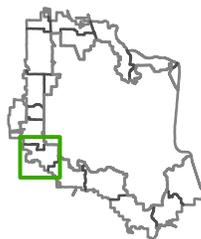


- Initial Urban Reserves Draft Study Area
- Urban Reserves Draft Suitable Subareas

- 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.

0.2 Miles

Map created November 2019 by City of Eugene Planning Division.

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



Summary

Draft Suitability Analysis for the Crow Rd Subarea

Area Potentially Suitable for Urban Reserves Designation

	Crow Rd NE 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 = **830 acres**

Total potential residential capacity = **3,161 dwelling units**

Average residential capacity = **3.80 dwelling units per acre**

Not Moving Forward for Urban Reserves Designation

	Crow Rd SW 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 = **158 acres**

Subarea summary data:

Developable land within .25 miles of the UGB = **268 acres**

Tax lots with a predominant slope classification of 0-5 percent = **11.6 percent**

Tax lots with a predominant slope classification of > 5 percent slope = **88.4 percent**

Average Capacity = **2.76 dwelling units per acre**

Crow Rd Subarea Draft Suitability Analysis

Background

Location: This subarea is to the southwest of Eugene and includes land around Willow Creek, Green Hill and Crow Roads. A portion of the Green Hill/Willow Creek study area from the 2012 UGB expansion analysis is within this subarea as a pocket of Priority 1 land in the center of the Crow subarea.

Existing Land Uses: Of the 1,460 acres in the subarea, 987 acres, or 67 percent, are considered developable. City parkland is plentiful. City-owned open space and EWEB property account for most of the Committed land in this subarea. There are 127 acres of developable Priority 1 Exception Areas in this area ; 129 acres of developable Priority 2 Marginal lands; and 479 acres of developable Priority 3 Forest Lands in this subarea. The Priority 3 agricultural land is mostly along Crow Road in the south west portion of the study area.

Priority 1 Exception areas are located adjacent to and south of Willow Creek Road, along the southern terminus of Oakdale Drive, and west of Crow Road adjacent to Dukhobar Road. Priority 2 Marginal lands are located north of Oakdale Drive, south of Willow Creek road along the southeastern portion of the subarea, and east of Hazel Dell Road and northwest of Dukhobar Road along the northwestern portion of the subarea.

Existing land uses include the Carmel of Maria Regina Monastery along Green Hill Road.

Constraints: Twenty six percent of the area is categorized as Protected or Committed land. Protected lands that are natural hazard areas containing steep slopes with a predominant slope classification greater than 30 percent make up 32 percent of the subarea. Other protected land includes DOGAMI-identified high-risk landslide hazard areas and wetlands identified on the National Wetlands Inventory. There are two creeks in the subarea; Willow Creek and Dead Cow Creek.

Surrounding Land Uses: Immediately north and east of the subarea, inside the UGB, is mostly undeveloped land. However, a campus/employment center is located close by (2-3 miles) on Willow Creek Road, between West 18th and West 11th Avenues. A variety of services are available just east of Willow Creek Road and West 11th Avenue. The main right-of-way connections include Crow Road, Greenhill Road and Willow Creek Road. Bailey Hill School, Churchill High School, and McCornack Elementary School serve the area. Land beyond the study area is primarily agricultural and forest.

Other: The land within the UGB adjacent to the Crow Road subarea is included in the Far West Neighborhood Association and the Churchill Area Neighbors.

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 Crow subarea, organized by locational factor:

1. Efficient accommodation of identified land needs

Proximity to the UGB: The Crow subarea includes 268 acres of developable land adjacent to or nearby (within .25 mile) the UGB, as shown on the Development Potential map.

Developable land capacity: The land adjacent to the UGB includes one large undeveloped property with capacity for 387 dwelling units. Overall, there are 608 partially vacant developable acres, and 379 undeveloped developable acres. The average capacity of the Crow subarea is 3.62 dwelling units per acre.

Residential need: According to the residential capacity analysis, the full subarea has capacity for 3,576 dwelling units. The subarea’s proximity to the UGB, existing job centers, connection to transportation corridors, and its amount, size and location of developable land **makes the portion of it** with access to looped road systems, generally flatter topography, and larger parcels potentially appropriate for a mix of residential housing. The area west of Green Hill Road, east of Hazel Dell Road, and along the ridgeline is not suitable to accommodate residential development due to prohibitively steep slopes and high landslide risk areas.

Industrial need: There are 193 acres identified in the capacity analysis as potentially suitable for urbanization with industrial land, as shown on the Potential Industrial Capacity map. Three parcels are along Crow Road 1.5 miles from freight routes. Additionally, there are two south of Cantrell Road in the western part of the subarea. The large lots and proximity to freight routes may potentially accommodate future industrial uses.

Topography, steep slopes, or other constraints to efficient urbanization: Due to topography, there are concerns about the likelihood of development of complete 20-minute neighborhoods in the areas west of Green Hill Road and south, along the ridgeline. Steep slopes, landslide hazard areas, and wetlands could make efficient urbanization difficult on some parcels, especially where they are along road frontages (e.g. land along Greenhill Road).

Overall, the portion of the Crow subarea with fewer prohibitively steep slopes and landslide hazard areas and access to looped street connections may be able to efficiently accommodate identified land needs, as shown on the Preliminary Suitability Results.

Efficient accommodation of identified land needs:	Positive	Mixed	Negative
Crow – In area (see map)		✓	
Crow – Out area (see map)			✓

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 Crow Road subarea’s relative serviceability ranged from easy to difficult.

Transit is considered moderate to serve. EmX West is the closest route to this subarea.

