

  
**COUNCIL ORDINANCE NO. 20708**

**AN ORDINANCE AMENDING SECTIONS 9.2160, 9.2161, 9.2170, 9.2740, 9.2741, 9.8010, AND 9.8030 OF THE EUGENE CODE, 1971; ADDING MAPS 9.2161(11) AND 9.2170(3)(d) TO THAT CODE; AMENDING FIGURE 9.2170(4)(c)6. AND MAP 9.8010 OF THAT CODE; AND PROVIDING AN EFFECTIVE DATE.**

**ADOPTED: April 22, 2024**

**SIGNED: April 29, 2024**

**PASSED: 7:1**

**REJECTED:**

**OPPOSED: Clark**

**ABSENT:**

**EFFECTIVE: May 30, 2024**



**ORDINANCE NO. 20708**

**AN ORDINANCE AMENDING SECTIONS 9.2160, 9.2161, 9.2170, 9.2740, 9.2741, 9.8010, AND 9.8030 OF THE EUGENE CODE, 1971; ADDING MAPS 9.2161(11) AND 9.2170(3)(d) TO THAT CODE; AMENDING FIGURE 9.2170(4)(c)6. AND MAP 9.8010 OF THAT CODE; AND PROVIDING AN EFFECTIVE DATE.**

**THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:**

**Section 1.** The “Motor Vehicle Related Uses” and “Trade (Retail and Wholesale)” sections of Table 9.2160 of the Eugene Code, 1971, are amended to provide as follows:

**Table 9.2160 Commercial Zone Land Uses and Permit Requirements**

	C-1	C-2	C-3	GO
<b>Motor Vehicle Related Uses</b>				
Car Wash		P	C	
Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks		P(11)	C	
Motorcycle Sales/Rental/Service		P(11)	C	
Parking Area not directly related to a primary use on the same development site		SR (4)	P(5)	P
Parts Store		P	P	
Recreational Vehicles and Heavy Truck, Sales/Rental/Service		C(11)		
Repair, includes paint and body shop		P		
Service Stations, includes quick servicing		P	C	
Structured Parking, two levels not directly related to a primary use on the same development site		P	P	P
Structured Parking, three or more levels not directly related to a primary use on the same development site		C	P	C
Tires, Sales/Service		P	C	
Transit, Neighborhood Improvement	P	P	P	P
Transit Park and Ride, Major		P	P	P
Transit Park and Ride, Minor	C	P	P	P
Transit Station, Major	C	SR	SR	SR
Transit Station, Minor.	C	P	P	P

\*\*\*

	C-1	C-2	C-3	GO
<b>Trade (Retail and Wholesale)</b>				
Agricultural Machinery Rental/Sales/Service		C(11)		
Appliance Sales/Service		P	P	
Bicycle Rental/Sales/Service	P(1)	P	P	
Boat and Watercraft Sales/Service		P(11)	C	
Book Store	P(1)	P	P	
Building Materials and Supplies				
Computer Store	P(1)	P	P	
Convenience Store	P(1)	P	P	P(2)
Drug Store (excluding Drug Treatment Centers)	P(1)	P	P	
Electrical Appliances and Supplies	P(1)	P	P	
Equipment, Light, Rental/Sales/Service		P	P	
Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales		C(11)		
Fabric Store		P	P	
Floor Covering Store		P	P	
Furniture and Home Furnishing Stores		P	P	
Garden Supply/Nursery	P(1)	P		
General Merchandise (includes supermarket and department store)	P(1)	P	P	P(2)
Hardware/Home Improvement Store	P(1)	P	P	
Healthcare Equipment and Supplies		P	P	
Liquor Store		P	P	
Manufactured Dwelling Sales/Service/Repair		C		
Office Equipment and Supplies		P	P	
Plumbing Supplies		P	P	
Retail trade when secondary, directly related, and limited to products manufactured, repaired or assembled on the development site	P(1)	P	P	
Storage Facility, Household/Consumer Goods, enclosed		P(11)		
Specialty Store (an example includes a gift store)	P(10)	P(1)(10)	P(10)	P(2)(10)
Toy and Hobby Store	P(1)	P	P	
Video Store	P(1)	P	P	

**Section 2.** Section 9.2161 of the Eugene Code, 1971, is amended by adding subsection

(11) to provide as follows:

**9.2161 Special Use Limitations for Table 9.2160.**

\*\*\*

(11) *Prohibited Uses in River Road and Santa Clara.* Use is prohibited on property located within the city limits of the City of Eugene and within the River Road-Santa Clara Prohibited Uses Area as shown on Map 9.2161(11).

**Section 3.** Section 9.2170 of the Eugene Code, 1971, is amended by amending Table

9.2170; adding subsection (3)(d); amending subsection (4)(b); amending subsection (4)(b)2.c.; amending subsection (4)(c); amending subsection (4)(c)2.; adding a new subsection (4)(c)3.; renumbering subsection (4)(c)3. as (4)(c)4.; renumbering subsection (4)(c)4. as (4)(c)5.; amending subsection (4)(c)5. and renumbering it as (4)(c)6.; amending subsection (4)(c)6. and renumbering it as (4)(c)7.; amending subsection (4)(c)7. and renumbering it as (4)(c)8.; and adding subsection (13) to provide as follows:

**9.2170 Commercial Zone Development Standards – General.**

\*\*\*

(2) *Application of Standards.* In addition to applicable provisions contained elsewhere in this land use code, the development standards listed in Table 9.2170 Commercial Zone Development Standards shall apply to all development in commercial zones.

Table 9.2170 Commercial Zone General Building Height and Setback Standards				
	C-1	C-2	C-3	GO
<b>Building Height (See EC 9.2170(3) and EC 9.2170(13))</b>				
Maximum Building Height	35 feet	120 feet	150 feet	50 feet
<b>Setbacks (See EC 9.2170(4) and EC 9.2170(13))</b>				
Minimum Front Yard Setback	10 feet	5 feet	3 feet	10 feet
Maximum Front Yard Setback	15 feet	15 feet	15 feet	15 feet
Minimum Interior Yard Setback	0 feet to 10 feet	0 feet to 10 feet	0 feet	0 feet to 10 feet

(3) *Building Height.*

\*\*\*

(d) Subject to the limitations in subsections (a) and (b) of this section, the maximum building height for properties in the C-2 zone and located within the city limits of the City of Eugene and within the River Road-Santa Clara Specific Regulation Area as shown on Map 9.2170(3)(d) shall not exceed 65 feet. Also see EC 9.2170(13) for Transition Standards.

(4) *Setbacks.*

\*\*\*

(b) *Minimum Front Yard Setbacks.* The minimum front yard setbacks stated in Table 9.2170 Commercial Zone General Building Height and Setback Standards, shall apply only to new buildings and any building addition that increases the length of the building facade facing a street, internal accessway, private drive, or shopping street as defined in EC 9.2175(3) by at least 100%. For purposes of this subsection, the front yard setback may be measured from a front lot line abutting a public street or from the edge of the sidewalk furthest from the curb of an internal accessway, private drive, or shopping street. In addition, only the portion of the development site specifically affected by the new building and any linear facade expansion of more than 100% are subject to the requirements of this subsection.

\*\*\*

2. In C-2, except for C-2 within the Downtown Plan Area as shown on Map 9.2161(6) Downtown Plan Map, buildings and other structures with less than the minimum 5-foot setback are allowed, and exempt from the minimum landscaping requirement in this subsection, only for the following:

\*\*\*

c. Buildings with a street facing façade at the minimum 5-foot setback or less according to the standards above shall provide a main entrance facing the street. A building may have more than one main entrance, and buildings having frontage on more than one street shall provide at least one main entrance oriented to a street, or to the corner where two streets intersect. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Specific Regulation Area as shown on Map 9.2170(3)(d), buildings fronting River Road shall provide a main entrance oriented to that street or to the corner where River Road and another street intersect.

\*\*\*

(c) *Maximum Front Yard Setbacks.* The maximum front yard setbacks stated in Table 9.2170 Commercial Zone General Building Height and Setback Standards, shall apply only to new buildings and any building addition that increases the length of the building facade facing a street, internal accessway, private drive, or shopping street as defined in EC 9.2175(3) by at least 100%. For purposes of this subsection, front yard setback may be measured from a front lot line abutting a public street or from the edge of the sidewalk furthest from the curb of an internal accessway, private drive, or shopping street. In addition, all new buildings and the portion of the development site specifically affected by the new building and any linear facade expansion of more than 100% are subject to the

requirements of this subsection. (See Figure 9.2170(4)(c) Maximum Front Yard Setbacks, Building Orientation, and Entrances.)

