

DRAFT GOALS

Economic Development

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

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

Goal 3: Promote living wage employment opportunities within the neighborhood

Transportation

Goal 4: Promote connected and efficient multi-modal transportation options that support economic opportunities, environmental stewardship and social equity within River Road and Santa Clara

Goal 5: Support a transportation system that is affordable, environmentally responsible, and transitions to zero carbon

Goal 6: Promote safe, accessible and efficient transportation for all.

Parks and Natural Resources

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

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

Goal 9: Ensure the Willamette River is a vital and accessible part of the neighborhoods.

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

Land Use

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

Goal 12: Ensure future housing addresses the needs of the community

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

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

Community

Goal 15: Ensure our community is welcoming and inclusive.

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

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

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

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

1.1 Incentives for Local Businesses

Develop incentive programs to support growth and creation of neighborhood businesses.

- 1.1.1 Create neighborhood-based resources for small business with sustainable funding from tax increment financing or other instruments.
- 1.1.2 City/County work with neighborhood residents to develop other incentive programs for local business
- 1.1.3 Develop tools to measure success of incentive programs
- 1.1.4 Set up a Regional Accelerator Innovation Network, university extension service, or economic development non-profit focused on neighborhood development.

1.2 Diversity of Size and Type

Strive for diversity of size and type of businesses and employment

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

1.3 Neighborhood Assets

Base local economic development on neighborhood assets

- 1.3.1 Analyze present business mix and possible future economic development through the lens of acceptability and desirability for the neighborhood
- 1.3.2 Inventory available labor pool – identify opportunities and needs
- 1.3.3 Inventory commercial and industrial land. Assess location, serviceability, and environmental suitability for business development
- 1.3.4 Determine whether the tax base supports public infrastructure necessary for anticipated/desired growth and development. Explore tax increment financing as tool if needed.

1.4 Patronage of Locally Owned Businesses

Encourage patronage of locally owned businesses

- 1.4.1 Create a neighborhood business network or association that includes the diverse spectrum of enterprises.
- 1.4.2 Brand the neighborhood as a recognizable identity that draws on our assets (eg: “River and Garden district”)
 - 1.4.3 Use neighborhood brand and network to create a visible “buy local” campaign that leverages collective advertising and neighborhood identity.
 - 1.4.4 Explore creating local exchange currency

- 1.4.5 Use neighborhood gathering spaces to support the buy local campaign
- 1.4.6 Develop a farm to table strategy to promote neighborhood businesses using locally produced foods
- 1.4.7 Develop a local market featuring neighborhood farmers and makers of hand-crafted goods

1.5 E-commerce and Technology

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

- 1.5.1 Develop “co-work” spaces that create a sense of community among workers and entrepreneurs, including those in the tech sector
- 1.5.2 Connect neighborhoods to gigabit internet service

1.6 Regulatory Environment

Ensure regulatory environment is supportive of economic development in line with neighborhood vision

- 1.6.1 Research how local permitting and regulatory processes work to encourage or discourage business activity. Address incongruities.
- 1.6.2 Develop a guiding plan for redevelopment of smaller commercial nodes that includes a strategy for encouraging the co-location of complementary businesses
- 1.6.3 Adjust land use regulations to encourage local community investments that produce employment opportunities recognizing the importance of living and working within the neighborhood
- 1.6.4 Reduce zoning barriers that preclude urban farmers from selling produce on-site
- 1.6.5 Reduce zoning barriers for other home businesses

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

2.1 Vibrancy

Incentivize and support redevelopment that fosters vibrancy

- 2.1.1 Encourage redevelopment of areas to combine uses with gathering spaces or plazas, in both River Road and Santa Clara.
- 2.1.2 Inventory and map property available for redevelopment that can be re-zoned for mixed-use.
- 2.1.3 Based on map and residential density projections, target locations for mixed-use development that includes live/work spaces, apartments above retail, and co-work environments.
- 2.1.4 Identify and provide incentives to developers who will purchase and redesign property that doesn't maximize potential.
- 2.1.5 Utilize available funding and property tax breaks to incentivize mixed use development.
- 2.1.6 Approve changes to SDC methodology that would allow small business owners to pay for increased SDCs due to redevelopment over time.

2.2 Market Analysis

Conduct market analysis to identify needed commercial development and opportunities for local small business owners.

- 2.2.1 Conduct market analysis of needed commercial development
- 2.2.2 Identify redevelopment opportunities
- 2.2.3 Outreach to local small business owners to discuss market analysis and neighborhood business opportunities

2.3 Small Business Development

Promote small business development that supports vibrant mixed use redevelopment

- 2.3.1 Identify funding sources (grants, loans, tax incentives) for targeted small business development
- 2.3.2 Facilitate communication, outreach and assistance to small business owners regarding funding opportunities.

Goal 3: Promote living wage employment opportunities within the neighborhood

3.1 Residential Employment

Encourage business growth in residential locations

- 3.1.1 Review land use codes to determine if code changes can assist in creating more employment opportunities within the neighborhoods
- 3.1.2 Allow for the rezoning of properties along River Road to support employment growth (i.e. E2)
- 3.1.3 Incentivize the development of work/live projects
- 3.1.4 Encourage and expand upon allowances for small, low- impact, home- based businesses in residential areas, i.e. office or personal service uses.
- 3.1.5 Promote worker cooperatives as a vehicle for sustainable and equitable employment.
- 3.1.6 Analyze current commercial zoning patterns along the transit corridor
- 3.1.7 Create commercial districts that incorporate the current commercial nodes.
- 3.1.8 Rezone properties for neighborhood commercial as appropriate

3.2 Employment Opportunities

Promote the creation of employment opportunities

- 3.2.1 Identify areas for light industrial/manufacturing uses
- 3.2.2 Assure that commercial development out of the River Road/Beltline intersection is appropriately sized for compatibility with neighborhoods
- 3.2.3 Assess needed housing density to support creation of employment opportunities
- 3.2.4 Encourage co-locating commercial growth in conjunction with transportation options
- 3.2.5 Promote workforce and job training opportunities

Goal 4: Promote connected and efficient multi-modal transportation options that support economic opportunities, environmental stewardship and social equity within River Road and Santa Clara

Connect neighborhoods and businesses

4.1: Develop active transportation networks that connect local neighborhoods to their adjacent commercially developed areas.

