

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN TEXT, CHAPTER IV; ADOPTING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

The City Council of the City of Eugene finds as follows:

A. On March 18, 2013, the Springfield City Council approved a motion to initiate amendments to Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to reflect the establishment of separate Urban Growth Boundaries for Eugene and Springfield stemming from the enactment of ORS 197.304, also known as HB 3337.

B. Chapter IV of the Metro Plan sets forth procedures for amendment of the Metro Plan, which for Eugene are implemented by provisions of Sections 9.7700 through 9.7750 of the Eugene Code.

C. Following an October 15, 2013 joint public hearing with the Springfield and Lane County Planning Commissions, the Eugene Planning Commission voted to recommend amendments to Chapter IV of the Metro Plan to the Eugene City Council.

D. The City Council conducted a joint public hearing on this amendment on November 4, 2013, with the Springfield City Council and the Lane County Board of Commissioners, and is now ready to take action based on the above recommendations and evidence and testimony already in the record as well as the evidence and testimony presented at the joint elected officials public hearing.

E. Substantial evidence exists within the record demonstrating that the proposal meets the requirements of the Metro Plan, Eugene Code and applicable state and local law as described in the findings attached as Exhibit A, and which are adopted in support of this Ordinance.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Chapter IV of the Eugene-Springfield Metropolitan Area General Plan is amended to read as follows:

**Chapter IV
Metro Plan Review, Amendments, and Refinements**

The *Metro Plan* is the long-range public policy document which establishes the broad framework upon which Eugene, Springfield, and Lane County make coordinated land use decisions. While the *Metro Plan* is the basic guiding land use policy document, it may require update or amendment in response to changes in the law or circumstances of importance to the community. Likewise, the *Metro Plan* may be augmented and implemented by more detailed plans and regulatory measures.

Goal

Ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes of the community.

Findings, Objectives, and Policies**Findings**

1. If the *Metro Plan* is to maintain its effectiveness as a policy guide, it must be adaptable to the changing laws and the needs and circumstances of the community.
2. Between *Metro Plan* updates, changes to the *Metro Plan* may occur through Periodic Review and amendments initiated by the governing bodies and citizens.
3. Refinements to the *Metro Plan* may be necessary in certain geographical portions of the community where there is a great deal of development pressure or for certain special purposes.
4. Refinement plans augment and assist in the implementation of the *Metro Plan*.
5. Enactment of ORS 197.304 required each city to separately establish its own Urban Growth Boundary (UGB) and demonstrate that it has sufficient buildable lands to accommodate its estimated housing needs for twenty years.

Objectives

1. Maintain a schedule for monitoring, reviewing, and amending the *Metro Plan* so it will remain current and valid.
2. Maintain a current land use and parcel information base for monitoring and updating the *Metro Plan*.
3. Prepare refinement and functional plans that supplement the *Metro Plan*.

Policies

1. A special review, and if appropriate, *Metro Plan* amendment, shall be initiated if changes in the basic assumptions of the *Metro Plan* occur. An example would be a change in public demand for certain housing types that in turn may affect the overall inventory of residential land.
2. The regional land information database shall be maintained on a regular basis.
3. A proposed amendment to the *Metro Plan* shall be classified as a Type I, Type II or Type III amendment depending upon the number of governing bodies required to approve the decision.
4. A Type I Amendment requires approval by all three governing bodies:

- a. Type I Diagram Amendments include:
 - i. Amendments of the Common UGB along I-5; and
 - ii. A UGB or *Metro Plan* Boundary change that crosses I-5.
 - b. Type I Text Amendments include:
 - i. Amendments that change a Fundamental Principle as set forth in Chapter II A. of the *Metro Plan*;
 - ii. Non site specific amendments that apply to all three jurisdictions;
 - iii. Amendments to a regional transportation system plan, or a regional public facilities plan, when the participation of all three governing bodies is required by the amendment provisions of those plans.
5. A Type II Amendment requires approval by two governing bodies. The governing bodies in a Type II are the home city and Lane County. Eugene is the home city for amendments west of I-5, and Springfield is the home city for amendments east of I-5:
- a. Type II Diagram Amendments include:
 - i. Amendments to the *Metro Plan* Diagram for the area between a city limit and the Plan Boundary;
 - ii. A UGB or *Metro Plan* Boundary amendment east or west of I-5 that is not described as a Type I amendment.
 - b. Type II Text Amendments include:
 - i. Amendments that are non site specific and apply only to Lane County and one of the cities;
 - ii. Amendments that have a site specific application between a city limit of the home city and the Plan Boundary;
 - iii. Amendments to a jointly adopted regional transportation system plan, or a regional public facilities plan, when only participation by Lane County and one of the cities is required by the amendment provisions of those plans.
6. A Type III amendment requires approval by the home city.
- a. Type III Diagram Amendments include amendments to the *Metro Plan* Diagram for land inside the city limits.
 - b. Type III Text Amendments include:
 - i. Amendments that are non site specific and apply only to land inside the city limits of the home city;

