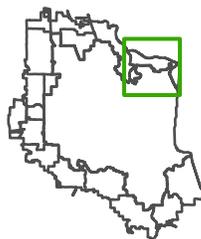


- Committed Lands
- Protected Lands
- Potentially Suitable
- Not suitable



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.

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 McKenzie Subarea

Area Potentially Suitable for Urban Reserves Designation

	McKenzie developable land adjacent to the 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 = **158 acres**

Total potential residential capacity = **1,325 dwelling units**

Average residential capacity = **8.39 dwelling units per acre**

Not Moving Forward for Urban Reserves Designation

	McKenzie remainder (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 = **87 acres**

Subarea summary data:

Developable land within .25 miles of the UGB = **245 acres**

Tax lots with a predominant slope classification of 0-5 percent = **98.3 percent**

Tax lots with a predominant slope classification of > 5 percent slope = **1.7 percent**

Average Capacity = **8.34 dwelling units per acre**

McKenzie Subarea Draft Suitability Analysis

Background

Location: The McKenzie subarea is located to the north of Eugene adjacent to the UGB, and generally includes land east of the Willamette River, south of the McKenzie River, and west of Coburg Road.

Existing Land Uses: Of the 1,393 acres of land in the subarea, only 245 acres are considered developable.

The subarea is flat and primarily used for sand and gravel operations. There are no Priority 1 Exception Areas. 1,122 acres of the subarea are Committed or Protected lands, mostly comprised of wetlands, flood hazard areas, and floodplain. The largest parcel, at over 100 developable acres, is adjacent to and partially within the UGB. Additionally, this tax lot is adjacent to existing residential and church development. The majority of land in the subarea is owned by North Delta Pit LTD and Wildish Land Company for sand and gravel operations. First Baptist Church owns a large parcel adjacent to the UGB and its developed church site, which includes Camp Harlow.

Constraints: The vast majority (eighty one percent) of the subarea is categorized as Protected or Committed land. The protected land is 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 flood plain is adjacent to the Willamette and McKenzie Rivers. The subarea also includes Armitage Park, a County park.

Surrounding Land Uses: At the south edge of the subarea, immediately adjacent to the UGB, is a mix of residential neighborhoods, Country Inn events center, and First Baptist Church. The subarea is located adjacent to land that is partially urbanized and developed within the UGB. Surrounding development includes residential and commercial along North Delta Highway, along with existing sand and gravel uses. The area between County Farm Road and Coburg Road is less urbanized except for a large church. This creates, to an extent, some isolation from existing development, however this may change as land within the UGB is annexed and urbanized.

The Southwest portion of the subarea is adjacent to commercial and office uses. Lane County offices are located to the north and the Delta Oaks shopping center is located to the east. The surrounding areas are zoned a mix of low density residential, medium density residential, agricultural, general office, and light medium industrial.

Other: The area south of the subarea is included in the Northeast Neighbors Neighborhood.

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 McKenzie subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The McKenzie subarea is near the UGB and includes 245 developable acres adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map.

Developable land capacity: The subarea contains 245 developable acres: 159 partially vacant and 86 undeveloped. According to the residential capacity analysis, the subarea has capacity for 2,047 dwelling units. This gives it an average capacity of 8.34 dwelling units per acre; the fifth highest out of fifteen subareas.

Residential need: The subarea’s size, proximity to the UGB, and serviceability makes some of the areas within the McKenzie subarea appropriate for a mix of residential housing, commercial and neighborhood uses, appropriate for a 20-minute neighborhood.

Industrial need: There are 202 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 North Delta Highway, and adjacent to the Lane County light medium industrial site, is the most suitable for future industrial uses, due to transportation connections, compatibility with adjacent uses, and size (12 acres). The remaining four tax lots are not appropriate for industrial uses given the surrounding uses, including residential and the river.

Topography, steep slopes, or other constraints to efficient urbanization: The McKenzie subarea is largely flat, with ninety eight 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. Wildish Ln.)

Overall, although only a portion of the McKenzie subarea is able to be urbanized, the urbanizable area has a high average development capacity and is located in close proximity to existing urbanization. The Mckenzie subarea would efficiently accommodate identified land needs.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB		✓	
McKenzie subarea – remainder			✓

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 McKenzie subareas’s relative serviceability ranged from easy to moderate.

Transit is considered easy to moderate to serve. The flat topography makes this subarea easy to access.

Water is considered easy to serve. New pipeline connections to existing infrastructure would be required.

Wastewater is considered moderate to serve. The existing downstream wastewater system appears to have adequate capacity to serve the additional subarea. This subarea will likely require the construction of a pump station, which significantly increases the cost of serving the subarea. However, the existing wastewater network and the roads downstream would not be disrupted.

Fire is considered easy to moderate to serve. Given the current locations of the city fire stations and existing street network, there are minor response time/service delay concerns.

Transportation is considered easy to moderate to serve. The 245 acres of developable land border the UGB, and are relatively close to Coburg Road. The topography is flat, making for good bicycle and pedestrian connections if the land within the UGB is urbanized as well.

