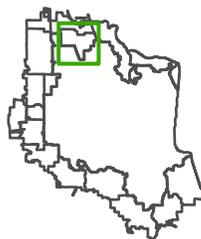


- Committed Lands
- Protected Lands
- Potentially Suitable
- Not suitable



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0.2 Miles

Map created November 2019 by City of Eugene Planning Division.

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



Summary

Draft Suitability Analysis Awbrey Subarea

Area Potentially Suitable for Urban Reserves Designation

	Awbrey Subarea	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 = **524 acres**

Total potential residential capacity = **4,387 dwelling units**

Average residential capacity= **8.37 dwelling units per acre**

Total developable land not moving forward = **0 acres**

Subarea summary data:

Developable land within .25 miles of the UGB = **366 acres**

Tax lots with a predominant slope classification of 0-5 percent = **100 percent**

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

Average residential capacity= **8.37 dwelling units per buildable acre**

Awbrey Subarea Draft Suitability Analysis

Background

Location: The Awbrey subarea is located to the north of Eugene adjacent to the UGB, and generally includes land around Northwest Expressway, Prairie Road and the railroad north of Irvington Drive and Beacon Drive, west of River Road. The Awbrey study area from the 2012 UGB expansion analysis is located in this subarea.

Existing Land Uses: The subarea is flat and primarily used for agriculture with a few small areas of residential and industrial designated land: 478 acres of developable land are Priority 3 Agricultural Areas and 46 acres are Priority 1 Exception Areas. Two of the Priority 1 areas are adjacent to the UGB. The Priority 1 land along Brown Lane north of Awbrey Lane, is mostly designated Residential and has development capacity, however it is isolated from other residential land. The Priority 1 land between Prairie Rd and the Railroad corridor is fully developed. A small area of Rural Industrial Priority 1 land at the corner of Prairie Rd and Beacon Drive is partially vacant.

Four Priority 3 parcels are owned by the same property owner. Three of those parcels are adjacent to each other, totaling approximately 145 developable acres. The largest parcel, at almost 100 developable acres, is adjacent to the UGB and existing residential development.

Constraints: More than half (fifty six percent) of the subarea is categorized as Protected or Committed land. Almost all the land to the west of the railroad corridor is owned by Metropolitan Wastewater Management Commission (MWWC) and is used as a biosolids facility and poplar farm. Additional property owned by MWWC in the northern central portion of the subarea is currently farmed but categorized as Committed because of its identified future use. There are areas of mapped Federal Emergency Management Agency (FEMA) Special Flood Hazard Areas (floodplains) braided throughout the south and east portion of the subarea as well as wetlands mapped on the National Wetland inventory. The flood plain is not adjacent to the Willamette River.

Surrounding Land Uses: Adjacent the south-east boundary of the subarea, is the UGB which is developed with a residential neighborhood (between Northwest Expressway, Irvington and Beacon Drive). It includes what appears to be six different dead-ends / potential future right of way connections from the neighborhood inside the UGB to the adjacent undeveloped and partially vacant properties within the subarea. It also includes the main stem of Flat Creek.

The surrounding area west of Northwest Expressway and south of Awbrey Lane is inside the UGB and part of the Industrial Corridor Community Organization. It is zoned a mix of Heavy and Light-Medium Industrial and includes a patchwork of industrial development and undeveloped/agriculture. Land to the north (in the Highway 99 subarea) is primarily agricultural, with some Committed land owned by MWWC.

Other: The area south of Beacon Drive is within in the Santa Clara Community Organization boundary, and will be included in the River Road Santa Clara Neighborhood Plan which is currently underway. A portion of this subarea was previously designated as urban reserves in the 1982 Metro Plan, prior to the current State rules regarding urban reserves.

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 Awbrey subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The Awbrey subarea includes a 366 acres of developable land adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map.

Developable land capacity: In the entire subarea there are 524 developable acres: 357 partially vacant, and 167 undeveloped. According to the residential capacity analysis, the subarea has capacity for 4,387 dwelling units, or 8.36 dwelling units per acre. There is a mix of larger tax lots with relatively high capacity (100-199 dwelling units), and Partially Vacant tax lots with enough developable land for less than 5 dwelling units.

Residential need: The subarea’s size, location, high capacity, proximity to neighborhoods within the UGB, and serviceability makes it appropriate for a mix of residential housing types, commercial and neighborhood uses, and appropriate for a 20-minute neighborhood.

Industrial need: There are 359 developable acres identified in the capacity analysis as potentially suitable for urbanization with industrial land, as shown on the Potential Industrial Capacity map. Two of those tax lots, located between the railroad corridor and Prairie Road, and between MWMC properties, are the most suitable for future industrial uses due to transportation connections, compatibility with adjacent industrial and agricultural uses, and large size (119 and 43 acres).

Topography, steep slopes or other constraints to efficient urbanization: The Awbrey subarea is flat, with no predominant slope classification greater than five percent, as shown on the Contours and Hillshade map. This is conducive to efficient urbanization. However, the FEMA-mapped Flood Hazard Areas, creeks, and identified wetlands on the National Wetland Inventory could make efficient urbanization difficult on some of the parcels, especially where flood areas are along road rights-of-way (e.g. Beacon Dr.)

Overall, the Awbrey subarea could efficiently accommodate identified land needs.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
Awbrey	✓		

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 Awbrey subareas’s relative

serviceability ranged from easy to moderate, due in large part to its relatively flat topography and location adjacent to existing urbanized areas within the UGB.

