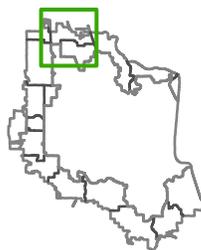


- Initial Urban Reserves Draft Study Area
- Urban Reserves Draft Suitable Subareas

- 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.

0.3 Miles

Map created November 2019 by City of Eugene Planning Division.

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



Summary

Draft Suitability Analysis Highway 99 Subarea

Area Potentially Suitable for Urban Reserves Designation

	Highway 99— south of Meadowview 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 = 281 acres

Total potential residential capacity = 2,351 dwelling units

Average residential capacity = 8.37 dwelling units per acre

Not Moving Forward for Urban Reserves Designation

	Highway 99—north of Meadowview (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		✓	

	Highway 99—west of River Road (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 = 388 acres

Subarea data:

Developable land within .25 miles of the UGB = **27 acres**

Tax lots with a predominant slope classification of 0-5 percent = **99.9 percent**

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

Average Capacity = **8.35 dwelling units per acre**

Highway 99 Subarea Draft Suitability Analysis

Definitions:

Committed Lands: Public and other land that has no development potential for housing or jobs because they are committed to other uses. It includes: public parks and open space, school district property, utility property, airport property, government property, cemeteries, transportation rights-of-way, Bonneville Power Administration rights-of-way, and private property with conservation easements that prohibit urban development.

Protected Lands: Land reserves to protect natural resources or prevent the impact of natural hazards, and therefore is assigned no development capacity. It includes:

- Lane County Goal 5 adopted riparian corridors (Statewide Planning Goal 5)
- Wetlands (National Wetland Inventory, West Eugene Wetlands Plan)
- Federally-listed critical habitat for Threatened and Endangered species (U.S. Fish and Wildlife Service Environment Conservation, Oregon Biodiversity Information Center)
- Historic and cultural resources (Oregon Historic Sites Database)
- Natural resource (Lane County, Eugene-Springfield Metropolitan Comprehensive Plan)
- Natural areas (Oregon State Register of Natural Heritage Resources)
- Floodway, special flood hazard areas (FEMA)
- Slopes of greater than 30 percent (DOGAMI)
- Areas with a high risk of either a shallow or deep landslide (Department of Geology and Mineral Industries).

Vulnerable Populations: Populations that identify as a non-white race or ethnicity, younger or older populations, populations with a disability, and/or single headed households.

Complete Neighborhood/20-Minute Neighborhood: Neighborhoods with destinations, such as shopping, schools and parks, that can be reached from a residence within a comfortable 20-minute walk.

Background

Location: The Highway 99 subarea is located to the north of Eugene and extends from west of Highway 99 on its northern edge to River Road to the east. It includes land on both sides of Prairie Road. The subarea also surrounds the Junction City UGB on three sides.

Existing Land Uses: The subarea is flat and primarily used for agriculture; there are 520 developable acres of Priority 3 Agricultural Land in this subarea and 249 acres of Priority 1 Exception Areas. 554 acres of the subarea are Committed or Protected lands, mostly comprised of flood hazard areas and lands owned by Metropolitan Wastewater Management Commission.

The area north of Meadowview Drive is classified as Priority 1 lands designated as Rural Residential and rural Industrial. These parcels are small with very little capacity and development potential.

Constraints: Almost half (forty three percent) of the subarea is categorized as Protected or Committed land. Most of the Committed land in this subarea is owned by Metropolitan Wastewater Management Commission as a portion of their poplar farm and their biosolids facility off Prairie Road.

Most of the subarea is zoned Agricultural with high value farms along the River Road corridor. The lands along River Road have ribbons of floodplain running through them, constraining their development potential. There are areas of mapped Federal Emergency Management Agency (FEMA) Special Flood Hazard Areas (floodplains) in the north and west portion of the subarea as well as wetlands mapped on the National Wetland inventory. The floodplain is not adjacent to the Willamette River.

Surrounding Land Uses: The Highway 99 Subarea is adjacent to the Awbrey Subarea to the south. The Awbrey subarea consists of mainly Metropolitan Wastewater Management Commission land as well as areas of agricultural, residential, and industrial lands. The Eugene Municipal Airport is Southwest of the subarea.

The subarea is adjacent to the UGB in only the southwestern portion where the MWMC facilities are located. Only 258 acres of the subarea are located nearby the UGB. Eighty percent of the subarea is not within one fourth mile of the UGB. Further, there is very little development adjacent to or within the subarea. The subarea is largely isolated from existing development or residential populations. The adjacent land within the UGB is zoned Heavy Industrial and functions as the MWMC poplar farm.

To the North, the subarea abuts the Junction City UGB. The Junction City UGB extends to Meadowview Road to include the State Hospital and a manufacturing facility adjacent to Meadowview Road. If the Highway 99 subarea were to urbanize, the Junction City and Eugene UGBs may eventually share a boundary

Other: The area south of the subarea is included in the Industrial Corridor Community Organization and Santa Clara Community Organization.

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 Highway 99 subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The portion of the subarea nearby the UGB is classified as committed, therefore no developable lands are adjacent to or nearby the UGB, as shown on the Development Potential map.

Developable land capacity: Overall, there are 525 partially vacant developable acres, and 145 undeveloped developable acres. According to the residential capacity analysis, the subarea has capacity for 5,590 dwelling units, or 8.35 dwelling units per acre.

Residential need: The 525 partially vacant developable acres and 145 partially vacant undeveloped developable acres in the subarea are identified in the residential capacity analysis as potentially suitable

for urbanization. While the subarea’s size and serviceability make it possible for a mix of residential housing and commercial, the distance from the UGB and other services, and location adjacent to the MWMC biosolids facility does not make the subarea suitable for a 20-minute neighborhood.

