

9.9630 South Hills Study Policies.**(1) Ridgeline Park Section - Specific Recommendations.**

- (a) That all vacant property above an elevation of 901' be preserved from an intensive level of development, subject to the following exceptions:
 - 1. Development of individual residences on existing lots; and
 - 2. Development under planned unit development procedures when it can be demonstrated that a proposed development is consistent with the adopted South Hills Study Ridgeline Park purpose statement which provides any areas recommended for preservation or park usage should serve at least one of the following purposes:
 - a. To insure preservation of those areas most visibly a part of the entire community.
 - b. To protect areas of high biological value in order to provide for the continued health of native wildlife and vegetation.
 - c. To insure provision of recreational areas in close proximity to major concentrations of population.
 - d. To provide connective trails between major recreational areas.
 - e. To provide connective passageways for wildlife between important biological preserves.
 - f. To contribute to Eugene's evergreen forest edge.
 - g. To provide an open space area as a buffer between the intensive level of urban development occurring within the urban service area and the rural level of development occurring outside the urban service area.
- (b) That all proposed developments in the south hills area be reviewed to determine if connecting linkages are possible between various park sites, particularly north of Skyline Park to Hendricks Park and between Blanton Heights and Hawkins Heights.

(2) Density Section - Specific Recommendations.

- (a) That in the area west of Friendly Street the maximum level of new development per gross acre be limited to 8 units per acre (the maximum of 8 units per gross acre being subject to positive findings under the planned unit development criteria).
- (b) That in the area east of Friendly Street the maximum level of new development per gross acre be limited to 5 units per acre (the maximum figure of 5 dwelling units per gross acre being subject to positive findings under the planned unit development criteria).
- (c) That low-moderate income housing developed under the Controlled Income and Rent provisions of the City Code be exempt from the density standards set forth above, but subject to normal specific site analysis standards.

(3) Development Standards - Specific Recommendations.

- (a) That all major developments (developments in excess of minor partitions) occurring on property above an elevation of 701' shall be reviewed by the Planning Director to determine if standard subdivision procedures, site

review procedures, or planned unit development procedures should be required. In reaching a determination, the Planning Director shall evaluate the following factors:

1. The potential for surface movement;
2. The view potential of the property;
3. The nature of existing vegetation;
4. The nature of surrounding development; and
5. The nature of the development proposal.

The decision of the Planning Director shall be appealable to the Planning Commission and thence to the City Council. (See provisions beginning at EC 9.7600 for appeal procedures.)

- (b) That planned unit development procedures shall be utilized for the following purposes:

1. To encourage clustering of development in areas characterized by:
 - a. Shallowest slopes.
 - b. Lowest elevations.
 - c. Least amount of vegetation.
 - d. Least amount of visual impact.
2. To encourage preservation as open space those areas characterized by:
 - a. Intermediate and steep slopes.
 - b. Higher elevations.
 - c. Significant amounts of vegetation.
 - d. Significant visual impact.

- (c) That adequate review of both on-site and off-site impact of any development by a qualified engineering geologist occur under any of the following conditions:

1. All formations:
Soil depth of 40 inches and above.
Slopes of 30 percent and above.
2. Basalt flows:
Soil depth of 40 inches and above.
Slopes of 20 percent to 30 percent.
3. Eugene Formation:
Soil depth of 40 inches and above.
Slopes of 20 percent to 30 percent.
4. Basalt flows:
Soil depth of 20 to 40 inches.
Slopes of 30 percent and above.
5. Eugene Formation:
Soil depth of 20 inches to 40 inches.
Slopes of 30 percent and above.

- (d) That developments be reviewed to encourage clustering of open space elements of different developments in order to preserve the maximum amount of continuous open space.

