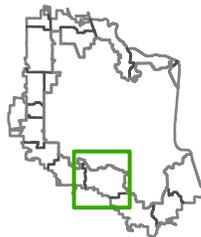


- Initial Urban Reserves Draft Study Area
- Urban Reserves Draft Suitable Subareas

- Committed Lands
- Protected Lands
- Lands Potentially Suitable for Urban Reserves
- Lands Unsuitable for Urban Reserves



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

Map created November 2019 by City of Eugene Planning Division.

For additional information, visit www.eugene-or.gov/UrbanReserves

0.3 Miles



Summary

Draft Suitability Analysis Crest/Chambers Subarea

Area Potentially Suitable for Urban Reserves Designation

	Crest/Chambers -- NE area, adjacent to UGB, around Lorane Hwy and Blanton Rd (see map)	Positive	Mixed	Negative
1.	Efficient accommodation of identified land needs		✓	
2.	Orderly and economic provision of public facilities and services			✓
3. (a)	Environmental Consequences		✓	
(b)	Energy Consequences		✓	
(c)	Economic Consequences		✓	
(d)	Social Consequences		✓	
4.	Compatibility with nearby ag and forest activities	✓		

Total developable land potentially suitable for Urban Reserves Designation = **865 acres**

Total potential residential capacity = **2,521 dwelling units**

Average residential capacity = **2.91 dwelling units per acre**

Not Moving Forward for Urban Reserves Designation

	Crest/Chambers -- SW area (see map)	Positive	Mixed	Negative
1.	Efficient accommodation of identified land needs:			✓
2.	Orderly and economic provision of public facilities and services:			✓
3. (a)	Environmental Consequences:			✓
(b)	Energy Consequences:			✓
(c)	Economic Consequences:			✓
(d)	Social Consequences:			✓
4.	Compatibility with nearby ag and forest activities	✓		

Total developable land not moving forward = **430 acres**

Subarea summary data:

Developable land within .25 miles of the UGB = **655 acres**

Tax lots with a predominant slope classification of 0-5 percent = **5 percent**

Tax lots with a predominant slope classification of > 5 percent = **95 percent**

Average residential capacity = **2.79 dwelling units per buildable acre**

Crest/Chambers Subarea Draft Suitability Analysis

Background

Location: The Crest/Chambers subarea is located to the south of Eugene adjacent to the UGB. It includes land on both sides of Crest Drive, Loraine Highway and Blanton Road. The Crest/Chambers study area from the 2012 UGB expansion analysis is in this area.

Existing Land Uses: Of the 2,381 acres in this subarea, 1,302, or 55 percent, are considered developable. City parkland is plentiful; the 250-acre Wild Iris Ridge, the 193-acre South Eugene Meadows, and two smaller Ridgeline Trail properties account for most of the Committed land in this subarea. There are also two Bonneville Power Administration easements.

The subarea contains a mix of developable land: 289 acres are Priority 1 Exception Areas; 312 acres are Priority 2 Marginal Lands; 274 acres are Priority 3 Agricultural Lands; and 416 acres are Priority 3 Forest Lands. Most of the land immediately adjacent to the UGB is Priority 1 and 2 land, as shown on the Priority Land Classification map. Five large parcels of mostly Priority 2 land totaling 272 developable acres are owned by the same property owner. They are adjacent to or near the UGB.

Constraints: Thirty-nine percent of the subarea is categorized as Protected or Committed land. Twenty four percent of the subarea contains steep slopes greater than 30 percent which are categorized as hazard areas. Other protected land includes DOGAMI-identified high-risk landslide hazard areas and wetlands identified on the National Wetlands Inventory.

Surrounding Land Uses: At the north and east edge of the subarea, immediately adjacent to the UGB, is existing residential development in the Churchill Areas Neighbors and Southwest Hills Neighborhood Associations. Residential development or city-owned open space extends to the edge of the UGB adjacent to the subarea. There are a few dead-ends / potential future right of way connections from the neighborhoods to the adjacent undeveloped and partially vacant properties in the subarea. The main right-of-way connections include Chambers Street, Crest Drive, and Blanton Road. The former Crest Elementary School, still owned by School District 4J, is at the corner of Storey and Crest Drives, and is accessible to the subarea.

Land beyond the study subarea is primarily agricultural and forest. East and west of the subarea are the Bailey/Gimpl Hill and South Willamette/Fox Hollow study areas.

Identify developable land that would be “suitable” for urban reserves

OAR 660-021-0030(2) states that “[i]nclusion of land within an urban reserve shall be based upon the [four] locational factors of Goal 14 (numbered below) and a demonstration that there are no reasonable alternatives that will require less, or have less effect upon, resource land.” Following is an evaluation of the developable land in the Crest/Chambers subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The Crest subarea includes a significant amount of developable land adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map. In total, there are 633 developable acres with a portion of their tax lot within .25 miles of the UGB.

Developable land capacity: In the entire subarea there are 1,302 developable acres: 764 partially vacant and 537 undeveloped. According to the residential capacity analysis as potentially suitable for urbanization. The full subarea has capacity for 3,636 dwelling units. The subarea’s average capacity is low, at 2.79 dwelling units/developable acres.

Residential need: Only a portion of the Crest/Chambers subarea – the northeast area adjacent to the UGB, around Loraine Highway and Blanton Road -- is potentially appropriate for a mix of residential housing. It is located near existing housing adjacent to the UGB, and its amount, size and location of developable land makes it potentially appropriate for a mix of housing. Two streets (west 40th Avenue and Blanton Heights Road) both dead-end into a large parcel with frontage on Loraine Highway. That parcel alone has capacity for 249 dwelling units. The full northeast area, as shown in the Preliminary Suitability Results map, contains 865 acres, with capacity for 2,521 dwelling units, at an average density of 2.91 dwelling units/acre.

Industrial need: There are zero tax lots identified in the capacity analysis as potentially suitable for urbanization with industrial land need, as shown on the Potential Industrial Capacity map.

Topography, steep slopes or other constraints to efficient urbanization: Due to the relatively steep slopes and elevation of the subarea, there are questions about the likelihood of commercial and neighborhood-serving uses, and for development of complete 20-minute neighborhoods, especially in the farther-out reaches. Ninety five percent of tax lots have a predominant slope classification greater than 5 percent. Topography, landslide hazard areas, and wetlands could make efficient urbanization difficult on some parcels, especially where they are along road frontages (e.g. along Loraine Highway and Blanton Road.)