Industrial need: There are 418 developable acres identified in the capacity analysis as potentially suitable for urbanization with industrial land need, as shown on the Potential Industrial Capacity map. One of those tax lots, located west of the railroad tracks and south of Meadowview Road is the most suitable for future industrial uses, due to transportation connections, compatibility with adjacent uses, and size (78.75 acres). The agricultural lands adjacent to River road are not appropriate for industrial uses given the surrounding uses, small parcel size, and flood areas.

Topography, steep slopes, or other constraints to efficient urbanization: The Highway 99 subarea is largely flat, with over ninety nine percent comprised of no predominant slope classification greater than 5 percent, as shown on the Contours and Hillshade map. The FEMA-mapped Flood Hazard Area 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. Prairie and River Roads.)

Overall, the Highway 99 subarea could potentially efficiently accommodate identified land needs, however the subarea could more efficiently accommodate land needs if adjacent lands and subareas urbanize first.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd		✓	
Highway 99 areas north of Meadowview			✓
Hwy 99 areas west of River Road			✓

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 Highway 99 subarea’s relative serviceability ranged from easy to moderate. The generalized cost estimates are for the new infrastructure that would be needed, and do not include land acquisition or future maintenance costs.

Transit service was considered moderate to serve. The flat topography makes this subarea easy to access. It may be challenging to create efficient service in the subarea given the relative isolation. The closest current route is on Highway 99 to Junction City and is separated from most of the developable land in this subarea.

Water service is considered easy to serve. EWEB service is already available adjacent to this subarea. Distribution and transmission systems would have to be extended to provide service.

Wastewater serviceability is considered moderate. Developing this subarea would cause minimal disruption to the existing wastewater network and roads downstream; only a relatively small amount of

the downstream piping is not large enough. However, a new pump station would likely need to be built to serve the subarea, which would be costly to design and construct.

Stormwater is considered easy to moderate to serve. This subarea has flat topography and the soils are likely suitable for stormwater infiltration. Individual development sites likely suitable for on-site infiltration to reduce post-development runoff and protect downstream water quality. If on-site detention is not feasible, neighborhood or regional detention facilities may be necessary, which would make the ease to serve this area 'moderate.' Some degree of a stormwater system exists already which would need to be evaluated for capacity and need for improvements.

Fire service was considered moderate to serve. This subarea is currently served by Lane Fire Authority. Given the current locations of the city fire stations and existing street network, there are response time/service delay concerns for truck coverage, and a new fire station may be needed.

Transportation was considered easy to serve. This subarea has easy access to Highway 99 and Prairie Road, which serve as connections to Eugene and the regional network.

The generalized cost estimates for providing services to this subarea when urbanized ranged from \$ for Water and Transportation, to \$\$ for stormwater, to \$\$-\$\$\$ for Fire and Transit, and to \$\$\$\$ for Wastewater.

Serviceability within the UGB: While the Awbrey Subarea to the south is not within the UGB, it's inclusion in Urban Reserves would likely be necessary for the serviceability of this subarea to be feasible.

Overall, the Highway 99 subarea is rated as easy to moderate to extend services to. The relatively flat terrain allows for easy extension of water utilities, however distance from existing development creates barriers for extending transit service and necessary costly pump stations for wastewater facilities.

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

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd	✓		
Highway 99 areas north of Meadowview		✓	
Highway 99 areas west of River Road		✓	

3. Comparative environmental, energy, economic and social consequences

A. Environmental:

Public open space: There is no existing public open space in the subarea. Due to the subarea’s relative isolation and distance from existing residential development, nearby public space would minimally benefit future residents of the subarea.

Impacts to natural resources: Urbanization could negatively impact wetlands identified on the National Wetland Inventory that are present in this subarea. 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. However, adjacent development could negatively impact these areas and make efficient urbanization more challenging. There may be wetland areas not encapsulated by existing data. Future development may increase impervious surfaces such as roofs and pavement and increase the stormwater runoff and potential pollutants in waterways.

The subarea includes high value farmland and several active farms that serve Eugene and its surrounding areas. The active farms are located along the River Road corridor east of Prairie Road due to the area’s high value soils compatible for farming. Urbanization could negatively impact farm production and availability of high value farm soils.

Risk of natural hazards: There are ribbons of floodplain that cut through the subarea that create significant constraints to development. Narrow parcels along the River Road corridor are most affected and have the least amount of development capacity due to floodplain. Areas west of the river Road corridor are not impacted by ribbons of floodplain. The subarea is relatively flat and there is no risk of landslide.

Overall, there would be moderate negative environmental consequences. The greatest possible environmental consequence is potential impact of existing high value farmlands along the River Road corridor.

Environmental Consequences:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd		✓	
Highway 99 areas north of Meadowview		✓	
Highway 99 areas west of River Road			✓

B. Energy:

Potential for complete neighborhoods: The subarea has the development capacity for 5,590 dwelling units, however no developable land is adjacent to or nearby the UGB. The potential for 20-minute neighborhoods would be low due to the subarea’s isolation from existing development. Additionally, the developable lands are nearby existing committed land owned by Metropolitan Wastewater Commission, making residential development less desirable.

Proximity to the UGB: A small portion of the Highway 99 subarea is adjacent to or nearby the UGB. This portion is committed land owned by MWMC and has been assigned no development capacity, therefore there are no positive energy implications.

Multi-modal transportation access: Almost all the subarea is very flat (predominant slope classification is less than five percent) which creates potential for the creation of a good multi-modal transportation access to the subarea. Additionally, Highway 99 and Prairie Road both provide access to downtown, Eugene’s main job center. A robust street network between the subarea and existing city limits will need to be developed. 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.

Proximity to services: As noted, there are very few neighborhood-serving commercial uses in the subarea or nearby, inside the UGB. Land adjacent to the subarea is not within the UGB, not urbanized, and not fully developed. Within the subarea, there is farm and residential. Awbrey Park Elementary School is south of the subarea inside the UGB. Urbanization of this subarea as a 20-minute neighborhood would not be likely without urbanization or annexation of adjacent areas.