EWEB water service is already available adjacent to the subarea. Two new wastewater pump stations will need to be constructed, but they are already included in adopted plans. Transportation serviceability was considered easy due to lack of congestion and good access for residential and industrial uses and flat topography. Transit serviceability was considered moderate, due to the challenges in providing efficient bus service relatively far away from other routes and existing areas of higher density. A new fire station may be needed to serve the subarea when it is fully urbanized.

The generalized cost estimates for providing services to this subarea when urbanized ranged from \$ for wastewater, water and transportation, to \$-\$\$\$ for fire.

Serviceability within the UGB: There is undeveloped land within the UGB, in the industrial corridor east of Highway 99 that would potentially benefit in its future development and serviceability if this subarea were included in urban reserves.

The Awbrey subarea is ranked as easy to moderate to serve.

Awbrey Subarea	Wastewater	Water	Fire	Transportation	Transit	Stormwater
Relative serviceability	Easy	Easy	Easy-Moderate	Easy	Moderate	Easy-Moderate
Generalized cost estimate	\$	\$	\$-\$\$\$	\$	\$\$	\$\$

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
Awbrey	✓		

3. Comparative environmental, energy, economic and social consequences

A. Environmental:

Impacts to natural resources: Urbanization could negatively impact Flat Creek, the main stem of which is protected inside the UGB adjacent to the subarea, as well as wetlands identified on the National Wetland Inventory. Most of the wetlands appear to be co-located with or adjacent to FEMA-mapped flood hazard areas. Both wetlands and flood hazard areas are categorized as Protected, so urbanization is not assumed on either, although adjacent development could negatively impact these areas and make efficient urbanization more challenging. The wetlands and flood hazard areas are somewhat less sensitive since they are not adjacent to the Willamette River.

Risk of natural hazards: There is a risk of flooding to the areas adjacent to the mapped flood hazard areas; the risk is greater if the subarea urbanizes.

Public open space: No publicly-accessible open space is present in this subarea.

Overall, there would be mixed environmental consequences.

Environmental Consequences :	Positive	Mixed	Negative
Awbrey		✓	

B. Energy:

Potential for complete neighborhoods: This subarea is well-situated to co-locate a variety of housing (LDR, MDR, HDR) and jobs in order provide a 20-minute neighborhood, given several factors: large undeveloped and partially vacant parcels immediately adjacent to the UGB, existing residential neighborhoods adjacent to the subarea, major transportation corridors and neighborhood street connections. In addition, one land owner owns three larger contiguous parcels. Currently, very few services exist for the existing neighborhood, and neighborhood-serving commercial would benefit residents both inside and outside of the UGB.

Proximity to the UGB: As already noted, the Awbrey subarea is adjacent to the UGB, and includes a significant amount of developable land (366 acres) adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map. This is beneficial for future urbanization of a 20-minute neighborhood, and for future industrial uses both.

Multi-modal transportation access: As noted above, there is good transportation access to this subarea. Northwest Expressway and River Road both provide access to downtown, Eugene’s main job center. Transit service would need to be extended to this subarea, and roadway improvements, including bike lanes and sidewalk improvements would be needed to accommodate all users. There is potential for good local street access from the existing neighborhood adjacent to the UGB, and the flat topography makes for easy biking and walking.

Proximity to services: As noted, there are very few neighborhood-serving commercial uses in the subarea or nearby, inside the UGB. Within the subarea, there is a large indoor equestrian facility and stable, as well as other commercial, nursery and light industrial uses. There is private Christian school in the subarea along River Road. Nearby, Awbrey Park Elementary School is southeast of the subarea inside the UGB. The City’s Filbert Meadows Park and Awbrey Park are both within a half mile of the subarea. Urbanization of this subarea as a 20-minute neighborhood would benefit both future and existing nearby residents.

Generation of energy burdens: Future urbanization of the Awbrey subarea will directly and indirectly generate energy and climate burdens due primarily to the loss of growing lands, increased traffic, and increased carbon emissions from new development and vehicle miles traveled.

While urbanization of the subarea will generate energy burdens, given its location, topography and easy connections to existing development, proximity to services, and major transportation corridors, energy consequences are overall positive.

Energy Consequences:	Positive	Mixed	Negative
Awbrey	✓		

C. Economic:

Future economic activity: The Awbrey subarea contains 524 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 4,387 residential dwelling units, or an average of 8.36 dwelling units/acre. A portion of this developable land is more suitable to accommodate industrial development, due to its size, location near freight routes, and surrounding uses.

Loss of existing economic activity: Given adjacent uses being primarily residential, commercial/industrial, and Metro Wastewater Management Commission, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses. It would be most beneficial for industrial uses to be located adjacent to MWMC uses.

Potential for complete neighborhoods: The subarea is appropriate for future urbanization with a variety of housing types affordable to a range of incomes, and uses that would support connected, integrated neighborhoods.

Cost of service provision: As noted above, the Awbrey subarea ranks as an efficient subarea for service provision. The relative low cost of servicing the subarea makes the likelihood of urbanization and its associated economic benefits high.

Overall, urbanization will bring significant positive economic consequences to the Awbrey subarea.

Economic Consequences:	Positive	Mixed	Negative
Awbrey	✓		

D. Social:

Impacts to current residents: As the subarea urbanizes, increased traffic and noise could negatively impact current residents. However, improvements to the roadway system and additional neighborhood-serving commercial uses could also benefit existing nearby residents.