Overall, only a portion of the Crest/Chambers subarea – the area adjacent to the UGB, around Loraine Highway and Blanton Road -- may be able to efficiently accommodate identified land needs, as shown on the Preliminary Suitability Results map. Even so, dwelling units/developable acres are relatively low, given the presence of small lots, topography and elevation.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
--	-----------------	--------------	-----------------

Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)		✓	
Crest/Chambers -- SW area (see map)			✓

2. Orderly and economic provision of public facilities and services

Serviceability analysis summary from the Preliminary Analysis of Orderly and Economic Provision of Public Facilities and Services: As shown in the summary table below, the Crest/Chambers subarea's relative serviceability ranged from Moderate-Difficult to Difficult.

Transportation serviceability was considered difficult due to lack of good multimodal access for residential uses, given the topography and street connectivity.

Transit serviceability was also considered difficult, due to the challenges in providing efficient bus service given the existing street system, much of which is unsafe for use by existing transit vehicles.

Wastewater and Fire Protection are also considered difficult to serve due to capacity issues and new infrastructure needed (wastewater) and response time, service delay and wildfire risk (fire).

The subarea is located in the headwaters of the Spencer Creek watershed, and the regulatory aspects of stormwater management would be more complex than in some other areas.

The only bright side for service provision is water, as EWEB already serves a portion of the subarea, and there is potentially sufficient capacity in existing facilities.

The generalized cost estimates for providing services to this subarea when urbanized ranged from \$\$\$ for water, to \$\$\$\$\$ for wastewater and transportation. The cost to serve the subarea will impact both the public and private costs of new development in the subarea.

Serviceability within the UGB: There is a small amount of undeveloped land within the UGB that may benefit in its future development and serviceability if this subarea were included in urban reserves.

Crest/Chambers Subarea	Wastewater	Water	Fire	Transportation	Transit	Stormwater
Relative serviceability	Difficult	Moderate-Difficult	Difficult	Difficult	Difficult	Moderate-Difficult
Generalized cost estimate	\$\$\$\$\$	\$\$\$	\$\$\$\$-\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$	\$\$\$\$

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)			✓
Crest/Chambers -- SW area (see map)			✓

3. Comparative environmental, energy, economic and social consequences

A. Environmental:

Public open space: While urbanization of the subarea would decrease open space and wildlife habitat, additional opportunities for public open space acquisition and connections to the Ridgeline Trail system could be possible with interested property owners and sensitive site design. If only the northeast portion of the subarea were urbanized, significant opportunities for open space and habitat connections would remain, potentially connecting Wild Iris Ridge with South Eugene Meadows. The existing public open space is significant in this subarea and would benefit future residents.

Impacts to natural resources: Urbanization could negatively impact wetlands identified on the National Wetland Inventory that are present in this subarea. Wetlands are categorized as Protected, so urbanization is not assumed, however, adjacent development could negatively impact these areas and make efficient urbanization more challenging, especially in those areas along street frontages, such as where Spencer Creek flows directly adjacent to Lorane Highway.

Risk of natural hazards: Only five percent of tax lots are flat (less than 5 percent slope), and tax lots with steep slopes (predominant slope classification in excess of 30 percent) make up twenty four percent of the study area. In addition, there are at least five areas of high-risk deep landslide areas identified by DOGAMI on private property. The subarea is also heavily forested. Urbanization of this subarea would potentially increase the potential risk of natural hazards, such as landslides and wildfire.

Overall, urbanization of the entire subarea could cause significant environmental consequences. *Focusing urbanization in the northeast portion of the subarea and excluding many of the more high risk and distant areas from urban reserves consideration, would have moderate environmental consequences.*

Environmental Consequences:	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)		✓	
Crest/Chambers -- SW area (see map)			✓

B. Energy:

Potential for complete neighborhoods: A portion of the subarea closer to the UGB could be moderately well-situated to co-locate a variety of housing (LDR, MDR, HDR) due to the existence of large undeveloped and partially vacant parcels immediately adjacent to the UGB, existing street connections, water service, schools and open space. However, topography, lot sizes and configuration are likely to keep average capacity relatively low (2.79 dwelling units per developable acre). The subarea’s suitability for jobs and neighborhood-serving commercial is less likely, given the subarea’s topography and surrounding uses. At the same time, very few services currently exist in the neighborhoods at the edge of the UGB, and small-scale neighborhood-serving commercial would benefit residents both inside and outside of the UGB.

Proximity to the UGB: As already noted, the Crest/Chambers subarea includes both very small and larger lots adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential and Residential Capacity maps. However, the north edge of the subarea is along the ridgeline (at 900-1,000

ft in elevation and steep) so connections to existing streets in those areas may be difficult due to city standards of street slopes of not more than 20% slope

Multi-modal transportation access: Multi-modal transportation access to this subarea is poor. Transit service would need to be extended to this subarea, and roadway improvements, including bike lanes and sidewalk improvements would be needed to be added to accommodate all users. Steep slopes and relatively narrow roadways are challenging for good bicycle and pedestrian access. The challenges extend into the UGB, as Chambers Street is a steep climb to the edge of the study area. The NE area, around Crest Dr/Lorane Hwy/Blanton Rd serves as a loop and allows for more efficient transportation options than the outlying areas.

Proximity to services: There are no neighborhood-serving commercial uses or job centers in the subarea or nearby, requiring significant vehicular travel for services or work. On the edge of the subarea is a 4J elementary school; it is currently being leased to a charter school, but if there was enough demand it could presumably serve new residents in the subarea. There is a city park adjacent to the school and nearby open space is plentiful.

