

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Joint Meeting with Lane Community College Board of Education

Meeting Date: September 24, 2012
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: A
Staff Contact: Lisa Gardner
Contact Telephone Number: 541-682-5245

ISSUE STATEMENT

This is a joint meeting of the local elected officials of the City of Eugene and Lane Community College (LCC). The focus of this work session is to provide status reports and updates on some key projects of mutual interest.

BACKGROUND

This is the first scheduled meeting of the Eugene City Council and the Lane Community College Board of Education. The purpose of this meeting is to discuss issues and projects of interest to both bodies and to share information on items of mutual interest.

Downtown Campus Opening and Potential Re-use of Willamette Street Building

The LCC Downtown Campus is a landmark project for education, business and the community. The innovative design and features of the campus will allow Lane to increase training and services, meet sustainability goals, and contribute to the regional economy.

The campus includes two connected buildings located on a half-block site in downtown Eugene, Oregon—an Academic Building providing instructional and service programs, and a Student Housing building offering apartments. The opening of the campus, including the residential building, will bring a significant number of students and residents to the downtown core, providing economic development opportunities for both existing and new downtown businesses, and contributing to the Envision Eugene policy goals of increased multi-family housing opportunities in the downtown core.

Titan Court, the student apartment building, officially opened on Tuesday, September 18, with a grand opening ceremony featuring Mayor Piercy, LCC President Mary Spilde, Dave Hauser from the Eugene Chamber of Commerce, and other local business owners, community leaders and residents. The opening marks years of careful planning, effective partnerships, and the support of both the business community and the citizens of Lane County as a whole.

Update on LCC Strategic Plan

In February of this year, the Joint Elected Officials (JEO) were given a presentation on the Lane Community College Conceptual Master Plan by Sonya Christian, from LCC, and Mark Gillem and Barry Gordon from the University of Oregon. The presentation focused on LCC's vision of its future. The vision described is of expanding opportunities to better serve the community's educational and service

needs. The college sees its future in becoming more involved and integrated with its larger community in a sustainable way. This involves pursuing several initiatives starting with developing college-owned properties and continuing with exploring ways to partner with others (private or public entities) to create a variety of facilities that educate students or provide services needed by a neighborhood, improving the transportation network and finding ways to increase the financial base of the college.

The presentation on February 23 shared a conceptual framework for developing various types of facilities on the main campus and an improved design for 30th Avenue along with a new I-5 interchange. Future plans reflect a desire by the college to seek opportunities for entrepreneurial developments throughout Eugene, Springfield, Glenwood and surrounding area wherever educational or service needs exist.

This item provides an opportunity for updates on the master plan progress and further discussion and questions. A copy of the JEO February 23rd presentation is included as Attachment A.

Future Emx to 30th LCC Campus

In planning for future growth and expansion as reflected in the Long Range Plan, LCC has been working with the Lane Transit District (LTD) to discuss opportunities to improve transportation connections between the downtown Eugene campus, 30th Avenue Campus, as well as Glenwood and downtown Springfield.

In addition, LTD is seeking funding to complete an evaluation of all reasonable modal and multimodal alternatives and general alignment alternatives to address the transportation needs along the Highway 99/River Road corridors, and connecting to the downtown core via 6th and 7th avenues, and continuing southeast along the Amazon Parkway to Lane Community College. The analysis will engage the public and stakeholders that play a key role in achieving the economic development, affordable housing, and environmental sustainability outcomes for the City. The goal of the analysis will be to consider a range of transit alternatives, including various levels of BRT, and select the most appropriate transit mode to achieve the City's desired outcomes.

Key destinations in the project vicinity include University of Oregon (UO), downtown Eugene, Lane Community College, and several education institutions and commercial centers. UO enrolls 26,000 students and LCC enrolls 42,000. In addition to serving existing trip demand between downtown and the LCC 30th Avenue campus, a future EmX route to 30th would provide high efficiency transportation options to meet future development goals included in the LCC Conceptual Master Plan as well as potential future residential demand that is being considered for future study as part of Envision Eugene.

LTD staff attended the September 19 LCC Board of Education meeting. Materials included in that agenda packet are included as Attachment B.

Envision Eugene Recommendation to further Study Russel Creek Basin

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 project began in May 2010 with a series of community meetings and a year of collaborative and in-depth conversations with a wide variety of thoughtful and knowledgeable community members – the Community Resource Group.

In March of 2012, Envision Eugene: A Community Vision for 2032 was published for public comment and council consideration. The Vision included seven pillars aimed at reflecting the values of the

community, and serving as the foundation from which the draft recommendations were built. The Seven Pillars are:

- Provide ample economic opportunities for all community members
- Provide housing affordable to all income levels
- Plan for climate change and energy resiliency
- Promote compact urban development and efficient transportation options
- Protect, repair and enhance neighborhood livability
- Protect, restore, and enhance natural resources
- Provide for adaptable, flexible and collaborative implementation

On June 13, 2012, the council moved to direct the City Manager to prepare for a formal adoption process, planning documents to establish a new Urban Growth Boundary based on the pillars and strategies described in the Envision Eugene Draft Proposal from March 2012 as well as the Technical Components Document. The Envision Eugene Executive Summary is included as Attachment C, along with the Technical Components Document, included as attachment D.

In June, the council also directed staff to pursue additional analysis of the Russel Creek/Lane Community College basin area as a potential urban growth boundary expansion area for single-family housing. Additional technical analysis of this area (and several other areas) for housing is currently underway, including an inventory of natural resources and a more detailed study of utilities and services. A meeting was also held with area property owners to inform them of the study and answer questions. Draft results of the natural resources inventory are expected in October.

Following completion of the natural resources inventory, the study areas will be reviewed to ensure suitability for housing and consistency with state law requirements for urban growth boundary expansions. Refined recommendations for an urban growth boundary expansion will then be presented to the City Council.

RELATED CITY POLICIES

There are no specific City policies to be considered by the City Council at this meeting; it is a status update on several topics.

COUNCIL OPTIONS

No formal action is requested at this meeting. This meeting is for discussion purposes only.

CITY MANAGER'S RECOMMENDATION

Not applicable.

SUGGESTED MOTION

No motion is required.

ATTACHMENTS

- A. Joint Elected Officials February 23, 2012, Presentation on LCC Long-Range Planning
- B. Lane Community College and Lane Transit District Report prepared for Board of Education
September 19, 2012, Meeting
- C. Envision Eugene Executive Summary
- D. Envision Eugene Technical Components Document

FOR MORE INFORMATION

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Lane Community College

Long Range Planning

23 February 2012, Joint Elected Officials



ACHIEVING DREAMS

The Urban Design Lab
University of Oregon

Mark L. Gillem, PhD, AIA, AICP
Director

Barry I. Gordon, MLA, MCRP
Project Manager

Planning Mission

To create and meet opportunities that better **serve the community's** educational and service needs in a **sustainable** way by pursuing initiatives that develop College-owned property.

To explore ways to **partner** with private and public entities.

To create a variety of facilities that further education opportunities, provide services, and improve the transportation network for students and the community, while investigating ways to **increase the financial base** of the college.

Planning Vision and Goals

Lane Community College Master Plan Vision:

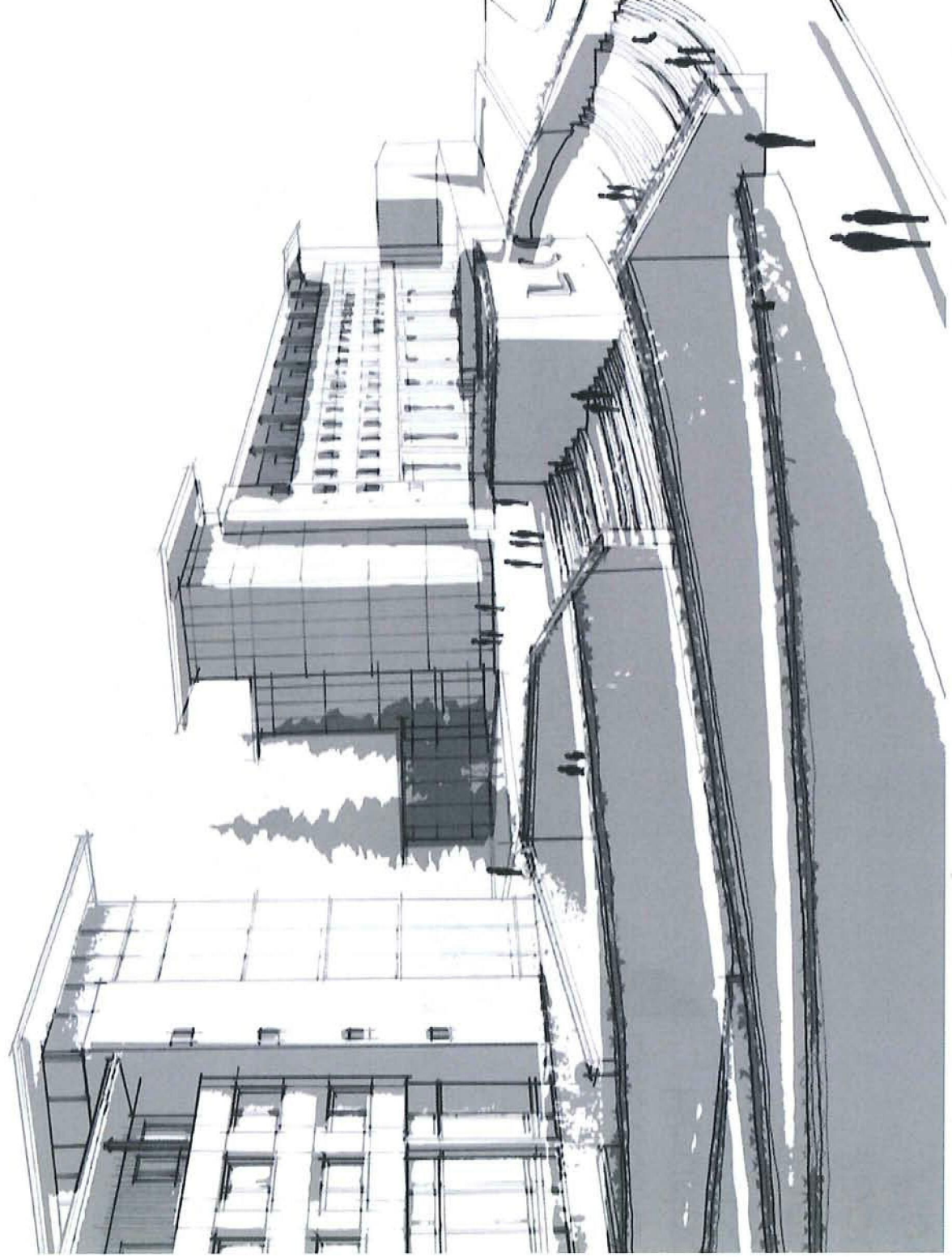
To create a campus that has appropriate infrastructure that fosters educational excellence through sustainable building and landscape practices organized around equitable accessibility contributing to a complete community.

