

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Envision Eugene

Meeting Date: May 30, 2012
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: A
Staff Contact: Lisa Gardner
Contact Telephone Number: 541-682-5208

ISSUE STATEMENT

The City Council is asked to provide direction to staff to enable Envision Eugene to move forward into the formal adoption phase of the project.

BACKGROUND

Two primary goals of the Envision Eugene project are to: 1) determine how Eugene will accommodate the next 20 years of growth in the community, as required by state law, and 2) create a future that is livable, sustainable, beautiful and prosperous.

The City Manager's recommendation was presented to the City Council on March 14, 2012. The recommendation describes the land need for housing, jobs, parks, and schools; recommends a combination of actions to accommodate the need, including numerous actions to accommodate most growth within the existing Urban Growth Boundary (UGB) and a UGB expansion; and outlines strategies and actions necessary to manage growth in line with the community vision. The complete recommendation can be found at www.envisioneugene.org.

Since the March 14 work session, a series of seven community forums were held around the city to present the recommendation and gather feedback. Additionally, an on-line survey was available on the Envision Eugene website through May 7 and a public hearing was held on May 14. City boards and commissions have met to discuss and provide feedback on the recommendation, including the Planning Commission, Sustainability Commission, Human Rights Commission, and Housing Policy Board. Staff also presented the City Manager's recommendation to the Lane County Board of Commissioners. Feedback from these various sources was presented and discussed at the May 16 work session.

Four changes are proposed to the recommendation as a result of the public input received, along with one correction that resulted from additional analysis by the Technical Resource Group:

- Regarding strategy 2.a. under the Economic Opportunity pillar: Staff will give consideration to properties that are outside the Campus Industrial or west Eugene study areas and can help to accommodate our land deficit for commercial jobs and multi-family homes by adding flexibility for commercial or flexible employment uses.
- Staff will perform further analysis to evaluate the pros and cons of bringing the airport into the UGB.
- Staff will include Russel Creek Basin in the analysis of potential UGB expansion areas.

- Staff will perform further evaluation of compatibility and health concerns related to existing and planned industrial uses in the Clear Lake Road area.
- Regarding strategy 1.b. under the Economic Opportunity pillar that identifies four 10 – 20-acre industrial sites for development inside the UGB through site consolidation and brownfield clean-up: This number should be revised to three 10 – 20-acre industrial sites. This change is further explained in Attachment B.

Also at the May 16 work session, councilors made several requests for information to further inform decision-making. Responses to these requests are included as attachments to this agenda item summary (AIS), addressing the following topics:

- the airport (addressing whether to include it in the UGB);
- industrial land (responding to numerous questions);
- housing mix (comparing the recommended 55/45 mix to a 50/50 mix); and
- potential expansion areas (providing maps, including Russel Creek basin area)

The council is asked to act on a motion that encompasses both the policy and technical aspects of the Envision Eugene work to-date. The pillars, strategies and actions included in the City Manager’s recommendation (with the modifications noted above), represents the direction that the community has envisioned and supports. From neighborhood livability to flexible and adaptable implementation, all of the pillars and strategies must be implemented to achieve the overall vision. The technical components described in Attachment E are based on state law requirements that must be addressed to move the process into the formal adoption phase of Envision Eugene. The motion before the council would direct staff to carry out this technical work consistent with the Envision Eugene vision.

An additional work session is scheduled for June 13, 2012, to continue this discussion if necessary.

RELATED CITY POLICIES

Growth Management Policies

COUNCIL OPTIONS

- Direct the City Manager to prepare, for a formal adoption process, planning documents to establish a new Urban Growth Boundary based on recommendations in the Technical Components Document (Attachment E), and that carry forward the pillars and strategies described in the Envision Eugene Draft Proposal, March 14, 2012.
- Direct the City Manager to bring back for council consideration a revised proposal that _____.

CITY MANAGER’S RECOMMENDATION

The City Manager recommends that that the council direct him to prepare, for a formal adoption process, planning documents to establish a new Urban Growth Boundary based on recommendations in the Technical Components Document (Attachment E), and that carry forward the pillars and strategies described in the Envision Eugene Draft Proposal, March 14, 2012.

SUGGESTED MOTIONS

Move to direct the City Manager to prepare, for a formal adoption process, planning documents to establish a new Urban Growth Boundary based on recommendations in the Technical Components Document (Attachment E), and that carry forward the pillars and strategies described in the Envision Eugene Draft Proposal, March 14, 2012.

ATTACHMENTS

- A. Memo: Eugene Airport Considerations and the UGB
- B. Memo: Industrial Land Need Response
- C. Memo: Housing Mix Response
- D. Maps: Expansion Area Natural Resources
- E. Envision Eugene Technical Components

FOR MORE INFORMATION

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Project Website: www.envisioneugene.org



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MEMORANDUM

Date: March 23, 2012

To: Mayor and City Council

From: Steve Nystrom, 682-8385

Subject: Response to City Council regarding potential UGB expansion for the airport

The council asked for more information about bringing the airport into the Urban Growth Boundary (UGB), including any potential revenue considerations.

The following items represent some of the fundamental issues that will need to be weighed in consideration of bringing the airport into the UGB:

Governance

Bringing the airport into the UGB would enable Eugene to have full authority over all permitting and regulatory requirements (such as land use, zoning, building permits). The city currently has authority for the review and issuance of building permits while Lane County administers land use and zoning reviews. As an alternative to UGB expansion, the council could consider an Intergovernmental Agreement (IGA) with Lane County to assume these responsibilities.

Legal/Procedural Requirements

Essentially, airports appear to be treated no differently than other lands under consideration for UGB expansion. As such, the city would need to follow the same Goal 14 procedures as we are following for the other lands under consideration for UGB expansion.

Unlike much of the surrounding agriculturally designated land, the airport is designated as Government and Education in the Metro Plan. With this designation, the airport property is classified as "Exception Lands" and therefore is within the category of land that has the highest priority for inclusion in the UGB if the state agrees that including it in the UGB serves a legitimate need for Eugene.

One area that will need to be looked at more carefully is how inclusion of the airport will affect our buildable lands inventory. While the airport itself would be considered as public lands (and therefore qualify as “committed lands”), other airport-supporting uses would need to be addressed. In particular, land that is included in the airport master plan boundaries that provides supporting uses to the airport (such as privately leased services) will need to be accounted for in our commercial and industrial inventories. Specifically, we would need to do a capacity analysis to determine further development potential of airport-serving uses on the airport grounds. Given the current layout and functions of the airport, we would expect that a relatively small portion of the airport property would be considered available for such development.

Staff would expect that expansion of the UGB would be limited to that land currently owned by the airport. As such, there is some concern with the long term impact on the airport’s ability to expand its ownership, as has occurred over the years. Once inside the UGB, the airport would need to submit for a subsequent UGB amendment for any new land added. While this may not occur very often, it would be one additional factor for the airport to address as they consider expansion.

Zoning and Land Use

Lane County currently applies an “Airport Operations Zone” to the airport properties which provides for airport uses as well as uses supporting the airport. Based on our understanding, this zone has generally worked well and could easily be applied in the city. However, the city may want to consider whether the airport zone makes sense for the airport-supporting uses or whether other typical city zoning (i.e. commercial or industrial zones) is more appropriate.

In addition to the zoning district requirements, the city also imposes a variety of development standards on a citywide basis. Examples of these include stormwater standards, access requirements, street standards and natural resource protection measures. It is assumed these standards would apply to the airport as annexation occurs. Generally speaking, staff would expect these development standards to be more rigorous than those in the county. However, given the size of airport property and the types of development anticipated, staff would not see these standards as significant barriers to future development or expansion.

Public Safety and Compatibility

The airport currently operates under various federal and state requirements to ensure public safety and compatibility between the airport operations and surrounding community. Some of these measures include:

- Runway protection zones (RPZ’s) that restrict development within specific distances of the runways
- Noise contour zones which limit specific types of development to maintain compatibility with surrounding uses
- Commercial Airport Safety Overlay Zone: This overlay zone currently applies in Lane County and Eugene to prohibit obstructions within the flight paths surrounding the airport.

Given that these requirements are not affected by political boundaries, staff would expect all of these protection measures to function as they currently do irrespective of a decision on the UGB.

Airport Operations and Potential Revenue Considerations

The council has also asked how bringing the airport into the UGB would benefit the overall operations of the airport and how it may provide specific revenue benefits to the city. Tim Doll, Airport Director, has provided a separate memo (see attachment) addressing these issues.

Attachments:

- Memo from Tim Doll, Airport Director
- Airport Vicinity Map



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To: Steven Nystrom

Date: May 18, 2012

RE: Airport and UGB

As requested, this memo will highlight potential benefits and concerns about expanding the Urban Growth Boundary (UGB) to include the Eugene Airport.

Benefits:

- **Allows for utility service to airport owned property outside perimeter fence**
- **Allows for development of triangle piece of property located at Awbrey and Highway 99**
- **Allows airport to issue RFP for potential hotel and service station development**
- **Allows for airport industrial development to occur in more locations**
- **Will provide opportunities to increase airport revenues**
- **Airport fiscal strength equals increased positive economic impact to City of Eugene**
- **Allows for potential non-airline revenue that will allow the airport to lower airline rates and potentially attract new airline service to un-served or under-served top passenger markets**
- **Allows the airport to compete more effectively for aircraft maintenance facilities**
- **City would have increased revenue from property taxes on tenant owned facilities**
- **City could potentially add a tax on rental car rentals**

Concerns:

- **Ensure compatible land use zoning is maintained around airport environment**

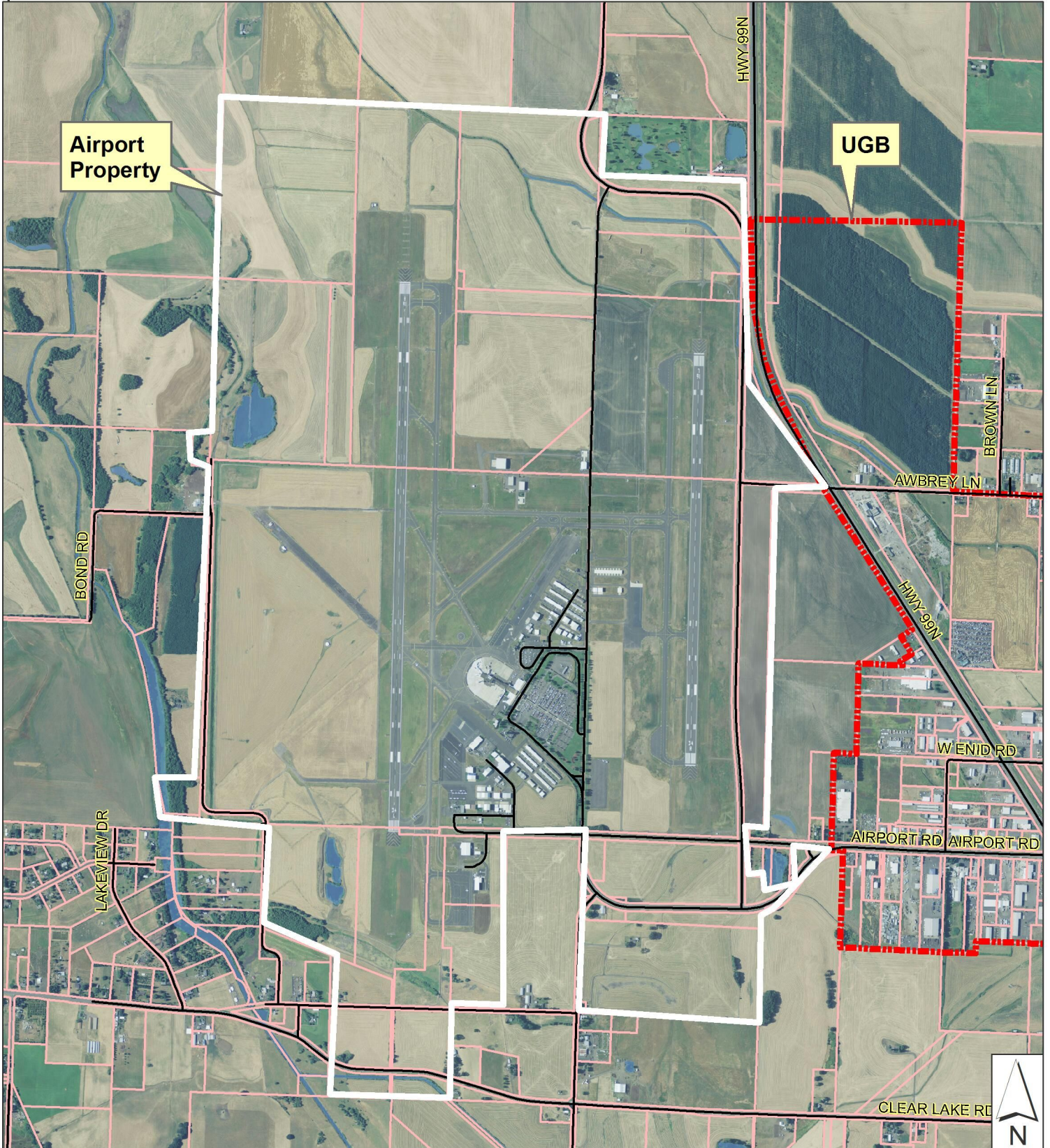
Even though including the airport in the UGB will not provide a direct revenue source from leases or operational fees (revenues obtained from airport facility by federal law must only be used for operation the airport), the City may benefit from the increased economic impact of development at the airport. City revenue potential may exist as well as described above reference property taxes and potential City tax on rental car rentals.