Generation of energy burdens: Future urbanization of the Highway 99 subarea will directly and indirectly generate energy and climate burdens due primarily to the loss of growing lands, increased traffic, and increased carbon emissions due to development and vehicles miles traveled. While increased regulations, once the subarea urbanizes, may have positive effects on environmental health, dependence on fossil fuels resulting in greenhouse gas emissions will have negative energy effects.

Given its connection to major transportation corridors and ease of serviceability, negative energy impacts are mixed. Given its distance from urbanized land and the UGB, development in this subarea is more likely to create energy impacts. The further away from existing urbanization, the greater the energy burdens.

Energy Consequences:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd	✓		
Highway 99 areas north of Meadowview			✓
Highway 99 areas west of River Road		✓	

C. Economic:

Future economic activity: The Highway 99 subarea contains 669 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 5,590 residential dwelling units. There is also high capacity for industrial development, which is more likely given the subarea’s isolation from existing residential urbanization and proximity to existing industrial development. Given that it also ranks moderately in serviceability, urbanization of this subarea would potentially bring positive economic activity, comparatively.

Loss of existing economic activity: Given existing uses being primarily agricultural and residential, there is relatively moderate concern about future urbanization causing a loss of economic activity for existing and nearby uses. There are several heritage farms along the River Road corridor that could be negatively impacted by urbanization. If it is beneficial for small farms to collocate for resource pooling, there may be negative impacts if uses change. There is capacity for industrial uses to be located nearby the railroad where there is already existing industrial development. The existing industrial development would not be impacted and there would be low potential of loss of existing economic activity.

Potential for complete neighborhoods: The subarea has the development capacity for 5,590 dwelling units, however no developable land is adjacent to or nearby the UGB. The potential for 20-minute neighborhoods would be low due to the subarea’s isolation from existing development. Additionally, the developable lands are nearby existing committed land owned by Metropolitan Wastewater Commission, making residential development less desirable.

Cost of service provision: As noted above, the Highway 99 subarea ranks as an easy to moderate to serve area for service provision.

The moderate cost of servicing the subarea improves likelihood for the “in” area of urbanization and its associated economic benefit, if areas adjacent to the UGB urbanize first. However, areas across River Road not urbanizing, the area north of Meadowview road adjacent to the Junction City UGB, and MWMC land separates much of the subarea from other urbanized land.

Economic Consequences:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd		✓	
Highway 99 areas north of Meadowview		✓	
Highway 99 areas west of River Road			✓

D. Social:

Impacts to current residents: As the subarea urbanizes, increased traffic could negatively impact current residents. However, improvements to the roadway system and additional neighborhood-serving commercial uses could also benefit existing and nearby residents. River Road residents would be highly impacted by urbanization.

Compatibility with existing surrounding uses: Future urbanization appears to be compatible with existing surrounding uses. They are currently majority residential and agricultural. Industrial uses would be more compatible along the railroad, due to proximity to existing industrial and Airport uses.

Service delivery: As noted in the serviceability analysis, a new fire station may be needed. However, a detailed analysis may prove that the subarea could be served within existing capacity. 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 if neighborhoods urbanize to meet 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 areas are categorized as Protected, with no development capacity forecast on them, and risks are not predicted to unduly burden vulnerable populations. Additionally, this subarea contains a truck route, Highway 99. There may be exacerbated negative health impacts in close proximity to truck routes.

Impacts to vulnerable populations: Negative impacts to vulnerable and underserved groups could be the potential displacement of some existing businesses and farms if urbanization occurs. While future industrial uses would be compatible in this subarea because of the nearby industrial corridor, it would continue the industrial pattern in this area, rather than spreading this type of use to other areas around the UGB. The existing truck route, Highway 99, may increase safety hazards for transportation users like

bicyclists and pedestrians. Additionally, there are small farms within the subarea that provide local, organic produce in exchange for Oregon SNAP benefits. If the existing farms were urbanized, it may negatively impact access to healthy food for low-income communities.

Complete neighborhoods: As noted above, the subarea does not appear to be suitable for complete neighborhoods. The subarea is surrounded by the Junction City UGB, MWMC lands, the airport, and River Road corridor lands encumbered by flood hazard areas. The surrounding uses are not compatible with the development of complete neighborhoods.

Overall, the Highway 99 subarea would have positive social benefits if land around Prairie Road and the railroad tracks, south of Meadowview was urbanized, first. There are significant social implications for the farms along the River Road corridor and the area north of Meadowview in close proximity to the Junction City UGB and biosolids facility.

Social Consequences:	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd	✓		
Highway 99 areas north of Meadowview		✓	
Highway 99 areas west of River Road			✓

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.

Lands with industrial capacity are not located in areas with existing farms along River Road. Therefore, it does not appear that urbanization would be incompatible with surrounding agricultural activities outside the UGB. However, it is not recommended to urbanize existing agricultural uses along the River Road corridor.

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

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
Highway 99 areas south of Meadowview Rd	✓		
Highway 99 areas north of Meadowview		✓	
Highway 99 areas west of River Road			✓

Conclusion:

Besides Protected and Committed land and fully developed taxlots, there are **388 acres** in the Highway 99 subarea that, on balance, would be unsuitable for urban reserves, as shown on the marked-up map and described above. Areas proposed to be excluded are located north of Meadowview Road due to proximity to Metropolitan Wastewater Management Commission facilities, Junction City, and distance from job centers as well as areas west of River Road. All other developable land to the south of Meadowview Road is proposed to remain.

Total developable land potentially suitable for urban reserves designation: **281 acres**.