- ii. Site specific amendments that apply only to land inside the city limits of the home city; and
 - iii. Amendments to a regional transportation system plan, or a regional public facilities plan, when only participation by the home city is required by the amendment provisions of those plans.
 - iv. The creation of new *Metro Plan* designations and the amendment of existing *Metro Plan* designation descriptions that apply only within the city limits of the home city.
7. Initiation of *Metro Plan* amendments shall be as follows:
 - a. A Type I amendment may be initiated by the three governing bodies-at any-time.
 - b. A Type II amendment may be initiated by the home city or county at any time. A property owner whose property is the subject of a proposed amendment may initiate a Type II amendment at any time subject to limitations set out in the development codes of the home city and Lane County.
 - c. A Type III amendment may be initiated by Eugene, Springfield, or a property owner whose property is the subject of the proposed amendment at any time subject to limitations set out in the home city development code.
 - d. Only a governing body may initiate a refinement plan, a functional plan, a special area study or Periodic Review or *Metro Plan* update.
 - e. *Metro Plan* updates shall be initiated no less frequently than during the state required Periodic Review of the *Metro Plan*, although the governing bodies may initiate an update of the *Metro Plan* at any time.
8. The approval process for *Metro Plan* amendments shall be as follows:
 - a. When more than one governing body participates in the decision, the Planning Commissions of the bodies shall conduct a joint public hearing and forward that record and their recommendations to their respective elected officials. The elected officials shall also conduct a joint public hearing prior to making a final decision.
 - b. If all participating governing bodies reach a consensus to approve a proposed amendment, substantively identical ordinances effecting the changes shall be adopted. Where there is a consensus to deny a proposed amendment, it may not be re-initiated, except by one of the three governing bodies, for one year.
 - c. A Type I amendment for which there is no consensus shall be referred to the Chair of the Lane County Board of Commissioners and the Mayors of Eugene and Springfield for further examination of the issue(s) in dispute and recommendation back to the governing bodies.
 - d. A Type II amendment for which there is no consensus shall be referred to the Chair of the Lane County Board of Commissioners and the Mayor of the home city for

further examination of the issue(s) in dispute and recommendation back to the governing bodies.

- e. Adopted or denied *Metro Plan* amendments may be appealed to the Oregon Land Use Board of Appeals (LUBA) or the Department of Land Conservation and Development (DLCD) according to applicable state law.
 - f. The three governing bodies shall develop jointly and adopt *Metro Plan* amendment application procedures.
 - g. A different process, time line, or both, than the processes and timelines specified in 8a. through 8f. above may be established by the governing bodies of Eugene, Springfield and Lane County for any government initiated *Metro Plan* amendment.
9. In addition to the update of the *Metro Plan*, refinement studies may be undertaken for individual geographical areas and special purpose or functional elements, as determined appropriate by each governing body.
 10. All refinement and functional plans must be consistent with the *Metro Plan* and should inconsistencies occur, the *Metro Plan* is the prevailing policy document.
 11. Refinement plans developed by one governing body shall be referred to the other two jurisdictions for their review. Either of the two referral governing bodies may determine that an amendment to the *Metro Plan* is required.
 12. Local implementing ordinances shall provide a process for zoning lands in conformance with the *Metro Plan*.

Section 2. The findings set forth in attached Exhibit A are adopted as findings in support of this Ordinance.

Section 3. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions thereof.

Section 4. Notwithstanding the effective date of ordinances as provided in the Eugene Charter of 2002, this ordinance shall become effective 30 days from the date of passage by the City Council and approval by the Mayor, or upon the date that the Springfield City Council and the Lane County Board of Commissioners have adopted substantially identical ordinances containing provisions as described in Section 1 of this Ordinance, whichever is later.

