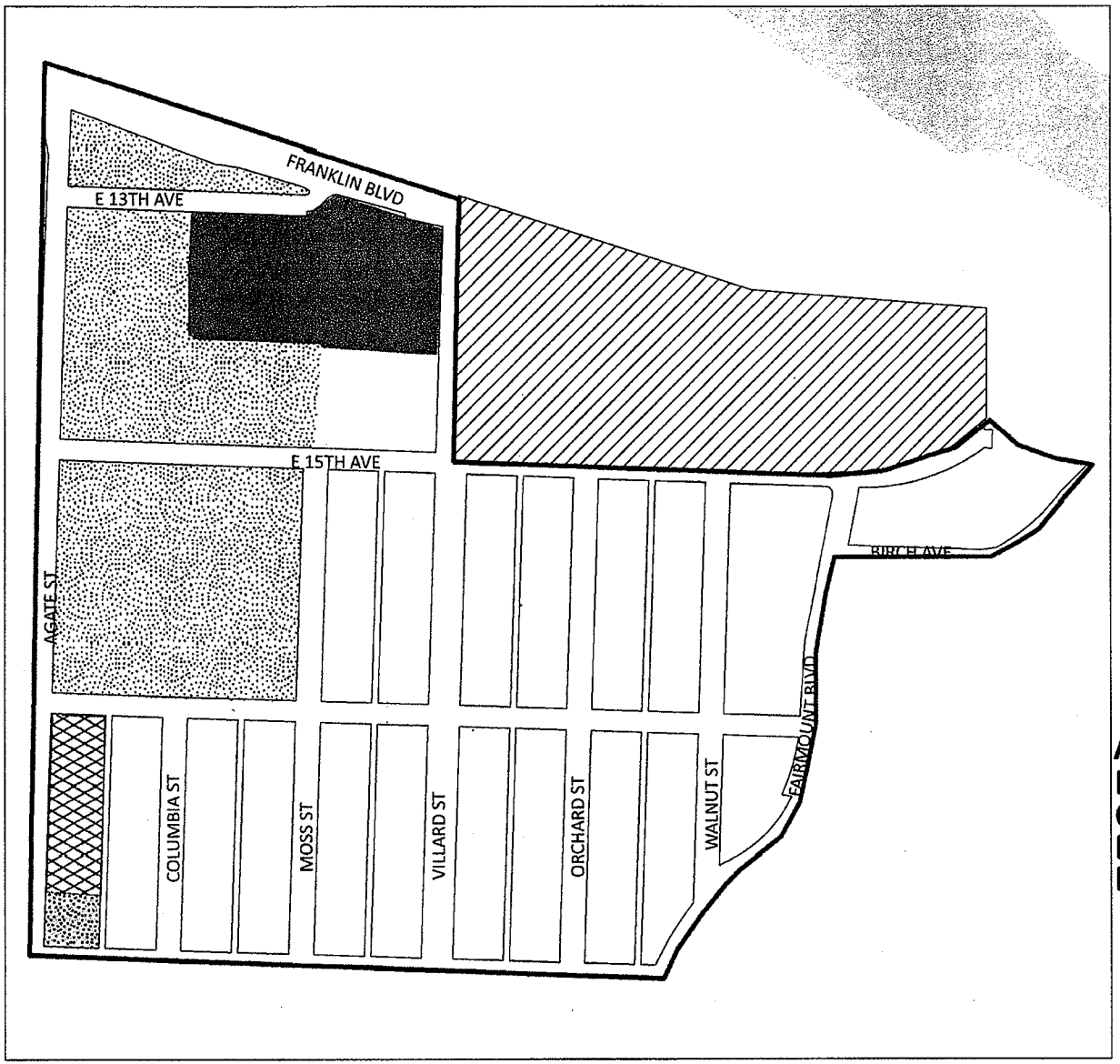
N

Fairmount Special Area Study

Exhibit D-1

Map 3

Land Use Study Areas



A Core Residential
B Franklin Blvd. Community Commercial
C 19th & Agate Neighborhood Commercial
D ODOT Lands
E University of Oregon Lands
Condon Elementary
Area removed; included in Walnut Station Specific Area Plan

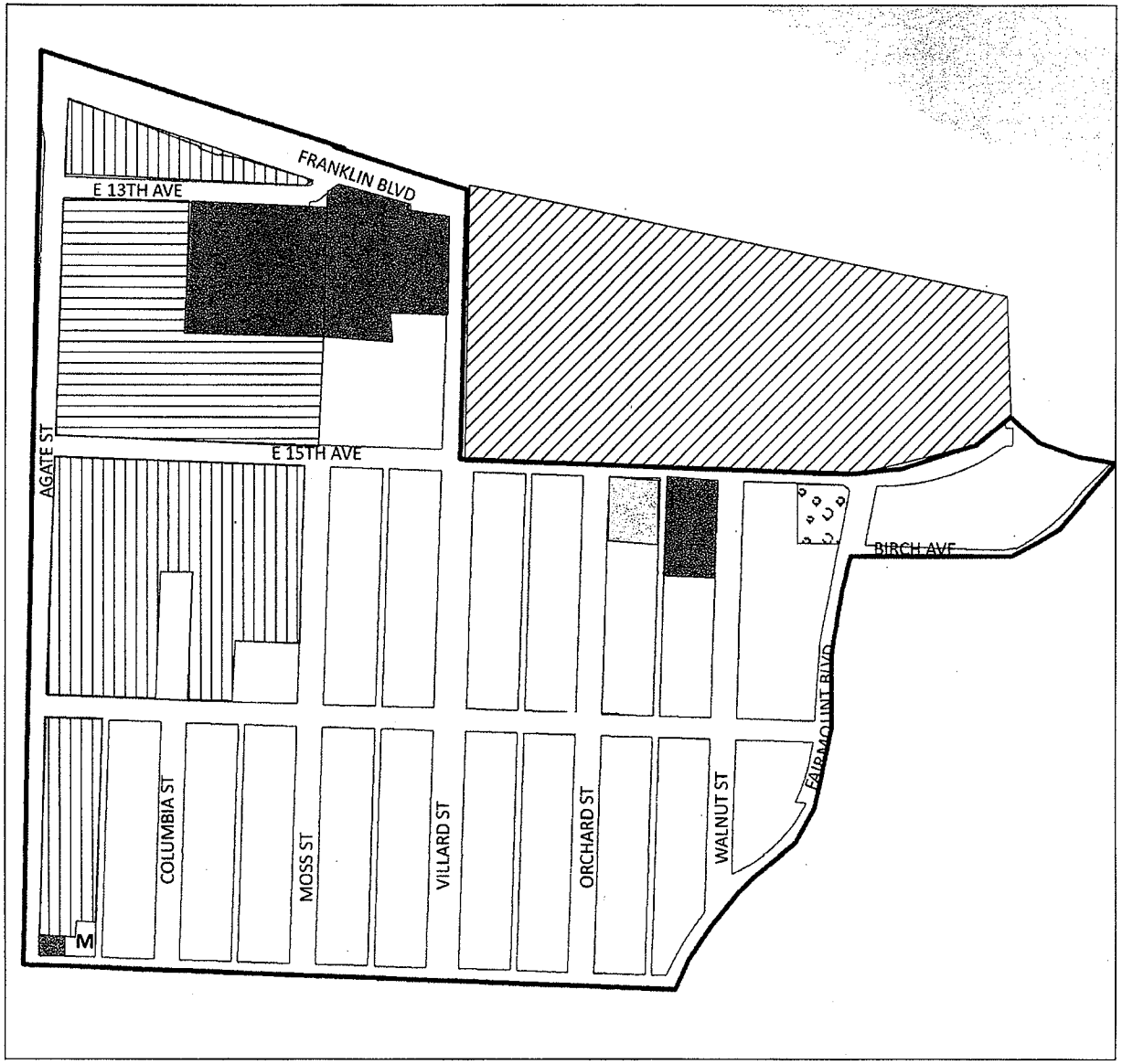
N

Fairmount Special Area Study

Exhibit D-2

Map 4

Generalized Existing Land Use



- High Density Residential
- Commercial
- Residence Halls
- Government & Education
- Parks & Open Space
- M Mixed Residential/Commercial
- Area removed; included in Walnut Station Specific Area Plan

N

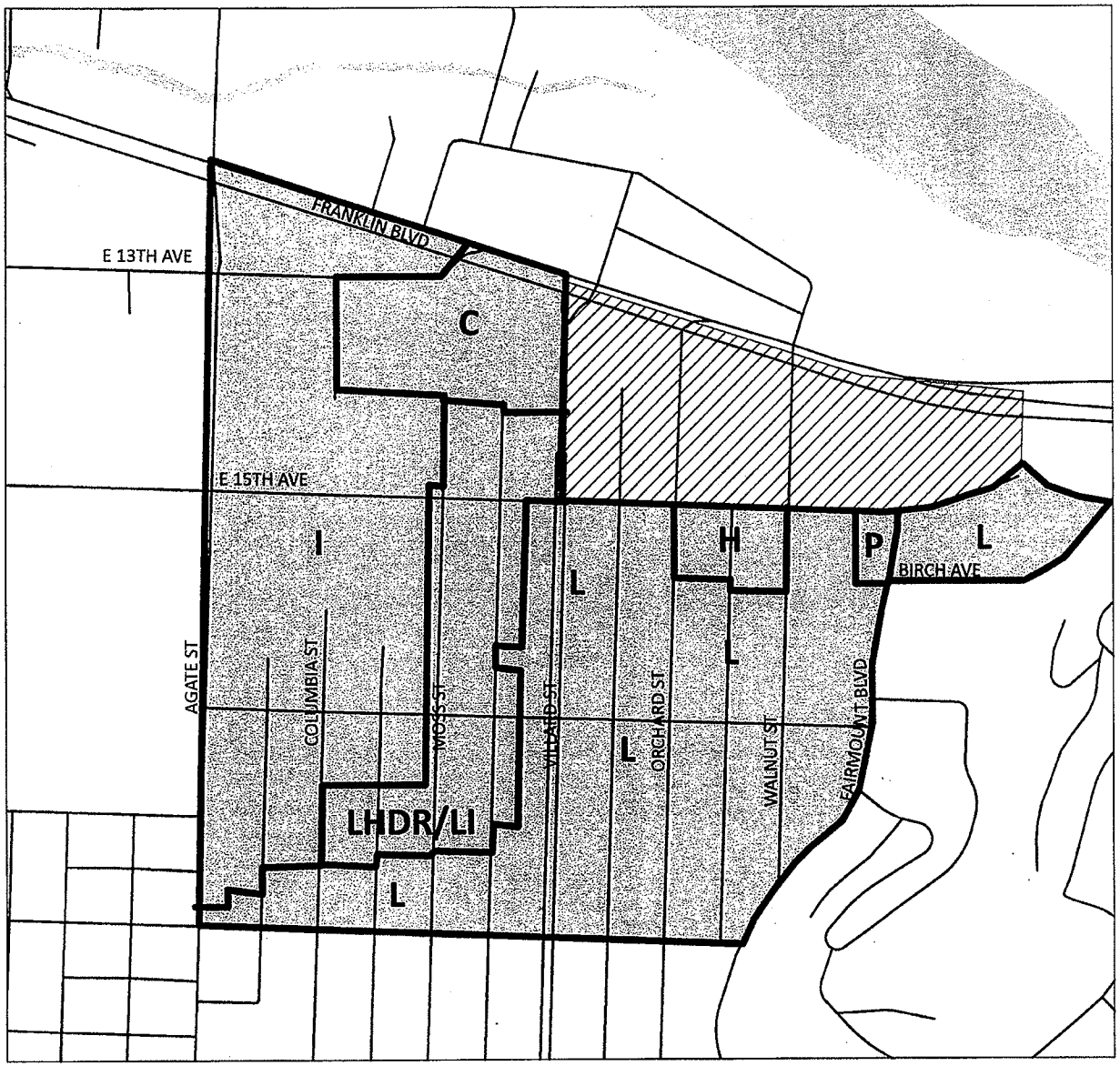
Fairmount Special Area Study

Exhibit D-3

Map 6

Land Use Diagram

(Generalized Future Land Use Patterns)



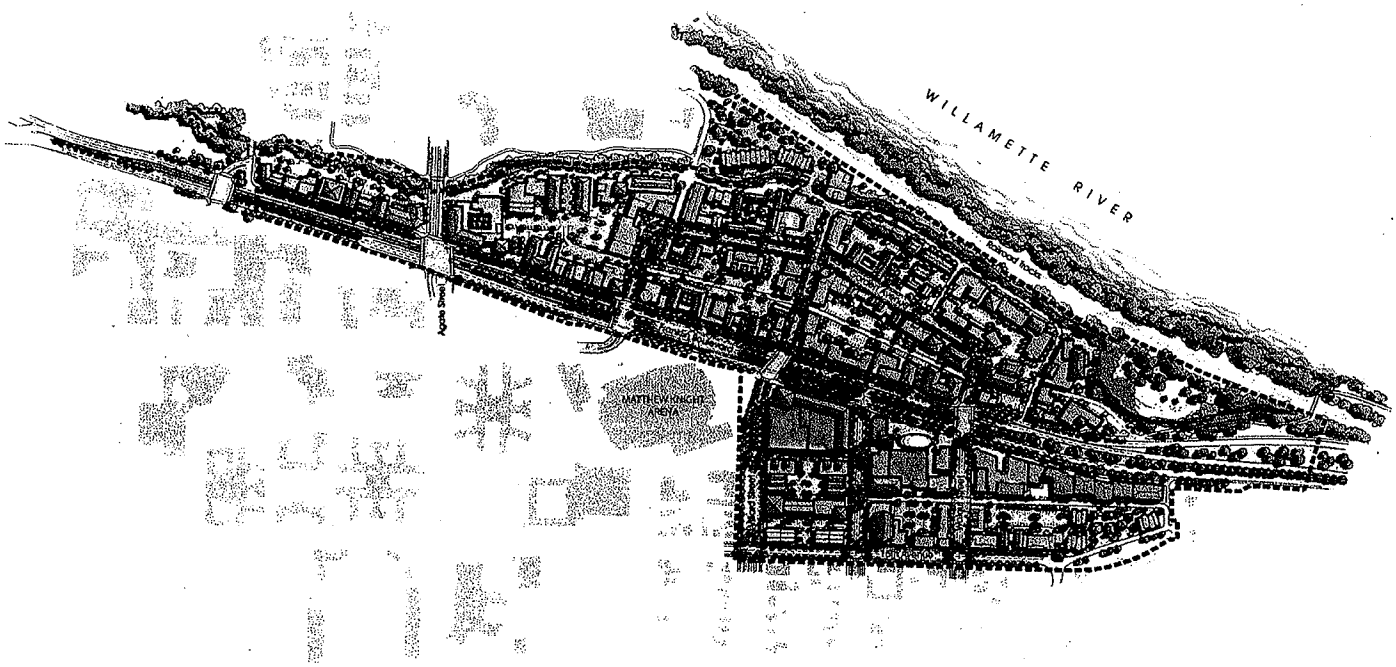
I Institutional
C Commercial
L Low Density Residential
LM Low or Medium Density Residential
H High Density Residential
P Parks/Open Space
S Professional/Office
Area removed; inlcuded in Walnut Station Specific Area Plan