I hope this provides a general overview of this subject. I will be happy to attend the Council Meeting to address any questions that may arise.

Thank you and let me know if you have any questions.

**Timothy Doll, A.A.E.
Airport Director**

Eugene Airport Vicinity Map



Airport Property

UGB

HWY 99N

BOND RD

LAKEVIEW DR

BROWN LN

AWBREY LN

HWY 99N

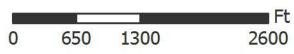
WENID RD

AIRPORT RD AIRPORT RD

CLEAR LAKE RD



Caution:
This map is based on imprecise
source data, subject to change,
and for general reference only.



May 22, 2012





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MEMORANDUM

Date: May 30, 2012

To: Mayor and City Council

From: Jason Dedrick, Associate Planner
Denny Braud, Urban Services Manager

Subject: Envision Eugene: Follow-up on Industrial Lands from Council Work Session

This memorandum is in response to questions raised by the city council at the May 16, 2012 work session regarding industrial lands.

What are the mechanisms to keep industrial lands from being partitioned?

In the past Eugene has had many large industrial lots that have been partitioned into smaller lots or business parks. As part of Envision Eugene, the City must demonstrate a need for industrial lands of certain sizes and then must show how the current supply or any expansion area will meet this need. Goal 9 and the related Oregon Administrative Rules require cities to ensure that employment lands designated with special siting needs (such as large industrial sites) are protected for their intended use. For this reason, any lands that are assumed to meet this need will be zoned for industrial uses only and will have a minimum lot size requirement that assures they are available for the intended purpose.

Can we put restrictions on industry so that they don't have a negative health or quality of life impact on nearby residents?

Currently there are several ways in which industries and their impacts are regulated. First, the city has various zoning categories which each include a range of allowable uses. Of the industrial zoning districts, the Campus Industrial zone (I-1 zone) allows uses that are most compatible with residential areas (research and development firms, large scale office-type uses), while the Heavy Industrial zone (I-3 zone) allows uses that could potentially be less compatible with residential uses (major manufacturing and assembling uses). Although the proposed expansion areas have not been zoned yet, good planning practice dictates that we make every effort to not locate heavy industrial uses adjacent to residential uses. In general much of the proposed expansion would likely be for campus (I-1 zone) or light/medium

industrial uses (I-2 zone), including those uses cited in the Regional Prosperity Plan such as solar panel manufacturers, food processing, laboratories or research facilities.

Another way in which the impacts of industrial uses are regulated is by state and federal environmental laws. The EPA, DEQ and LRAPA are some of the agencies that enforce these laws which dictate the type and amount of pollutant or emission that is allowed. In addition to these environmental regulations, council has also raised concerns about businesses already located in the area and their requirements around reporting toxics. Some of these concerns involve businesses that are not in the City Limits and not required to disclose information about toxics to the City of Eugene. While it is not within the scope of Envision Eugene to address this issue, under current policies, development of any vacant or new expansion areas would require annexation into the City, which would subject these industries to toxics reporting.

Addressing this issue requires a careful balancing of pillars that address economic vitality, livability and the natural environment. Zoning areas without careful consideration could have negative impacts on the livability of surrounding neighborhoods. However, being overly-restrictive with allowable industrial uses could limit our economic growth and result in underutilized lands. The goal will be to locate any areas of heavy industrial uses that are commonly associated with noise or air pollution allowed by law as far from residential uses as the available land base will allow. Areas in the expansion area that are adjacent to the airport and existing industrial uses would provide suitable locations that would minimize impacts on residential uses.

What methodology was used to determine our industrial land need?

At a 1.4% annual growth rate, Eugene will add 11,260 industrial jobs by 2032. In order to evaluate size needs, we must first disaggregate the overall jobs forecast into site size classes. Five classes of site size are considered: 75-100 acres, 50-75 acres, 20-50 acres, 10-20 acres, and under 10 acres. By allocating jobs by site class, determining how densely these jobs will develop and then comparing the needed sites with those current available inside the UGB, determining the necessary size of expansion is relatively straightforward.

Historical consumption patterns over the last 20 years and the fact that several large companies have left Eugene in search of larger sites suggests a strong likelihood that additional large lot industrial development would have occurred in Eugene in the last 20 years, had there been suitable sites. Since Eugene's job growth on large sites has been constrained due to lack of available land, we must look to job growth and land inventory statistics in comparable cities that have not been constrained. In Springfield, one-third of their industrial jobs are on sites larger than 20 acres, most on sites larger than 50 acres. In Salem, over 40% of their vacant industrial lands are in sites larger than 20 acres. If Eugene is able to provide a full range of site sizes, it is assumed that the job growth would distribute in a manner similar to Springfield. This results in the following distribution of sites:

Table 1. Distribution of Projected Jobs by Size Class

Industrial Site Size Class (Suitable Buildable Acres)	Percent of New Jobs in Size Class	Approximate Jobs in Size Class
>75	10%	1,126
50-75	11%	1,239
20-50	12%	1,351
10-20	12%	1,351
<10	55%	6,193
Total	100%	11,260

The density at which these industrial jobs will develop can be used to determine how many sites are needed. Past development in Eugene occurred at a density of between 6 and 14 employees per acre in light to heavy industrial developments.

The following table utilizes the number of jobs in each size class, the average density of jobs and the range of site sizes in each class to determine how many sites would be needed. Once the current supply has been factored in (vacant, redevelopable and brownfield/assembly sites), any remaining need would have to be met through expansion. The following table summarizes this exercise:

Table 2. Industrial Land Need Summary

Size Class (acres)	# of Jobs	Land Needed at 6 EPA	Land Needed at 14 EPA	Needed Sites¹	Vacant Sites	Redev. Sites	Brownfield & Assembly Sites	Sites Needed Outside UGB	Approximate Acres Needed Outside UGB
75-100	1,126	187 ac (2 sites)	80 ac (1 site)	2	0	0	0	2	170
50-75	1,239	206 ac (4 sites)	88 ac (2 sites)	3	0	0	0	3	180
20-50	1,351	225 ac (11 sites)	96 ac (2 sites)	7	4	1	0	2	50
10-20	1,351	225 ac (23 sites)	97 ac (5 sites)	15	4	3	3	5	75
<10	6,193	Not applicable, see description in text below							0
Total	11,260								475

¹ Needed sites were determined by selecting the midpoint of the site range shown in the two preceding columns, with the exception of the 75-100 ac site class.

Two values in Table 2 have been revised by staff (based on work by the Technical Resource Group) since the Draft Proposal and the Land for Industrial Jobs Technical Summary were published. The number of redevelopment sites in the 10-20 acre size class has been changed from 2 to 3 sites and the number of brownfield sites in the 10-20 acre size class has been changed from 4 to 3 sites. These changes result in no net difference in the overall need from the draft proposal for the number of sites needed or the resulting acreage.

With over 400 acres of vacant industrial sites <10 acres in size and many opportunities for redevelopment and infill of existing buildings that have vacant space, there is capacity on these lands for over 7,300 jobs. Since just under 6,200 jobs need to be accommodated, there is a surplus of land in this

size class. Other good uses for these surplus lands may include redesignation to commercial uses or infrastructure and facility needs.

This information and the table above summarizes the remaining need for 12 industrial sites ranging in size from 10-100 acres in size, for an approximate 475 acres of industrial land that cannot be accommodated inside the current UGB and must be met through expansion.

Are our assumptions around brownfield development reasonable?

Eugene currently has a sufficient supply of industrial lands less than 10 acres in size but does not have enough industrial land larger than 10 acres to meet our needs over the next 20 years. For this reason, more attention has been focused on brownfield remediation that would have an impact on our supply of large sites. Currently two sites of between 10 and 20 acres are assumed to be provided over the next 20 years through brownfield remediation. This is based on the assumption that our two largest brownfield sites would be successfully remediated through a combination of public and private efforts.

The brownfield assumption is reasonable in that it is only two sites over 20 years. However, significant public expense would likely be required to accomplish this as land prices are not high enough and remediation costs are too high for this work to occur through market-based mechanisms. Instead, some combination of grant funding and City funding would be required. Estimating the costs of brownfield remediation is a complex exercise that requires knowledge of the extent of any contaminants and many other factors. However, given what is known about the two sites (both former log ponds), the combined costs would likely be on the order of tens-of-millions of dollars. While state and federal grant funds are available for brownfield remediation, these programs have been deeply cut in recent years.

In addition to large brownfield sites, smaller sites are scattered around Eugene and while they would not appreciably increase our supply of lands, it is important to utilize these sites as efficiently as possible. To examine both small and large brownfield sites, as well as issues associated with site assembly, staff will be exploring the feasibility of an Industrial Land Trust that might function in a similar fashion to the West Eugene Wetlands Partnership.

We have received comments from committee and community members who feel that our brownfield assumptions are unreasonable because they are both too conservative and too aggressive. It seems unacceptable to neglect the importance of these underutilized sites, however it seems irresponsible to assume that substantial public investment will occur in an era of less government funding at all levels. For this reason, staff believes the recommendation strikes the appropriate balance. If in time, it is determined that we have either under or over-relied on brownfield remediation to address our industrial land needs, adjustments can be made through the strategies identified in Pillar 7.

What is the impact of the proposed Goshen industrial development on our industrial land proposal?

Lane County is currently pursuing designation of lands within Goshen for campus and light industrial uses. As this is outside of an existing urban area, the County must be granted an exception to related statewide planning goals from the state and has initiated the process to seek such an exception. At this point, this process is still ongoing and the outcome is uncertain, however if successful this may be an issue that is addressed through Pillar 7. Nonetheless, the current Envision Eugene recommendation is compatible with the County's proposal for Goshen and indicates that the City will support industrial development of sites like Goshen that are and will remain outside the UGB.

As required by state law, the industrial land need that has been identified by Envision Eugene is based specifically on the number of industrial jobs that are forecast to be needed in Eugene, not the region. According to state law, a City must meet its land need (of any type) within its UGB, utilizing expansion if necessary. Therefore, new industrial lands in Goshen cannot be considered to meet the need that has been identified for Eugene. There are provisions in state law pertaining to regional planning, however the Eugene/Springfield region is not currently involved in such a planning endeavor.

Perhaps more important is the fact that land in Goshen has different attributes than the land identified for industrial use in the Envision Eugene process; the lands are not interchangeable. The types of industries that would find sites in Goshen attractive (likely warehousing or other uses that require sites directly proximate to major highways) are not the same industries that would be attracted to an area closer to Clear Lake Rd or the Airport, which would have less need for immediate highway access and may benefit from proximity to the airport or other industrial uses in NW Eugene.