Passed by the City Council this
____ day of _____, 2013.

Approved by the Mayor this
____ day of _____, 2013.

City Recorder

Mayor

**Metro Plan Chapter IV Amendments
Findings
October 15, 2013**

Applicants: City of Springfield (initiated the amendment) City of Eugene Lane County	Local File Numbers: Springfield File No. TYP411-0001 Eugene File No. MA 13-3 Lane County File No. 509-PA13-05171
Request: To amend Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (<i>Metro Plan</i>) to reflect the establishment of separate Urban Growth Boundaries as required by Oregon Revised Statute 197.304	Procedure Type: Type I <i>Metro Plan</i> Amendment

I. Executive Summary

The goal of *Metro Plan* Chapter IV (titled *Metro Plan* Review, Amendments and Refinements) is to “ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes of the community.” ORS 197.304 (HB 3337) required the establishment of separate Urban Growth Boundaries (UGBs) for Eugene and Springfield and was the impetus for the *Springfield 2030 Refinement Plan* and the *Envision Eugene* planning initiatives. As these planning efforts are readied for adoption, amendments to Chapter IV are necessary to make the *Metro Plan* consistent with the statute and to clarify which governing bodies will participate in decision making. The amendments to Chapter IV are intended to support a framework for needed planning collaboration among the jurisdictions while respecting the autonomy of each.

The most significant changes to Chapter IV of the *Metro Plan* are summarized below.

- Three types of *Metro Plan* amendments are established by the number of jurisdictions required to approve the proposed amendment: Type I amendments require the participation of all three jurisdictions; Type II requires the participation of the home city and Lane County; and Type III amendments may be enacted by the home city alone. The current policy defines only two types of amendments: Types I and II.
- Currently, all three governing bodies must approve a site specific UGB or *Metro Plan* Boundary adjustments that cross the Willamette or McKenzie Rivers or that cross over a ridge into a new basin. The proposed amendments would instead require all three governing bodies approve only the amendments of the common UGB along I-5 and for UGB or *Metro Plan* Boundary amendments that cross I-5. The proposed amendments remove references to *Metro Plan* amendments with “regional impact.” Removal of the regional impact language does not impact similar language that is found in Chapter VI of the Eugene-Springfield Metropolitan Area Public Facilities and Services Plan (*Public Facilities Plan*) which provides for multi-jurisdictional review of public facility projects which have a significant impact on water, stormwater, wastewater and electrical facilities serving more than one jurisdiction. Amendments to other functional plans and refinement plans will be subject to the amended Chapter IV processes unless those documents specify a different amendment process like that found in the *Public Facilities Plan*.

- When governing bodies do not reach consensus on a *Metro Plan* amendment, the current policy sends the matter to the Metropolitan Policy Committee (MPC). The proposed amendments would send unresolved decisions to the Chair of the Board of County Commissioners and one or both of the Mayors of Eugene and Springfield, depending on how many governing bodies are participating in the decision for further examination. The purpose of this proposed change to Ch. IV is to provide a conflict resolution mechanism that is flexible enough to apply to different types of situations and specifically involves the appropriate decision makers.

The proposed amendments do not change the goal of Chapter IV, which is to ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes of the community. The proposed amendments refine the amendment process to reflect the existence of separate UGBs.

Conclusion and Recommendation of Staff

This report includes findings demonstrating conformance with the criteria for approving *Metro Plan* amendments found in Eugene Code 9.7730(3). Eugene Code 9.7730(3) states:

- “1. The amendment must be consistent with the relevant Statewide Planning Goals adopted by the Land Conservation and Development Commission; and
2. Adoption of the amendment must not make the *Metro Plan* internally inconsistent.”

The same criteria for approving a *Metro Plan* amendment are found in Section 5.14-135(C) of the Springfield Development Code and Section 12.225(2) (a&b) of the Lane Code. Based on the findings of staff with respect to the approval criteria cited above, staff find the proposed text amendments to Chapter IV the *Metro Plan* to be consistent with these criteria and recommend approval of the amendment.