Water is considered difficult to serve. Additional water storage and pumping capacity are necessary assuming that any of the elevations in this subarea are above 500 feet. Distribution system would have to be looped from Willow Creek Road area out to Highway 126. Three separate pressure zones would be required to serve the subarea, one reservoir and two pump stations would be required and property would have to be purchased at two sites.

Wastewater is considered easy to serve. There are no capacity issues, and the subarea can be served by gravity wastewater to the existing system.

Fire is considered moderate to difficult to serve. There are response time/service delay concerns in the areas farther from the UGB, due to the topography and existing street system. Also, there is potential wildfire risk due to wildland urban interface conditions, and water supply/fire flow concerns.

Transportation is considered moderate to difficult to serve. There are projected capacity and congestion concerns on West 11th Avenue, and possibly along portions of West 18th Avenue, which would serve as the main connections to downtown Eugene.

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

Serviceability within the UGB: There is undeveloped land within the UGB, along the west portion of Crow Road that would potentially benefit in its future development and serviceability if this subarea were included in urban reserves that is adjacent to the West 11th subarea. The land inside the UGB, while undeveloped, is zoned commercial and industrial. Expanding services to the subarea would be beneficial to adjacent lands inside the UGB.

Overall, the Crow subarea is ranked moderate for the orderly and economic provision of public facilities and services. The areas less constrained by steep terrain may be easier to serve.

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

Orderly and economic provision of public facilities and services:	Positive	Mixed	Negative
Crow – In area (see map)		✓	
Crow – Out area (see map)			✓

3. Comparative environmental, energy, economic and social consequences

A. Environmental:

Public open space: While urbanization of the subarea would decrease open space and wildlife habitat, additional opportunities for public open space acquisition and connections to the Ridgeline Trail system could be possible with sensitive site design and interested property owners.

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 wetlands and flood hazard areas and make efficient urbanization more challenging. There are two creeks in the subarea; Willow Creek and Dead Cow Creek.

Risk of natural hazards: 32 percent of taxlots contain steep slopes (predominant slope classification in excess of 30 percent). In addition, high-risk landslide areas identified by DOGAMI are present in the subarea. The subarea is also heavily forested. Urbanization of this subarea would potentially increase the potential risk of natural hazards, such as landslides and wildfire, however wildfire risk is not as significant in the Crow subarea as in other areas outside the UGB with steeper slopes.

Overall, urbanization of the entire subarea could cause significant environmental consequences. However, keeping urbanization limited to the flatter portions of the Crow subarea would limit significant negative impact. Overall, this subarea would have mixed environmental consequences.

Environmental Consequences:	Positive	Mixed	Negative
Crow – In area (see map)		✓	
Crow – Out area (see map)			✓

B. Energy:

Potential for complete neighborhoods: The subarea could be moderately well-situated to co-locate a variety of housing (LDR, MDR, HDR) due to the existence of large undeveloped and partially vacant parcels immediately adjacent to the UGB and existing looped street connections, water service, schools and open space. However, topography, lot sizes and configuration are likely to keep multi-modal access as well as average capacity relatively low. The area's suitability for jobs and neighborhood-serving commercial is less likely, given the subarea's topography and surrounding uses. At the same time, very few services currently exist in the neighborhoods at the edge of the UGB, and small-scale neighborhood-serving commercial would benefit residents both inside and outside of the UGB.

Proximity to the UGB: As already noted, the Crow subarea is adjacent to the UGB, and includes one large undeveloped property at the northeast corner with capacity for 387 dwelling units. The large lot sizes which would be beneficial for future urbanization of a 20-minute neighborhood, if developed.

Multi-modal transportation access: Multi-modal transportation access to this subarea is mixed. Transit service would need to be extended to this subarea, and roadway improvements, including bike lanes and sidewalk improvements would be needed to be added to accommodate all users. Steep slopes and relatively narrow roadways are challenging for good bicycle and pedestrian access. The challenges extend into the UGB, as Greenhill Road is a steep climb to the edge of the study area; however, Willow Creek provides more opportunities for access to jobs and services.

Proximity to services: There are no neighborhood-serving commercial uses or job centers in the subarea, however nearby is the Willow Creek employment center and commercial services along West 11th Avenue. On the edge of the subarea are a few schools; if there was enough demand it could presumably serve new residents in the subarea. There is a city park adjacent to the school and nearby open space is plentiful.

Generation of energy burdens: Future urbanization of the Crow subarea will directly and indirectly generate energy and climate burdens due to the loss of growing lands – both forest and agricultural, increased traffic, and increased carbon emissions. 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.

Energy Consequences:	Positive	Mixed	Negative
Crow – In area (see map)		✓	
Crow – Out area (see map)			✓

C. Economic:

Future economic activity: The Crow subarea contains 987 acres of developable land. Based on generalized capacity assumptions, this land could accommodate 3,576 residential dwelling units, an average capacity of 3.62 dwelling units per acre. Given that it would be moderate to provide serviceability, development in this subarea would likely be cost prohibitive. It would bring construction activity that would benefit the local economy. Taxes will increase, which would benefit the city, but the cost of services (capital and ongoing) may outweigh the increased revenue.

Loss of existing economic activity: The subarea is forested, but it does not appear to include commercially-farmed forests. Given adjacent uses being primarily rural residential, there is relatively little concern about future urbanization causing a loss of economic activity for existing and nearby uses.

Potential for complete neighborhoods: As noted already, the subarea is less appropriate for future urbanization with a variety of identified uses which support connected, integrated neighborhoods. However, larger parcel size with access to major transportation corridors creates more opportunities for Complete Neighborhoods as well as for adjacent areas north, inside the UGB to develop.