\*\*\*

2. Except as provided in EC 9.2170(4)(c)3., in C-2 and C-3, a minimum of 25% of all street facing facades must be within the specified maximum front yard setback, or, orientation to an internal accessway, private drive, or shopping street as defined in EC 9.2175(3) is permitted in compliance with EC 9.2173(4)(a).

3. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Specific Regulation Area as shown on Map 9.2170(3)(d), a minimum of 80% of all street facing facades must be within the specified maximum front yard setback, or, orientation to an internal accessway, private drive, or shopping street as defined in EC 9.2175(3) is permitted in compliance with EC 9.2173(4)(a).

4. In GO, at least 60% of all street facing facades of the building must be within the specified maximum front yard setback.

5. Vehicular use areas are not permitted in between the street and the portion of the building that is used to comply with this subsection.

6. Buildings fronting on a street must provide a main entrance facing the street on any facade of the building within the front yard setback. A main entrance is a principal entrance through which people enter the building. A building may have more than one main entrance. Buildings having frontage on more than one street shall provide at least one main entrance oriented to a street, or to the corner where two streets intersect. On properties zoned C-2 and located within the city limits of the City of Eugene and within the River Road-Santa Clara Specific Regulation Area as shown on Map 9.2170(3)(d), buildings fronting River Road shall provide a main entrance oriented to that street or to the corner where River Road and another street intersect.

7. The land between the portion of a building complying with EC 9.2170(4)(c)(1) or (2) and a street must be landscaped or paved with a hard surface for use by pedestrians. If a hard surface is provided, the area must contain at least the equivalent of 1 pedestrian amenity for every 200 square feet of hard surface. The use of porous materials for hard surfacing is encouraged. Residential developments are exempt from this subsection, except as required by any more restrictive provisions of EC 9.2170(4)(b) above. (See Figure 9.2170(4)(c)7 Landscaped or Paved Pedestrian Area with Pedestrian Amenities.)

8. The maximum front yard setback may be exceeded if the area between the building and the front property line is landscaped or paved for use by pedestrians. The area must contain at least the equivalent of 1 enhanced pedestrian amenity for every 200 square feet of hard surface. (See Figure 9.2170(4)(c)7 Landscaped or Paved Pedestrian Area with Pedestrian Amenities.)

\*\*\*

(13) *River Road/Santa Clara Specific Standards.* The following standards apply to new buildings and to any building additions constructed on properties zoned C-2 and located within

city limits of the City of Eugene and within the River Road-Santa Clara Specific Regulation Area as shown on Map 9.2170(3)(d).

(a) *River Road/Santa Clara Transition Standards.* The following standards apply to new buildings and to building additions that increase the square footage of floor area by 20 percent or more on property abutting R-1 zoned land. The following standards shall be applicable between the new building or the building addition and any property line abutting land zoned R-1. The proposed development must comply with one of the following options described below.

1. *Option 1.* The minimum interior yard setback shall be 10 feet from any property line that abuts land zoned R-1. In addition, at least one of the following must be provided along the entire portion of any property line that abuts land zoned R-1:

a. A 6-foot high, 100 percent sight-obscuring wooden fence or masonry wall.

b. A 6-foot high metal fence with high shrubs planted every six feet. Chain link and cyclone fences are not allowed. For the purposes of this subparagraph, high shrubs must be:

(1) Selected from the City of Eugene Plant Materials list approved by administrative order of the city manager;

(2) Designated in the City of Eugene Plant Materials list as meeting the high shrub requirement; and

(3) In at least 5-gallon containers at the time of planting.

c. Landscaping with a minimum plant bed width of 10 feet meeting EC 9.6210(3) High Screen Landscape Standard (L-3).

2. *Option 2.* The minimum interior yard setback shall be 15 feet from any property line that abuts land zoned R-1. In addition, the development shall comply with all of the following:

a. At a point that is 30 feet above grade at the property line, the interior yard setback shall slope toward the interior of the property at the rate of 10 inches vertically for every 12 inches horizontally away from that property line until a point 25 feet away from the property line.

b. For new buildings or building additions within 25 feet of land zoned R-1, trees growing to a mature height of at least 20 feet shall be planted at a minimum interval of 25 feet, parallel to the property line, between buildings and any property line that abuts land zoned R-1.

c. One of the following shall be provided along the portion of any property line that abuts land zoned R-1:

(1) A 6-foot high, 100 percent sight obscuring wooden fence or masonry wall.

(2) A 6-foot high metal fence with high shrubs planted every six feet. Chain link and cyclone fences are not allowed. For the purposes of this subparagraph, high shrubs must be:

(A) Selected from the City of Eugene Plant Materials list approved by administrative order of the city manager;

(B) Designated in the City of Eugene Plant Materials list as meeting the high shrub requirement; and

(C) In at least 5-gallon containers at the time of planting.

3. *Option 3.* A minimum 25-foot setback shall be provided between a new building or building addition and the portion of any property line that abuts land zoned R-1. The 25-foot setback area may be used for open space, vehicle use area, pedestrian circulation, bicycle parking, stormwater quality facilities, or landscaping.

(b) *River Road/Santa Clara Building Walls/Window Coverage.*

1. Windows are required along all street-facing ground floor walls within the maximum front yard setback at a minimum of 60% of the horizontal length and 25% of the area of applicable ground floor walls.

2. All windows shall have a minimum Visible Light Transmittance (VLT) of 0.6 or higher.

3. A blank length of wall of more than 20 linear feet is prohibited along any street-facing façade. Windows, arcades, colonnades, or main entrances can be used to address this standard.

4. Adjustments to the standards in this subsection(b) may be made, based on the criteria of EC 9.8030(38).

(c) *River Road/Santa Clara Weather Protection.* Weather protection features such as canopies, awnings or arcades shall be provided over at least the full width of all building entrances to a depth of at least 3 feet. Alternatively, building entrances may be set back a minimum of 3 feet behind the face of the building. Adjustments to the standards in this subparagraph (c) may be made based on the criteria of EC 9.8030(38).



**Section 4.** The “Agricultural, Resource Production and Extraction” section of Table 9.2740 of the Eugene Code, 1971, is amended to provide as follows:

**Table 9.2740 Residential Zone Land Uses and Permit Requirements**

	R-1	R-2	R-3	R-4
<b>Agricultural, Resource Production and Extraction</b>				
Community and Allotment Garden	P		P	P
Display and Sale of Agricultural Products Grown on the Site	P			
Display and Sale of Agricultural Products Grown Offsite	P (9)			
Urban Animal Keeping, including pastureland (See EC 9.5250)	S		S	S
Horticultural Use. Examples include field crops, orchards, berries, and nursery or flower stock.	P			

**Section 5.** Section 9.2741 of the Eugene Code, 1971, is amended by adding subsection (9) to provide as follows:

**9.2741 Special Use Limitations for Table 9.2740.**

\*\*\*

(9) *Display and Sale of Agricultural Products Grown Offsite.* This use is only allowed on property located within the city limits of the City of Eugene and within the River Road-Santa Clara Neighborhood Specific Regulation Area as shown on Map 9.2170(3)(d), and is subject to the following standards:

- (a) Use is limited to two days in a calendar week and is limited to between the hours of 9:00 a.m. and 8:00 p.m.
- (b) Permanent changes to the development site to specifically accommodate the use are prohibited.
- (c) Except during the hours of operation of the use, there shall be no display or outdoor storage of agricultural products visible from the street.
- (d) The use is not permitted on a flag lot.
- (e) Parking associated with the use must be located on-street or within an existing on-site parking area.
- (f) Signs associated with the use shall not be placed in the public right of way or vision clearance area. All signage must comply with the sign standards at EC 9.6600.