4.1.1: Develop Right-of-way cross sections, templates and pavement markings that reflect the needs of all people and ways that they travel

4.1.2: Install, enhance and maintain transit stops at high-traffic commercially developed areas

4.1.3: Install, enhance and maintain safe and secure bike parking at commercially developed areas

4.1.5: Build an EmX line or enhanced transit corridor for high volume streets with stops at active commercial locations

4.1.6: Develop an active transportation system needs list and prioritize those needs for both neighborhoods in accordance with the most current Transportation System Plan (TSP) and Active Transportation Strategic plan

4.1.7: Build and enhance pedestrian walkways to promote accessibility to active commercial spaces.

4.1.8: Enhance and integrate riverfront path access to connect commercial and residential roads along River rd.

4.1.9: Ensure that commercial spaces are designed (through code and design overlays) that support and prioritize active transportation access

4.1.10: Ensure that city and county zoning reflects the development and implementation of 20 minute neighborhoods

4.2: Develop safe and efficient access to active commercial centers.

4.2.1: Ensure zoning requirements facilitate safe and efficient development of commercial nodes

4.2.2: Require all large commercial spaces to conduct traffic impact analysis for permit issuance based on the next 20-years anticipated traffic volume

4.2.3: Rebuild access from Division to Fred Meyer and Santa Clara Square to make access effective and safe.

4.2.4: Make safe access a high priority for commercial and higher density residential developments.

4.2.5: Support mixed commercial use that includes intelligent traffic control and active transportation enhancements

Neighborhood connectivity

4.3: Develop separated, safe and efficient active transportation options on high traffic roadways (River Rd., Irving, NW Expressway, Maxwell, etc.)

4.3.1: Modify the bridge over the Willamette on Beltline to provide separated active transportation options adjacent to Beltline

- 4.3.2: Widen Northwest Expressway to provide separated active transportation options or consider a separated path on the west side of the Expressway
- 4.3.3: Consider shifting automobile flow away from high-volume roadways to those currently underutilized (example: River Rd. traffic shift to Northwest Expressway)
- 4.3.4: Place a high priority on providing active transportation options along River Rd.
- 4.3.5: Promote more LTD transit stops especially at high density residential, commercial areas and schools
- 4.3.6: Install roundabouts where feasible, especially for Northwest Expressway access
- 4.3.7: Ensure that disabled residents can cross streets safely and within the light timing

4.4: Support all transportation options on all roads

- 4.4.1: Provide additional transportation options that promote accessibility and all forms of transportation (vehicles, bicycles, pedestrians, wheelchairs, buses, etc.) for people of all ages and abilities
- 4.4.2: Provide autonomous vehicle parking options
- 4.4.3: Provide ride sharing pick up locations
- 4.4.4: Provide bike share options
- 4.4.5: Promote more LTD transit stops especially at high density residential, commercial areas and schools
- 4.4.6: Provide pedestrian/bike tunnel beneath Beltline connecting Ruby Avenue to Sterling Drive to improve quality of access to North Eugene High School
- 4.4.7: As contextually appropriate, improve streets to include both bike lanes and sidewalks
- 4.4.8: Implement protected pedestrian and bike lanes for both city and county property owners that respects neighborhood character and increases access to services for all
- 4.4.9: Allow tax credits for existing property owners who build new sidewalks
- 4.4.10: Stripe low volume narrow streets so they include room for active transportation users
- 4.4.11: Allow neighborhood pathways in alleys, ROW, etc. that respects neighborhood character and increases access to services for all
- 4.4.12: Enhance riverfront bike path feeder streets so they are more bike and pedestrian friendly (bike lanes and sidewalks)
- 4.4.13: Install crosswalks at bus stops and river access streets
- 4.4.14: Integrate LTD into the city and county permitting process to ensure that multi-modal housing can be accommodated by the existing transit system, if not generate remedies
- 4.4.15: Enhance active transportation options that parallel the Beltline

4.5: Support actions that create affordable bus rapid transit from the River Road corridor to the rest of Eugene.

- 4.5.1: Create map of high density use areas to coordinate with future bus transit needs.

4.6: Create a seamless and safe bicycle infrastructure system that connects RR and SC to the rest of Eugene.

- 4.6.1: Develop a new, safe bicycle route to Santa Clara on the west side of River Road
- 4.6.2: Collaborate with City and County to expand bike-path through to Santa Clara
- 4.6.3: Wayfinding signs focused on bike and pedestrian users
- 4.6.4: Clearly map current bicycle infrastructure and identify gaps in safe service.

- 4.6.5: Promote the use of IBikeEugene App.
- 4.6.6: Install Bike Share locations in River Road and Santa Clara
- 4.6.7: Complete installation of the Bike/Pedestrian Plan designed for River Road areas.

Community gathering areas

4.7: Support safe and convenient active transportation access to commercial entities that include community gathering areas.

4.7.1: Create a community gathering area to be used for activities such as community groups, homeowners associations and local farmers market

4.7.2: Encourage transit and active transportation opportunities for area farm stands, particularly those north of the UGB

Goal 5: Support a transportation system that is affordable, environmentally responsible, and transitions to zero carbon

5.1 Net Zero Carbon

Implement all relevant planning from City and the TSP to move away from personal carbon based transportation.

- 5.1.1 Reduce VMT annually in parallel with broader city goals
- 5.1.2 Preserve and increase street trees wherever possible
- 5.1.3 Plan for centralized electric vehicle charging stations in commercial areas
- 5.1.4 Investigate and empower commercial areas to plan for autonomous vehicle needs.
- 5.1.5 Create standards for ride sharing waiting areas in commercial development.

5.2 Youth Engagement

Educate current and future users about active modes of transportation through targeted education and direct outreach.

- 5.2.1 Develop integrated education programming for students within the neighborhoods around active transportation and low carbon futures
- 5.2.2 Secure sustainable funding for bus passes for all students to schools in our districts

5.3 Multi-Modal Transportation

Create seamless connections between modes of transportation and between active transportation and commercial centers.

- 5.3.1 Use traffic calming to prioritize walking and cycling over private vehicles for getting around the neighborhoods
- 5.3.2 Use pavement markings (sharrows) to indicate the presence and rights of people riding bicycles
- 5.3.3 Plan for bus stops near commercial hubs

5.4 Equity in Access

Increase equity of access to transportation

- 5.4.1 Collaborate with City and County to transition remaining private roads to either City or County maintenance.

Goal 6: Promote safe, accessible and efficient transportation for all.