Complete Community



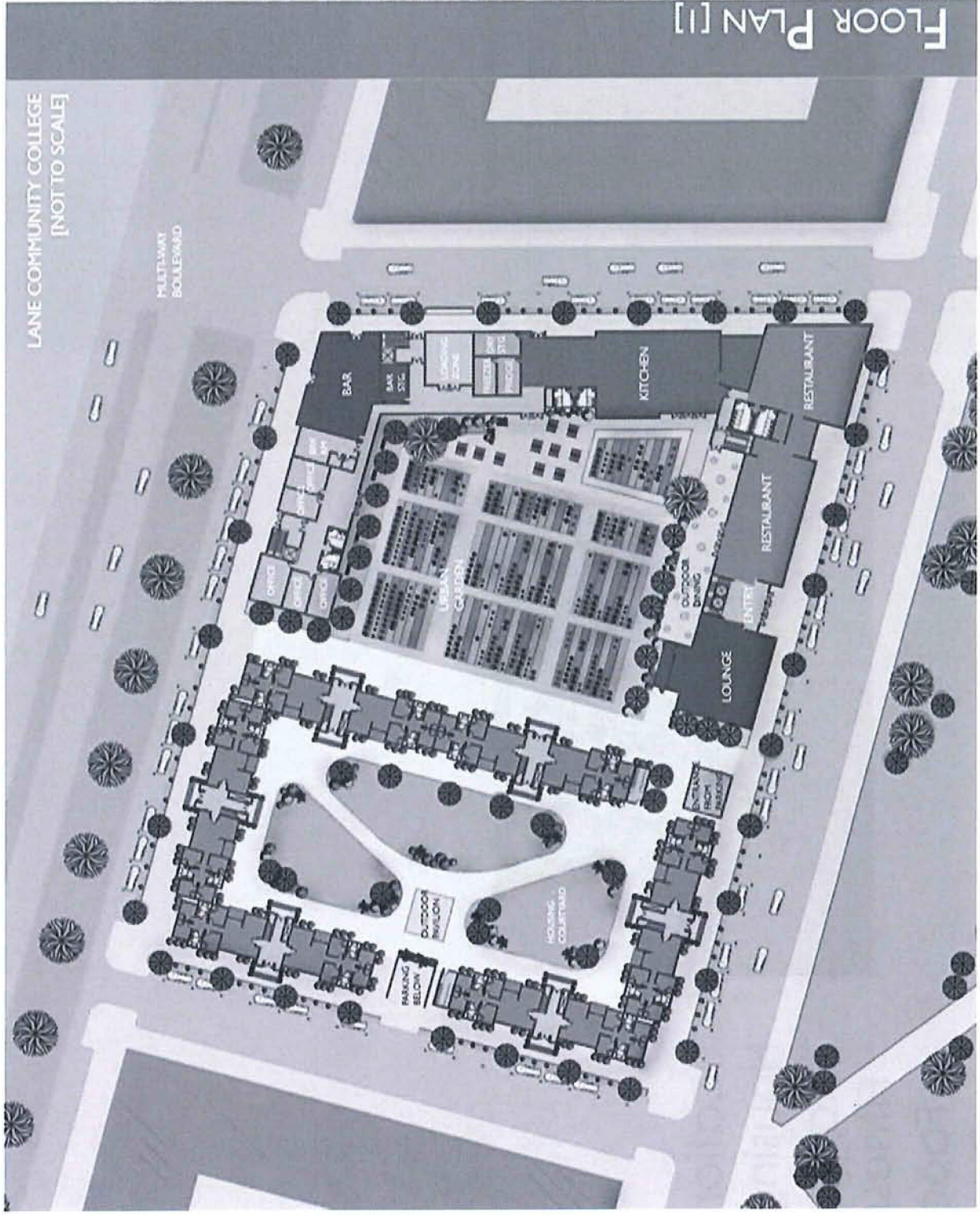
Education
Housing
Market
Fitness
Food
Play

Complete Community



Education
Housing
Market
Fitness
Food
Play

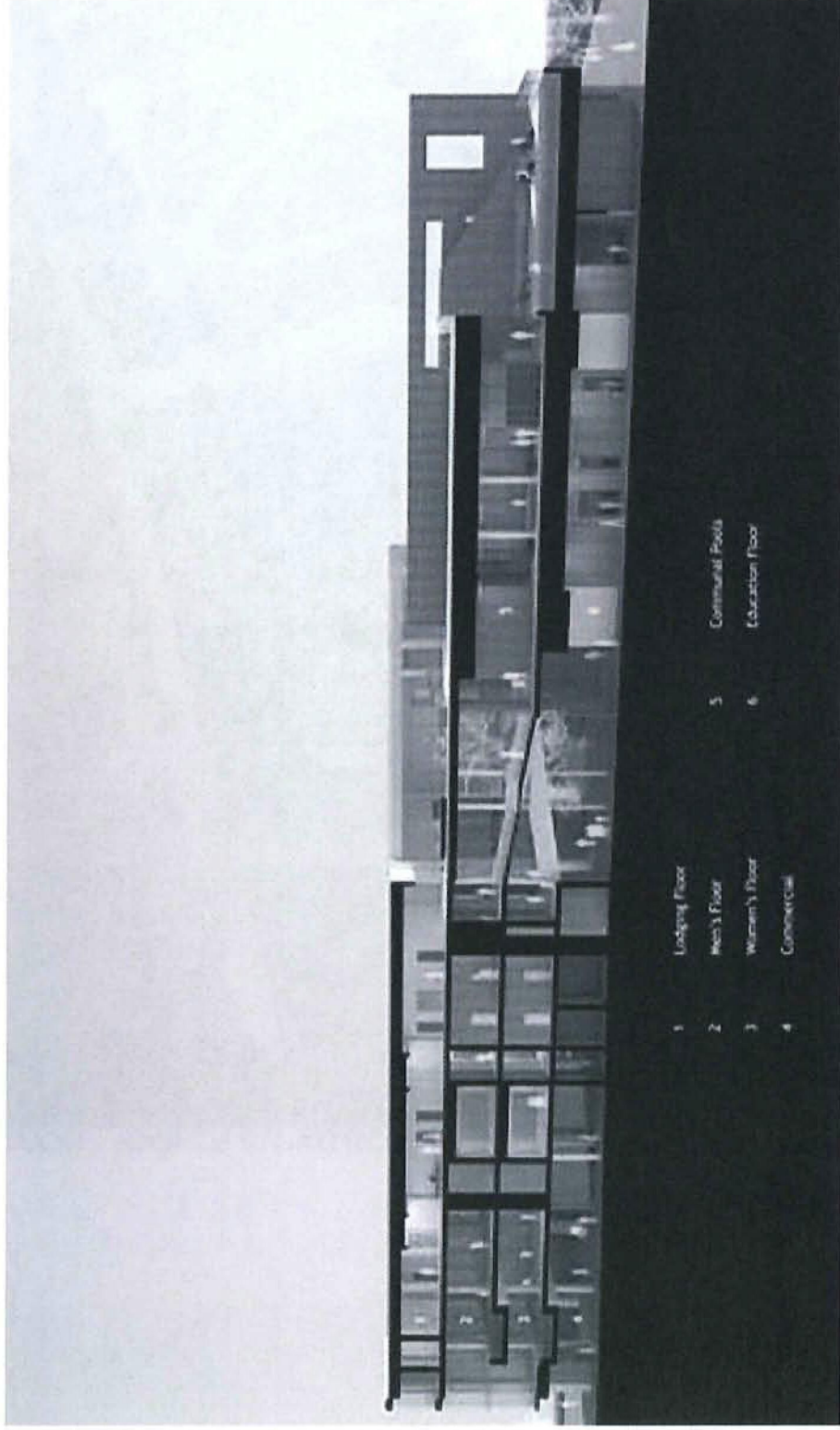
Complete Community



FLOOR PLAN [1]
CULINARY INSTITUTE - RESTAURANT - HOSPITALITY SCHOOL - HOUSING

- Education
- Housing
- Market
- Fitness
- Food
- Play

Complete Community



Education
Housing
Market
Fitness
Food
Play

- 1 Lodging Floor
- 2 Mech's Floor
- 3 Women's Floor
- 4 Commercial
- 5 Continential Pools
- 6 Education Floor

