



Neighborhood Conversation Summary

January-March 2020

Introduction

Outcomes

From January to March of 2020 the project hosted 13 small group meetings attended by approximately 200 residents, about half from Santa Clara and half from River Road. These in-person conversations were all held prior to Governor Brown's "Stay Home, Save Lives" executive order. The last conversation on March 19th was held virtually as the City had suspended in-person public meetings.

These conversations were an opportunity for the community to discuss and learn about the River Road-Santa Clara neighborhood plan and how zoning is proposed to change as part of plan implementation. At the Pumpkin Pie and Planning community event in fall 2019, the Land Use topic area had the widest range of opinions, with many participants wanting more information on future land use standards that could address community issues and concerns. The neighborhood conversations focused on the Land Use topic area of the neighborhood plan and exploring the initial details of the River Road Corridor Study as of winter 2020.

There was general support with some questions from the majority of participants. Of the participants who are not in support or expressed reservations, most of their concerns related to traffic and/or parking impacts of future development. Staff and the Community Advisory Committee (CAC) did not observe organized opposition through the Neighborhood Conversation process. Participants of several advocacy organizations expressed support, and a few organizations advocated for improvements, such as the relationship between the river and adjacent R1 properties. For more information, see the Summary of Comments by Topic Area beginning on page 3.

Note that residents, businesses, and property owners residing in River Road and Santa Clara received a postcard invitation in the mail and participants signed up for the conversations online or by phone. These self-selecting individuals were motivated by either concern, general interest, or support.

Background

Two years of hard work by community leaders and agency staff resulted in a series of draft actions to implement the vision of the River Road-Santa Clara Neighborhood Plan. A key action is a zoning proposal which requires approval by City and County elected officials and planning commissioners. The Community Advisory Committee recommended significant public outreach to both explain and gather input on the draft proposal.

The project organized a series of Neighborhood Conversations: small group meetings held at common gathering spaces in the neighborhood, led by both CAC and staff, with plenty of time for neighbors to meet new people, relax in a comfortable social space, enjoy refreshments, learn, ask questions, and share their thoughts.

The invitation to the Neighborhood Conversations was mailed to 16,000+ addresses including all residents and property owners in the neighborhood, emailed to the 1,500+ interested parties list and shared by the River Road and Santa Clara Community Organizations. The project responded to overwhelming interest by adding additional meetings to the schedule.

From January to March of 2020 the project hosted 13 conversations attended by approximately 200 residents, about half from Santa Clara and half from River Road. Another 80+ people did not attend, but learned about the project and received answers from staff or community leaders about their questions.

Approximately half of the participants were new to the project, and the other half had some previous knowledge or had participated in a Plan meeting. While the majority of participants were over 50, we did engage younger residents and communities of color through both the Conversations and a meeting hosted jointly with El Camino Del Rio Elementary School in River Road.

Meeting Agenda and Materials

The 1.5 hour meetings began with a 15 minute introduction to the Plan by a Community Advisory Committee member, followed by a 15 minute explanation of the zoning proposal by staff. Participants asked questions and commented at the end of each section, and the meetings concluded with each participant weighing in on their thoughts about the zoning proposal. See Appendix B for meeting materials. The following is text from the Agenda/Input Sheets:

- Introductions
- Project Background
- Draft Land Use Proposals
- Conversation and Questions

Questions

- What elements of the proposed land use ideas work for you?
- Do you have concerns and if so what are they?

Meeting Results

Summary of Comments by Topic Area

The following provides a summary of the notes taken by staff at each of the conversations. See Appendix A for a full list of comments and categories. All the following comments were noted multiple times during the course of the 13 meetings:

Comments	Related Goals/ Policies/ Actions
ECONOMIC DEVELOPMENT	
Support commercial activities that build community and reduce the need to drive to other areas. More restaurants, services, and community gathering areas in the CMU areas.	1, 2
Increase income level so that people can afford to live in the neighborhood	3
TRANSPORTATION	
Strong support for bicycle, pedestrian, and transit improvements.	4.1, 5.2, 5.3
Concern about traffic impacts of denser development, especially along River Road near Beltline.	5.1
Support for infrastructure improvements , such as Beltline, light timing, Hunsaker, etc.	5.1
PARKS AND NATURAL RESOURCES	
Support for new parks and park and recreation improvements.	8.1, 8.3
Augment and expand natural areas , wildlife habitat, and tree canopy.	8.1.3, 9.2
Interest in Delta Sand and Gravel property for park use in future.	9.2.3
Maintain agriculture and protect Class 1 and 2 soils from development within and outside the UGB: tax incentives, community gardens.	10.1-10.2
LAND USE	
Development Standards: Enhance solar exposure for new buildings, and maintaining for existing buildings	11.4.1
Concern about air quality and pollution from new development.	11.4.1, 6.1
Preserve trees ; development standards to protect soils for tree planting and preservation.	11.4.3, 7.5
Support accessory dwelling units (ADUs) , require onsite parking. 12.1	12.1
Affordable housing : very important, concern that new housing along River Road won't be affordable, need to support incentives and plans for more affordable housing that is well-maintained.	12.2
Support commercial activities that build community and reduce the need to drive to other areas. More restaurants, services, and community gathering areas in the CMU areas.	13.1