Safety

6.1 Travel to and from schools

Ensure the safety of students traveling to and from schools.

- 6.1.1 Provide education and awareness programs, such as Smart Trips and school-based transportation options (such as Safe Routes to School) as stated in the Eugene TSP.
- 6.1.2 Implement safe routes to school plan
- 6.1.3 Implement sidewalks using context sensitive design.
- 6.1.4 Provide signals at major school crossings.
- 6.1.5 Promote the construction of bike lanes/paths and sidewalks on main routes to schools.
- 6.1.6 Assess need for improved transit services, including bus stop location and infrastructure
- 6.1.7 Address needs identified in 6.1.6

6.2 Major and minor corridors

Ensure the safety of pedestrians and bicyclists along major and minor corridors.

- 6.2.1 Separate bike paths from traffic along River Road and on major corridors using buffered or protected lanes..
- 6.2.2 Create safe, crosswalks at main intervals along River Road that are compliant with the Americans with Disabilities Act.
- 6.2.3 Mark all crosswalks on major and minor arterials with pavement markings.
- 6.2.4 Provide flashing lighted crosswalks at appropriate intervals along River Road.
- 6.2.5 Redesign sections of River Road to focus on safety, pedestrian access, accessibility and smooth traffic flow.

6.3 Riverfront Paths

Implement safety measures along riverfront bicycle/pedestrian paths.

- 6.3.1 Provide lighting along the paths and connections into the neighborhoods.
- 6.3.2 Create interactive features at intervals along the paths.
- 6.3.3 Provide wheelchair access.
- 6.3.4 Implement a security system, such as “Panic boxes”.

6.4 Collectors and local streets

Promote safe access for all users along collectors and local streets.

- 6.4.1 Analyze the need for sidewalks, bike lanes and safety improvements based on the characteristics and desires of local residents.
- 6.4.2 Implement 20 mph speed limits on local streets.
- 6.4.3 Provide signage to inform about the routes to bike paths.
- 6.4.4 Provide clearly marked streets to be shared by autos and bicycles.
- 6.4.5 Provide separate bike paths on streets where safety is an issue.
- 6.4.6 Improve lighting to make walking safer.

6.5 Traffic Management

Enforce the traffic laws and implement traffic safety measures

- 6.5.1 Promote vehicle and pedestrian safety through enforcement of speed limits on River Road.
- 6.5.2 Work with LCSO/COE traffic enforcement units to monitor traffic flow during peak hours.
- 6.5.3 Construct safety improvements at key intersections along River Road.
- 6.5.4 Implement signal timing update to the entirety of River Road.
- 6.5.5 Work with the City to implement the Vision Zero Action Plan and with the County to implement the County Transportation Safety Action Plan.
- 6.5.6 Make exits off NW Expressway safer.

Accessibility

6.6 Regional transportation network

Provide convenient access to a pedestrian/bicycle/vehicle network throughout the River Road/Santa Clara region.

- 6.6.1 Provide bike lanes along all major collectors.
- 6.6.2 Separate vehicle traffic from other non-vehicle traffic and pedestrians along River Road and other major arterials.
- 6.6.3 Create bike/pedestrian paths to give access to the Willamette River in Santa Clara to connect them to the rest of the path system throughout the city.
- 6.6.4 Build a pedestrian/bicycle bridge over Beltline near NEHS connecting the River Road and Santa Clara communities.
- 6.6.5 Increase walkability to local businesses and schools.
- 6.6.6 Complete the connection of the West Bank Bike Path to Santa Clara, along the west edge of Knife River property to the UGB.

6.7 Regional transit system

Ensure equitable and accessible transit service throughout River Road and Santa Clara.

- 6.7.1 Provide timely schedules for public transportation systems that are responsive to residents' needs.
- 6.7.2 Provide increased access to transit for people with disabilities.

Efficiency

6.8 Northwest Expressway

Increase use of Northwest Expressway for through traffic.

- 6.8.1 Encourage traffic to reroute to NW Expressway through signs on major corridors.
- 6.8.2 Increase the number of lanes on NW Expressway if needed to accommodate increased traffic.
- 6.8.3 Redesign exit to NW Expressway near Chambers instead of having to turn from River Road.

6.9 Access to the rest of the City of Eugene

Provide new and/or expanded access to the rest of the city.

- 6.9.1 Study additional potential access routes in addition to Beltline, River Road and NW Expressway.
- 6.9.2 Improve Beltline area interchange.
- 6.9.3 Support the Beltline Facility Plan which calls for a new multimodal local arterial bridge over the Willamette River north of Beltline.

6.10 Future Transportation needs

Analyze the long term transportation needs for the River Road/Santa Clara area.

- 6.10.1 Conduct a “long term transportation needs analysis” for all major and minor arterial streets and connectors.
- 6.10.2 Conduct a “long term transportation needs analysis” that addresses the transportation needs/desires of the current and future residents of the area.
- 6.10.3 Propose low carbon transportation options to local residents.

6.11 LTD Transit System

Promote an efficient LTD transit system. (Align transit services with community needs)

- 6.11.1 Modify/update LTD routes based on current and future studies/needs.
- 6.11.2 Consider “pull-out” stops on all major arterials where safety is not an issue.
- 6.11.3 Increase the number of wheelchair opportunities.
- 6.11.4 Consider more park and rides to encourage the use of public transit and bicycles.
- 6.11.5 Provide transit signal priority.

6.12 Future Parking needs

Provide parking consistent with the needs of future vehicles and future developments.

- 6.12.1 Provide off-street parking according to the land use codes, including areas of specific reductions, and request parking exempt areas if needed.
- 6.12.2 Plan for future reductions in parking needs due to increased shared use of autonomous vehicles.