Complete Community



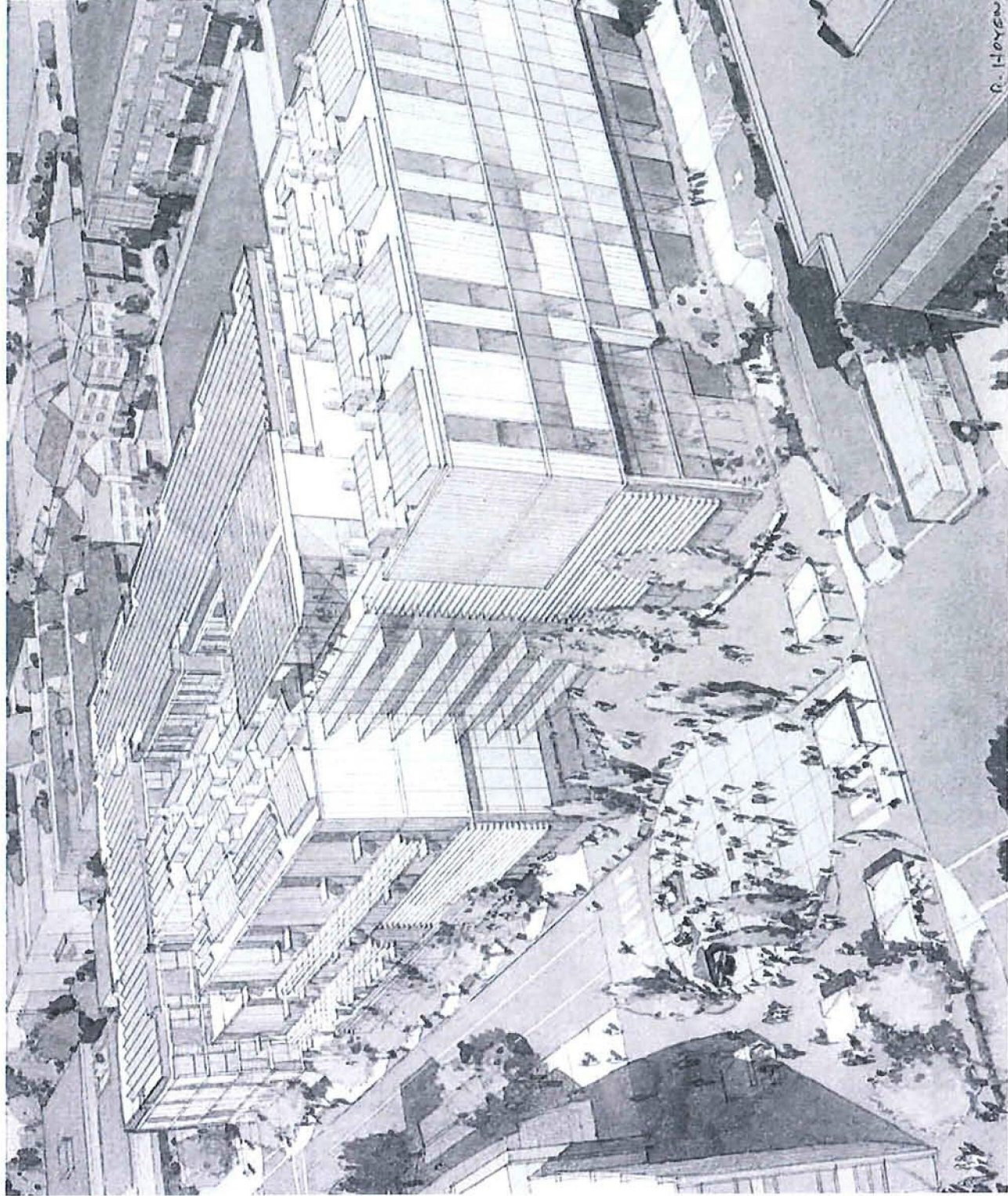
Education
Housing
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Play

Complete Community



Education
Housing
Market
Fitness
Food
Play

LCC Downtown Center



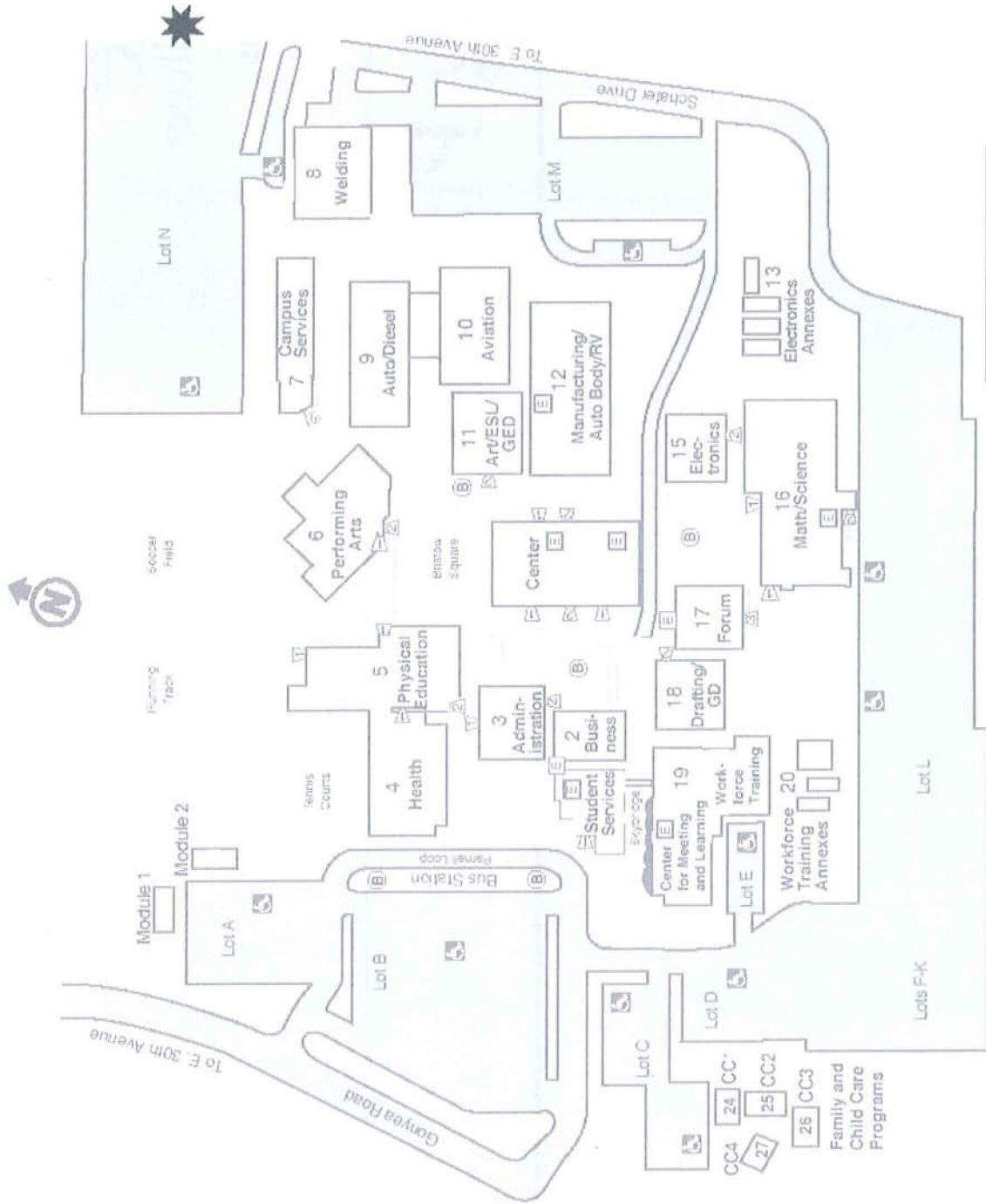
Housing
Market
Fitness
Food
Play
Education

What We Have



Classrooms
Parking

What We Have



Classrooms Parking



ACHIEVING **DREAMS**

Planning Process

Planning Process



Participation

100's

LCC Faculty, Staff, Students

29

Community Members

24

Local, City, State

3

Design Studios

40

UO Students



Phase 1: Visioning Workshops

Oct 09 – May 10

Phase 2: Conceptual Vision Documentation

May 10 – Oct 10

Phase 3: Regulatory Meetings and Interviews

Oct 10 – Apr 11

Phase 4: Workshop Area Development Plans

Apr 11 – Present

27 Workshops

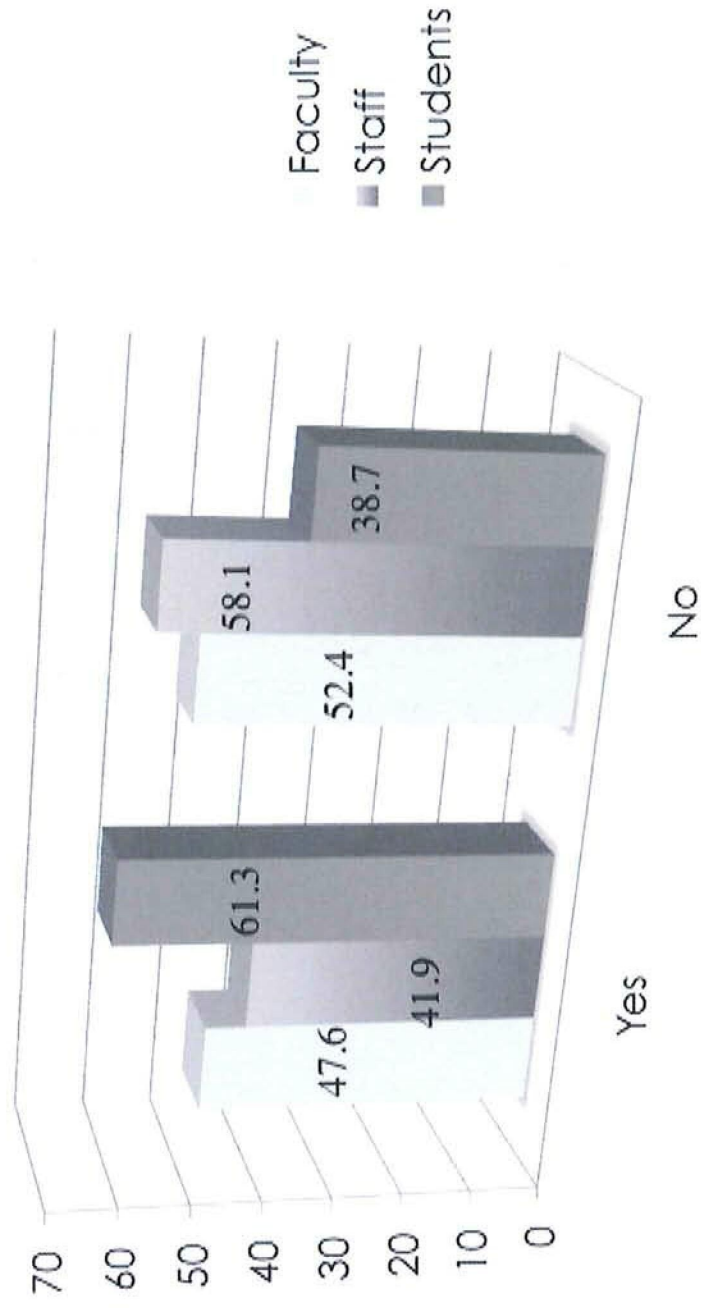
15 Reviews

2 Years, 4 Months

Community Survey

Sent to 14,000 emails; 1,454 completed surveys

Would you consider living on or near campus?