Cost of service provision: The relative high cost of servicing the subarea makes the likelihood of efficient urbanization and its associated economic benefits relatively low for the subarea, as a whole. While greater capacity may optimize the investment in infrastructure over the long term, there is a risk of financial loss if development does not occur in anticipated densities. Larger parcels along major roadways and lower in elevation would likely be more economically feasible for urbanization.

Overall, the Crow subarea has mixed economic consequences, with positive consequences on flatter topography with access to looped street connections.

Economic Consequences:	Positive	Mixed	Negative
Crow – In area (see map)	✓		
Crow – Out area (see map)			✓

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 nearby residents.

While urbanization won't unduly burden existing residents, it also may not be inclusive and accessible to a broad range of residents, given the cost and challenges of development in the subarea. However, the subarea is nearby job centers such as Willow Creek (1 mile) and West 11th avenue (2.5 miles).

Compatibility with existing surrounding uses: Future residential urbanization appears to be compatible with existing surrounding uses, which are primarily rural residential and forest lands.

Service delivery: The subarea will be mixed to serve for fire protection and emergency services, but safety would be improved if services were extended. The eastern portion of the area is currently served by Eugene Rural Fire Protection District and the western portion is served by Bailey-Spencer Rural Fire Protection District. The areas served by Bailey-Spencer Rural Fire are located further from the UGB. Given the current locations of the city fire stations and existing street network, there are response time/service delay concerns.

In general, additional services would benefit existing and future residents of the subarea. 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 increase some landslide risk on areas with prohibitively steep slopes adjacent to Willow Creek Road. However, high risk landslide hazard areas are categorized as Protected, with no development capacity forecast on them. Due to this, risks would not be unduly burdening vulnerable populations.

Additionally, there is potential wildfire risk due to urban interface with rural forest lands. Urbanization may lessen water and fire flow concerns as the urbanized area will be connected to EWEB water.

Impacts to vulnerable populations: There could be negative impacts to vulnerable and underserved groups due to the high cost of development particularly in farther reaches of this area. Housing would likely be expensive; providing affordable housing in this subarea would be challenging. If transit service is extended to this subarea, it would benefit all residents, but the cost and challenges of doing so especially in the farther out areas (not included in the Greenhill/Willow Creek loop) would be significant.

Complete neighborhoods: As noted already, the area is less appropriate for future urbanization with a variety of identified uses which support connected, integrated neighborhoods. However, the closer to

the UGB, the more opportunities for Complete Neighborhoods as well as creating opportunities for areas north, inside the UGB to develop.

Overall, the Crow Road subarea would have mixed social benefits. New construction in the subarea would likely be more expensive. The high cost of building and extending services could exclude people of various incomes from the area and have medium-high social consequences.

Social Consequences:	Positive	Mixed	Negative
Crow – In area (see map)		✓	
Crow – Out area (see map)			✓

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

Impacts to nearby agricultural and forest activities: Increased congestion on roadways from urbanization may impact nearby agricultural activities. There does not appear to be active forest activity nearby the subarea. There is some active farming along the southwest and west edge of the subarea that may be impacted.

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

Compatibility with nearby ag and forest activities	Positive	Mixed	Negative
Crow – In area (see map)	✓		
Crow – Out area (see map)		✓	

Conclusion:

The following developable land in the Crow subarea that, on balance, would be unsuitable for urban reserves based on this evaluation is: generally, land west of Greenhill Road and east of Hazel Dell Road constrained by prohibitively steep slopes and landslide risk, and south along the ridgeline (**approx. 158 acres**). Additionally, identified Protected and Committed land, and fully developed taxlots would be unsuitable for urban reserves.

Area potentially suitable for urban reserves designation:

- Total developable land: **830 acres.**
- Total residential capacity: **3,161 dwelling units**
- Average residential capacity: **3.80 du/acre**

Priority Classification	Total Acres	Buildable Acres	Residential Capacity (Dwelling Units)
Priority 1: Exception Areas	243	123	376
Priority 2: Marginal Lands	162	106	280
Priority 3: Agricultural Lands	296	247	1,442
Priority 3: Forest Lands	695	479	1,374
Grand Total	1,397	956	3,472