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MEMORANDUM

Date: May 30, 2012

To: Mayor and City Council

From: Heather O'Donnell, Associate Planner
Emily Jerome, Deputy City Attorney

Subject: Envision Eugene: Follow-up on Housing Mix from Council Work Session

This memorandum is in response to questions raised by the city council at the May 16, 2012 work session regarding housing mix.

Legal Background

State law requires the City to identify its 20-year need for at least three types of housing: detached single family (free standing), attached single family (attached but on separate lots, e.g. row houses), and multi-family (attached and on the same lot). For purposes of your discussions, staff memos and presentations have included attached single family housing in the multi-family housing category, so the recommended housing mix of 55% single family / 45% multi-family is actually 55% single family detached / 8% single family attached / 37% multi-family. Reducing the housing types in this way is standard practice for Oregon cities as they talk about the mix that is appropriate for their growth, though some cities (e.g. Bend) include attached single family housing in the single family housing category, instead. Eugene's final planning documents will express the City's housing mix in terms of all three housing types.

State law requires the City to base its determination of housing need on specific sets of data pertaining to the residential development that has recently occurred within the current UGB. Consistent with State law, the City's consultant (EcoNorthwest), city staff and the technical resource group concluded that, for Eugene, the most accurate, complete and reliable data relating to housing trends in Eugene is that data derived from the development that has occurred since the city adopted its new land use code, in 2001.

The specific data that the City must base its housing need/mix determination on is:

- The number, density and average mix of housing types that have actually occurred
- Trends in density and average mix of housing types
- Demographics and population trends

- Economic trend cycles
- The number, density and average mix of housing types that have occurred on “buildable lands”

In determining the amount of each housing type to plan for, the City must also analyze the need for housing at particular price ranges and rent levels commensurate with the financial capabilities of present and future residents. This is especially important because this affordability factor may require that the City’s plans provide for a housing mix that differs from past trends.

The City Manager’s recommendation is based on an analysis of the data described above. However, it is legally possible for the data to be analyzed differently, supporting a different housing mix.

Implications of Planning for a 50/50 Housing Mix Instead of a 55/45 Housing Mix

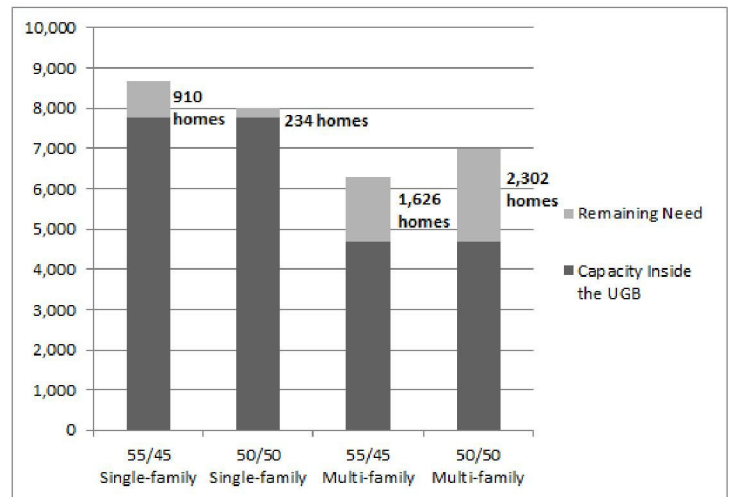
The capacity analysis inside the UGB and the remaining housing need under different housing mixes is explained in some detail in the attached Envision Eugene Technical Summaries entitled Land for Single-family Homes and Land for Multi-family Homes, and is summarized in the chart below. The difference in the remaining need is about 676 homes. Under a 55/45 housing mix those 676 homes would be planned as single-family. Under a 50/50 housing mix, those 676 homes would be planned as multi-family.

Single-family Implications

- **Smaller UGB expansion for single-family-** The “remaining need” for 234 single-family homes under a 50/50 mix could be accommodated in either of the Baily Hill/Gimpl Hill or the Clear Lake study areas¹. It unlikely that expansion into the Russel Creek basin study area could be justified for a small single-family expansion.

Multi-family Implications

One or a combination of these methods may be explored to accommodate an increased multi-family need under a 50/50 mix.



- **UGB expansion for multi-family-** The same “priority 1” exception areas studied for potential single-family expansion would be required to be studied first for this need. Some study areas that were removed from consideration for single-family housing may be appropriate for multi-family housing.
- **Re-designate single-family (or other land) within the current UGB to multi-family-** Single-family land (Low Density Residential) is the largest land use category in the city. Some of this land is located in areas that could be a good fit for multi-family housing, instead (such as along key transit corridors or core commercial areas). Such re-designation of single-family land to multi-

¹ The housing capacity of the potential expansion study areas is an estimate. Capacity may be affected by additional natural resource inventories and an update of the buildable lands inventory.

family may make more sense than planning for multi-family housing in the outlying expansion areas. However, it would require the City to include additional single-family land in the expansion area.

- **Reduce or eliminate the proposed re-designation of some multi-family areas to single-family-** The current recommendation includes re-designating some multi-family areas to single-family, resulting in a decreased capacity inside the UGB of 2,194 multi-family homes. The amount of area proposed for re-designation could be reduced or eliminated to accommodate the greater need for multi-family housing under a 50/50 mix. However, compact growth goals and other development limitations in these areas may still make them generally more suitable for single-family housing. It would also require the City to include additional single-family land in the expansion area.
- **Further increase redevelopment on Commercial land-** Under a 55/45 mix, the City Manager is recommending that the remaining 1,626 multi-family homes be accommodated by boosting multi-family redevelopment on Commercial land. This is primarily to be accomplished by increased investment and reducing development costs in downtown, key transit corridors, and core commercial areas. As an example, preliminary analysis of adding MUPTTE and reducing construction costs by 2% (a large cost reduction such as through reduced fees or restructured SDCs) in the commercial areas of three key transit corridors appears to net about 950 additional multi-family homes². Even with these interventions, there is still a remaining need of 676 multi-family homes under a 55/45 mix and 1,352 multi-family homes under a 50/50 mix. These remaining homes would need to be accommodated through additional investment and cost reduction actions yet to be identified.
- **Increase densities on MDR and HDR-** Currently, average densities seen (and assumed) on vacant MDR and HDR land are near the minimum densities allowed in the City's MDR and HDR zones. Similar to the methods used to boost redevelopment on Commercial land, development costs could be reduced to incentivize increased densities in MDR and HDR.

Attachments:

- a. Technical Summary- Land for Single-family Homes
- b. Technical Summary- Land for Multi-family Homes

² Additional analysis is required to verify the estimate of how many multi-family homes can be accommodated through boosting redevelopment.

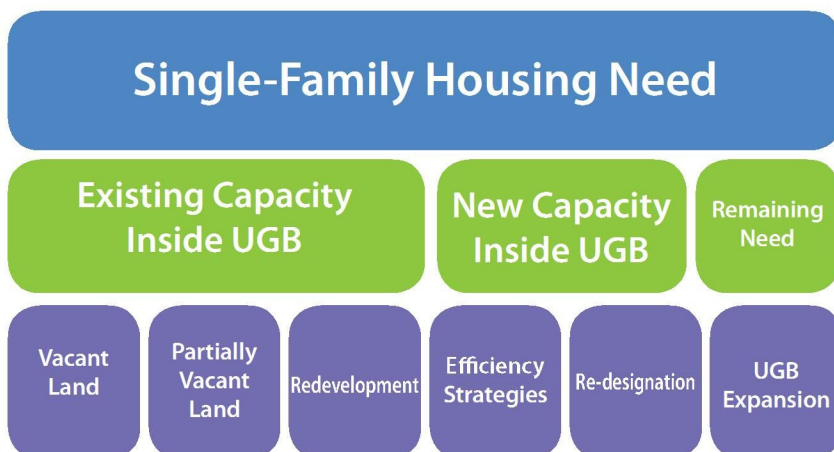
Envision Eugene - Technical Summaries

Land for Single-family Homes

Low Density Residential Land

There are several components that help determine whether we have sufficient land to meet our future land need for single-family housing, including :

- Housing Need
- Existing Capacity Inside the UGB
- Measures to Create New Capacity Inside the UGB
- Remaining Need



Single-family Housing Need

Eugene’s population is expected to increase by approximately 34,000 people over the next 20 years. Based on this population growth, it is estimated that approximately 15,000 new homes will be needed in that time frame. The housing demand is further refined to estimate how many of those 15,000 homes should be planned as single-family detached housing (one detached home on a lot such as conventional single-family homes, manufactured homes, and secondary dwelling units) and how many should be planned as multi-family housing (such as duplexes, apartments and condominiums).



Single-family Detached Housing

The current mix of housing in Eugene is 61% single-family/ 39% multi-family. The recommendation is to plan for new housing to be a mix of 55% single-family/45% multi-family. We currently have a lack of housing that is affordable for people in the low to moderate income levels due to several factors. These can include the average wage and the availability of housing at different price ranges and rent levels. The proposed housing mix is intended to expand the variety of housing types and prices available and to move towards the vision set out in the Envision Eugene pillars. That vision includes more compact growth for a shifting demographic towards an aging population and smaller household size. At the end of the 20-year planning period, this would equate to an overall housing mix of 60% single-family/ 40% multi-family, counting both existing and new housing. Resulting in a 1% shift in our overall housing makeup, this is a reasonable target to set for the next 20 years. Go to [this link](#) for additional information on housing mix.



Secondary Dwelling Unit

The number of new homes and the type of land that we need to plan for under various housing mixes is shown in the table below. Additional information about multi-family housing is shown in the Technical Summary on page 4-7.

		Recommendation			
	60 SF / 40 MF	55 SF / 45 MF	50 SF / 50 MF	45 SF / 55 MF	40 SF / 60 MF
Single-family Housing Demand (LDR land)	9,301 homes	8,682 homes	8,006 homes	7,305 homes	6,726 homes
Multi-family Housing Demand (MDR & HDR land)	5,681 homes	6,301 homes	6,977 homes	7,676 homes	8,256 homes

Existing Capacity Inside the Urban Growth Boundary (UGB)

Single-family housing is mostly accommodated on lands designated or planned in the Metro Plan for Low Density Residential (LDR). The potential capacity for additional homes on LDR land inside the existing urban growth boundary includes:

Vacant Land

Lots planned for single-family housing that currently have no development on them. Approximately 4,096 additional single-family homes can be accommodated on vacant LDR lands. Go to [this link](#) for a map showing the location of vacant lands.

Partially Vacant Land

Lots planned for single-family housing that are at least one acre in size and have some level of existing development with the potential for accommodating additional housing. Approximately 2,892 additional single-family homes can be accommodated on LDR partially vacant lands. Go to [this link](#) for a map showing the location of partially vacant lands.

Redevelopment

Lots that are planned for single-family housing and are less than one acre in size and have some level of existing development that may be converted to more intensive residential use in the next 20 years. In Eugene, there is a strong likelihood that redevelopment will continue on LDR land according to past trends, which accommodated on average about 29 additional homes each year. Thus, approximately 589 additional single-family homes on LDR land are expected to be accommodated through redevelopment over the next 20 years.

The total existing capacity inside the UGB is for 7,577 homes on LDR land.

Some lands that are inside the UGB have constraints that may make it difficult for them to be developed, such as inadequate wastewater service or traffic congestion. Appropriate infrastructure or provisions necessary to serve these properties will be planned for and adopted into the Public Facilities Plan and Transportation System Plan. It is also noted that future stormwater regulations may affect these capacity assumptions and will need to be analyzed at the time new regulations are proposed.

New Capacity Inside the UGB

Measures can be taken to increase the amount of capacity inside the UGB.