Compatibility with existing surrounding uses: Future urbanization appears to be compatible with existing surrounding uses. One indicator is that the adjacent neighborhood was designed to connect its street system to the southern portion of the Awbrey subarea. Industrial uses would be more compatible in the northern portion of the subarea adjacent to the MWMC biosolids facility, due primarily to potential odor.

Service delivery: As noted in the serviceability analysis, the subarea is currently served by Lane Fire Authority. According to Eugene-Springfield Fire Department staff, given the current locations of the city fire stations and existing street network, a new fire station may be needed to serve the subarea if it is fully urbanized. EWEB service is already available adjacent to this subarea. Distribution and transmission systems would have to be extended to provide service. It is assumed that neighborhood parks would be developed as neighborhoods urbanize to meet the City's service standards.

Impacts from hazards: As already noted, urbanization of the subarea could exacerbate the impacts of flooding due to the presence of flood hazard areas. However, these flood hazard areas are categorized

as Protected, with no development capacity forecast on them, and risks would not unduly burden vulnerable populations.

Impacts to vulnerable populations: There could be negative impacts to vulnerable and underserved groups due to the potential displacement of some businesses if the subarea urbanizes. While future industrial uses would be compatible in a portion of this subarea (between Prairie Rd and the railroad corridor) because of the nearby industrial corridor, this would continue the industrial pattern in this subarea, rather than spreading industrial uses more evenly to other areas around the UGB.

Complete neighborhoods: As noted several times above, the benefits of urbanization could be broadly accessible if the subarea were to develop as a 20-minute neighborhood with a variety of housing types and neighborhood-serving commercial amenities. This would benefit existing nearby residents who currently have few services in the subarea. The relatively low cost of providing infrastructure and utilities to the subarea would improve the likelihood of developing housing affordable to a range of income levels.

Overall, the Awbrey subarea would have positive social benefits.

Social Consequences :	Positive	Mixed	Negative
Awbrey	✓		

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: Increased congestion on roadways from urbanization may impact nearby agricultural activities.

There are already a variety of industrial, commercial, equestrian, and landscaping-related uses in the subarea that serve nearby residents and businesses, including agricultural activities. These related “edge” uses could increase and serve to benefit nearby agricultural and forest activities.

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

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
Awbrey	✓		

Conclusion:

Based on this evaluation, all the developable land in the Awbrey subarea would be suitable for urban reserves consideration. Only identified Protected and Committed land, and fully developed taxlots would be unsuitable for urban reserves.

Total developable land suitable for urban reserves designation = **524 acres**

Total residential capacity = **4,387 dwelling units**

DRAFT

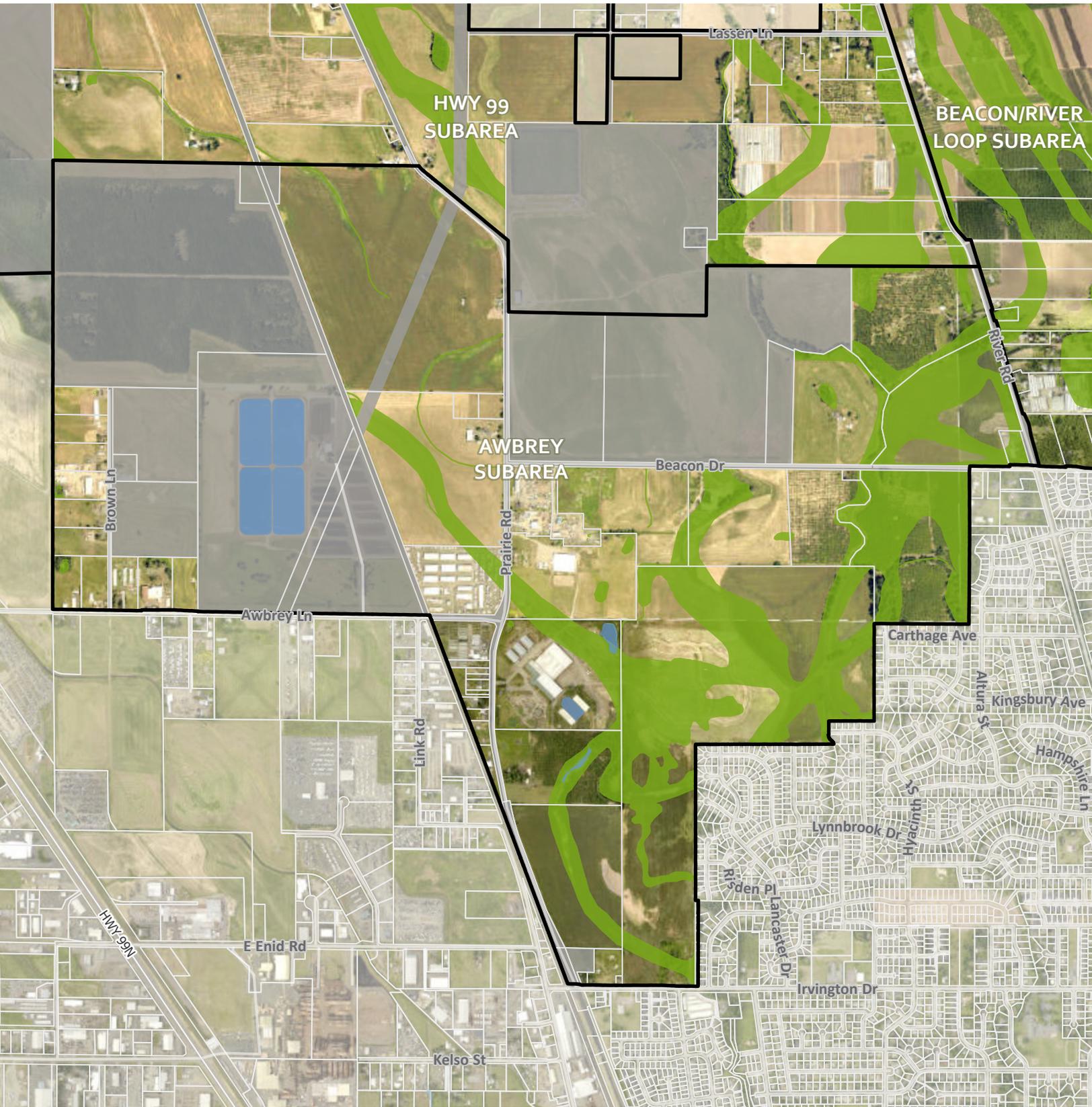
Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Priority 1: Exception Areas	109	46	373
Priority 3: Agricultural Lands	1,323	478	4,013
Grand Total	1,432	524	4,387