N

Fairmount Special Area Study

Exhibit E

S-WS Walnut Station Special Area Zone



May 2010 Draft Form Based Code

S-WS Walnut Station Special Area Zone

9.3950 **Purpose of S-WS Walnut Station Special Area Zone.** The purpose of the Walnut Station Special Area Zone is to implement the vision of the Walnut Station Specific Area Plan to facilitate development of a mixed use center. The S-WS standards implement a form-based approach, which emphasizes the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The intent of a form-based code is to achieve a predictable built environment with a focus on providing quality public spaces. Design objectives of the S-WS zone include:

(1) Recognize and enhance the Walnut Station Special Area Zone as a gateway to the City and the University of Oregon.

(2) Recognize and enhance the open space and natural resources in the Walnut Station Special Area Zone. Treat the millrace as an amenity, enhance the Willamette River, and provide connections to these natural resource areas.

(3) Foster building orientation, massing, articulation and façades that contribute positively to the surrounding environment.

(4) Create a safe and attractive pedestrian environment through use of architectural and site design features such as high quality materials, outdoor seating, pedestrian-scaled lighting, prominent entries facing the street, multiple openings or windows, vegetation, and significant use of clear glass.

(5) Provide for architectural variety and access to light, air and vegetation through variations in building massing, setbacks, stepbacks, screening and landscaping.

(6) Promote a mixture of uses, including commercial, residential, and institutional uses.

(7) Provide adequate parking while incorporating features that reduce the need for use of automobiles for travel within the Special Area Zone.

(8) Encourage the use of transit, walking and biking through provision of attractive and safe bicycle and pedestrian facilities and direct connections between buildings, pathways, sidewalks and transit facilities.

(9) Minimize the barrier effect of Franklin Boulevard.

(10) Recognize 15th Avenue as a transition area between the predominantly single family residential neighborhood on the south side of the street and Walnut Station Special Area Zone on the north.

9.3955 **S-WS Walnut Station Special Area Zone Siting Requirements.** In addition to the approval criteria at EC 9.8865 Zone Change Approval Criteria, the site must be included within the Walnut Station area depicted on Map 9.3955 S-WS Walnut Station Special Area Zone and Frontage District Plan. When a property is rezoned to S-WS, as part of the rezoning process the city shall identify the frontage district designation applicable to the property. Within the S-WS Walnut Station Special Area Zone, the four frontage districts are:

(1) S-WS/FC (Franklin Corridor);
(2) S-WS/GA (Garden Avenue);
(3) S-WS/TE-15 (Transition Edge 15th);
(4) S-WS/PRO (Park, Recreation and Open Space)

The boundaries of these frontage districts are shown on Map 9.3955, S-WS Walnut Station Special Area Zone and Frontage District Plan.

9.3960 **S-WS/PRO Park, Recreation and Open Space Regulations.** Land use and development within the S-WS/PRO frontage district shall be governed by the code sections applicable in the PRO Park, Recreation and Open Space Zone at EC 9.2600 - 9.2650.

9.3965 **S-WS Walnut Station Special Area Zone Land Use and Permit Requirements.**

(1) Permitted Uses. Unless listed in subsection (2) below as a conditional use or in subsection (3) below as a prohibited use, the following uses are permitted in the S-WS Walnut Station Special Area Zone, subject to applicable development standards:

(a) Any uses listed under the Residential or Lodging use categories on Table 9740 Residential Zone Land Uses and Permit Requirements;

(b) Any uses listed under any use category on Table 9.2160 Commercial Zone Land Uses and Permit Requirements except that Manufacturing uses are limited to those allowed in the C-2 and C-3 zones.

The permit requirements of Tables 9.2740 and 9.2160 are not applicable.

(2) Conditional Uses. The following uses are subject to a conditional use permit as per EC 9.8075 through EC 9.8113:

(a) Agricultural Machinery Rental
(b) Heavy Equipment Sales
(c) Hospital
(d) Indoor Arena
(e) Manufactured Dwelling Sales
(f) RV and Heavy Truck Sales
(g) Train station

(3) Prohibited Uses. The following uses are prohibited:

(a) Amusement Center, including Casinos, greater than 25,000 square feet
(b) Cemeteries
(c) Correctional facility, excluding residential treatment facilities
(d) Indoor firing ranges
(e) Kennels used for overnight animal boarding
(f) Nuclear reactors
(g) Recreational vehicle parks
(h) Recycling centers or transfer stations with the exception of small recycling centers as defined in section EC 9.0500 of this code.

9.3970 **S-WS Walnut Station Special Area Zone Development Standards Applicable to All Properties in the Walnut Station Special Area Zone.**

(1) Application of Standards. In addition to the standards contained in EC 9.3950 to EC 9.3980, the General Standards for All Development in EC 9.6000 through 9.6885 and The Special Development Standards for Certain Uses in EC 9.5000 through EC 9.5350 apply within this zone, except the multi-family standards found in EC 9.5500(1)-(14) are not applicable in the S-WS zone unless specified at EC 9.3970(2)(e) below. In the event of a conflict between those general development standards and the development standards in EC 9.3950 to EC 9.3980, the specific provisions of EC 9.3950 to EC 9.3980 shall control.

Telecommunication devices proposed to located in the S-WS zone shall adhere to the siting requirements and procedures applicable to the C-2 zone starting at EC 9.5750.

(2) Development Standards - General Standards Applicable to All Property.

(a) Interior yards. There shall be no minimum setback requirement for interior yards except where these yards abut a different frontage district, in which case the minimum setback shall be five feet.

(b) Lot Standards. The lot standards applicable in the S-WS zone shall be those set forth in EC 9.2180 Commercial Zone Lot Standards for the C-2 zone.

(c) Front Lot Lines

1. Corner lots. On corner lots, the front lot line will be established as follows:

   a. If the corner lot has one lot line with frontage along Franklin Boulevard, that lot line shall be considered the front lot line
   b. If the corner lot has one lot line with frontage along Garden Avenue or 15th Avenue, that lot line shall be considered the front lot line
   c. For all other corner lots, all lot lines with street frontage shall be considered a front lot line.

2. Through lots. On through lots, the front lot line will be established as follows:

   a. If the through lot has one lot line with frontage along Franklin Boulevard, that lot line shall be considered the front lot line
   b. If the through lot has one lot line with frontage along Garden Avenue or 15th Avenue, that lot line shall be considered the front lot line.

(d) Weather protection. Weather protection features such as canopies, awnings or arcades shall be provided over at least the full width of all building entrances to a depth of at least 3 feet. Alternatively, building entrances may be set back a minimum of 3 feet behind the face of the building.

(e) Multi-family Standards.

1. Multi-family development sites shall contain a minimum of 400 square feet of common open space with no minimum dimension of the open space having less than 15 feet.

2. Either 20% of the development site or 15% of the livable floor area, whichever is greater, shall be provided as common open space on the development site except that if the minimum net density for the development site is 45 units per acre or greater, the development site shall be exempt from these standards.

3. The requirements in EC 9.5500(9)(a) through (d) are applicable within the S-WS Walnut Station Special Area Zone.

(f) Building heights. Within the S-WS zone, building heights are measured in stories with a maximum height measured in feet. Maximum building heights and required building stepbacks shall be determined using the S-WS Walnut Station Special Area Zone Height Regulating plan (Figure 9.3970(2)(f) and as shown in Plan's accompanying Figures "a" through" g". There is no minimum height except where a minimum ground floor story is required. For the purposes of this chapter, story is defined as that portion of a building included between the upper surface of any floor and the upper surface of the next floor above, except that the top story shall be that portion of a building included between the upper surface of the top floor and the ceiling above. Maximum building height shall be as regulated in the Eugene Code.

(g) Lots Abutting Park, Recreation and Open Space. Development on a lot within the S-WS Walnut Station Special Area Zone that is adjacent to the Park, Recreation and Open Space Zone shall treat those lot lines that abut the Park, Recreation, and Open Space zone as street-fac-

ing lot lines and shall comply with the standards for the Transition Edge 15th Avenue (S-WS/TE-15).

(h) Structured Parking. 1% of the total cost of the structure must be used to include public art as a component of the parking structure.

(i) Historic Properties. In the event that a property is subject to and approved through the Historic Property Alteration Approval Criteria at EC 9.8175, it is exempt from the standards in this code.

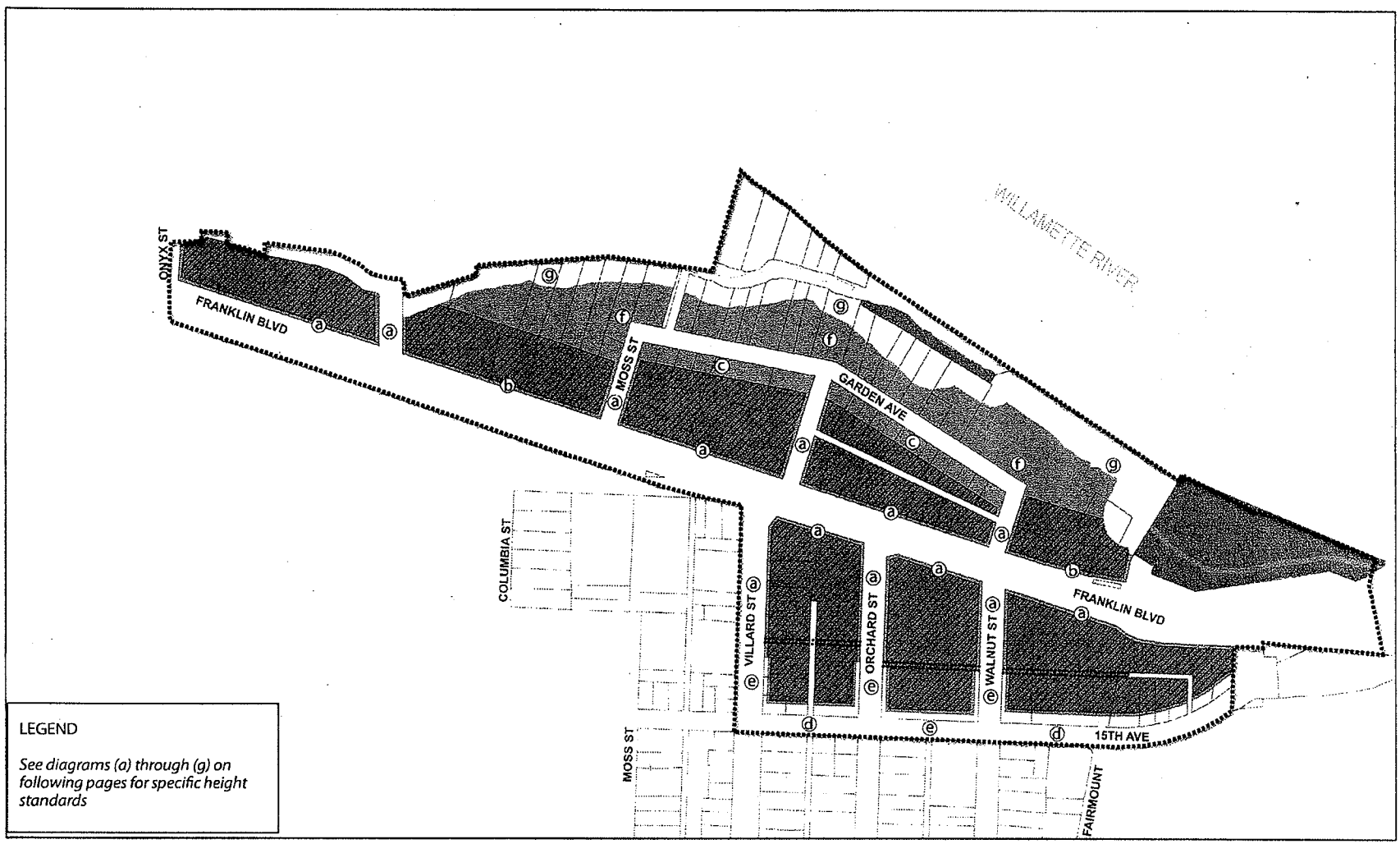
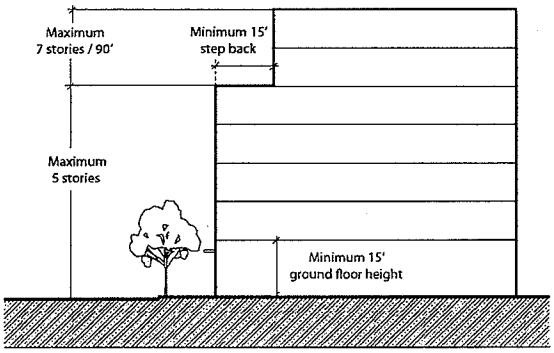