Efficiency Strategies

Land use efficiency strategies increase the number of homes that can fit inside our current UGB through incentives or regulatory changes. During the 2001 land use code update, Eugene established many efficiency strategies that increased capacity inside the UGB. Because of these measures that are already in place and in response to community input about the importance of preserving neighborhood character, only small scale, compatible forms of infill are recommended as single-family efficiency strategies. The strategies include restructuring fees for secondary dwelling units and allowing alley access homes to be created in appropriate areas. Approximately 160 additional single-family homes over 20 years can be accommodated through these efficiency strategies. Go to [this link](#) for a map of potentially eligible locations for alley-access homes.



Alley Access Home

Re-designation

Some areas that are currently planned for multi-family housing (designated MDR) may be better suited for single-family housing (designated LDR). Based on location, capacity, and compact development goals, a target of 236 acres has been identified for re-designation to LDR, which equates to about 658 additional single-family homes to be accommodated on newly designated LDR land. The actual properties to re-designate, and the impact on the capacity of land for single-family homes, will be determined through future planning with property owners and service providers to determine appropriate locations for housing, parks, utilities and streets.

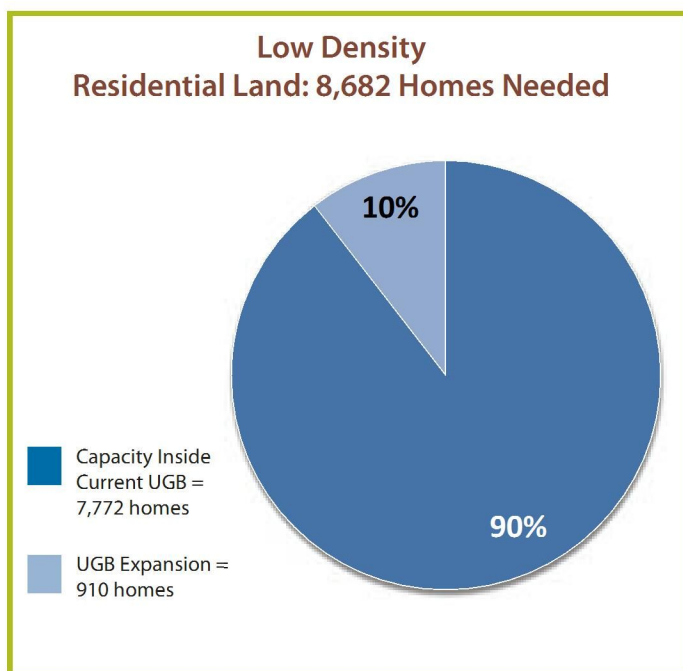
The total new capacity inside the UGB is for 818 homes on LDR land.

Remaining Need

LDR lands are mostly developed with single-family housing, although they also include a small amount of land for group quarters (such as assisted living facilities), public lands (such as parks and infrastructure) and neighborhood commercial services. These uses displace capacity for single-family housing that would otherwise occur on LDR land and this loss must be accounted for.

The equivalent of 623 single-family homes is subtracted from the overall capacity inside the UGB to account for these “other uses” that occur on LDR land.

The remaining need for land to accommodate new single-family housing depends on which housing mix is used. Assuming a 55% single-family/45% multi-family housing mix, the graphic to the right shows that there is a remaining need for 910 single-family homes. Go to [this link](#) for additional information on the single-family housing land need.



The following table shows the amount of remaining homes that will need to be accommodated under various housing mix scenarios.

		Recommendation			
	60 SF / 40 MF	55 SF / 45 MF	50 SF / 50 MF	45 SF / 55 MF	40 SF / 60 MF
Total LDR Need	9,301 homes	8,682 homes	8,006 homes	7,305 homes	6,726 homes
Existing Capacity inside UGB	7,577 homes	7,577 homes	7,577 homes	7,577 homes	7,577 homes
New Capacity inside UGB	818 homes	818 homes	818 homes	818 homes	818 homes
Reduced Capacity from "Other Uses"	623 homes	623 homes	623 homes	623 homes	623 homes
Total Capacity inside UGB	7,772 homes	7,772 homes	7,772 homes	7,772 homes	7,772 homes
Remaining LDR Need for Homes	1,529 homes	910 homes	234 homes	467 home surplus	1,046 home surplus
(Total need minus capacity)					



This remaining land need will be accommodated through a modest UGB expansion for Low Density Residential land. The number of acres for UGB expansion will be based on the capacity of the land that is designated for expansion. For example, some areas may have constraints such as sloping land that would accommodate fewer homes and

would thus be developed at a lower density than land that is flat.

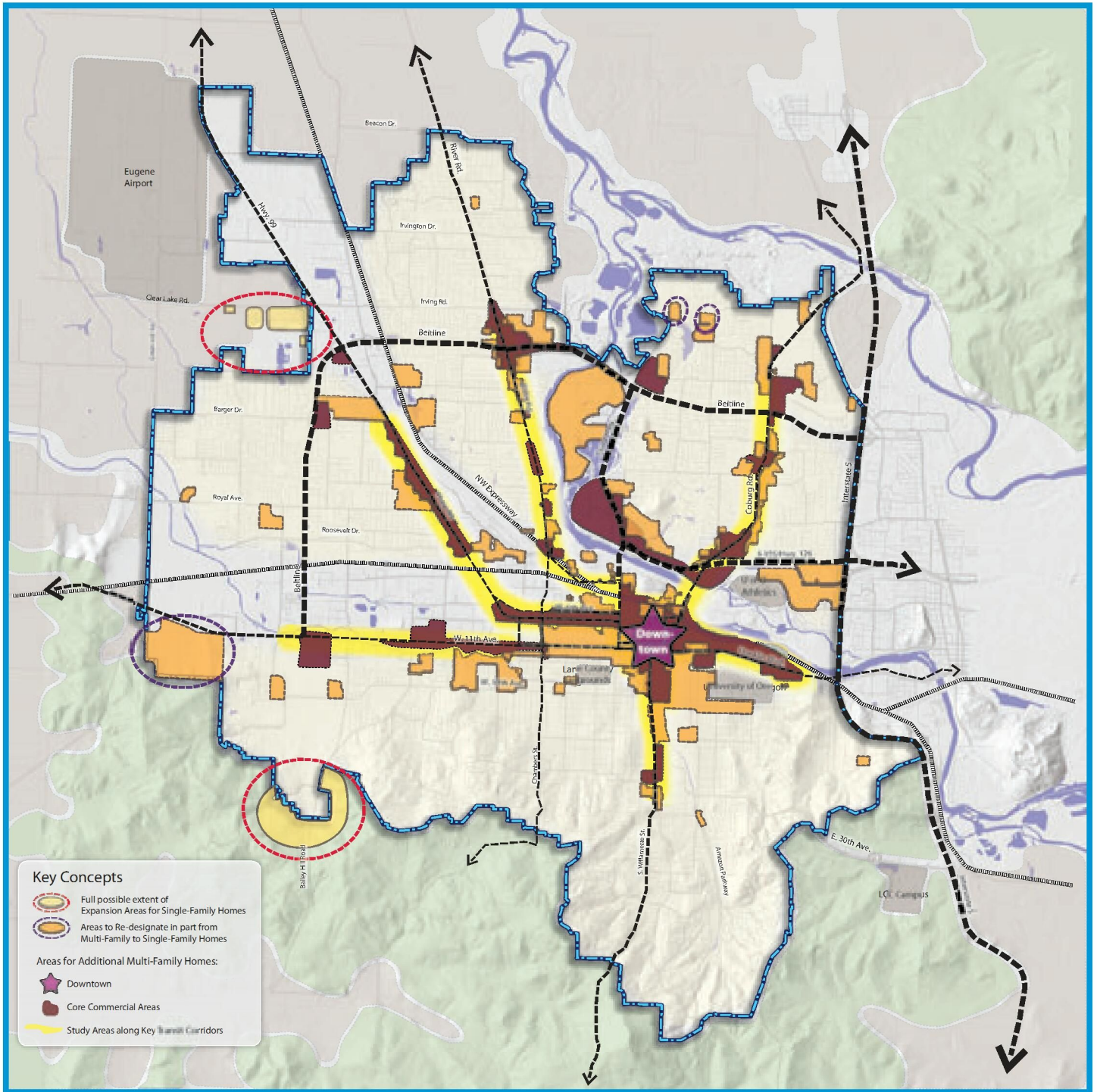
Low Density Residential Expansion Areas

Based on preliminary expansion area analysis following the requirements outlined in state law, the following areas are proposed for a UGB expansion to accommodate single-family homes .

- Clear Lake Area- approximately 520 single-family homes on approximately 150 acres
- Bailey Hill/Gimpl Hill Area- approximately 390 single-family homes on approximately 200 acres

This results in a UGB expansion of approximately 350 acres for Low Density Residential uses. Additional analysis of the natural resources and utilities in the proposed expansion areas are underway and will result in a refined expansion recommendation. More information about expansion is included in the Technical Summary on page 4-33 .

Land for Homes



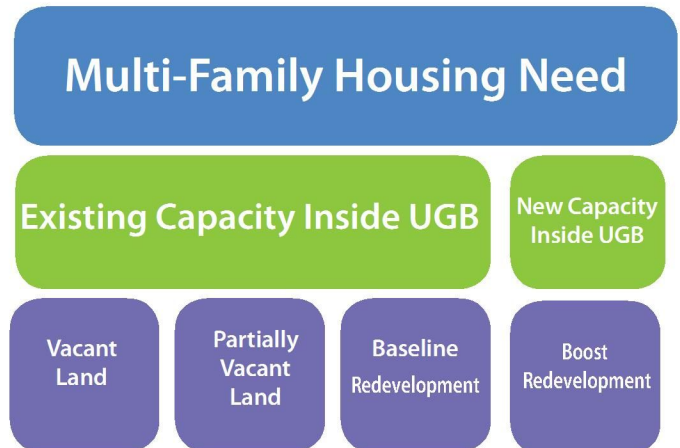
Envision Eugene - Technical Summaries

Land for Multi-family Homes

Medium Density Residential and High Density Residential Land

There are several components that help determine whether we have sufficient land to meet our future land need for multi-family housing, including:

- Housing Need
- Existing Capacity inside the UGB
- Measures to Create New Capacity inside the UGB
- Remaining Need



Multi-family Housing Need

Eugene’s population is expected to increase by approximately 34,000 people over the next 20 years. Based on this population growth, it is estimated that approximately 15,000 new homes will be needed in that time frame. The housing demand is further refined to estimate how many of those 15,000 homes should be planned as single-family housing (such as conventional single-family homes, manufactured homes, and secondary dwelling units) and how many should be planned as multi-family housing (such as duplexes, apartments and condominiums).



Duplex

The current mix of housing types in Eugene is 61% single-family/ 39% multi-family. The preliminary recommendation is to plan for new housing to be a mix of 55% single-family/45% multi-family. We currently have a lack of housing that is affordable for people in the low to moderate income levels due to several factors. These can include the average wage and the availability of housing at different price ranges and rent levels. The proposed housing mix is intended to expand the variety of housing types and prices available and to move towards the vision set out in the Envision Eugene pillars. That vision includes more compact growth for a shifting demographic towards an aging population and smaller household size. At the end of the 20-year planning period, this will equate to an overall housing mix of 60% single-family/ 40% multi-family, counting both existing and new housing. Resulting in a 1% shift in our overall housing makeup, this is a reasonable target to set for the next 20 years. Go to [this link](#) for additional information on housing mix.



Prairie View Affordable Housing

The number of new homes and the type of land that we need to plan for under various housing mixes is shown in the table below. Additional information about single-family housing is provided in the Technical Summary n page 4-1.

		Recommendation			
	60 SF / 40 MF	55 SF / 45 MF	50 SF / 50 MF	45 SF / 55 MF	40 SF / 60 MF
Single-family Housing Demand (LDR Land)	9,301 homes	8,682 homes	8,006 homes	7,305 homes	6,726 homes
Multi-family Housing Demand (MDR & HDR Land)	5,681 homes	6,301homes	6,977 homes	7,676 homes	8,256 homes

Existing Capacity Inside the UGB

The majority of multi-family housing occurs on lands designated or planned in the Metro Plan for Medium Density Residential (MDR) and High Density Residential land (HDR). The primary difference between MDR and HDR is the amount of density (or homes per acre) that can occur on those lands. MDR has a density range of 10 to 20 homes per acre, while HDR densities has over 20 homes per acre.

