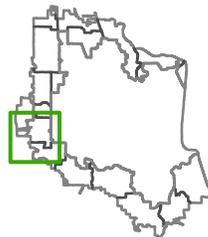


- Initial Urban Reserves Draft Study Area
- Urban Reserves Draft Suitable Subareas

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



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

Map created November 2019 by City of Eugene Planning Division.

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

0.3 Miles



Summary

Draft Suitability Analysis West 11th/Greenhill Subarea

Area Potentially Suitable for Urban Reserves Designation

	W 11 th /Greenhill Subarea	Positive	Mixed	Negative
1.	Efficient accommodation of identified land needs	✓		
2.	Orderly and economic provision of public facilities and services		✓	
3. (a)	Environmental Consequences		✓	
(b)	Energy Consequences	✓		
(c)	Economic Consequences	✓		
(d)	Social Consequences	✓		
4.	Compatibility with nearby ag and forest activities	✓		

Total developable land potentially suitable for Urban Reserves designation = **748 acres**

Total potential residential capacity = **3,791 dwelling units**

Average residential capacity= **5.07 dwelling units per acre**

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

Subarea summary data:

Developable land within .25 miles of the UGB = **229 acres**

Tax lots with a predominant slope classification of 0-5 percent = **55 percent**

Tax lots with a predominant slope classification of > 5 percent = **45 percent**

Average residential capacity= **5.07 dwelling units per buildable acre**

W. 11th/ Greenhill Subarea Draft Suitability Analysis

Background

Location: The W. 11th/Greenhill subarea is located to the west of Eugene adjacent to the UGB, and generally includes land around West 11th Avenue/ Highway 126. Green Hill Road demarcates the edge of the UGB and is the eastern boundary of this subarea. A small portion of the Green Hill/Willow Creek study area from the 2012 UGB expansion analysis is located in this subarea.

Existing Land Uses: The subarea contains a range of slopes, but half (fifty five percent) of the land is less than 5 percent slope. In general, the land around West 11th Avenue is flat while the northern and southern ends of the subarea are sloped. The subarea is primarily used for agriculture with some forest land and rural residential development: 524 acres of developable land are Priority 3 Agricultural Lands, 154 acres are Priority 3 Forest Lands, 34 acres are Marginal Lands, and 32 acres are Priority 1 Exception Areas. The Priority 1 land is mostly concentrated in the southern portion of the subarea along Oak Hill Drive; however, there is a small row of small Priority 1 lots along Bonnie Heights Road adjacent to the UGB. This second area, along Bonnie Heights Road, is almost fully developed and shows very little capacity for additional residential development.

There are two property owners in the subarea who own multiple, adjacent large parcels. The first is three parcels south of Crow Road near the UGB, which total 196 developable acres. The second property owner is a biosciences company that owns two adjacent lots on West 11th Avenue, which total 114 developable acres. The same biosciences company owns two adjacent lots on Cantrell Road that are adjacent to the W. 11th/Greenhill subarea but in the Crow subarea.

Constraints: Almost half (forty four percent) of the subarea is categorized as Protected or Committed land. The northern boundary of the subarea is the 193-acre Oak Hill conservation area, which is owned by Bureau of Land Management. Immediately south of the Oak Hill Conservation Area is a wetland mitigation bank owned by the Oregon Department of Transportation. 163 acres on the western edge of the subarea, south of West 11th Avenue, is a Bonneville Power Administration substation; however, the southern half of this property is currently used for agriculture.

There are areas of wetlands mapped on the National Wetland inventory, particularly in cluster of lots adjacent to the UGB and immediately north of West 11th Avenue. Other land that is categorized as Protected in this subarea includes areas with high risk of shallow or deep landslides, as mapped by the Oregon Department and Mineral Industries, and areas with slope in excess of 30 percent. Both the landslide risk areas and areas of prohibitively steep slope are scattered throughout the subarea; however, there is one large area of high landslide risk north of West 11th Avenue and immediately south of the Oak Hill conservation area.

Surrounding Land Uses: The surrounding land to the north and west of the subarea are used for agriculture and are mainly flat. The Crow Road subarea to the south includes a mix of forest and agriculture land. There are two parcels adjacent on the south that are categorized as Committed—10 acres owned by EWEB and the 34-acre Townsend Woods park owned by the City of Eugene.

Land within the UGB east of Green Hill Road is largely undeveloped or contains residential development on large, rural lots. The residential, commercial, and light industrial centers on West 11th Avenue are within relatively close proximity to this subarea.

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 W. 11th/Greenhill subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The W. 11th/Greenhill 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 229 developable acres with a portion of their tax lot within .25 miles of the UGB. The majority of land to the north of West 11th Avenue and within .25 mile of the UGB is not developable; there are two developable lots north of West 11th Avenue and within .25 miles of the UGB, which contain a total of 4.6 acres of developable land. The rest of the developable land adjacent to or nearby the UGB is south of West 11th Avenue where there is much more developable land.

Developable land capacity: In the entire subarea there are 748 developable acres: 596 partially vacant, and 153 undeveloped. According to the residential capacity analysis, the subarea has capacity for 3,791 dwelling units, or 5.07 dwelling units per acre. This gives it an average residential density ranking of ninth out of sixteen subareas.

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

Industrial need: There are sixteen tax lots identified in the capacity analysis as potentially suitable for urbanization with industrial land need, as shown on the Potential Industrial Capacity map. Four tax lots are most suitable for future industrial uses due to being adjacent to or nearby West 11th Avenue, and their large lot sizes (ranging from 22 to 83 acres).