**Section 6.** Table 9.8010 of the Eugene Code, 1971, is amended to provide as follows:

<b>Table 9.8010 List of Adopted Plans</b>	
Bethel-Danebo Refinement Plan (Phase II)	River Road-Santa Clara Neighborhood Plan
Bethel-Danebo Refinement Plan	Riverfront Park Study
Comprehensive Stormwater Management Plan	South Hills Study
Envision Eugene Comprehensive Plan	South Willamette Subarea Study
Eugene Downtown Plan	TransPlan (Metro Area Transportation Plan)
Eugene-Springfield Metropolitan Area General Plan (Metro Plan)	Walnut Station Specific Area Plan
Eugene 2035 Transportation System Plan	West University Refinement Plan
Fairmount/U of O Special Area Study	Westside Neighborhood Plan
Jefferson/Far West Refinement Plan	Whiteaker Plan
Laurel Hill Neighborhood Plan	Willakenzie Area Plan
19th and Agate Special Area Study	Willow Creek Special Area Study
River Road-Santa Clara Urban Facilities Plan	

**Section 7.** Section 9.8030 of the Eugene Code, 1971, is amended by adding subsection

(38) to provide as follows:

**9.8030 Adjustment Review – Approval Criteria.**

\*\*\*

(38) River Road/Santa Clara Neighborhood Specific Standards. Where this land use code provides that the River Road/Santa Clara Neighborhood Specific Standards can be adjusted, the standards may be adjusted upon finding that the design achieves all of the following:

- (a) Contributes to the continuity of building facades along the street;
- (b) Creates an attractive pedestrian environment along all adjacent streets; and
- (c) Is compatible with adjacent development.

**Section 8.** Map 9.2161(11), as referenced in this Ordinance and attached hereto as Exhibit A shall be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

**Section 9.** Map 9.2170(3)(d) as referenced in this Ordinance and attached hereto as Exhibit B shall be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

**Section 10.** Figure 9.2170(4)(c)6. of the Eugene Code, 1971, is retitled as Figure 9.2170(4)(c)7. as provided in Exhibit C.

**Section 11.** Map 9.8010 of the Eugene Code, 1971, is amended as provided in Exhibit D to this Ordinance.

**Section 12.** The findings set forth in Exhibit E attached to this Ordinance are adopted as findings in support of this Ordinance.

**Section 13.** The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

**Section 14.** If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by the Oregon Land Use Board of Appeals or a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof. Further, if this Ordinance is remanded back to the City Council for further action by the Oregon Land Use Board of Appeals or a court of competent jurisdiction, those sections, subsections, sentences, clauses, phrases, or portions that do not require action on remand shall be deemed separate, distinct, and independent provisions and such remand shall not affect their validity or effect.

**Section 15.** This Ordinance shall take effect pursuant to Section 32 of the Eugene Charter 2002, or on the date of its acknowledgement as provided in ORS 197.625, whichever is later.

**Passed by the City Council this**

**22<sup>nd</sup> day of April, 2024**

  
\_\_\_\_\_  
City Recorder

**Approved by the Mayor this**

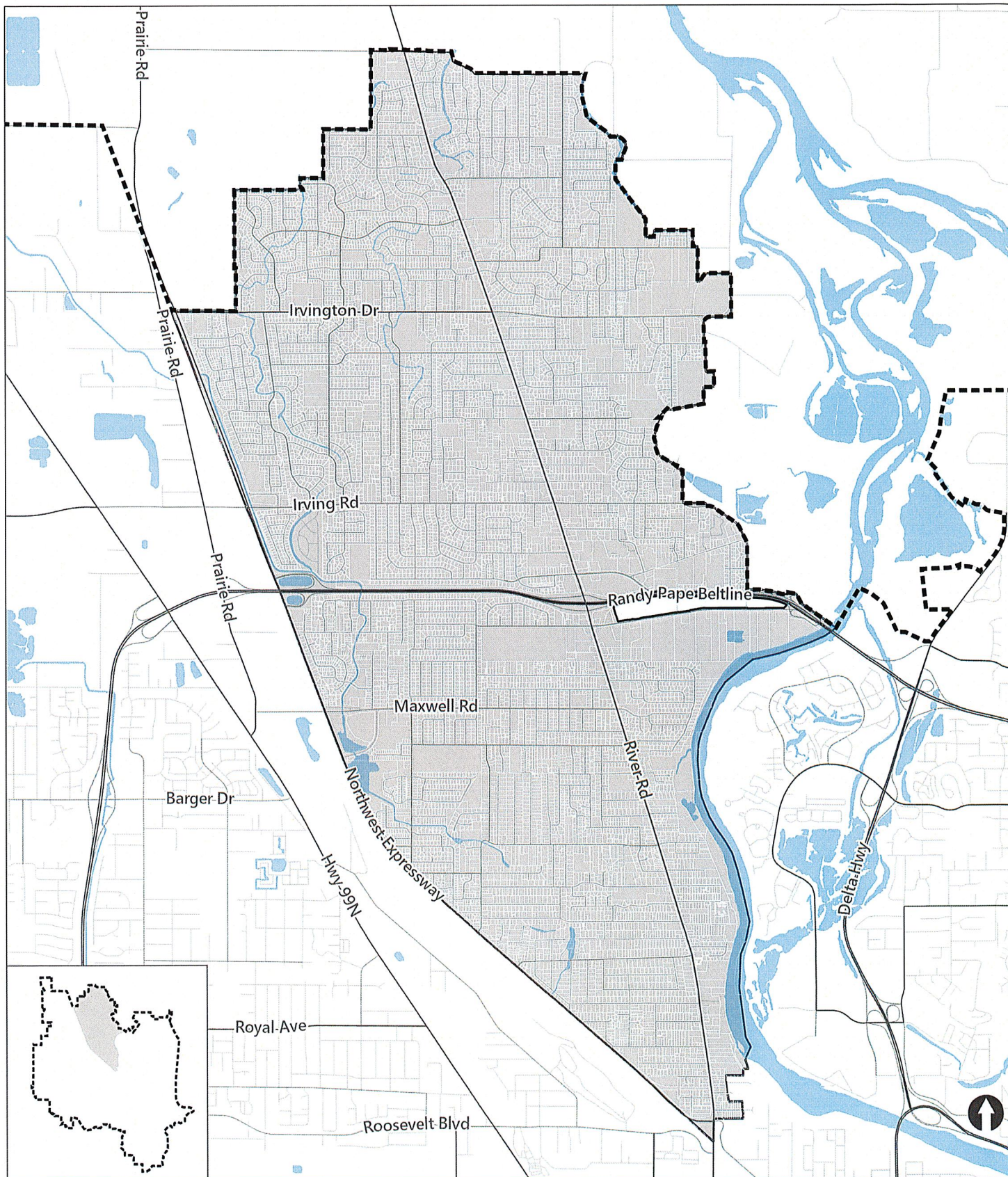
**29 day of April, 2024**


  
\_\_\_\_\_  
Mayor



# Map 9.2161(11)

## River Road - Santa Clara Prohibited Uses Area




 Eugene Urban Growth Boundary (UGB)

 River Road - Santa Clara Prohibited Uses Area

Taxlots (outlined in white)

