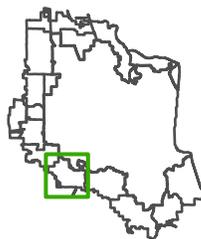


-  Committed Lands
-  Protected Lands
-  Potentially Suitable
-  Not suitable



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](http://www.eugene-or.gov/UrbanReserves)

0.2 Miles



## Summary

### Draft Suitability Analysis for the Bailey Hill/Gimpl Hill Subarea

#### Area Potentially Suitable for Urban Reserves Designation

	Bailey Hill/Gimpl Hill—Northern area, adjacent to UGB (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 = **507 acres**

Total potential residential capacity = **1,394 dwelling units**

Average residential capacity = **2.75 dwelling units per acre**

#### Not Moving Forward for Urban Reserves Designation

	Bailey Hill/Gimpl Hill—Western and southern 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 = **395 acres**

#### Overall subarea data:

Developable land within .25 miles of the UGB = **285 acres**

Tax lots with a predominant slope classification of 0-5 percent = **0.1 percent**

Tax lots with a predominant slope classification of > 5 percent slope = **99 percent**

Average Capacity = **2.67 dwelling units per acre**

# Bailey Hill/Gimpl Hill Subarea Draft Suitability Analysis

## Background

**Location:** The Bailey Hill/Gimpl Hill subarea is located to the southwest of Eugene adjacent to the UGB, and generally includes land around Gimpl Hill Road and Bailey Hill Road. The Bailey Hill/Gimpl Hill study area from the 2012 UGB expansion analysis is located in this area.

**Existing Land Uses:** The subarea has steep slopes and is primarily used for forest with scattered residential development: 1,494 acres of developable land are Priority 3 Forest Lands, 41 acres are Priority 3 Agricultural Areas, 20 acres are Priority 2 Marginal Lands and 192 acres are Priority 1 Exception Areas. There are four areas of Priority 1 land, two of which are adjacent to the UGB. The Priority 1 land is all designated Residential. The Priority 1 area along Bailey Hill Road is not adjacent to the UGB, has low development capacity due to parcelization, and is designated Partially Vacant or fully Developed, except for one Undeveloped tax lot that contains less than an acre of developable land. The Priority 1 areas along Gimpl Hill Road contain a mix of Undeveloped, Partially Vacant, and fully Developed land. Existing development is scattered throughout the Bailey Hill/Gimpl Hill subarea, as shown in the Priority Land Classification map, and is not clustered in a particular area.

Along Bailey Hill Road, before it splits from Gimpl Hill Road, there is an area that is surrounded on three sides by the UGB. This area is a mix of Priority 1 Exception Area and Priority 3 Forest Lands, with lots mostly containing five to ten acres of developable land.

**Constraints:** About half (forty five percent) of the area is categorized as Protected or Committed land. The Nature Conservancy owns three tax lots on the northern boundary of the subarea, near Rathbone Road, that totals 97 acres and are categorized as Protected. Adjacent to this property is the City of Eugene-owned Murray Hill Park that accounts for 77 acres of land that is categorized as Committed. Bailey Hill Park and Gimpl Hill Park, 28 acres total, are located in this subarea and part of the City's ridgeline parks system.

The subarea is very hilly: almost 60 percent of tax lots have a predominant slope classification of over 30 percent. Only .1 percent of the subarea is flat (0-5 percent slope). The subarea also contains areas with a high risk of shallow or deep landslide, as mapped by the Oregon Department of Geology and Mineral Industries (DOGAMI). The largest high landslide risk areas are in the northeast corner of the subarea near Wild Iris Ridge and in the southwest of the subarea near Gimpl Hill Road.

**Surrounding Land Uses:** The city-owned Wild Iris Ridge is immediately east of this subarea and at least two trails access it from the Bailey Hill/Gimpl Hill subarea. The land adjacent to this area within the UGB is undeveloped except for residential development near the intersection of Bailey Hill Road and Gimpl Hill Road. Much of the adjacent land within the UGB is not annexed and does not have city services such as wastewater. The Willow Creek Natural Area, which is owned by the Nature Conservancy, extends into this subarea in the corner north of Gimpl Hill Road. The Nature Conservancy also owns a significant amount of the nearby land within the UGB south of 18<sup>th</sup> avenue—two tax lots immediately within the UGB alone total 103 acres.

There is an area of industrial development within the UGB to the north of this subarea, on West 18<sup>th</sup> Avenue, that is in close proximity but not easily accessible by neighborhood streets. The Churchill

neighborhood, which includes a mix of existing development types, is within the UGB and in close proximity to this subarea though it is separated by undeveloped land along the UGB.

Land to the south of this subarea is primarily forested, but also includes a mix of agricultural uses and dispersed residential development. Residential development continues out along Gimpl Hill Road beyond this subarea.

**Other:**

DRAFT

## 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 Bailey Hill/Gimpl Hill subarea, organized by locational factor:

### 1. Efficient accommodation of identified land needs

**Proximity to the UGB:** The Bailey Hill/Gimpl Hill Road subarea includes a moderate amount of developable land adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map. In total, there are 285 developable acres with a portion of their tax lot within .25 miles of the UGB.

**Developable land capacity:** In the entire subarea there are 902 developable acres: 544 partially vacant and 359 undeveloped. The full subarea has capacity for 2,413 dwelling units, which gives it an average capacity of 2.67 dwelling units/developable acres.

**Residential suitability:** While the subarea’s proximity to the UGB is an asset, the steep topography, relatively difficult serviceability, and existing development patterns do not make it appropriate for a mix of residential housing, commercial and neighborhood uses; it is therefore not appropriate for a 20-minute neighborhood. The northern portion of the subarea, adjacent to the UGB, is most suitable for potential development of a 20-minute neighborhood because the topography is less sloped, it is closer to services, and has existing transportation connections. This northern portion of the subarea, as shown in the Preliminary Suitability Results map, contains 507 developable acres, with capacity for 1,394 dwelling units, at an average density of 2.75 dwelling units/developable acre.