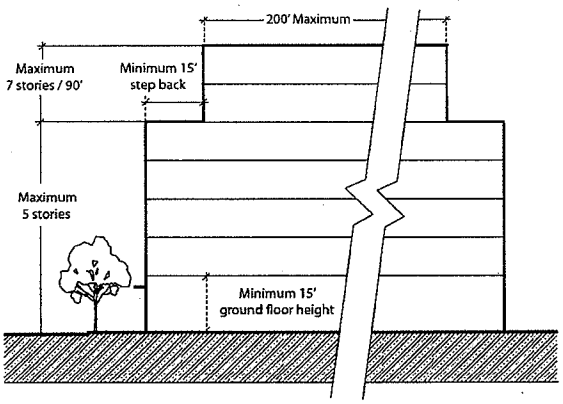
Figure 9.3970(2)(f)

S-WS Walnut Station Special Area Zone

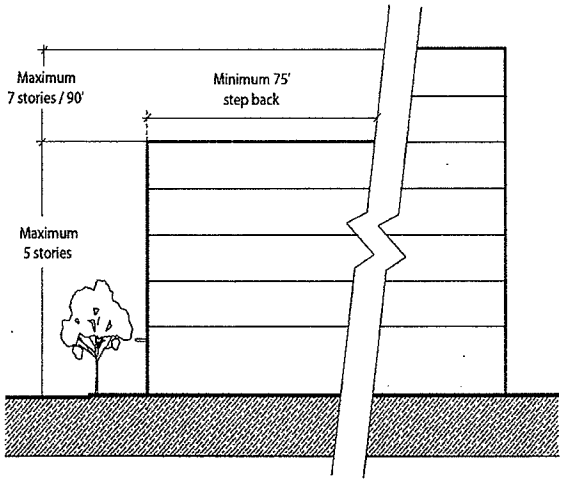
Height Regulating Plan



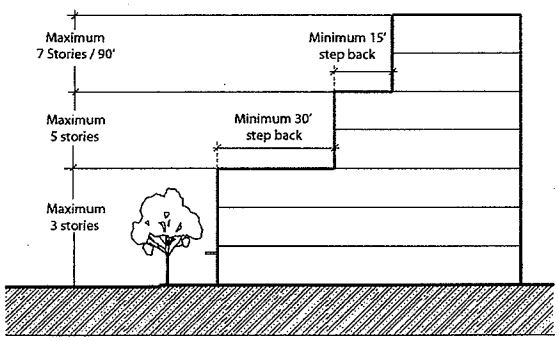
Height Standard "a"
Buildings shall be a maximum of 7 stories, not to exceed a maximum height of 90 feet. A minimum 15-foot stepback is required above the 5th story. Along Franklin Boulevard, the ground floor height shall be a minimum of 15 feet as measured from floor to floor.



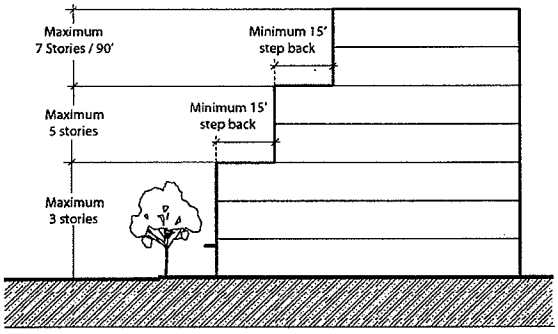
Height Standard "b"
Buildings shall be a maximum of 7 stories, not to exceed a height of 90 feet. A minimum 15-foot stepback is required above the 5th story. The 7 story maximum shall step down to a maximum of 5 stories no greater than 200 feet behind the front property line. Along Franklin Boulevard, the ground floor height shall be a minimum of 15 feet as measured from floor to floor.



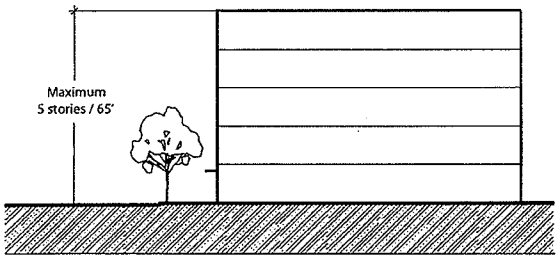
Height Standard "c"
Buildings shall be a maximum of 7 stories, not to exceed a height of 90 feet. A minimum 75-foot stepback is required above the 5th story.



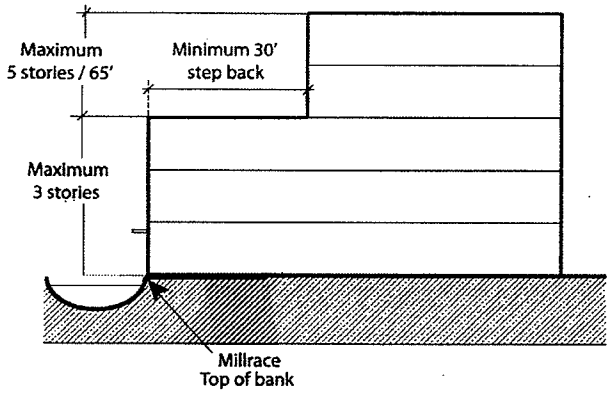
Height Standard "d"
Buildings shall be a maximum of 7 stories, not to exceed a height of 90 feet. A minimum 30-foot stepback is required above the 3rd story and a minimum 15-foot stepback is required above the 5th story.



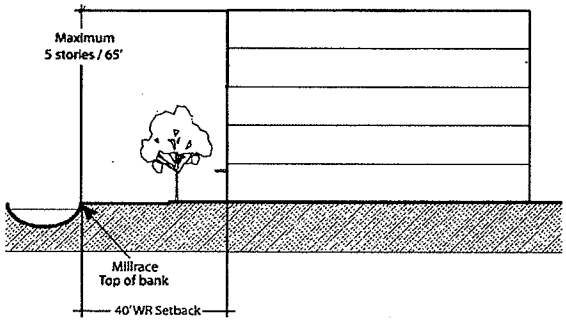
Height Standard "e"
Buildings shall be a maximum of 7 stories, not to exceed a height of 90 feet. A minimum 15-foot stepback is required above the 3rd story and a minimum 15-foot stepback is required above the 5th story.



Height Standard "f"
Buildings shall be a maximum of 5 stories, not to exceed a height of 65 feet.



Height Standard "g"
Buildings shall be a maximum of 5 stories, not to exceed a height of 65 feet. A minimum 30-foot stepback is required above the 3rd story. The Millrace top of bank shall function as the property line for the purposes of measuring the stepback for properties exempt from the /WR Goal 5 setback.



Height Standard "g" with /WR overlay; for properties that are subject to the /WR Goal setback, the three story maximum does not apply as the Goal 5 setback exceeds the 30 foot step-back requirement. Buidlings shall be a maximum of 5 stories, not to exceed a height of 65'.

(3) Transportation System

(a) General application of standards. Transportation facilities shall be located and constructed to standards in EC 9.6800 unless otherwise specified herein.

(b) Access from and location of alleys.

1. A public alley may be provided and constructed along 14th Avenue as shown on Figure 9.3970(3)(b).

2. Mid-block private accessways may be provided and constructed in lieu of a public alley between Franklin Boulevard and Garden Avenue to provide access to properties fronting those streets.

3. Parking access shall be from an alley where an alley exists or from a mid-block internal access lane or alley where proposed. In the absence of a proposed, planned or existing mid-block access, access may be from the front or side of the property, consistent with EC 9.3970(3)(b).

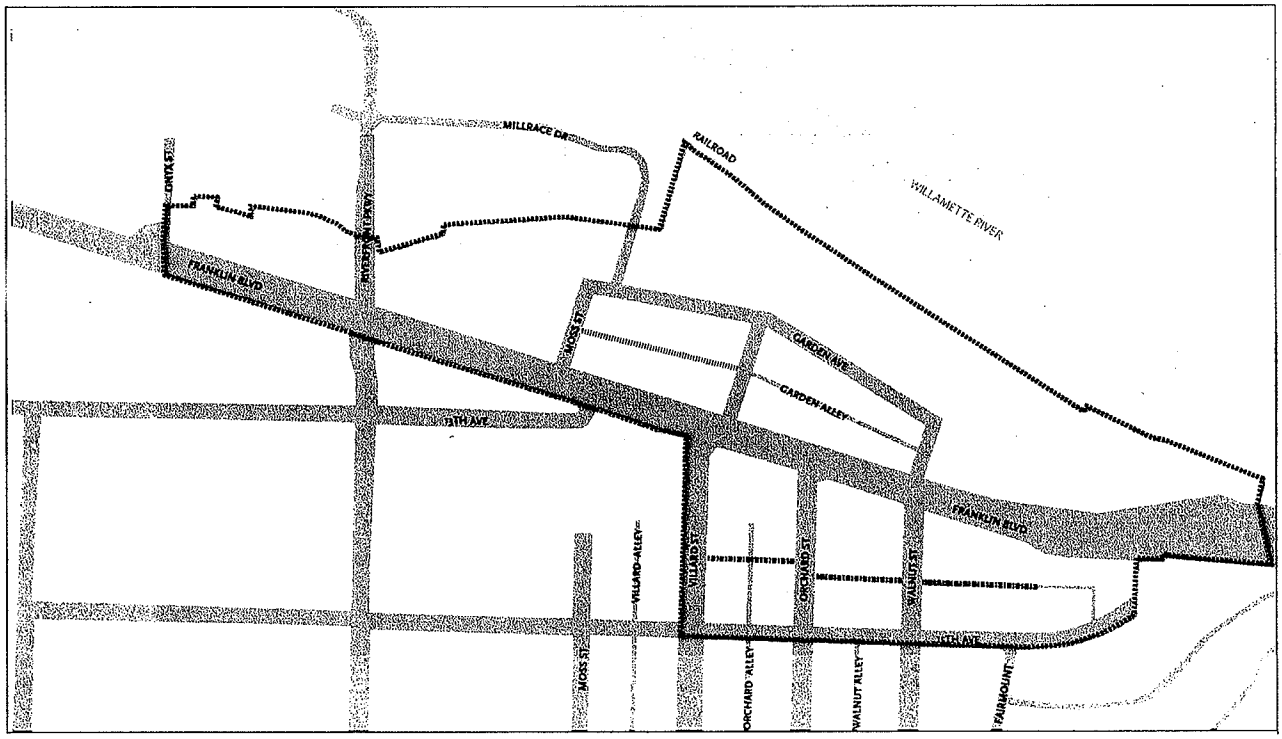


Figure 9.3978(3)(b)

Existing street or alley
Proposed alley
Proposed bike/pedestrian connection (limited vehicular access)
District boundary

S-WS Walnut Station Special Area Zone
Transportation Features

(c) Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths indicated in Figures 9.3970(3)(e)1 - 4.

(d) Franklin Boulevard. In accordance with EC 9.6750(2)(c), the center line of Franklin Boulevard between Walnut Street and Onyx Streets on the north side and between Walnut Street and Villard Street on the south side is precisely identified in the Walnut Station Specific Area Plan.

(e) Street Cross Section Design Recommendations. The following street cross section design recommendations are for conceptual purposes only.