II. Procedural Requirements

Procedural requirements for *Metro Plan* amendments are described in Chapter IV. The amendment procedures are reflected in each jurisdiction’s local land use codes. Sections 5.2-115, 5.4-135 and 5.4-140 of the Springfield Development Code, and sections 9.7700 through 9.7750 of the Eugene Code, and Lane Code Chapter 12.220 through 12.225 and 12.240 contain the amendment procedures and policies found in Chapter IV of the *Metro Plan*.

Findings:

Finding #1. Section 5.14-115 of the Springfield Development Code (SDC), Eugene Code (EC) 9.7700, and Lane Code 12.205 includes definitions of two types of amendments to the *Metro Plan*. Section 5.14-115 (B.) and EC 9.7700(1) describes a Type I amendment as one which includes changes to the urban growth boundary or the jurisdictional boundary of the plan, requires a goal exception not related to a UGB expansion, or is a non-site specific amendment of the Plan text. This proposal is a non-site specific text amendment to the *Metro Plan*. By the definition found in SDC Section 5.14-115, EC 9.7700(1) and Lane Code 12.205, this proposal is a Type I amendment.

Finding #2. SDC Section 5.14-120 (1) states that a Type I non-site specific text amendment to the *Metro Plan* may be initiated by any of the three governing bodies. This *Metro Plan* amendment was initiated by a motion of the Springfield City Council on March 18, 2013.

Finding #3. A Notice of Proposed Amendment was filed with the Oregon Department of Land Conservation and Development on August 30, 2013.

Finding #4. SDC 5.14-135, EC 9.7730(1) (b) and LC 12.225 (1) (a) (i) states that to become effective, “a non-site specific *Metro Plan* Type I amendment shall be approved by all three governing bodies.”

Finding #5. A public hearing was scheduled before the Joint Planning Commissions of Eugene, Springfield and Lane County on October 15, 2013.

Finding #6. A public hearing was scheduled before the Joint Elected Officials of Eugene, Springfield and Lane County on November 4, 2013.

Finding #7. SDC Section 5.2-115 (B), EC 9.7745(3), LC 12.025(2) and LC 12.040(2) require that proposed land use actions be advertised in a newspaper of general circulation, providing information about the legislative action and the time, place and location of the hearing.

Finding #8. Notice of the public hearings concerning this matter was published in the Register Guard, advertising the hearing before the Joint Planning Commissions on October 15, 2013. A second notice was published in the Register Guard advertising the hearing before the Joint Elected Officials on November 4, 2013. The content of the Joint Planning Commission notice followed the direction given in SDC Section 5.2-115 B, EC 9.7745(3), LC 12.025(2) and LC 12.040(2).

Finding #9. Information concerning the proposed amendments to the *Metro Plan* Chapter IV and the dates of the public hearings were posted on the City of Springfield and the City of Eugene websites.

Conclusion:

The procedural requirements described in SDC Sections 5.2-115, 5.4-135 and 5.4-140, EC 9.7745 and EC 9.7735(3) and LC 12.210 through LC 12.245 have been followed. Notice requirements established by DLCD for amending the Development Code have also been followed.

III. Decision Criteria and Findings

SDC Section 5.14-135 C, EC 9.7730(3) and LC 12.225 (2) describe the criteria to be used in approving an amendment to the *Metro Plan*. In reaching a decision, the Planning Commissions and the City Councils and County Commissioners must adopt findings which demonstrate that the proposal meets certain approval criteria. These criteria and findings are shown below.

Criterion #1 “The amendment must be consistent with the relevant statewide planning goals adopted by the Land Conservation and Development Commission.”

Findings:

Goal 1 – Citizen Involvement. Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process."

Finding #10. A public hearing was scheduled before the Joint Planning Commissions of Eugene, Springfield and Lane County on October 15, 2013.

Finding #11. A public hearing was scheduled before the Joint Elected Officials of Eugene, Springfield and Lane County on November 4, 2013.

Finding #12. Notice of the public hearings concerning this matter was published in the Register Guard, advertising both the hearing before the Joint Planning Commissions on October 15, 2013, and the Joint Elected Officials on November 4, 2013. The content of the notice followed the direction given in SDC Section 5.2-115 B, EC 9.7735(3), LC 12.025(2) and LC 12.040(2).

Goal 2 – Land Use Planning. Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted.

Finding #13. Goal 2 requires that actions related to land use be consistent with acknowledged comprehensive plans of cities and counties. The Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) is the acknowledged comprehensive plan that guides land use planning in Springfield, Eugene and Lane County.