Topography, steep slopes or other constraints to efficient urbanization: The W. 11th/Greenhill subarea generally has mildly sloped topography, but is flatter along Green Hill Road and along West 11th Avenue, and contains scattered areas with slope in excess of 30 percent particularly by the Oak Hill conservation area and the subarea’s southern portion, as shown on the Contours and Hillshade map. A significant amount of the land north of West 11th Avenue is primarily categorized as Committed or Protected and would be more difficult to urbanize efficiently. The land south of West 11th Avenue is almost entirely categorized as Partially Vacant, with the exception of the BPA substation and a few fully developed lots, and appears to be appropriate for urbanization for a mix of uses.

Overall, the W. 11th/Greenhill subarea could efficiently accommodate identified land needs.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
W. 11 th /Greenhill	✓		

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 W. 11th/Greenhill subarea’s relative serviceability ranged from Easy-Moderate to Difficult.

Fire provision was considered easy-moderate due to the existing street network and proximity to city fire stations.

Water serviceability was considered moderate-difficult due to the need for new pumping and storage facilities; however, there is potential for cost-savings if the Crow Road subarea and the Fisher Rd subarea are also urbanized and there are adequate connections between the subareas.

Transportation and transit serviceability were both considered moderate due to the existing connections to West 11th Avenue, proximity to existing Bus Rapid Transit route, and some capacity and congestion concerns.

The generalized cost estimates for providing services to this subarea when urbanized ranged from \$\$ for stormwater to \$\$\$ for wastewater, water, transportation and transit. Compared to other subareas, West 11th/Greenhill had relatively consistent rankings among the different service providers.

Overall, the W. 11th/Greenhill subarea is ranked as moderately challenging to serve, comparative to the other subareas.

W. 11 th / Greenhill Subarea	Wastewater	Water	Fire	Transportation	Transit	Stormwater
Relative serviceability	Moderate	Moderate -Difficult	Easy-Moderate	Moderate	Moderate	Moderate
Generalized cost estimate	\$\$\$	\$\$\$	\$-\$\$\$	\$\$\$	\$\$\$	\$\$

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
W. 11 th /Greenhill		✓	

3. Comparative environmental, energy, economic and social consequences

A. *Environmental:*

Public open space: There is a significant amount of publicly-accessible open space in and near this subarea, which would benefit future residents. Wildlife habitat and connectivity between open space properties may be negatively impacted by adjacent development.

Impacts to natural resources: Urbanization could negatively impact wetlands identified on the National Wetland Inventory, wetland mitigation banks, and BLM-owned conservation areas that are present in

this subarea. 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 is an area of Protected or Committed land north of West 11th Avenue that is not considered developable due to the presence of protected wetlands, conservation areas, hazard areas with high landslide risk, and a wetland mitigation bank, that are all adjacent to or co-located with each other.

Risk of natural hazards: This subarea contains FEMA-mapped flood hazard areas and DOGAMI-mapped hazard areas with high risk of landslide. Urbanization could exacerbate the risk of these natural hazards if development is directed towards areas with mapped high landslide risk and flood hazard areas. The largest hazard area of high landslide risk is located north of West 11th Avenue and is surrounded on three sides by Committed land, which is not considered developable, so it would be easy to direct future urbanization away from that particular natural hazard risk.

Overall, urbanization of the W. 11th/Greenhill subarea would result in mixed environmental consequences.

Environmental Consequences	Positive	Mixed	Negative
W. 11 th /Greenhill		✓	

B. Energy:

Potential for complete neighborhoods: This subarea is well-situated to co-locate a variety of housing (LDR, MDR, HDR) and jobs in order provide a 20-minute neighborhood, given several factors: large undeveloped and partially vacant parcels, major transportation corridors and neighborhood street connections, and proximity to existing job and neighborhood centers within the UGB. In addition, one land owner owns two contiguous parcels while another land owner owns three contiguous parcels.

Proximity to the UGB: As already noted, the W. 11th/Greenhill subarea is adjacent to the UGB and includes a moderate amount of 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: This subarea has good transportation access, primarily because of West 11th Avenue’s connection to job centers and downtown Eugene. However, both West 11th Avenue and Green Hill Road currently lack sidewalks and bike lanes in this subarea, and these improvements would need to be made to provide good multimodal access to this subarea. The closest transit service is currently the Bus Rapid Transit line serving west Eugene, and the closest stop is two miles from the edge of the subarea. Cantrell Road also provides a valuable east-west connection and has been discussed as a shared use path connecting Eugene to Veneta. Overall this subarea has a high potential for multimodal transportation, assuming that necessary improvements are made, due to: proximity to the Bus Rapid Transit system, connections provided by West 11th Avenue, proximity to job centers, and proximity to the Amazon bike path.

Proximity to services: As noted, there are very few neighborhood-serving commercial uses in the subarea but within the UGB there are several large employment centers nearby. Within the subarea there is an automobile repair shop and several agricultural enterprises and a commercial node is planned near the intersection of Crow Road and West 11th Avenue. Additional neighborhood-serving commercial would benefit residents both inside and outside of the UGB. Kennedy Middle School and Danebo Elementary School are the closest schools to this subarea and both are several miles away within the UGB.

Generation of energy burdens: Future urbanization of the W. 11th/Greenhill subarea will directly and indirectly generate energy and climate burdens due primarily to the loss of growing lands, removal of trees, increased traffic, and increased carbon emissions.

Due to its location adjacent to the UGB and well connected to major transportation corridors as well as its moderate serviceability, urbanization of this subarea would have positive energy consequences.

Energy Consequences:	Positive	Mixed	Negative
W. 11 th /Greenhill	✓		

C. Economic:

Future economic activity: The W. 11th/Greenhill subarea contains 748 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 3,791 residential dwelling units. Given that it also ranks as moderately easy to serve, urbanization of this subarea would likely bring positive economic activity, comparatively. In addition, the number of parcels identified as potentially suitable for urbanization for industrial uses, as shown on the Potential Industrial Capacity map, increases the positive economic activity associated with urbanizing this subarea.