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

7.1 Stormwater Conveyances

Enhance natural stormwater conveyances for improved function

- 7.1.1 Determine extent of surface waterway drainage system necessary for stormwater functions
- 7.1.2 Identify, protect and enhance waterways that are not currently protected
- 7.1.3 Prioritize natural infrastructure in all situations
- 7.1.4 Enhance natural infrastructure of publicly owned stormwater waterways through selective revegetation with native plants
- 7.1.5 Create a program of tax incentives for private landowners of recognized stormwater conveyances who create long term natural infrastructure improvements.
- 7.1.6 Create a program to freely provide native plants for waterway revegetation to private landowners of stormwater conveyances
- 7.1.7 Incentivize maximal use of pervious surfaces in all development

7.2 Habitat Corridors

Create new and enhance existing habitat corridors throughout River Road and Santa Clara

- 7.2.1 Map existing habitat corridors and identify gaps in their connectivity
- 7.2.2 Create habitat connectivity through purchase of land and providing education to owners of privately held pieces
- 7.2.3 Promote an ethic of neighborhood pride around enhancing habitat corridors to encourage private landowners to join the effort.
- 7.2.4 Catalog present day baseline of species diversity

7.3 Natural Areas

Provide natural areas accessible by walking for all residents

- 7.3.1 Plan for all neighborhood parks to include natural areas
- 7.3.2 Minimize light pollution in natural areas through better lighting fixtures and more sensitive placement of them in parks.

7.4 Education

Educate public about the interconnectedness of function and safety in natural stormwater system

- 7.4.1 Teach appropriate vegetative management in waterways through information sharing, demonstrations, and volunteer opportunities on proximate waterways
- 7.4.2 Encourage and enable planting more trees through education of the value of mature tree canopy for multiple benefits of air quality, water quality, habitat, water temperature control, stormwater uptake and ambient temperature control

- 7.4.3 Teach value of “function stacking” in relation to waterways (better vegetation=better habitat=better water quality outcomes=better flood control)

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

8.1 Access to Parks

Ensure all residents have access to parks or open space within walking distance

- 8.1.1 Continue to acquire neighborhood park spaces within ½ mile of all residents.
- 8.1.2 Continue to develop, with neighborhood input, neighborhood parks already in park inventory, but currently lack amenities
- 8.1.3 Include natural areas as part of neighborhood parks
- 8.1.4 Create walking paths through natural areas
- 8.1.5 Purchase and develop an urban plaza for residents, perhaps at new Lane Transit District transfer station site

8.2 Connectivity

Create connectivity between parks, natural areas and open spaces

- 8.2.1 Identify possible connective pathways between parks and open spaces and pursue opportunities for purchase of land, easements, or other agreements for connectivity
- 8.2.2 Resume discussions with Delta Sand and Gravel, Lane County and the City of Eugene to advance the multi-use path from Division to Admiral Street
- 8.2.3 Continue to explore options for longer term vision of riverfront path from Beltline northward
- 8.2.4 Work with rural residents to craft a vision for a greenbelt/agricultural parkway using existing paths, streets, and pedestrian ways to create a way through and around Santa Clara for alternative transportation

8.3 Recreational Opportunities and Community Centers

Develop recreational opportunities commensurate with other neighborhoods

- 8.3.1 Work with the City of Eugene to preserve Santa Clara Schoolhouse on Community park property for use by Santa Clara residents.
- 8.3.2 Promote the creation of a community center in Santa Clara
- 8.3.3 Ensure stable funding of community center to provide service and programming equivalent to River Road Park and Recreation District
- 8.3.4 Research best practices for development of River Road /Santa Clara parks and recreation facilities.
- 8.3.5 Review cities with state of the art facilities who have similar populations and demographics and employ some of their strategies
- 8.3.6 Ensure programming for all ages and abilities of residents

Goal 9: Ensure the Willamette River is a vital and accessible part of the neighborhoods.

9.1 Willamette Greenway Preservation

Prohibit commercial or residential development along the river's edge for a distance of 100 (XXX) inland, an area known as the river greenway.

- 9.1.1 Determine river's edge as the average high/low water mark over the last five years.
- 9.1.2 Allow the minimum development for the purpose of enhancing public experience of the river
- 9.1.3 Find stable funding for maintenance without the use of pesticides or herbicides
- 9.1.4 Enhance greenway as a riparian corridor characterized by wildlife, vegetation and open space
- 9.1.5 Implement a volunteer program to be actively involved in clean up, safety and education
- 9.1.6 Continue the west bank multi use path northward through Santa Clara and beyond
- 9.1.7 Enlarge the greenway where necessary for enhanced natural preservation
- 9.1.8 Support plantings of fruit and nut trees along river path

9.2 Safe and frequent access

Provide safe and frequent access to the river for non-vehicular users

- 9.2.1 Create access to the path from the neighborhoods approximately every 5 blocks
- 9.2.2 Install motion activated lighting along pathway
- 9.2.3 Install emergency call boxes along pathway
- 9.2.4 Explore methods for providing more frequent police patrolling of pathway
- 9.2.5 Build path in manner that provides a smooth travel surface
- 9.2.6 Create a mechanism by which travelers can voluntarily contribute funds for the pathway (i.e. fee boxes)
- 9.2.7 Support development of access paths/trails from river path to businesses on river road.

9.3 Public Ownership

Promote public ownership of lands adjacent to the Willamette River

- 9.3.1 Develop a long range plan for uses along the Willamette River
- 9.3.2 Work with Delta Sand and Gravel to transfer ownership or easement to City of Eugene and/or Lane County
- 9.3.3 Partner with local river conservation/preservation groups to meet goals
- 9.3.4 Promote volunteer work parties along the river greenway through participation incentives

- 9.3.5 Create an interactive web page promoting the riverine opportunities in the River Road and Santa Clara neighborhoods

9.4 Recreational Uses

Promote recreational uses along the river's edge

- 9.4.1 Improve access to and function of boat ramp under Beltline overpass
- 9.4.2 Consider fees for use of boat ramps
- 9.4.3 Develop more canoe/kayak access points along the river's edge
- 9.4.4 Promote recreational programming along the river's edge to include, but not be limited to: food or produce market, music/theatre events, running and/or biking events, fishing and/or fishing education, wading access and weekend docents
- 9.4.5 Create intermittent informational displays along the river highlighting the history, geology and ecology of the river
- 9.4.6 Install more benches along the path

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

10.1 Agricultural Land Preservation outside the UGB

Preserve high value, class 1 and 2, farmland outside the UGB

- 10.1.1 Incorporate agricultural land preservation into all long range planning at municipal and county levels
- 10.1.2 Recognize prime agricultural land (as defined by USDA soils survey) as an invaluable resource that should be protected for future generations
- 10.1.3 Empower county to adopt agricultural zoning ordinances to limit non-agricultural development to densities, uses, and development patterns consistent with the continuation of agriculture
- 10.1.4 Create and fund a farmland preservation program centered around transfer of development rights and conservation easements
- 10.1.5 Protect, from development, smaller farms (10 acres and less) that provide the buffer between EFU zoned land and land within the UGB
- 10.1.6 Pursue creation of land classification that permanently protects prime farmland adjacent to the UGB i.e. rural reserves

10.2 Open Space Preservation

Promote a network of publicly and privately owned open space

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

10.3 Agricultural Enterprises within the UGB

Promote agricultural enterprises within the UGB

- 10.3.1 Create small scale urban agricultural enterprise zoning (i.e. tax incentive for land in UGB used for food production)
- 10.3.2 Allow property owners who control more than ½ acre of undeveloped land to apply for and receive a property tax credit for that portion of land specifically dedicated to small scale commercial agricultural food production.
- 10.3.3 Amend zoning to explicitly allow the vending of farm produce at the address where it was produced.
- 10.3.4 Facilitate and encourage conversion of open space on church properties to food production. Encourage churches to de-pave oversized parking areas and replace with agriculture, rain gardens and native plants.