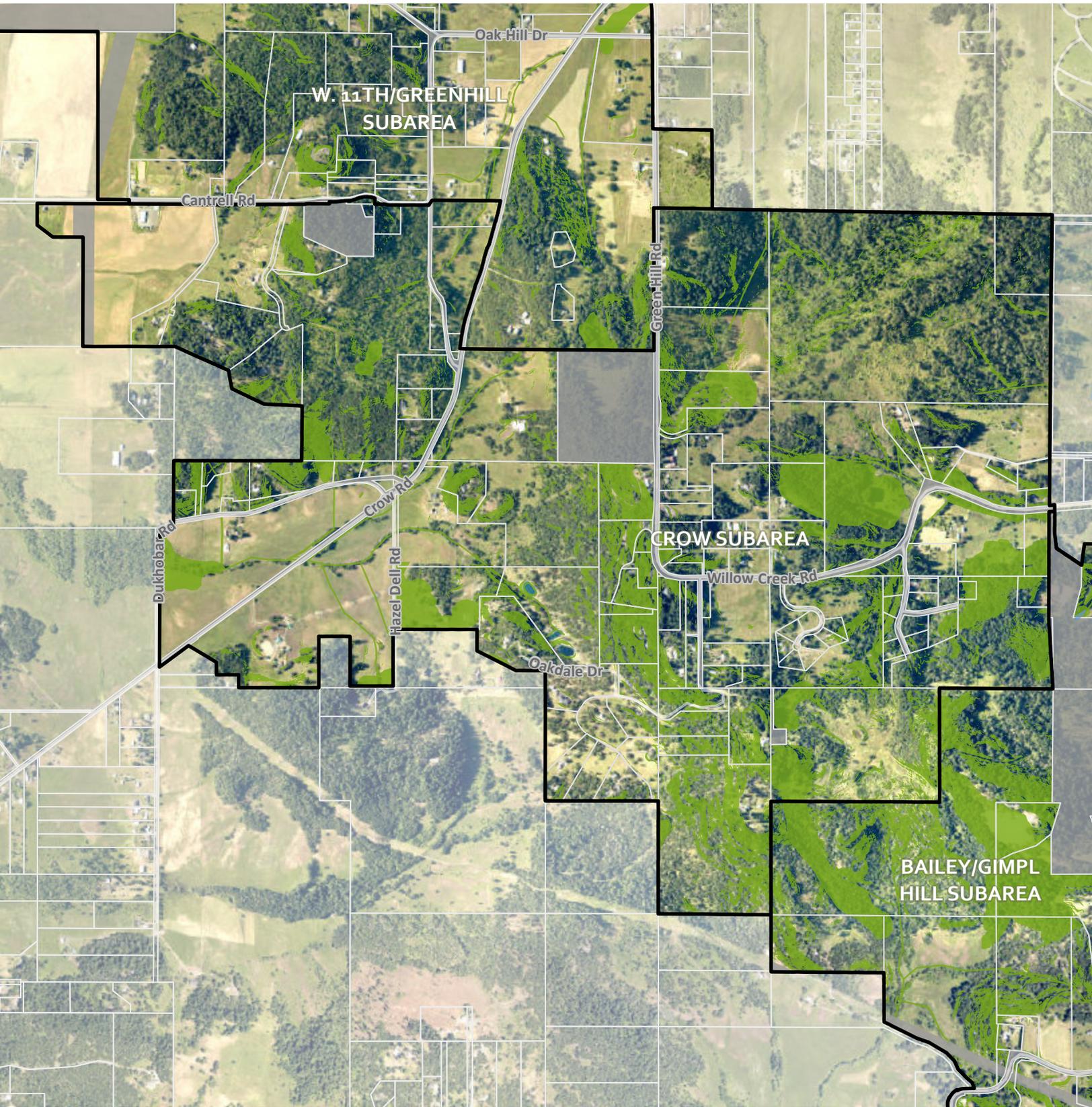
Buildable v Not Buildable Land	Acres	Percent of total
Buildable	956	68%
Committed/Protected	361	26%
Existing Development*	80	6%
Total	1,397	100%

Development Potential	Buildable Acres	Residential Capacity (Dwelling Units)
Partially Vacant	601	2476
Undeveloped	355	996
Developable Total	956	3,472

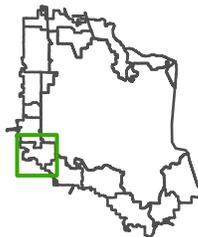
Predominant Slope Class	Total Acres	Percent acres of total	Buildable Acres	Residential Capacity (Dwelling Units)
0 - 5%	166	11.9%	141	1,186
5 - 10%	81	5.8%	62	175
10 - 15%	311	22.3%	211	603
15 - 20%	387	27.7%	326	927
20 - 25%	8	0.6%	4	14
30% plus	443	31.7%	211	568
Grand Total	1,397	100%	956	3,472

*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



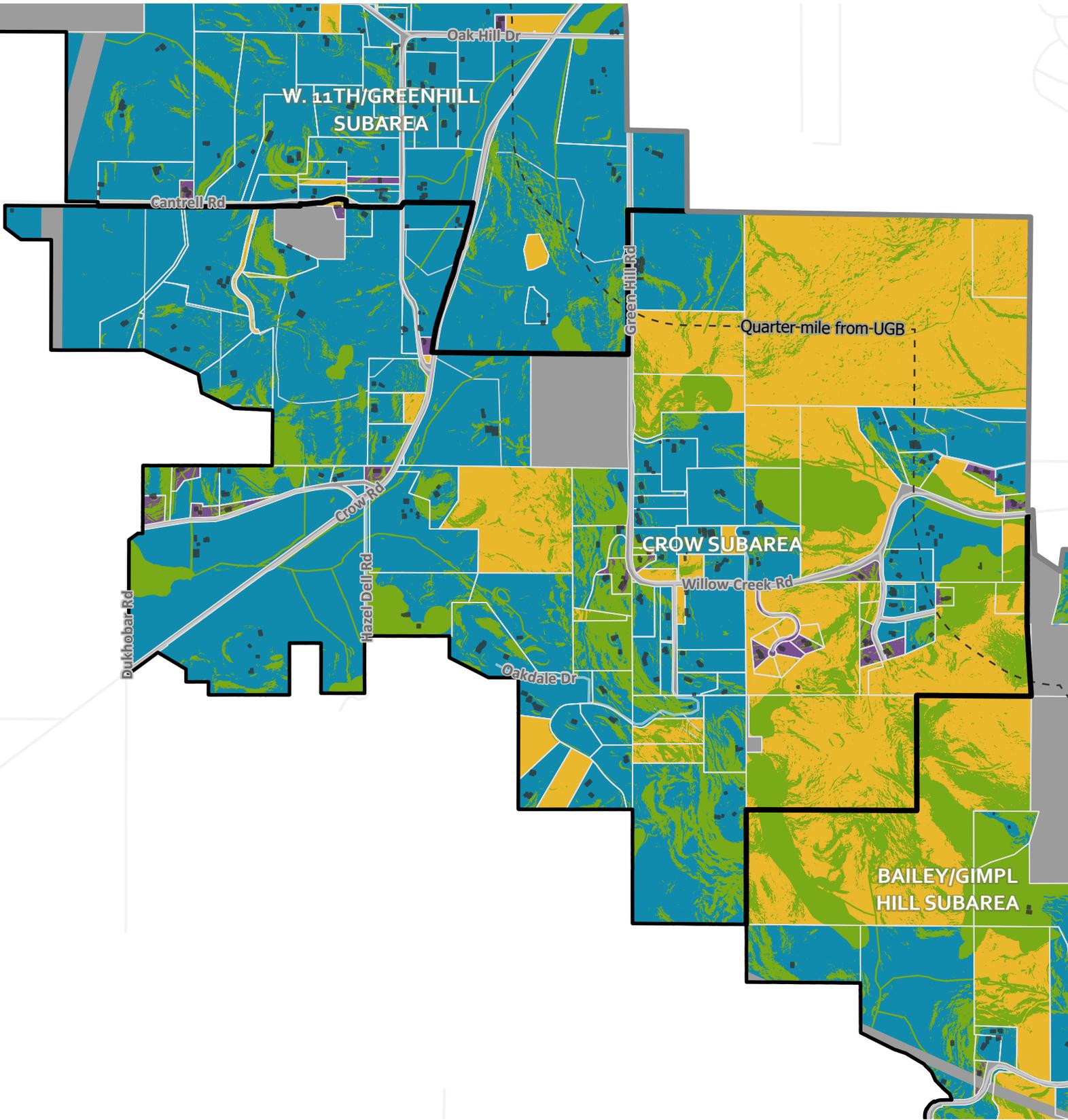
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0.2 Miles