**Industrial suitability:** There are no 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:** The Bailey Hill/Gimpl Hill subarea contains steep slopes, and more than half of the land has a predominant slope class greater than 30 percent, as shown on the Contours and Hillshade map. A significant amount of land adjacent to the UGB is categorized as Protected or Committed, which presents a challenge to efficient urbanization. For example, certain protected land such as that owned by the Nature Conservancy constrains the utility and transportation connections that can be established from the UGB to the developable land within the subarea. This makes the western portion of the subarea especially difficult to urbanize efficiently, meaning it cannot efficiently accommodate identified land needs.

*Overall, the Bailey Hill/Gimpl Hill subarea could best accommodate identified land needs if future urbanization was directed to the northern portion of the subarea, which is more suitable for development of a complete neighborhood than the western or southern portion of the subarea.*

<b>Efficient accommodation of identified land needs:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)		✓	
Bailey Hill/Gimpl Hill – Western and Southern area			✓

## 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 Bailey Hill/Gimpl Hill subarea’s relative serviceability ranged from Moderate to Difficult.

Wastewater serviceability was considered moderate due to lack of services immediately within the UGB and the need to build a pump station not listed in the Public Facilities and Services Plan. Fire protection and transit serviceability were also considered moderate. Water serviceability was considered difficult due to the barrier presented by Willow Creek Natural Area, inability to build a looped system, and need to expand infrastructure to undeveloped areas within the UGB. Based on the preliminary serviceability analysis, it appears that land to the west of Willow Creek Natural Area is especially challenging for service provision.

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

There is undeveloped land within the UGB that is currently not served with wastewater or EWEB water that would potentially benefit in its future development and serviceability if this subarea were included in urban reserves.

Bailey Hill/Gimpl Hill Subarea	Wastewater	Water	Fire	Transportation	Transit	Stormwater
<b>Relative serviceability</b>	Moderate	Difficult	Moderate	Moderate-Difficult	Moderate	Moderate-Difficult
<b>Generalized cost estimate</b>	\$\$\$\$\$	\$\$\$\$	\$\$-\$\$\$	\$\$\$\$	\$\$\$	\$\$\$

<b>Orderly and economic provision of public facilities and services:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)			✓
Bailey Hill/Gimpl Hill – Western and Southern area			✓

## 3. Comparative environmental, energy, economic and social consequences

### A. *Environmental:*

**Public open space:** There is a significant amount of publicly-accessible open space present in this area as well as nearby. Future residents would benefit from the access to open space but, urbanization may cause negative impacts to the connectivity and wildlife movement between these areas.

**Impacts to natural resources:** Urbanization could negatively impact protected natural resources such as the Willow Creek natural area, and its connectivity to other natural areas. The Willow Creek natural area is categorized as Protected, so urbanization is not assumed on it. However, adjacent development could negatively impact these areas and make efficient urbanization more challenging.

**Risk of natural hazards:** Areas with high risk of shallow and deep landslides, as mapped by DOGAMI and shown on the Contours and Hillshade map, are present in this area and the risk to future residents would be increased by urbanization. The largest concentration of landslide risk area is concentrated in the southwest corner of the subarea to the east of Gimpl Hill Road. There are currently wildland urban interface conditions in the area and future urbanization may increase the risk of fire.

*Overall, there would be negative environmental consequences.*

<b>Environmental Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)		✓	
Bailey Hill/Gimpl Hill – Western and Southern area			✓

**B. Energy:**

**Potential for complete neighborhoods:** This area has mixed suitability for co-locating a variety of housing (LDR, MDR, HDR) and jobs in order to provide a 20-minute neighborhood, given several factors: undevelopable land immediately adjacent to the UGB, limited transportation connections to Eugene, and proximity to existing job centers within the UGB. As described above, the northern portion of the subarea is more suitable for development of a complete neighborhood because it has better transportation connections, is easier to extend public services to, and the topography is less sloped than in the southwestern portion of the subarea.

**Proximity to the UGB:** As already noted, the Bailey Hill/Gimpl Hill subarea is adjacent to the UGB, but much of the land adjacent to or nearby (within .25 mile) the UGB is not developable or has low development capacity, as shown on the Development Potential and Residential Capacity maps. This hinders future urbanization of a 20-minute neighborhood.

**Multi-modal transportation access:** There is moderate transportation access to this area. Transportation access relies primarily on Bailey Hill Road or Gimpl Hill Road, and then 18<sup>th</sup> Avenue and 11<sup>th</sup> Avenue for access to downtown, Eugene’s main job center. Transit service would need to be extended to this area, and roadway improvements, including bike lanes and sidewalk improvements would be needed to accommodate all users. Local street access from this subarea to existing neighborhoods within the UGB would need to be developed. Bailey Hill Road appears to be most suitable for multimodal transportation, due to its relatively flatter slope, direct connection to major transportation corridors, and existing pedestrian improvements along it within the UGB. However, the width of Bailey Hill Road and the sloped land adjacent to it may make bicycle and pedestrian improvements challenging and costly; Bailey Hill Road north of Bailey Hill Loop appears more suitable for multimodal transportation.

**Proximity to services:** Kennedy Middle School and Churchill High School are located near this subarea within the UGB and there are numerous parks and open space nearby, making the subarea accessible to these services. The nearest commercial use is a local market at the intersection of Bailey Hill Road and

Gimpl Hill Road that is adjacent to this subarea; there are no commercial uses within the subarea besides several home-based businesses and given the low residential capacity commercial development would be unlikely.

**Generation of energy burdens:** Future urbanization of the Bailey Hill/Gimpl Hill subarea will directly and indirectly generate energy and climate burdens due primarily to the conversion of forest land, increased traffic, and increased carbon emissions.