Loss of existing economic activity: There is some concern over negative economic impact to existing businesses in the subarea, particularly small farms that sell produce, if this subarea were to urbanize and those properties were to redevelop. On the other hand, if these existing uses remained as the subarea urbanized they may receive economic benefits from the increased density and economic activity in the subarea.

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, due to: amount of flat or mildly sloping developable land, proximity to job centers, and access to the rest of Eugene.

Cost of service provision: As noted above, the W. 11th/Greenhill subarea ranks as moderate for service provision, comparatively, potentially increasing the likelihood of urbanization and its associated economic benefits.

Economic Consequences:	Positive	Mixed	Negative
W. 11 th /Greenhill	✓		

D. Social:

Impacts to current residents: As the subarea urbanizes, increased traffic and loss of nearby agriculture could negatively impact current residents. However, improvements to the roadway system, potential expansion of transit services, and additional neighborhood-serving commercial uses could also benefit existing nearby residents.

Compatibility with surrounding uses: Future urbanization appears to be compatible with existing surrounding uses. Most of the parcels that have been identified as potentially suitable for urbanization for industrial uses are located on the eastern or western boundary of the subarea. There is one area of existing rural residential development along Green Hill Road south of Crow Road that may be incompatible with neighboring industrial uses; however, the rest of the parcels identified as potentially suitable for industrial uses are adjacent to undeveloped land and therefore would be compatible with their surrounding uses. The presence of services and light industrial centers nearby within the UGB is an indicator that a variety of uses in this subarea would be compatible with surrounding uses.

Service delivery: As noted in the serviceability analysis, the subarea is currently served by Zumwalt Rural Fire Protection District which contracts with Eugene-Springfield Fire Department for emergency services. According to Fire Department staff, given the proximity to the nearest city fire stations and existing street network, it appears response times to this subarea would be acceptable, meaning a new fire station would not be needed. Future residents would benefit from the relative ease of fire protection serviceability. EWEB water service is moderate-difficult to bring into this subarea but there is the potential for cost-savings if service is expanded to a larger area and with more than one connection for water transmission. If these conditions are met, urbanization of this subarea could lead to cost-savings over a longer timeframe and benefit both current and future residents. It is assumed that neighborhood parks would be developed as neighborhoods urbanize to meet the City's service standards.

Impacts from hazards: There is one hazard area of mapped high landslide risk, between W. 11th Avenue and the BLM-owned conservation area. However, this is a relatively small hazard area that mostly falls within one parcel, so the risk still appears to be relatively low.

Impacts to vulnerable populations: As noted above, there are no significant natural hazard risks in this subarea, so it does not appear that vulnerable or underserved groups would disproportionately burden those risks if the subarea were to urbanize. There are sixteen tax lots identified as potentially suitable for industrial uses, as shown on the Potential Industrial Capacity map. Urbanization for industrial uses may disproportionately harm vulnerable and underserved groups if adequate safety measures are not taken to reduce the risks associated with those industrial uses.

Complete neighborhoods: As noted several times above, the benefits of urbanization could be broadly accessible if the subarea were to develop as a 20-minute neighborhood with a variety of housing types and neighborhood-serving commercial amenities.

Overall, the W. 11th/Greenhill subarea would have positive social benefits, especially given how likely it is that the benefits of urbanization would be accessible to a broad range of people.

Social Consequences:	Positive	Mixed	Negative
W. 11 th /Greenhill	✓		

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. Overall though, it appears that urbanization of this subarea would be compatible with surrounding agricultural uses.

There is very little forest land near this subarea, so there is little concern about urbanization causing negative consequences to forest land outside the UGB.

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
W. 11 th /Greenhill	✓		

Conclusion:

Besides Protected and Committed land and fully developed tax lots, there is no land in the W. 11th/Greenhill subarea that, on balance, would be unsuitable for urban reserves.

Total developable land potentially suitable for urban reserves designation: **748 acres.**

Total residential capacity: 3,791

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Other Lands	74	4	11
Priority 1: Exception Areas	76	32	155
Priority 2: Marginal Lands	41	34	95
Priority 3: Agricultural Lands	982	524	3,086
Priority 3: Forest Lands	232	154	444
Grand Total	1,406	748	3,791