Impacts of zoning proposal: who wins and who loses? What will happen to property values?	13.1
Questions about population projections, future density, and equity between neighborhoods. Other areas should also embrace additional density.	13.1
Strong support for developments standards that provide transitions and maintain neighborhood character.	13.1-13.2, 14.1-14.2
Maintain or decrease current housing densities ; make the .25 mile corridor narrower.	13.1, 11.2.1, 12.1
Provide for additional housing to accommodate future population growth and guide future development; make the .25 mile corridor wider.	13.1, 11.2.1. 12.1
Santa Clara and Corridor boundaries: consider extending zoning proposal to the North . Support for considering this, also a lot of concern about traffic.	13.1.1, 11.2.1. 12.1
Parking impacts of denser development, especially along unimproved streets in the right-of-way where pedestrians walk.	14.1.5, 14.2.3
Strengthen Greenway standards . Protect the river from development and create stronger transition standards.	14.3
COMMUNITY	
Commitment to meeting the needs of people without stable housing .	15.3
Desire for more community gathering space in Santa Clara.	16.3
Questions about annexation . Several property owners were interested in annexation so they could subdivide and develop their properties, and others did not want to be annexed. The project team and CAC emphasized that annexation was not part of the project goals or recommendations.	17

List of Meeting Dates and Locations

Attendance at each meeting ranged from 10 to 15 participants. Most meetings were held at a local restaurant and a basic meal was provided by the project.

1. Monday, Jan 27: Countryside Pizza, 645 River Road, Noon-1:30 pm
2. Thursday, Jan 30: The Filling Station, 2747 River Road, 5:30-7:30 pm
3. Thursday, Feb 6: Countryside Pizza, 1041 River Road, 5:30-7:30 pm
4. Wednesday, Feb 12: Reality Kitchen, 645 River Road, noon -1:30 pm
5. Thursday, Feb 13: Tio Pepe, 1041 River Road, 5:30-7:30 pm
6. Monday, Feb 24: Don Juan 2650 River Road, 5:30-7:30 pm
7. Thursday, Feb 27: River Road at Countryside Pizza, 645 River Road, 5:30-7:30 pm
8. Monday, March 2: Santa Clara at Don Juan, 2650 River Road, 12-1:30 pm
9. Wednesday, March 4: Countryside Pizza, 645 River Road, 5:30-7:30 pm
10. Thursday, March 5: Santa Clara Community Organization Meeting, Messiah Lutheran Church, 3280 River Road, 7 – 9 pm
11. Tuesday, March 10: Countryside Pizza, 3-4pm
12. Wednesday, March 11: Filling Station 3-4pm
13. Thursday, March 19: scheduled for Reality Kitchen but held online via Zoom, 3-4pm

In addition to these meetings, the project attended the following meetings at a local bi-lingual elementary school. During the half hour agenda item dedicated to the Plan, the project team shared the goals of the Plan, asked how the neighborhood organizations could collaborate and support the school, and invited parents and teachers to participate in the Neighborhood Conversations:

- Tuesday, Feb 11: El Camino Del Rio Elementary School, Site Council, 120 West Hilliard Lane, 5-6 pm. Key take-away from this conversation with teachers, PTA president, and the school Principal: encourage community members to volunteer at the school as a way to make connections.
- Tuesday, March 10, El Camino Del Rio Elementary School, Parent Meeting, 120 W. Hilliard, 5-6 pm. Key take-away: reserved interest in the plan, questions focused on pedestrian safety around the school. Reservations about relevance and interest in the Community Organization meetings.

Appendix A

Specific Comments by Topic Area

The project team took notes at each meeting, and comments from the notes were extracted and categorized below according to the Plan topic areas – Community, Land Use (LU), Parks and Natural Resources (PARKS), Transportation (T), and Economic Development. This comment list provided the basis for the Comment Summary on Page 2-4 above. The second column identifies the related topic area and sometimes include a more specific category such as library when there were related comments that could be grouped further.