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

Serviceability within the UGB: There is undeveloped land within the UGB, in the agricultural corridor west of Coburg Road that would potentially benefit in its future development and serviceability if this subarea were included in urban reserves.

Due to the Mckenzie subarea’s flat terrain and proximity to existing urbanization; water, transportation, and stormwater service extensions are rated as relatively easy. Therefore, the orderly and economic provision of public facilities and services is rated high.

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

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder			✓

3. Comparative environmental, energy, economic and social consequences

A. Environmental:

Public open space: Lane County’s Armitage Park is publicly-accessible open space present in this subarea. Although not publicly accessed, there is a summer camp at the northern portion of the large tax lot zoned agricultural that may be negatively impacted by urbanization.

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 are areas designated as Sand and Gravel “Other” land that are identified as developable. As those areas are adjacent to existing urban development, when sand and gravel operations are completed, they may be suitable for urbanization.

Risk of natural hazards: Most of the McKenzie subarea is within the floodplain. Additionally, the McKenzie River will continue to meander over time, creating potentially unpredictable changes in the protected area and floodplain map.

Overall, urbanization in this subarea would be limited to a few parcels adjacent to the UGB, and there would be low negative environmental consequences. *Overall, urbanization poses the greatest potential environmental consequences for the protected wetlands located in the McKenzie subarea.*

Environmental Consequences:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder			✓

B. Energy:

Potential for complete neighborhoods: A portion of 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, and major transportation corridors.

Proximity to the UGB: As already noted, the McKenzie subarea is adjacent to the UGB, and includes developable land 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. North Delta Highway and Coburg 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.

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 and within the UGB is not yet fully developed. Within the subarea, there is existing sand and gravel use. Additionally, there is a private Christian summer camp. Nearby, Gilham Elementary School is south of the subarea inside the UGB. The County’s Armitage Park is within 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 McKenzie subarea will directly and indirectly generate energy and climate burdens due primarily to the loss of growing lands, increased traffic, and increased carbon emissions. However, given its location adjacent to the UGB and well connected to major transportation corridors as well as its ease of serviceability, negative impacts are less than in other subareas.

The McKenzie subarea is largely flat and has development capacity for extending 20-minute neighborhoods from adjacent neighborhoods, with access to multi-modal transportation and transit service. Overall, the energy consequences for the developable land adjacent to the UGB are rated as low.

Energy Consequences:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder			✓

C. Economic:

Future economic activity: The McKenzie subarea contains 245 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 2,047 residential dwelling units. Given that it also ranks high in serviceability, urbanization of this subarea would likely bring positive economic activity, comparatively.

Loss of existing economic activity: Given adjacent uses being primarily residential, commercial/industrial, and sand and gravel, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses.

Potential for complete neighborhoods: Even more importantly, the subarea is appropriate for future urbanization with a variety of identified uses (not just LDR), to support connected, integrated neighborhoods.

Cost of service provision: As noted above, the McKenzie subarea ranks as an easy to moderate to serve subarea for service provision, comparatively. The relative low cost of servicing the subarea makes the likelihood of urbanization and its associated economic benefits, high.

Due to the lack of existing commercial activity in the subarea, there is very low possibility than future urbanization would cause a loss of economic activity for existing uses. Urbanization would create the potential for new economic activity within the subarea that could serve surrounding areas. Therefore, economic consequences are rated as high for the subarea under consideration.

Economic Consequences:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder			✓

D. Social:

Impacts to current residents: As the subarea urbanizes, increased traffic could negatively impact current residents located south of the subarea within the UGB. There are virtually no current residents within the McKenzie subarea. 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 the Metro Plan designation for adjacent lands within the UGB once they urbanize. Surrounding uses are currently majority residential, church, and agricultural. Industrial uses would be more compatible adjacent to the Lane County facility, due to proximity to existing industrial uses.

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, there may be response time/service delay concerns for emergency coverage. 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 as 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.

Impacts to vulnerable populations: Negative impacts to vulnerable and underserved groups could be the potential change of some uses in the future, when urban levels of services are available. While future industrial uses would be compatible in this subarea (west of North Delta Highway) 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.

Complete neighborhoods: As noted several times above, the benefits of urbanization could be broadly accessible, if the subarea were to develop with a variety of housing types and neighborhood-serving commercial amenities. This would benefit existing nearby residents who currently have few services in the area. The McKenzie subarea has great potential for future urbanization of connected, integrated neighborhoods.

Overall, due to a lack of existing residents within the McKenzie subarea, future urbanization would not have high social consequences. The potential development of residential, industrial, or commercial uses could create housing opportunities, jobs, or services for future residents of the McKenzie subarea. Therefore, the subarea has low negative social consequences.

Social Consequences:	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder			✓

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 or sand and gravel activities.

It does not appear that urbanization would be incompatible with surrounding agricultural activities outside the UGB. There is currently adjacent residential, commercial, and industrial uses adjacent to designated agricultural land.

The McKenzie subarea is currently comprised of designated protected flood zone and wetlands, and sand and gravel operations. There is not extensive agricultural activity within the subarea and there is no forest activity within the subarea. Overall, future urbanization would be relatively compatible with nearby agricultural activities occurring on land outside the UGB.