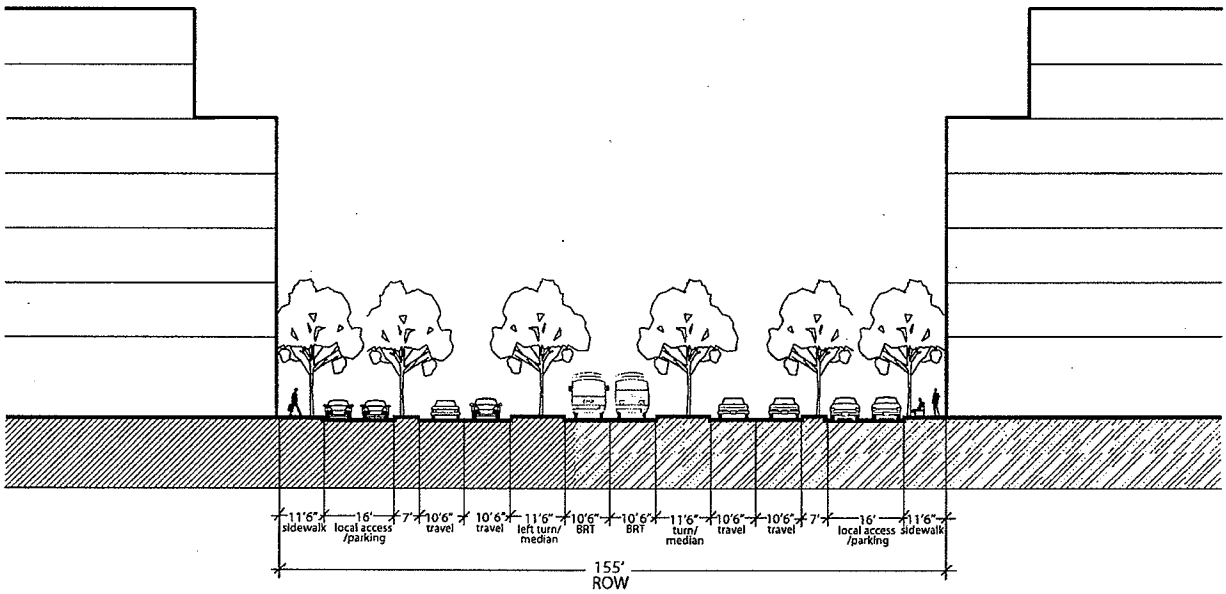


Figure 9.3970(3)(e)1 Franklin Boulevard

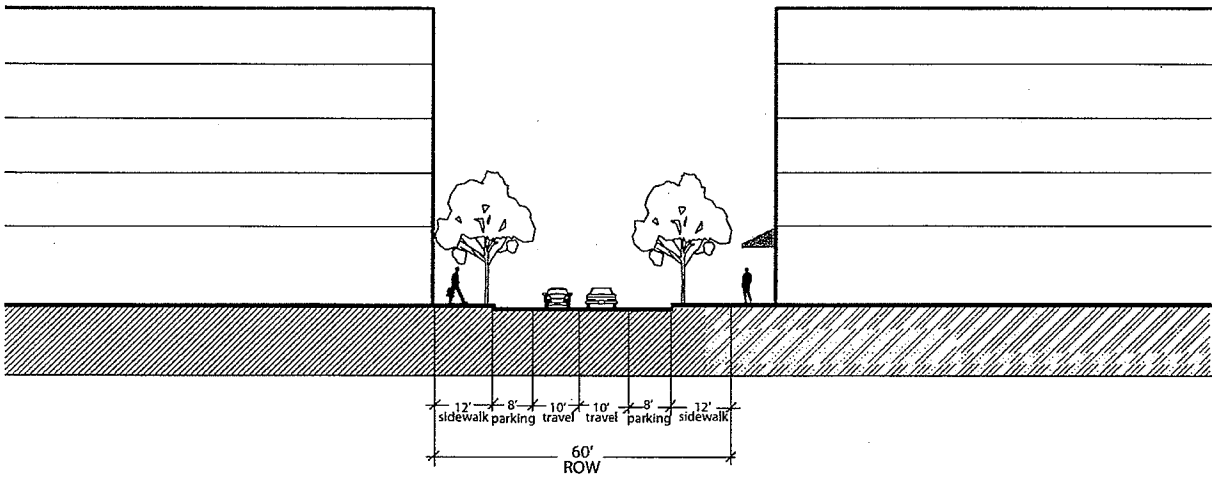


Figure 9.3970(3)(e)2 Streets North of Franklin Boulevard

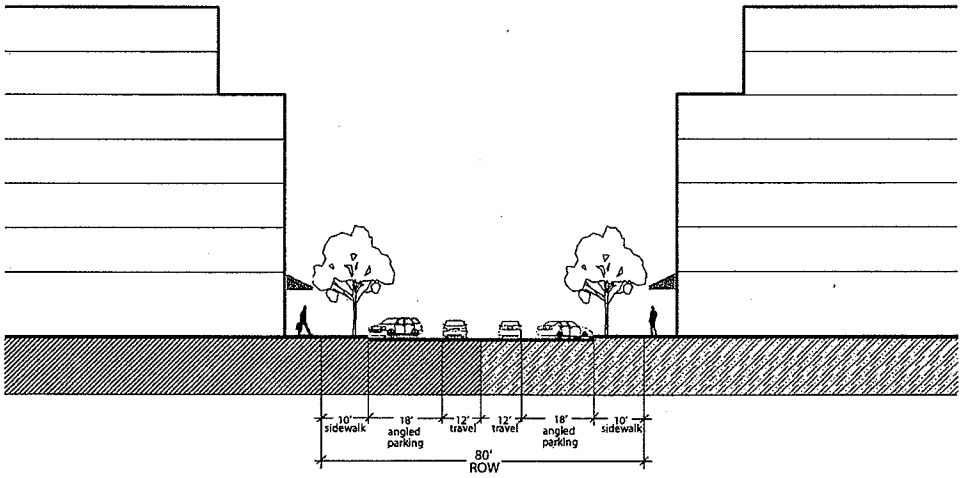


Figure 9.3970(3)(e)3 Streets South of Franklin Boulevard (Excluding Villard Street)

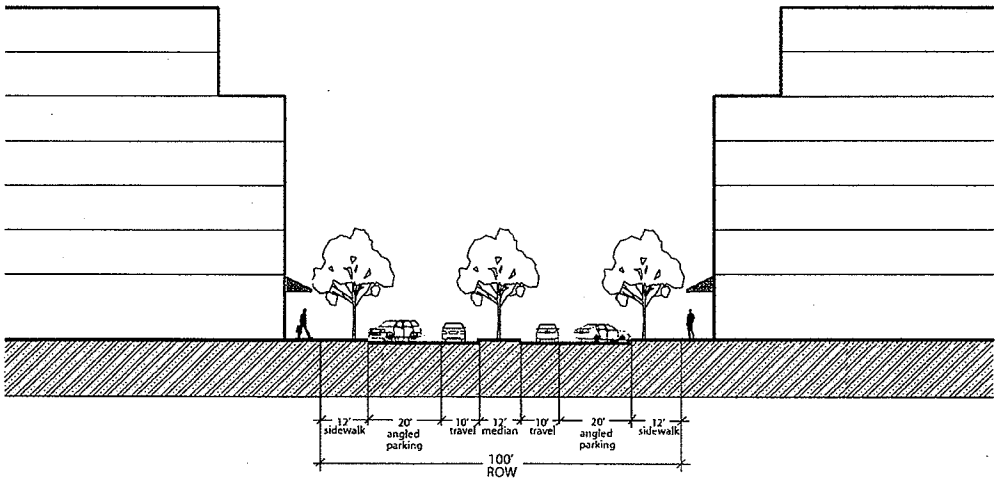


Figure 9.3970(3)(e)4 Villard Street

(f) Street tree requirements. Locations and other specifications for street trees are found in Section EC 7.280 of this code.

(g) Street lighting requirements. Locations and other specifications for street lighting, including pedestrian-scale lighting, are found in Section 9.3970(10) below.

(h) Pedestrian circulation. All developments except single-family residences shall provide on-site pedestrian circulation in accordance with EC 9.6730 Pedestrian Circulation On-Site.

(4) Parking Requirements.

(a) Required off-street motor vehicle parking. The following minimum and maximum parking standards apply instead of the standards in Table 9.6410. The provisions in EC 9.6410(1)(a) through (c), EC 9.6415 (1) through (3), EC 9.6420(1), (2), (3)(a), (b), and (e), (4), (5), and (6), apply to the siting and design of parking and loading facilities in the Walnut Station area. Uses not listed do not have a parking requirement.

Use	Minimum Number of Off-street Parking Spaces	Maximum Number of Off-Street Parking Spaces
Residential	Except as provided in an adjustment pursuant to EC 9.8030(29), the minimum number of required parking spaces shall be .5 parking spaces per dwelling unit.	Except for required parking spaces for persons with disabilities, a maximum of 2.25 parking spaces are allowed per dwelling unit.
Non-Residential Uses	Except as provided in an adjustment pursuant to EC 9.8030(29), the minimum number of required parking spaces shall be 1 parking space for every 660 square feet of gross floor area.	Except for required parking spaces for persons with disabilities, spaces provided in park and ride lots operated by a public transit agency, and spaces within structured parking with two or more levels, the maximum number of parking spaces is 1 parking space per every 250 square feet of gross floor area.

(b) Location of On-Site Parking. On-site parking must be located at the rear of the building or on the side of the building in the absence of alley access or a shared private alley.

(c) Access. No new access connections shall be permitted on Franklin Boulevard

1. When Franklin Boulevard has been developed consistent with EC 9.3970(3)(b) this street will be exempt from the access management standards adopted by Ordinances 20457 and 20458.

2. Driveways and access connections shall be no more than 20 feet wide. No more than one access connection per tax lot per street frontage shall be allowed except as provided at EC 7.410.

(d) Parking area landscaping. In addition to the standards for specific frontage districts as provided at EC 9.3975, the parking area landscaping standards in EC 9.6420(3) and EC 9.6205 apply to off-street parking areas in the S-WS zone.

(e) Bicycle parking. The following minimum bicycle parking standards apply instead of the standards in Table 9.6105(4). Uses shall provide a minimum number of bicycle parking spaces as designated in Table 9.3970(4)(e) below. Where two options are provided (*e.g.*, 4 spaces, or

1 per dwelling), the option resulting in more bicycle parking shall be used. The remaining standards in EC 9.6105 (1-3) and EC 9.6110 are applicable within the S-WS zone.

Table 9.3970(4)(e) - Minimum Required Bicycle Parking Spaces		
Use Categories	**Specific Uses**	**Number of Required Spaces**
Residential Categories		
Multifamily		4 minimum or 1 per dwelling
Commercial Categories		
Trade		4 minimum or 1 per 3,000 sq. ft. of floor area
Eating and Drinking Establishments		4 minimum or 1 per 600 sq. ft. of floor area
Lodging		4 minimum or 1 per 10 rentable rooms
Office		4 minimum or 1 per 3,000 sq. ft. of floor area
Institutional Categories		
Government related uses		4 minimum or 1 per 500 sq. ft. of floor area
Parks		8 per park or playground
Schools	Elementary through High School	1 per 8 students
Colleges	Excluding dormitories	1 per 5 full-time students
Medical Centers		4, or 1 per 3,000 sq. ft. of floor area
Religious Institutions and Places of Worship		1 per 20 fixed seats or 40 feet of bench length or every 200 square feet in main auditorium where no permanent seats or benches are maintained
Parks and Open Spaces		
Park or playground		8 per park or playground
Transportation Related Uses		
	Structured parking	10% of vehicle spaces provided
	Transit park & ride	10% of vehicle spaces provided

(5) Delivery and Loading Areas.

(a) Maneuvering and circulation related to delivery and loading is not permitted between the street and the portion of a building that is used to comply with building setback requirements.

(b) All loading spaces shall be off the street, shall be in addition to required off-street parking spaces, and shall be served by service drives, alleys, private accessways and maneuvering areas so that no backward movement or other vehicle maneuvering within a street will be required.

(c) All off-street loading spaces shall be on interior service courts or screened from view from all adjacent property lines according to EC 9.6210(4) High Wall Landscape Standard (L-4).

(6) Drive-through Facilities.

(a) Stacking area. Drive-through establishments shall provide a specially designed area for vehicle stacking located on private property between the public right-of-way and the pick-up window or service area. For a single row of vehicles, the specially designed area shall be at least 200 feet in length to allow for stacking of up to 10 cars. For a double row of vehicles, the specially designed area shall be at least 100 feet in length to allow for stacking of up to 5 cars. This area shall not interfere with safe and efficient circulation on the development site or abutting public right-of-way.

(b) Access. No new direct access onto Franklin Boulevard is permitted for drive-through facilities. Drive-through establishments with frontage along Franklin Boulevard are required to take access from a side street or internal accessway.

(c) Landscaping. All vehicle stacking areas shall be landscaped as required by EC 9.6420(3).

(7) Landscaping requirements. Development will conform to landscaping requirements in EC 9.6205 through 9.6255 except as noted in sections (a - c), below.

(a) Instead of the provisions at EC 9.6205(1) - (3), the landscape standards reflected at EC 9.6207 - 9.6255 and in EC 9.3975 apply to: building expansions which increase the building square footage by 50% or more; the addition of three or more vehicle parking spaces; or new development on vacant sites. In the case that the development meets the threshold above, the landscape standards apply to the entire lot.

(b) All portions of required front-yard setbacks not otherwise covered by legal driveways, buildings, or pedestrian amenities consistent with this chapter shall be landscaped and maintained to a minimum of the L-2 standard. Where no front yard is required and no structures are proposed or required, the minimum landscape bed width shall be five feet in width.

(c) Enhanced pedestrian amenities (as defined in EC 9.0500) and urban plazas may be provided in lieu of landscaping, except that shade trees are still required at the ratio of one tree for every 250 square feet of urban plaza area. An urban plaza must be a public space with at least two of the following: patio-seating area, pedestrian plaza with benches, covered playground area, kiosk area, water feature, clock tower or other similar focal feature or amenity. Any such area shall have direct access to the public sidewalk network and be placed in a visible location.

(d) For the L-2 landscape standard, a solid wall between 30 and 42 inches in height may be permitted as a substitute for the required shrubs and trees, but the other plant material is still required as described in the L-2 standard.

(8) **Garbage and recycling collection.** All outdoor garbage collection areas shall be screened on all sides with walls or gates that meet the following standards.

(a) The collection area shall not be visible from streets and adjacent properties.

(b) Required screening shall comply with EC 9.6210(6) Full Screen Fence Landscape Standard L-6. The width of the landscape beds shall be consistent with the width of parking lot landscape screening requirements for the subdistricts at 9.3975 below.

(c) Trash and recycling receptacles for pedestrians are exempt from these requirements.

(d) Garbage and recycling facilities shall not be located within required landscape areas.

(9) **Outdoor storage areas.** For non-residential development, outdoor storage is not permitted except for nurseries and overnight/temporary storage of sidewalk tables and chairs.

(10) **Outdoor lighting.** Outdoor lighting shall conform to standards specified in EC 9.6725 and as indicated in the following table.

Frontage District	Applicable Lighting Standard Section
Franklin Corridor (S-WS/FC)	High Ambient - EC 9.6725(8)(d)
Garden Avenue (S-WS/GA)	Medium Ambient - EC 9.6725(8)(c)
Transition Edge 15th (S-WS/TE-15)	Medium Ambient - EC 9.6725(8)(c)
Parks, Recreation and Open Space (S-WS/PRO)	Low Ambient - EC 9.6725(8)(b) except Intrinsically Dark EC - 9.6725(8)(a) within 40 feet of a /WR area

(11) **Signs.** Signs shall confirm to standards specified in EC 9.6600 - EC 9.6670 as indicated in the following table

Frontage District	Applicable Sign Standard Section
Franklin Corridor (S-WS/FC)	Central Commercial - EC 9.6670
Garden Avenue (S-WS/GA)	Central Commercial - EC 9.6670
Transition Edge 15th Avenue (S-WS/TE-15)	General Office - EC 9.6655
Parks, Recreation and Open Space (S-WS/PRO)	Residential EC - 9.6650

(12) **Park, Recreation Open Spaces and Facilities.** Development of park, recreation and open space facilities shall be governed by the code sections applicable in the Park Recreation and Open Space Zone in EC 9.2600.