Generation of energy burdens: Future urbanization of the Crest/Chambers subarea will directly and indirectly generate energy and climate burdens due to the loss of growing lands, both forest and agricultural, increased traffic, and increased carbon emissions. *While increased regulations, once the subarea urbanizes, may have positive effects on environmental health, dependence on fossil fuels and increased carbon emissions will have negative energy effects.*

Energy Consequences:	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)		✓	
Crest/Chambers -- SW area (see map)			✓

C. Economic:

Future economic activity: The Crest/Chambers subarea contains 1,302 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 3,636 residential dwelling units, or 2.79 du/developable acre. The relatively low density is due to the size, slope and elevation of existing developable tax lots. Given that it also ranks low in serviceability, development in this subarea would likely be very expensive. While it would bring construction activity that would benefit the local economy and the tax base would increase, the cost of services (capital and ongoing) may outweigh the increased revenue.

Loss of existing economic activity: The subarea is forested, but it does not appear to include commercially-farmed forests. Given adjacent uses being primarily rural residential, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses.

Potential for complete neighborhoods: As noted already, the subarea is less appropriate for future urbanization with a variety of identified uses which support connected, integrated neighborhoods.

Cost of service provision: Water service, which EWEB already provides to a portion of the subarea, may be the easiest service to provide in the subarea, but it is still identified as moderate to difficult to serve. The relative high cost of servicing the subarea makes the likelihood of efficient urbanization and its

associated economic benefits relatively low. While greater capacity may optimize the investment in infrastructure over the long term, there is a risk of financial loss if development does not occur at the already low anticipated densities. *Larger parcels closer to the UGB, along major roadways, and lower in elevation would likely be more economically feasible for urbanization.*

Economic Consequences:	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)		✓	
Crest/Chambers -- SW area (see map)			✓

D. Social:

Impacts to current residents: As the subarea urbanizes, increased noise and traffic could negatively impact current residents while improvements to the roadway system could bring benefits. Tree-cutting to make way for additional development will change the existing view shed for existing residents.

Compatibility with existing surrounding uses: Future residential urbanization appears to be compatible with existing surrounding uses in the areas where it is primarily rural residential and educational. Other commercial/industrial uses would be compatible near similar development along McVay Highway.

Service delivery: The subarea will be difficult to serve for fire protection and emergency services, but safety would be improved if services were extended. Given the current locations of the city fire stations and existing street network, there are response time and service delay concerns. Even if the subarea urbanizes and additional streets are developed, given the topography, good connectivity will still be challenging.

The subarea is completely within the Eugene 4J School District, and there is an elementary school within walking distance of the closer-in portion of the subarea (assuming streets are improved with sidewalks and crosswalks). Public open space is plentiful. It is assumed that neighborhood parks would be developed as neighborhoods urbanize to meet the City’s service standards.

Impacts from hazards: Urbanization of the subarea could increase landslide risk on steep slopes. However, high risk landslide areas are categorized as Protected, with no development capacity forecast on them, and risks would not be unduly burdening vulnerable populations. There is potential increased wildfire risk due to urban interface with rural forest lands. However, urbanization may lessen water and fire flow concerns as urbanized areas will be connected to EWEB water.

Impacts to vulnerable populations: There could be negative impacts to vulnerable and underserved groups due to the high cost of development in this subarea. Housing would likely be expensive due to the high cost of serving the subarea and topography; providing affordable housing in this subarea would be challenging. If transit service is extended, it would benefit all residents, but the cost and challenges of doing so would be significant.

Complete neighborhoods: As noted several times above, the likelihood of developing complete 20-minute neighborhoods, with a variety of housing types and neighborhood-serving commercial amenities is low. While urbanization won’t unduly burden existing residents, it also won’t likely be inclusive and accessible to a broad range of residents, given the cost and challenges of development in the subarea.

Overall, urbanization of the Crest/Chambers subarea would have mixed social benefits.

Social Consequences:	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)		✓	
Crest/Chambers -- SW area (see map)			✓

4. Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB

Impacts to nearby agricultural and forest activities: The increased congestion on roadways from urbanization may impact nearby agricultural and forest activities. However, there does not appear to be significant commercially-farmed forest or agricultural lands in the nearby area that would be negatively impacted by residential development.

Overall, it does not appear that urbanization would be incompatible with surrounding agricultural and forest activities outside the UGB.

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
Crest/Chambers -- NE area (adjacent to UGB, around Lorane Hwy and Blanton Rd)	✓		
Crest/Chambers -- SW area (see map)	✓		

Conclusion:

Besides Protected and Committed land and fully developed tax lots, there are **430 acres** in the Crest/Chambers subarea that, on balance, would be unsuitable for urban reserves, as shown on the Preliminary Suitability Results map, and described above. These areas are generally in the southwest part of the study area, farthest away from the UGB, with steep slopes, high risk landslide areas, and/or poor transportation connections.

Area potentially suitable for urban reserves designation:

- Total developable land: **865 acres**
- Total residential capacity: **2,521 dwelling units**
- Average residential capacity: **2.91 du/acre**

**Urban Reserves
Suitability Analysis:
Background Data and
Maps**

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Other Lands	20	10	24
Priority 1: Exception Areas	549	289	926
Priority 2: Marginal Lands	604	312	854
Priority 3: Agricultural Lands	412	274	780
Priority 3: Forest Lands	796	416	1,052
Grand Total	2,381	1,302	3,636

Buildable v Not Buildable Land	Acres	Percent of total
Buildable	1,302	55%
Committed/Protected	924	39%
Existing Development*	155	7%
Total	2,381	100%

Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)	Industrial Capacity (Acres)
Partially Vacant	764	2,182	0
Undeveloped	537	1,454	0
Developable Total	1,302	3,636	0

Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	126	5%	65	537
5 - 10%	567	24%	398	1,013
10 - 15%	588	25%	360	899
15 - 20%	429	18%	312	754
20 - 25%	94	4%	46	125
30% plus	577	24%	120	308
Grand Total	2,381	100%	1,301	3,636