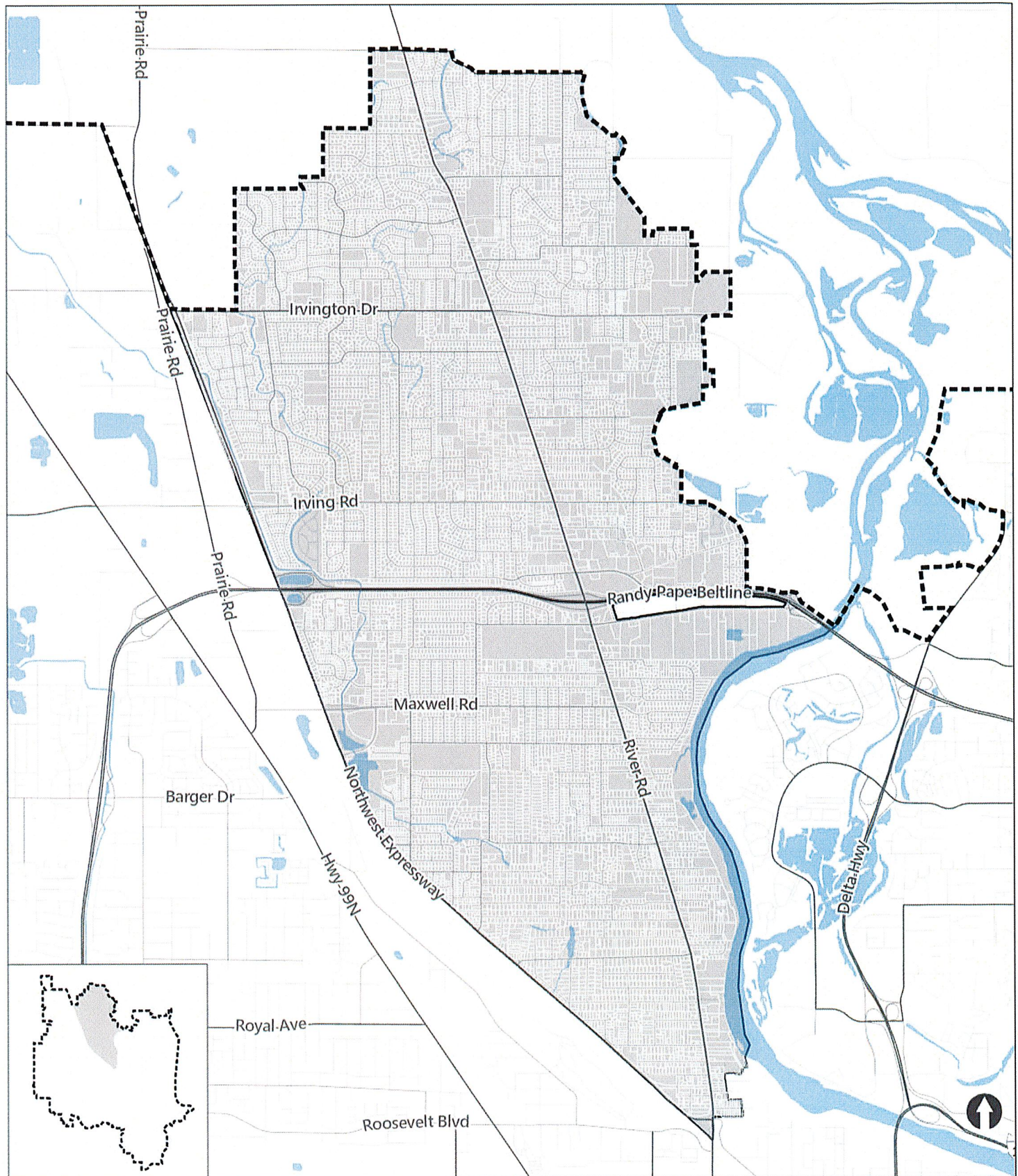
0 0.3 0.6 Miles





# Map 9.2170(3)(d)

## River Road Santa Clara Specific Regulation Area



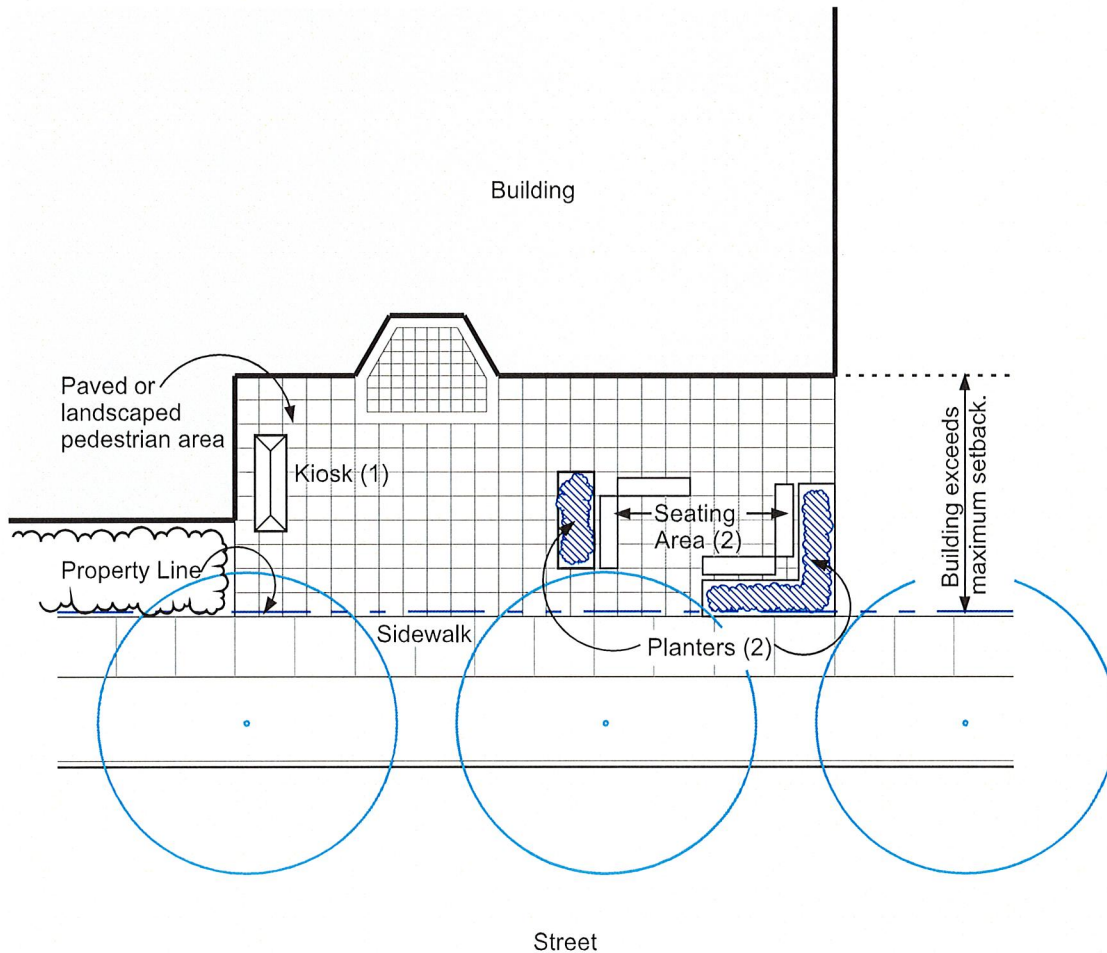
Eugene Urban Growth Boundary (UGB)

River Road Santa Clara Specific Regulation Area

Taxlots (outlined in white) 0 0.3 0.6 Miles

Figure  
9.2170(4)(c)7.

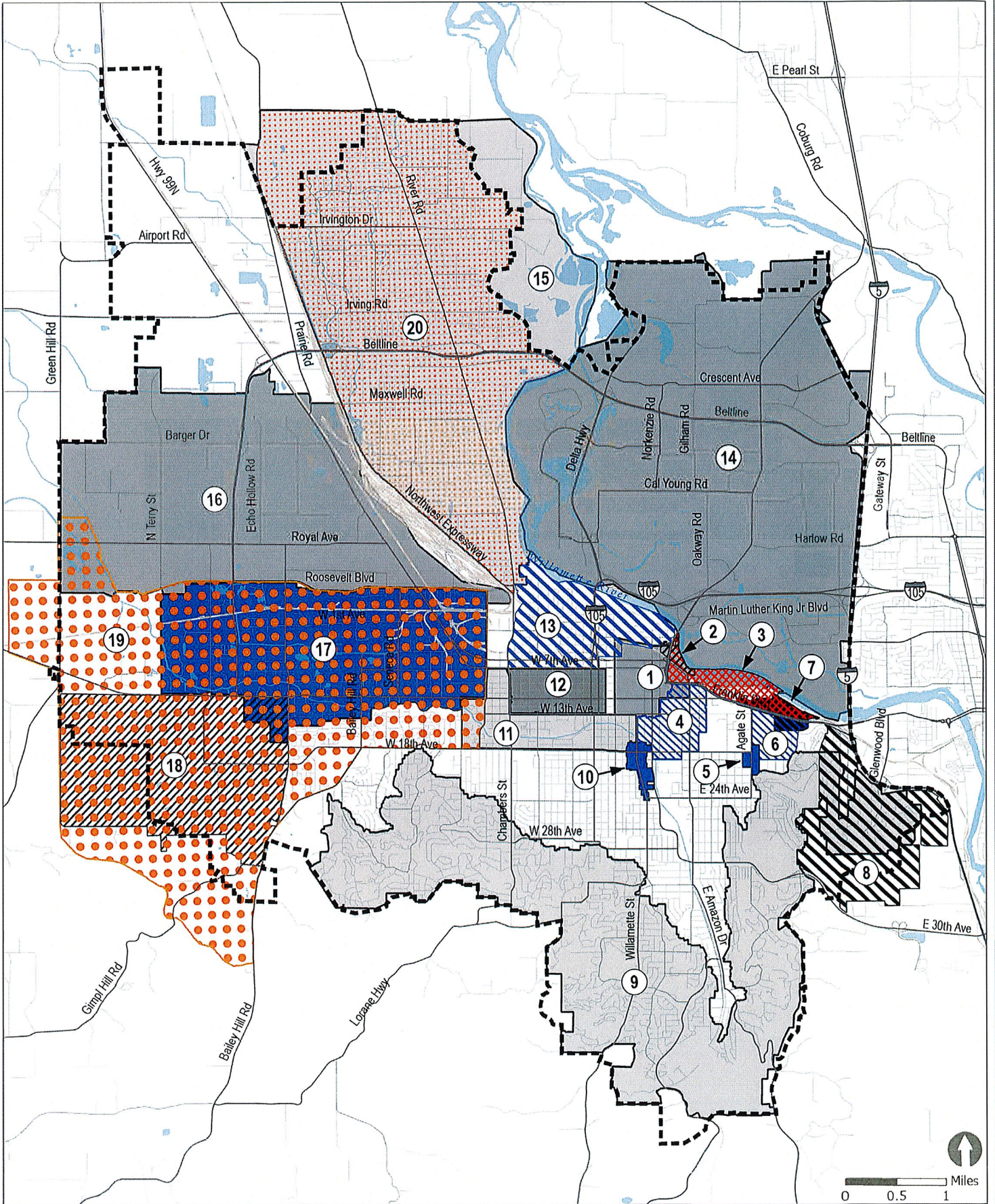
## Landscaped or Paved Pedestrian Area with Pedestrian Amenities