Map created July 2019 by City of Eugene Planning Division.

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

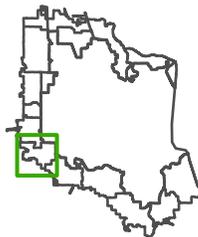




- Buildings
- Eugene UGB
- Quarter Mile from Eugene UGB

Development Potential

- Committed
- Protected
- Developed
- Partially Vacant
- Undeveloped



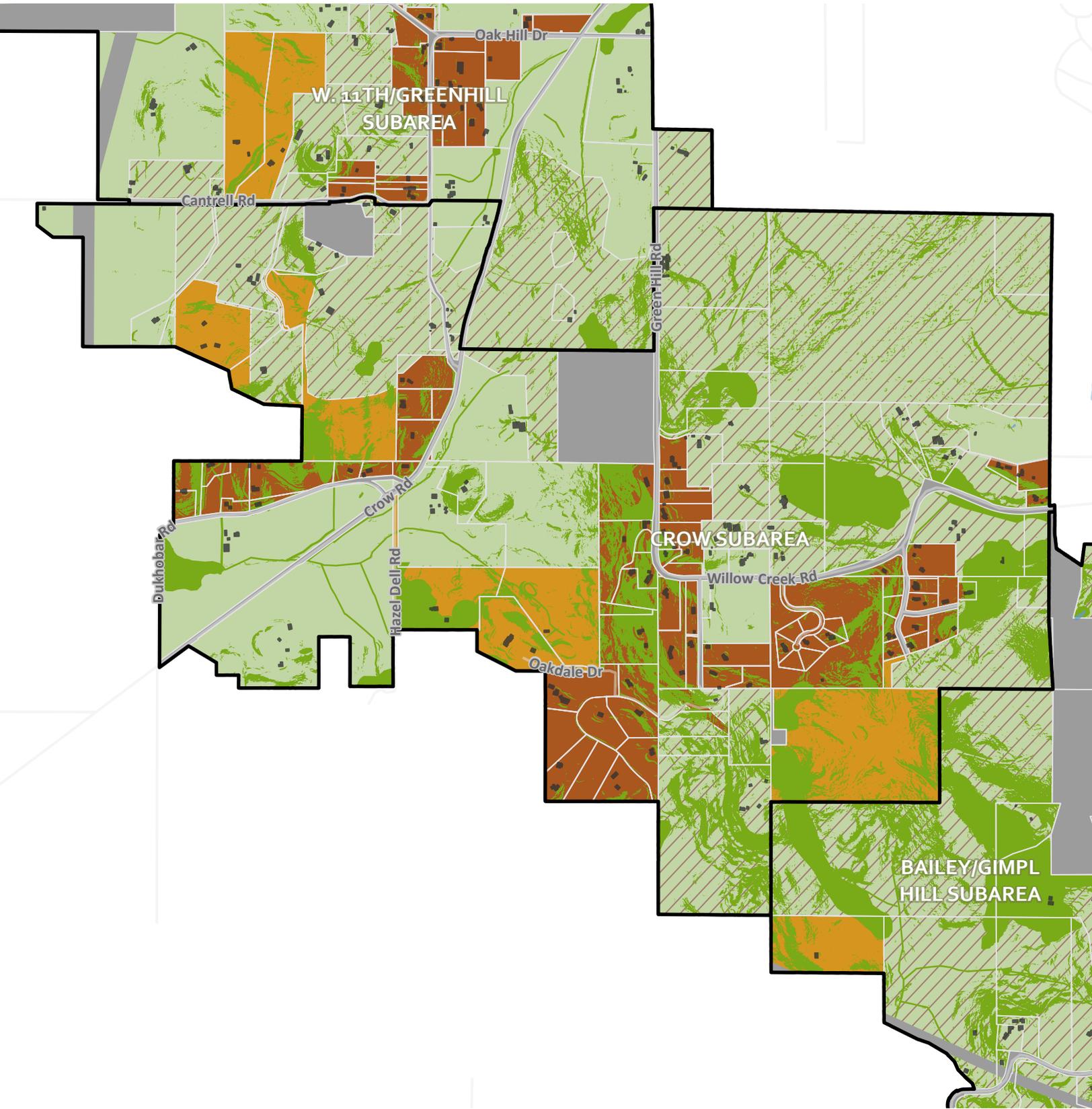
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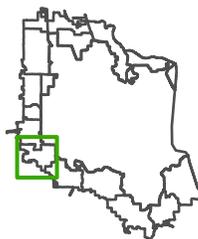