Vacant Lands

Vacant lands include lots that are planned for multi-family housing that currently have no development on them.

- Approximately 1,974 multi-family homes can be accommodated on vacant MDR land
- Approximately 1,460 multi-family homes can be accommodated on vacant HDR land

Go to [this link](#) for a map showing the location of vacant lands.

Partially Vacant Lands

Partially vacant lands include lots that are planned for multi-family housing and are .5 acre or greater in size in MDR and 1 acre or greater in size in HDR that have some level of existing development with the potential for accommodating additional housing.

- Approximately 2,364 additional multi-family homes can be accommodated on partially vacant MDR land
- Approximately 231 additional multi-family homes can be accommodated on partially vacant HDR land

Go to [this link](#) for a map showing the location of partially vacant lands.

Redevelopment means expanding or replacing buildings on land that is already developed, but not to its full capacity. "Baseline" redevelopment is the natural amount of redevelopment we expect to occur without additional actions taken by the city. The following categories are all considered Baseline Redevelopment. Go to [this link](#) for more information on Eugene's redevelopment potential.

Redevelopment on MDR and HDR Lands

Redevelopment lands include lots that are planned for multi-family housing and are less than .5 acre in size in MDR and less than one acre in size in HDR that have some level of existing development that may be converted to more intensive residential use in the next 20 years. In Eugene, there is a strong likelihood that redevelopment will continue on MDR and HDR land according to past trends, which on average accommodated about 31 additional homes each year.

- Approximately 253 additional multi-family homes can be accommodated through redevelopment on MDR land
- Approximately 368 additional multi-family homes can be accommodated through redevelopment on HDR land

Redevelopment on Commercial Lands

Multi-family housing, particularly high density housing, can also take place on Commercially designated lands. Based on a market analysis and local expertise, there is a strong likelihood that multi-family homes will be provided on Commercially designated lands.

- Approximately 645 additional high-density multi-family homes can be accommodated through redevelopment on Commercial land

Redevelopment for Student Housing on Commercial Lands

Student housing is a unique economic situation in this community because it currently has a higher feasibility to be profitable than other types of multi-family housing development. Based on a market analysis and local expertise, there is a strong likelihood that multi-family student housing will be provided on Commercial lands.

- Approximately 791 additional high density multi-family homes can be accommodated through redevelopment on Commercial land

The total existing capacity inside the UGB is for 4,591 homes on MDR land and 3,495 homes on HDR land.

Remaining Need

Re-designation

Some areas that are currently planned for multi-family housing (designated MDR) may be better suited for single-family housing (designated LDR). Based on location, capacity and compact development goals, a target of 236 acres of MDR land has been identified for re-designation to LDR, which equates to a reduction in capacity for approximately 2,194 medium density homes. The actual properties to re-designate, and the impact on the city's supply of land for medium density housing, will be determined through future planning with property owners and service providers to determine appropriate locations for housing, parks, utilities and streets.

Additionally, re-designation of the former Naval Reserve site on 13th Avenue, east of Chambers Street, from Government and Education to Medium Density Residential will increase the city's supply of MDR land and add capacity for 30 additional multi-family homes.

Capacity changes from re-designation:

- Decrease in capacity of approximately 2,194 multi-family homes on MDR land redesignated to LDR
- Increase in capacity of approximately 30 multi-family homes on MDR land redesignated from Government and Education

The net decrease in capacity of approximately 2,164 homes is subtracted from the overall capacity for multi-family homes on MDR land. No re-designation of HDR land has been identified.

Other Uses

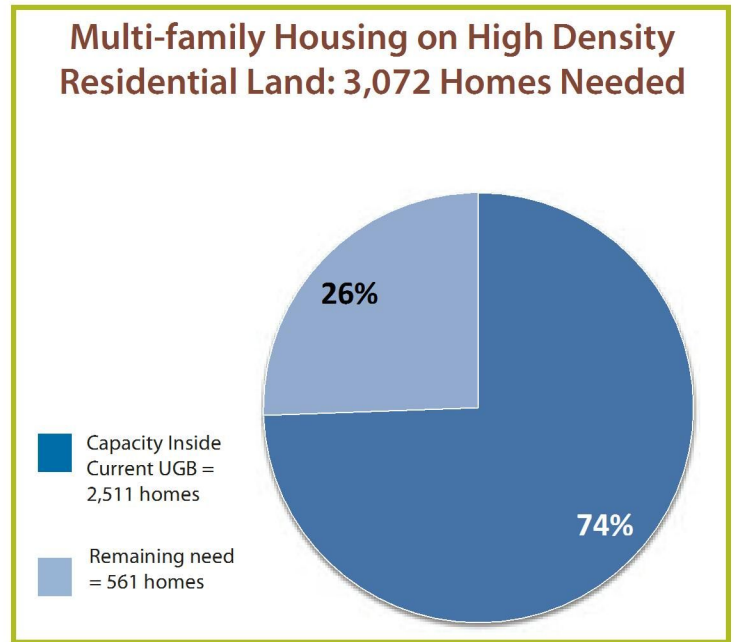
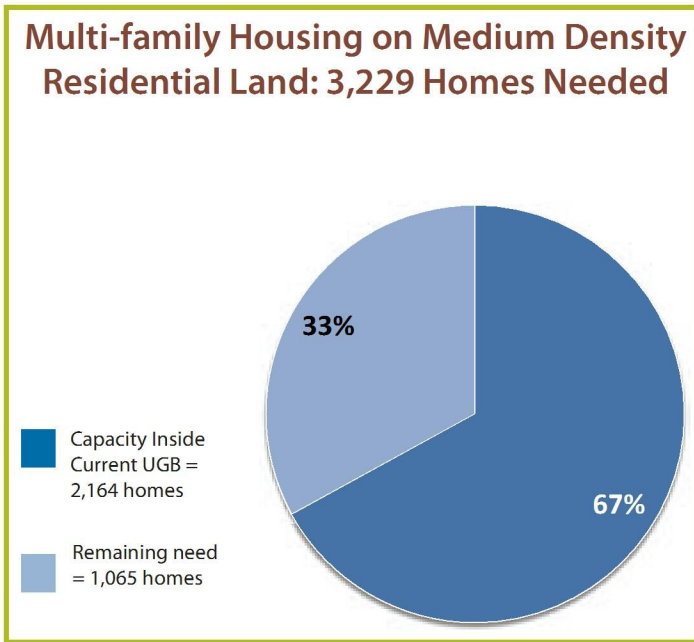
MDR and HDR lands are mostly developed with multi-family housing, although they also include a small amount of land for other uses such as single-family housing, group quarters (such as assisted living facilities), public lands (such as parks, infrastructure and the University of Oregon) and neighborhood commercial services. These uses displace capacity for multi-family housing that would otherwise occur on MDR and HDR land and this loss must be incorporated into the capacity analysis.

Capacity changes from other uses in MDR and HDR:

- Decrease in capacity of the equivalent of 263 multi-family homes on MDR land
- Decrease in capacity of the equivalent of 984 multi-family homes on HDR land

This decrease in capacity is subtracted from the overall capacity for multi-family homes on MDR and HDR land.

The remaining need for land to accommodate new multi-family housing depends on which housing mix is used. Assuming a 55% single-family/45% multi-family housing mix, the graphics below show that there is a remaining need for 1,065 units of multi-family housing on MDR land and there is a remaining need for 561 units on HDR land.



The following table shows the amount of remaining homes that will need to be accommodated in each plan designation under the various housing mix ratios. Go to [this link](#) for additional information on the multi-family housing land need.

Medium Density Residential (MDR)

		Recommendation			
	60 SF / 40 MF	55 SF / 45 MF	50 SF / 50 MF	45 SF / 55 MF	40 SF / 60 MF
Total MDR Need	2,879 homes	3,229 homes	3,501 homes	3,736 homes	4,144 homes
New and Existing Capacity inside UGB	4,591 homes	4,591 homes	4,591 homes	4,591 homes	4,591 homes
Reduced MDR Capacity from re-designation	2,164 homes	2,164 homes	2,164 homes	2,164 homes	2,164 homes
Reduced MDR Capacity from "Other Uses"	263 homes	263 homes	263 homes	263 homes	263 homes
Total MDR Capacity inside UGB	2,164 homes	2,164 homes	2,164 homes	2,164 homes	2,164 homes
Remaining MDR Need (total need minus total capacity)	715 homes	1,065 homes	1,337 homes	1,572 homes	1,980 homes

		Recommendation			
	60 SF / 40 MF	55 SF / 45 MF	50 SF / 50 MF	45 SF / 55 MF	40 SF / 60 MF
Total HDR Need	2,802 homes	3,072 homes	3,476 homes	3,940 homes	4,112 homes
Existing HDR Capacity inside UGB	3,495 homes	3,495 homes	3,495 homes	3,495 homes	3,495 homes
Reduced HDR Capacity from "Other Uses"	984 homes	984 homes	984 homes	984 homes	984 homes
Total HDR Capacity inside UGB	2,511 homes	2,511 homes	2,511 homes	2,511 homes	2,511 homes
Remaining HDR Need <small>(Total need minus total capacity)</small>	291 homes	561 homes	965 homes	1,429 homes	1,601 homes

Measures to Create New Capacity Inside the UGB

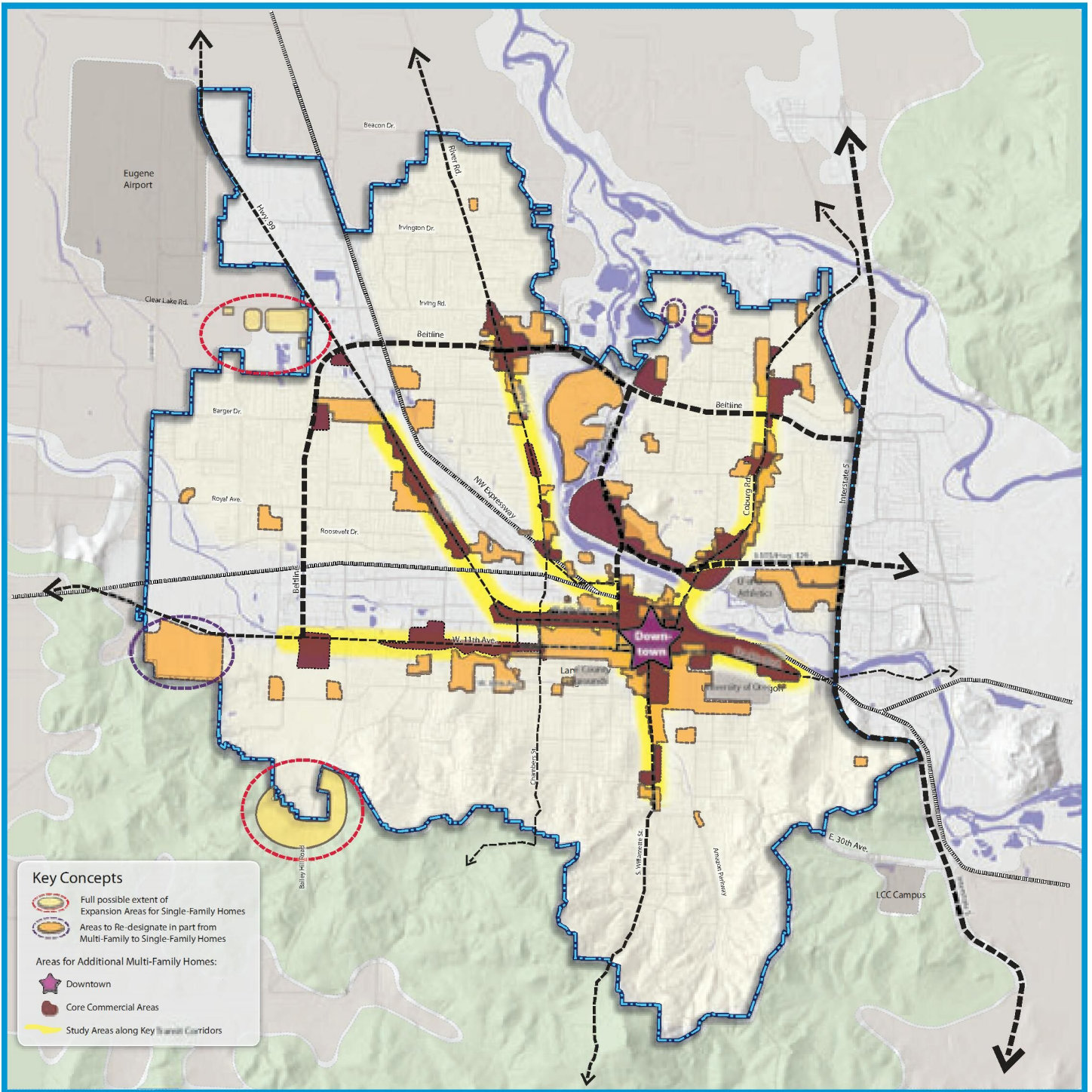


A goal of Envision Eugene is to accommodate the 20-year multi-family housing need within the existing UGB. Therefore, the remaining multi-family housing need will be accommodated through measures that are likely to affect market forces in a way that increases the capacity for multi-family homes through the following strategies.