### EXAMPLE:

- 1,000 square feet of hard surface with minimum of 1 amenity per 200 square feet.
- 5 Amenities Required:  
Select among design elements  
i.e. seating area, drinking fountain, public art, planter, kiosk.
- Selected: 2 seating areas  
2 planters  
1 kiosk

# Map 9.8010 Adopted Plans



















# Map 9.8010 Adopted Plans Legend



## Map Legend

-  1, Eugene Downtown Plan
-  2, Downtown Riverfront Specific Area Plan
-  3, Riverfront Park Study
-  4, West University Refinement Plan
-  5, 19th & Agate Special Area Study
-  6, Fairmount/University of Oregon Special Area Plan
-  7, Walnut Station Specific Area Plan
-  8, Laurel Hill Neighborhood Plan
-  9, South Hills Study
-  10, South Willamette Subarea Study
-  11, Jefferson/Far West Refinement Plan
-  12, Westside Neighborhood Plan
-  13, Whiteaker Plan
-  14, Willakenzie Area Plan
-  15, River Road - Santa Clara Neighborhood Plan
-  16, Bethel-Danebo Refinement Plan
-  17, Bethel-Danebo Neighborhood Refinement Plan Phase II
-  18, Willow Creek Special Area Study
-  19, West Eugene Wetlands Plan
-  20, River Road - Santa Clara Urban Facilities Plan

## City or Metropolitan Area Plans

- Envision Eugene Comprehensive Plan = UGB
- Eugene 2035 Transportation System Plan = UGB + Airport Master Plan Area (not shown)
- Comprehensive Stormwater Management Plan = Eugene City Limits (not shown)
- Metro Plan = Eugene-Springfield Metropolitan Area (not shown)
- TransPlan = Eugene-Springfield Metropolitan Area (not shown)

This map is intended as general reference for the boundaries of plans adopted by the Eugene City Council. For specific boundaries, please refer to the plan. Map prepared by Eugene Planning and Development Department. (Some plans have overlapping boundaries.)



Urban Growth Boundary (UGB)

**Findings in Support of the  
River Road-Santa Clara Neighborhood-Specific  
Code Amendments  
City of Eugene  
(City Files: CA 23-3)**

**Overview**

The City of Eugene and Lane County, in collaboration with the River Road and Santa Clara Community Organizations and neighborhood volunteers have been working together on an updated neighborhood plan that creates a vision for growth and development in a manner that respects the area's unique characteristics and opportunities.

The adoption package for the River Road-Santa Clara Neighborhood Plan (Neighborhood Plan) includes an ordinance adopting the new Neighborhood Plan and amending certain sections of the Eugene Springfield Metropolitan Area General Plan (Metro Plan), and a separate ordinance adopting a set of neighborhood specific changes to the Eugene Code. These findings only address and support the ordinance amending the Eugene Code. The Eugene City Council and the Lane County Board of Commissioners will adopt separate ordinances and sets of findings in order to approve the Neighborhood Plan and amend the Metro Plan.

As a part of River Road-Santa Clara neighborhood planning, a set of changes to the City of Eugene's Land Use Code are proposed. The purpose of the Code Amendments is to:

- Implement important land use policies and actions from the River Road-Santa Clara Neighborhood Plan and Action Plan.
- Promote walkable neighborhoods through pedestrian-friendly building design standards.
- Support a shift to less auto-oriented land uses in alignment with city-wide climate and transportation goals.

**Land Use Code Amendments**

The proposal involves a Type V Code Amendment pursuant to EC 9.8060 to establish the following River Road and Santa Clara neighborhood-specific code amendments (Code Amendments):

- In the C-2 Community Commercial Zone within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)], the Code Amendments apply the following design standards:
  - Limit building height to 65 feet (current limit is 120 feet).
  - Apply transition standards (setbacks, landscaping, and/or fencing) to new buildings and building additions that increase the square footage of floor area by 20% or more for any development on property abutting Low Density Residential (R-1) zoned land.
  - Require buildings fronting River Road to provide a main entrance facing that street or facing the corner where River Road and another street intersect.
  - Increase the minimum percentage of the street-facing building façade that must be within the maximum front yard setback from 25% to 80%.

- Require minimum percentage of windows along the ground floor of street facing façades and prohibit blank walls of more than 20 linear feet of street-facing-façades.
- Require weather protection features over all building entrances.
- In the C-2 Community Commercial Zone within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)], the Code Amendments prohibit the establishment of the following uses:
  - Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
  - Motorcycle Sales/Rental/Service
  - Recreational Vehicles and Heavy Truck, Sales/Rental/Service
  - Agricultural Machinery Rental/Sales/Service
  - Boat and Watercraft Sales/Service
  - Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
  - Storage Facility, Household/Consumer Goods, enclosed
- In the R-1 Low Density Residential Zone, within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)], the Code Amendments allow the “Display and Sale of Agricultural Products Grown Offsite” as a permitted use and include limits to size of display, hours of operation, and signage in keeping with “small scale.”
- The Code Amendments amend Table 9.8010 and Map 9.8010 to add references to the new River Road- Santa Clara Neighborhood Plan.

### **Code Amendment Criteria**

#### **EC 9.8065 – Code Amendment Approval Criteria.**

**If the city council elects to act, it may, by ordinance, adopt an amendment to this land use code that:**

- (1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.**
- (2) Is consistent with applicable provisions of the comprehensive plan and applicable adopted refinement plans.**
- (3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.**

- 1) Is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission.**

***Statewide Planning Goal 1 – Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.***

The City’s acknowledged procedures for adoption of legislative land use decisions, located in sections 9.7050 and 9.7500 through 9.7560 of the Eugene Code, 1971, ensure the opportunity for community members to be involved in all phases of the legislative land use decision process and set out the requirements for such involvement. The River Road-Santa Clara neighborhood-specific code amendments do not amend or change the City’s adopted citizen involvement program. The process for adoption of the Code Amendments complies with Goal 1 because it is consistent with the City’s acknowledged procedures for legislative land use decisions, as detailed below.

In addition to compliance with the City's acknowledged legislative land use decision procedures, the City also solicited public involvement prior to the date pre-adoption notice was provided to the Department of Land Conservation and Development.

In March 2023, the Neighborhood Plan's Community Advisory Committee approved bringing the neighborhood-specific code amendments out for community feedback, kicking-off the broader engagement process for the Adoption Phase. An initial draft of the neighborhood-specific code amendments was published to the project website and the project's Engage Eugene site, part of the City of Eugene's online engagement platform.