9.3975 <u>S-WS Walnut Station Special Area Zone Development Standards Applicable in Specific Frontage Districts</u>.

1. The following standards primarily regulate the relationship between building frontages and the street within specific sub-districts of the S-WS zone. This section includes standards related to building siting and façade, buildable area, and landscaping.

2. The applicable frontage district standards shall be determined based on Map 9.3955 S-WS Walnut Station Special Area Plan Zone and Frontage District Plan. For corner lots, the standards in the following sections shall apply only to the front property line(s) as established in section 9.3970(2)(b) exception that the frontage district standards and the window coverage standards apply along the front property line and all other street-facing property lines.

3. <u>Visible Transmittance</u>. For the purposes of this chapter, Visible Transmittance (VT) is an optical property measuring the fraction of visible light striking the glazing that is passed through, and is expressed as a ratio between 0 and 1. The higher the VT, the greater the light transmitted. It can be applied to both the glazing alone, and to the window as a whole including its frame and mullions. Information about visible transmittance typically is or can be provided by window manufacturers.

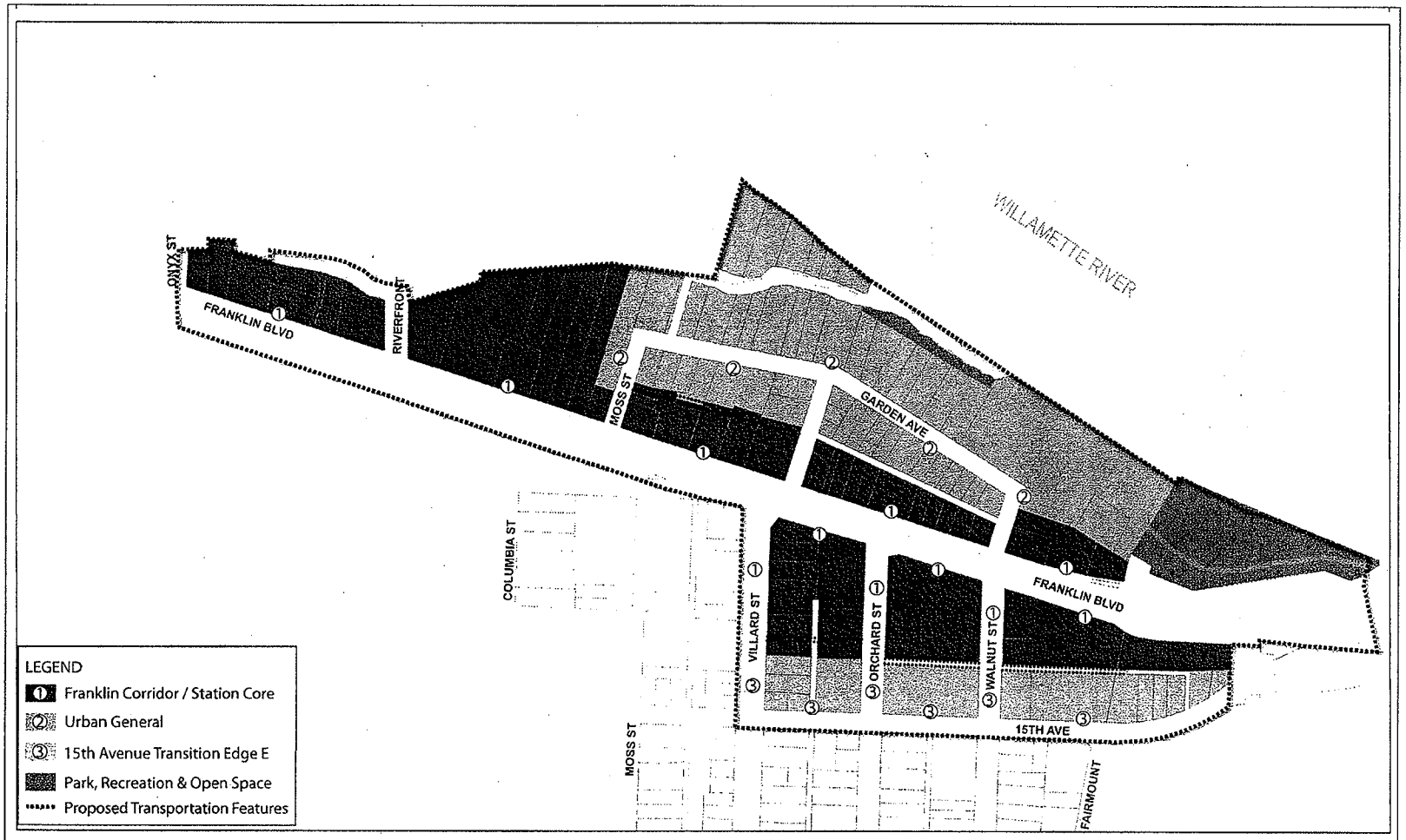
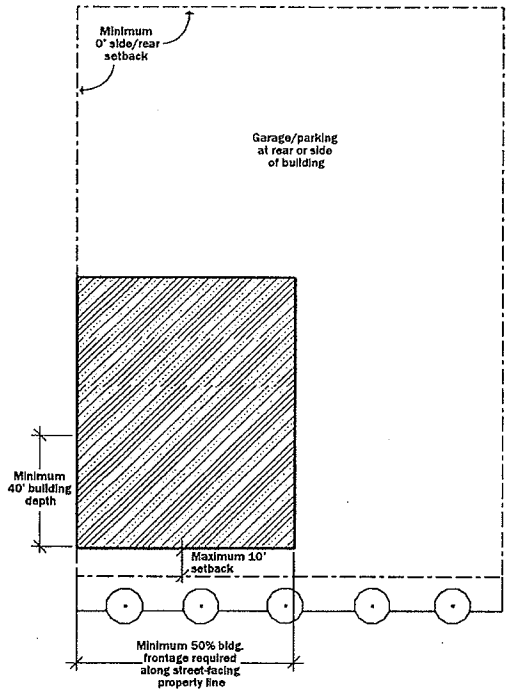


Figure 9.3955

S-WS Walnut Station Special Area Zone

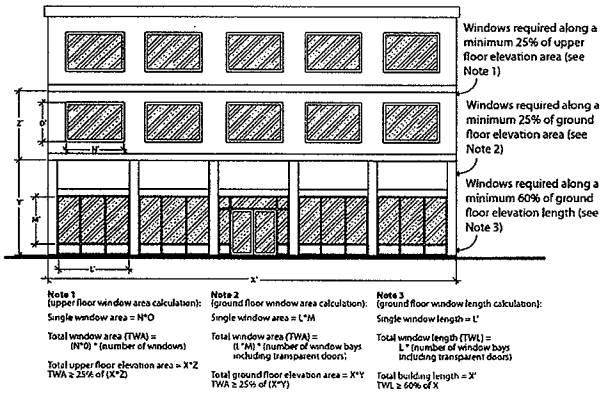
Frontage District Plan

(1) Franklin Corridor Frontage District (S-WS/FC)



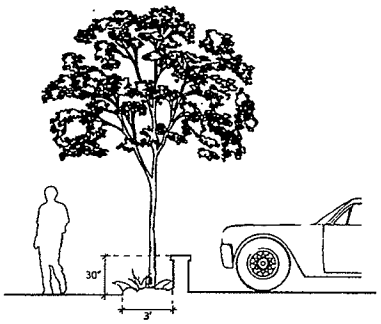
(a) Siting and Street Façade.

1. Buildings shall be provided along a minimum of 50 percent of the street facing property line no further than 10 feet from the front property line.
2. The 10-foot maximum setback can be exceeded if land between the building and front property line is landscaped or paved and includes enhanced pedestrian amenities as defined in Section EC 9.2175(6)(a) which are accessible to the public.
3. Buildings must be a minimum of 40 feet deep in order to accommodate retail uses.
4. Buildings fronting on Franklin Boulevard shall provide a main entrance on that street. Buildings fronting on other streets shall provide at least one main entrance on a street.
5. Vehicular parking and circulation is not permitted between the building and the portion of the front property line used to meet subsection (1-4) above.
6. Except for walls facing an alley, buidling facades 100 feet or greater in length shall incorporate wall plane projections/recessions having a combined depth of at least 3 percent of the length of the façade extending at least 20 percent of the length of the façade.



(b) Window Coverage.

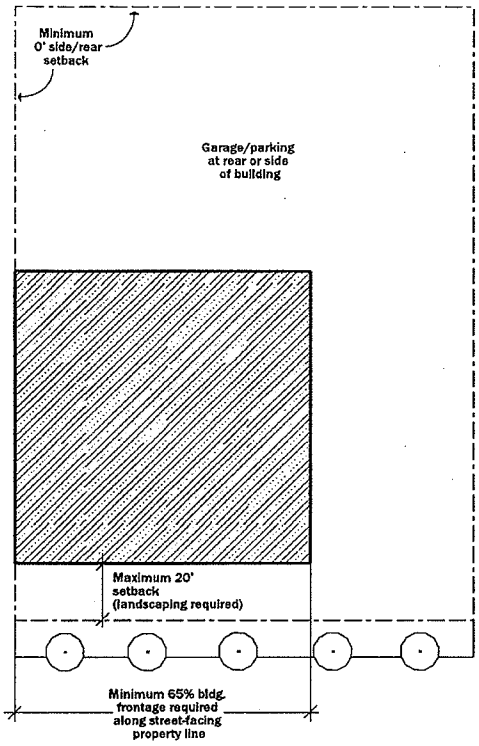
1. Windows are required along all street facing ground floor walls at a minimum of 60 % of the horizontal length and 25 % of the area of applicable ground floor walls.
2. Windows are required along all alley facing ground floor walls at a minimum of 30 % of the length and a minimum of 25 % of the area of applicable ground floor walls.
3. Windows shall cover a minimum of 25 % of the wall area for all floors above the ground floor, including alley-facing facades.
4. A blank length of wall more than 20 linear feet is prohibited along any street or alley façade, unless required for elevator shafts or utility facilities.
5. Structured parking is exempt from the window requirements, but shall provide openings at the percentages specificd herein.
6. All windows shall have a minimum Visible Transmittance (VT) of 0.6 or higher.



(c) Landscape Specifications.

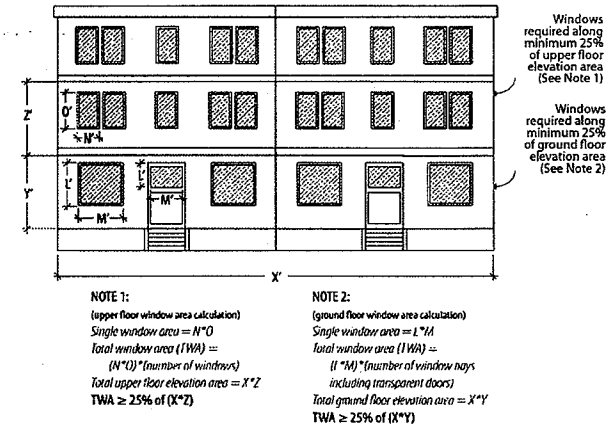
1. There is no minimum landscape requirement, except as specified in EC 9.3970(7).
2. All surface parking areas shall have a landscaped bed around the perimeter measuring five feet in width and landscaped to a minimum of the L-2 standard.
3. The width of the landscaped bed may be reduced to three feet when a solid wall measuring at least 30 inches in height is provided. The three foot bed shall be landscaped to the L-1 standard.

(2) Urban General Frontage District (S-WS/UG)



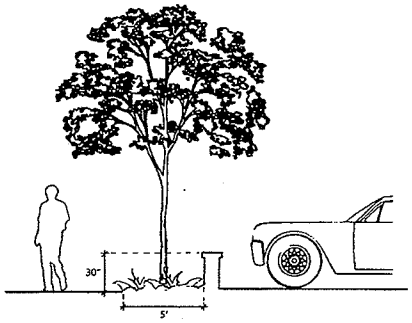
(a) Siting and Street Façade.

1. Buildings shall be provided along a minimum of 65 percent of the street facing property line no further than 20 feet from the front property line. 50 percent of the street facing ground floor building façade shall be built to within 10 feet of the front property line.
2. The 20 foot maximum can be exceeded if land between building and front property line is landscaped or paved and includes pedestrian amenities as defined in Section EC 9.2175(6)(a) which are accessible to the public.
3. Buildings shall provide a main entrance on the street which they front.
4. Vehicular parking and circulation is not permitted between the building and the portion of the front property line hsed to meet subsection (1-3) above.
5. Except for walls facing an alley, building facades 100 feet or greater in length shall incorporate wall plane projections/recessions having a depth of at least 3 percent of the length of the façade extending at least 20 percent of the façade.



(b) Window Coverage.

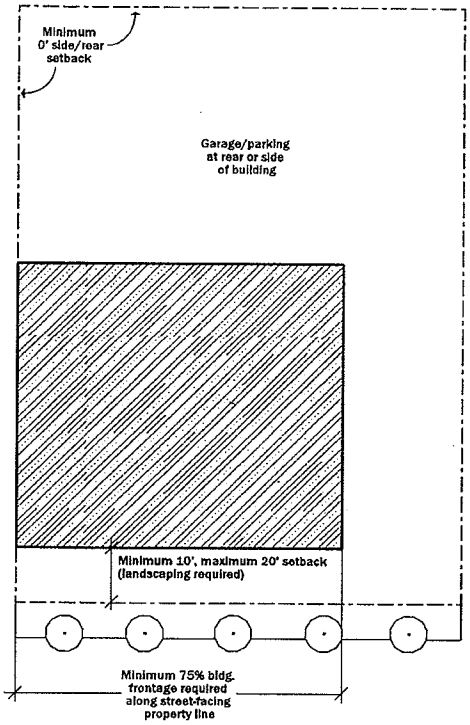
1. Windows are required along a minimum of 25 percent of the area of all ground floor and upper floor walls facing a street.
2. A blank length of wall more than 20 linear feet is prohibited along any façade. Windows, arcades, colonnades or balconies can be used to address this standard.
3. All windows shall have a minimum Visible Transmittance (VT) of 0.6 or higher.
4. Structured parking is exempt from the window requirements, but shall provide openings at the percentages specificd herein.