- Increasing the amount of redevelopment for multi-family homes in the downtown, along transit corridors and in core commercial areas. Tools to encourage additional redevelopment for multi-family housing in these areas are described in the Commercial Land Technical Summary on page 4.15. An important element to achieving higher densities in targeted areas is to design appropriate transitions from higher density uses to single-family homes. Through area planning, these transitions can be identified and planned for by using implementation tools such as a form-based code as was used in the Walnut Station area.
- Increasing the average density for multi-family homes in the downtown, along transit corridors and in core commercial areas. While the range of allowed densities is currently 10-20 units per acre for MDR land and over 20 units per acre for HDR land, average densities of 10.5 and 20.5 respectively were used to determine the existing capacity for homes inside the UGB. By encouraging higher (but currently allowed) densities in the downtown, along key transit corridors and in core commercial areas, additional capacity can be realized.
- Identifying new locations for multi-family housing through collaborative public processes such as Opportunity Siting. Opportunity Siting is a process by which neighbors, developers, and the City work to locate additional areas for multi-family homes that are compatible with their surroundings.

The success of these strategies will be monitored and evaluated throughout implementation. If these strategies are not successful at addressing the multi-family housing need, new strategies may need to be identified. Additional strategies could include re-designation of lands for more multi-family housing and/or additional expansion of the UGB.

Land for Homes



March 14, 2012



City of Eugene
99 West 10th Avenue
Eugene, Oregon 97401
(541) 682-5377
(541) 682-5572 FAX
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MEMORANDUM

Date: May 22, 2012
To: Mayor and City Council
From: Alissa Hansen, Planning Division
Subject: Maps of UGB Expansion Study Areas

Attached are maps providing additional information regarding the following three expansion study areas:

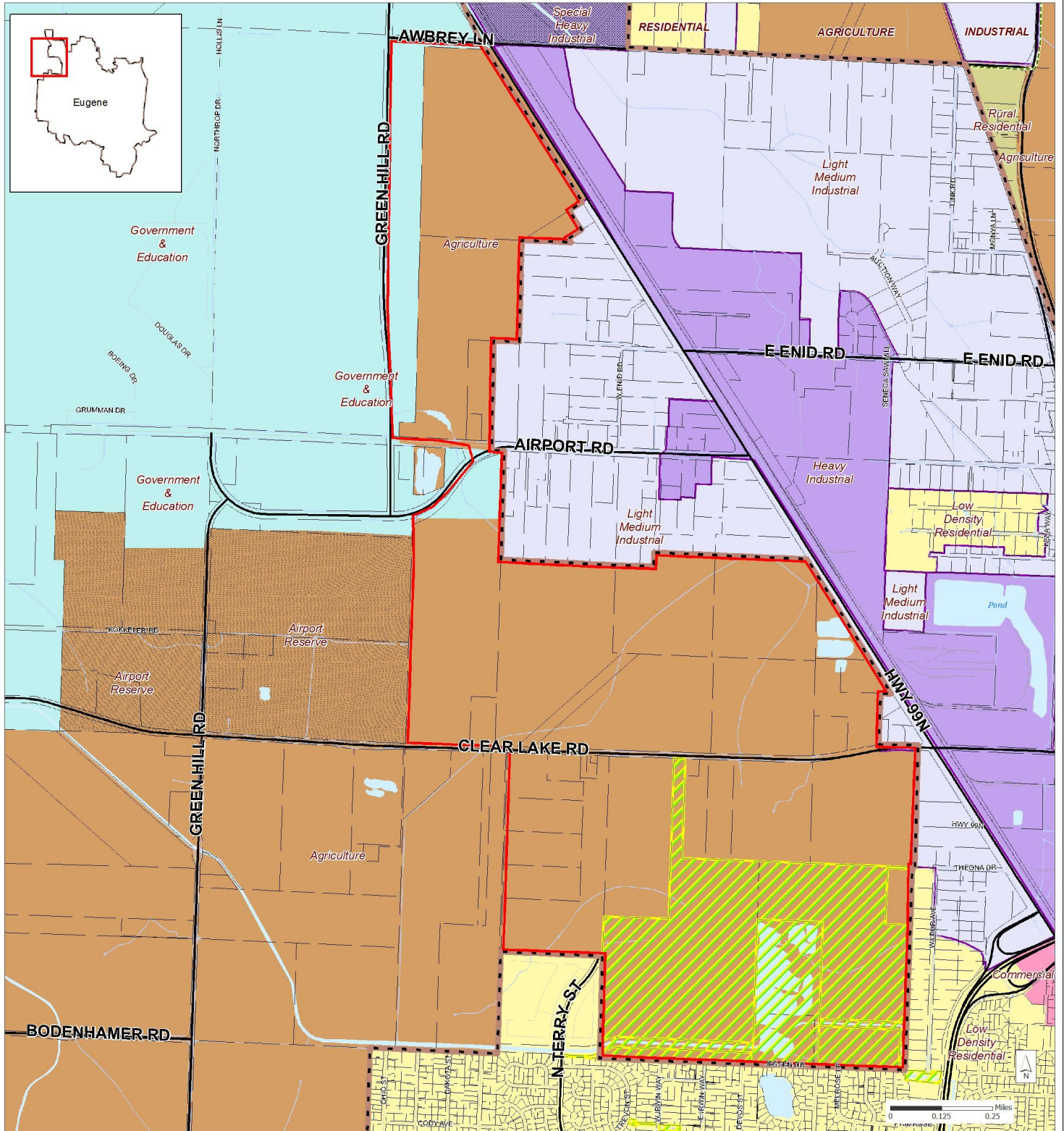
- Clear Lake UGB Expansion Study Area
- Bailey Hill/Gimpl Hill UGB Expansion Study Area
- Russel Creek/LCC UGB Expansion Study Area

For each study area, two maps are provided. The first map shows the land use designation (planned use) for the properties within the study area, based on the *Metro Plan* or the *Lane County Rural Comprehensive Plan*. This map also identifies city-owned park lands.

The second map shows soils and natural resources. Agricultural soils (high value /Class I and II), forest soils (capable of producing 120 or greater cubic feet per acre per year of wood fiber), and hydric soils, (typically soils developed under sufficiently wet conditions to support the growth and regeneration of hydrophytic vegetation) are identified. Protect wetlands, the 100 year floodplain and 20-foot contours are also shown.

UGB Expansion Study Area: Clear Lake

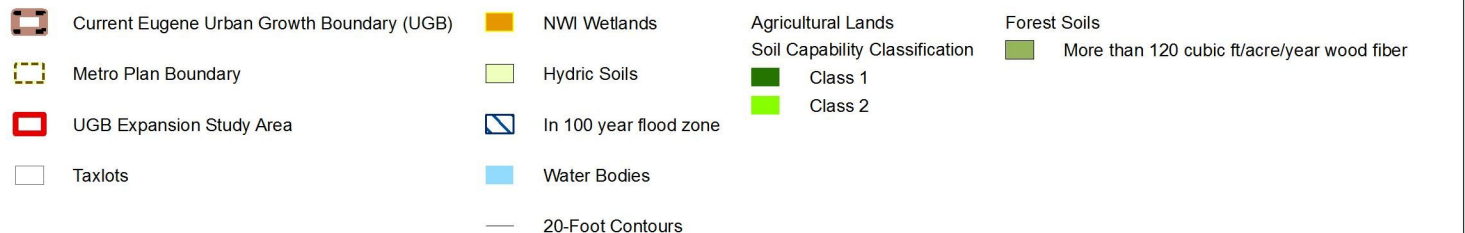
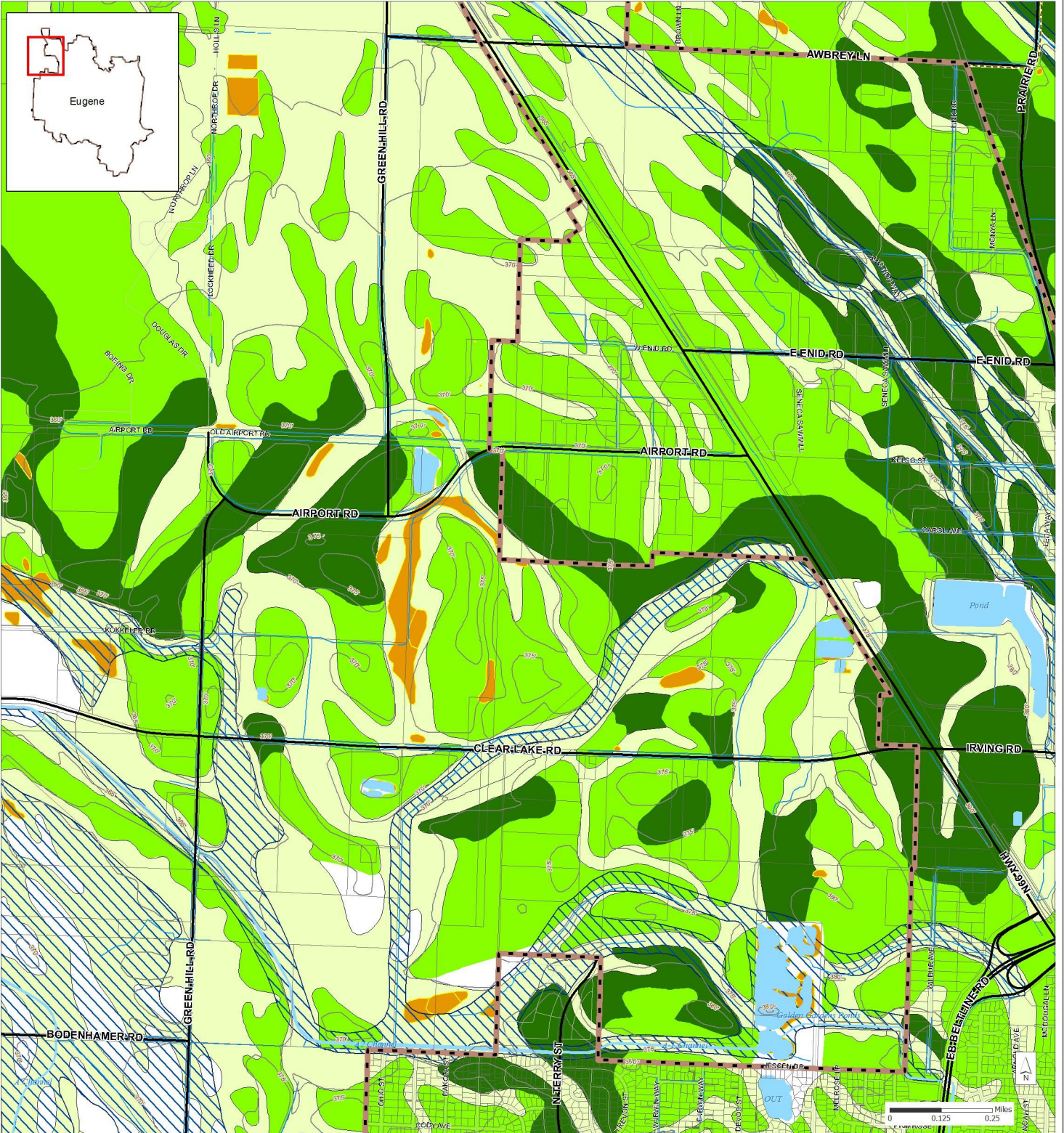
Plan Designations