*Overall, urbanization of this subarea would result in mixed energy consequences. Urbanization of the western and southern portion of the subarea would result in negative energy consequences due to poor suitability for multi-modal transportation and low potential for development as a complete neighborhood.*

<b>Energy Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)		✓	
Bailey Hill/Gimpl Hill – Western and Southern area			✓

**C. Economic:**

**Future economic activity:** The Bailey Hill/Gimpl Hill subarea contains 902 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 2,413 residential dwelling units. This is an average capacity of 2.67 du/developable acre. Given the area’s residential capacity analysis, it is only low-to-moderately suitable for future urbanization with a variety of residential uses; the area near the UGB that is most suitable for urbanization also has very low projected residential capacity. The western and southern portion of the subarea contains large tax lots, including two tax lots that contain 65 acres of developable land each, however this portion of the subarea is the least suitable for urbanization due to reasons described above. The subarea is not suitable for urbanization with industrial uses, as shown on the Potential Industrial Capacity map, limiting the positive economic impacts of urbanizing in this subarea.

**Loss of existing economic activity:** Given adjacent uses being primarily forest, residential, and open space, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses. There are several home-based businesses in the subarea, including a recording studio and a garden supply store, that may be at risk for displacement if the area were to urbanize but overall there is not much existing economic activity within the subarea.

**Potential for complete neighborhoods:** As described above, it is not likely that complete, connected neighborhoods would develop in this subarea.

**Cost of service provision:** As noted above, *the Bailey Hill/Gimpl Hill subarea is moderately difficult for ease of serviceability among 16 subareas.* Water service is difficult to bring to this subarea because of the barrier created by Willow Creek Natural Area, so the western portion of the subarea that is separated from the UGB by Willow Creek Natural Area and not well-connected to the street system is especially challenging and costly to serve. The relatively high cost of servicing the area makes the likelihood of urbanization and its associated economic benefits lower.

*Urbanization of this area would have mixed economic consequences.*

<b>Economic Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)		✓	
Bailey Hill/Gimpl Hill – Western and Southern area			✓

**D. Social:**

**Impacts to current residents:** As the area 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. Undeveloped land within the UGB would benefit from urbanization in this subarea, since it would create more connected neighborhoods and increased services for existing residents.

**Service delivery:** As noted in the serviceability analysis, the majority of this subarea is currently served by the Bailey-Spencer Rural Fire Protection District, except for a portion in the northwest that is served by Zumwalt Rural Fire Protection District. According to Eugene-Springfield Fire Department staff, given the current locations of the city fire stations and existing street network, it appears that response times to this subarea would be acceptable. However, there are concerns around wildland urban interface and water flow issues.

Providing EWEB water service to this subarea would be costly due to: the need for pumping and storage facilities, inability to provide a looped system, and the need to extend service through undeveloped areas within the UGB but outside of city limits. Residents within the UGB who are not currently served would benefit from the potential cost-savings of expanding service to a larger number of dwelling units. However, costly public services make development more expensive in this subarea and may impact the affordability of future homes and commercial spaces. There is plentiful access to open space in this subarea and 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 exacerbate the impacts of landslides due to the presence of steep slopes and areas with high risk for shallow and deep landslides. These landslide risk areas are categorized as Protected, with no development capacity forecast on them. However, a future landslide could have negative impacts on areas outside of the high risk areas mapped by DOGAMI and damage infrastructure that residents and businesses rely on, therefore decreasing the overall resiliency of the subarea. The largest concentration of mapped landslide risk is in the southwestern corner of the subarea, to the east of Gimpl Hill Road, which increases the vulnerability of that portion of the subarea and makes it less suitable for future urbanization.

**Impacts to vulnerable populations:** Land in this subarea is not identified as suitable for industrial uses, so the risks associated with those uses would not be disproportionately borne by vulnerable populations in this subarea. The only businesses in the subarea appear to be home-based, including a recording studio and a garden pond supply store, so there is a low risk of local businesses being displaced as urbanization occurs. Overall, there is a relatively low chance that urbanization of this subarea would negatively impact vulnerable and underserved groups.

**Complete neighborhoods:** As noted, 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—but this is not likely to occur. The northern portion of the subarea that has flatter topography and easy access to Bailey Hill Road and Gimpl Hill Road is more suitable for development of a complete neighborhood than the southern and western portion of the subarea.

*Urbanization of the Bailey Hill/Gimpl Hill subarea would have mixed social consequences because residents would benefit from improved service delivery but the subarea would not likely develop as a 20-minute neighborhood with a variety of housing types at all price ranges. Urbanization of the western and southern portion of the subarea would have negative social consequences due to the high risk of landslide, longer commutes to employment centers, and the higher cost of service delivery.*

<b>Social Consequences:</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)		✓	
Bailey Hill/Gimpl Hill – Western and Southern area			✓

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

Increased congestion on roadways from urbanization may impact nearby agricultural activities. Existing surrounding uses are primarily forest, open space, and agriculture and all appear to be compatible with future urbanization of the subarea. The surrounding area already contains dispersed residential development, which indicates that any existing agricultural or forest uses could continue if this subarea were to urbanize.

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

<b>Compatibility with nearby ag and forest activities</b>	<b>Positive</b>	<b>Mixed</b>	<b>Negative</b>
Bailey Hill/Gimpl Hill – Northern area (adjacent to the UGB)	✓		
Bailey Hill/Gimpl Hill – Western and Southern area	✓		

**Conclusion:**

Besides Protected and Committed land and fully developed tax lots, there are **395 acres** in the Bailey Hill/Gimpl Hill subarea that, on balance, would be unsuitable for urban reserves, as shown on the Preliminary Suitability Analysis Results map.