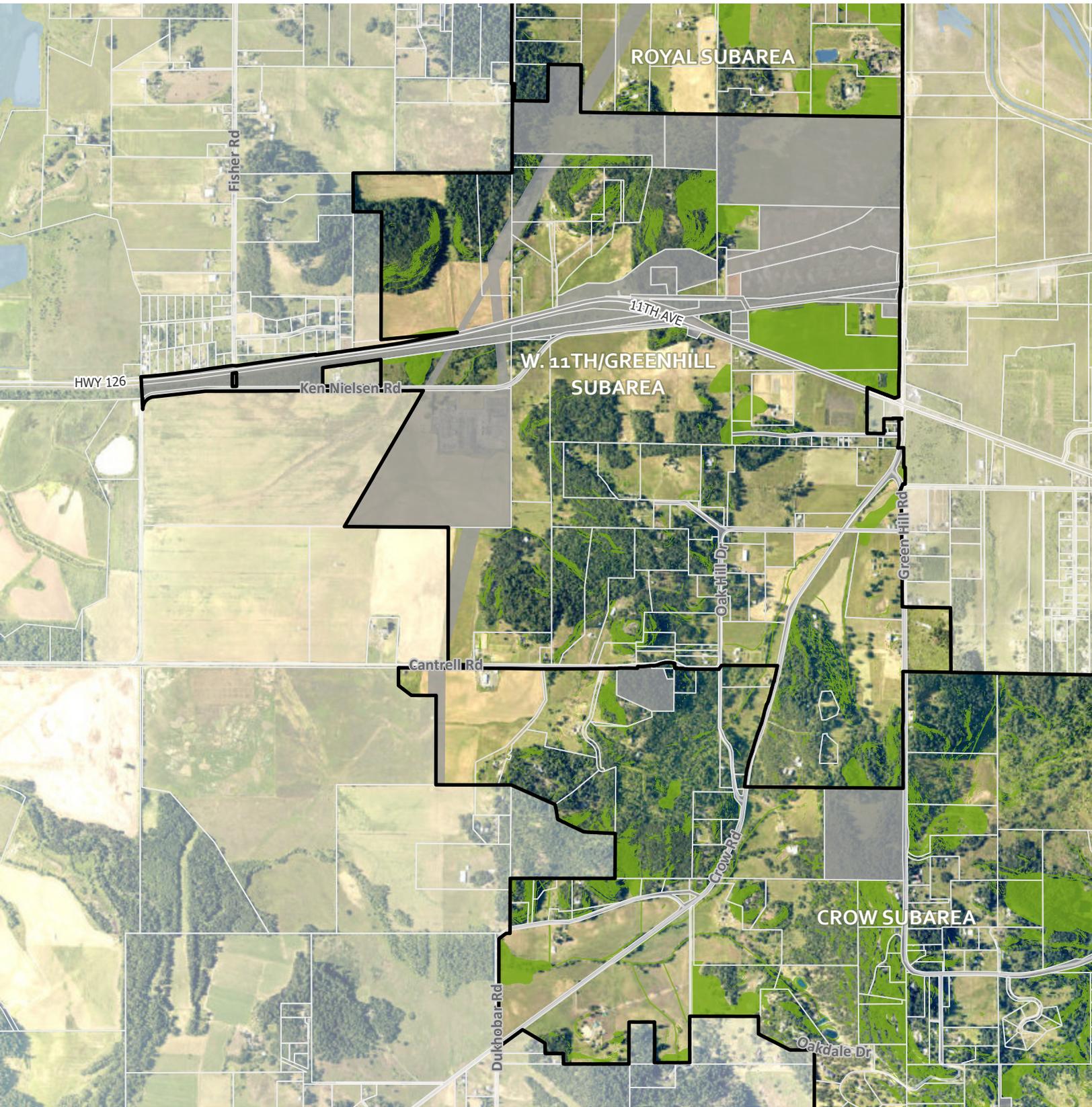
Buildable v Not Buildable Land	Acres	Percent of total
Buildable	748	53%
Committed/Protected	618	44%
Existing Development*	40	3%
Total	1,406	100%

Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)	Industrial Capacity (Acres)
Partially Vacant	596	2,736	198
Undeveloped	153	1,055	122
Developable Total	748	3,791	320

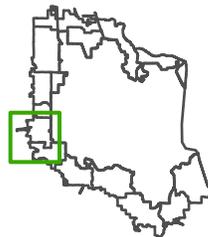
Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	776	55.2%	304	2533
5 - 10%	122	8.7%	63	179
10 - 15%	217	15.4%	187	527
15 - 20%	177	12.6%	125	353
20 - 25%	12	0.9%	11	31
30% plus	101	7.2%	59	168
Grand Total	1406	100%	748	3791

Average Residential Capacity (Dwellings/Acre)	5.07
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*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



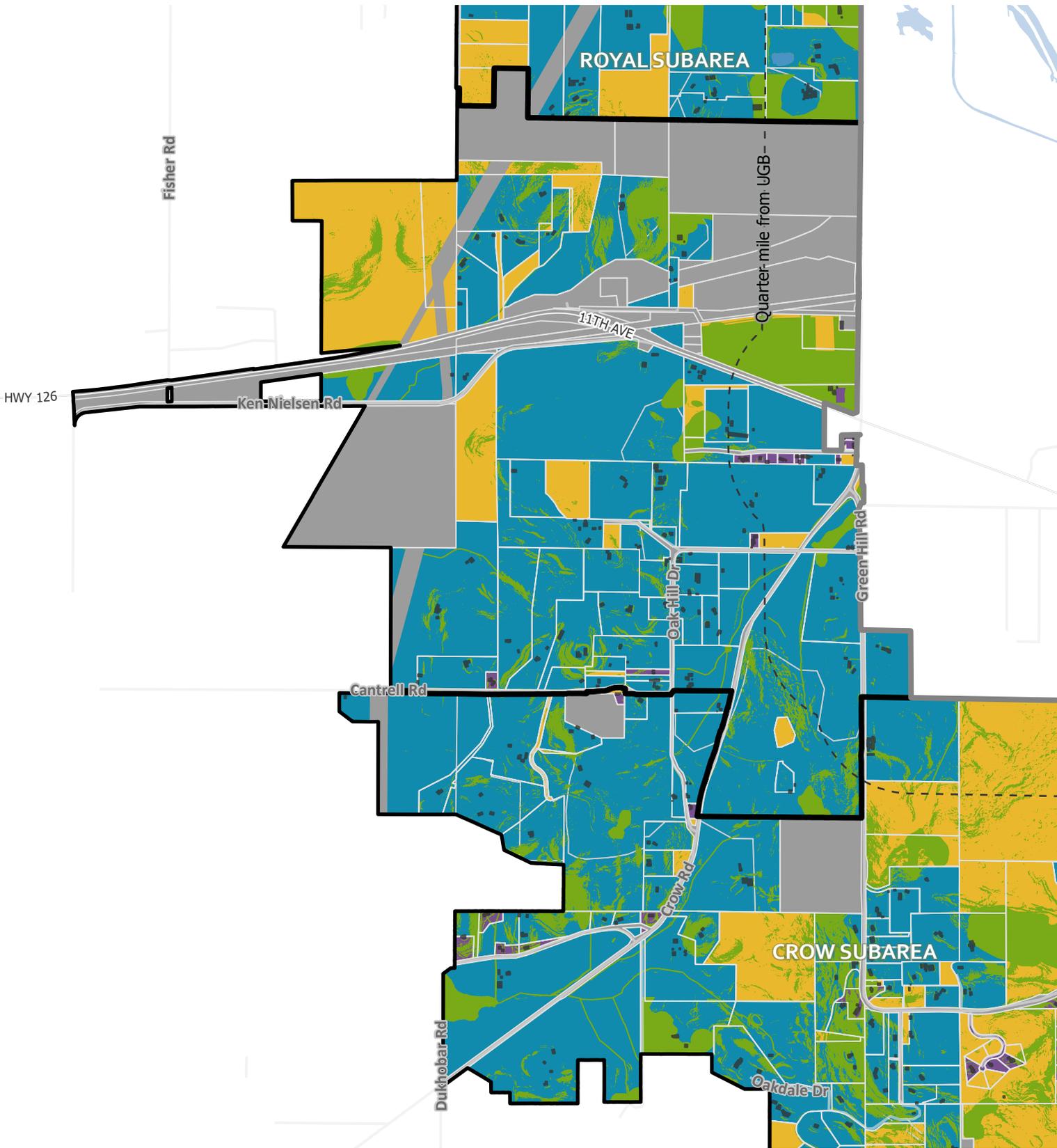
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0.3 Miles