Buildable v Not Buildable Land	Acres	Percent of total
Buildable	524	37%
Committed/Protected	802	56%
Existing Development*	106	7%
Total	1,432	100%

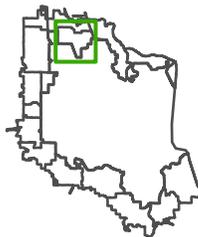
Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)
Partially Vacant	357	2987
Undeveloped	167	1399
Developable Total	524	4387

Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	1,432	100%	524	4,387
Grand Total	1,432	100%	524	4,387

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



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



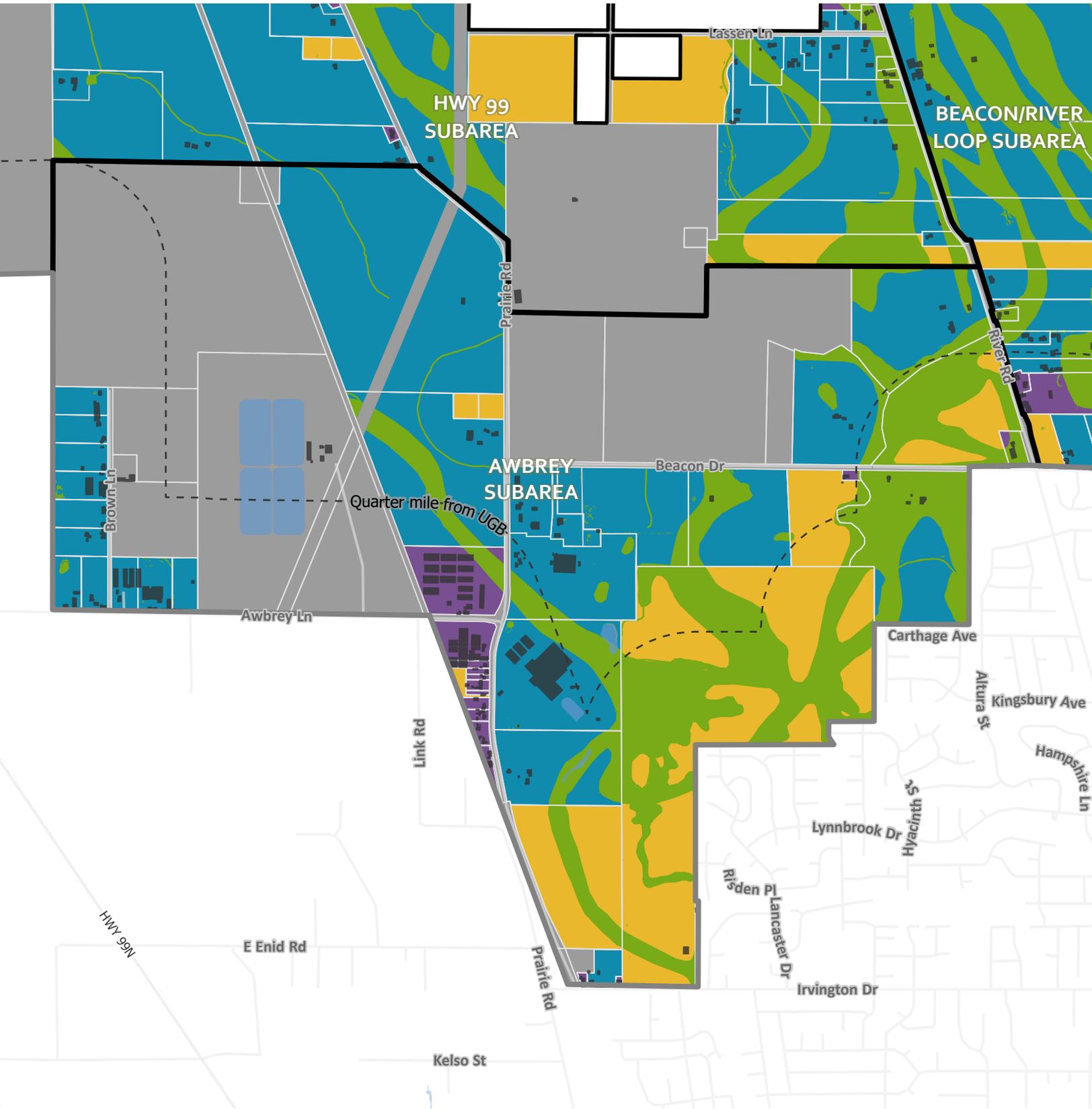
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0.2 Miles

Map created July 2019 by
City of Eugene Planning Division.