Total developable land potentially suitable for urban reserves designation: **507 acres**

Total residential capacity: **1,394 dwelling units**

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Priority 1: Exception Areas	192	121	365
Priority 2: Marginal Lands	20	13	37
Priority 3: Agricultural Lands	41	26	75
Priority 3: Forest Lands	1,494	742	1,936
<b>Grand Total</b>	<b>1,748</b>	<b>902</b>	<b>2,413</b>

Buildable v Not Buildable Land	Acres	Percent of total
Buildable	902	52%
Committed/Protected	787	45%
Existing Development*	59	3%
<b>Total</b>	<b>1,748</b>	<b>100%</b>

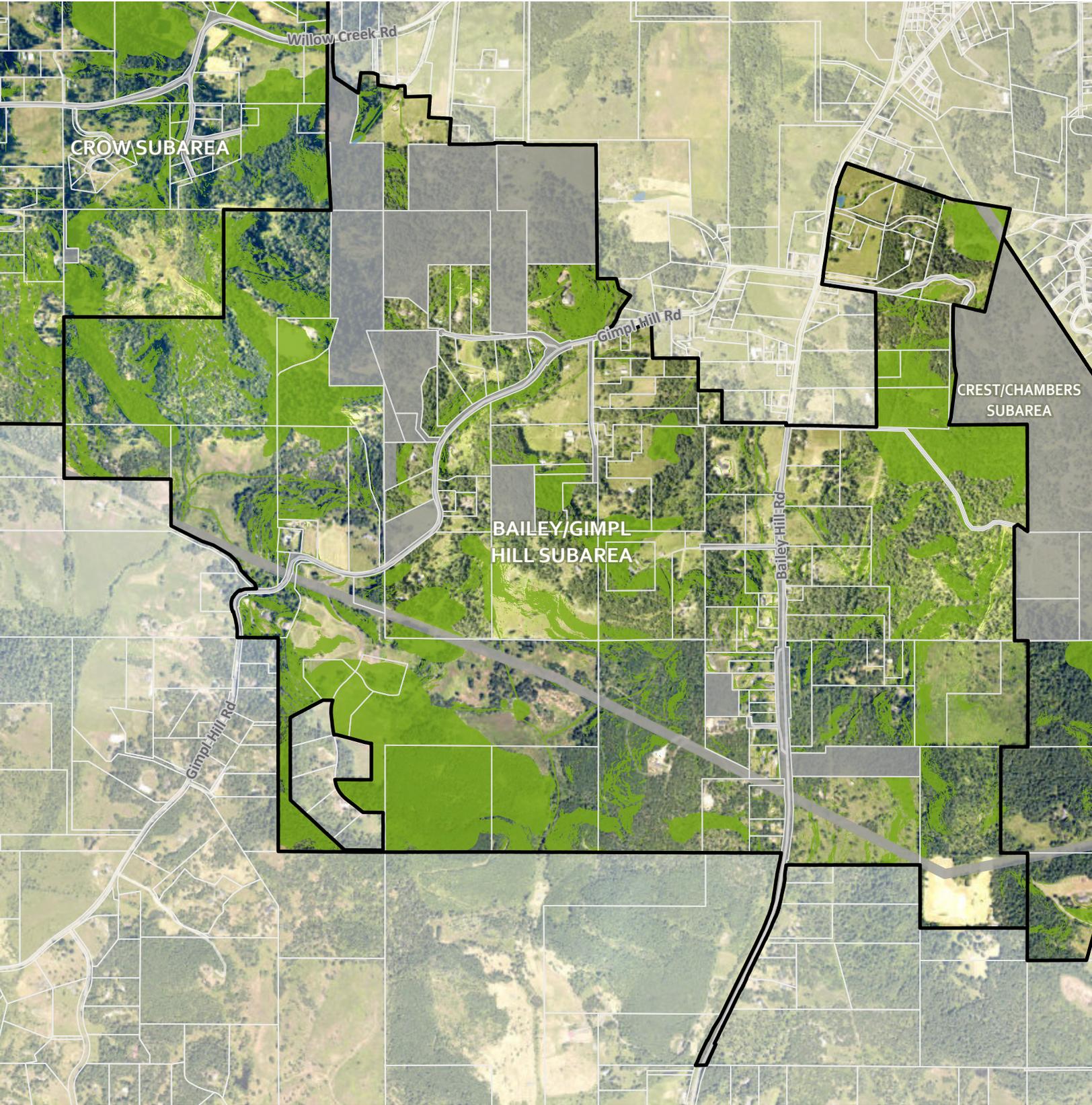
Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)	Industrial Capacity (Acres)
Partially Vacant	544	1,504	0
Undeveloped	359	909	0
<b>Developable Total</b>	<b>902</b>	<b>2,413</b>	<b>0</b>

Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	2	0.1%	0	0
5 - 10%	52	3.0%	40	114
10 - 15%	328	18.8%	205	552
15 - 20%	295	16.9%	179	511
20 - 25%	45	2.6%	13	40
25 - 30%	4	0.2%	2	4
30% plus	1,023	58.5%	465	1,192
<b>Grand Total</b>	<b>1,748</b>	<b>100%</b>	<b>902</b>	<b>2,413</b>

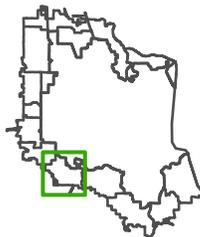
<b>Average Residential Capacity (Dwellings/Acre)</b>	<b>2.68</b>
--	-------------