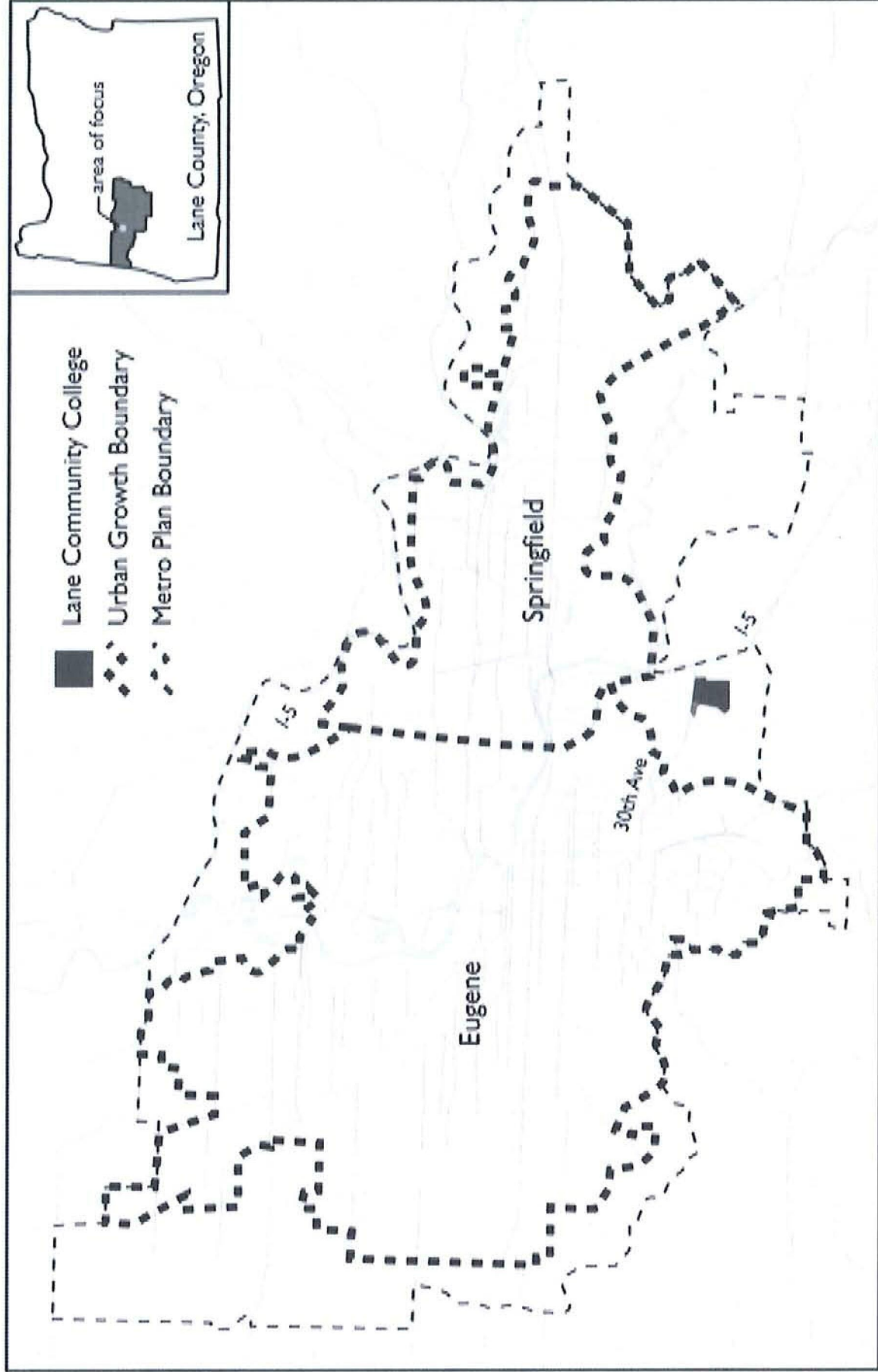




ACHIEVING DREAMS

Current Framework

Site Location



Existing Properties



Existing Conditions

Key

■ LCC Parcels

- a Main Parcel, 152 acres
- b West Parcel, 20 acres
- c North Parcel, 34 acres
- d LCC Forest, 127 acres

Non-LCC Parcels

- 1 Marquess Trust
- 2 Oak Hill School
- 3 Arlie & Co.
- 4 EWEB
- 5 LDS
- 6 Hoffman
- 7 Warren, Keller, Wrooth & Wikstrand

■ Suzame Arlie Ridgeline Trail Corridor



Overall Illustrative



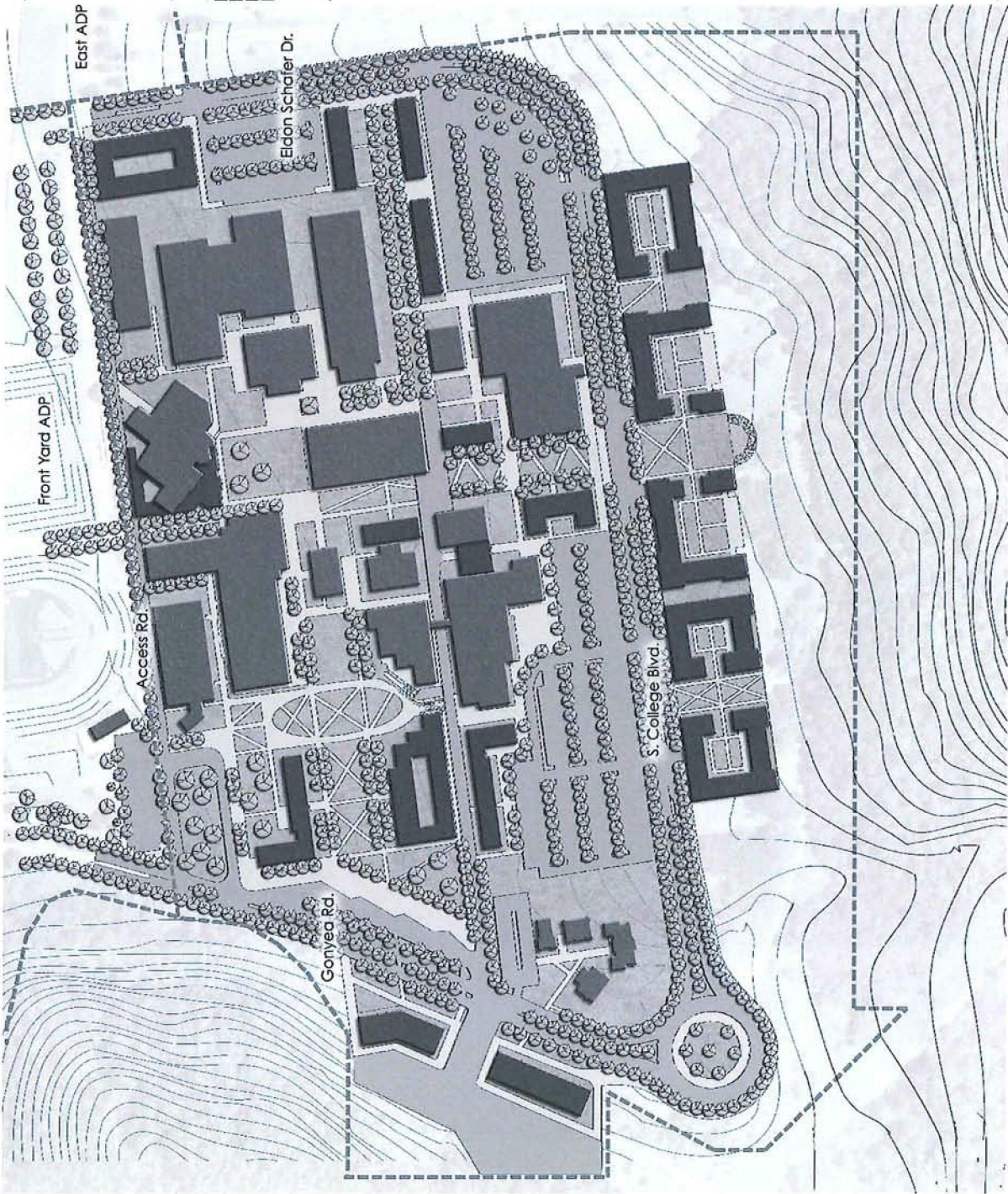
Overall Illustrative

Key

- Lane Parcels
- ⓐ North Side ADP
- ⓑ Front Yard ADP
- ⓒ East Side ADP
- ⓓ Core ADP
- ⓔ South East ADP