Average Residential Capacity (Dwellings/Acre)	2.79
--	-------------

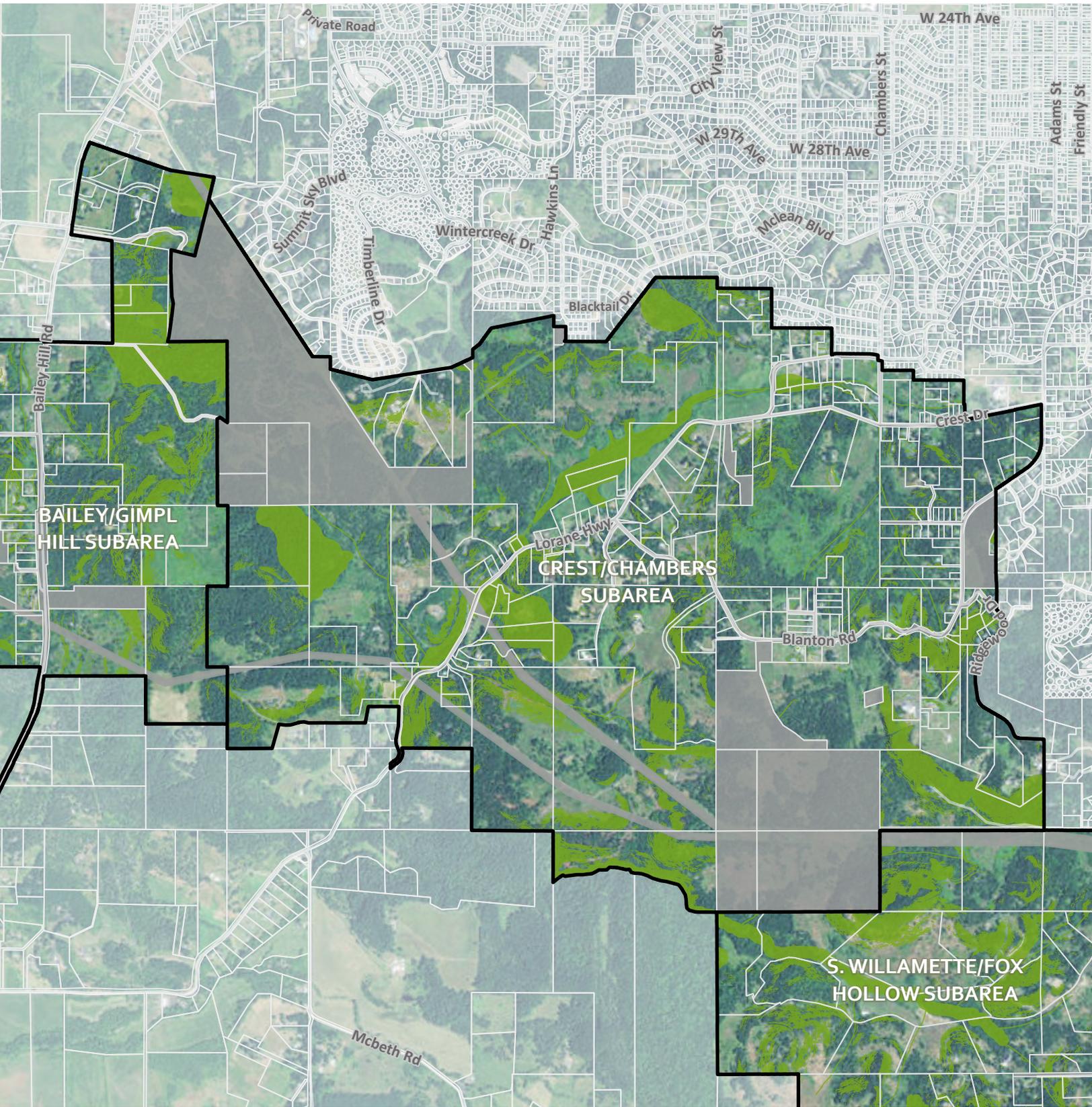
*Land may fit under more than one classification. 'Existing Development' does not include development on Protected or Committed land.

DRAFT

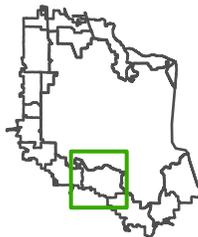
DRAFT

Urban Reserves Study Area

Crest/Chambers subarea



- Study boundary draft subareas
- Taxlots
- Committed Lands
- Protected Lands



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

0.3 Miles

Map created July 2019 by
City of Eugene Planning Division.

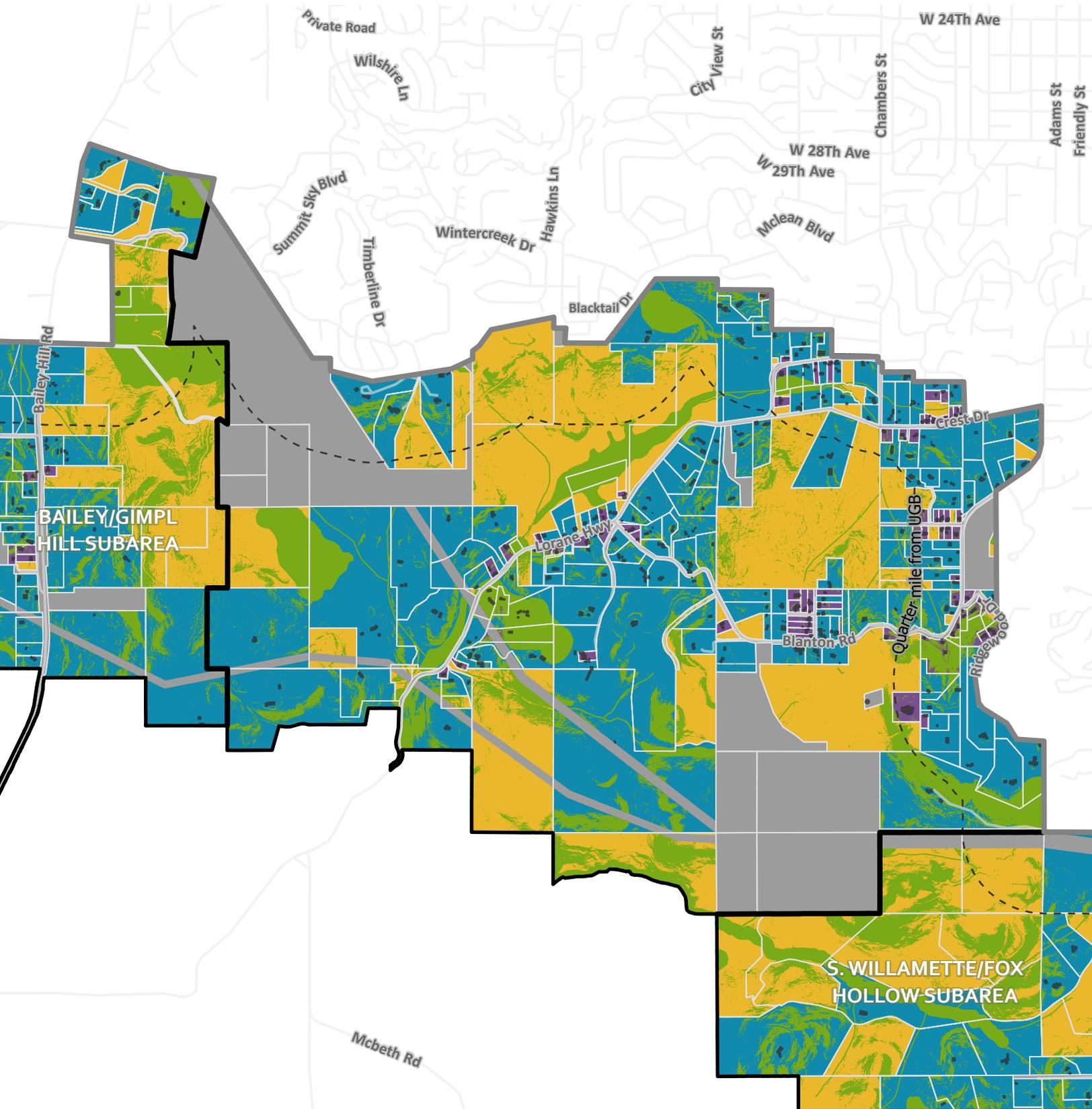
For additional information, visit
www.eugene-or.gov/UrbanReserves