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

**DRAFT**



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



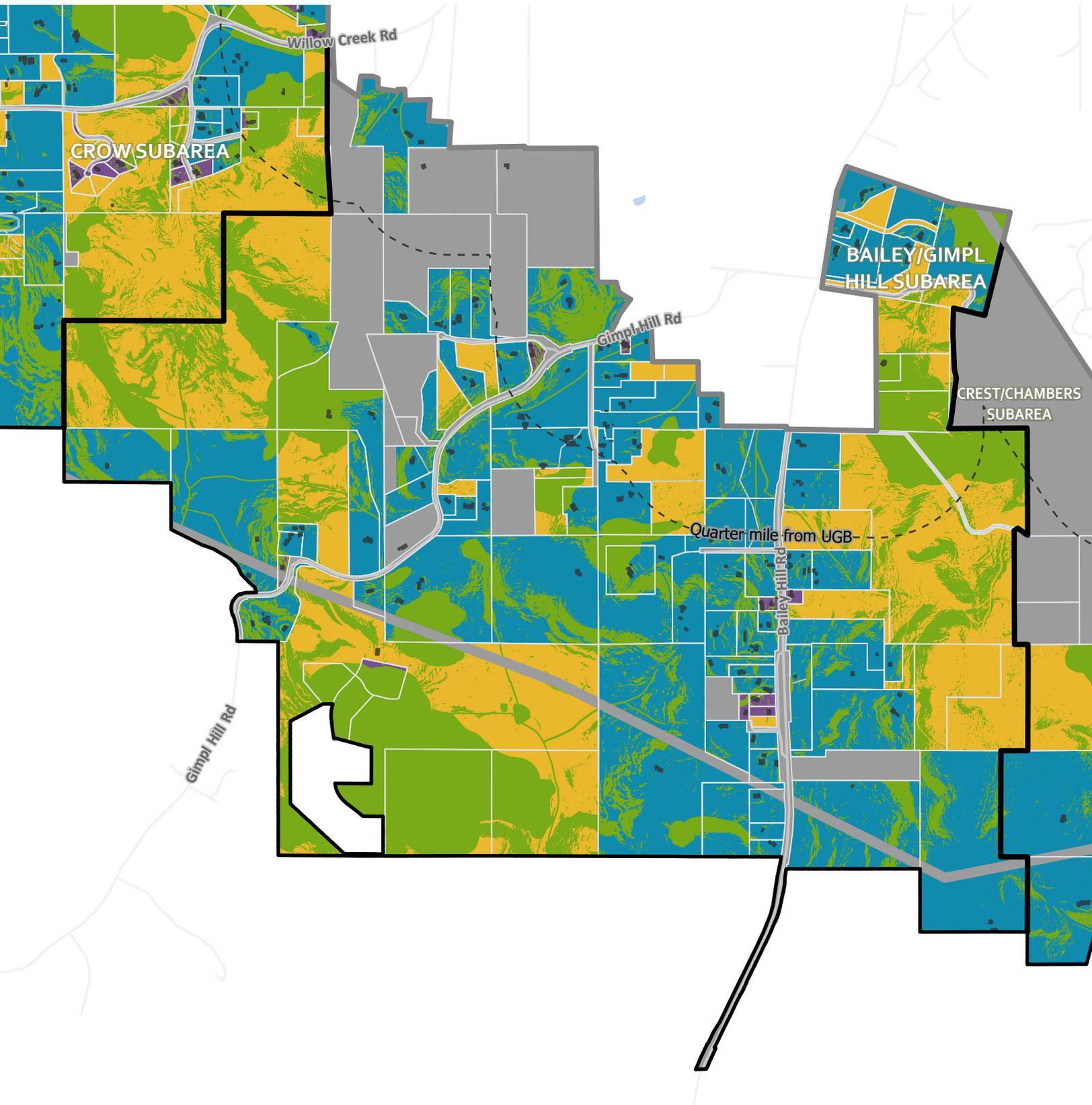
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0.2 Miles

Map created July 2019 by  
City of Eugene Planning Division.

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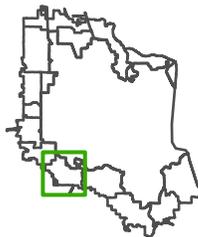




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

### Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



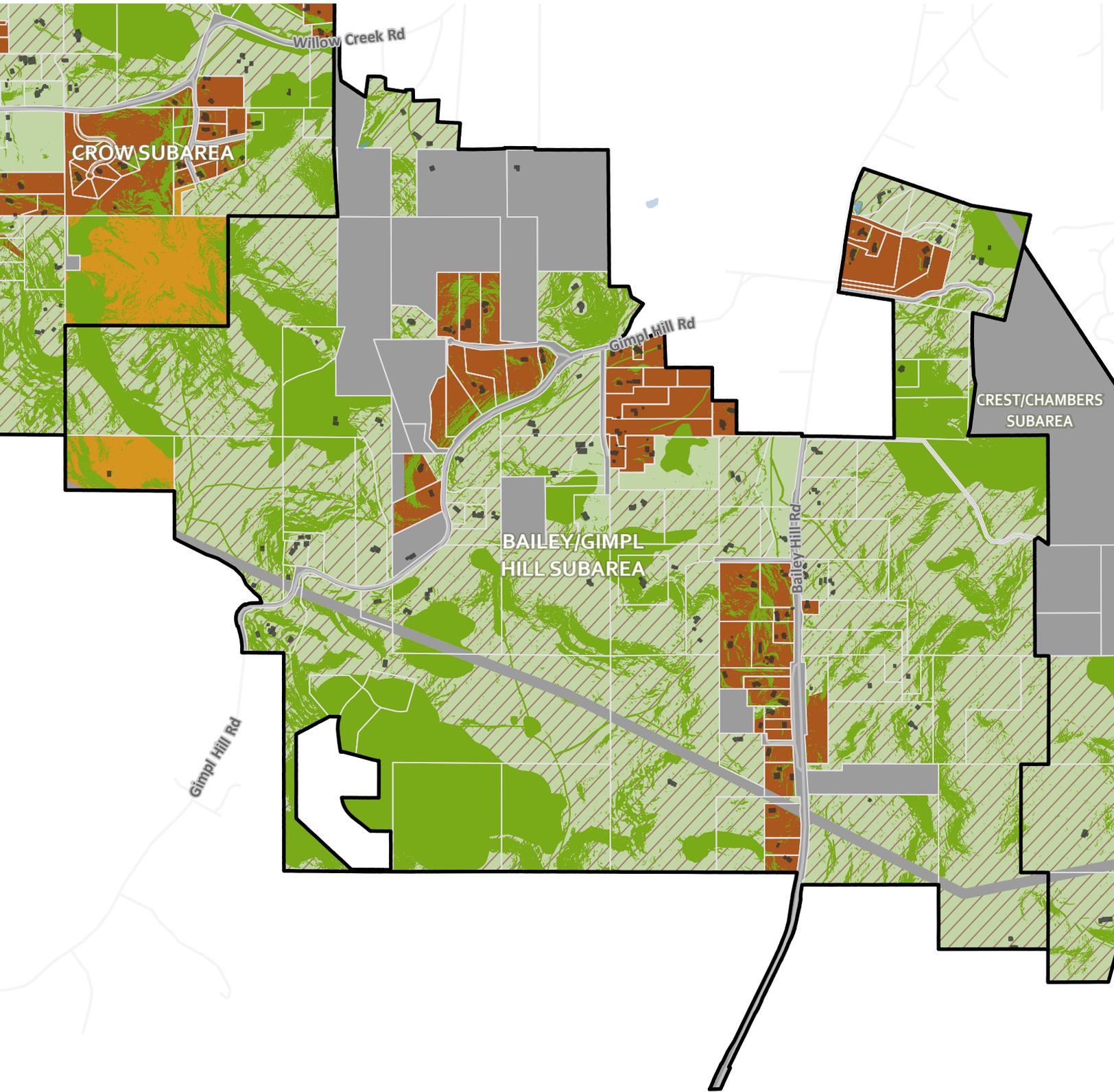
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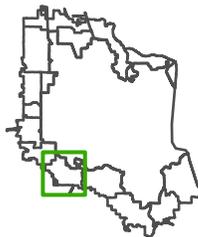