- Metro Plan Boundary
- Taxlots
- Current Eugene Urban Growth Boundary (UGB)
- City of Eugene Park / Open Space (POS)
- UGB Expansion Study Area
- Water Bodies

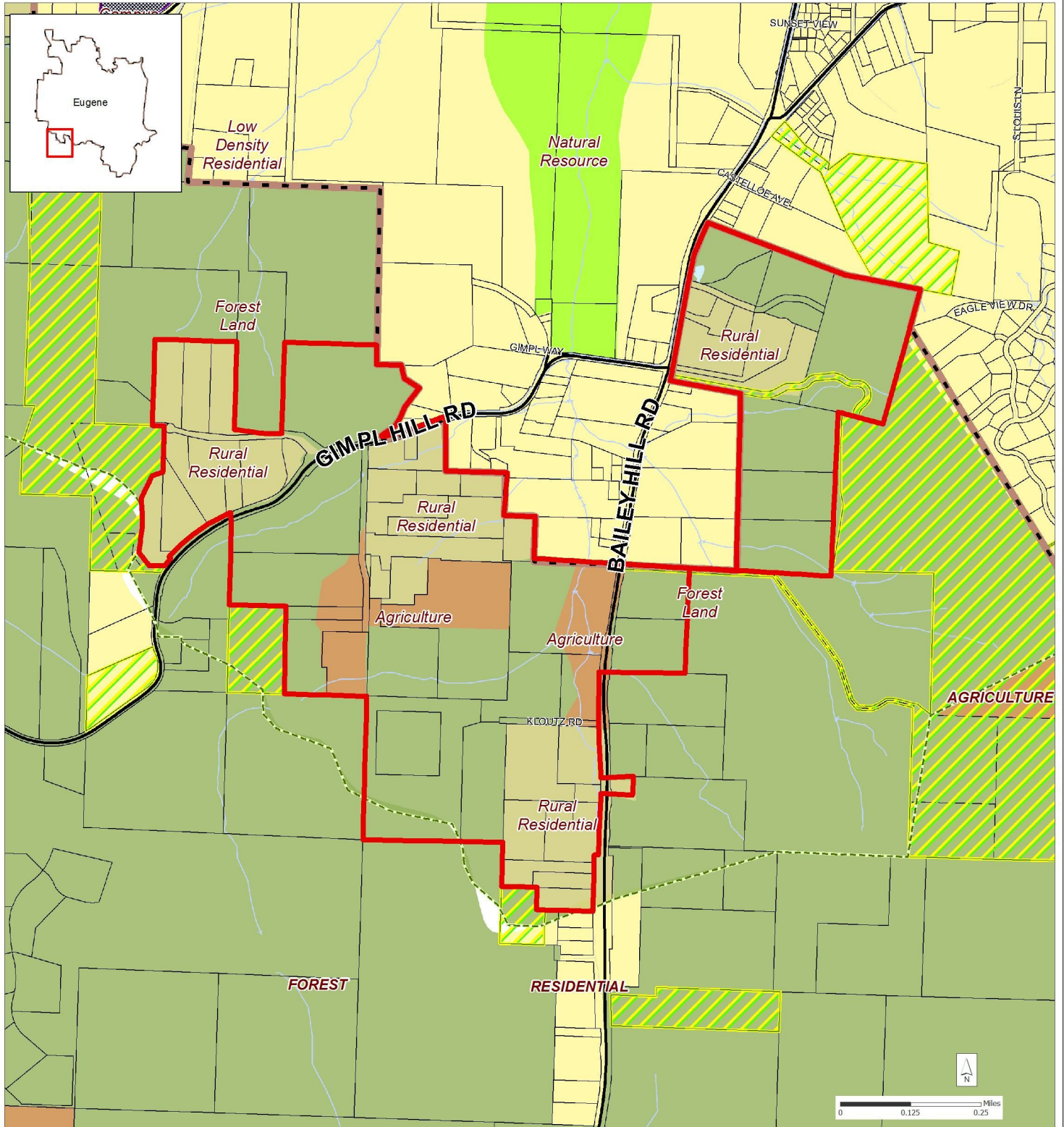
UGB Expansion Study Area: Clear Lake

Soils and Natural Resources

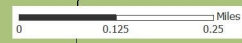


UGB Expansion Study Area: Bailey Hill/Gimpl Hill

Plan Designations



- Metro Plan Boundary
- Current Eugene Urban Growth Boundary (UGB)
- UGB Expansion Study Area
- Taxlots
- City of Eugene Park / Open Space (POS)
- Water Bodies

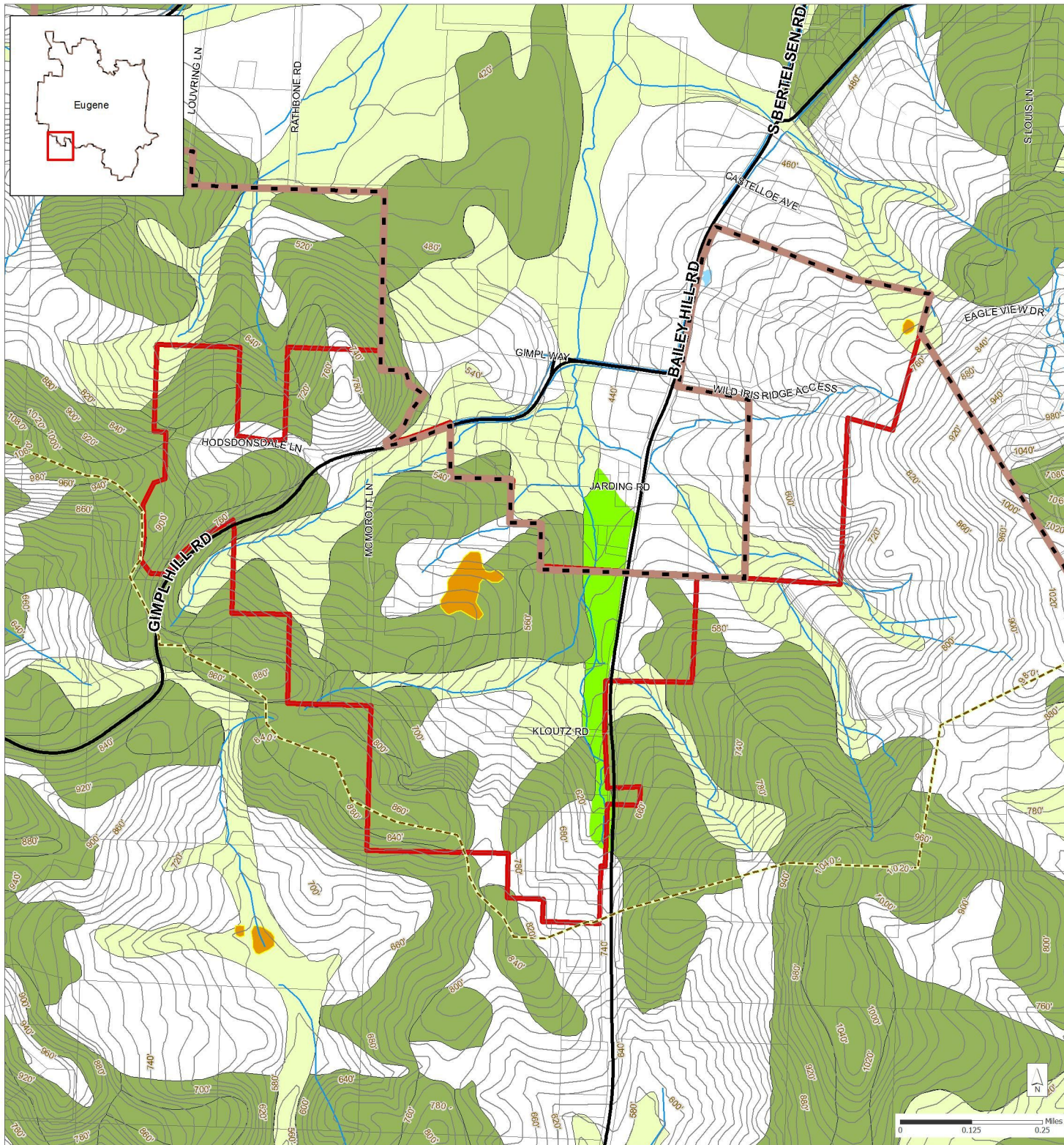


UGB Expansion Study Area: Bailey Hill/Gimpl Hill

Soils and Natural Resources



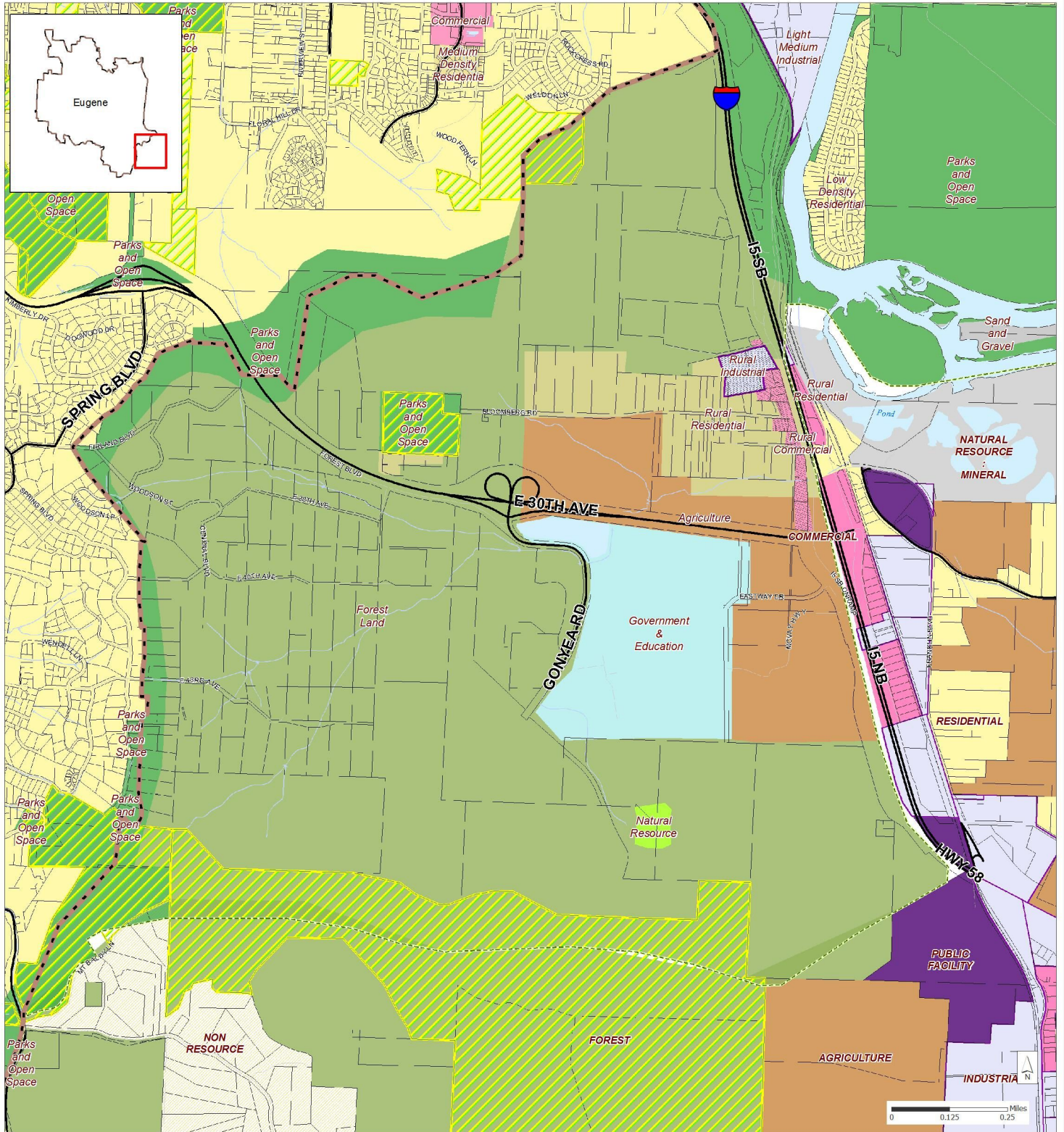
envision
Eugene



- | | | | |
|--|------------------------|---------------------------------------|---|
| Current Eugene Urban Growth Boundary (UGB) | NWI Wetlands | Agricultural Lands | Forest Soils |
| Metro Plan Boundary | Hydric Soils | Soil Capability Classification | More than 120 cubic ft/acre/year wood fiber |
| UGB Expansion Study Area | In 100 year flood zone | Class 1 | Class 2 |
| Taxlots | Water Bodies | Class 2 | |
| | 20-Foot Contours | | |