Map created July 2019 by
City of Eugene Planning Division.

For additional information, visit
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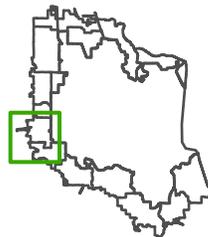




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



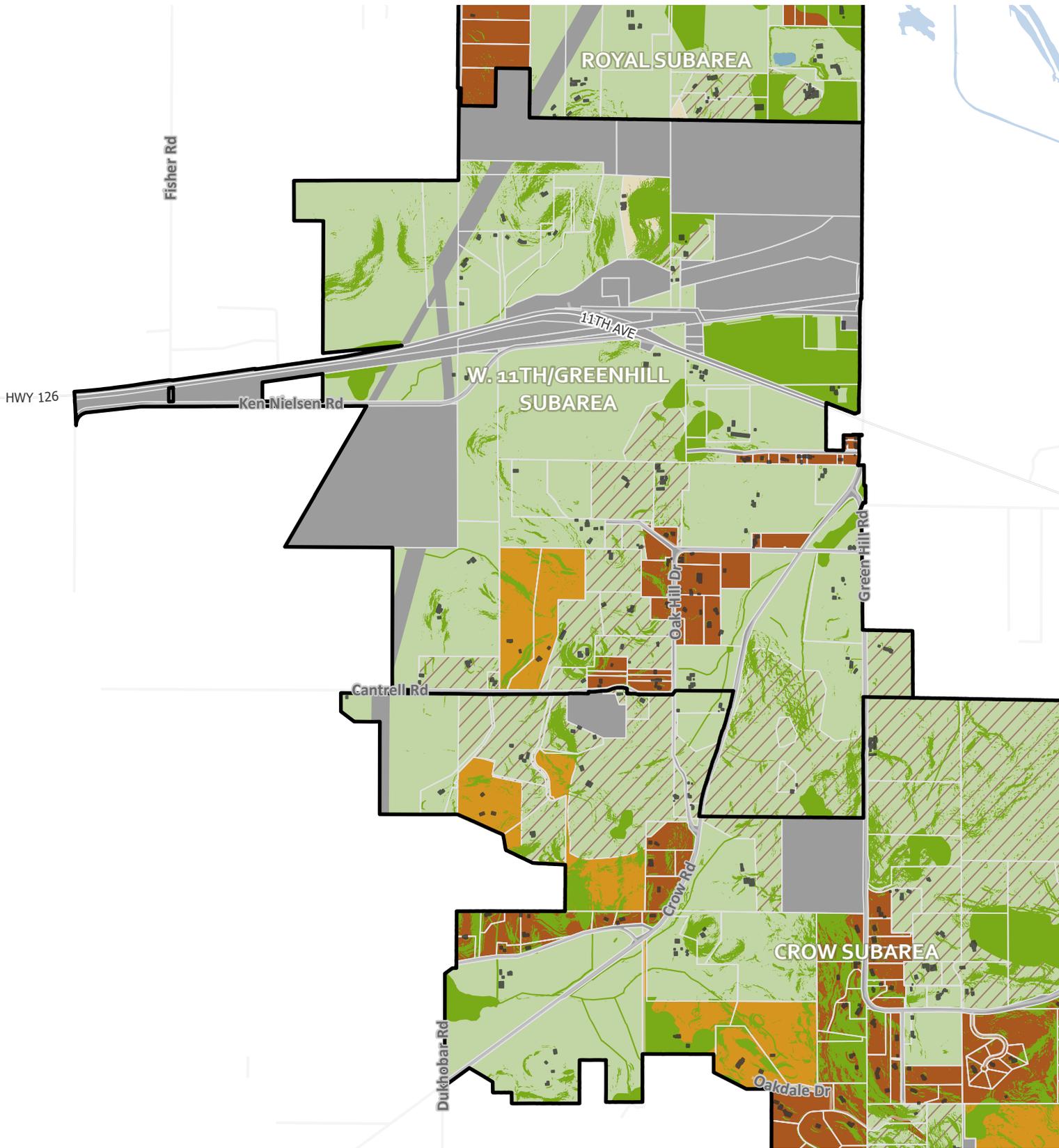
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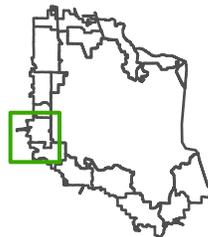