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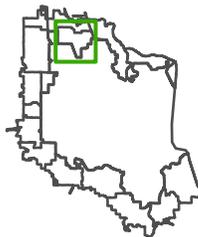




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



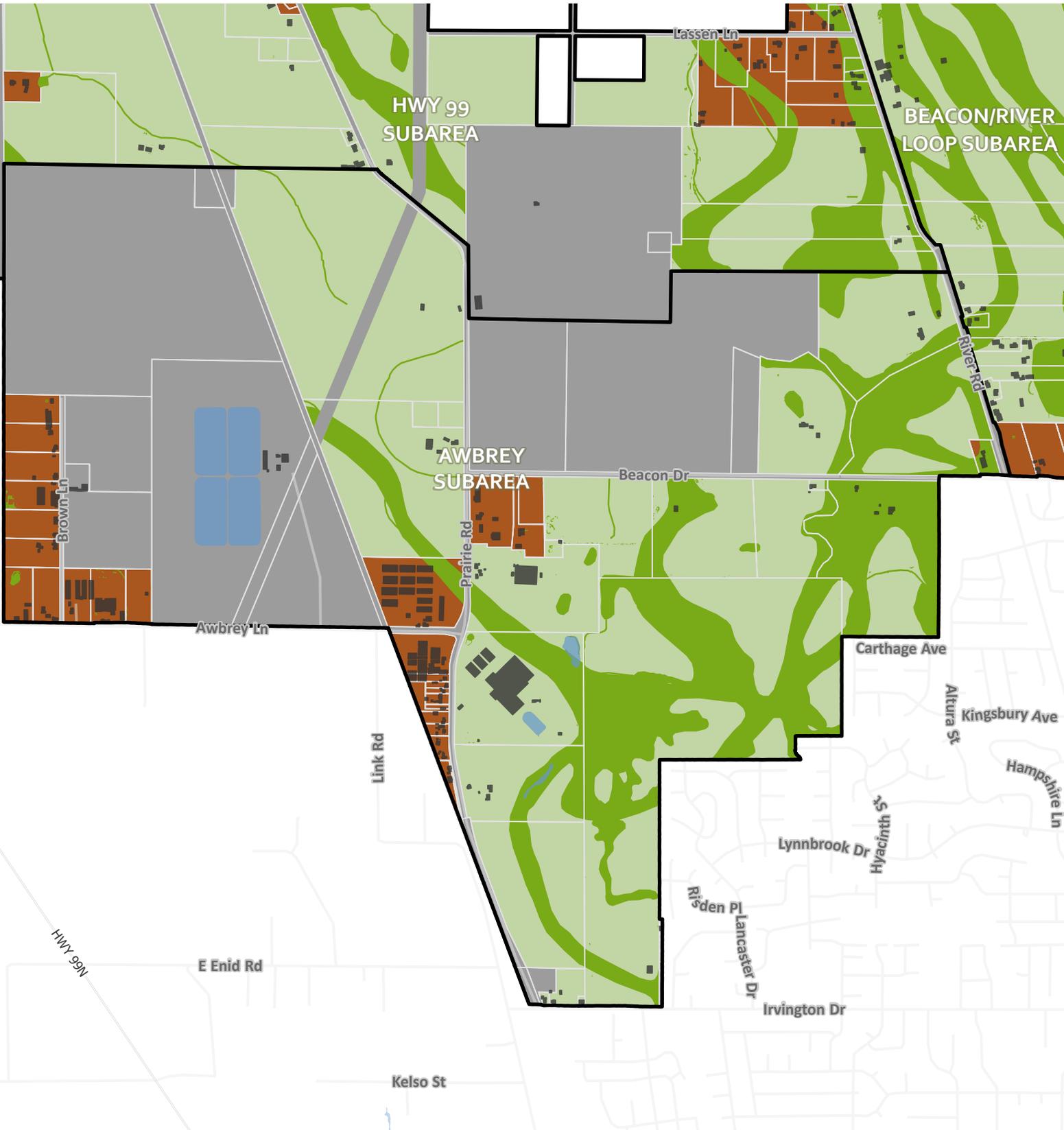
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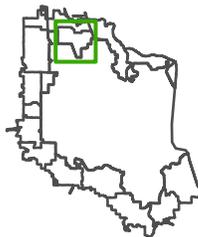