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
McKenzie subarea –developable land adjacent to the UGB	✓		
McKenzie subarea – remainder	✓		

Conclusion:

Besides Protected and Committed land and fully developed taxlots, there are only **12 acres** in the McKenzie subarea that, on balance, would be unsuitable for urban reserves, as shown on the marked-up map and described above. These 12 acres are small, partial fragments of tax lots not adjacent to the UGB.

Total developable land potentially suitable for urban reserves designation: **191 acres**. These areas are located on the southern boundary of the McKenzie subarea adjacent to the Urban Growth Boundary, as shown on the marked-up map.

Total residential capacity: **1,602**

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Other Lands	1,175	132	1,092
Priority 3: Agricultural Lands	219	114	954
Grand Total	1,393	245	2,047

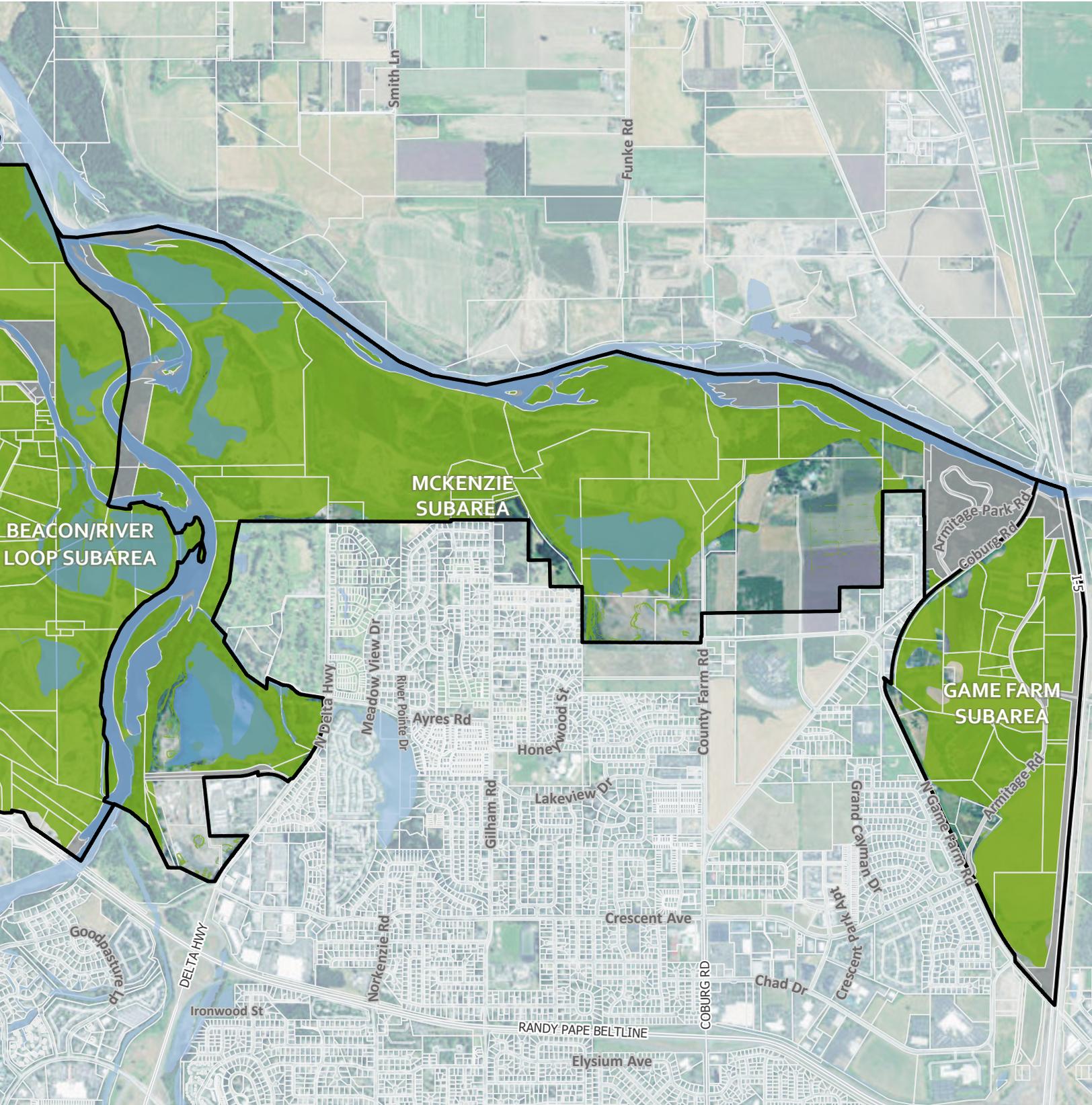
Buildable v Not Buildable Land	Acres	Percent of total
Buildable	245	18%
Committed/Protected	1,122	81%
Existing Development*	26	2%
Total	1,393	100%

Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)
Partially Vacant	159	1,334
Undeveloped	86	712
Developable Total	245	2,047