(c) Landscape Specifications.

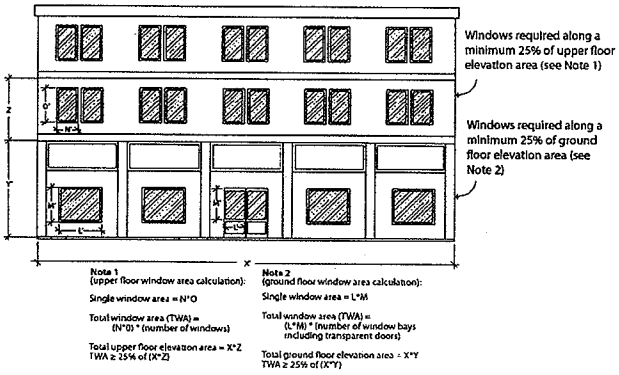
1. Ten percent (10%) of the total area of all development sites shall be landscaped.
2. All surface parking areas shall have a landscaped bed around the perimeter measuring seven feet in width and landscaped to a minimum of the L-2 standard. The width of the landscaped bed may be reduced to five feet when a solid wall measuring at least 30 inches in height is provided.

(3) Transition Edge 15th Avenue Frontage District (TE-15th including Orchard)



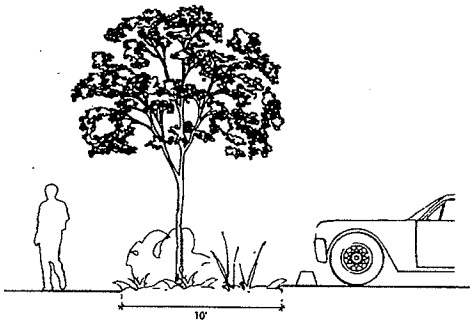
(a) Siting and Street Façade.

1. Buildings shall be provided along a minimum of 75 percent of the street facing property line no further than 20 feet from the property line.
2. Buildings shall have a 10-foot minimum front setback.
3. The 20 foot maximum setback can be exceeded if land between building and front property line is landscaped or paved and includes pedestrian amenities as defined in Section EC 9.2175(6)(a) which are accessible to the public.
4. Buildings shall provide a main entrance on the street which they front.
5. Vehicular parking and circulation is not permitted between the building and the portion of the front property line used to meet subsection (1-3) above.
6. Except for walls facing an alley, building facades 100 feet or greater in length shall incorporate wall plane projections/recessions having a depth of at least 3 percent of the length of the façade extending at least 20 percent of the façade.



(b) Window Coverage.

1. Windows are required along a minimum of 25 percent of the area of all street facing ground floor and upper floor walls. A blank length of wall more than 20 linear feet is prohibited along any façade. Windows, arcades, colonnades or balconies can be used to address this standard.
2. Structured parking is exempt from the window requirements, but shall provide openings at the percentages specificd herein.
3. All windows shall have a minimum Visible Transmittance (VT) of 0.6 or higher.



(c) Landscape Specifications.

1. 15 percent (15%) of the total area of all development sites shall be landscaped.
2. All surface parking areas shall have a landscaped bed around the perimeter measuring ten feet in width and landscaped to a minimum of the L-2 standard.

9.3980 S-WS Walnut Station Special Area Zone Design Review

(1) As an alternative to designing a development that complies with all of the development standards otherwise applicable in the S-WS Walnut Station Special Area Zone, an applicant may apply for city approval of a proposed development through the design review process beginning with EC 9.8110 Design Review-Purpose. Telecommunications facilities are not eligible for the design review option.

(2) The planning director shall approve, conditionally approve, or deny a design review application based on compliance with the following criteria:

(a) Consistency with design objectives listed at EC 9.3950 Purpose of the S-WS Walnut Station Special Area Zone.

(b) The project seeking design review approval will achieve an equivalent or higher quality design than would result from strict adherence to the otherwise applicable standards through:

1. A building orientation, massing, articulation, and façade that contributes positively to the surrounding urban environment and;
2. An overall site and building design that creates a safe and attractive pedestrian environment. Design elements for this purpose may include special architectural features, high quality materials, outdoor seating, pedestrian scaled lighting, prominent entries facing the street, multiple openings or windows, and a significant use of clear, un-tinted glass.

(c) Impacts to any adjacent residentially zoned properties are minimized. Design elements for this purpose may include treatment of building massing, setbacks, stepbacks, screening and landscaping.

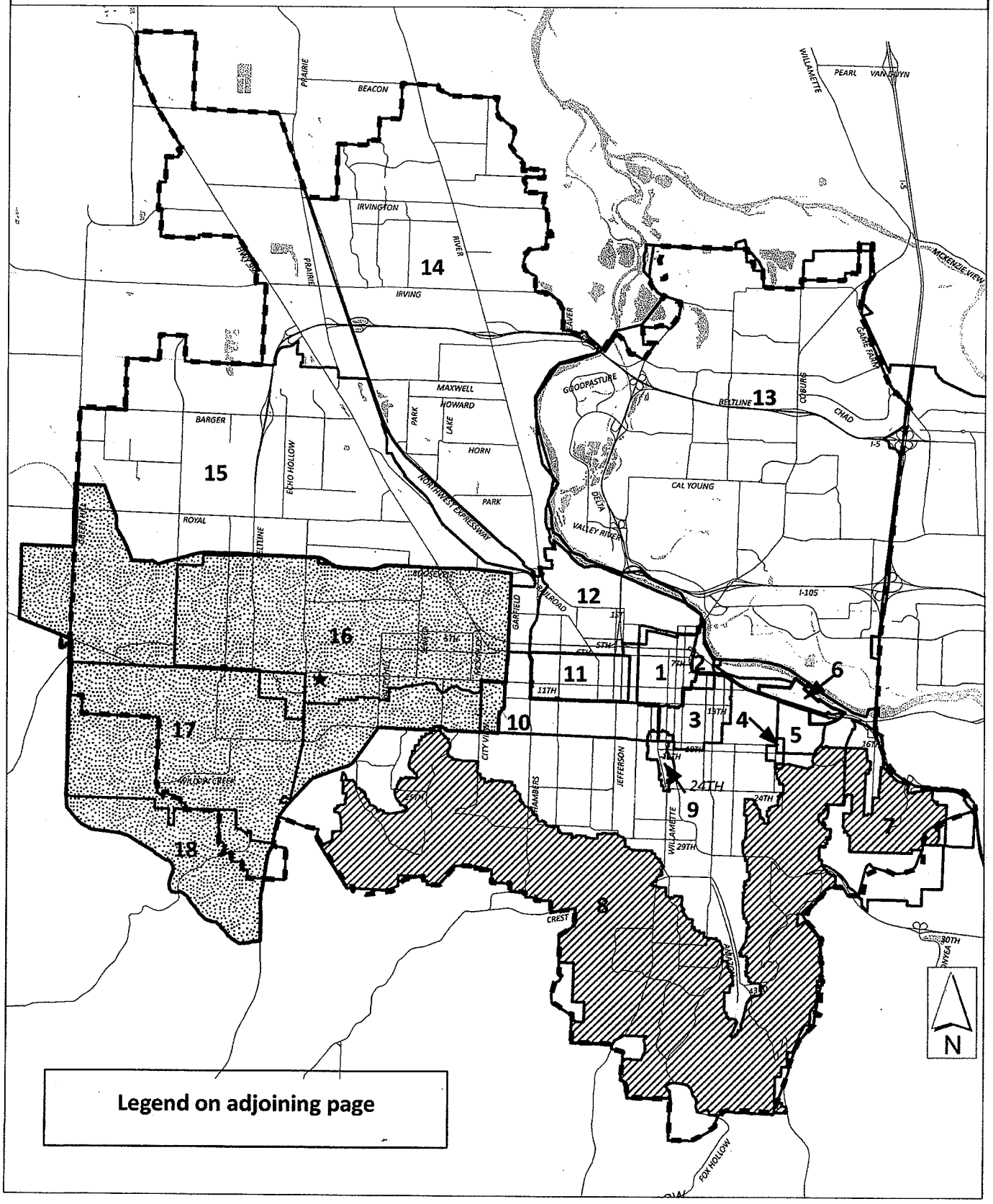
(d) New buildings shall not increase the shadow cast more than 20% of the maximum shadow area that would be cast by a building that complied with applicable height, stepback, and setback requirements of this Chapter. Building shadow shall be measured at 3:00 p.m. on April 21 of any year.

(e) The adverse effects of motor vehicle movement shall be mitigated as much as possible. Primary vehicular access to the lands north of 15th Avenue and east of Walnut Street should minimize impact on nearby residences and Fairmount Park.

(f) Proposed development shall mitigate the storage effects of motor vehicle parking and parking impacts on the surrounding neighborhood shall be reasonably mitigated by minimizing off-street parking. This can be accomplished through the use of shared parking agreements, car sharing and bus pass programs, and other Transportation Demand Management Strategies.

Exhibit F

Map 9.8010
ADOPTED PLANS LEGEND



Legend on adjoining page

Map 9.8010

ADOPTED PLANS LEGEND

Specific Area Plans

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

★ Resolution No. 3862 Adopting the West 11th Commercial Land Use Policy

Resolution No. 3885 Establishing Areas for the Application of C-4 Zoning

City or Metropolitan Area Plans

Urban Growth Boundary (UGB) = — — — —

Comprehensive Stormwater Management Plan = City Limits (not shown)

Eugene Commercial Lands Study = UGB

Eugene Parks & Recreation Plan = UGB

Metro Plan = Metro Area

TransPlan = Metro Area

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

Exhibit G

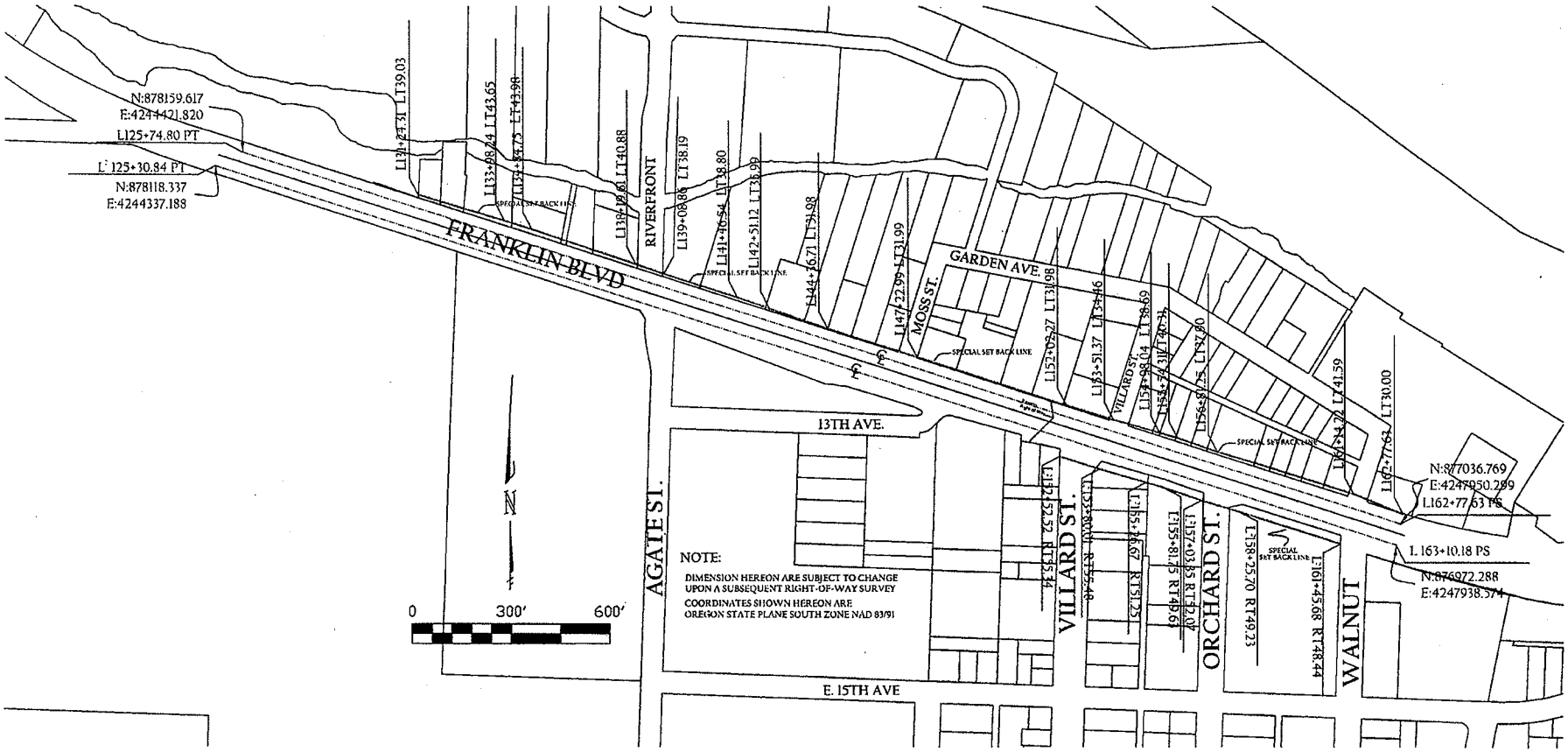

N:878159.617
E:4244421.820
L125+74.80 PT
L 125+30.84 PT
N:878118.337
E:4244337.188
L139+24.31 LT39.03
L133+08.24 LT43.65
L134+84.75 LT43.98
L138+19.61 LT40.88
L139+08.86 LT38.19
L141+70.54 LT38.80
L142+51.12 LT38.99
L144+16.71 LT39.98
L147+22.99 LT31.99
L152+02.27 LT31.98
L153+51.37 LT37.46
L154+98.04 LT38.69
L155+74.31 LT40.31
L156+87.25 LT37.80
L160+24.72 LT41.59
L162+77.63 LT30.00
N:877036.769
E:4247050.289
L.162+77.63 PS
L.163+10.18 PS
N:876972.288
E:4247938.374
FRANKLIN BLVD
RIVERFRONT
MOSS ST.
GARDEN AVE.
VILLARD ST.
13TH AVE.
AGATE ST.
E. 15TH AVE
VILLARD ST.
ORCHARD ST.
WALNUT
SPECIAL SET BACK LINE
L152+52.52 RT35.34
L153+80.01 RT35.48
L154+16.67 RT51.25
L155+81.35 RT49.67
L157+03.35 RT52.04
L158+25.70 RT49.23
L161+45.68 RT48.44
NOTE:
DIMENSION HEREON ARE SUBJECT TO CHANGE UPON A SUBSEQUENT RIGHT-OF-WAY SURVEY
COORDINATES SHOWN HEREON ARE OREGON STATE PLANE SOUTH ZONE NAD 83/91
0
300'
600'
N

Exhibit H

Franklin Boulevard Special Setback Description

Preamble: Franklin Boulevard Right-of-Way is a combination of two 60 foot wide Right-of-Ways. Therefore, the special setback distances are measured from the respective centerline (Northerly centerline and Southerly centerline) as described below.