- Buildings
- Committed Lands
- Protected Lands

### Priority Land Classification

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



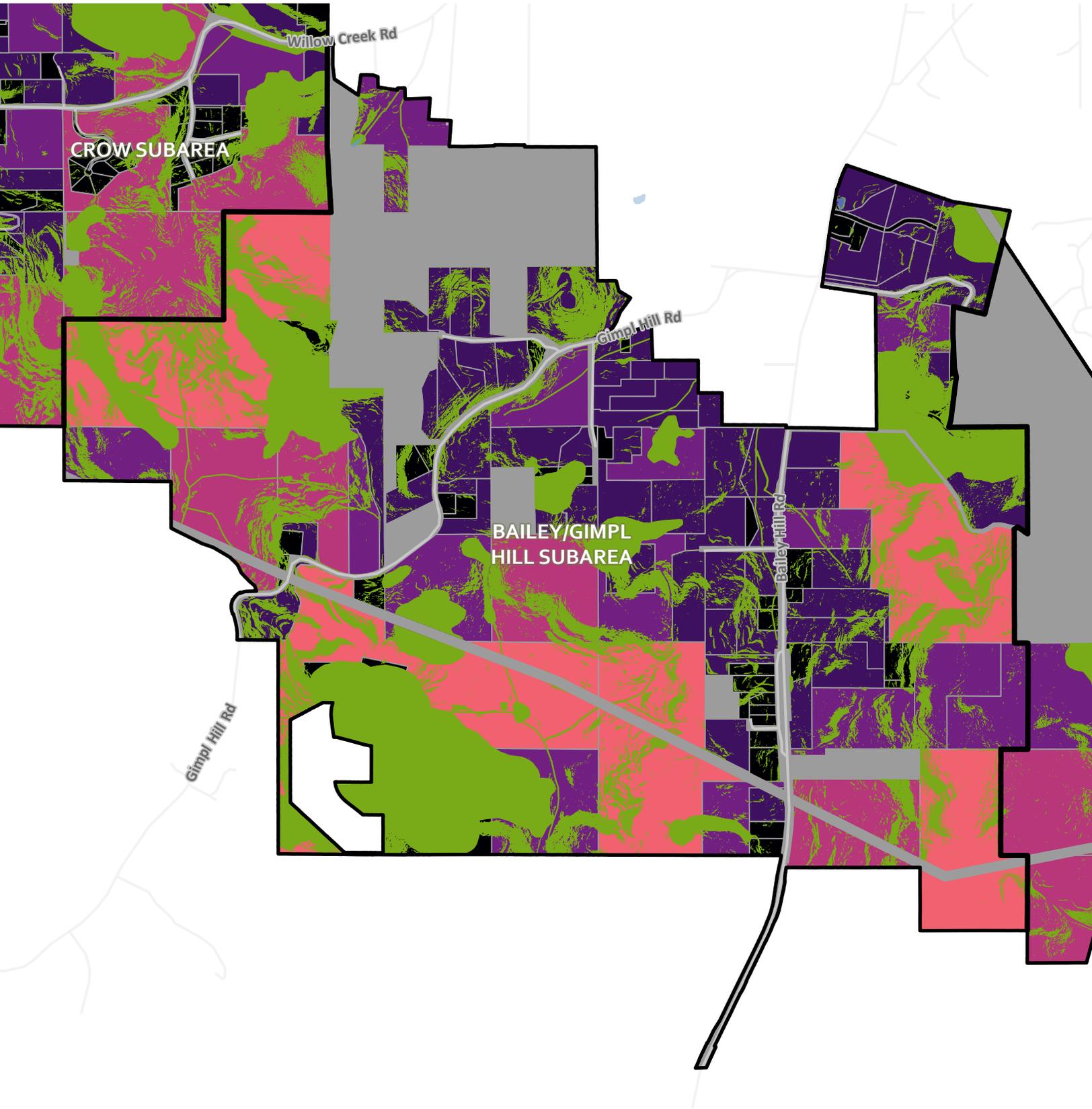
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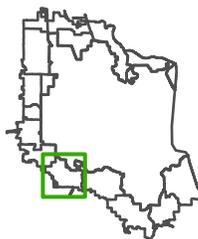




Committed Lands  
Protected Lands

Residential Capacity (dwelling units)