DRAFT

Development Potential

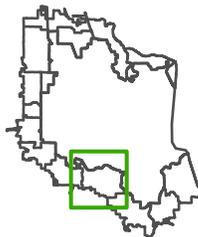
Crest/Chambers subarea



- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

0.3 Miles

Map created July 2019 by City of Eugene Planning Division.

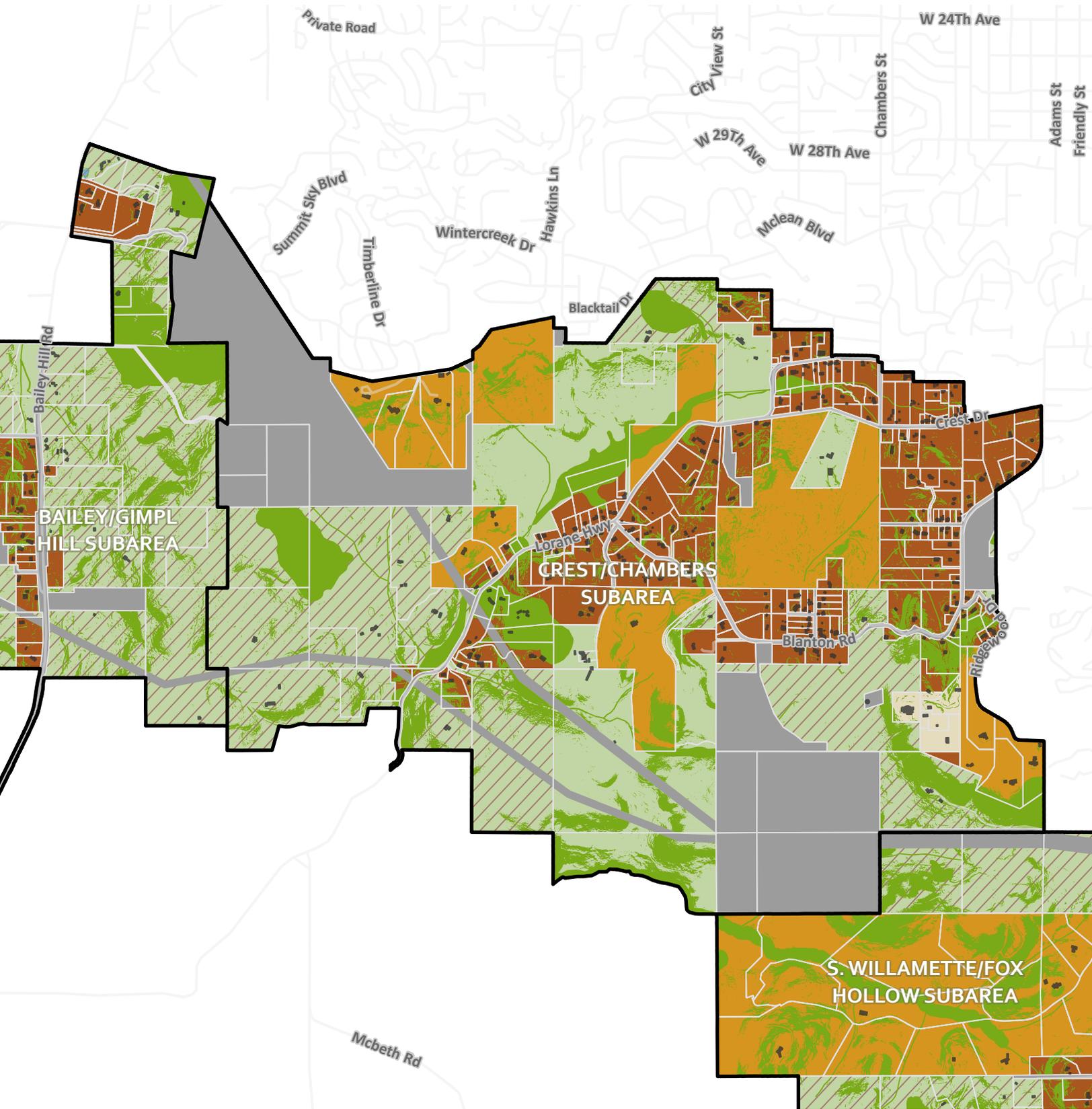
For additional information, visit www.eugene-or.gov/UrbanReserves



DRAFT

Priority Land Classification

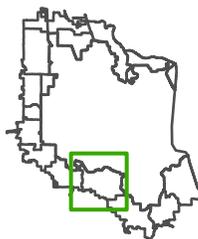
Crest/Chambers subarea



- Buildings
- Committed Lands
- Protected Lands

Priority Land Classification

- Priority 1: Exception Areas
- Priority 2: Marginal Lands
- Priority 3: Forest Lands
- Priority 3: Agricultural Lands
- Other Lands