Finding #14. The goal of Chapter IV of the *Metro Plan* is to "Ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes."

Finding #15. ORS 197.304 (HB 3337) requires the establishment of separate Urban Growth Boundaries (UGBs) for Eugene and Springfield and was the impetus for the *Springfield 2030 Refinement Plan* and the *Envision Eugene* planning initiatives. As these planning efforts are readied for adoption, amendments to Chapter IV are needed to clarify which governing bodies will participate in decision making given the establishment of separate UGBs. The amendments to Chapter IV are intended to support a framework for needed planning collaboration among the jurisdictions while respecting the autonomy of each.

Finding #16. The proposed changes preserve the *Metro Plan* as the acknowledged comprehensive plan for the Eugene-Springfield area. The amendments Chapter IV implement changes stemming from ORS 197.304. The most significant changes to Chapter IV of the *Metro Plan* are summarized below.

- Three types of *Metro Plan* amendments are established by the amendments: Type I which requires the participation of all three jurisdictions; Type II which requires the participation of the home city and Lane County; and Type III amendments which may be enacted by the home city alone. The current policy defines only two types of amendments: Types I and II.
- Currently, all three governing bodies must approve a site specific UGB or *Metro Plan* Boundary adjustments that cross the Willamette or McKenzie Rivers or that cross over a ridge into a new basin. The proposed amendments would instead require all three governing bodies approve amendments of the common UGB along I-5 and for UGB or *Metro Plan* Boundary changes that cross I-5.

- The proposed amendments remove references to *Metro Plan* amendments with “regional impact.” Removal of the regional impact language does not change similar language that is found in Chapter VI of the Eugene-Springfield Metropolitan Area Public Facilities and Services Plan (PFSP) which provides for multi-jurisdictional review of public facility projects which have a significant impact on water, stormwater, wastewater and electrical facilities serving more than one jurisdiction. Amendments to other functional plans and refinement plans will be subject to the amended Chapter IV processes unless those documents specify a different amendment process like that found in the *Public Facilities Plan*.
- When governing bodies do not reach consensus on a *Metro Plan* amendment, the current policy sends the matter to the Metropolitan Policy Committee (MPC). The proposed amendments would send unresolved decisions to the Chair of the Board of County Commissioners and one or both of the Mayors of Eugene and Springfield, depending on how many governing bodies are participating in the decision.

The proposed amendments do not change the goal of Chapter IV, which is to ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes of the community. The proposed amendments refine the amendment process to reflect the existence of separate UGBs.

Goal 3 – Agricultural Land. Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning.

Finding #17. This goal generally does not apply within adopted, acknowledged urban growth boundaries. The *Metro Plan* Diagram describes an Agriculture designation (*Metro Plan* II-G-9). The amendments do not change *Metro Plan* policies concerning the Agriculture designation. The amendments do not change the policies or standards regulating Eugene’s Agricultural Zone (EC 9.2000) or Lane County’s Exclusive Farm Use Zone (LC 16.212) within the *Metro Plan* Boundary. The City of Springfield does not have an agricultural zoning district.

Finding #18. The Environmental Resources Element includes policies addressing the use and preservation of agricultural lands (*Metro Plan* III-C-3). The proposed Chapter IV amendments do not change these policies.

Goal 4 – Forest Land. This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

Finding #19. This goal does not generally apply within adopted, acknowledged urban growth boundaries. The *Metro Plan* Diagram describes a Forest Lands designation. The proposed amendments do not change *Metro Plan* policies concerning the Forest lands designation. Neither Springfield nor Eugene has a forest zoning district. Lane County has Impacted and Non-Impacted Forest Zones (LC 16.211, LC 16.211). The proposed Chapter IV amendments do not change the County policies or standards governing these districts.

Finding #20. The Environmental Resources Element includes policies addressing the use and preservation of forest lands (*Metro Plan* III-C-5). The proposed Chapter IV amendments do not change these policies.

Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources. Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated.

Finding #21. The *Metro Plan* Environmental Resources and Historic Preservation Elements contain policies (*Metro Plan* pgs. III-C-3, III-I-2) addressing Goal 5 resource protection. Eugene and Springfield have policies regulating the inventory and protection of Goal 5 resources in their respective development codes. The proposed Chapter IV amendments do not change the resource policies or protections found in the *Metro Plan* or in the Eugene and Springfield development codes.