- Buildings
- Committed Lands
- Protected Lands

Priority Land Classification

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



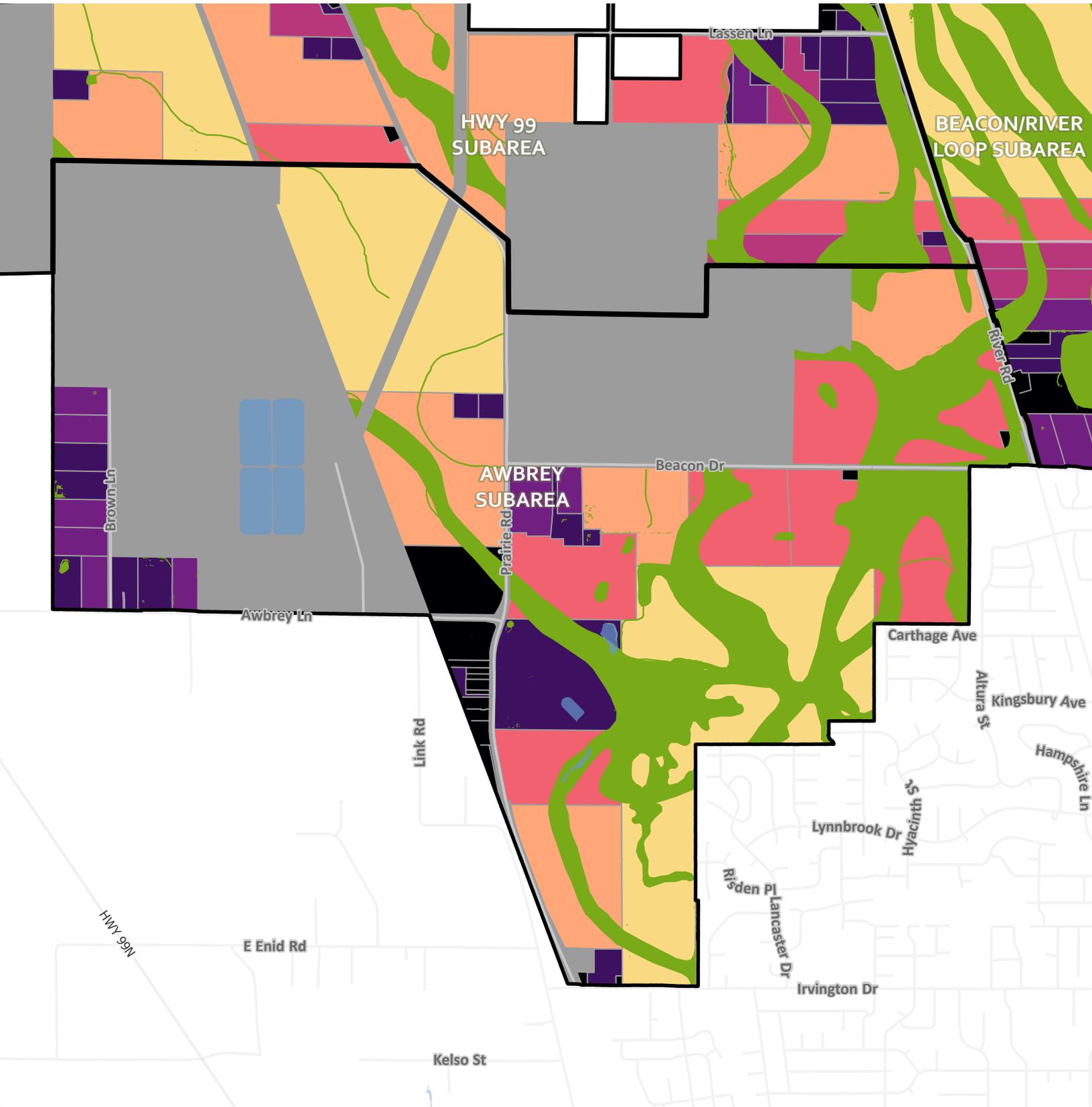
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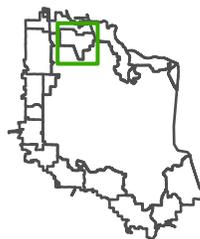




Grey Committed Lands
Green Protected Lands

Residential Capacity (dwelling units)