Total residential capacity: **2,351 dwelling units**

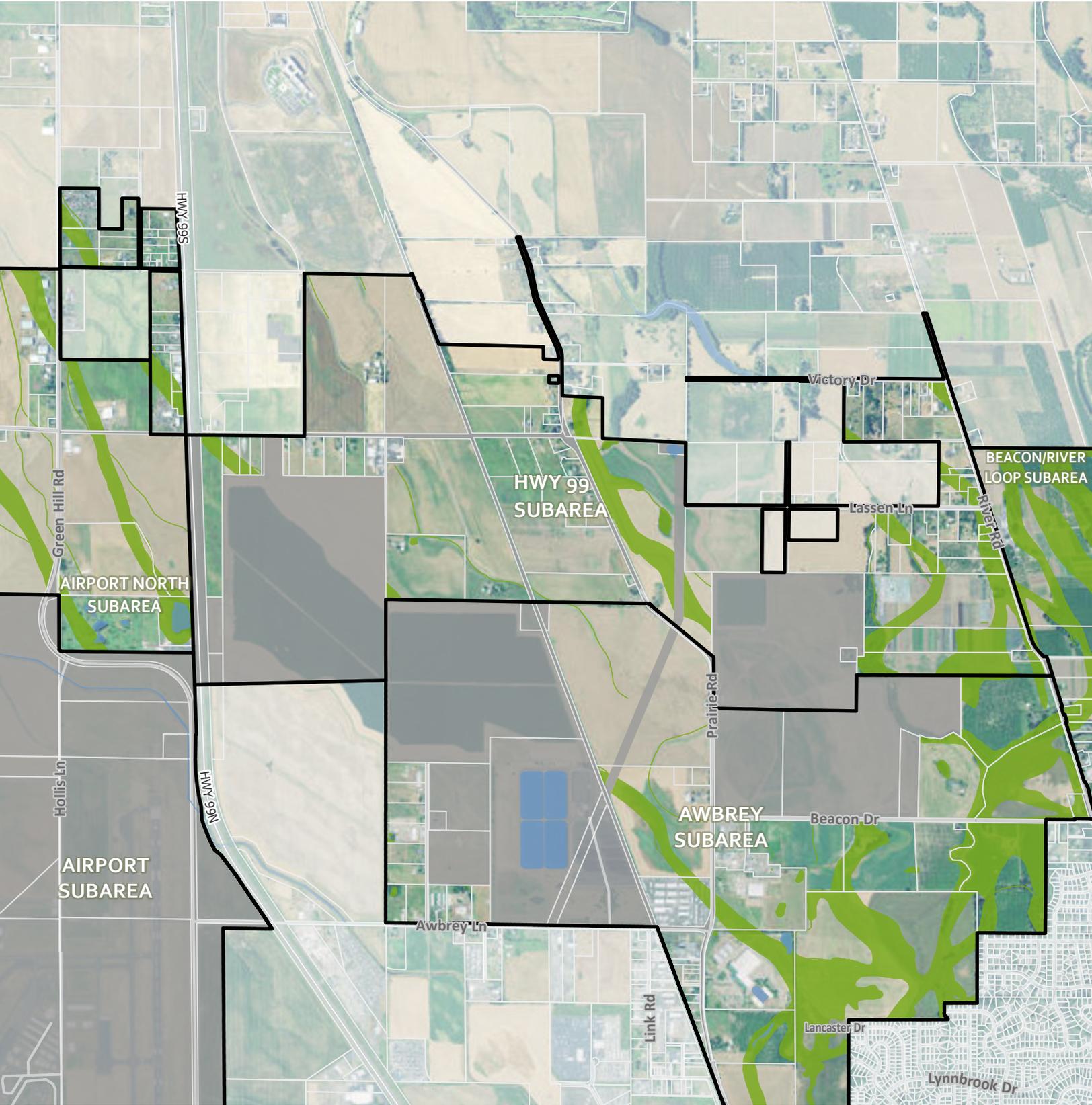
Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Priority 1: Exception Areas	249	139	1,138
Priority 3: Agricultural Lands	1,050	530	4,452
Grand Total	1,298	669	5,590

Buildable v Not Buildable Land	Acres	Percent of total
Buildable	669	52%
Committed/Protected	554	43%
Existing Development*	75	6%
Total	1,298	100%

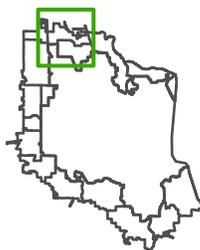
Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)
Partially Vacant	525	4382
Undeveloped	145	1208
Developable Total	669	5,590

Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	1,297	99.9%	669	5,590
5 - 10%	1	0.1%	0	0
Grand Total	1298	100%	669	5,590