Franklin Boulevard southerly centerline description

Beginning at the Southwest corner of Lot 4, Block 3 of the Amended Plat of Fairmount as platted and recorded in Book 2, Page 12, Lane County Oregon Plat Records in Lane County, Oregon; thence South 1°47'30" West 33.00 feet to the centerline of East 15th Avenue; thence North 87°56'09" West 45.00 feet to the intersection of said East 15th Avenue and Agate Street; thence North 1°47'30" East 328.38 feet along the centerline of said Agate Street to the Southerly centerline of Franklin Boulevard; thence North 72°20'52" West 1420.98 feet along said southerly centerline of Franklin Boulevard to station L125+30.84 PT per Oregon Department of Transportation map drawing no. 7b-4-8 depicts and also being the TRUE POINT OF BEGINNING of the herein centerline description; thence from centerline station L125+30.84 PT, South 72°20'52" East 3779.34 feet to centerline station L163+10.18 PS and there ending, all in Eugene, Lane County Oregon.

Station to Station	Width on Southerly side of centerline
L2 152+52.52 to l2 153+80.01	55.34 feet on a straight line to 55.48 feet
L2 153+80.01 to l2 155+26.67	55.48 feet on a straight line to 51.25 feet
L2 155+26.67 to l2 155+81.75	51.25 feet on a straight line to 49.63 feet
L2 155+81.75 to l2 157+03.35	49.63 feet on a straight line to 52.07 feet
L2 157+03.35 to l2 158+25.70	52.07 feet on a straight line to 49.23 feet
L2 158+25.70 to l2 161+45.68	49.23 feet on a straight line to 48.44 feet

Franklin Boulevard northerly centerline description

Beginning at the Southwest corner of Lot 4, Block 3 of the Amended Plat of Fairmount as platted and recorded in Book 2, Page 12, Lane County Oregon Plat Records in Lane County, Oregon; thence South 1°47'30" West 33.00 feet to the centerline of East 15th Avenue; thence North 87°56'09" West 45.00 feet to the intersection of said East 15th Avenue and Agate Street; thence North 1°47'30" East 395.95 feet along the centerline of said Agate Street to the Northerly centerline of Franklin Boulevard; thence North 72°20'52" West 1334.38 feet along said northerly centerline of Franklin Boulevard to station L2 125+74.8

PT per Oregon Department of Transportation map drawing no. 7b-4-8 depicts and also being the TRUE POINT OF BEGINNING of the herein centerline description; thence from centerline station L2 125+74.8 PT, South 72°20'52" East 3708.83 feet to centerline station L2 162+77.63 PS and there ending, all in Eugene, Lane County Oregon.

Station to Station	Width on Northerly side of centerline
L 131+24.31 to L 133+98.24	39.03 feet on a straight line to 43.65 feet
L 133+98.24 to L 134+84.75	43.65 feet on a straight line to 43.98 feet
L 134+84.75 to L 138+19.61	43.98 feet on a straight line to 40.88 feet
L138+19.61 to L139+08.86	40.88 feet on a straight line to 38.19 feet
L 139+08.86 to L 141+46.54	38.19 feet on a straight line to 38.80 feet
L 141+46.54 to L 142+51.12	38.80 feet on a straight line to 35.99 feet
L 142+51.12 to L 144+36.71	35.99 feet on a straight line to 31.98 feet
L 144+36.71 to L 147+22.99	31.98 feet on a straight line to 31.99 feet
L 147+22.99 to L 152+02.27	31.99 feet on a straight line to 31.98 feet
L 152+02.27 to L 153+51.37	31.98 feet on a straight line to 34.46 feet
L 153+51.37 to L 154+98.04	34.46 feet on a straight line to 38.69 feet
L 154+98.04 to L 155+54.31	38.69 feet on a straight line to 40.31 feet
L 155+54.31 to L 156+81.25	40.31 feet on a straight line to 37.90 feet
L 156+81.25 to L 161+14.22	37.90 feet on a straight line to 41.59 feet
L 161+14.22 to L 162.77.63	41.59 feet on a straight line to 30.00 feet

RESOLUTION NO. 3719

A RESOLUTION ADOPTING THE FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY

The City Council of the City of Eugene finds that:

In the Spring of 1980, the Eugene Planning Commission began a refinement study of the Eugene-Springfield Metropolitan Area General Plan for a portion of the Fairmount Neighborhood, an area defined by Franklin Boulevard on the north; East 19th Avenue on the south; Fairmount Boulevard and the area north of the extension of East 15th Avenue on the east; and Agate Street on the west.

A planning committee was formed to work with City staff in developing a plan for the area, subsequently referred to as the Fairmount/University of Oregon Special Area Study. Membership on the planning committee included representatives of the Fairmount Neighborhood organization, representatives of area businesses, and representatives of the University of Oregon.

In May, 1982, a draft Fairmount/University of Oregon Special Area Study was mailed to all property owners and all addresses within the study boundaries.

On May 25, 1982, the Campus Planning Committee of the University of Oregon adopted and recommended that the President of the University adopt the portion of the Fairmount/University of Oregon Special Area Study entitled University of Oregon Development Policy, East Campus Area, as University policy. The University President adopted the East Campus Development Policy on July 2, 1982.

The Fairmount Neighbors neighborhood association held a public hearing on the Special Area Study draft on June 9, 1982. On June 9, 1982, the Fairmount Neighbors adopted the draft Special Area Study with certain recommendations for modifications thereof.

The Eugene Planning Commission held a public hearing on the Fairmount/University of Oregon Special Area Study draft on July 13, 1982. The Planning Commission took action at its meeting of July 13, 1982, to recommend a revised version of the Fairmount/University of Oregon Special Area Study for adoption by the City Council.

The City Council held a public hearing on the Fairmount/University of Oregon Special Area Study on September 27, 1982 and considered recommendations from the Planning Commission, the Fairmount Neighbors, and members of the public.

The Planning Commission and the City Council have reviewed the Fairmount/University of Oregon Special Area Study. Based on the findings herein and the public testimony, the City Council finds that the Fairmount/University of Oregon Special Area Study is consistent with the Eugene-Springfield Metropolitan Area General Plan, the 1974 Community Goals and Policies, and the Statewide Planning Goals.

Now, therefore, based on the above findings,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon as follows:

Section 1. The policies as set forth in the Fairmount/University of Oregon Special Area Study are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the Fairmount/University of Oregon special study area, and any explanatory text following the policies is recognized as clarifying and explaining the intent of the policies.

Section 2. The Land Use Diagram included in the Fairmount/University of Oregon Special Area Study is hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan Diagram, and the explanatory text discussing each segment of the Diagram is recognized as clarifying and providing further explanation of the intent of the Metropolitan Plan Diagram.

Section 3. The University of Oregon Development Policy for the East Campus Area is recognized as a statement of University policy for land under their ownership but is not adopted as City policy.

Section 4. The proposals set forth in the Fairmount/University of Oregon Special Area Study are hereby recognized as potential means of reaching or implementing adopted policies, but are not adopted as City policy.

Section 5. The Revisions and Errata of September 27, 1982, as set forth in Exhibit A, attached hereto and incorporated herein by reference, are adopted as revisions to be incorporated in the Fairmount/University of Oregon Special Area Study.

Section 6. The City Council hereby adopts as additional findings, the supporting text, maps, graphs, tables and charts contained in the Fairmount/University of Oregon Special Area Study and the Fairmount/University of Oregon Special Area Study Appendix.

The foregoing Resolution adopted this 27th day of September 1982.

Warren B Wong
City Recorder

KM:je/Ma10

3719

EXHIBIT A

FAIRMOUNT/UNIVERSITY OF OREGON SPECIAL AREA STUDY

REVISIONS AND ERRATA

SEPTEMBER 27, 1982

Deletions are shown in [brackets]. Additions are underlined. Portions not listed remain the same as the May, 1982 draft. Page references are to the May, 1982 draft.

II. LAND USE

Replace Existing Land Use Map with revised Generalized Existing Land Use Map (see attached Generalized Existing Land Use Map). (p. 17)

A. THE CORE RESIDENTIAL AREA

New Proposal: 2. If the opportunity arises, the City should acquire property west of and abutting Fairmount Park for future expansion of that park. (p. 19)

B. THE FRANKLIN BOULEVARD COMMUNITY COMMERCIAL STRIP

Proposal: 2. [There are currently negotiations in progress between the neighborhood, City, and a major property owner north of 15th Avenue to address the impact of future development on the residential properties south of 15th Avenue. These efforts should continue and their resolution will be submitted as a addendum to the Special Area Study.] (p. 20)

The site-review subdistrict should be attached to the commercially used Romania properties (Assessor's Map 17-03-33-32, Tax Lot 2800 and 4100; and Assessor's Map 17-03-33-31, Tax Lot 1100). (p. 20)

D. THE OREGON DEPARTMENT OF TRANSPORTATION LANDS

Policy: 1. Future use of the ODOT lands shall be for residential, park and office as defined in the following policy statements.

[a. Future use of the ODOT lands shall be primarily residential. This use shall be for low-density residential development not to exceed 10 dwelling units per acre.] (p. 22)

[Alternative to "a."]

a. Future use of the ODOT lands shall be primarily residential. This use shall be for low- to medium-density residential development. (p. 22)

E. THE UNIVERSITY OF OREGON LANDS

Policy: 4. The City shall encourage the University to develop its high-and medium-density residential units with concern for adequate parking and appropriate parking solutions, regard for landscaping, and consideration of the impact on the rest of the neighborhood. (p. 25)

III. TRANSPORTATION AND PARKING

B. PARKING

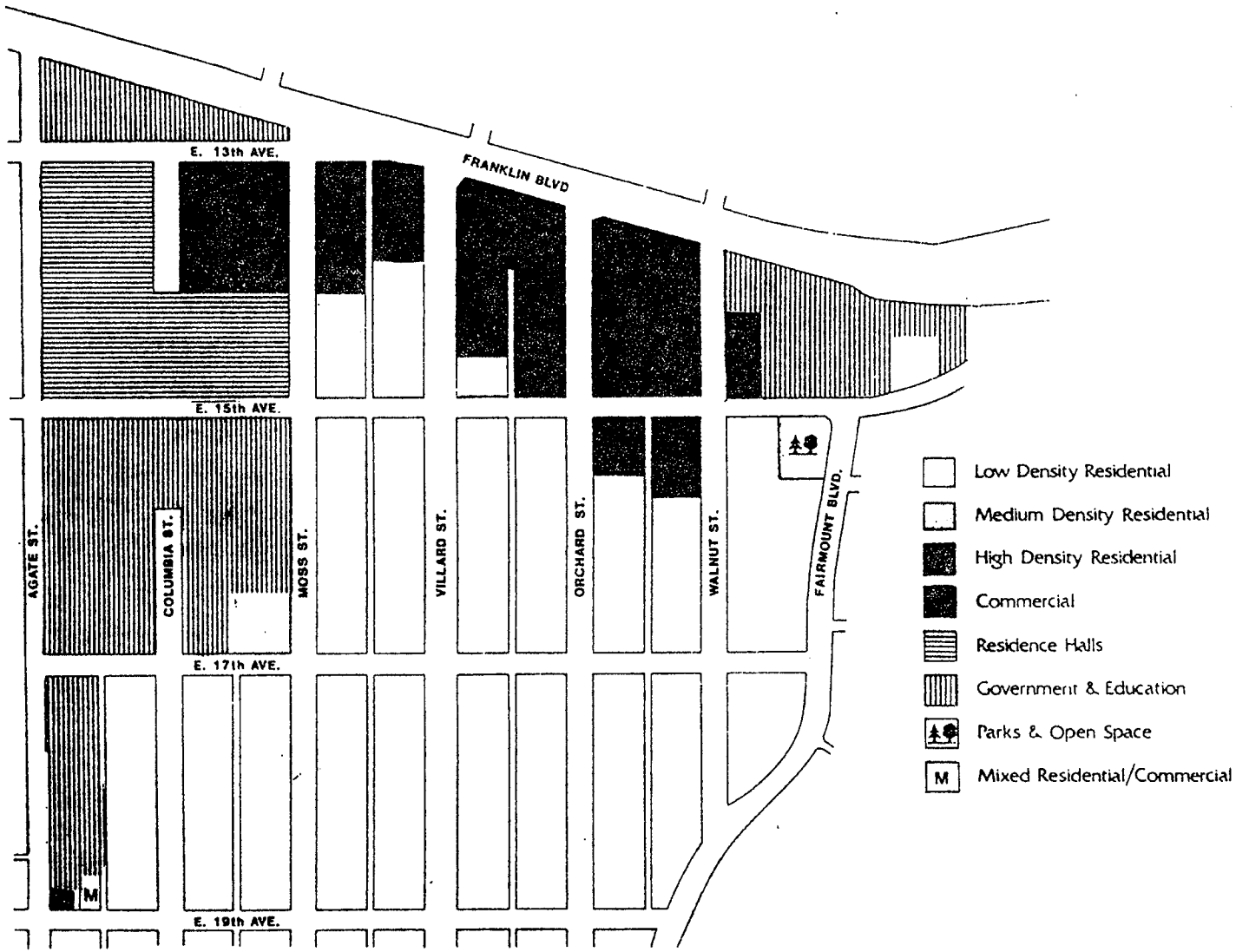
Correct Parking Opportunities and Constraints Map (see attached Parking Opportunities and Constraints Map). (p. 44)