UGB Expansion Study Area: Russel Creek Basin / LCC

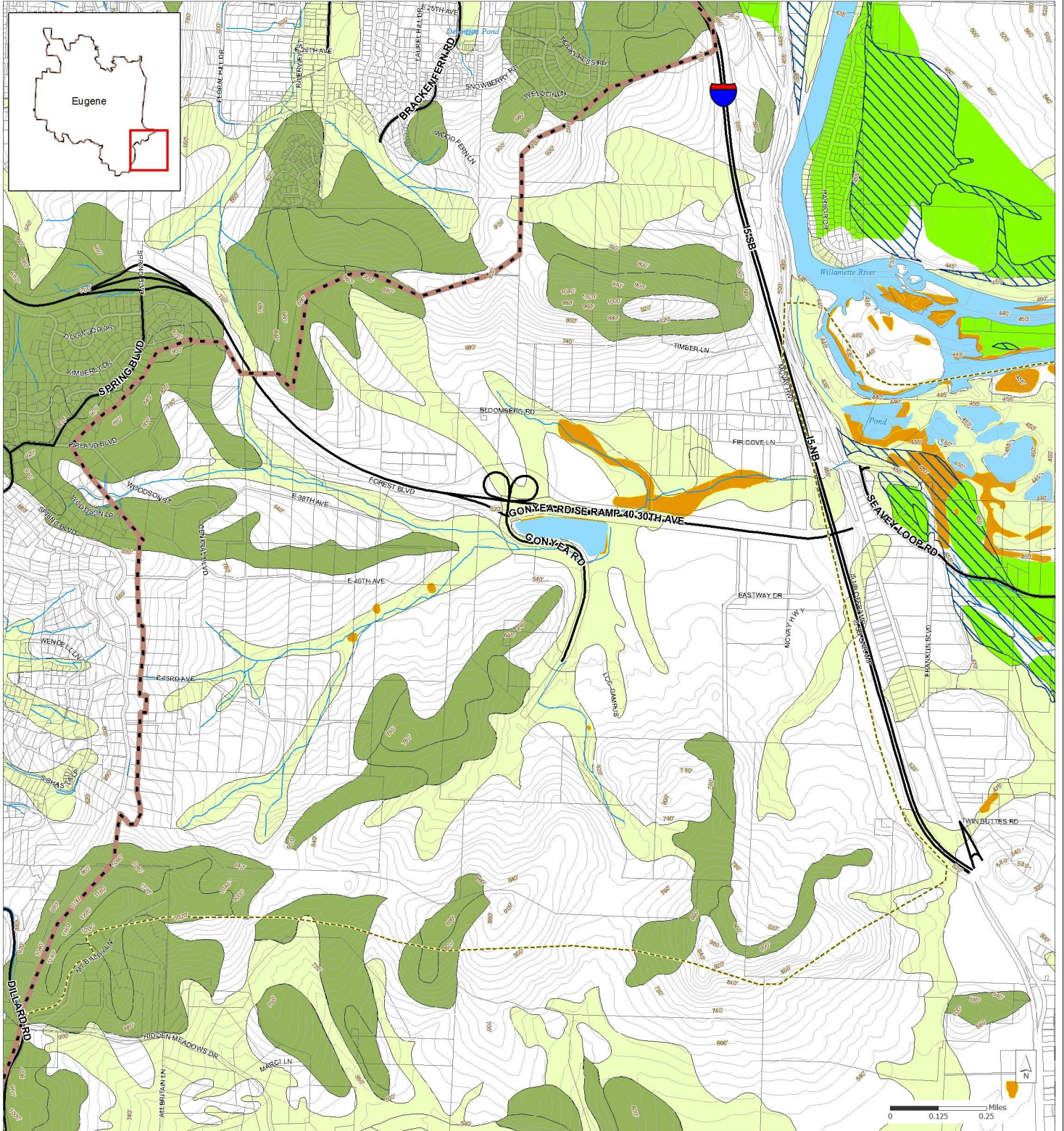
Plan Designations



- Metro Plan Boundary
- Taxlots
- Current Eugene Urban Growth Boundary (UGB)
- City of Eugene Park / Open Space (POS)
- Water Bodies

UGB Expansion Study Area: Russel Creek Basin / LCC

Soils and Natural Resources



- | | | | |
|--|------------------------|--------------------------------|---|
| Current Eugene Urban Growth Boundary (UGB) | NWI Wetlands | Agricultural Lands | Forest Soils |
| Metro Plan Boundary | Hydric Soils | Soil Capability Classification | More than 120 cubic ft/acre/year wood fiber |
| Taxlots | In 100 year flood zone | Class 1 | Class 2 |
| | Water Bodies | Class 2 | |
| | 20-Foot Contours | | |

Envision Eugene -- Technical Components

Decision Point	City Manager's Recommendation	Staff Next Steps Based on Recommendation
Commercial & Industrial Lands		
1. What job growth rate should be used?	Direct staff to plan for a job growth rate of 1.4%	Defines number of jobs to be planned for. See next steps for Land for Commercial Jobs and Industrial Jobs
Land For Commercial Jobs		
2. How to plan for commercial jobs?	<p>A. Initiate code and/or plan amendments to accommodate approximately 1,100 commercial jobs in the existing UGB by adding flexibility for parcels of up to 10-acres that are currently designated for Campus Industrial uses</p> <p>B. Initiate code and/or plan amendments to accommodate approximately 1,700 commercial jobs in the existing UGB by adding flexibility for, and/or re-designating, parcels of up to 10 acres that are currently designated for Industrial uses</p> <p>C. Accommodate approximately 400 commercial jobs by increasing the likelihood of redevelopment of land within the current UGB for commercial uses in the downtown, along transit corridors and in core commercial areas: (1) Initiate code and/or plan amendments that remove barriers to redevelopment activity; (2) Direct staff to identify potential incentives; and (3) Direct staff to pursue Area Planning as a process to address compatibility with existing neighborhoods</p>	<p>A. Commence a study of Campus Industrial sites that are suited to flexible uses and prepare materials for code and/or plan amendments</p> <p>B. Commence a study of Industrial sites that are suited to flexible uses and/or re-designation and prepare materials for code and/or plan amendments</p> <p>C. (1) Prepare materials for code and/or amendments (2) Analyze and recommend potential incentives such as restructured SDC's, land assembly, grants, capital improvements, loans, public/private partnerships, limited-duration tax exemptions, tax increment financing (3) Continue implementation efforts for Area Planning</p>

Land for Industrial Jobs	
3. How to plan for industrial jobs?	<p>A. Accommodate approximately 3, 10-20 acre industrial sites within the current UGB through land efficiency measures: (1) Direct staff to pursue resources necessary to remediate 2, 10-20 acre brownfield industrial sites; and (2) Direct staff to identify potential industrial sites that are less than 10 acres in size for parcel assembly to create 1, 10-20 acre sites</p> <p>B. Accommodate approximately 12, 10-100 acre industrial sites through an expansion of the UGB: (1) Direct staff to pursue additional analysis of land in the Clear Lake Road area for suitability for the following industrial expansion sites: -5 sites in the 10-20 acre size range -2 site in the 20-50 acre size range -3 sites in the 50-75 acre size range -2 sites in the 75-100 acre size range</p>
Residential Lands	
1. What housing mix should be used?	Direct staff to plan for a housing mix of 55% single-family/ 45% multi-family
Land for Multi-Family Homes	
2. How to plan for multi-family homes?	<p>A. Initiate plan and code amendment to re-designate the former Naval Reserve site on 13th Avenue to MDR to accommodate approximately 30 multi-family homes on land that is currently designated for Government and Education use</p> <p>B. Accommodate approximately 1,600 multi-family homes by increasing the likelihood of redevelopment of land for multi-family housing in the downtown, along transit corridors and in core commercial areas: (1) Initiate code amendments that remove barriers to redevelopment activity in those areas (2) Direct staff to identify potential incentives (3) Direct staff to pursue Area Planning and Opportunity Siting as processes to identify suitable areas for additional density that address compatibility with existing neighborhoods</p>
	<p>A. (1) Identify and pursue funding sources (2) Inventory and catalog brownfield sites (3) Inventory and catalog potential parcels for assembly</p> <p>B. Using the Goal 14 process, identify specific sites within the Clear Lake Road area for inclusion in the UGB</p>
	<p>Defines number of housing types to be planned for. See next steps for Land for Single-Family Homes and Multi-Family Homes.</p>
	<p>A. Prepare materials for re-designation of former Naval Reserve site</p> <p>C. (1) Prepare materials for code amendments (2) Analysis and eventual recommendation for potential incentives such as restructured SDC's, land assembly, grants, capital improvements, loans, public/private partnerships, limited-duration tax exemptions, tax increment financing (3) Continue implementation efforts for Area Planning and Opportunity Siting</p>

Land for Single-Family Homes	
3. How to plan for single-family homes?	<p>A. Initiate plan and/or code amendments to accommodate approximately 650 single-family homes on land that is currently designated for multi-family homes</p> <p>B. Accommodate approximately 160 single-family homes through land efficiency measures: (1) Initiate code and/or plan amendments to allow and promote secondary dwelling units and alley access lots (2) Direct staff to identify potential incentives</p> <p>C. Initiate plan amendments to accommodate additional single-family homes by planning for infrastructure extensions to serve vacant and partially vacant areas inside the UGB that are currently not served</p> <p>D. Accommodate approximately 910 single-family homes through an expansion of the UGB: (1) Direct staff to pursue additional analysis of land in 3 potential expansion areas: -Clear Lake Road Area -Bailey Hill/ Gimpl Hill Area -Russel Creek Area</p>
<p>A. (1) Prepare materials for re-designation of north Eugene sites (2) Commence high-level master planning of west Eugene site to identify specific parcels for re-designation, prepare materials for re-designation of west Eugene site</p> <p>B. (1) Prepare materials for code amendments (2) Analysis and eventual recommendation for potential fee incentives such as restructured System Development Charges (SDC's) and permitting fees</p> <p>C. (1) Identify specific areas and amend Public Facility Plan (2) Identify specific areas and amend Transportation System Plan in conjunction with the TSP update</p> <p>D. Using the Goal 14 process, identify specific sites for inclusion in the UGB</p>	
Land for Parks and Schools	
1. How to plan for schools?	Direct staff to , if legally possible, include in the proposed UGB expansion 80 acres owned by Bethel School District, south of Clear Lake Road
2. How to plan for parks?	Direct staff to , if legally possible, include in the proposed UGB expansion: -223 acres owned by the City of Eugene, south of Clear Lake Road for Golden Gardens Community Park -19 acres owned by the City of Eugene, south of River Loop 2 for Santa Clara Community Park
<p>Goal 14 process</p> <p>Goal 14 process</p>	