Project staff distributed information about the neighborhood planning process and the adoption process through a variety of digital media, including the project website, Engage Eugene webpage, social media, and e-newsletters from the City Planning Division, and both community organizations. Project staff also developed summary documents that were made available online and at in-person events, as well as graphics depicting the Code Amendments.

In early May 2023, project staff mailed a postcard to all owners and residents of the River Road and Santa Clara neighborhoods, approximately 16,800 people. The postcard featured ways to engage during the adoption phase, including virtual information sessions, an in-person community event, a meeting toolkit, and an online feedback form. Project staff sent an additional mailing in mid-June to owners, leaseholders, and occupants of commercial property, a total of 487 addresses with information about the neighborhood-specific Code Amendments and an invitation to a virtual information session about the Code Amendments. The recording of that information session was posted to the project's Engage Eugene page.

A public hearing on the proposed River Road-Santa Clara neighborhood-specific code amendments was held by the Planning Commission on October 17, 2023. Consistent with land use code requirements, the Planning Commission public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice. Notices were provided at the following times:

- |                     |  |
|---------------------|--|
| September 12, 2023: | The City's proposed River Road-Santa Clara neighborhood-specific code amendments and notice of the Planning Commission public hearing on the amendments were filed with the Oregon Department of Land Conservation and Development.  |
| September 15, 2023: | Notice of the Planning Commission public hearing on the proposed amendments was mailed to the parties listed in section 9.7520(2) of the Eugene Code and to the individuals and entities on the City's interested parties list.  |
| September 15, 2023  | Notice of the Planning Commission public hearing, consistent with ORS 227.186, was mailed to owners of C-2 Community Commercial zoned property within the City limits to provide notice that the City proposed a land use regulation that may affect the permissible uses of their property. |

September 22, 2023:	Notice of the Planning Commission public hearing was published in the Register Guard Newspaper.
October 17, 2023:	The Eugene Planning Commission held a public hearing on the proposed Code Amendments.

A public hearing on the proposed River Road-Santa Clara neighborhood-specific code amendments was held by the City Council on March 12, 2024. Consistent with land use code requirements, the City Council public hearing on the proposal was duly noticed to all neighborhood organizations in Eugene as well as community groups and individuals who requested notice.

In addition, information concerning the Code Amendments, including the dates of the public hearings and instructions on how to submit testimony, was posted on the City of Eugene website and project updates were provided via email to the Planning Division e-newsletter that is sent to over 17,000 subscribers, as well as to the River Road-Santa Clara Neighborhood Plan interested parties list which includes over 1,600 subscribers.

The document titled *River Road-Santa Clara Neighborhood Plan Engagement Summary* attached to these Findings as Appendix 1 and hereby adopted as additional findings of compliance with Goal 1, summarizes the public engagement efforts used to educate the public and obtain feedback on the River Road-Santa Clara Neighborhood Plan throughout each phase of the planning process.

These processes afforded ample opportunity for citizen involvement; therefore, the Code Amendments are consistent with Statewide Planning Goal 1.

**Statewide Planning Goal 2 – Land Use Planning. To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.**

Eugene’s land use code specifies the formal adoption procedure and approval criteria that were used in considering these amendments. The record shows that there is an adequate factual basis for the amendments to the land use code. The Goal 2 coordination requirement is met when the City engages in an exchange, or invites an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of their constituents.

To comply with the Goal 2 coordination requirement, the City engaged in an exchange about the subject of these amendments with affected local governmental units. Specifically, the City provided notice of the proposed action and opportunity to comment to the Oregon Department of Land Conservation and Development, Lane County, the City of Springfield, and special districts including the River Road Water District, River Road Parks and Recreation District, Santa Clara Water District, Junction City Water Control District, Santa Clara Rural Fire Protection District, Lane Fire Authority, and Lane Transit District. There are no exceptions to Statewide Planning Goal 2 required for these amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

**Statewide Planning Goal 3 – Agricultural Lands. To preserve agricultural lands.**

These Code Amendments only affect properties located within the City of Eugene and therefore do not affect any lands designated for agricultural use. To the extent that there are properties within the City currently zoned for agricultural use, the Code Amendments do not force a discontinuance of agricultural practices. The Code Amendments only apply in the R-1 Low Density Residential and C-2 Community Commercial zones. Therefore, the Code Amendments are consistent with Statewide Planning Goal 3.

**Statewide Planning Goal 4 – Forest Lands. To conserve forest lands.**

These Code Amendments only affect properties located within the City of Eugene and do not affect any lands designated by the comprehensive plan for forest use. The Code Amendments are therefore consistent with Statewide Planning Goal 4.

**Statewide Planning Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. To conserve open space and protect natural and scenic resources.**

*OAR 660-023-0250(3) provides: Local governments are not required to apply Goal 5 in consideration of a PAPA [Post Acknowledgement Plan Amendment] unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:*

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

These Code Amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site, and do not amend the acknowledged urban growth boundary. Therefore, the amendments are consistent with Statewide Planning Goal 5.

**Statewide Planning Goal 6 - Air, Water and Land Resources Quality. To maintain and improve the quality of the air, water and land resources of the state.**

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. These Code Amendments do not affect the City's ability to provide for clean air, water or land resources. Therefore, the amendments are consistent with Statewide Planning Goal 6.

**Statewide Planning Goal 7 - Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards.**

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, wildfire and earthquakes and related hazards. The City protects people and property from natural hazards through various land use and building code requirements. The Code Amendments do not make changes to adopted policies or regulations that protect people and property from natural hazards. Based on these findings, the Code Amendments are consistent with Statewide Planning Goal 7.

**Statewide Planning Goal 8 - Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.**

Goal 8 ensures that recreational facilities are provided to Oregon residents and is primarily concerned with the provision of recreational facilities in non-urban areas of the state. The Code Amendments do not affect the City's provisions for, or access to, recreation areas, facilities, or recreational opportunities. Therefore, the amendments are consistent with Statewide Planning Goal 8.

**Statewide Planning Goal 9 - Economic Development. To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.**

Goal 9 requires local governments to evaluate the supply and demand of commercial land relative to community economic objectives. Goal 9 and Chapter 660, division 009 of the Oregon Administrative Rules, which implements the requirements of Goal 9 require the City to provide, through an adopted comprehensive plan, at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses within the UGB. This need was addressed when the City adopted an expanded UGB in 2017. The Envision Eugene Employment Land Supply Study includes an acknowledged inventory of land for economic growth and activity in Eugene's UGB. That inventory is expected to address the City's needs for such land through 2032. The City's policies pertaining to employment are located in the Envision Eugene Comprehensive Plan.

While the actions taken by these amendments do not impact the City's supply or demand for employment land, they do make changes to the C-2 Community Commercial zone applicable to properties located within both the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)]. These changes include limiting the building height, adding design and transition standards, and prohibiting specific auto-oriented uses. These changes are consistent with the Neighborhood Plan policies as well as city-wide climate and transportation goals of shifting to a more compact development pattern and less auto-oriented land uses.

The proposed Code Amendments do not impact the City's adopted supply of commercial or industrial lands for employment development. No land is being re-designated and the amendments do not otherwise diminish the lands available for employment use. At the time the adopted buildable lands

inventory (BLI) was developed, the capacity of the Vacant and Partially Vacant land supply for new employment development was based on historical employment densities of existing development. The historical development trends that the employment density was based on consisted of buildings of varying heights in sample sites throughout the city. This BLI employment capacity is not directly derived from the square footage of a building, but the capacity for a number of jobs per acre. Setbacks and height limitations do not necessarily limit the employee capacity on a site. A small amount of additional jobs capacity was also assumed city-wide, through redevelopment of Developed BLI land, which also considered a variety of building forms. The Employment Land Supply Study also assumed that existing buildings would accommodate a portion of the new jobs without any change to the building footprint.

In the C-2 zone, the list of uses is very broad and even allows residential-only structures. The City does not know how any particular property is going to develop, some properties will develop at maximum capacity and some below, so there is not an assumption that all buildable land will develop to its maximum capacity. Therefore, when determining BLI employment capacity, the City took this into account by generally assuming future land capacity based on average levels of development. For these reasons, the proposed height limit and setback requirements will not impact the supply or availability of employment lands included in the City's adopted BLI.

Additionally, these amendments do not prevent adequate opportunities for a variety of economic activities. The proposed prohibited uses are a narrow subset of economic uses, a variety of uses are still allowed. Based on these findings, the Code Amendments are consistent with Statewide Planning Goal 9.