- Buildings
- Committed Lands
- Protected Lands

Priority Land Classification

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



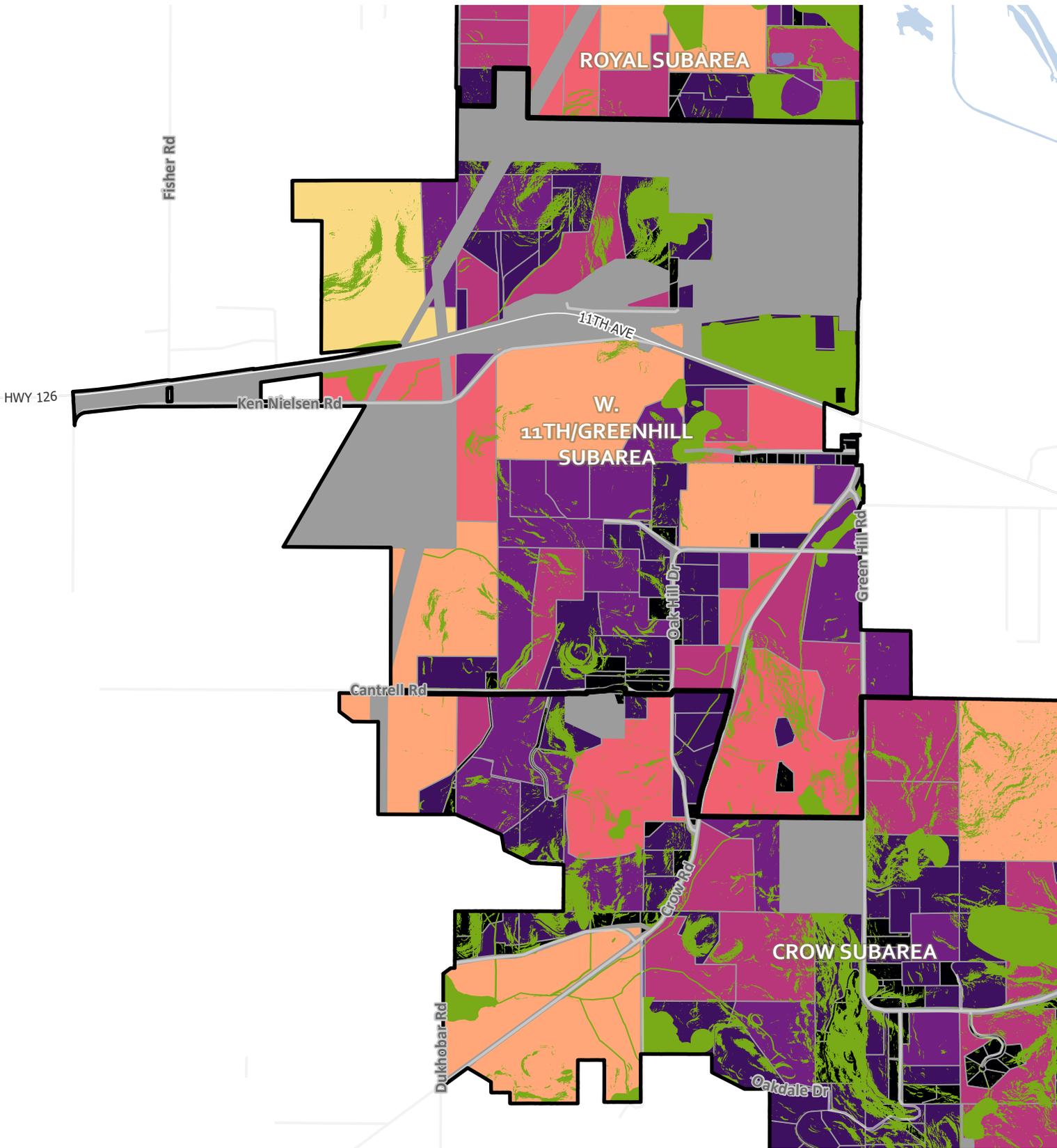
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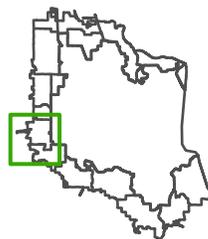




- Committed Lands
- Protected Lands

Residential Capacity (dwelling units)