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

11.1 Data Based Planning

Ensure decisions and future policy direction are based on available information and analysis.

- 11.1.1 Support data-based decisions for infill, redevelopment, and green field opportunities for addressing the needs of development.
- 11.1.2 Identify incompatible zoning and inappropriate zoning adjacencies and rezone to make them compatible (901,915& 925 Park on zoning map as I-2 error?)
- 11.1.3 Work collaboratively with government agencies to identify appropriate uses for government owned properties in our neighborhoods with an eye to encouraging desirable uses such as innovative demonstration projects for public-private partnerships to produce innovative housing solutions.
- 11.1.4 Use data to designate housing lots based on housing that can be accommodated on the corridor, on major roads, and in existing single family areas. Use the anticipated need to accommodate 3,000 additional residents (our portion of the 20 year housing need from current estimates from adopted policies) as the benchmark need. Use scalable housing types as applicable for each of these three areas during analysis.
- 11.1.5 At five year intervals after adoption of this plan, measure the effectiveness of policies and actions established in this plan. Utilize the results to review the document and adopt revisions to achieve those policies and actions that are still applicable.

11.2 River Road/Santa Clara Land Use Provisions

Adopt River Road/Santa Clara Land Use provisions that can provide a potential template for use in other neighborhoods or for city-wide changes.

- 11.2.1 Utilize a special area zone(s) or an overlay zone(s) to implement land use for the River Road and Santa Clara Neighborhood that possess distinctive characteristics that have significance for the community and require special consideration or implementation of conservation and development measures that cannot be achieved through application of the standard base zones.
- 11.2.2 Utilize Subareas in the plan as appropriate to adapt land use policies for smaller areas within the overlay zone that have unique development needs and therefore different standards for development.
- 11.2.3 Ameliorate the effect of increased density and infill by providing both a clear and objective design path and discretionary path with standards and design review processes.

11.3 Effective Public Process

Encourage effective collaboration between developers and neighbors.

- 11.3.1 Adopt a new process that requires developers to communicate with the RR or SC community at the time of predevelopment conference with City Planning Staff. The process shall be the same as the current Chapter 9.7007 Neighborhood/Applicant Meetings process but shall also include proposed zone changes and Willamette Greenway Permits. Upon notification of a private development allow a month for the community to respond with concerns and prioritized design recommendations. The developer must show in the completed application how the major concerns are addressed or mitigated in the plan prior to acceptance of the application.
- 11.3.2 Adopt a corresponding set of design guidelines to be utilized during the process outlined in 11.3.1 or in a voluntary design review process for multi-family and commercial developments and for infill development. Include principles where appropriate that:
- Define the neighborhood through consistent and attractive building forms
 - Minimize impacts of new development to existing residential uses
 - Create a clear transition from public to private space along residential streets
 - Use building form transitions to blend between business and living sections of the neighborhood
 - Create gradual transitions from buildings and uses of greater intensity and volume to lesser intensity and volume
 - Provide a safe and attractive public realm for all users, both day and night
 - Promote best practices for parking and access to residential buildings
 - Provide for a safe and inviting street character
 - Promote a safe and livable character throughout residential neighborhoods
 - Activate the street front at new commercial buildings and promote active street fronts at existing commercial buildings. To support this, codes and guidelines may emphasize active frontages with minimum number of driveways, large window openings facing the street, street side cafes, frequency of entrances, and upper level office or residential uses.
 - Create a hierarchy of public and semi-public spaces that
 - Maximize light, sun, seasonal shade and available views
 - Maximize visibility between public and semi-public spaces
 - Provide some buffer or separation from busy streets
 - Promote sustainable practices throughout the neighborhood
 - Provide shared parking options that promote business and support walking between businesses
 - Minimize visual impacts of parking while maintaining an adequate parking inventory
 - Promote best practices for parking and access to residential buildings.

11.4 Well Designed Buildings

Ensure that building design and construction create a lasting addition to the built environment and contribute positively to the public realm.

- 11.4.1 Develop regulations and guidelines that encourage creative design solutions for transitions between varying intensities of building types and land uses.
- 11.4.2 Require new buildings to be well-designed, retain open space, and provide aesthetic transitions between uses and zones.

11.5 Form Based Code

Ensure compatible land uses through form based land use code standards aimed at supporting the goals and policies of the River Road Santa Clara Neighborhood plan, including infill that maintains neighborhood character, height limits, setbacks, relationship to the street, parking configuration and other critical features.

11.6 Use Lower River Road Concept Plan

Review and where appropriate implement the Land Use and Development Concepts of the Lower River Road Concept Plan

11.7 Well Designed Public Space

Use well-designed public space to support the goals and policies of the neighborhood plan and other applicable City and State-wide goals.

- 11.7.1 Identify and develop public spaces for community gardens.
- 11.7.2 Establish a network of green streets and public spaces.
- 11.7.3 Identify commercial spaces that could be activated to serve a public function.
- 11.7.4 Provide clear “entry points” to the River Road neighborhood, identifying it as the “River and Garden District.”

11.8 Green and Resilient Residential Properties

Encourage actions on residential and business properties that enhance food, water, energy and social production on site. Examples:

- Edible Landscaping
- Grass to garden
- Storm water management
 - Rain water catchment
 - Swales
- De-pave excess impermeable surfaces
- Remodel garage into living space
- Retrofit appropriate residential and business locations for passive solar retrofits.

- 11.8.1 Identify food producing trees and shrubs that can be included in the city's “menu” of acceptable landscaping plants. Reference Olympia, Washington's plant lists

for public property. Identify a citizen's committee to work with the city to identify acceptable plants.