Campus Core ADP



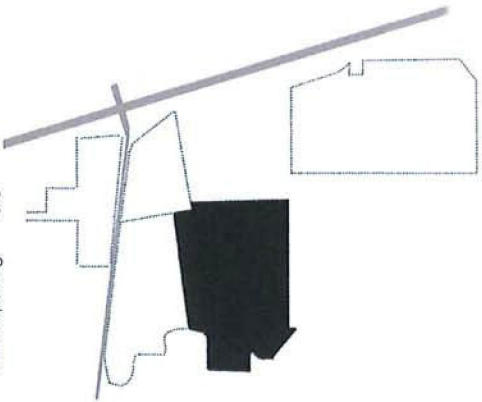
ICC CORE ADP Illustrative Plan

Vision

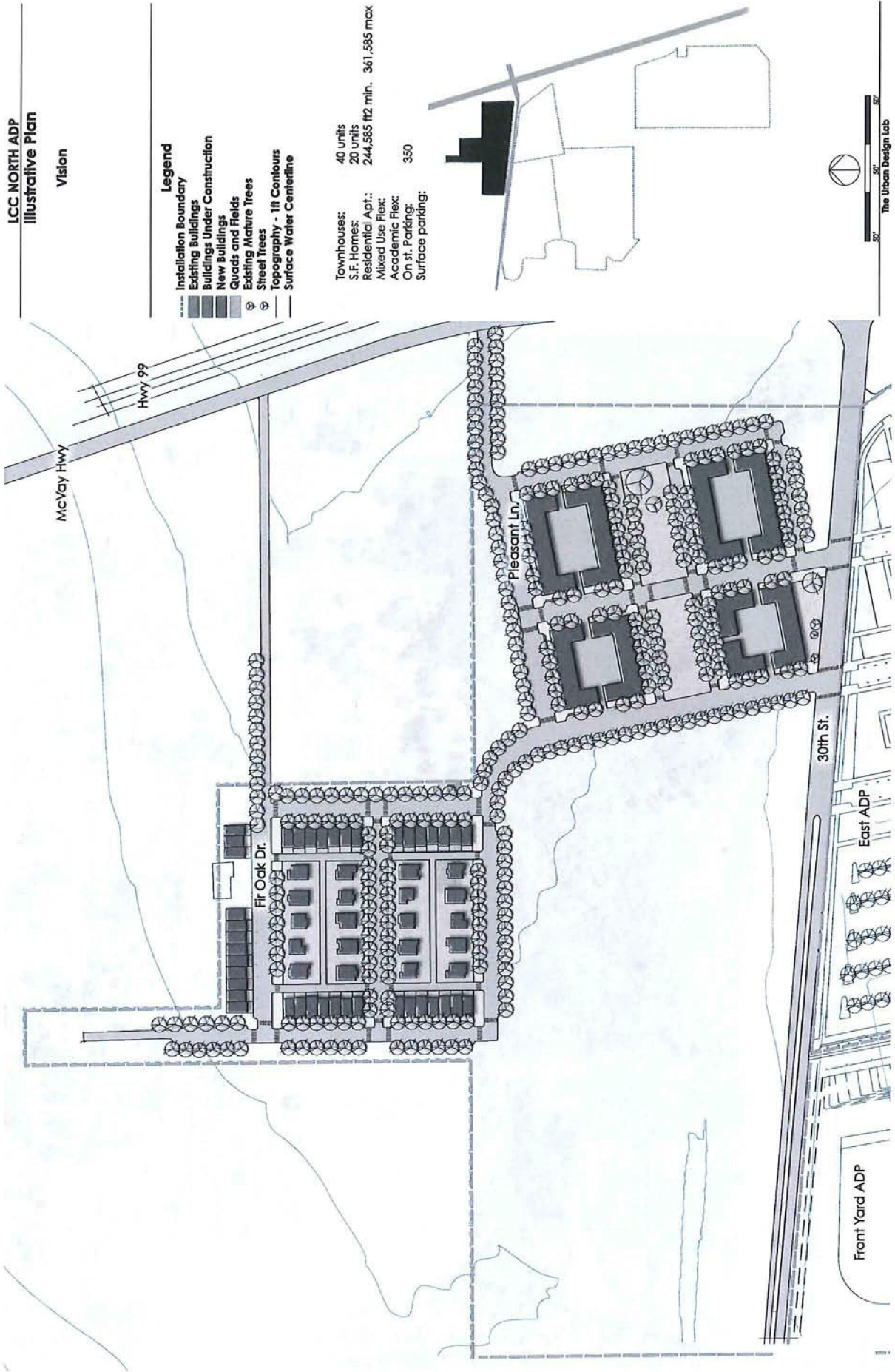
- Legend**
- Installation Boundary
 - Existing Buildings
 - Buildings Under Construction
 - New Buildings
 - Quads and Fields
 - Existing Mature Trees
 - Street Trees
 - Topography - 1ft Contours
 - Surface Water Centerline

Townhouses:

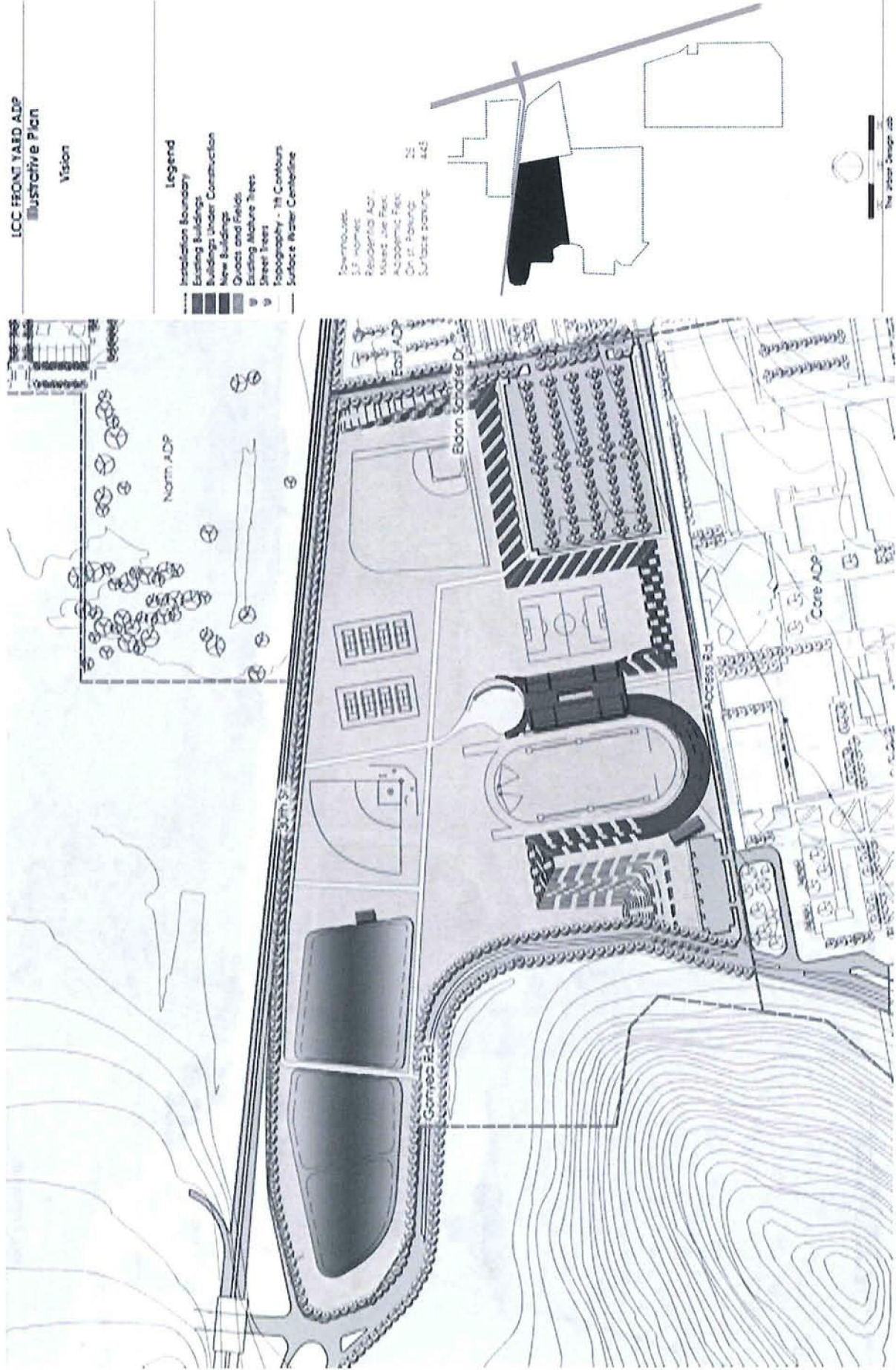
S.F. Homes:	350,244 ft2 min. - 466,942 max
Mixed Use Flex:	174,395 ft2 min. - 303,293 max
Academic Flex:	323
On st. Parking:	578
Surface parking:	