Finding #22. OAR 660-023-0250 (3) narrows the applicability of Statewide Planning Goal 5 to comprehensive plan amendments (PAPA):

(3) Local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

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

Subsections (a) through (c) above are not applicable to this request as the proposed Chapter IV amendments do not create or amend a list of Goal 5 resources, do not amend a plan or code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that conflict with Goal 5 and do not amend the acknowledged Urban Growth Boundary. Based on OAR 660-023-0250, Goal 5 is not applicable to the proposed amendments.

Goal 6 – Air, Water and Land Resources Quality. This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Finding #23. The *Metro Plan* Environmental Resources Element (*Metro Plan* pg. III-C-14) contains policies addressing air, water and land resources quality. The proposed amendment to Chapter IV will not alter the metropolitan area's air, water quality or land resource policies. Eugene and Springfield have regulatory standards that protect air, water and land resources in their respective development codes. The proposed amendments do not change these standards.

Goal 7 – Areas Subject to Natural Disasters and Hazards. Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

Finding #24. The *Metro Plan* Environmental Resources Element contains policies addressing natural hazards (*Metro Plan* pg. III-C-15). The proposed Chapter IV amendments do not change these policies. All known sites within Eugene and Springfield that are subject to these hazards (floodplain, erosion, landslides, earthquakes, and weak foundation soils) are inventoried through a variety of sources. The proposed *Metro Plan* text amendment does not remove or exempt compliance with Code standards that apply to development within these hazard areas.

Goal 8 – Recreational Needs. This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them.

Finding #25. The *Metro Plan* Park and Recreation Facilities Element contains policies addressing recreational needs (*Metro Plan* pg. III-H-4). The proposed Chapter IV amendments do not change these policies.

Finding #26. Parks and recreation facilities and programs are administered by park and recreation agencies in Eugene and Lane County and by two park and recreation districts (River Road Park and Recreation District and Willamalane Park and Recreation District). Willamalane serves the greater Springfield area. River Road serves the River Road neighborhood in the North Eugene. These amendments do not affect either city's provisions for recreation areas, facilities or recreational opportunities.

Goal 9 – Economic Development. Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Finding #27. The *Metro Plan* Economic Element contains policies (*Metro Plan* pg. III-B-4) addressing economic development. Eugene, Springfield and Lane County adopted the *Metropolitan Industrial Lands Inventory Report* and *Metropolitan Industrial Lands Policy Report* in 1993. These reports provided the jurisdictions with a database and policy recommendations needed to plan for an adequate and appropriate supply of industrial land. The proposed Chapter IV amendment does not change these policies.

Finding #28. The Administrative Rule for Statewide Planning Goal 9 (OAR 660, Division 9) requires cities to evaluate the supply and demand of commercial land relative to community economic objectives. The Eugene Commercial Land Study (October 1992) was adopted by the City of Eugene as a refinement of the *Metro Plan*, and complies with the requirements of Goal 9 and its Administrative Rule. The Springfield Commercial Lands Study was adopted in February 2000 as a policy document to guide the provision of commercial land within its planning jurisdiction. The amendments do not impact the supply of industrial or commercial lands. Therefore, the amendments are consistent with Statewide Planning Goal 9.

Goal 10 – Housing. This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing.

Finding #29. The *Metro Plan* Residential Land Use and Housing Element addresses the housing needs of current and future residents of the metropolitan area. The Element includes a projection of housing need based on a coordinated population projection and polices (*Metro Plan* pg. III-A-7) aimed at

meeting the calculated need. The proposed Chapter IV amendments will not reduce available housing capacity and will not impact needed housing.

Lane County has adopted a coordinated population projection for the Eugene and Springfield through the year 2030. Projections of needed housing are based in part of this projection. Goal 10 requires that communities plan for and maintain an inventory of buildable residential land for needed housing units. The proposed amendments do not impact the supply or availability of residential lands included in the documented supply of "buildable land" that is available for residential development as inventoried in the acknowledged 1999 Residential Lands Study. Therefore, the amendments are consistent with Statewide Planning Goal 9.

Goal 11 – Public Facilities and Services. Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection.