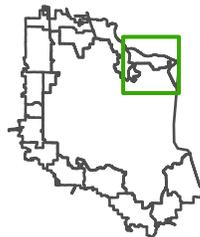
Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	1,370	98.3%	245	2,044
5 - 10%	20	1.4%	0	0
30% plus	3	0.2%	1	2
Grand Total	1,393	100%	245	2,047

*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



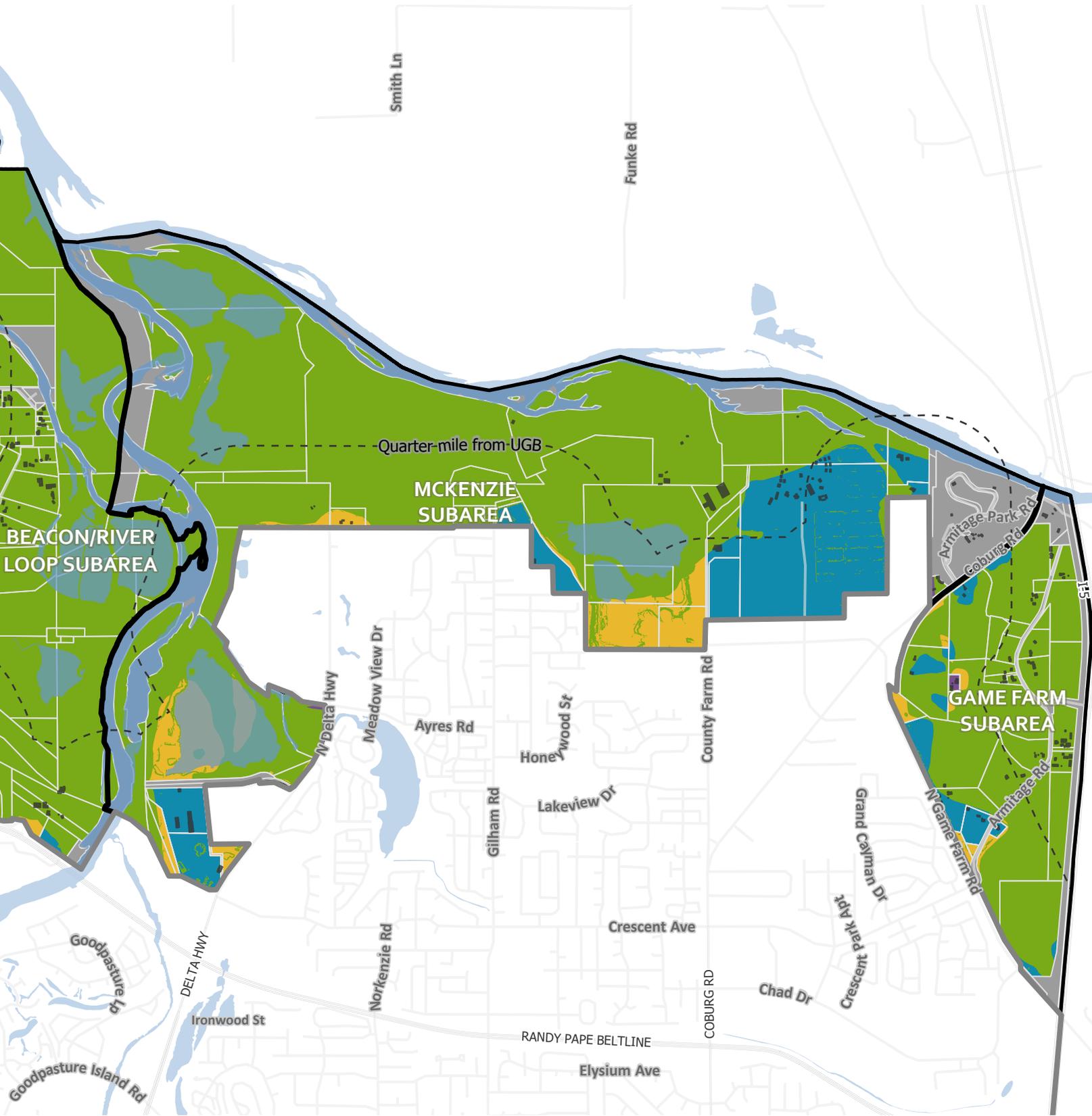
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0.3 Miles

Map created July 2019 by City of Eugene Planning Division.

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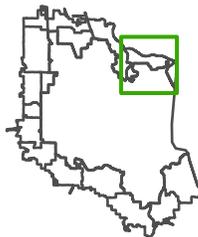