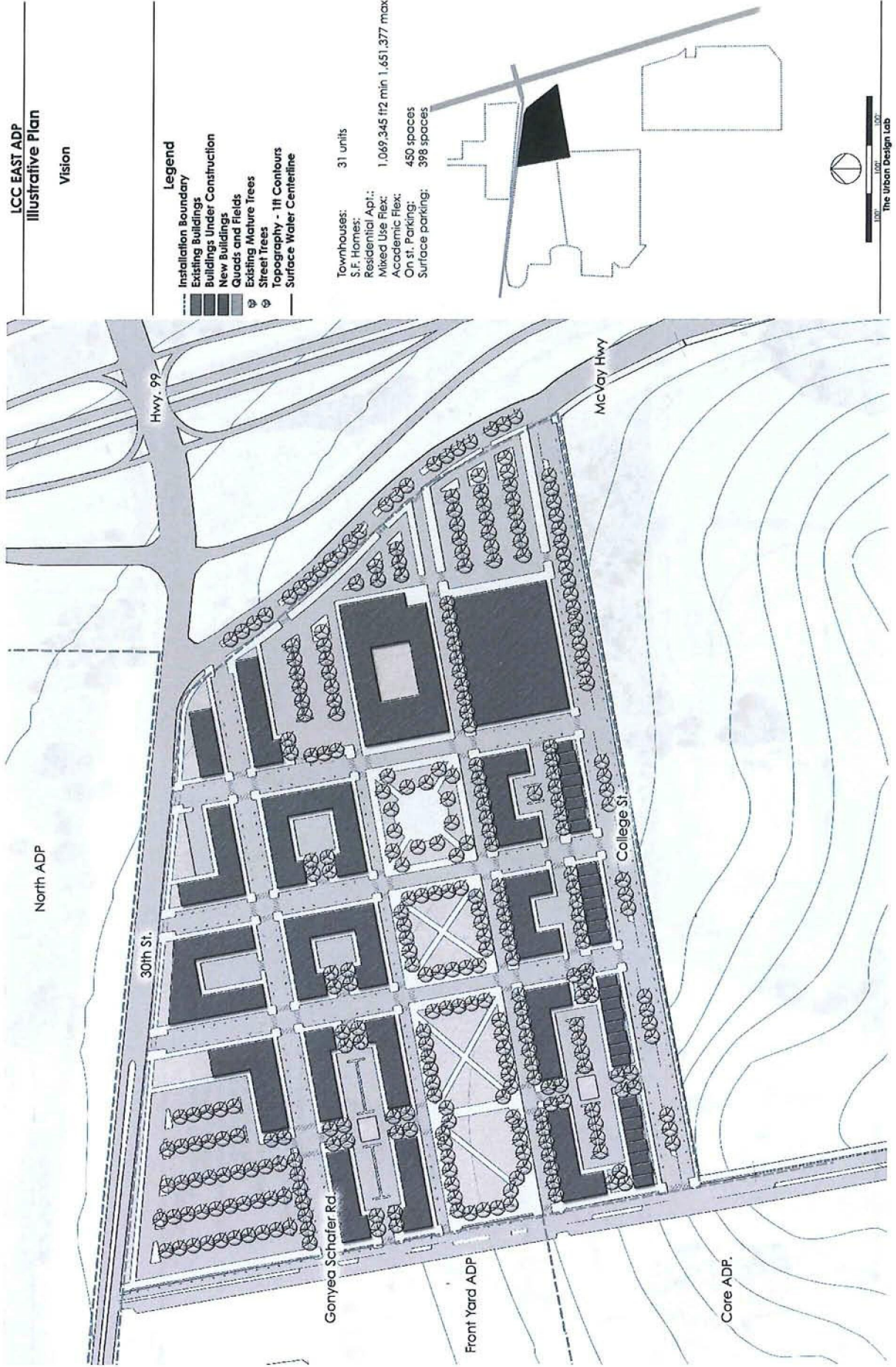
Northside ADP



Front Yard ADP



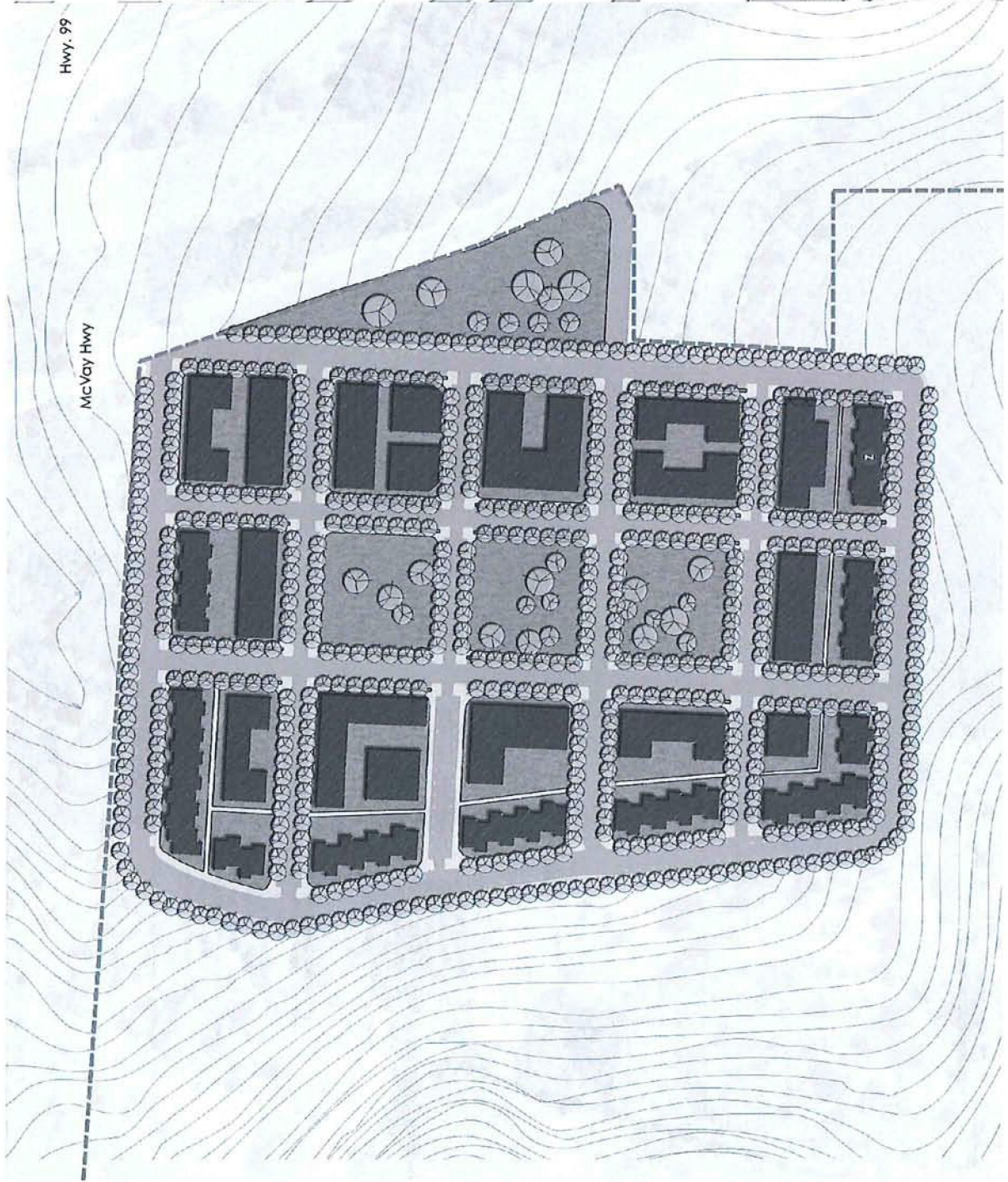
Eastside ADP



South East ADP

LCC SOUTH EAST ADP Illustrative Plan

Vision

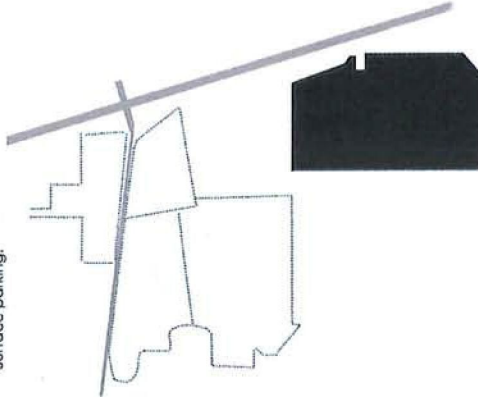


Legend

- Installation Boundary
- █ Existing Buildings
- █ Buildings Under Construction
- █ New Buildings
- █ Quads and Fields
- ⊗ Existing Mature Trees
- ⊗ Street Trees
- Topography - 1ft Contours
- Surface Water Centerline

Townhouses: 77 units

S.F. Homes:
Residential Apt.: 715,951 ft² min 1,027,321 max
Mixed Use Flex:
Academic Flex:
On st. Parking: 488
Surface parking:



100' 100' 100'
The Urban Design Lab

By The Numbers



By The Numbers

2,134 people
 Drive 10 miles a day
 5 days a week
 x 32 weeks a year
3,414,400 vehicle miles saved

3,414,400 vehicle miles saved
 x 1.1 lbs CO2 emission
3,755,840 lbs CO2 savings

1,600 vehicle miles saved pp
 x 0.127 cost/mile
\$203.20 Ave cost savings pp

\$203.20 Ave cost savings pp
 x 2134 people
\$433,629 Total cost savings



Overall Illustrative

Key

■ Lane Parcels

a North Side ADP

b Front Yard ADP

c East Side ADP

d Core ADP

e South East ADP



**Lane Community College and Lane Transit District
Report prepared for Board of Education
September 19, 2012**

Prepared by: Dennis Carr, Sonya Christian, Bob Mention



Lane Community College has had a long-standing and strong partnership with the Lane Transit District (LTD). The strength of this partnership is reflected in the integration of bus and alternative transportation design services and components into the west side of the main Lane Community College campus on 30th Avenue. There is a maximum limit of approximately 4400 parking spaces on the 30th Avenue campus, while there may be between 8,000 to 10,000 individuals visiting the main campus daily. Therefore, Lane is heavily dependent upon students and staff electing to travel to and from college facilities via bus. It is also important to note that as a public, not-for-profit employer, Lane Community College does not pay the standard LTD employer payroll tax subsidy to support bus transportation services throughout Lane County.

LTD has reciprocated the partnership with Lane Community College through establishment of a discounted group bus pass rate and service system that is jointly administered by the college and LTD on a term-by-term basis. LTD's discounted group bus pass program for the College is

available to all Lane students and staff who enroll in at least one credit class each academic term and pay the required “transportation fee.” The transportation fee is currently \$27.00/term, which covers the cost each quarter of the group bus pass, \$2.60 for the bus photo ID, with the remainder going to the College’s transportation fund. The transportation fee is set and adjusted periodically by the College, and all transportation fees collected by this means are directed to the College’s dedicated transportation fund that pays for the group bus pass contract with LTD, as well as paying for parking lot maintenance, painting/stripping of parking lots, emergency parking lots repairs, support for alternative transportation initiatives such as the Bike Lane program, and other transportation related needs.

The limitations on available parking spaces for passenger cars and trucks, especially on the 30th Avenue campus and at the downtown Eugene Lane Community College locations, make the partnership with LTD particularly important and beneficial for students and staff who may need to travel via bus between Lane’s various Eugene locations, as well as those students and staff who need to travel to and from Lane and the University of Oregon where parking is also extremely limited. LTD tracks the actual number of bus riders who arrive and depart from the 30th Avenue main campus. This data will be shared at the Board meeting by Andy Vobora, Director of Service Planning, Accessibility, and Marketing, LTD.