C. BICYCLE AND PEDESTRIAN

Policy: 1. When the Department of Transportation lands are developed in the future, consideration shall be given to realigning the 15th Avenue bicycle path east of Walnut Street and making it more attractive. (p. 47)

KM:je/Ma13

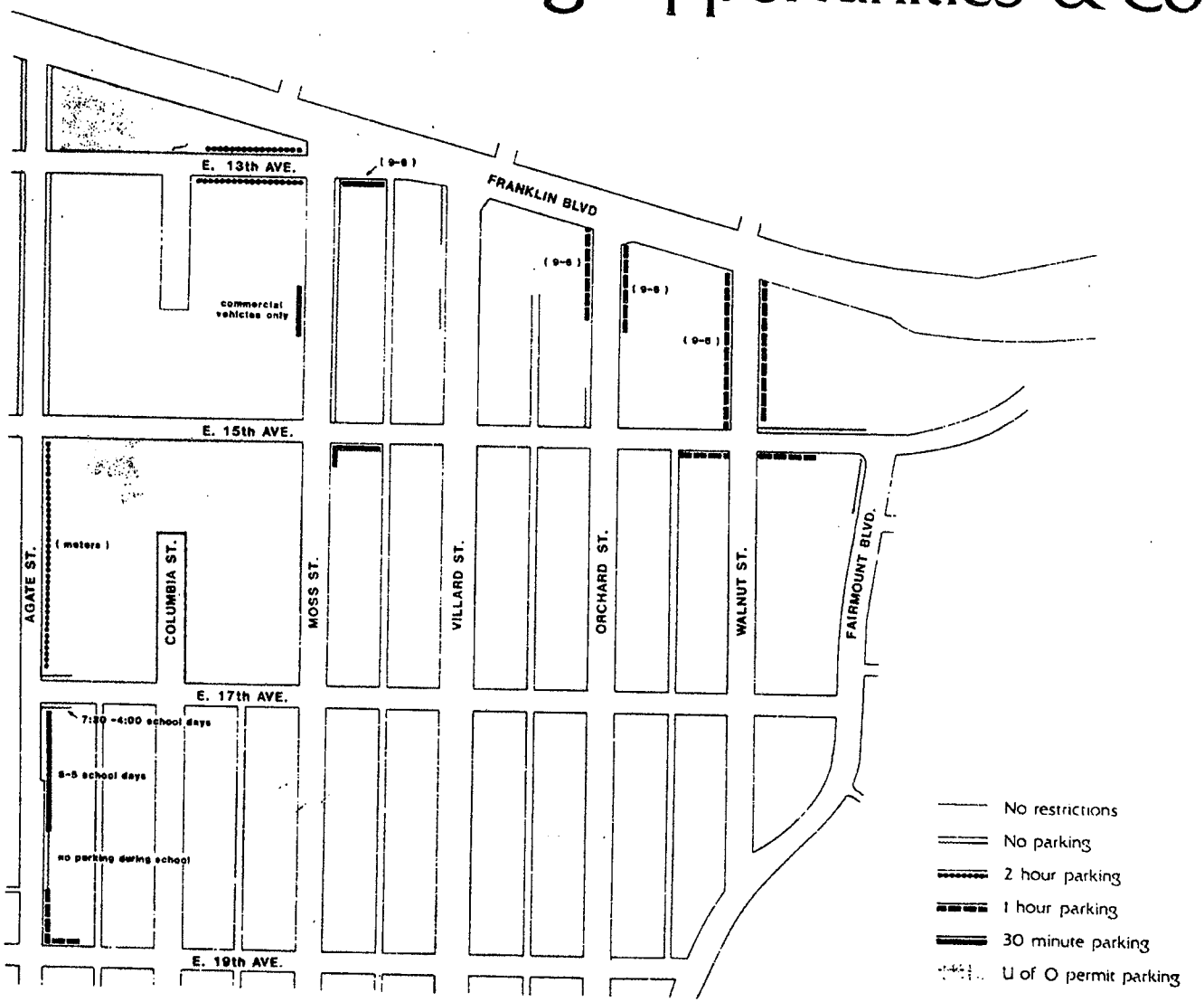
Generalized Existing Land Use



Fairmount Special Area Study

3719

Parking Opportunities & Constraints



Fairmount Special Area Study

3719

CITY OF EUGENE

INTER-DEPARTMENTAL MEMORANDUM

CITY ATTORNEY - CIVIL DEPARTMENT

To: **Mary Feldman, City Recorder** **Date: June 15, 2004**

Subject: **Scrivener Error Correction to Ordinance 20312**

It has been brought to our attention that there was a scrivener error with respect to the reference to TL 3400, map 18-03-05-11 in Ordinance 20312. The correct reference is TL 3400, map 17-03-32-44. This error appears in three different sections of the Ordinance.

Please effect the following scrivener error corrections to Ordinance 20312 by substituting the correct map reference of 17-03-32-44 in the following provisions:

Section 3, subparagraph (b) 9 (page 3 of the Ordinance);

Section 3, subparagraph (p) 1 (page 10 of the Ordinance); and

Section 7, EC 9.9570(3)(i) (page 18 of the Ordinance).

This correction is authorized by Section 9 of Ordinance 20312, and a copy of this request and authorization should be appended to the Ordinance. These corrections also need to be made to EC 9.9570(3)(i) and to the corresponding sections of the Fairmount/University of Oregon Special Area Study. If the Study is not going to be reprinted, copies of Ordinance 20312 and this memo should be appended to the original and all copies of the Study that are distributed.

If you have any questions, please do not hesitate to contact me.

HARRANG LONG GARY RUDNICK, P. C.
CITY ATTORNEYS

Emily N. Jerome

Emily N. Jerome

ENJ:jw

cc: Allen Lowe
Kent Kullby
Mary Walston

RECEIVED
JUN 21 2004
CITY RECORDER

SUMMARY OF POLICIES*
(contained in this document by section)

GENERAL POLICIES

1. The City of Eugene will use the Land Use Diagram and the policies of this plan along with other City policies in making land use and other decisions regarding the plan area. The Land Use Diagram is a generalized map and graphic depiction of the policies and proposals of this plan and the Community Goals and Policies. It is a supplement to and a refinement of the Metropolitan Area General Plan Diagram.

2. With the exception of 1) the "Opportunity Area" ("O" on the Land Use Diagram) and 2) the Department of Motor Vehicles site ("S" on the Land Use Diagram), non-residential zoning shall not be expanded in the study area.

3. With the exception of 1) the half-block strip along the east side of Moss Street between 17th Avenue and the "Opportunity Area," 2) that portion of the ODOT lands designated for residential use, and 3) University lands designated as "Institutional" or "Opportunity Area," zone changes to increase residential density or commercial intensity are not supported by this plan. This policy allows the opportunity for future residential development on the ODOT lands (appropriate density for residential development on the ODOT lands will be addressed by selection of one of the alternative policy statements found in the Oregon Department of Transportation Section--Section D).

4. Businesses shall be encouraged to landscape their sites. Where feasible, such encouragement shall include development of mechanisms to fund such landscaping.

5. There will continue to be opportunity for residents to be involved in land use decisions that affect them.

6. The University, City, and Fairmount Neighbors shall continue their participation in the University/Community Liaison Committee.

7. In areas where non-residential development abuts or faces residential development, special development standards or site review procedures shall be considered.

CORE RESIDENTIAL AREA POLICIES

1. See General Policy #2.

2. See General Policy #3.

* Note: Some of the policies are repeated in different sections of the document.

FRANKLIN BOULEVARD COMMUNITY COMMERCIAL STRIP POLICIES

1. See General Policy #2.

2. See General Policy #4.

THE 19TH AND AGATE NEIGHBORHOOD COMMERCIAL DEVELOPMENT POLICIES

1. See General Policy #2.

2. See General Policy #4.

3. The commercialy designated properties shall remain in Neighborhood Commercial zoning or less intensive zoning.

THE OREGON DEPARTMENT OF TRANSPORTATION LANDS POLICIES

1. Future use of the ODOT lands shall be for residential, park and office as defined in the following policy statements.

   a. Future use of the ODOT lands shall be primarily residential. This use shall be for low- to medium-density residential development.

   b. Future development of the ODOT lands shall preserve and enhance the existing "gateway" effect as an attractive entrance to the city, and special attention shall be given to developing a portion as a gateway park.

   c. Under future development, office use on the ODOT lands shall be limited to the site of the present Department of Motor Vehicles (DMV) building on the northwest corner of Tax Lot 1000--Assessor's Map 17-03-33-3 1 ("S" on the Land Use Diagram).

2. Upon conversion of the ODOT lands from public to private ownership and the ensuing development of the lands shall be compatible with the single-family development along East 15th Avenue, the commercial uses along Franklin Boulevard and Walnut Avenue, and the existing bike route.

THE UNIVERSITY OF OREGON LANDS POLICIES (EAST CAMPUS AREA)

1. The City of Eugene and the Fairmount Neighbors recognize the "University of Oregon Development Policy East Campus Area (dated April 28, 1982)," as a statement of the binding intent of the University, governing land use in the East Campus Area.

2. The City shall encourage the University to use its property in East Campus in an orderly fashion: intensity of use will be greatest near the already dense Central Campus Area (Agate Street and 15th Avenue) and become less intense as the properties approach low-density residential uses.

3. The City shall encourage the University to use its lands currently zoned PL (Public Land District) with energy and space efficient structures and land-use patterns.

4. The City shall encourage the University to develop high- and medium-density residential units with concern for adequate parking and appropriate parking solutions, regard for landscaping, and consideration of the impact on the rest of the neighborhood.

5. The City shall encourage the University to consolidate nonresidential uses that currently are scattered throughout the area into the portions of the plan area reserved for institutional use, returning structures thus vacated to residential use.

TRAFFIC CIRCULATION POLICIES

1. The Department of Motor Vehicles site shall continue to gain access from Walnut Avenue and not from Franklin Boulevard.

2. The adverse effects of motor vehicle movement shall be mitigated as much as possible.

3. Primary vehicular access to the Oregon Department of Transportation Lands should minimize impact on nearby residences and Fairmount Park.

4. Traffic management techniques shall continue to be used and new techniques developed to reinforce the idea of a hierarchy of streets in the plan area. Some streets shall combine their local, collector, or arterial function with a role as primary pedestrian and bicycle ways. The use of low-volume, local neighborhood streets for through movements by trucks and heavy construction equipment shall be discouraged.

5. The City shall encourage the Lane Transit District (LTD) to provide an opportunity for affected neighbors to review new LTD bus routes proposed to operate within the study area prior to the approval and implementation of the route by LTD and neighborhood notification should allow sufficient time for adequate neighborhood discussion and response.

PARKING POLICIES

1. Steps shall be taken to gain better use of existing off-street parking areas and to discourage long-term storage of vehicles on the street.

2. The University and City shall work toward developing an effective ride-sharing program to make the most efficient use of existing parking facilities.

3. The adverse effects of motor vehicle parking shall be mitigated as much as possible.

4. Parking systems adopted for any area within the special study area should avoid creating parking problems for any other area or land use of the Fairmount Neighborhood.

5. The City shall recognize that on-street parking around the University is not solely a University problem, since it involves homes and businesses located near the University.

6. The City shall see that its parking enforcement agencies act upon complaints of citizens in regard to violation of City parking ordinances, within the limits of budgetary constraints.

7. The City's schedule of fines for parking violations shall reflect current money value and shall reflect the severity of the violation and cost of enforcement.

8. The City shall encourage the University and cooperate with the University in an effort to achieve solutions to University-related parking needs.

BICYCLE AND PEDESTRIAN POLICIES

1. When the Department of Transportation lands are developed in the future, consideration shall be given to realigning the 15th Avenue bicycle path in the vicinity of those lands and making it more attractive.

   Note: If the bicycle path is realigned, the City shall require an easement for the path to ensure its permanence in the future.

2. The University and City shall work with the State Department of Transportation and University community neighborhoods to address the issue of improved bicycle and pedestrian connections across Franklin Boulevard.

3. Existing and future businesses shall be encouraged to provide safe and covered bicycle parking for employees and patrons.

4. The use of bicycles, mass transit, walking, carpooling, and other appropriate alternative modes of transportation, especially by employees working in the plan area, shall be actively encouraged and provided for in order to reduce automobile dependence and alleviate traffic and parking problems.