Comment	Topic Area/Category
Interest in community space for activities that bring people together For example: yoga studio in Santa Clara is a great addition to the community.	COMMUNITY
Tight neighborhood – people have lived here a long long time.	COMMUNITY
Add Senior Center to Community action highlights	COMMUNITY
Library – would Santa Clarans be able to use?	COMMUNITY LIBRARY
Air quality and pollution are already causing health issues, will the new businesses that densify be required to be environmentally conscientious? Can we regulate polluters outside of the Neighborhood Plan boundary?	COMMUNITY POLLUTION
I saw that there is the word safety in here, I live less than a mile away from the railroad tracks, I notice there are petroleum trains, is there anything being done for the city to deal with anything that would happen?	COMMUNITY POLLUTION
One of my concerns is schools, I know there is a lot of talk about increasing the population over here, but the classrooms are stuffed as it is. Is that being taken into consideration?	COMMUNITY SCHOOLS
Can county residents build an ADU with its own water/sewer hookups and not annex?	LU ADU (Accessory Dwelling Unit)
Interest in tiny homes - what zoning would allow, how to incentivize or remove barriers that make it expensive to build like street connectivity requirement	LU ADU
ADU challenge: I had to pay \$10K for permits, and all we are doing is changing the configuration within the existing structure. This needs to change!	LU ADU
Need more community gardens to be integrated into the density.	LU AGRICULTURE
It looks like lots of agricultural land is being removed. How does that fit into the proposed zoning?	LU AGRICULTURE
How about offering tax incentives for farmland preservation? Chico CA did this.	LU AGRICULTURE
Protect agricultural areas, even within the UGB. Grow crops on Class 1 and 2 soils!	LU AGRICULTURE
Agricultural business incentive	LU AGRICULTURE

Comment	Topic Area/Category
Does developing your property mean you have to annex if you are adjacent to the city limits? Not being able to annex could be an impediment to development.	LU ANNEXATION
Incentivize businesses we need/want so we can walk/bike to them, not drive out of the neighborhood to get to them.	LU BICYCLE PEDESTRIAN
Maybe the commercial center on Lynbrook Dr (U-Haul) should be changed to CMU to have better standards	LU COMMERCIAL
How do we get neighborhood serving retail? Use incentives.	LU COMMERCIAL
Incentivize renovation of commercial areas	LU COMMERCIAL
Why didn't Ray's succeed? (too large, too expensive?)	LU COMMERCIAL
We need to have high expectations. Dense vibrant functioning neighborhoods, not for short term gains. Need more restaurants, hot spots.	LU COMMERCIAL
I am all for growth, it will create more services. Traffic is already bad, that won't change	LU COMMERCIAL
I'm opposed to allowing anything but a duplex in the current family residential. It should be made possible to do ADUs, if it is built on top of the existing structure and there is no requirements for additional parking. I would like to see minimum density requirements.	LU DENSITY
The plan seems logical, I am from Northern England where there is density but not much zoning regulation. I will look over the materials more.	LU DENSITY
Address the traffic as the city grows, growth is inevitable, seems like good idea.	LU DENSITY
Seems like a fair recommendation and there is outreach to people who will be impacted. Lots of actors involved with city, county, neighbors, decision-makers. Support density without sprawl.	LU DENSITY
Like the idea of density along the corridor (duplexes, condos, etc), good to have density right off of the corridor, might lead to more businesses in the neighborhoods, would like to have a hardware store in the neighborhood	LU DENSITY
Sense of relief at proactive outreach, saw alarmists letters in the paper after HB 2001, are there design standards for new commercial buildings (came from town in CA where commercial areas had stricter design standards and attracted people to the area)	LU DENSITY
Change is inevitable but improvement is good (i.e. improving the roads), glad to see organized chance for improvements, on the right track, good to get feedback from people who live in area, want to see safety and services in the area as it changes	LU DENSITY
I appreciate that density will drive new services	LU DENSITY
Yes I am ok with the plan, growth happens, might as well direct it.	LU DENSITY
Must plan for long term growth - for example, S Cal will run out of water in the future. The proposal makes sense, but is RRSC the guinea pig for increased density? Concerned with equity. Will other neighborhoods also accept more density? I would like an agreement that they will also support density.	LU DENSITY
The density gets too close to the river. Like the mixed-use buildings along River Rd and preserving single family homes on smaller streets. Parking on	LU DENSITY GREENWAY PARKING TRANSIT