**Statewide Planning Goal 10 – Housing. To provide for the housing needs of citizens of the state.**

Goal 10 requires cities to provide an adequate supply of buildable land to accommodate their estimated housing needs for a 20-year planning period. When the City approved Eugene's UGB in 2017, the City adopted, and received State acknowledgement of a 20-year inventory of buildable lands for residential use. The Envision Eugene Residential Land Supply Study (2012-2032) was adopted by the City of Eugene in 2017 as a refinement of the *Envision Eugene Comprehensive Plan* and complies with the requirements of Goal 10 and Chapter 660, Division 008 of the Oregon Administrative Rules.

The Envision Eugene Residential Land Supply Study includes an inventory of buildable lands for residential use. According to the Residential Land Supply Study, there is sufficient buildable residential land within Eugene's acknowledged urban growth boundary to meet the identified land need. These Code Amendments do not impact the supply of residential buildable land within Eugene's UGB. No land is being re-designated from a residential use to a non-residential use, and the amendments do not otherwise diminish the amount of land available for residential use.

Goal 10 also requires local governments to conduct a Housing Needs Analysis (HNA) to assess whether their estimated housing needs for a 20-year planning period can be satisfied. The Envision Eugene Residential Land Supply Study (2017) includes an HNA. These amendments do not impact the supply of residential buildable lands or affect the estimated housing needs within Eugene's UGB to accommodate growth.

While the actions taken by these amendments do not impact the City's supply or demand for residential buildable land, the Code Amendments do make changes to the R-1 Low Density Residential zone and C-2



Community Commercial zone applicable to properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area[see Map 9.2170(3)(d)] and properties located within the city limits and the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)]. The changes to the R-1 zone are minimal and do not impact housing development, but would allow for the display and sale of agricultural products grown offsite in the R-1 zone within the River Road-Santa Clara Specific Regulation Area. The changes to the C-2 zone include limiting building height, adding design and transition standards, and prohibiting certain auto-oriented uses. Though the limit on building height could impact residential development in the C-2 zone within the River Road-Santa Clara Specific Regulation Area, the Residential Land Supply Study and Buildable Lands Inventory made no assumption for housing on commercial land within the Neighborhood Plan boundary (there were assumptions made for housing on commercial land Downtown and the Franklin Boulevard area). Additionally, height alone is not a determinate of density. There is no intention that these Code Amendments establish barriers to housing. The amendments provide consistency with policies in the Neighborhood Plan, implemented through these Code Amendments.

These amendments do not impact the supply of residential land available for residential use and are consistent with Statewide Planning Goal 10.

***Statewide Planning Goal 11 – Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.***

Goal 11 requires that urban development be supported by urban facilities and services. Goal 11 and ORS 197.712 require a public facilities plan for water, sewer and transportation services within Eugene’s UGB. The Land Conservation and Development Commission has acknowledged the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (PFSP) as the public facilities plan for wastewater, water, and stormwater facilities within Eugene’s UGB. The *Eugene 2035 Transportation System Plan* is the transportation element of Eugene’s comprehensive land use plan, is applicable within Eugene’s UGB, and was designed to support the *Envision Eugene* project, the community’s evolving plan for how Eugene will grow for the next 20 years. Transportation planning is addressed under Goal 12, below.

These Code Amendments do not affect the planning or development of future public facilities or services. The Code Amendments do not make changes to the provision of public facilities and services within Eugene’s UGB or to the currently adopted *Eugene/Springfield Public Facilities and Services Plan* (PFSP). Consistent with the PFSP, the City will continue to plan and develop public facilities to support the land uses designated in the City’s acknowledged comprehensive plan, for lands located within Eugene’s UGB. The amendments are consistent with Statewide Planning Goal 11.

***Statewide Planning Goal 12 – Transportation. To provide and encourage a safe, convenient and economic transportation system.***

The Transportation Planning Rule (OAR 660-012-0060) contains the following requirement:

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use*

*regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
  - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
  - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
  - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

The State's Transportation Planning Rule requires that land use changes that would significantly affect a transportation facility provide mitigation measures to address the anticipated impacts. The Code Amendments will not significantly affect a planned or existing transportation facility, and no changes to existing, adopted land use designations or zoning of properties are proposed. The amendments will not change the functional classification of an existing or planned transportation facility, nor will they change any standards implementing a functional classification system. Further, because the Code Amendments do not increase the development potential for land within the Neighborhood Plan boundary, the amendments will not result in levels of travel or access which are inconsistent with the functional classification of an existing or planned transportation facility or degrade the performance standards of an existing or planned transportation facility so that it will not meet the performance standards identified in the *Eugene 2035 Transportation System Plan*, the City's adopted transportation system plan. Therefore, the Code Amendments are consistent with Statewide Planning Goal 12.

**Statewide Planning Goal 13 – Energy Conservation. To conserve energy.**

Goal 13 provides guidance on the management of land and land uses to maximize the conservation of energy. The Code Amendments do not concern energy conservation and do not change any local energy policy or implementing provisions. Therefore, the Code Amendments are consistent with Statewide Planning Goal 13.

***Statewide Planning Goal 14 – Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.***

These Code Amendments apply only within the city limits and therefore do not affect the City’s provisions regarding the transition of land from rural to urban uses. As such, the Code Amendments are consistent with Statewide Planning Goal 14.

***Statewide Planning Goal 15 – Willamette Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.***

Goal 15 is designed to “protect, conserve, enhance, and maintain the natural scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.” The River Road-Santa Clara Neighborhood Plan boundary includes lands within the Willamette River Greenway. However, these Code Amendments do not contain any changes to the City’s Willamette River Greenway regulations. Therefore, the amendments are consistent with Statewide Planning Goal 15.

***Goal 16 through 19 (Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources):***

There are no estuarine, coastal, beach and dune, or ocean resources related to the lands affected by these Code Amendments. Therefore, Statewide Planning Goals 16, 17, 18, and 19 do not apply.

**2) Is consistent with applicable provisions of the comprehensive plan and applicable adopted refinement plans.**

The Code Amendments are consistent with the applicable provisions of the comprehensive plan and applicable adopted refinement plans. In Eugene, the comprehensive plan consists of the *Eugene-Springfield Metropolitan Area General Plan* (Metro Plan) and the *Envision Eugene Comprehensive Plan*. For these Code Amendments, the applicable refinement plans are the River Road Santa Clara Neighborhood Plan and the River Road Santa Clara Urban Facilities Plan (1987).

***Metro Plan Policies***

The following policies from the Metro Plan (identified below in *italics*) are applicable to these Code Amendments. To the extent that the following policies constitute mandatory approval criteria, based on the findings provided below, the Code Amendments are consistent with and supported by the applicable provisions of the Metro Plan.

## **Chapter II C. Growth Management Goals, Findings, and Policies**

*C. 1 The UGB and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. The provision of all urban services shall be concentrated inside the UGB.*

The Code Amendments include a list of prohibited uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)]. These prohibited uses are:

- Motor Vehicle Sales/Rental/Service, excluding recreational vehicles and heavy trucks
- Motorcycle Sales/Rental/Service
- Recreational Vehicles and Heavy Truck, Sales/Rental/Service
- Agricultural Machinery Rental/Sales/Service
- Boat and Watercraft Sales/Service
- Equipment, Heavy, Rental/Sales/Service – includes truck and tractor sales
- Storage Facility, Household/Consumer goods, enclosed

Most of these uses are auto-oriented uses that inhibit compact development. Removing these uses is consistent with the fundamental principle of compact urban growth addressed in the Metro Plan as well as with policies in the Neighborhood Plan and the City's climate goals.

## **Chapter III A. Metropolitan Residential Land Use and Housing Element**

*A. 22 Expand opportunities for a mix of uses in newly developing areas and existing neighborhoods through local zoning and development regulations.*

The Code Amendments allow for the display and sale of agricultural products grown offsite on R-1 zoned properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)]. This expands opportunities for an additional use within the existing neighborhood, consistent with this Metro Plan policy.