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



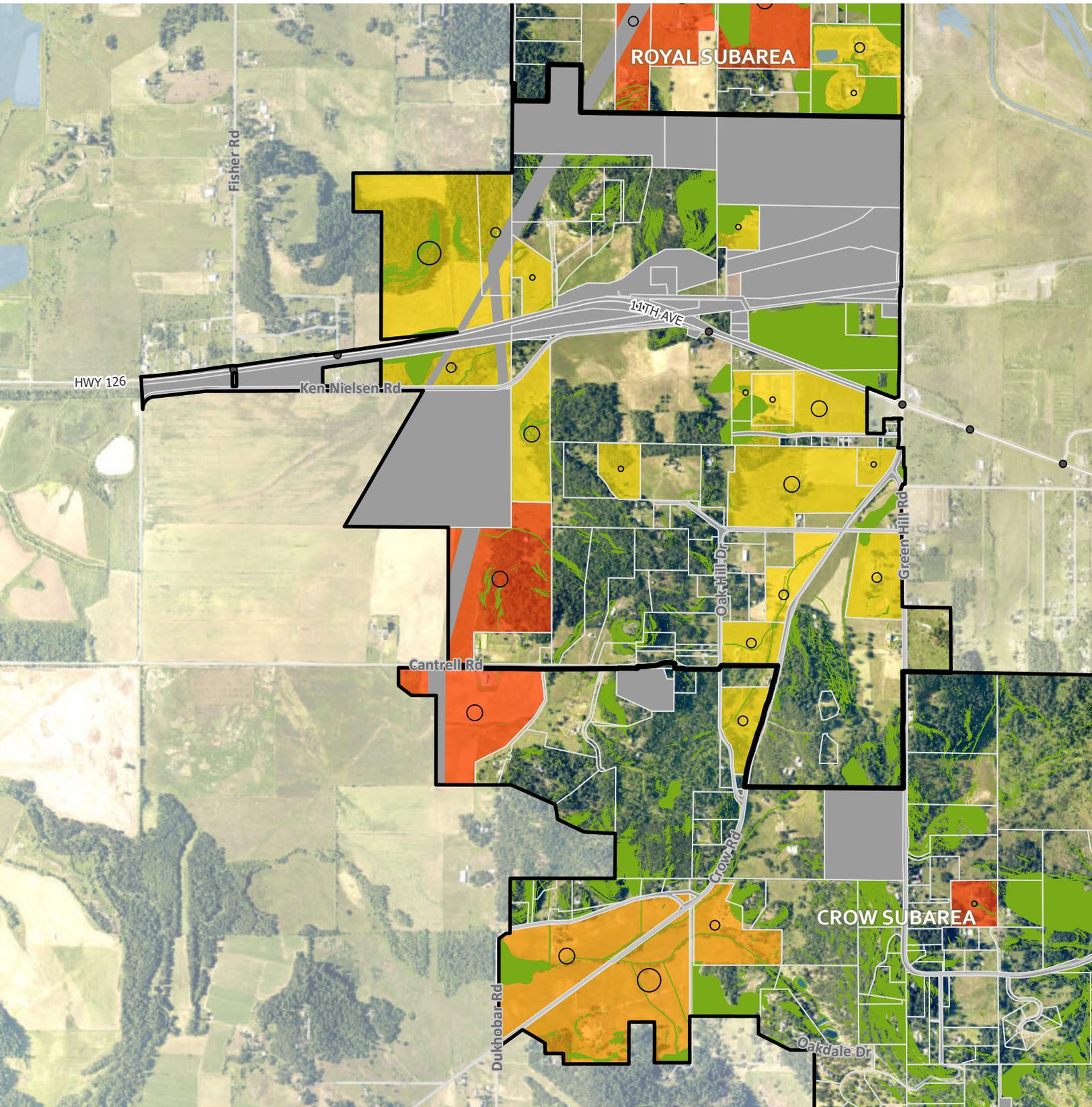
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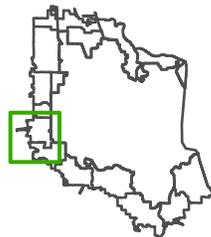
0.3 Miles





- 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



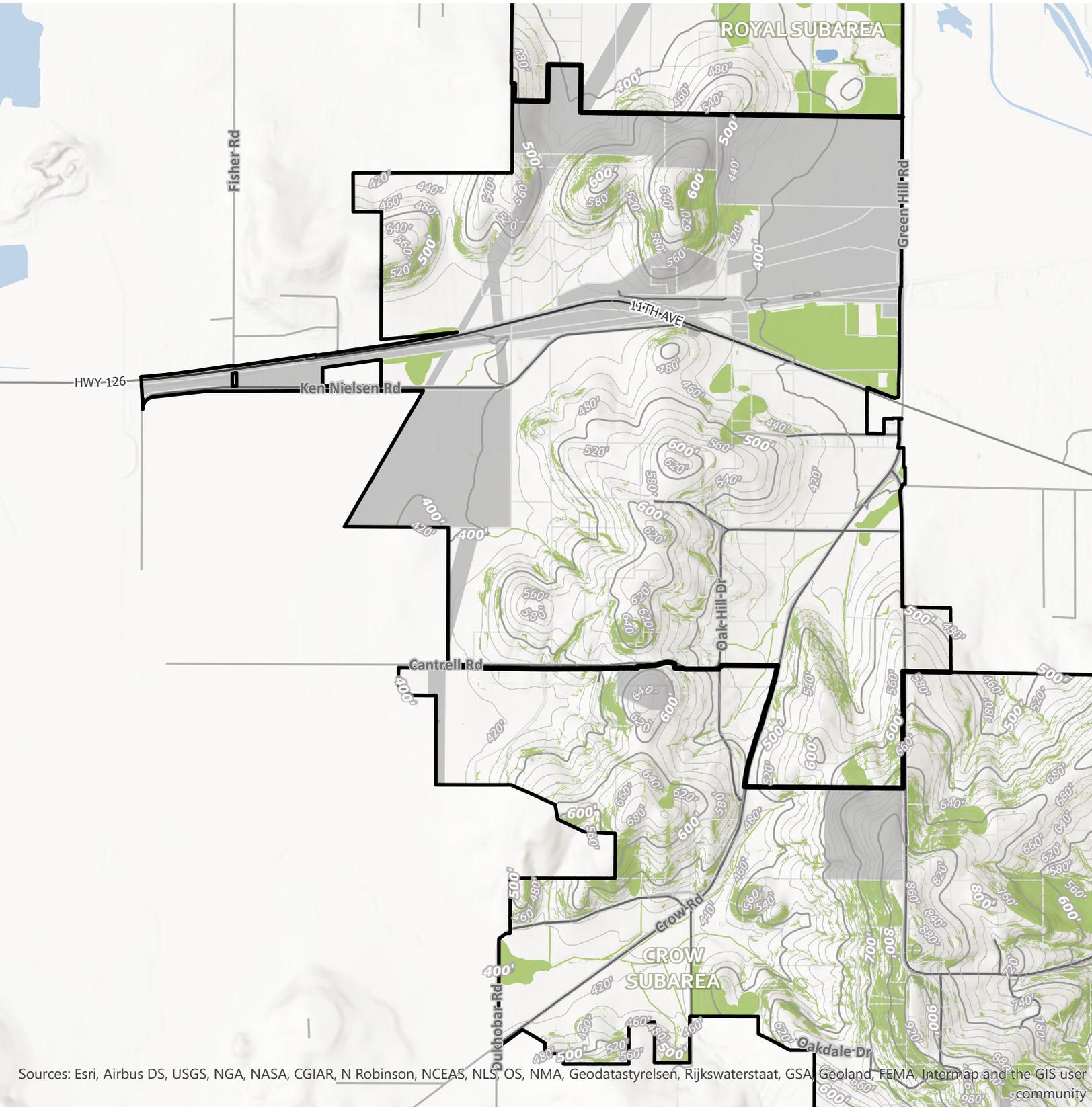
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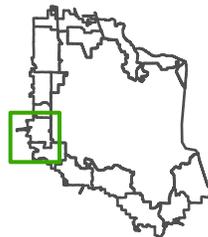
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Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