*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



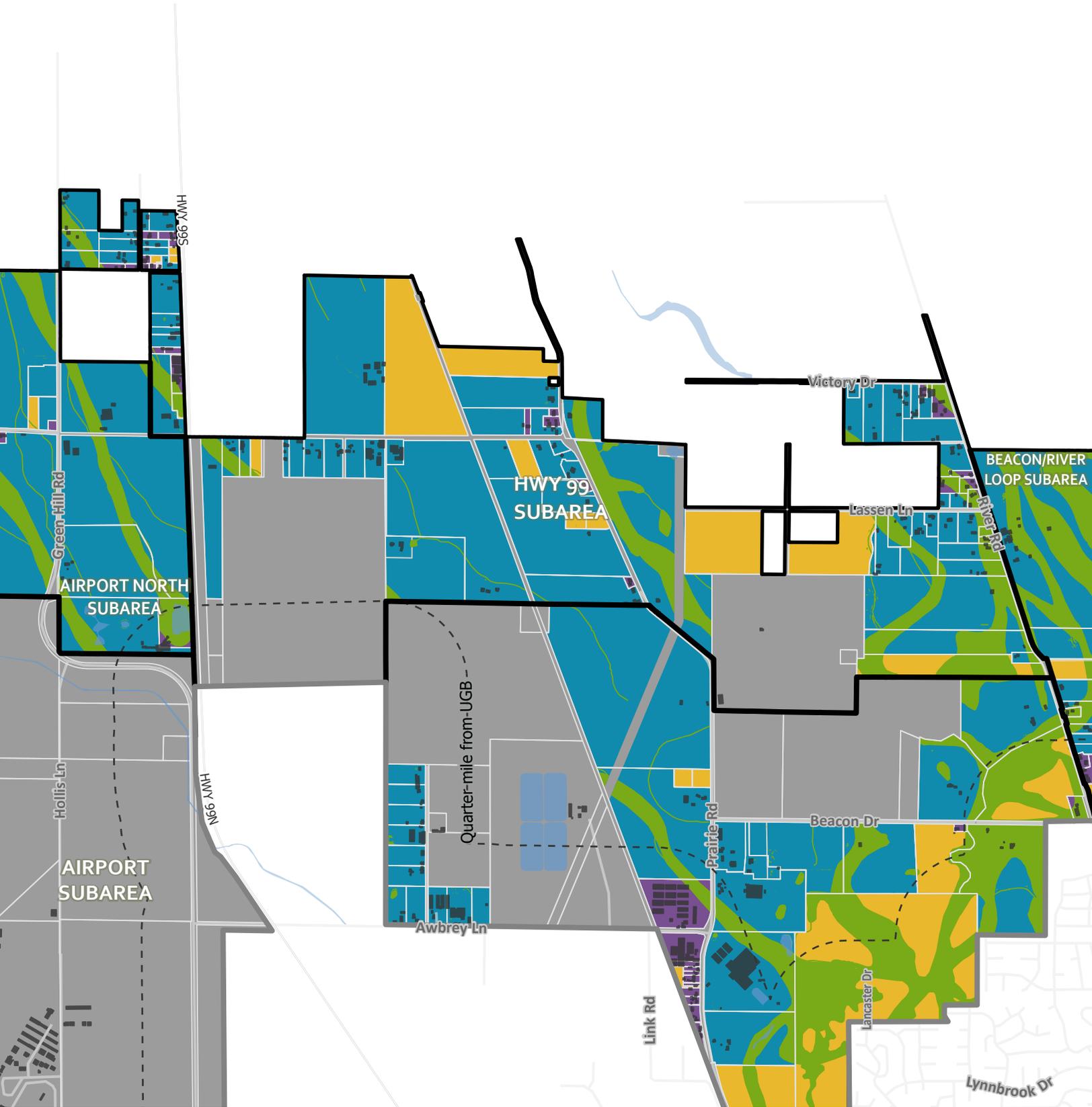
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0.3 Miles

Map created July 2019 by City of Eugene Planning Division.

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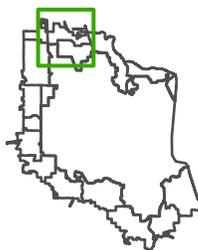




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



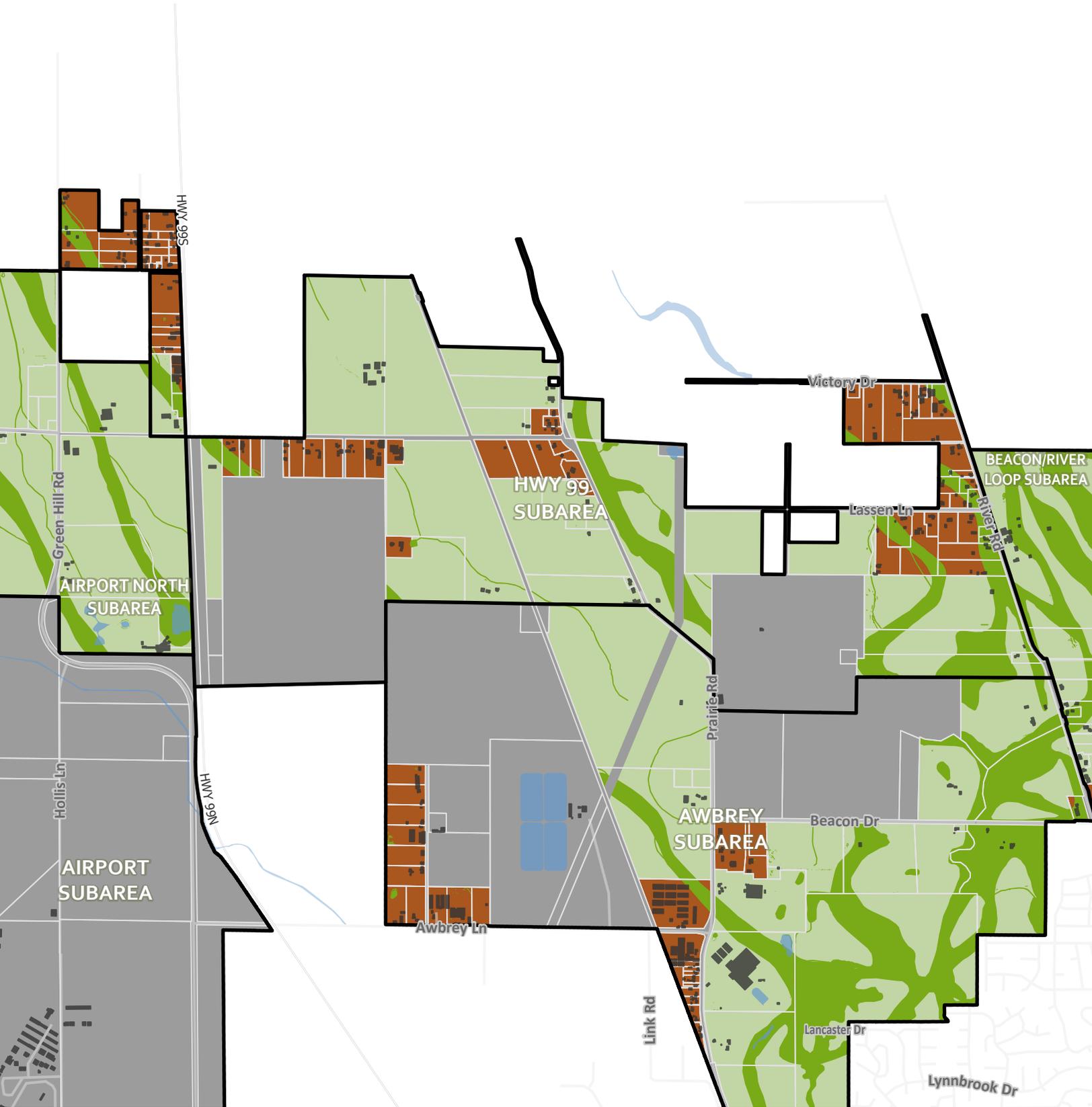
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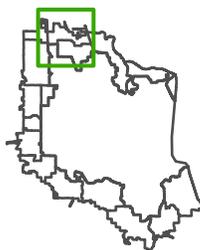