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



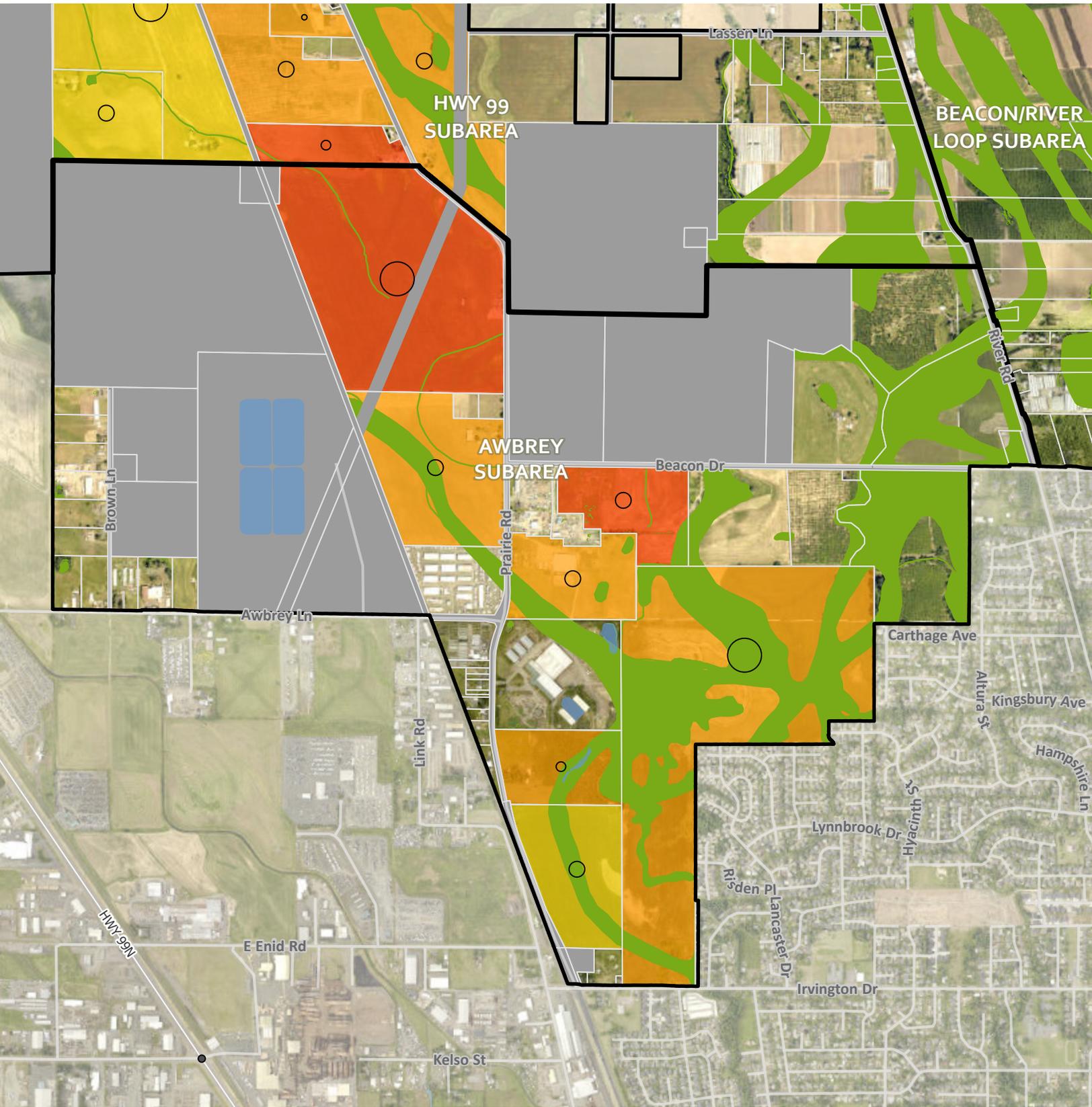
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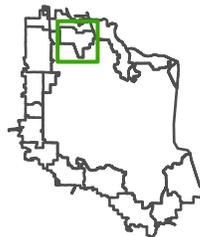
0.2 Miles





- 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



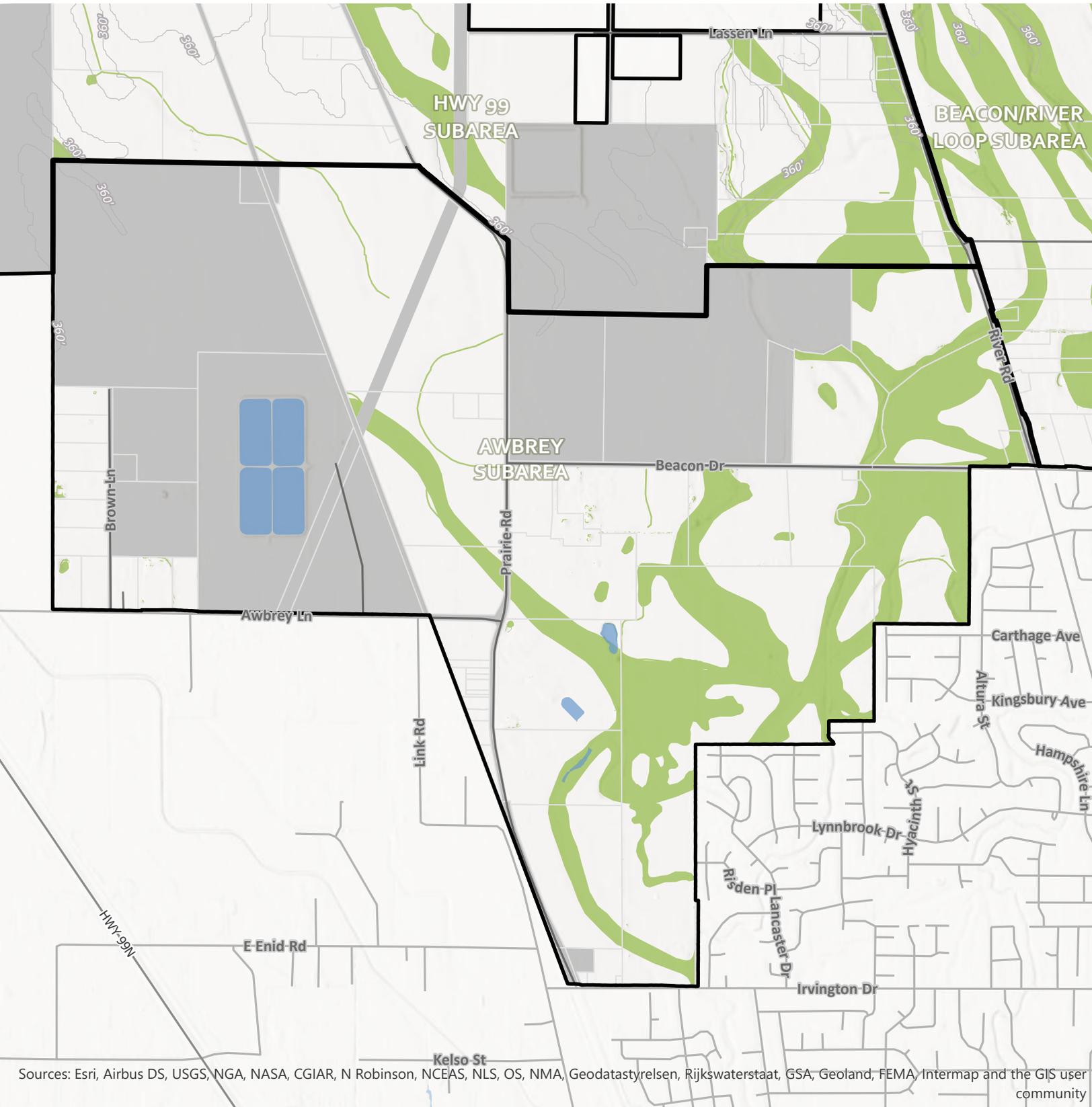
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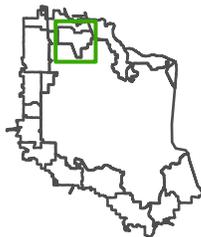
0.2 Miles