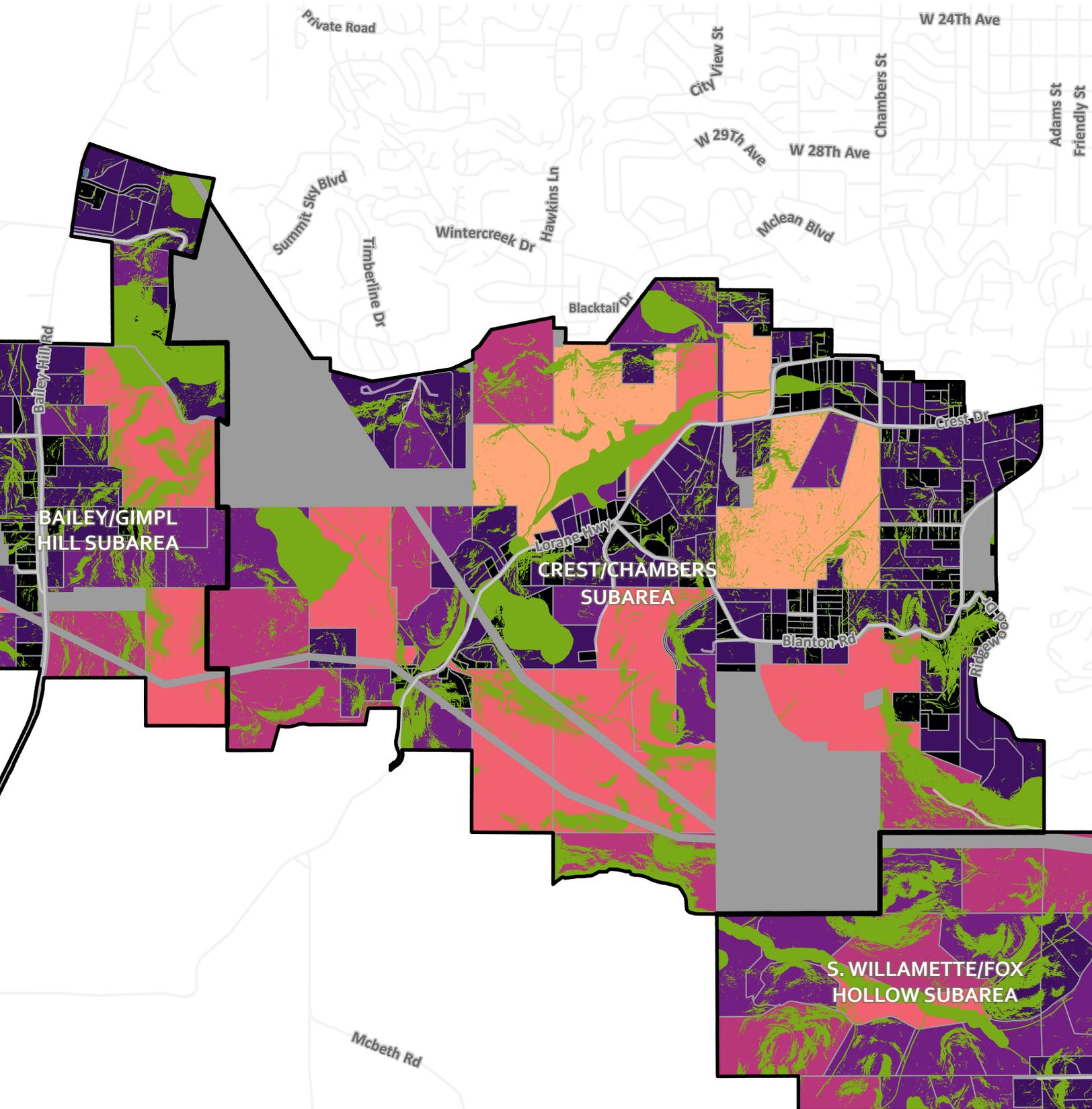
This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

Map created July 2019 by City of Eugene Planning Division.

For additional information, visit www.eugene-or.gov/UrbanReserves

0.3 Miles

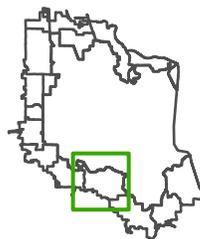




Committed Lands
 Protected Lands

Residential Capacity (dwelling units)

- < 5
- 5 - 24.9
- 25 - 49.9
- 50 - 99.9
- 100 - 199.9
- 200 - 499.9
- 500 - 1013