Comment	Topic Area/Category
narrow streets is an issue because it leaves no room for cars and pedestrians. Support public transit for decreasing traffic.	
On Marion Lane there were also parking issues, road is not intended for personal parking. Want onsite parking for ADUs. Pleased to see rezoning go out ¼ mile because there is such a need for housing. Want to see the public transit and buffered bike lanes to support the new density. Excited about new transit station because it will allow more room for buses and is forward-looking.	LU DENSITY HOUSING ADU TRANSIT
What is expected population growth in RR-SC over the next 20 years? How many of those people would live within the ¼ mile buffer of River Rd? (Group agreed this was important to know) Bethel, River Road, and Santa Clara will likely absorb most of that growth. Properties farther away from River Rd want to know how much they will be impacted.	LU DENSITY POPULATION GROWTH
Population trends – boomers aging, birth rates, death rates, migration	LU DENSITY POPULATION GROWTH
Increasing density – are you counting on empty lots or adjusting current lots at property owner’s interest? What is mindset of community regarding density?	LU DENSITY QUESTION
This seems focused on the corridor. Our concern is medium density encroaching into low density. Mixed-use buildings may help with traffic, but would like to see traffic ameliorated if density increases much. Homelessness is not addressed in these actions, want to see more support.	LU DENSITY TRAFFIC HOMELESS
With the HB 2001 which I find to be pretty controversial even though I want more affordable housing, does that mean if my neighbor decides to raze his house, he can put up a big building? I wouldn’t want it in my neighborhood because it would change the character and increase parking. If you look at RR, they are already degraded environmentally.	LU DEVELOPMENT STANDARDS
Make developers be more proactive about mitigating impacts to neighboring properties (i.e. so they do not add fill and flood the neighbors’ properties). Neighbors tried to approach develop on Howard to collaborate before they drafted plans for the site, but it was not successful. Include engineers on those early meetings with neighbors.	LU DEVELOPMENT STANDARDS
Appreciate all the work that’s been done, want to regulate aesthetics to stop more ugly apartments and storage facilities from being built.	LU DEVELOPMENT STANDARDS
I like the idea of different densities all being together because then you are deciding what kind of neighborhood you’re wanting to be in, this is the general idea all around me versus living in single story.	LU DEVELOPMENT STANDARDS
I think setbacks are critical, I don’t care that they tear down the house and build a new one, they shouldn’t be able to invade someone’s privacy. I think it’s incumbent upon them to not build right up next to another property or have multiple units on a property that overlook the neighbor’s house.	LU DEVELOPMENT STANDARDS
The setbacks, where we are now versus where we want to go, I saw for the R1 and the 5 ft setbacks, [that’s current], is that the same for the R2 and R3?	LU DEVELOPMENT STANDARDS

Comment	Topic Area/Category
Maintain neighborhood character. Height limits are important. We are not just the suburbs. Make it fit our motto: River and Garden District. Preserve history, river, agriculture. Support more affordable housing.	LU DEVELOPMENT STANDARDS
Mixed emotions about development, be conscious of how it develops	LU DEVELOPMENT STANDARDS
Address transition between R1 and denser zoning with development standards that improve aesthetics.	LU DEVELOPMENT STANDARDS
Need scaled transitions, more articulation.	LU DEVELOPMENT STANDARDS
Improve transition between Greenway and residential zone	LU DEVELOPMENT STANDARDS
Make sure that transitions between zones are good.	LU DEVELOPMENT STANDARDS
Recommend enhancing solar exposure for new buildings, and maintaining for existing buildings	LU DEVELOPMENT STANDARDS SOLAR
Consider encouraging use of passive solar	LU DEVELOPMENT STANDARDS SOLAR
Include solar standards with all multi story buildings	LU DEVELOPMENT STANDARDS SOLAR
Development and permitting should require considering solar shed impact, even for transitions within zones and when ADUs are built. Incentivizes for people to continue existing urban agriculture within the UGB for as long as possible.	LU DEVELOPMENT STANDARDS SOLAR AGRICULTURE
Gardens and urban farming are important in these neighborhoods. Include solar standards so neighbors do not block sunlight with tall adjacent development. Does this address flooding as a result of adding fill on private property? Can there be an action preventing high-quality soil from being covered up with fill?	LU DEVELOPMENT STANDARDS SOLAR AGRICULTURE
Concern about soil standards and ability to protect soil for the future, want new tree standards. Example: infill on the Howard lot will be terrible for landscape and soils.	LU DEVELOPMENT STANDARDS TREES
It is difficult to take on the COE tree code. Lots of great staff at COE re. Trees, but it is a big lift to get tree code rewritten.	LU DEVELOPMENT STANDARDS TREES
What would it take for this new zoning to be built out/these changes to happen?	LU FUTURE DEVELOPMENT
How much future development do you anticipate?	LU FUTURE DEVELOPMENT
Support the idea of cluster development, think ¼ mile buffer is too far into established neighborhood. What is the goal for overall density increase? Along the river path, because the Greenway standards do not have as much teeth, the edge of low development needs to be preserved. Do not densify all the way out to the river if the Greenway standards will not be made much stronger.	LU GREENWAY
There is huge amount of money invested in the Corridor Study, is there a report? Will this meet our density goals? Concerned over Greenway. Want to	LU GREENWAY