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



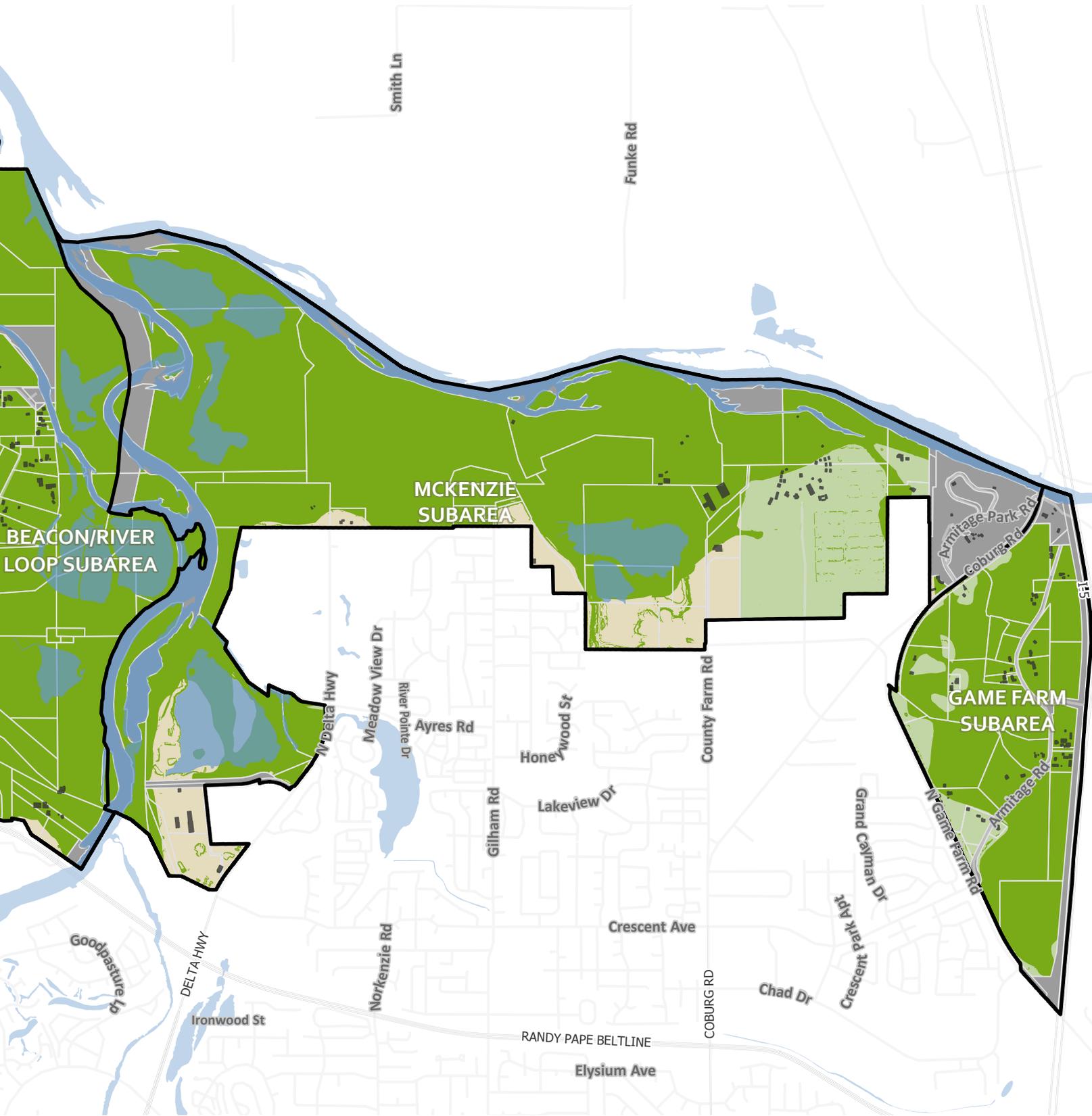
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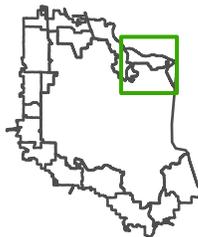