11.8.2 Provide incentives to increase residential tree canopy.

Goal 12: Ensure future housing addresses the needs of the community

12.1 Compatible Infill

Allow for residential infill development at compatible scales using a variety of housing types for appropriate density to lower costs and provide needed housing.

- 12.1.1 Review existing policy, programs and regulations to identify and remove land use code and financial barriers to innovative and creative housing options without requiring a subdivision. Examples:
 - Rowhouses/Townhouses
 - Cluster Subdivisions
 - Duplexes
 - Triplexes
 - Fourplexes
 - Courtyard housing
 - Live/work housing
 - Mixed use housing
 - Accessory Dwelling Units
 - Tiny Houses
- 12.1.2 Create a spatially based dispersal policy for housing types that results in appropriate spacing of creative housing types to limit excessive conversion of single family to other types of housing.
- 12.1.3 Provide incentives to encourage a mix of compatible housing types that meet the diverse economic needs of our community.
- 12.1.4 Adopt flexible code that allows infill opportunities that are more compatible to adjacent neighbors than the typically current flag lots.
- 12.1.5 Create an architecture review board to promote, review and recommend architecture that is compatible with the existing neighborhood character and needs, and which meet good design principles.

12.2 Equitable, Affordable Housing

Ensure that affordable housing is available and dispersed throughout the River Road/Santa Clara neighborhoods.

- 12.2.1 Develop strategies and tools to create and preserve rental and owner-occupied affordable housing and housing affordability throughout the area. Identify and implement investment strategies that expand and maximize local, regional, state and federal affordable housing resources, partnerships and tools.
- 12.2.2 Enact code amendments to require that housing developments that meet a defined threshold designate a portion of the development be low income housing.

12.3 Agricultural Worker Housing

Support limited worker owned housing needed for agricultural workers outside the UGB and inside the neighborhood boundaries, without nullifying the agricultural land tax deferral.

12.3.1 The formula for assessment of maximum density is as follows. The cluster housing footprint must not exceed 10% parcel acreage. This would include community shared buildings but not agricultural out buildings. It should be in one contiguous area, but could be 2 proximate areas if land use would be better served due to a limiting land feature. The maximum number of residential dwellings would be 25% of acreage ie 20 acres-5 residential homes on 2 acres.

12.4 Collaboration.

Utilize creative tools that facilitate collaborative planning efforts between the neighborhood, city, and county.

12.4.1 Block Planning Enable block planning, facilitate public awareness about its benefits of block planning and provide staff expertise to help develop and assist public interest in block planning.

12.4.2 Opportunity Siting Utilize Opportunity Siting to develop innovative projects that are supported by a developer and the Neighborhood Association that wouldn't otherwise meet existing code standards.

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

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

13.1. Key Areas for Development

Support appropriate development and redevelopment along the River Road corridor.

- 13.1.1 Use language similar to the Lower River Road Concept plan as informed by the FTA TOD study to designate key areas for residential and commercial/mixed-use development at appropriate density and scale along the River Road corridor and minor arterials in the River Road and Santa Clara Neighborhoods.
- 13.1.2 Follow the commercial residential and mixed use recommendations provided by the Lower River Road Concept of 2009 with the exception of the R-1, small lot, recommendations. Small lot recommendations will be 14 units per acre either detached or attached in clusters of 3 or less units to provide the opportunity for cluster subdivisions that provide open community space.
- 13.1.3 In addition to the commercial, residential and mixed use areas identified by Lower River Road concept plan of 2009, identify other areas appropriate for Mixed Use, Commercial, and Residential development/redevelopment along the River Road corridor and other minor arterials. Once these areas are identified, use the Lower River Road Concept plan recommendations for each area with the exception of the R-1 small lot recommendations. Small lot recommendations will be 14 units per acre either detached or attached in clusters of 3 or less units to provide the opportunity for cluster subdivisions that provide open community space.
- 13.1.4 Limit size and scale of commercial development outside of area along River Road immediately north of Beltline. Reduce the current maximum size of retail uses permitted (50,000 square feet) to assure that retail facilities are small and neighborhood focused.
 - Reduce the maximum height for C-2 development significantly lower than 120 feet.
 - Develop incentives for public benefits, mixed uses, etc. if larger retail uses are proposed.
 - Concentrate mixed use low-rise and mid-rise and multi-tenant commercial development types along River Road.
 - Allow developments of 4-6 stories in designated nodes along River Road as long as public amenities are provided by the developer.
- 13.1.5 Provide additional opportunities for multifamily housing along the River Road corridor using mixed use-development whenever possible as needed to meet the Neighborhoods share of multifamily housing identified in Envision Eugene.

13.2 Redevelopment Opportunities

Encourage areas along the corridor that could be rezoned to allow redevelopment that would better serve the needs of the neighborhood.

- 13.2.1 Identify thriving commercial areas with synergistic businesses that can be redesigned to accommodate public functions. Example: public plaza surrounded by businesses
- 13.2.2 Provide incentives and assistance for owners willing to repurpose large commercial developments with "substantial" amounts of current underutilized parking to 4 - 5 story mixed use buildings - commercial and residential - and public pedestrian space.
- 13.2.3 Strive for construction that meets higher sustainability standards such as: solar panels, rain catchment, natural lighting, edible landscaping, and other LEED attributes. For example, Santa Clara Square could contain a number of redevelopment features similar to Oakway Center such as pedestrian areas. Additional sites to consider – Grocery Outlet area and directly across River Road, Hilliard and River Road, Maxwell and Park, McClure and River Road, Lower River Road. Also appropriate locations in Santa Clara. See diagram in Glossary.
- 13.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street and within shopping areas.

13.3. 20-minute neighborhoods

Support walkable neighborhoods where people can meet most of their daily needs within a 20-minute walk.

- 13.3.1 Review current zoning and modify to increase access to services while maintaining neighborhood character.
- 13.3.2 For arterials in the plan area, update the Arterial and Collector Street Plan to include further refinement of recommendations for street design and character of specific elements, such as street lighting, furnishings, materials and trees.
- 13.3.3 Provide safe infrastructure for bikes and pedestrians.
- 13.3.4 Promote businesses that meet daily shopping needs.
- 13.3.5 Design sufficient residential density to support those businesses.
- 13.3.6 Evaluate current commercial standards and where appropriate revise them to facilitate non-automobile forms of access and utilization.
- 13.3.7 Reduce number of vehicular accesses to River Road by businesses by using shared driveways or existing side street accesses.
- 13.3.8 Enable more shared parking among adjacent businesses and reclaim unneeded spaces for other pedestrian uses.
- 13.3.9 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, pedestrian shelters, sidewalk cafes, and other elements of active pedestrian areas.
- 13.3.10 Coordinate with Lane Transit District to ensure that the design of new buildings supports transit operations.