- Buildings
- Committed Lands
- Protected Lands

Priority Land Classification

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



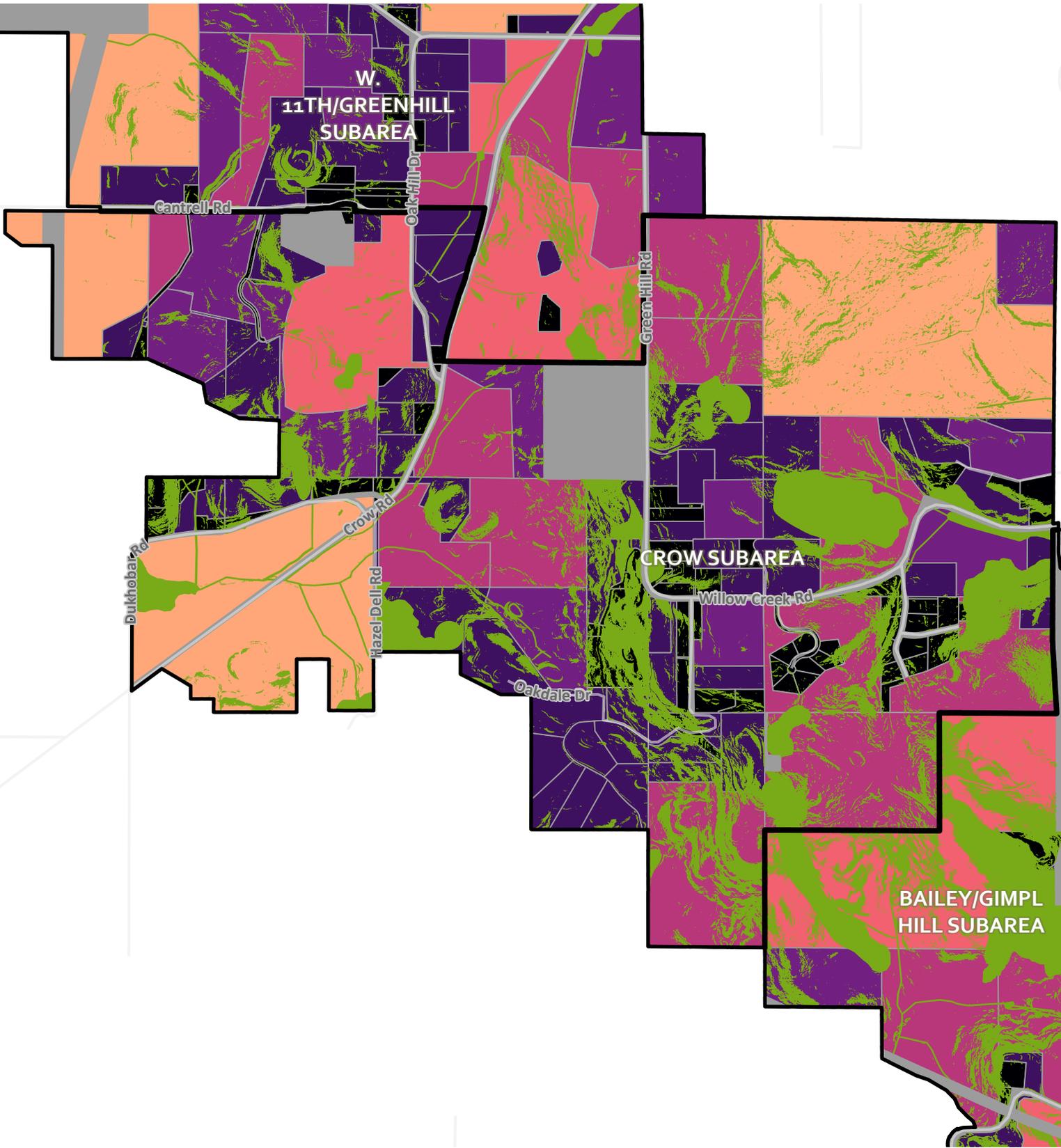
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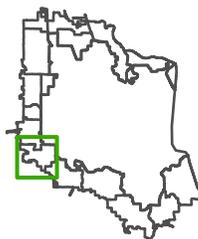




Committed Lands
Protected Lands

Residential Capacity (dwelling units)