- Buildings
- Committed Lands
- Protected Lands

Priority Land Classification

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



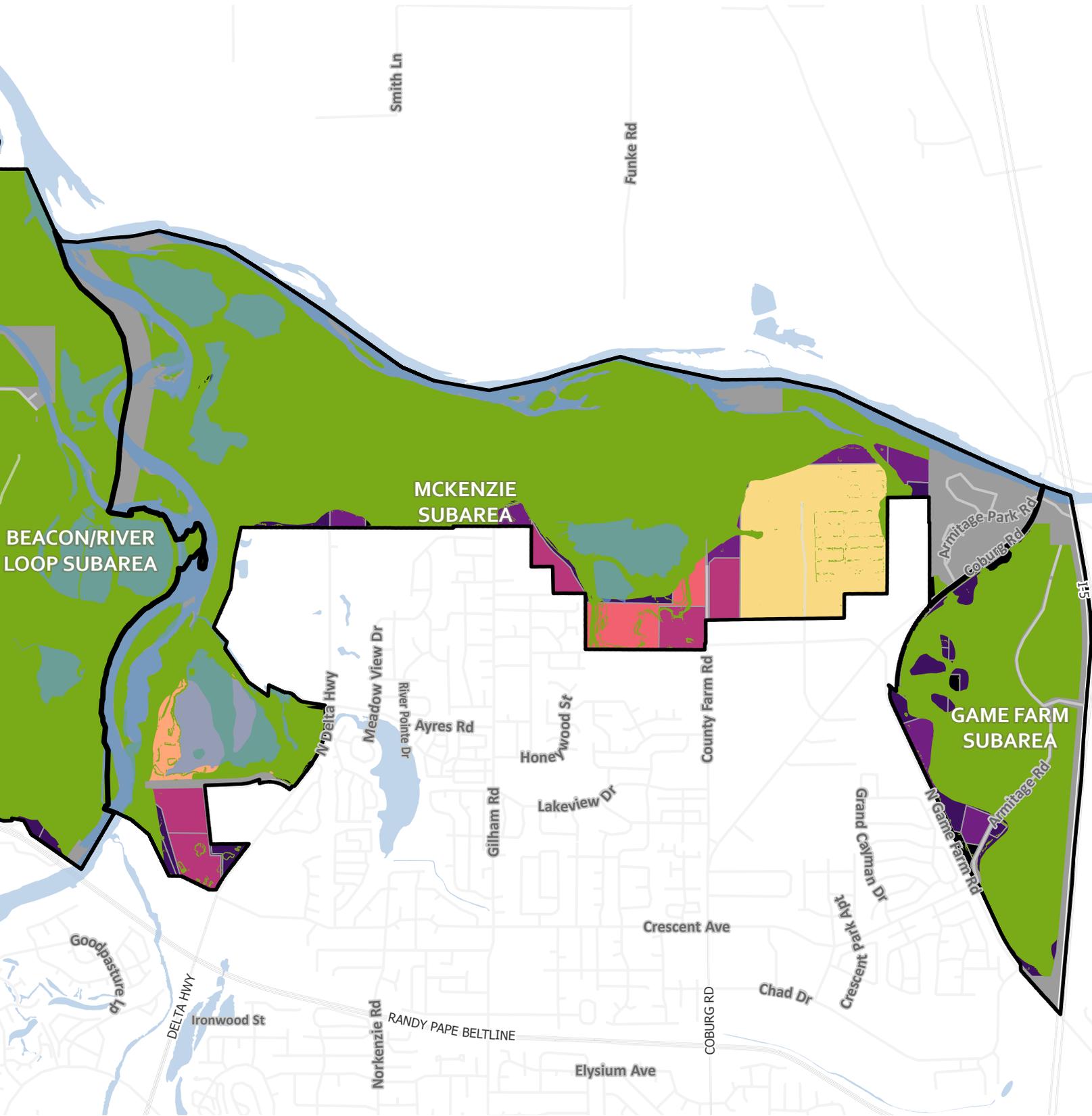
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0.3 Miles

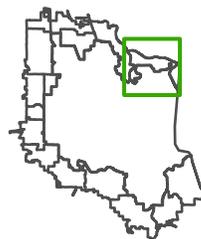




Committed Lands
Protected Lands

Residential Capacity (dwelling units)

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



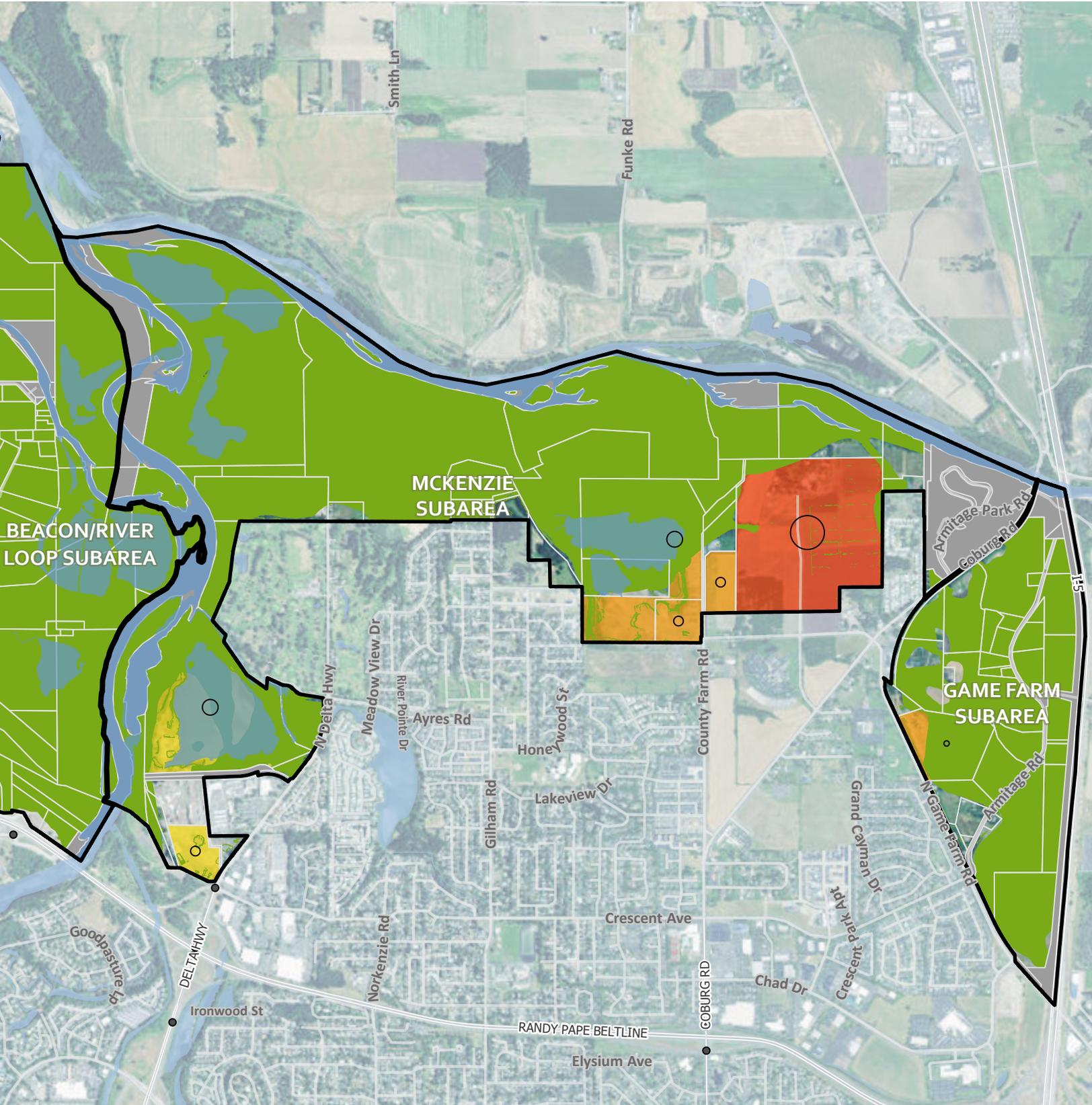
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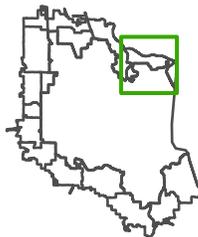
0.3 Miles