Comment	Topic Area/Category
see how all the parts fit together, such as traffic, and walkability, and density.	
Greenway criteria important. How can we protect greenway values (soils, river and garden district) R-1 edge, landscaping standards, sloped setbacks	LU GREENWAY
River front owners being approached by developers to sellout. Economic reality. Protect as low density edge.	LU GREENWAY
How is the riverfront engaged? Downtown is getting a plan...	LU GREENWAY
Working with the City has been hard because of overarching policies and 'hands-are-tied' mentality. Greenway standards turned out not to have teeth and nature will pay the price. Trees are the first to go as housing is built. Eugene should densify (10 stories) along lower River Rd and downtown to preserve nature and provide housing to get people off the streets.	LU GREENWAY TREES HOUSING AFFORDABLE
Landlords of low-end properties are more incentivized to increase occupancy	LU HOUSING
Vacancy rate of apartments is high. Is new housing for renters or owners?	LU HOUSING
There is a job crisis, not a housing crisis. If people had better paying jobs they could afford housing.	LU HOUSING
What kind of housing is needed?	LU HOUSING
Why allow large houses if City policy is for compact smaller development along corridor? Along River Road people won't be able to build large lot single family. Pretty squeezed.	LU HOUSING
Yes to well managed apartments and denser housing, no to developments which are poorly managed.	LU HOUSING
Congratulations for the plan - people need a place to live!	LU HOUSING
Appreciate the concept of density, want more density along side streets. Would like to have cottage clusters along Howard, twelve 4500 square foot lots.	LU HOUSING
Currently dealing with proposed R1 proposal on Howard, want connectivity through to Rosewood.	LU HOUSING
Encourage group to do own research into two questions "What's the median income for City of Eugene and Lane County? What the average rent of new buildings that are being built?"	LU HOUSING AFFORDABLE
Yes to plan; more affordable housing is important	LU HOUSING AFFORDABLE
We have to take care of housing somehow, and Eugene is more affordable than elsewhere	LU HOUSING AFFORDABLE
Lone Oak apartment complex is well maintained and low income	LU HOUSING AFFORDABLE
Affordable housing incentives? CET 7/10 of 1% too small	LU HOUSING AFFORDABLE
Interested in Affordable Housing and serving on a committee for the new St. Vincent de Paul development on River Road. Mass transit is important for Affordable Housing and will also help address traffic issues.	LU HOUSING AFFORDABLE TRANSIT

Comment	Topic Area/Category
Resisting change is not a viable option, I support housing within .25 mi of RR. I also want to preserve Class 1 farmland and create food security.	LU HOUSING AGRICULTURE
Observation – lots of older development and underused commercial – start there.	LU HOUSING COMMERCIAL
Test the reality of height limits - commercial and residential need 44' minimum, will height allow for options other than flat roofs?	LU HOUSING COMMERCIAL
Can the City require a strip of trees to be planted along the property line before Lombard gets built?	LU HOUSING LOMBARD
Create an environment that we all can pretty much agree versus having a situation that is disappointment (pointing to the recent plan to build 90 something units near the river—Lombard) homes for good property was sold to a developer --- I am all for affordable housing and infill but the river is a part of our environment. What needs to happen so that doesn't happen again?	LU HOUSING LOMBARD
Concern about how to address low income housing	LU HOUSING LOW INCOME
How to provide low income housing? Limiting will not result in it. No newly constructed unsubsidized. Is there is a solution available? Allow at least one mobile home, etc w/o permits.	LU HOUSING LOW INCOME
How does the City know how much capacity there is for housing within the current UGB?	LU HOUSING Q
I support work/live options in the commercial areas, as well as increased bus service such as EmX on RR. Necessary to deal with impacts of climate change.	LU LIVE WORK TRANSIT CLIMATE CHANGE
Am currently investing in real estate in SC. Trying to decide if the Plan will improve or decrease land values. Significant issues to consider.	LU PROCESS
Worried about fiscal impacts to homeowners.	LU PROCESS
You have all been doing all this planning, but the city might not adopt it? What's the process? City's can say we won't make more money, what's the point in doing this?	LU PROCESS
Most of us are still Lane County and the City of Eugene would like us to be residents so in my opinion the city is being much more diligent to listening to this community and would like us to be happy Eugeneans	LU PROCESS
Looking at pg 11, on housing heights, looks wonderful and many other suggestions and recommendations, a lot of people have to agree on that before they get implemented, by that time if you're a rich developer, you can take advantage of the loopholes until then. I know we have spent a lot of time working on this and it is phenomenal. How long can we wait to have everyone agree on this so that we're protected?	LU PROCESS
Who would finance the development?	LU PROCESS
Will patchwork of city/county change?	LU PROCESS
Are there other cities in the US that are also dealing with patchwork annexation, so we can look at how they are handling it? Look at San Jose for examples of places where city and county struggle with unclear jurisdiction over land use.	LU PROCESS