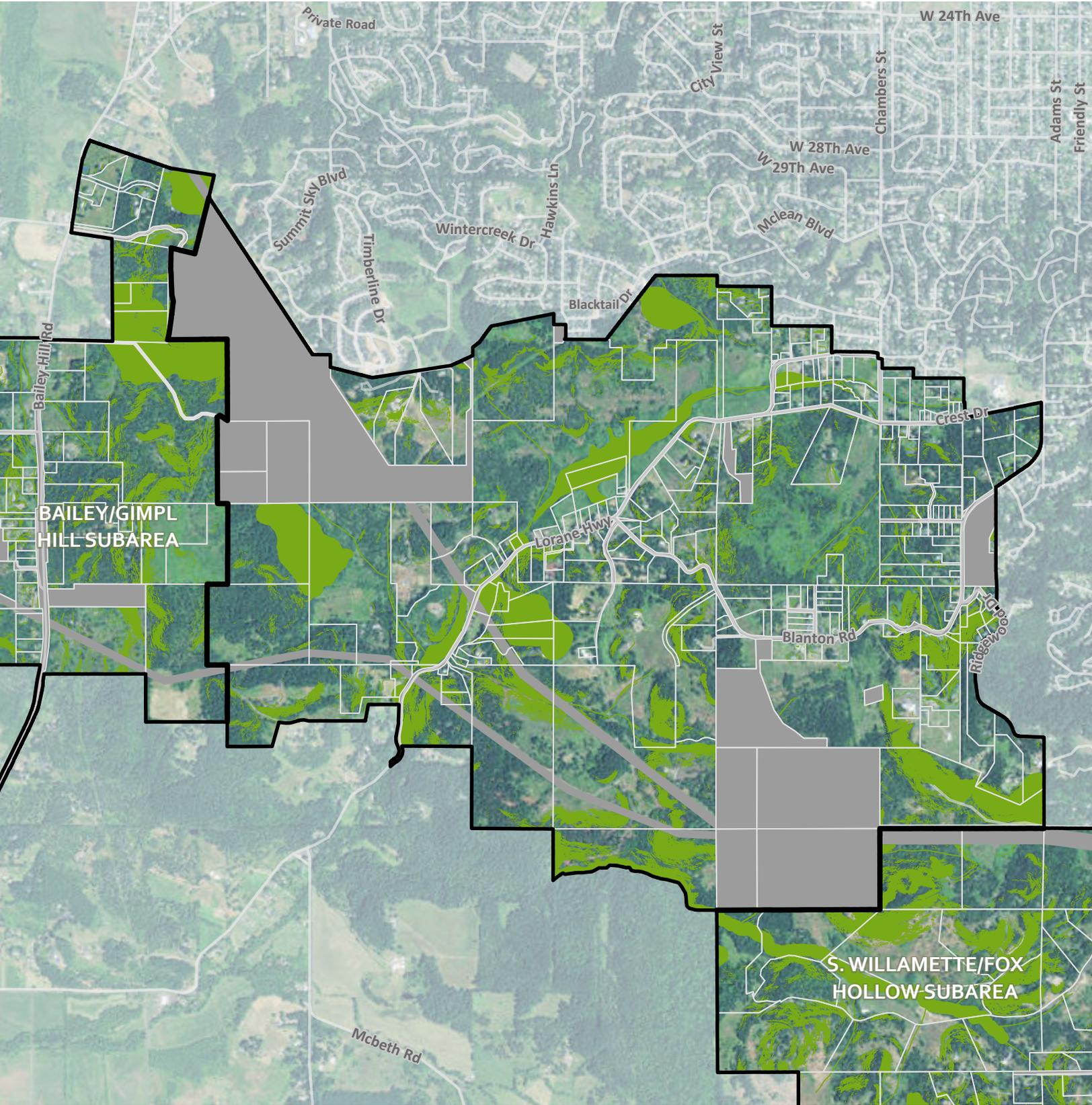
This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

Map created August 2019 by City of Eugene Planning Division.

For additional information, visit www.eugene-or.gov/UrbanReserves

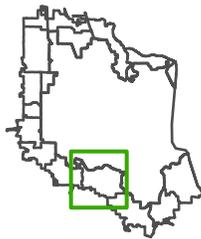
0.3 Miles





- Committed Lands
- Protected Lands
- Freight Route Access Points
- Taxlots meeting industrial criteria
- Driving distance to a freight route
- 1 mile
- 1.5 miles
- 2 miles

- Taxlots meeting industrial criteria
- Buildable acres per taxlot
- 5 - 9 ac
- 10 - 19 ac
- 20 - 49 ac
- 50 - 74 ac
- 75+ ac



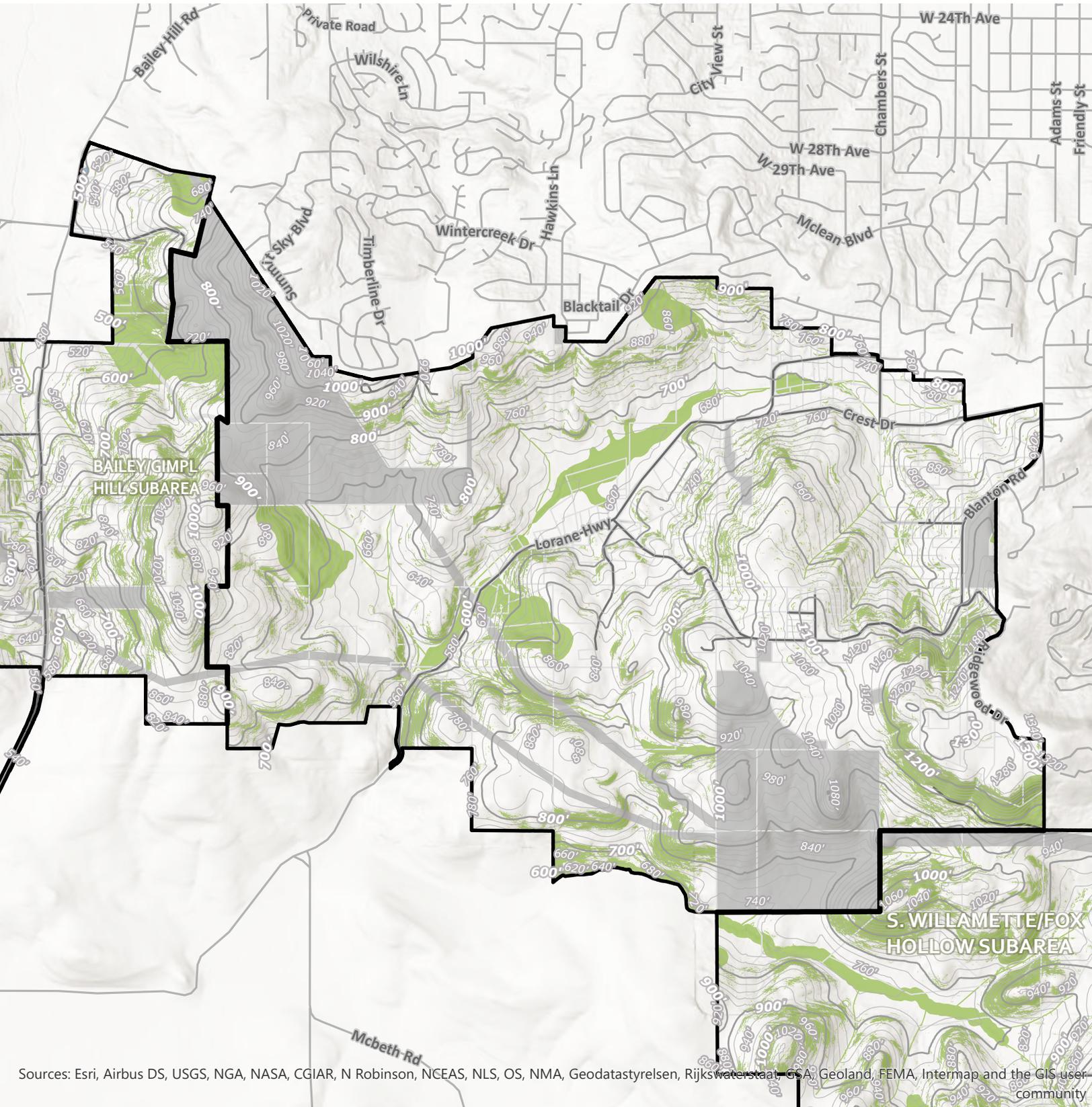
This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

Map created July 2019 by
City of Eugene Planning Division.