Given the high level of bus ridership, it is crucial for both Lane Community College and LTD to constantly assess and maintain maximum efficiencies

throughout the route systems that serve Lane’s various locations, the U of O and the main bus stations in Eugene and Springfield. On most weekdays between 8 am and 3 pm during fall, winter and spring terms it is customary to see fully loaded buses arriving and departing from the 30th Avenue campus bus station. In addition, during the past several years of higher student enrollment LTD has partnered at the start of several academic terms with both the College

and student leaders (Associated Students of Lane Community College - ASLCC) to add passenger capacity on the highest capacity bus routes.

Continue to Improve Accessibility, Convenience, and Sustainability of Public Transit

- Expand bus service as needed. Request that LTD analyze overload reports to help determine needs.
- Expand LTD group bus pass program to include employees.
- Advocate for keeping all Lane Community College bus lines operating over the summer.
- Advocate for a dedicated rapid transit route to Lane.
- Advocate for buses than run on more climate friendly fuels.
- Advocate for additional and expanded park-n-ride options.
- Plan for a light rail. Work with local governments to establish easements or right-of-ways. Work with local governments to develop a Glenwood-to-LCC corridor for a light rail & bike path.
- Promote bus riding to campus events.

Source: Lane’s Climate Action Plan. P 17.

The final important point to make about the value of the partnership between Lane Community College and Lane Transit District is to underscore the synchronicity of LTD’s commitment to high capacity (the volume we need) and high efficiency (the timing we need) in delivering bus passenger services to and for Lane Community College students and staff. The partnership with

LTD directly aligns with Lane's Sustainability core value and Strategic Direction and helps the College reduce our carbon footprint.

Lane's commitment to sustainability is reflected in expanded instructional efforts toward sustainability in our classrooms with programs such as renewable energy technology, water conservation and a sustainability coordinator degree. Consistent with Lane's Climate Action Plan, Lane also has a strong commitment through College Operations (Facilities, Management and Planning) to becoming carbon neutral and to helping educate the next generation of leaders about the importance of reducing emissions of greenhouse gases. Lane's partnership with LTD and Lane's appropriate and creative uses of the transportation fee to fund alternative transportation initiatives such as the Bike Lane program are entirely aligned with Lane's commitment to sustainable instructional and business practices. As a partner with the College LTD is also very committed to sustainable business and transportation practices. Point2Point Solutions, a user-friendly ride share program supported by LTD throughout their service area, is an excellent example of LTD's commitment to sustainable transportation practices.

Planning: Lane Community College, U of O, Eugene/Springfield and LTD

Lane Community College has a symbiotic relationship with its community. Both depend on and nourish each other. Lane is acutely aware of its responsibilities which include providing educational services and cooperating with public and private entities to improve the fabric of the community.

The new Downtown Campus project in Eugene is a recent example of the interaction of the college with its community. A significant amount of funds for the Downtown Campus project came from the city and city agencies worked with college architects and builders to bring the project into being. Private businesses and the Eugene Chamber of Commerce also assisted the college.

The college's Long Range Plan is another recent example of the relationship between public and private entities. The University of Oregon, the Oregon Department of Transportation, Lane County and the City of Springfield are involved as well as the Springfield Chamber of Commerce and Lane Transit District. All are working together harmoniously for the common good.

Transportation is important. Moving people in a safe, efficient, low-cost way is a significant benefit to the community in general and students in particular. The college and Lane Transit District have developed a special relationship since Lane's students come from all parts of its district; Veneta, Noti, Creswell, Cottage Grove, Oakridge and Mohawk as well as Eugene and Springfield. LTD has partnered with the college in a number of ways: Bus schedules and bus types have been adjusted to fit with class schedules, a low cost bus-pass system enables students to ride buses throughout the district and LTD provided financial assistance to the construction of the new bus station on campus.

Over the past year or so the Springfield Chamber of Commerce has sponsored meetings that have focused on the redevelopment of the Glenwood area. The vision is to transform Glenwood

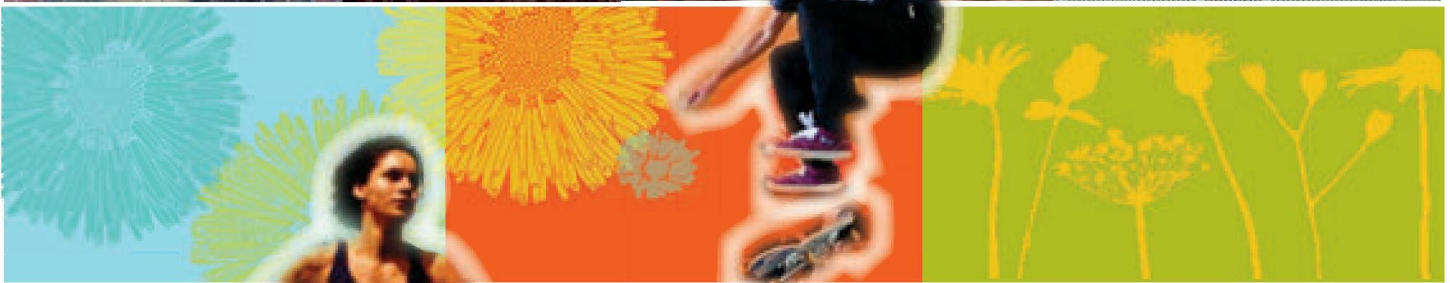
into a multi-use neighborhood comprised of businesses, apartments, recreation sites along the river, etc. LCC has participated with representatives from the State of Oregon, U of O, ODOT, LTD, Springfield, and private businesses to explore how each can contribute to the vision. An efficient transportation system is a necessary means to connect all of the participants with the vision. Relative to this LTD has received a Federal Grant to explore the feasibility of a way to quickly transport people between Springfield, Glenwood and Lane Community College. The college supports this idea because its students and staff would benefit from such a system.

The map shows a possible route for the proposed EmX from the intersection of beltline (Hwy 126) and Main street in east Springfield, then west on Main street through Springfield, across the Willamette river bridge to the intersection with Franklin Boulevard. Then south on Franklin over the railroad and I-5 bridges to intersect with McVey Highway until it intersects with 30th Avenue and then west to LCC.



Envision Eugene

A Community Vision for 2032



March 14, 2012

City of Eugene

Planning and Development Department

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Executive Summary



A Vision for Eugene

Communities are defined by their geography and natural surroundings, the buildings and structures they create, and the people that live in them. Reflecting these qualities in a plan for the future is a science and an art. Envision Eugene took on this task by engaging a broad spectrum of community members. Together they helped form the vision for Eugene and create the framework for a 20 year plan; the heart of our community is reflected through this work .

The seven pillars of Envision Eugene reflect the values of the community and are the foundation from which the draft recommendation emerged. Just as the pillars were developed by dedicated community members, the technical work that has taken place over the last year has been overseen and enriched by the expertise and passion of many volunteers.

The Seven Pillars of Envision Eugene

- Provide ample economic opportunities for all community members
- Provide housing affordable to all income levels
- Plan for climate change and energy resiliency
- Promote compact urban development and efficient transportation options
- Protect, repair, and enhance neighborhood livability
- Protect, restore, and enhance natural resources
- Provide for adaptable, flexible and collaborative implementation



Growing Responsibly

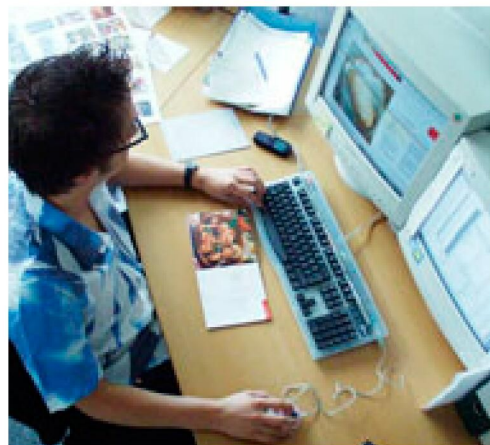
Eugene is expected to grow by an additional 34,000 people over the next 20 years. Developing a plan to accommodate Eugene's growth is critical to maintain the current livability and sense of place that we know and love. As we accommodate more people and jobs, we will need to expand the Urban Growth Boundary by a modest amount. The Urban Growth Boundary (UGB) is the line that delineates the urban services of the city from the farm and forest lands that surround us. Eugene has not had to expand its boundary by any significant extent since the boundary was established in 1982. As our population grows over the next 20 years by approximately 20%, there is a need to increase our UGB by only 3%. We propose doing this in the most responsible and thoughtful manner possible, understanding the importance of compact growth and preserving prime agricultural and forest lands.

Land for Jobs

According to the Oregon Employment Department, Eugene can expect up to 35,800 additional jobs in the next 20 years. Job growth is expected to outpace population growth in part because Eugene is the job center for the region. New jobs will also make up for job losses that we have experienced in the last several years. We must be poised for this job growth in ways that help increase the wages of those already living and working in Eugene. For several decades, Lane County's average wage has been lower than the state average. In the last 10 years, this gap has widened significantly to reflect an average local wage that is 11%-16% below the state average. This is a trend that our elected officials have committed to reversing. To bring that commitment to reality, there are many actions that must be undertaken.



- We must make better use of the land inside the current UGB. Through investments in redevelopment in the downtown, along key transit corridors, and in core commercial areas, additional commercial employment and multi-family housing will revitalize many parts of the community. There are also empty buildings for new and growing companies to retrofit and refill, as well as underutilized properties within the current UGB that need to be cleaned up and assembled to create larger lots that are suited for additional business and employment.



- We must provide enough land for businesses and jobs. Eugene has lost many locally grown businesses over the last several years because we did not have adequate land for them to be able to expand their operations. The reason to expand the UGB by approximately 475 acres for 12 new industrial sites is to provide enough land for local companies to expand and to attract new and sustainable businesses to the area.

- We must be flexible and prepared to take advantage of the next economy. Preparing Eugene for the next economy requires adding flexibility to how we define commercial and industrial jobs, how we use land, and how we approach development in our community. An additional study will determine where flexibility is appropriate and how best to achieve it.

Land for Homes

Approximately 15,000 additional homes are expected in the next 20 years. Some of these will be single-family homes and others will be multi-family homes like duplexes, apartments and condominiums.