*A. 23 Reduce impacts of higher density residential and mixed-use development on surrounding uses by considering site, landscape, and architectural design standards or guidelines in local zoning and development regulations.*

The Code Amendments include transition standards for C-2 development on properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)] that abuts R-1 zoned land. These Code Amendments are intended to provide development that is more compatible with the adjacent existing neighborhood and reduce the impacts of higher density residential, mixed-use, and commercial development on surrounding residential neighborhoods, consistent with this Metro Plan policy.

## **Chapter III E. Environmental Design Element**

*E.5 Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents.*

These Code Amendments would require buildings fronting River Road to provide a main entrance oriented to the street or the corner where River Road and another street intersect, would increase

building façade facing the street, require a minimum percentage of ground floor windows facing the street, and require weather protection features over building entrances. All of these requirements help promote walkable neighborhoods through pedestrian-friendly building design standards and would help optimize the visual personal accessibility of new development in C-2 to neighborhood residents, consistent with this Metro Plan policy.

*E.6 Local jurisdictions shall carefully evaluate their development regulations to ensure that they address environmental design considerations, such as, but not limited to, safety, crime prevention, aesthetics, and compatibility with existing and anticipated adjacent uses (particularly considering high and medium density development locating adjacent to low density residential).*

These Code Amendments would add additional design standards for development on C-2 zoned properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)], including transition standards for properties abutting R-1 zoned land. These transition standards consider the compatibility between higher density development adjacent to low density residential, consistent with this Metro Plan policy. The additional design standards referenced under E.5 are also consistent with this Metro Plan policy, as they contribute to environmental design, such as safety and aesthetics.

### ***Envision Eugene Comprehensive Plan Policies***

The currently adopted chapters of the *Envision Eugene Comprehensive Plan* include Economic Development, Transportation, Administration & Implementation, and Eugene Urban Growth Boundary.

#### **Economic Development**

***3.6 Responsible economic development.*** *Support economic development initiatives that reflect long-term priorities, improve community resilience to climate change and natural hazards, improve energy efficiency or reduce greenhouse gas emissions, and enhance opportunities to borrow, rent, or otherwise make better use of underutilized public and private assets.*

The Code Amendments, particularly the list of prohibited uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)], reflect long-term priorities for both the River Road and Santa Clara Neighborhood Organizations as well as the City. The prohibited uses are mostly auto-oriented uses and removing them will help work towards the City's transportation and climate goals, consistent with this comprehensive plan policy.

***3.7 Home-based and microenterprises.*** *Promote the development of small, locally-owned businesses that have minimal adverse impacts on their surrounding neighborhoods.*

The Code Amendments allow for the display and sale of agricultural products grown offsite as a permitted use on R-1 zoned land located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)]. This is an opportunity that could lead to the development of more locally-owned businesses, or minimally, economic activity that has minimal adverse impacts on the surrounding neighborhoods, consistent with this comprehensive plan policy.

**3.15 Adequate Land Supply.** *Designate an adequate number of sites within the urban growth boundary to accommodate growing local businesses and new targeted industries, especially a diversified manufacturing base that includes advanced manufacturing, food and beverages, wood products manufacturing, regional distribution, trade, and services such as offices, software developers, educational technology, corporate headquarters, and other employment uses.*

As part of expanding the City's UGB (adopted in 2017), the Envision Eugene Employment Land Supply Study includes an acknowledged inventory of land for economic growth and activity in Eugene's UGB. That inventory is expected to address the City's needs for such land through 2032. While these Code Amendments do not impact the City's supply or demand for employment land, the amendments do make changes to the C-2 commercial zone for properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)]. These changes include limiting the building height and adding design and transition standards. They also make changes for C-2 properties within the city limits and the River Road-Santa Clara Prohibited Uses Area by creating additional prohibited uses. These changes are consistent with the Neighborhood Plan policies as well as city-wide climate and transportation goals of shifting to less auto-oriented land uses. These amendments do not impact the supply of industrial or commercial lands or prevent adequate opportunities for a variety of economic activities and are therefore consistent with this comprehensive plan policy.

## **Transportation**

**System-Wide Policy 1.** *Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile by providing streets, sidewalks, bikeways, and access to transit in an inviting environment where all travelers feel safe and secure.*

**Transit Policy 2.** *Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.*

The Code Amendments promote compact development and walkable neighborhoods through pedestrian-friendly design standards, for example, requiring buildings fronting River Road to provide a main entrance facing the street, to increase street-facing building façade and windows along the ground floor, and to provide weather protection features over building entrances. Additionally, the Code Amendments prohibit the establishment of certain new auto-oriented uses that inhibit compact development. The Code Amendments are consistent with the transportation policies above to create more walkable neighborhoods, compact development, and less dependence on automobiles.

## **Refinement Plan Policies**

### River Road-Santa Clara Neighborhood Plan

Although none of the policies in the Neighborhood Plan are mandatory approval criteria for individual land use applications, the proposed Code Amendments implement and are consistent with policies in the Neighborhood Plan.

***Policy 1.4 Regulatory Environment: Strive for a local regulatory environment that is supportive of economic development in line with neighborhood vision (such as creating small commercial nodes).***

The Code Amendments allow for the display and sale of agricultural products grown offsite on R-1 zoned properties located within the city limits and within the River Road-Santa Clara Specific Regulation Area [see Map 9.2170(3)(d)]. This expands opportunities for urban farmers to collectively sell produce, in line with the neighborhood vision and the actions that support this policy.

***Policy 11.2 Well Designed Built Environment: Update design standards through legislative updates to local land use regulations so that they provide for gradual transitions between different uses and scales and incorporate pedestrian scale design through building design, size, scale, and site layout requirements.***

***Policy 14.1 Compatibility Transitions: Enhance compatibility through development standards such as height and scale transitions, setbacks, buffering with trees, and window offsets between adjacent properties that are zoned differently through legislative updates to local land use regulations.***

The proposed Code Amendments implement these Neighborhood Plan policies by providing transition standards between different uses/scales/zones and incorporating pedestrian scale design through building design, size, scale, and site layout requirements for C-2 zoned properties within both city limits and the River Road-Santa Clara Specific Regulation Area[see Map 9.2170(3)(d)] as follows:

- **Design Standards:**
  - *Transition Standards:* Apply transition standards (setbacks, landscaping, and/or fencing) to new buildings and building additions that increase the square footage of floor area by 20% or more for any development on property abutting Low Density Residential (R-1) zoned land.
  - *Building Orientation:* Require buildings fronting River Road to provide a main entrance facing that street or to the corner where River Road and another street intersect.
  - *Building Façade:* Increase the minimum percentage of the street-facing building façade that must be within the maximum front yard setback, from 25% to 80%.
  - *Building Walls/Window Coverage:* Require minimum percentage of windows along the ground floor of street-facing façades and prohibit blank walls of more than 20 linear feet of street-facing façades.
  - *Weather Protection:* Require weather protection features over all building entrances.
- **Building Height:** Limit building height to 65 feet (current limit is 120 feet).

The proposed Code Amendments also implement these policies by prohibiting the establishment of certain uses on C-2 zoned properties located within both the city limits and within the River Road-Santa Clara Prohibited Uses Area [see Map 9.2161(11)]. Prohibiting these uses reflect long-term priorities for both the River Road and Santa Clara Neighborhood Organizations and are in line with creating a more walkable, pedestrian-friendly corridor, consistent with the Neighborhood Plan, as well as the City's transportation and climate goals. The River Road-Santa Clara Prohibited Uses Area excludes a section of River Avenue between River Road and the Beltline. Carving out this area is consistent with the intention of the Code Amendments because these properties are not along the River Road corridor, are adjacent to the wastewater treatment plant, and close to the Beltline Highway, therefore less likely to create an active walkable area.

River Road-Santa Clara Urban Facilities Plan (1987)

The proposed Code Amendments are consistent with policies in the River Road-Santa Clara Urban Facilities Plan.

***Policy 2.3(1) Maintain and enhance the compatibility of adjacent land uses through the use of appropriate buffering mechanisms, such as landscaping standards.***

***Policy 2.3(7) Ensure compatibility between neighborhood commercial developments and the surrounding residential area by identifying and applying siting and development standards.***

The proposed Code Amendments are consistent with these Urban Facilities Plan policies. They implement transition standards and development standards and limit building height for C-2 zoned properties, enhancing compatibility of C-2 zoned properties and adjacent land uses.

- 3) In the case of establishment of a special area zone, is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone.**

The Code Amendments do not establish a special area zone; therefore, this criterion does not apply.