For additional information, visit
www.eugene-or.gov/UrbanReserves

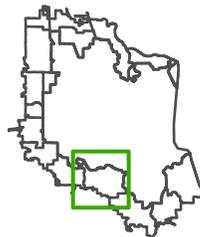
0.3 Miles





Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

- Committed Lands
- Protected Lands



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

0.3 Miles

Map created July 2019 by City of Eugene Planning Division.

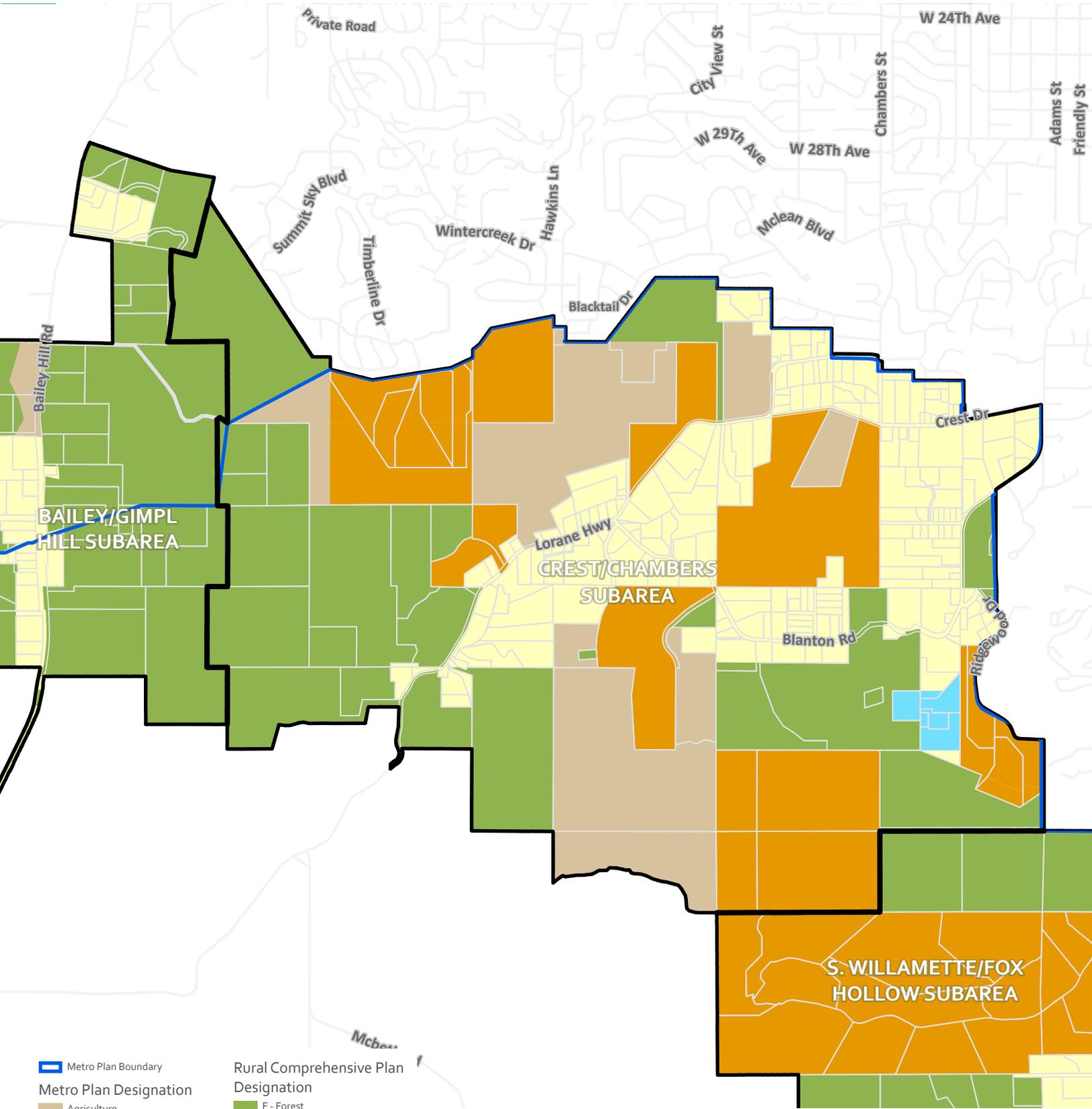
For additional information, visit www.eugene-or.gov/UrbanReserves



DRAFT

Comprehensive Plan Designation

Crest/Chambers subarea

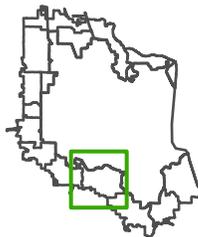


Metro Plan Boundary
Metro Plan Designation

- Agriculture
- Airport Reserve
- Forest Land
- Government & Education
- Natural Resource
- Parks and Open Space
- Rural Residential
- Sand and Gravel
- Rural Commercial
- Rural Industrial

Rural Comprehensive Plan Designation

- F - Forest
- A - Agricultural
- ML - Marginal
- C - Commercial
- I - Industrial
- R - Residential
- NRES - Non Resource
- P - Parks
- AIR - Airport
- NR:M - Natural Resource : Mineral
- PF - Public Facility



This map is intended for illustrative purposes, and is not suitable for legal, surveying, or engineering purposes. The draft study area is based on imprecise source data and is subject to change.

0.3 Miles

Map created August 2019 by
City of Eugene Planning Division.

For additional information, visit
www.eugene-or.gov/UrbanReserves