Finding #30. The Eugene-Springfield Metropolitan Public Services and Facilities Plan (PFSP) is a refinement plan of the *Metro Plan* that guides the provision of public infrastructure, including water, sewer, storm water management, and electricity. The proposed Chapter IV amendments do not affect either city's provision of public facilities and services.

Goal 12 – Transportation. The goal aims to provide "a safe, convenient and economic transportation system."

TransPlan (2002) is Eugene-Springfield's local Transportation System Plan and is a functional plan of the *Metro Plan*. TransPlan provides policies addressing transportation facilities and policies for the Eugene-Springfield Metropolitan Area. The Transportation Planning Rule (OAR 660-012-0060) contains the following requirement:

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

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

The proposed amendments do not change the functional classification of an existing or planned transportation facility, do not change the standards implementing a functional classification, do not allow types or levels of land uses which would result in levels of travel or access which are inconsistent

with the functional classification of a transportation facility and will not reduce the performance standards of a facility below the minimal acceptable level identified in the TSP. The level of development currently permitted through existing code and zoning regulations will remain the same as a result of this amendment. Therefore, the amendments are consistent with Statewide Planning Goal 12.

Goal 13 – Energy Conservation. Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Finding #31. The *Metro Plan* Energy Element deals with the conservation and efficient use of energy in the metropolitan area and is meant to provide a long-range guide to energy-related decisions concerning physical development and land uses. The Element contains policies (*Metro Plan* pg. III-J-3) which support Goal 13. The proposed *Metro Plan* Chapter IV text amendments do not change these policies and will not have a direct impact on efforts to conserve energy.

Goal 14 – Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs.

Finding #32. The *Metro Plan* "Fundamental Principles and Growth Management Policy" contains growth management and urbanization sections (Sections C and E, pgs. II-C-3 and II-E-1). The proposed Chapter IV amendments do not change the policies contained in these sections.

Goal 15 – Willamette River Greenway. Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

Finding #33. The *Metro Plan* Willamette River Greenway, River Corridors and Waterways Element includes policies for administering the Willamette River corridor as it passes through the Eugene-Springfield area. The proposed Chapter IV amendments do not change these policies.

Goals 16 through 19 – Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources.

Finding #34. There are no coastal, ocean, estuarine, or beach and dune resources within the Eugene or Springfield Urban Growth Boundaries or the *Metro Plan* Boundary. These goals do not apply to this proposal.

Conclusion: The proposed amendments to Chapter IV of the *Metro Plan* are consistent with the statewide planning goals adopted by the Land Conservation and Development Commission.

Criterion #2. "Adoption of the amendment must not make the Metro Plan internally inconsistent."

Findings:

Finding #35. The Introduction to the *Metro Plan* (*Metro Plan* pg. I-3) states that “Chapter IV of the *Metro Plan* establishes the procedures for ensuring that the *Metro Plan* retains its applicability to changing circumstances in the community. It includes procedures and time schedules for reviewing and updating the *Metro Plan*, provides procedures for amending it and resolving conflicts, and recognizes that refinement will be necessary where conflicts exist.”

Finding #36. *Metro Plan* Chapter II, “Fundamental Principles and Growth Management Policy Framework, lists various Metropolitan Goals. The goal for *Metro Plan* Review, Amendments, and Refinements states: “Ensure that the *Metro Plan* is responsive to the changing conditions, needs, and attitudes of the community (*Metro Plan* pg. II-B-3).

Finding #37. The proposed amendments support the goal of Chapter IV, which is to ensure that the *Metro Plan* is responsive to change in the community. The proposed amendments to Chapter IV modify the procedures by which amendments to the *Metro Plan* are processed.

Conclusion: The proposed *Metro Plan* text amendments do not make the *Metro Plan* internally inconsistent.

V. Conclusion and Recommendation of Staff

Based on the findings of staff with respect to the criteria defined in Section 5.14-135 C of the Springfield Development Code and EC 9.7730(3) Lane Code 12.225 (2) for approving a *Metro Plan* amendment; staff find the proposed text amendment to Chapter IV of the *Metro Plan* to be consistent with these criteria and recommend approval of the amendment.

VI. Attachments

Attachment 1: Proposed *Metro Plan* Chapter IV Amendments.

Attachment 2: Chart Comparing Current and Proposed Standards for *Metro Plan* Chapter IV.