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



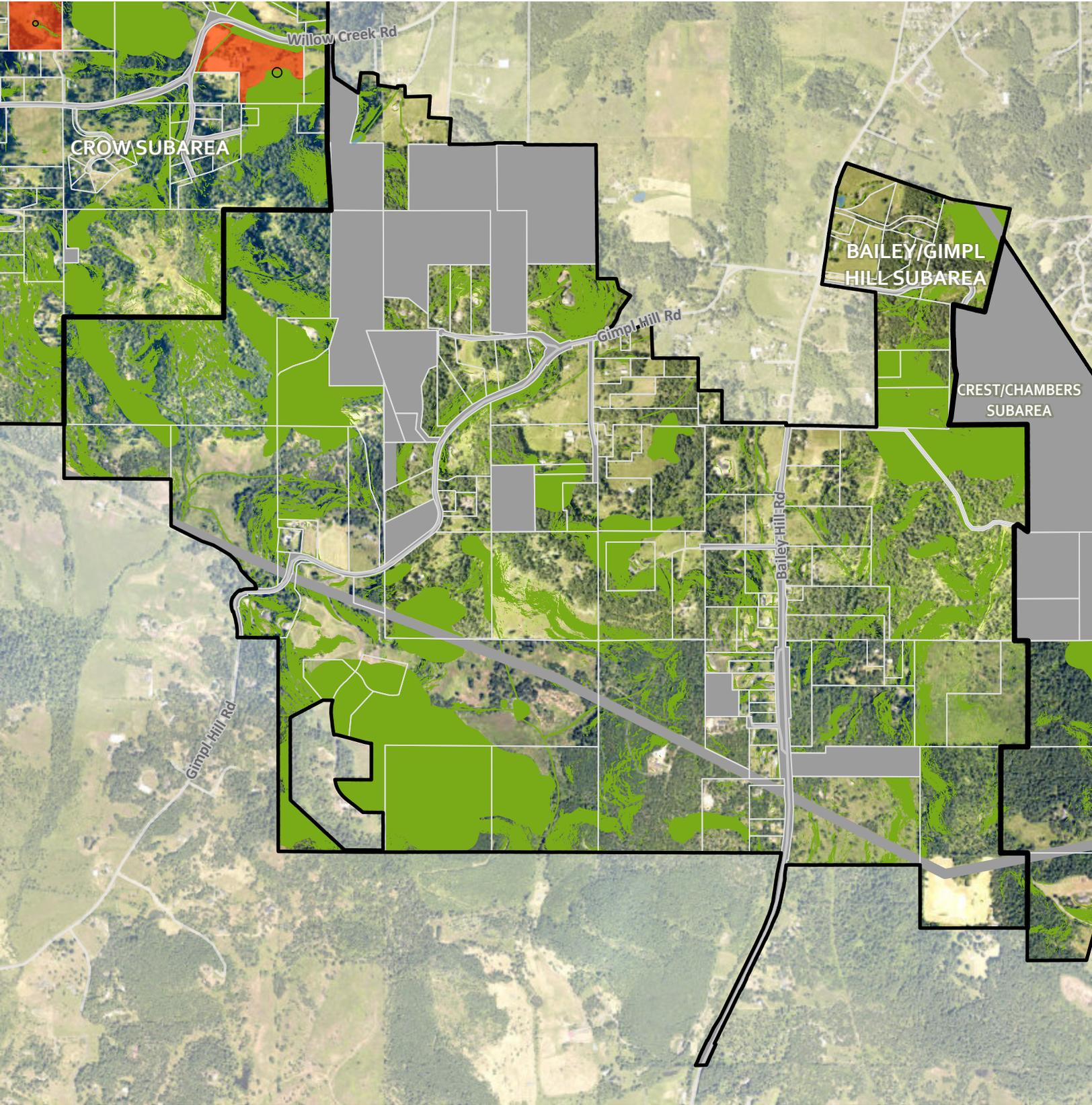
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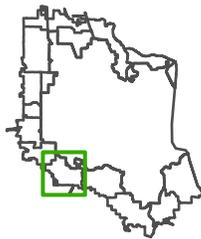
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Miles





- 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



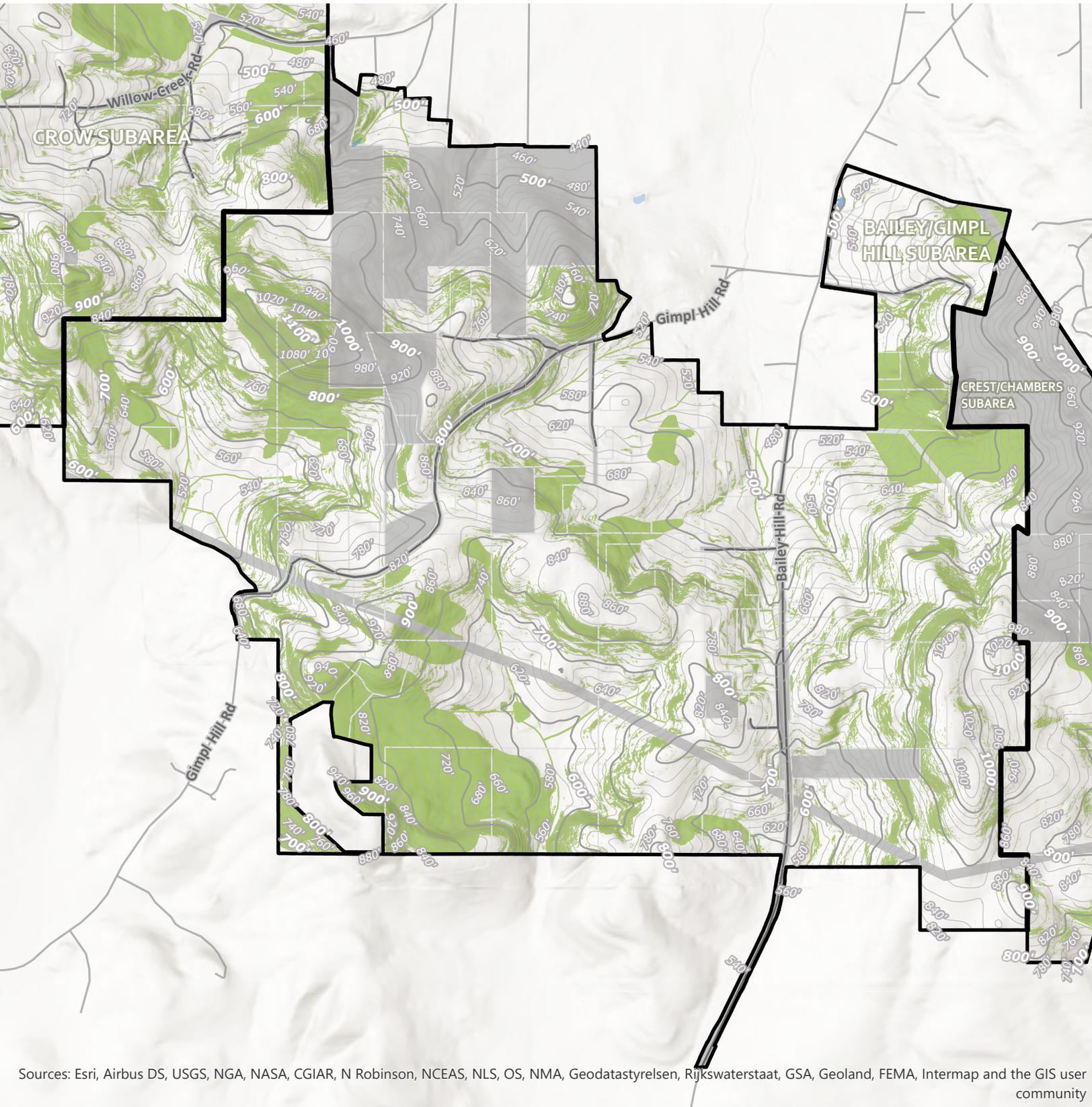
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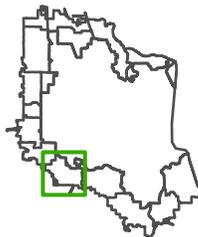
0.2 Miles