- 13.3.11 Encourage permitted commercial uses that are compatible in scale with the neighborhood and reflect neighborhood preferences. (From Lower River Road Concept Plan).
- 13.3.12 Identify areas appropriate for food carts and ensure land use code facilitates their siting.

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

14.1 Compatible Design Transitions

Ensure adequate privacy restrictions for all new developments abutting residentially zoned properties.

- 14.1.1 Site missing middle zoning between single-family and both multifamily and C-2 zoning. Minimize land use conflict by adding code requirements that adjoining low density and higher-density residential land are designed to be more compatible, as well as between residential and non-residential uses.
- 14.1.2 New developments are required to have a setback in 15 foot increments from the property line for each additional story above the lowest house on each adjacent property line. With the exception of commercial adjacent to commercial. For example, a three story multi-family building with a property line that is adjacent to a single story houses would be required to have a 30 foot setback from the property line where the existing neighboring housing is one story.
- 14.1.3 Prohibit upper story balconies on housing walls that abut R-1 rear yards unless the buildings are at least 50 feet from the property line.

14.2 Neighborhood Compatibility

Retain neighborhood compatibility.

- 14.2.1 Reduce Neighborhood noise by establishing railway quiet zones for the crossings at Irving Road and Irvington Drive.
- 14.2.2 Prohibit further gated communities by restricting the creation of new private roads.
- 14.2.3 Identify and inventory structures and other landmarks of historical or architectural significance and make recommendations for their preservation.
- 14.2.4 Encourage green development through incentives and education programs for River Road and Santa Clara.

14.3 Willamette River Compatibility

Ensure compatible development along the Willamette River.

- 14.3.1 Allow lower density residential types like cluster, row-houses and garden apartments fronting the Willamette Greenway and parks.
- 14.3.2 Limit heights of developments fronting the Willamette Greenway to 2-3 stories.
- 14.3.3 Provide Willamette River Greenway protections that include clear and objective standards for development that lies within the greenway boundaries.
- 14.3.4 Approve changes, such as reductions, to SDC's and/or provide tax credits to support preservation of the Willamette River Greenway via conservation easements.

Goal 15: Ensure our community is welcoming and inclusive.

15.1 Community Organizations

Promote and integrate a welcoming and inclusive approach in the work of the Community Organizations.

OR

Implement actions that will result in increased social and organizational opportunities for non English-speakers to participate

- 15.1.1 Promote and expand on the welcoming and inclusive nature of the Community Organizations.
- 15.1.2 Support bilingual events and outreach
- 15.1.3 Partner with cultural inclusivity organizations and events
- 15.1.4 Celebrate and recognize contemporary and historic contributions of diverse communities to the development and vitality of Santa Clara and River Road

15.2 Housing Affordability

Increase affordable housing opportunities in the neighborhoods

15.3 Homelessness

Create housing and social opportunities for people experiencing homelessness

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

16.1 Community Outreach Capacity

Enhance RRCO and SCCO communication and outreach capabilities to the neighborhoods

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

16.2 Community Information Exchange

Focus outreach to build relationships by having RRCO and SCCO, in collaboration with City and County, establish a joint-neighborhood resource and information-sharing group - with the mission of building community interconnectedness, motivating economic development and promoting neighborhood values

16.3 Gathering and Learning Spaces

Increase total number and diversity of open-access community gathering, sharing and learning spaces

- 16.3.1 Define centers and/or gathering places that are available for all RR/SC neighbors to use or attend.
- 16.3.2 Work with Eugene SD to use facilities to provide learning opportunities for all RR/SC adults.
- 16.3.3 Identify locations and create community gardens for neighbors in RR/SC.
- 16.3.4 Gather and share information about services available and communicate them to RR/SC neighbors.
- 16.3.5 Create opportunities and locations for public art and murals on businesses
- 16.3.6 Collaborate with developers along the riverfront to include public use areas.

16.4 Neighborhood projects

Increase and sustain community empowerment to improve safety and engagement in our neighborhood

- 16.4.1 Neighborhood Action website
- 16.4.2 Create an action team to restore Flat Creek drainage areas
- 16.4.3 Empower neighbors to paint murals on intersections
- 16.4.4 Use and promote matching grant funds to improve shared spaces that are not maintained by city or county

16.5 Walkable Neighborhoods

Create innovative incentives for the development of walkable neighborhoods within RR/SC area that meet daily needs

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

16.6 Resilience Networks

Empower neighbors to build small scale resilience networks

- 16.6.1 Develop a mapping system for neighbors to identify their resources and neighbors in need. Publish ideas for community building activities and empower neighborhood associations to broaden their outreach
- 16.6.2 Map and connect CERT trained community members and support resilience-focused gatherings
- 16.6.3 Partner with existing tool lending library program to explore an expansion into our neighborhoods.

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

17.1 Address Confusion

Ensure residents are educated about their service providers so there is clarity about which agencies provide their services and how to communicate with them.

- 17.1.1 Educate residents about what agencies are serving them and how they are funded.
- 17.1.2 Publish and make available a compendium of service agencies in River Road and Santa Clara and their contact information.
- 17.1.3 Create and publicize a single office that residents could use as a resource when they have questions or concerns vis-à-vis their available public services.

17.2 Essential Services

Provide a seamless transition of essential public services (safety, water, fire) as amalgamation of service providers takes place.

- 17.2.1 Review current service provision and adopt a plan of action that addresses coordination, improvement and transition of services as River Road and Santa Clara neighborhoods evolve.
- 17.2.2 Make this planning process transparent by involving the community in the formulation of these plans
- 17.2.3 Review services as they currently exist and ascertain what public services are missing or deficient; and create a path to mitigating these deficiencies.
- 17.2.4 As services are amalgamated, adjust current boundaries of service districts to assure that residents, especially those who are currently outside the UGB, continue to be served.
- 17.2.5 Prioritize provision of comprehensive public safety services and develop strategies for unified administration of those services.