- We must use our existing land wisely and efficiently. Future multi-family homes are planned to stay inside the current UGB, with a focus on downtown, key transit corridors and commercial areas. By investing in these areas, a more compact urban form can develop that is less dependent on cars as well as being more affordable and convenient for residents. This will also protect the character and livability of existing neighborhoods. Additional work is needed to create compatible transitions between areas of higher density housing and single-family neighborhoods in concert with the work of the infill compatibility standards project.
- We must continue to provide opportunities to meet our single-family housing demand. These homes will occur in large part on land that is inside the current UGB and is vacant or partially vacant. However, the UGB will be expanded by approximately 350 acres to accommodate the remaining 900 homes needed. This UGB expansion for single-family homes will occur in two separate areas that can be comprehensively planned for livable neighborhoods that have a rich mixture of schools, parks, homes, jobs and services close at hand.

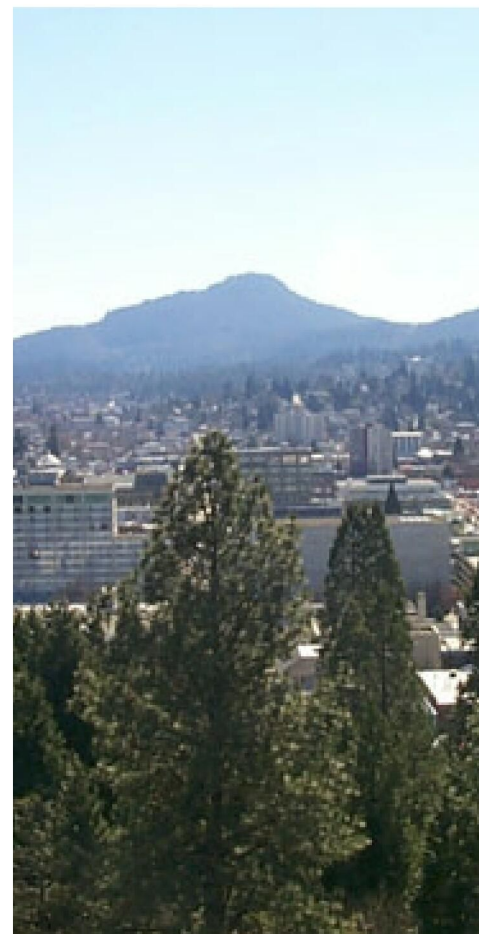
Land for Parks and Schools

Some of Eugene's most beloved assets are its numerous parks and open spaces that span from the ridgeline to the river, creating the very backbone of Eugene. As Eugene grows, its park system must also grow and this land has been accounted for both inside the current UGB, and in two expansion areas.

- We must continue to enhance our livability through parks. A community park for Santa Clara has long been a need in northwest Eugene, and bringing this land into the UGB is a first step towards its future development. Similarly, Golden Gardens Community Park in the Bethel area of West Eugene will be included in the new UGB.



- We must provide opportunities to expand our school facilities to accommodate growth. While land for schools remains fairly plentiful in many parts of Eugene, there is a need for an additional school facility for Bethel School District. A parcel of land owned by the School District, and adjacent to Golden Gardens is also included in the new UGB.



Expansion Need	Estimated Expansion Amount
Land for Jobs	12 sites (~ 475 acres*)
Land for Homes	910 homes (~ 350 acres**)
Land for Parks and Schools	322 acres

Summary

In summary, through the smart investment of limited resources we can focus new development on existing lands. In doing so, we create a more compact city that is economically revitalized and poised for a sustainable future. The addition of a modest amount of land to our UGB will address the needs for future jobs, homes, parks and schools.

This plan marks the beginning of a set of tasks that are needed to achieve the community’s vision. New tools will complement existing proven strategies for managing growth and realizing the community’s best outcomes. Detailed planning of key transit corridors and core commercial areas will be pursued to take a more focused look at specific areas of town that may be able to accommodate additional jobs and multi-family homes. As always, community involvement will be a cornerstone of this work. Improving Eugene’s land use code is also a significant goal of Envision Eugene.

Simplifying the regulatory framework and focusing on design will support the city’s desired urban form, fostering the type of development included in the vision. A five year cycle of monitoring, evaluating and adjusting will accompany this future work and help to ensure that tools stay relevant and we stay on course for a livable, sustainable, beautiful and prosperous Eugene.

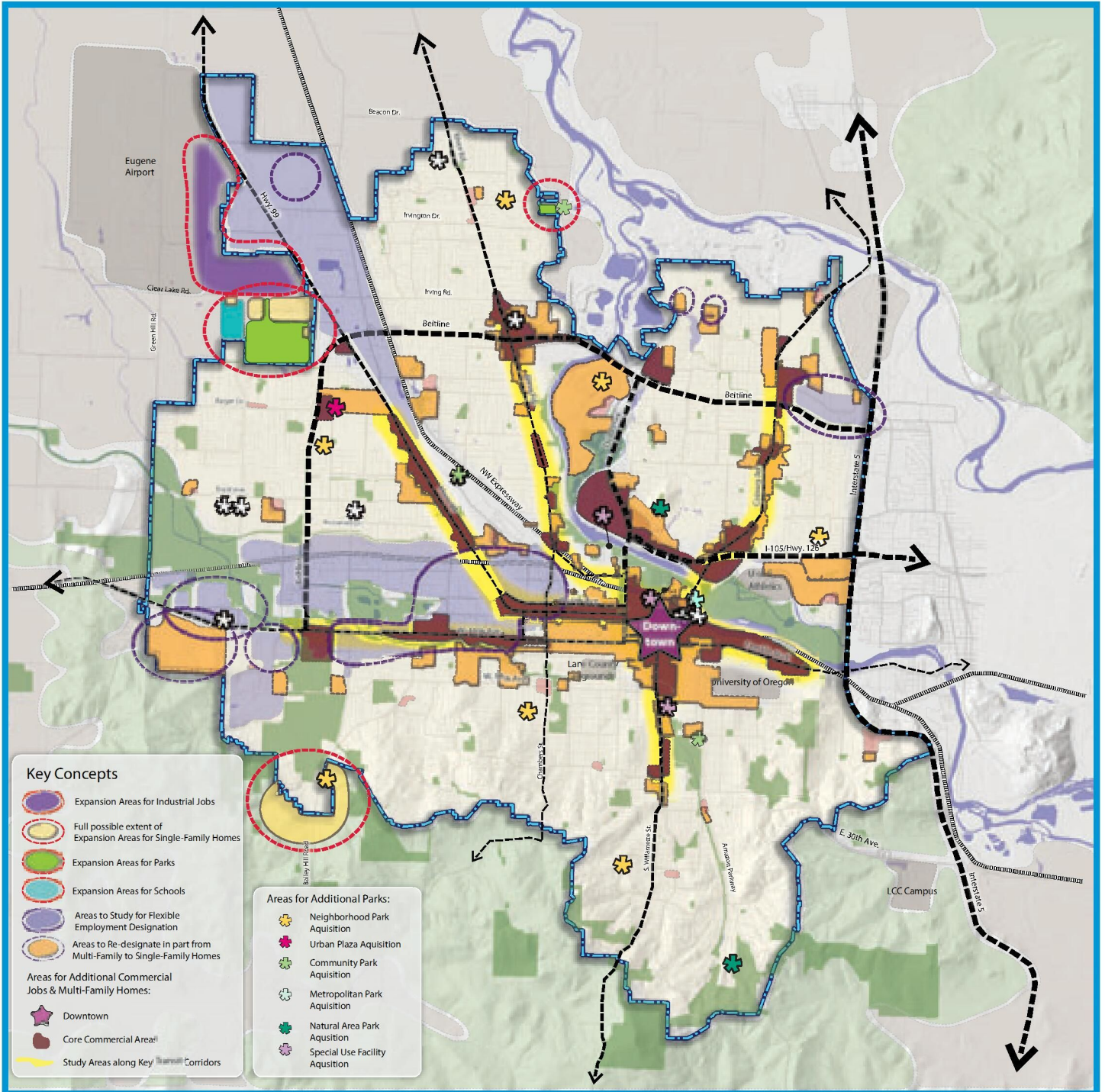


Current Population in Eugene UGB	179,000 people	Current Number of Acres in Eugene UGB	34,484 acres
Increase in Population over 20 years	34,000	Increase in Acres over 20 years	~ 1,150 acres
Percent increase in Population	19%	Approximate Percentage Increase in Acres	3%

* Land for jobs acreage is based on representative examples and should be used for illustrative purposes only.

** Land for homes acreage is subject to change following additional analysis of the capacity of expansion areas, natural resource inventories, and an update of the buildable lands inventory.

Community Vision



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	
<p>3. How to plan for industrial jobs?</p>	<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> <p>C. Direct staff to include consideration of compatibility issues between industrial and residential uses in expansion areas. Direct staff to include consideration of environmental justice issues related to the siting of industrial uses in expansion areas.</p>
Residential Lands	
<p>1. What housing mix should be used?</p>	<p>Direct staff to plan for a housing mix of 55% single-family/ 45% multi-family</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>

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:</p> <ul style="list-style-type: none"> (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>A. Prepare materials for re-designation of former Naval Reserve site</p> <p>B. (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:</p> <ul style="list-style-type: none"> (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>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>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. Accommodate approximately 910 single-family homes through an expansion of the UGB: (1) Direct staff to pursue additional analysis of land in potential expansion areas: -Clear Lake Road Area -Bailey Hill/ Gimpl Hill Area -Russel Creek Area -DAG Trust Property</p>	<p>D. Using the Goal 14 process, identify specific sites for inclusion in the UGB</p>
Land for Parks, Schools and Government		
<p>1. How to plan for schools?</p>	<p>Direct staff to , if legally possible, include in the proposed UGB expansion 80 acres owned by Bethel School District, south of Clear Lake Road</p>	<p>Goal 14 process</p>
<p>2. How to plan for parks?</p>	<p>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>	<p>Goal 14 process</p>
<p>3. How to plan for government uses?</p>	<p>Direct staff to further analyze the pros and cons of adding the airport to the UGB.</p>	