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



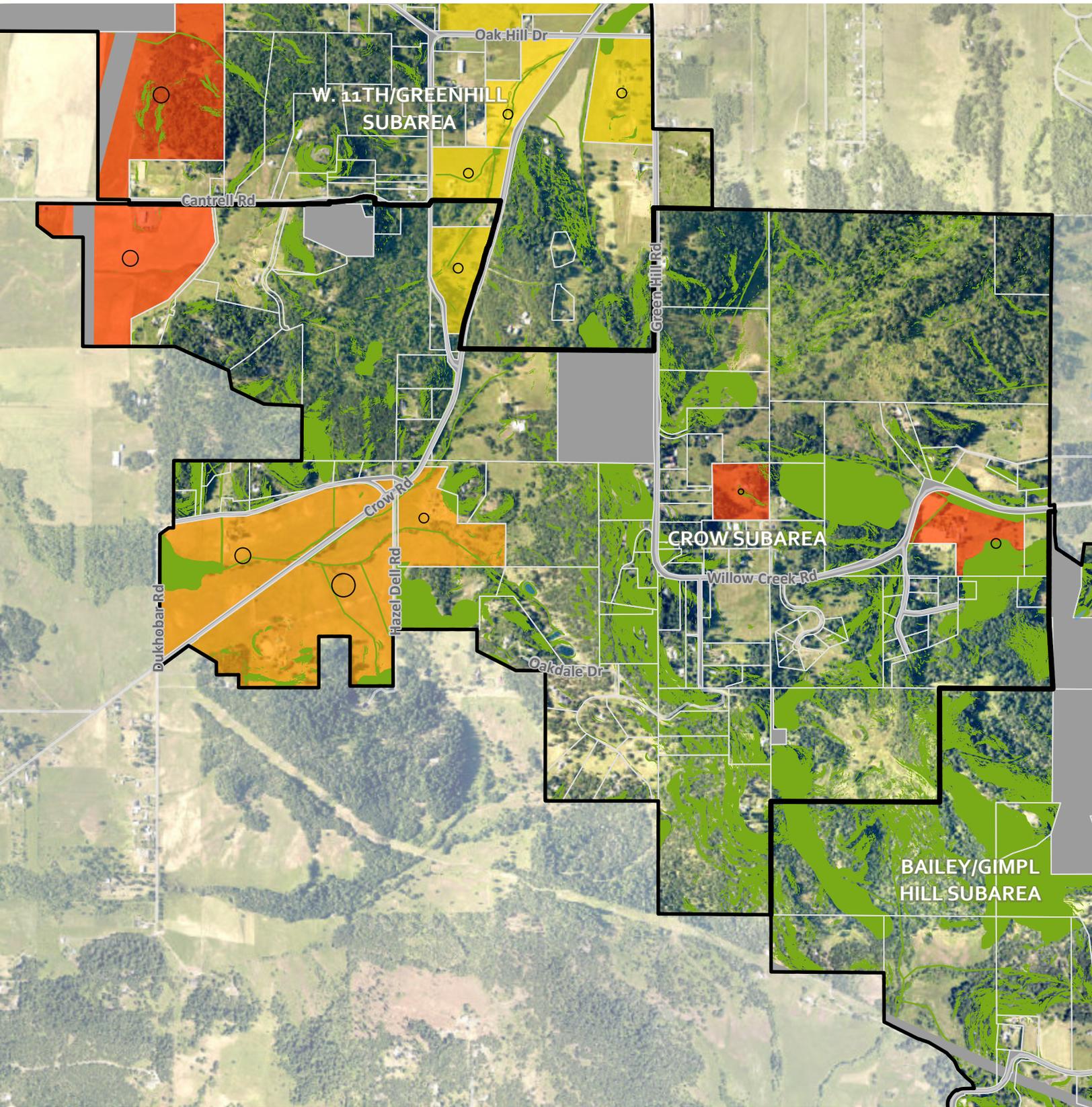
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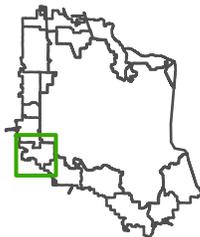
0.2 Miles