-  Committed Lands
-  Protected Lands



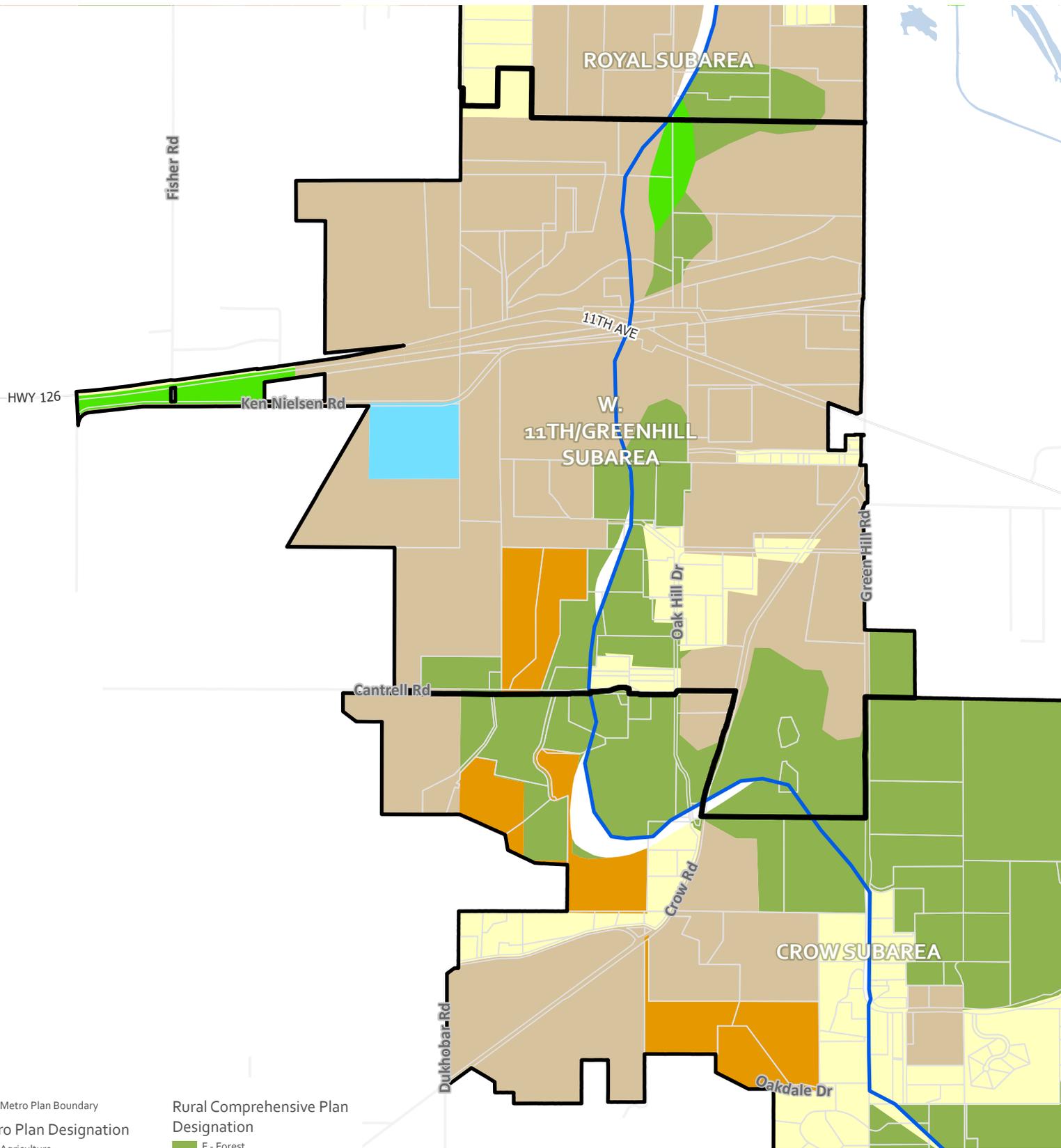
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Miles



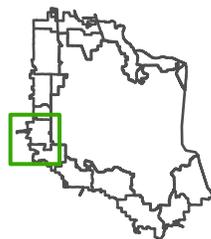


Metro Plan Boundary
Metro Plan Designation

- 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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