Comment	Topic Area/Category
Worried about having development raise the cost of living and turn the area into more of an urban environment with higher costs.	LU PROCESS
Draft map corridor boundaries? What are the circular ovals?	LU Question
What are the criteria for annexing? What percentage of development will annex you in to the city?	LU Q
Does neighborhood commercial allow grocery stores?	LU Q
We know what is coming so how do we mold it in a way that fits best?	LU Q
How does the re-zoning take effect?	LU Q
Home occupation? State farm office and Rob's pillows are zoned as R-1. Distinctive dentistry, Owosso? What is zoning? Is it historic?	LU Q
Is there a big picture saying of how the community feels now and how it will feel once it is done?	LU Q
With redevelopment, does this Neighborhood Plan anticipate single family lots being subdivided into smaller lots that could be townhouses or smaller detached houses, as is seen in Seattle?	LU Q
Will middle housing be allowed on side streets?	LU Q
Is it mostly properties closer to River Rd that are unannexed?	LU Q
Pick up to 20 locations such as churches to re-zone so that they support walkable neighborhoods. Empty lot behind 7-11 still has no plan.	LU SC
Corridor Study does not address the future of the northern section of River Road	LU SC (Santa Clara)
Why does Corridor Study boundary extend north to where it does? Could extend this all the way up to UGB because it would stay residential. Where do duplexes, ADUs fit into this proposed zoning?	LU SC
Why does the boundary stop at Hunsacker?	LU SC
Can northern SC be developed (S of Beacon)?	LU SC
Why does the corridor study end where it does?	LU SC Q
What are the city's plans in expanding the UGB and how will this affect the area?	LU UGB
GO Property Owners on Green Lane want to stay GO, build office building. Might be ok with CMU. Impacts from bus station.	LU ZONING
SDC's too high, building permits onerous. No auto oriented businesses, city wants people to hike and bike.	LU ZONING
Reduce maximum density in RM zone	LU ZONING
Vacant land – can anything be put there? Manufactured homes?	LU ZONING
Will new zoning also apply outside of the Corridor Study boundary? Could a neighbor on Sunny Dr build a fourplex?	LU ZONING
The church is considering selling part of their property that faces River Rd, trying to understand how that would be impacted, concerned about streets and traffic and potential for a large house to be built next to existing houses	LU ZONING
Peace Pres. Church representatives: generally supportive, no concerns voiced	LU ZONING
Storage units as temperature use. Redevelopment over 30 years.	LU ZONING
R2 to East of .25 mile boundary, yes to C-Res	LU ZONING

Comment	Topic Area/Category
C-Res or CMU for churches on RR corridor (CMU favored for churches fronting RR)	LU ZONING
Not the church on Lordequai - leave for R1	LU ZONING
Want small scale commercial with residential, how do we get that?	LU ZONING
Need services to support (i.e. schools, medical)	LU ZONING
CMU churches at Irvington and NW Expressway	LU ZONING
CMU C2 on Irvington	LU ZONING
CMU Baptists at Irving and NW Expressway - concern with need for traffic study at this intersection with any new development, opportunity to be near CMU (C-2 property)	LU ZONING
Density should be concentric around the greatest commercial area, so there should be more R-M around SC square area, for example, East of SC square.	LU ZONING
As the businesses move into the community, is there anything in place to avoid certain kinds of businesses like pot shops or bars? Isn't it that if you have a 'no minor' business they have to be restricted to certain locations?	LU ZONING COMMERCIAL
For the high density areas, is there a plan for more shopping? Is there going to be more variety?	LU ZONING COMMERCIAL
Is zoning the same for city and county properties?	LU ZONING Q
Will all rezoned property owners be informed?	LU ZONING Q
Ferndale Park – improvements coming this year. Stormwater feature is nice.	PARKS
Is there a proposal for more connection to the river? More POS?	PARKS
Has there been any movement or upswelling of anyone wanting to develop Wilkes & River Road into the new River Road Park? This park could help attract businesses	PARKS
River Loop 1 is not a good location for a park. That was good farmland and now it will bring lots of people. Parks belong in neighborhoods, not out in the county.	PARKS
How can I access and use parks in River Road? To walk my dog, etc. Lone Oak Park has problems with homeless population and drug use.	PARKS
Parks - is City looking to buy more land for parks?	PARKS
Will SC Community Park masterplan connect to this plan?	PARKS
Hope that Delta Sand and Gravel will sell land once done mining and this can be turned into POS. Maintaining ecosystems of area near Delta Sand and Gravel is of importance	PARKS DELTA
Plan focuses on private residential property, also interested in public land. Looking forward, as density increase publicly-accessible land should too. Can Delta Sand and Gravel be planned as a future park or zoned as public land, so it does not just become residential development?	PARKS DELTA
Aren't smaller waterways on private property? Does that make it harder to improve their natural functions?	PARKS NAT RES
Would like to see more natural areas, also more walking paths	PARKS NATURAL AREAS