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

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

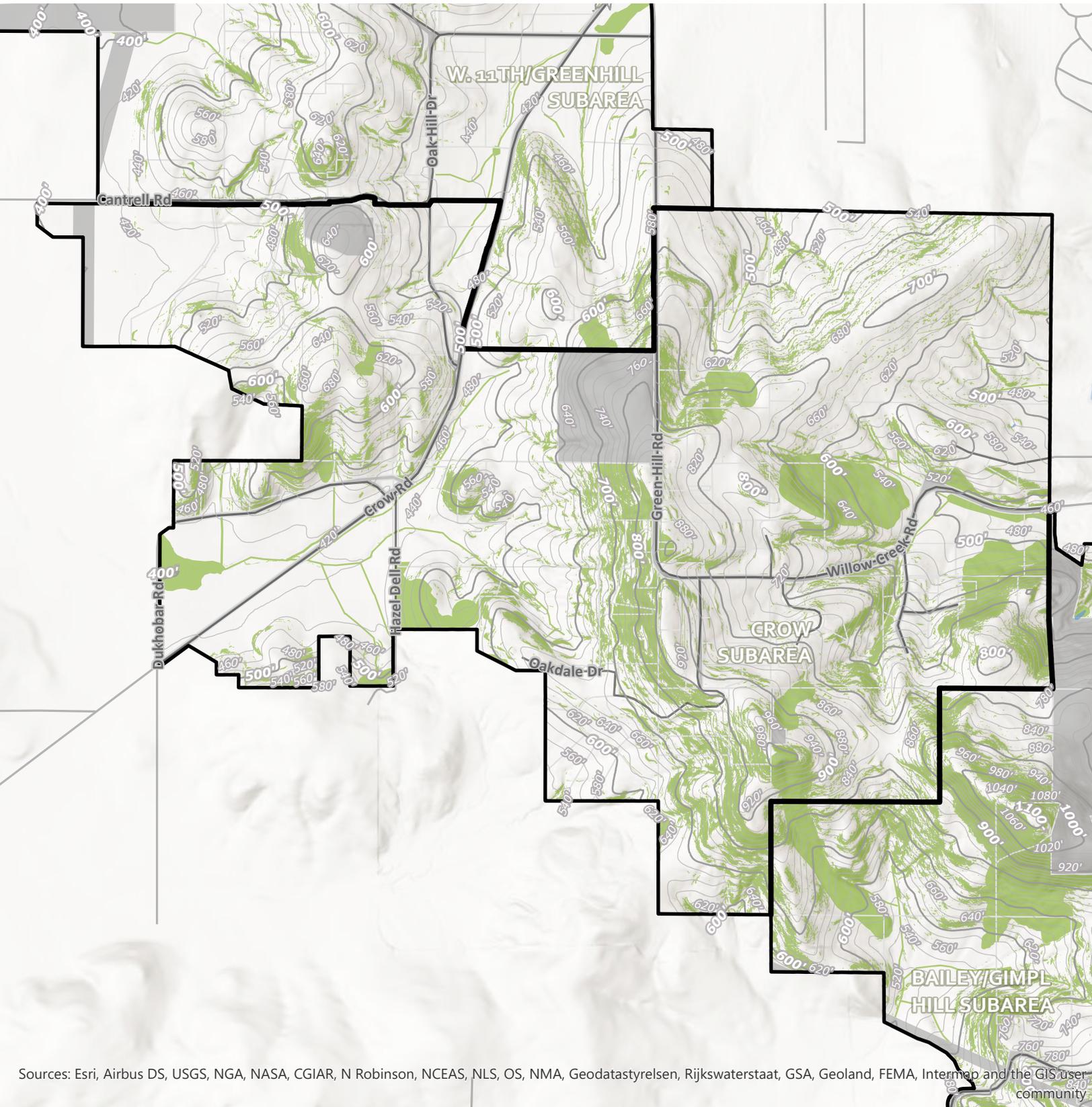


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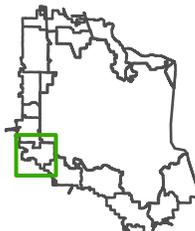
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Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

- Committed Lands
- Protected Lands



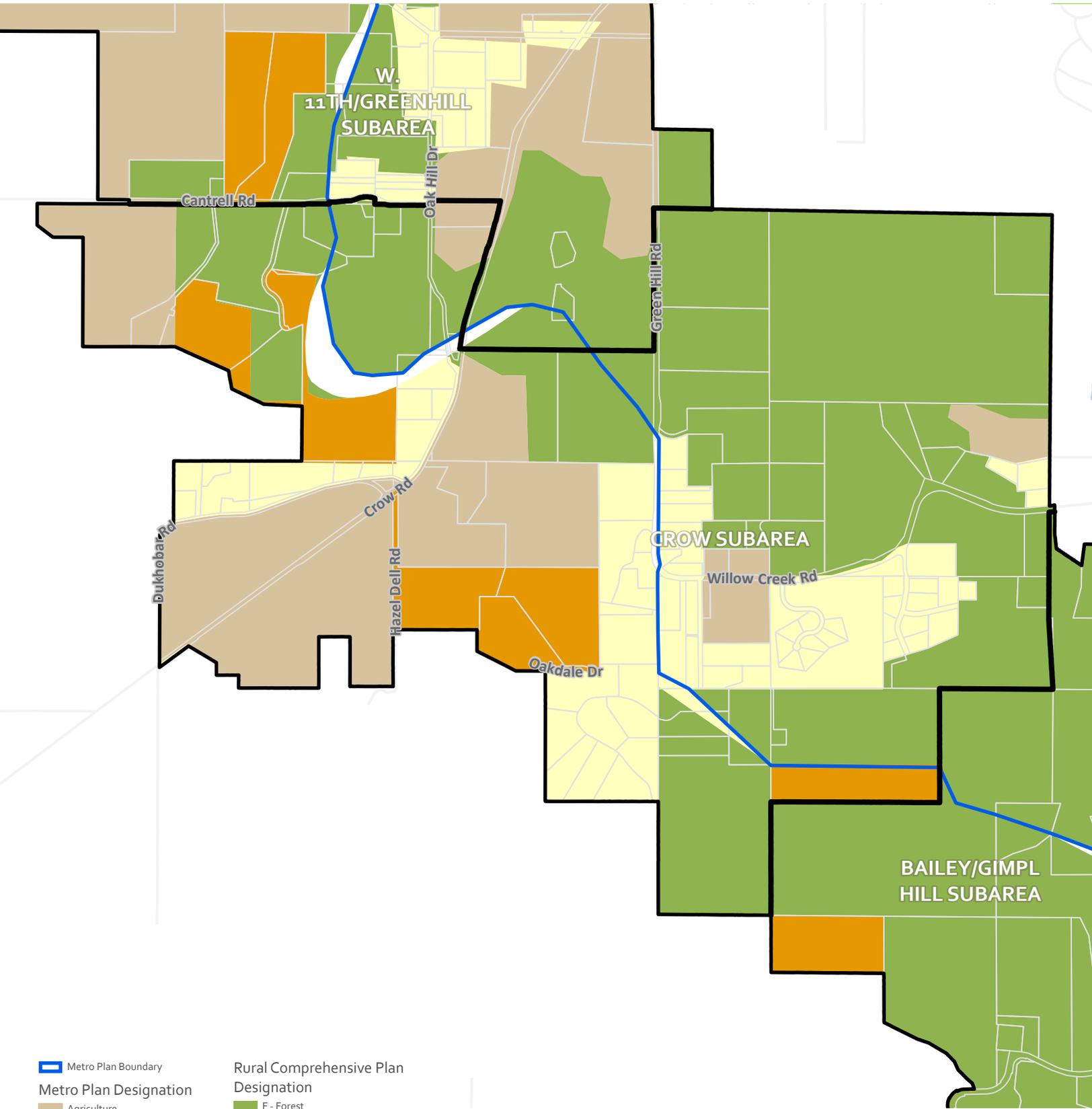
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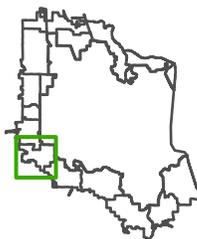


Metro Plan Designation

- 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



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