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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0.2 Miles

Map created July 2019 by  
City of Eugene Planning Division.

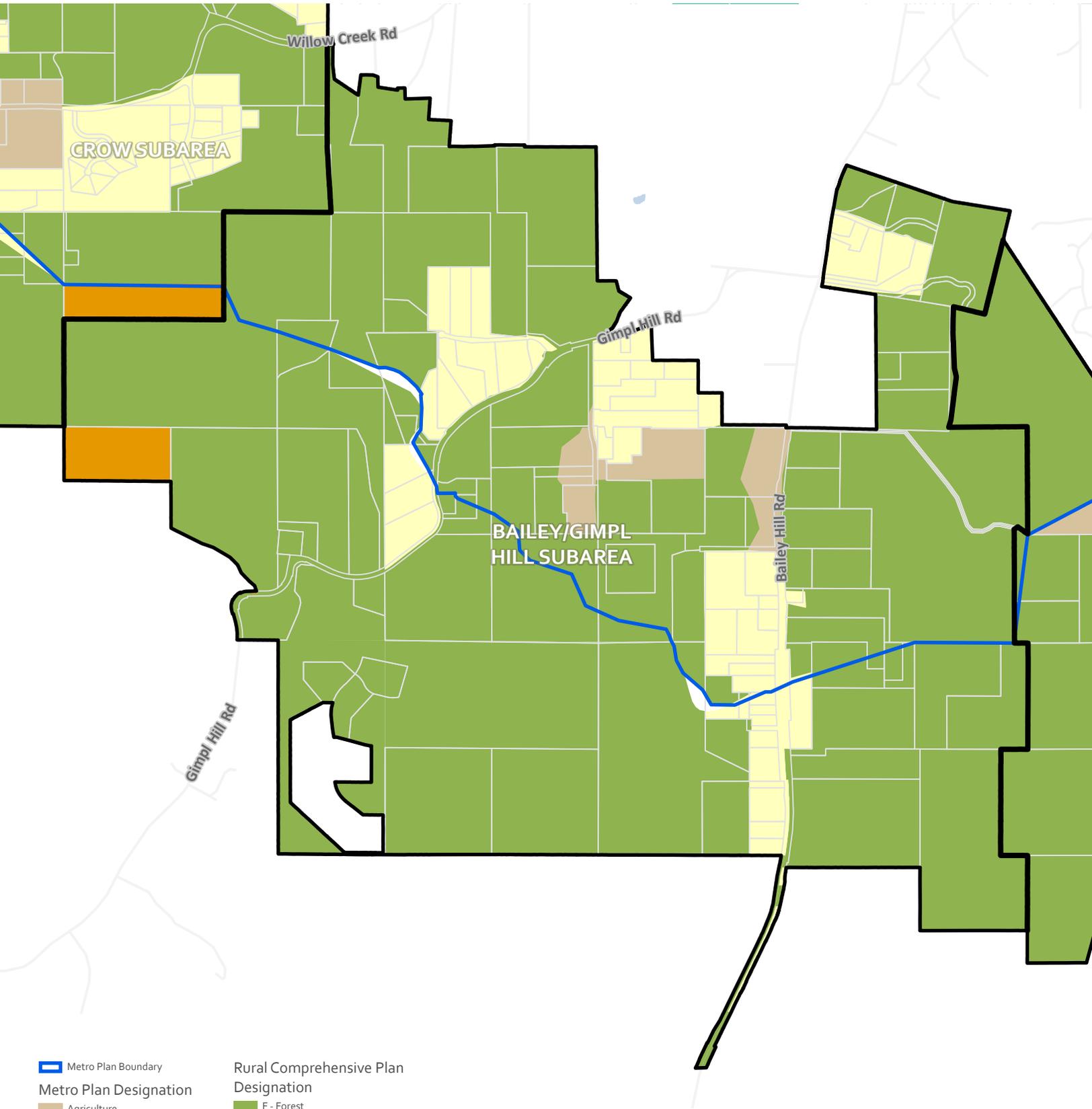
For additional information, visit  
[www.eugene-or.gov/UrbanReserves](http://www.eugene-or.gov/UrbanReserves)



# DRAFT

# Comprehensive Plan Designation

Bailey/Gimpl Hill subarea

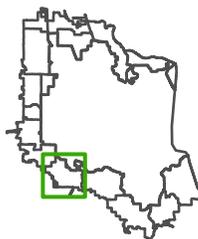


### Metro Plan Designation

- 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.

0.2 Miles

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