-  Buildings
-  Committed Lands
-  Protected Lands

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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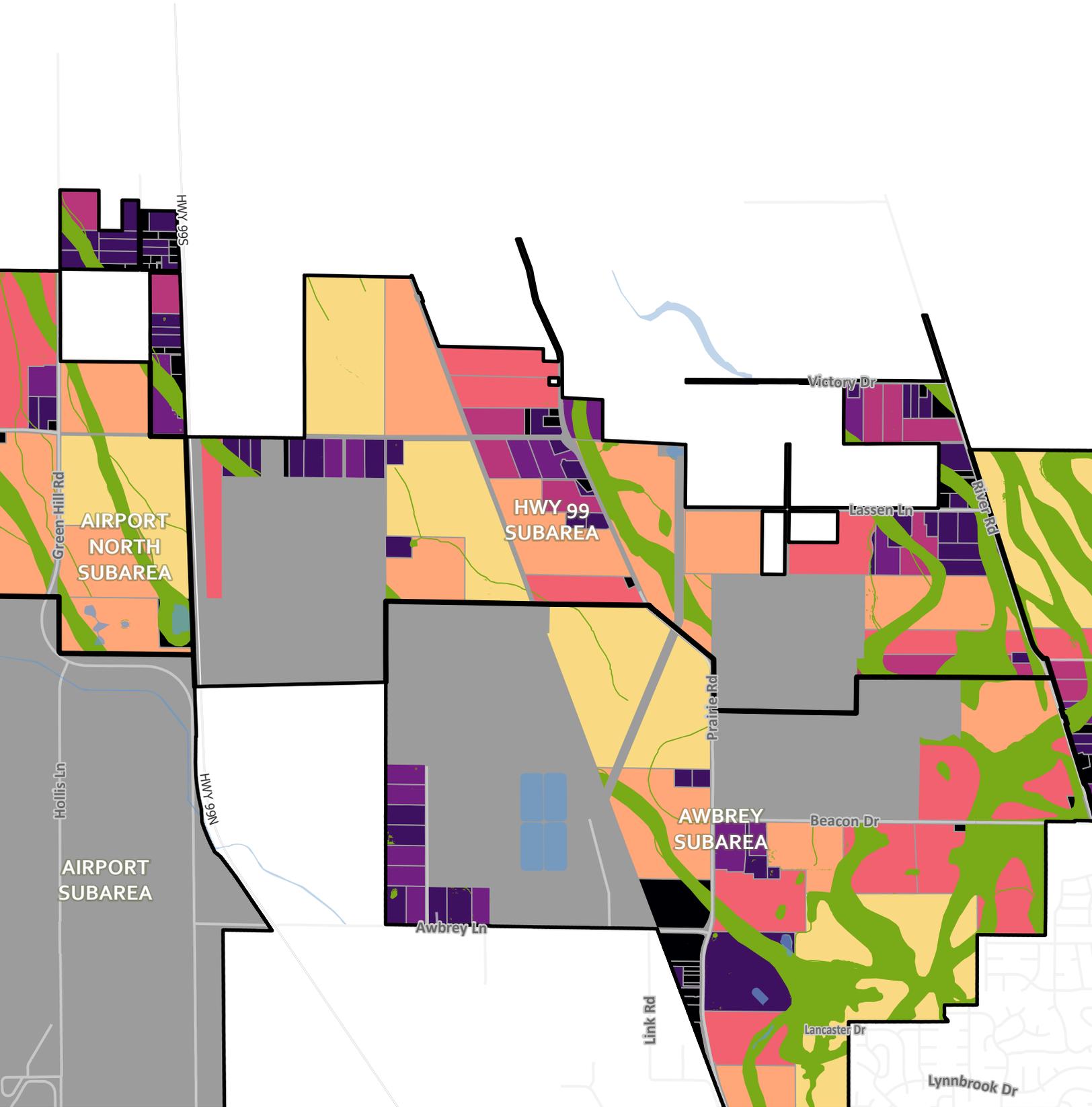
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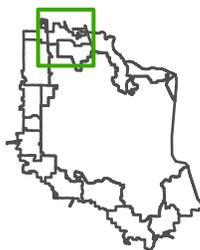




Committed Lands
Protected Lands

Residential Capacity (dwelling units)