17.3 Non-essential Services

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

- 17.3.1 Provide a comprehensive and park and recreation system with sustainable funding to include all of River Road and Santa Clara commensurate with the services currently provided by the River Road Park and Recreation District.
- 17.3.2 Investigate the feasibility of creating a larger, regional park and recreation district which would assure dedicated and sustainable funding for parks and recreation.
- 17.3.3 Research how consistent and sustainable library services can be provided to the entirety of River Road Santa Clara residents.
- 17.3.4 Create and fund a tool to facilitate and incentivize artistic initiatives that benefit the River Road, Santa Clara community.
- 17.3.5 Encourage the creation of a clearing house for networking artistic resources.

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

18.1 Green Infrastructure

Promote the creation of green infrastructure

- 18.1.1 Develop green infrastructure guidelines and standards for River Road Santa Clara
- 18.1.2 Create a review process for new and existing infrastructure upgrades that implements the green infrastructure guidelines

18.2 Resilient Infrastructure

Build redundancy into critical infrastructure

- 18.2.1 Assess existing critical infrastructure such as streets, electrical grid, stormwater system, etc. to determine key weaknesses in the event of a natural disaster
- 18.2.2 Develop a prioritized list of projects based on infrastructure assessment
- 18.2.3 Provide redundant solutions to those projects to improve survival rates from disasters

18.3 Food Production

Increase home and neighborhood food production

- 18.3.1 Promote development of community gardens, greenhouses and composting areas within 1 mile of each home
- 18.3.2 Encourage development of community food sharing/food swapping systems
- 18.3.3 Allow gardening between sidewalk and curb
- 18.3.4 Permit vending of home grown food on site
- 18.3.5 Create list of approved edible landscaping plants for parks, schools, and other places
- 18.3.6 Promote concept of edible landscaping for personal and community benefit
- 18.3.7 Encourage organic, pollinator-friendly farming/gardening practices

18.4 Renewable Resources and Energy

Promote renewable resources and energy conservation to decrease reliance on public utility grid

- 18.4.1 Encourage rainwater catchment
- 18.4.2 Investigate possibility of incentives for installing rainwater catchment
- 18.4.3 Incentivize passive solar retrofits by creating performance criteria for reduced inspection fees.
- 18.4.4 Promote utility incentives for energy conservation programs
- 18.4.5 Encourage infiltration of all residential stormwater

18.5 Super Neighborhoods

Add Block Planning to the Neighborhood Planning Tool Kit

- 18.5.1 Reduce minimum size of a block plan to increase use by residents
- 18.5.2 Incentivize block planning by reducing SDC's and other fees

18.6 Neighborhood-wide Emergency Preparedness

Educate and prepare for natural disasters.

- 18.6.1 Provide subsidized Community Emergency Response Team (CERT) training on a regular basis
- 18.6.2 Map CERT trained individuals to ensure geographic distribution in neighborhood
- 18.6.3 Create listing of individuals willing to share skills/resources in the event of a disaster
- 18.6.4 Identify locations for strategically placed emergency wells throughout the community and install hand pumps.
- 18.6.5 Provide emergency water purification systems at well sites
- 18.6.6 Encourage the identification of most vulnerable residents
- 18.6.7 Establish emergency food and water supplies

Relevant Definitions

Resilience: Resilience refers to a community's ability to anticipate, absorb, adapt to, and recover from social, economic, and environmental disruptions. Resilient communities not only respond to and bounce back from disruptions quickly, but they also use the possibility as a catalyst for growth.

Natural Hazard Mitigation: Permanently reducing or alleviating the losses of life, property and injury resulting from natural hazards through long and short-term strategies.

Block Planning: Planning entire city blocks with their own set of consistent regulations, instead of developing lots in isolation from each other.

- See: <https://www.suburbanpermaculture.org/block-planning.html>

Public Services: A service provided by the government to members of the community; examples include ambulance, fire, police, library, recreation, and schools.

Community Development Corporation: Non-profit organizations designed to revitalize or strengthen communities. They are not government entities and work on a range of issues such as affordable housing, economic development, and community health.

Tax Increment Financing (TIF): A financing tool for local governments to set aside property taxes generated from new businesses and development in a specific area, used to pay for infrastructure needed in that area. (Definition used by City of Hillsboro, Oregon)

System Development Charges (SDCs): Also known as “impact fees,” these are the charges levied by local governments to pay for the incremental demand for service associated with development. When a building is built, it requires sewer, water, and transportation services. Users of the building also create a demand for parks. All of these increased demands on our public systems are paid for through SDCs.

Conservation Easements: A conservation easement is a voluntary legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values.

Block Planning: A block plan is an agreement among residents and property owners of a city block, nearby neighbors, along with city/county to redevelop the block in agreed upon ways over an agreed upon period of time. Changes to the block can be performance permitted regarding building design, parking, traffic, storm water, solar, set backs, site use, agriculture and other features.

Infill: refers to the development of vacant and partially vacant parcels within previously built areas. These areas are already served by public infrastructure, such as transportation, water, wastewater, and other utilities.

Green Development: Green development is a development concept that carefully considers social and environmental impacts of development. It is defined by three sub-categories: environmental responsiveness, resource efficiency, and community and cultural sensitivity.

Green Streets: A green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.

Form Based Code: A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

20-Minute Neighborhoods: Walkable environments that provide convenient, safe, pedestrian focused access to every-day needs. Services such as transit, work, school, food, shopping, parks, and public spaces for social activities are all located within a 20-minute journey.

Sloping Setback: Set back is calculated based on height, sloping away from the property line as the building grows in height.

Opportunity Siting: A City of Eugene planning effort with the stated goals of 1) Creating a planning process for finding specific sites that can feasibly accommodate high-density residential development that is compatible with and has the support of nearby residents and 2) Facilitating development on those sites. (Definition used by Climate Energy and Action Plan)

Natural infrastructure: Open waterways drainage system and the characteristics of it that provide or assist in providing beneficial stormwater functions such as: storm conveyance, flood storage, water quality preservation or treatment, aquatic and riparian habitat, water temperature controls

Natural Stormwater Conveyances: Any of the ditches, sloughs, waterways or channels that collect and transport stormwater through our neighborhoods

Greenfield: A parcel that is undeveloped except for agricultural available for development.

Missing Middle Housing: A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. 'Missing Middle' Housing provides more housing choices.