Comment	Topic Area/Category
Cares about wildlife, improving habitat, and creating trails to connect to natural areas.	PARKS NATURAL AREAS
Augment natural areas, tree canopy goals, ordinances to protect trees	PARKS TREES
Do not see funding referenced in Action Plan Highlights	PLAN PROCESS
Who makes decisions? What is role of neighborhood input? How do we influence decisions?	PLAN PROCESS
80's sewer hookups. Painful, but in the end happy to have sewer service.	PLAN PROCESS
Glad people want to be involved	PLAN PROCESS
Will take more time to look into the details, appreciate this.	PLAN PROCESS
What about annexation?	PLAN PROCESS ANNEXATION
Does City plan to change rules on annexation? Is the city going to annex whole area to pay for this plan?	PLAN PROCESS ANNEXATION
How will road improvements be coordinated between the city and county? How will road annexation be handled?	T ANNEXATION
Beltline is a big barrier. Need more ways to cross. Bike/ped bridge over Beltline, Beltline improvements.	T BELTLINE
Remember when River Road was two lanes. There are little things that the City can do to help with transportation. From Silver Lane to Fred Meyer is always congested, and moving the bus stop in front of US Bank and building a pedestrian bridge near NEHS would both help.	T BELTLINE AND RR
Do not add another bridge over Beltline, Owasso Bridge is already under used (in reference to action item proposing bike/ped bridge over Beltline)	T BELTLINE BRIDGE
Bicycle transportation and connectivity: creating signage, identifying routes, develop bike path to north, improve safety, community regularly with COE transportation, support young commuters.	T BICYCLE
Would like lockable ground floor bike storage for apartments	T BICYCLE
Improve the bike paths in SC, build the Beaver-Hunsacker loop	T BICYCLE
Safe walking and biking to school is a priority	T BICYCLE PEDESTRIAN
I want to challenge us to plan a way to reduce car traffic and meet our climate goals. What do the two dotted white lines mean? Will the zoning from within ¼ mile buffer be extended to the ½ mile buffer?	T CLIMATE CHANGE
Hunsaker intersection construction? When will this happen?	T HUNSACKER
Ruby, Division and River Rd intersection needs to be fixed.	T INTERSECTIONS
Re. LTD Station: Lane now has to be expanded and the intersection with River Road already has frequent accidents.	T LTD STATION
Planners should be proactive about traffic assessments because many smaller developments will not meet the threshold but incrementally they will have huge impacts. Also have a concern about River Road's unique parcels, which are well suited to ADUs, and the fact there is no requirement for off-	T PARKING

Comment	Topic Area/Category
street parking. There are no sidewalks so if people park on the side of the street, then pedestrians have to walk in the path of cars.	
How to address parking impacts as infill occurs – ECCO example, County streets are narrow	T PARKING
City wants people to go carless, no parking at Obie project, City Hall, but at least there are parking garages. RR does not have infrastructure to support urban level parking.	T PARKING
Maxwell and Park apartments have no parking!	T PARKING
ADUs need parking!	T PARKING
I don't like when you are walking, and you start getting cars parked up and down the street, it is just hairy to walk down that neighborhood. To have driveways.	T PARKING
How about parking?	T PARKING
Shared parking agreements are another way to solve demand for parking '	T PARKING
Must include parking in the standards.	T PARKING
Could COE do permitted parking, and could that fund other solutions?	T PARKING
Why all these changes? More parking, more stores, needed	T PARKING COMMERCIAL
Does this require parking for apartments?	T PARKING Q
Making a 20 min neighborhood, I could easily walk to Fred Meyer right now and would, except that I live on the other side of Beltline, no problem in terms of distance, but you have to cross the on and off exits and there are camps of people. I sympathize that they are looking for a dry spot, but it is intimidating to walk by those people camping under bridges.	T PEDESTRIAN HOMELESS
There are six neighborhood planning districts, are other neighborhoods working on it? Because if we are going to work on transportation, we can't be the only ones working on it.	T PROCESS
Transportation – Are electric cars being considered and what the future of transportation looks like?	T Q
Concern with transportation safety along Northwest expressway with any zone changes	T SAFETY
Consider environmentally-friendly stormwater filters in parking lots	T STORMWATER
Plan for stormwater and parking through road engineering standards. How does the Plan address these issues?	T STORMWATER PARKING
New street standards: how will they treat driveways and road access?	T STREET STANDARDS
I was just wondering how you guys were going to go about mitigating congestion. I feel like you're introducing a lot of development to the area.	T TRAFFIC
My concern is how they're going to develop the traffic situation on RR. Along with the schools, another factor that people have not considered is what are we going to do about getting more medical doctors? Immediate is the fact that they're, (even at 2pm) by the time I hit the church on the corner, traffic is backed up all day long. It takes 20 minutes.	T TRAFFIC
I grew up in LA, I go back and visit, I have to laugh when people say we have rush hour. Unless we work on our transportation so that we have buses going every 20 minutes, it doesn't matter how many highways, or additional	T TRAFFIC