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



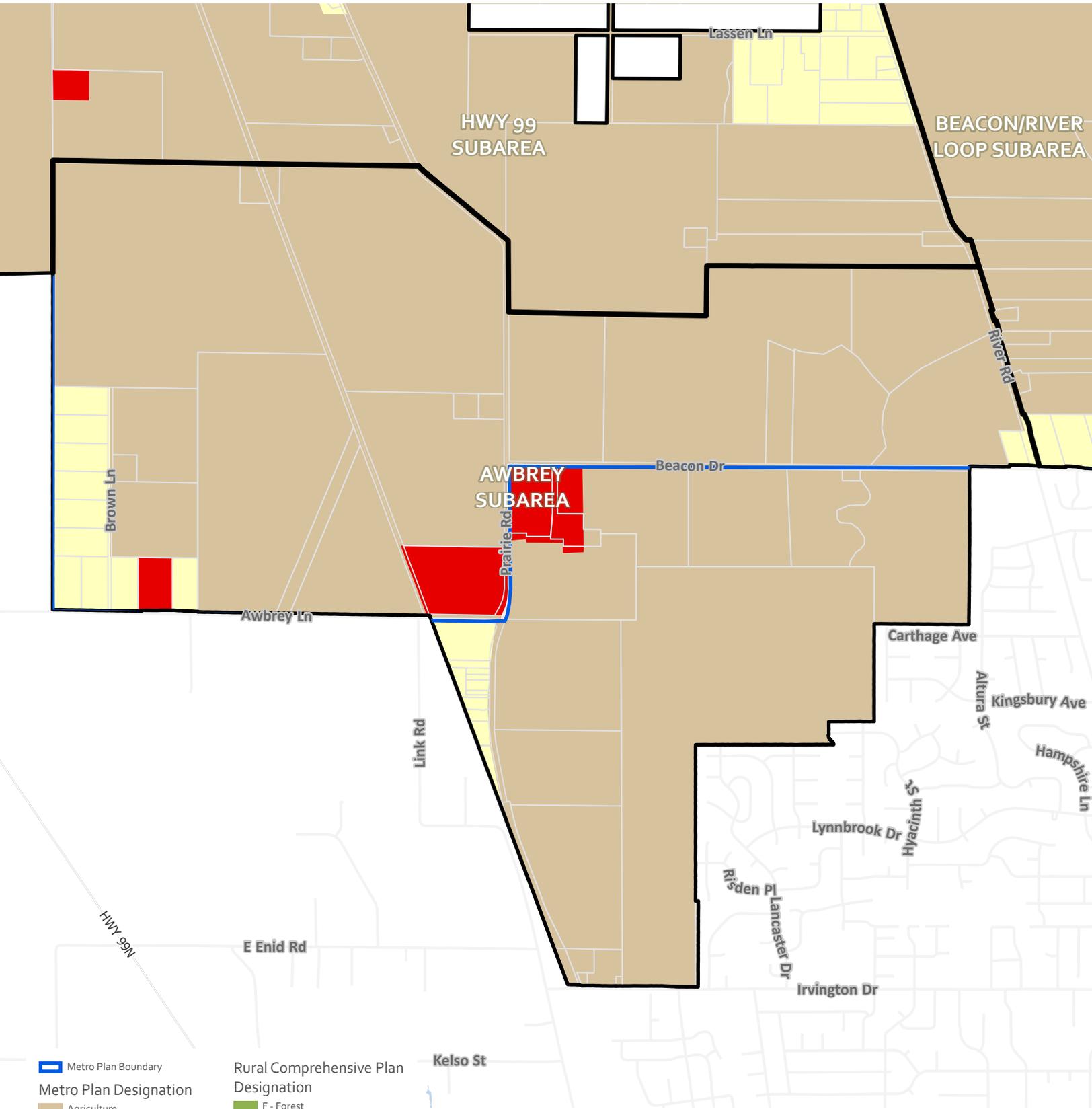
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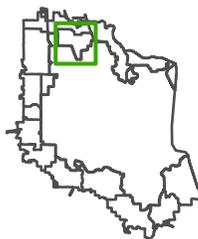
Metro Plan Boundary
Metro Plan Designation

- 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

Kelso St



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