- 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



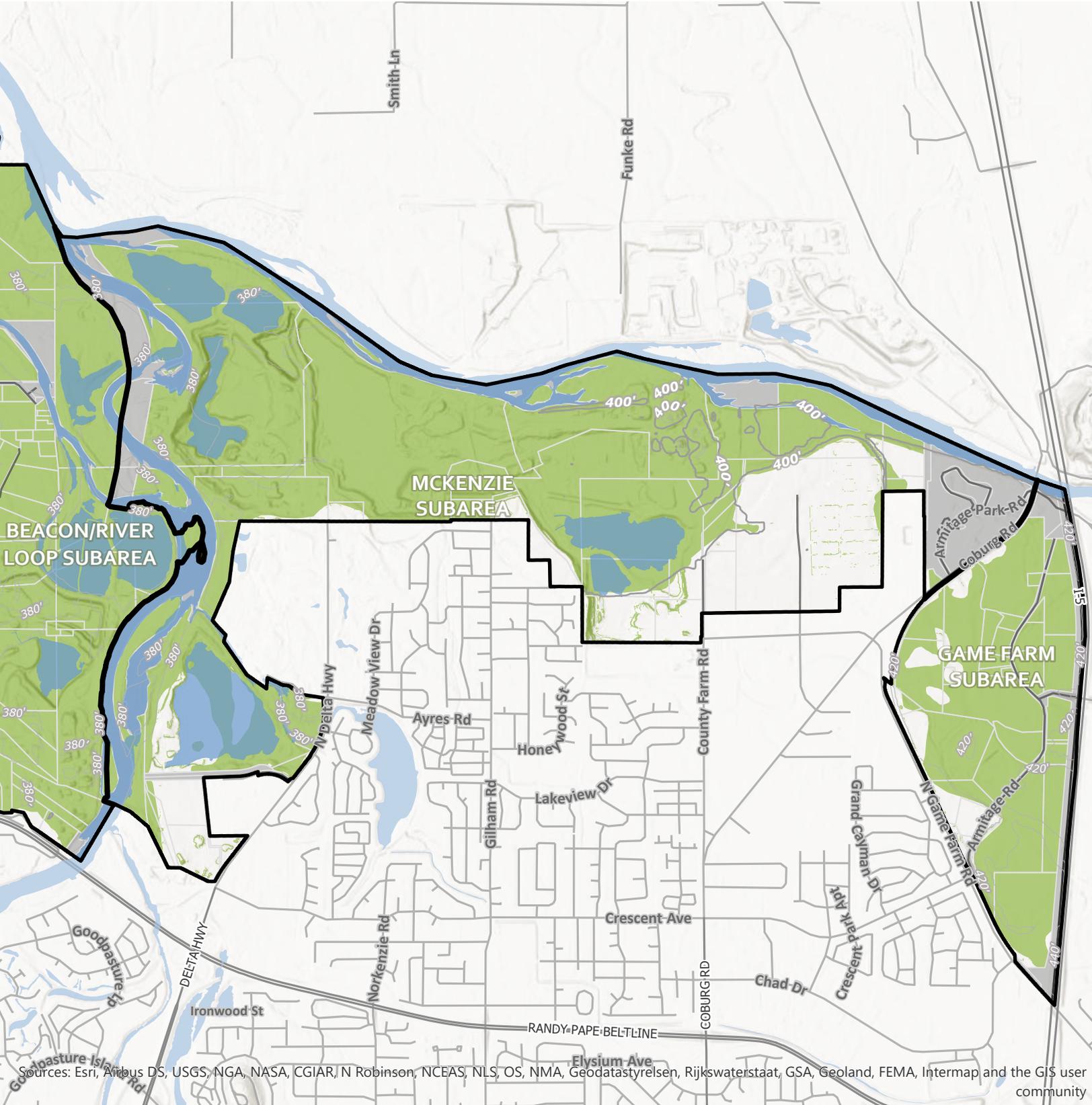
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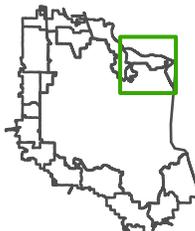
0.3 Miles