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



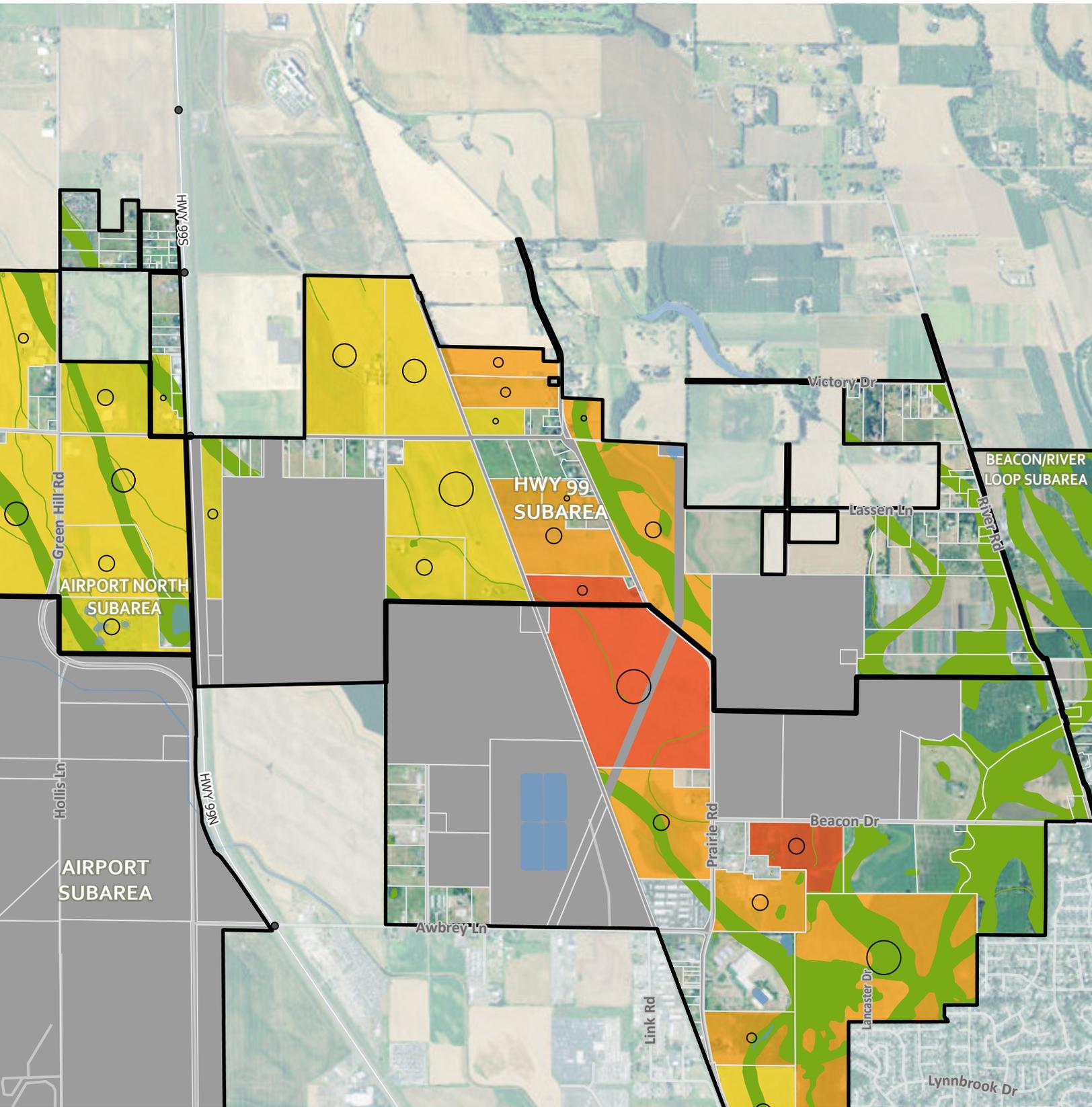
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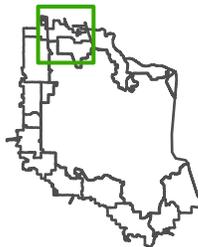
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- Committed Lands
- Protected Lands
- Freight Route Access Points
- Taxlots meeting industrial criteria
- Driving distance to a freight route
 - 1 mile
 - 1.5 miles
 - 2 miles

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



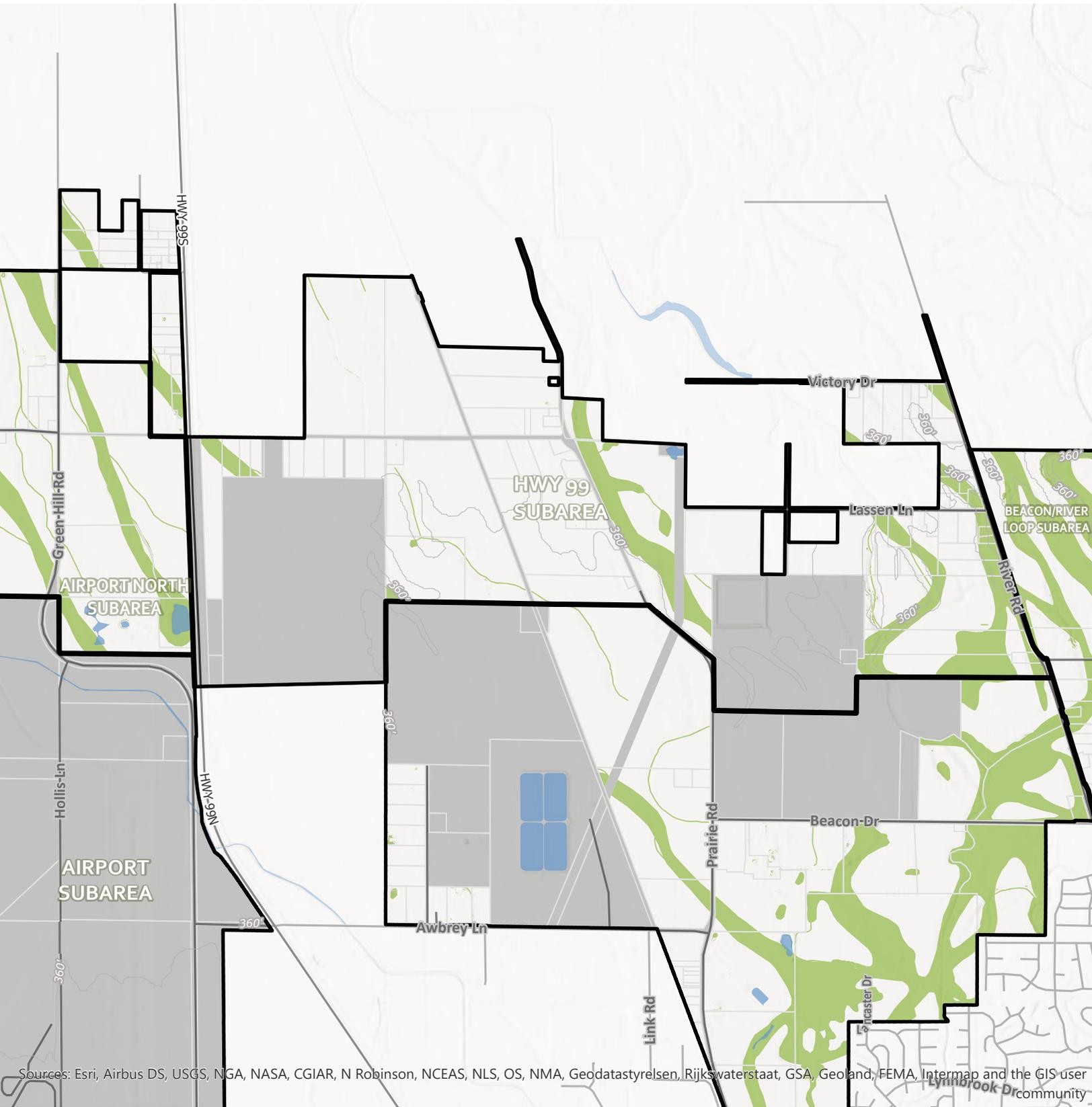
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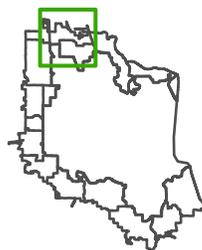
0.3 Miles