Comment	Topic Area/Category
beltline loops, it's not going to help as long as we keep driving and buying cars.	
My son was unable to get to school, there is not a middle school near where I live. So we have to drive if he misses the bus. My kids don't have any kids to play with because all the kids live over there.	T TRAFFIC
Lots of change in the neighborhood. Traffic is bad. Thank heavens for NW Expressway.	T TRAFFIC
Adding more people will add more congestion. A lot of cars. Bikes, buses will help but not solve the problems.	T TRAFFIC
Eugene has grown from 30,000 to 200,000 without a major road infrastructure plan. 105, Beltline, were built in the 60s. Need a plan for infrastructure improvements.	T TRAFFIC
Traffic is already bad, especially turning from Ruby Ave where the light is so short. How will that change with new zoning along River Rd?	T TRAFFIC
Transportation needs for RR/Beltline as businesses appear	T TRAFFIC
Traffic lights need synching	T TRAFFIC
Concerned about increased density and livability. Must increase transportation infrastructure to accommodate more density. OK with no growth, would like a "decentralized system" with less density and spread out.	T TRAFFIC
Agree that traffic is a problem, and I concur about farmland preservation	T TRAFFIC AGRICULTURE
If property owners are not forced to develop, does that include Lombard Lane? How has the increased traffic been dealt with (i.e. will a new street be added)?	T TRAFFIC LOCAL
Does HB 2001 allow developers to get away with not doing traffic assessments? Will impacted neighboring property owners have a chance for input before they receive notice of a land use application?	T TRAFFIC LOCAL
Can the Neighborhood Plan require developers to conduct traffic assessments for smaller developments?	T TRAFFIC LOCAL
Traffic analyses should look at impacts farther than a mile away. Neighbors all along the road are impacted, expand the scope of Traffic Impact Analyses.	T TRAFFIC LOCAL
Are there any plans for the City to build more roads to connect smaller, unconnected lanes?	T TRAFFIC LOCAL
Traffic concerns. The Plan looks like a good first step. Wish we had a Planktown out here!	T TRAFFIC LU COMMERCIAL
Major concern is traffic. Don't think the City is aware of issues with River Road. River Road is used as a secondary arterial parallel to NW Expressway. Beltline is not usable due to traffic.	T TRAFFIC RR
Do not want to see River Rd turn into Franklin Blvd. Think traffic and air quality are very important, and reject the assumption that traffic has to increase on River Rd.	T TRAFFIC RR
Appreciates the planning effort. River Road can be nightmare to navigate.	T TRAFFIC RR

Comment	Topic Area/Category
Congestion is a problem. Likes crossing from NEHS to north of Beltline. Trapped by stopped up roads.	T TRAFFIC RR
Support the idea, but am concerned about traffic worsening in SC	T TRAFFIC RR
Is this the cart before the horse? We need to solve traffic before more housing	T TRAFFIC RR
Overall concerns about transportation impacts of future development	T TRAFFIC RR
Driving to Valley River Center from lower River Rd is currently difficult, it would be great to have another automobile bridge across the river.	T TRAFFIC RR BRIDGE
Large sectional buses are currently tearing up smaller neighborhood roads. Run smaller buses instead of spending the money required to rebuild the streets as would be required for EmX.	T TRANSIT
Irvington is the major road near our house and there is poor bus service because the 51 and 52 do not cover enough distance and have different routes towards and away from downtown. Would like to be able to take the bus.	T TRANSIT
Live off Irvington and could not use public transit to commute to UO.	T TRANSIT
Santa Clara Station – would City own land?	T TRANSIT
What is LTD's commitment to the plan?	T TRANSIT
How about bus service on NW expressway?	T TRANSIT
Will EmX be put on RR?	T TRANSIT
The bus needs improvement! Accessibility is key. Yes, we do need a brew-type place.	T TRANSIT LU COMMERCIAL
What is the plan for mass transit on River Rd?	T TRANSIT Q

Appendix B: Meeting Materials

- [Agenda](#)
- [Conversation handout](#)
- [Draft Action Plan Highlights -January](#)
- [Draft Goals, Policies and Actions - January](#)