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

- Committed Lands
- Protected Lands



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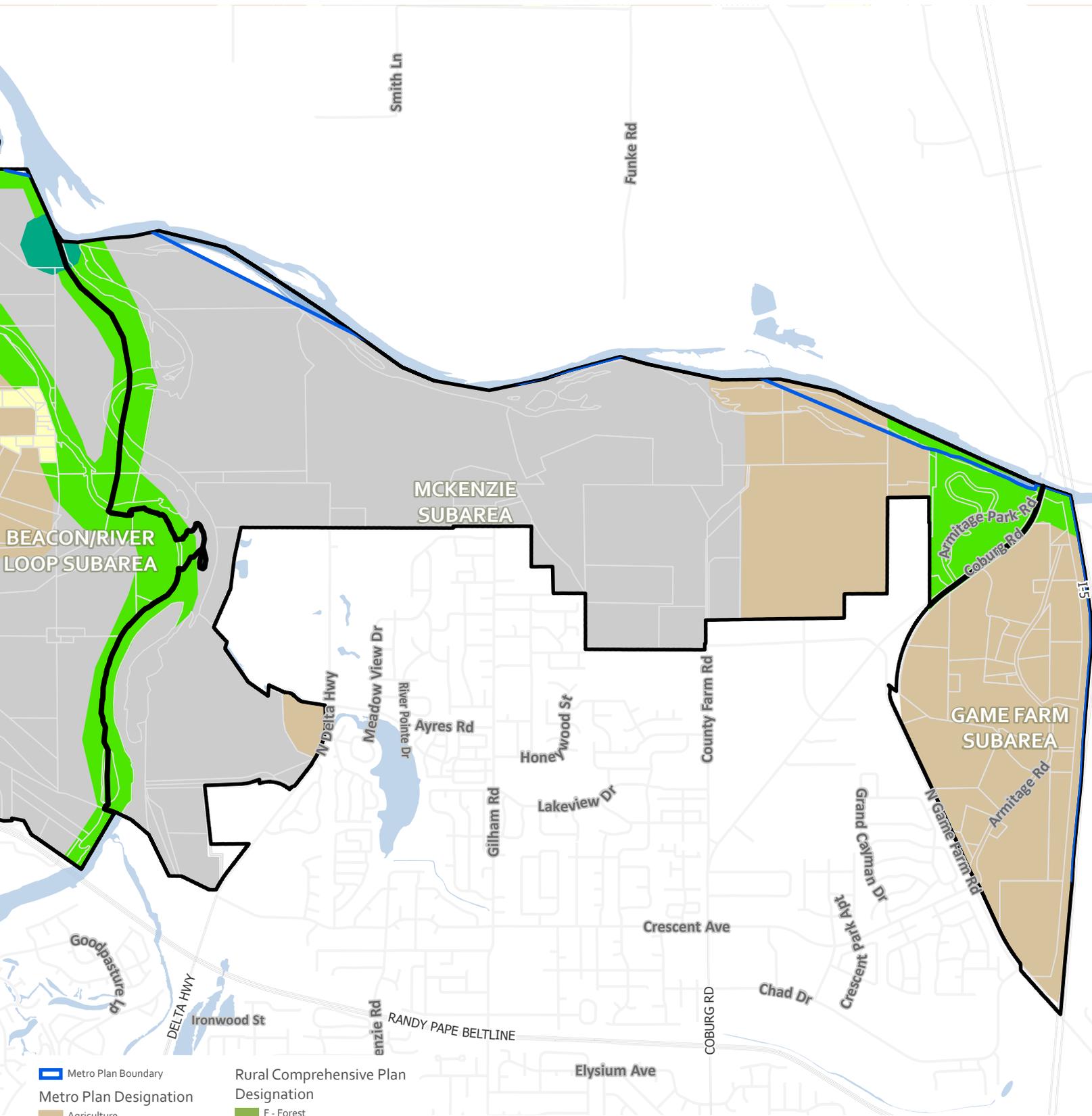
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DRAFT Comprehensive Plan Designation

McKenzie subarea

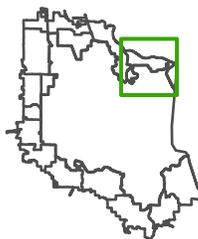


Metro Plan Designation

- Metro Plan Boundary
- 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



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0.3 Miles

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