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

-  Committed Lands
-  Protected Lands



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0.3 Miles

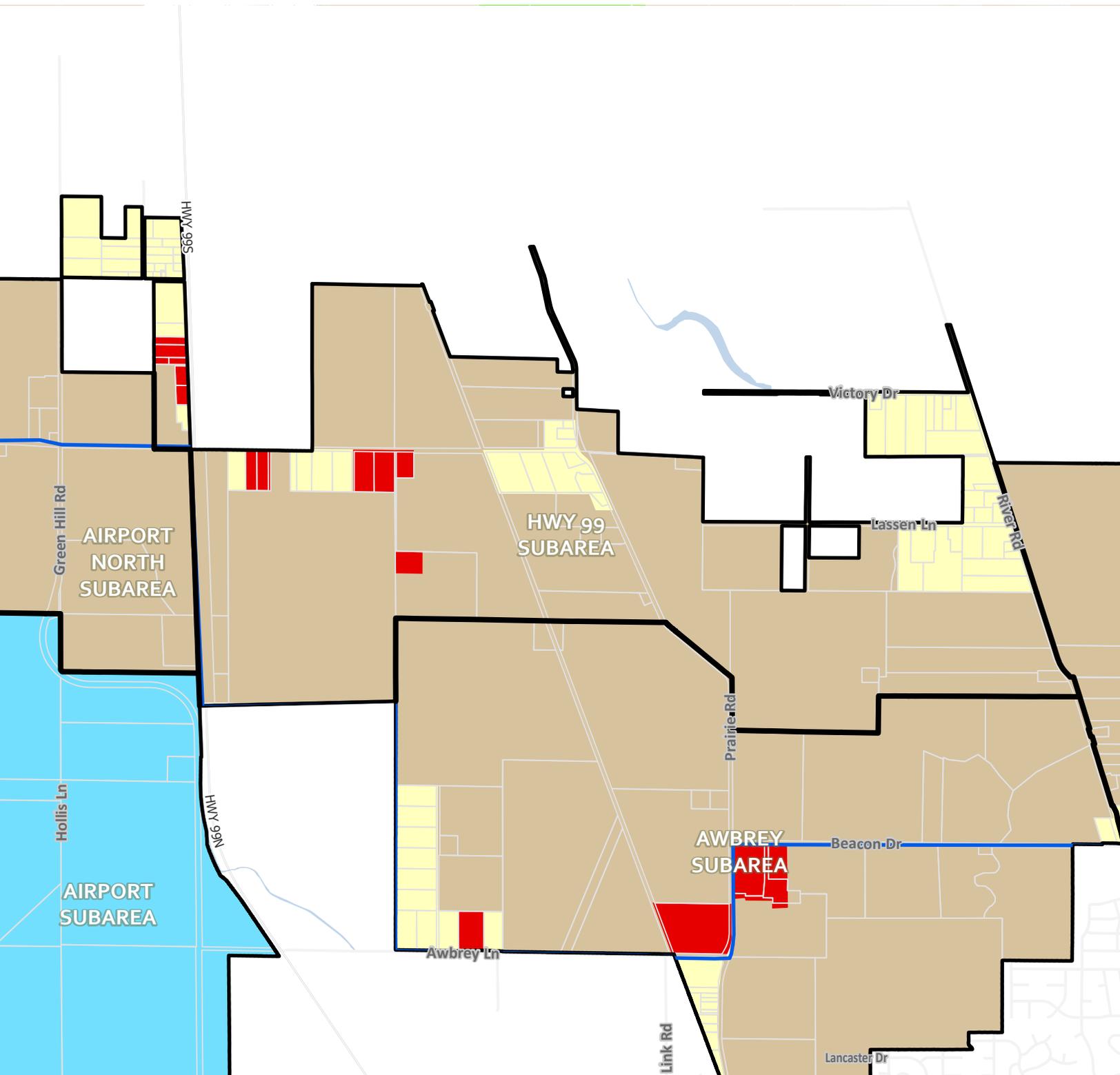
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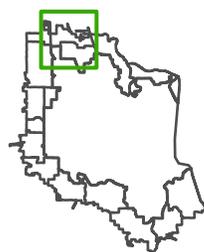
DRAFT Comprehensive Plan Designation

HWY 99 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