- (e) That developments be reviewed in terms of scale, bulk and height to insure that development blends with rather than dominates the natural characteristics of the south hills area.
- (f) That all proposed road locations be reviewed to insure minimum grade disturbance and minimum cut-and-fill activity, particularly in those areas most visible due to slope, topographic or other conditions.
- (g) That planned unit development review shall be based upon a recognition of both public and private interest. In areas of significant conflict (e.g., locating development in a highly visible area as opposed to a less visible area or in an area of significant vegetation as opposed to a relatively open area) which could be resolved through use of an alternative development plan, primacy shall be given to the public interest in any determinations.
- (h) That all developments shall be reviewed for potential linkage with or to the ridgeline system.
- (i) That all developments (planned unit developments or subdivisions) be reviewed to insure maximum preservation of existing vegetation.

(Section 9.9630, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02; and amended by Ordinance No. 20269, enacted November 25, 2002, effective December 25, 2002.)

9.9640 South Willamette Subarea Study Policies.

- (1) Rezone the lot on the east side of Willamette, south of 24th Place from C-2 to General Office, to support the transition from residential north of 24th Place to commercial south of the subject lot.
- (2) The southeast corner of the block between 18th and 19th, Oak and Willamette is currently zoned R-3 and occupied with low-density residential uses. This four lot area faces residential development across Oak Street and across 19th Avenue. The uses on the remainder of the block are office or commercial but are oriented toward Willamette or 18th Avenue. This study recommends that the Metro Plan be refined to support the continuation of medium-density zoning as an appropriate use for these parcels. Additionally, traffic projections for a two-way Willamette Street indicate a 3000 vehicle decrease on Oak between 18th and 20th, which also supports the continuation of the integrity of residential uses in the area.
- (3) The School District-owned Civic Stadium and bus garage property is appropriately designated for medium density residential development on the Metro Plan Diagram, but should remain zoned Public Land as long as the Civic Stadium use remains.
- (4) Commercial or office zoning along Willamette between 19th and 24th Place should not be expanded. The area should appropriately remain in residential uses as it is designated in the Metro Plan Diagram. The traffic volumes projected for a two-way Willamette in this section are approximately 12,000 vehicles per day, an increase of 4,400. This level of traffic is lower than several other arterial streets which are primarily residential: 18th Avenue, 11th Avenue between downtown and Garfield Street, and Patterson south of 24th. Staff feels that the projected increase in traffic volumes does not support the conversion of

residential to office or commercial uses.

- (5) In recognition of existing mix of low, medium and high density residential uses and the current zoning on the west side of Willamette between 19th Avenue and 24th Place, this study recommends that the Metro Plan diagram be refined to reflect a high density residential designation on parcels currently zoned R-3 in the area.
- (6) The zoning and planned use designations for the remainder of the study area should remain as is. In particular, the area on the east side of Willamette Street between 19th and the Civic Stadium property is an appropriate area for medium density residential development. The area on the east side of Willamette between 19th and 18th is appropriately designated and zoned as commercial.

(Section 9.9640, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9650 TransPlan Policies.

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9.9660 West Eugene Wetlands Plan Policies.

- (1) Apply interim protection measures to wetland sites identified for protection through existing local land use controls, until sites are purchased for conservation and protection. (Policy 3.2)
- (2) Along with Lane County and the State of Oregon, protect wetlands on public lands in the west Eugene wetlands study area and restore wetlands on public lands consistent with Wetland Designations Map (Map 3). (Policy 3.5)
- (3) Establish, maintain and protect physical and hydrologic linkages between protected wetlands and adjacent transitional and upland wildlife habitat and natural areas. (Policy 3.8)
- (4) Protect and enhance the quality, functions, and values of natural and human-made waterways that are interconnected with wetlands. (Policy 3.9)
- (5) Restrict public access in natural resource areas, rare plant sites and specified wildlife nesting and resting areas. (Policy 3.11)
- (6) Protect and create buffer areas between regulated wetland boundaries and adjacent uses or developments. (Policy 3.12)
- (7) Promote multiple uses of protected wetlands to meet community, environmental and human needs:
 - (a) Provide public access for all people where other wetland functions and values are not compromised;
 - (b) Coordinate wetland protection, enhancement and restoration with regional water quality improvement needs; and
 - (c) Utilize current and restored wetlands for flood storage and control. (Policy 3.13)
- (8) Implement wetland protection policies that prohibit development on wetlands designated for protection after those wetlands are acquired by a public agency or nonprofit organization (e.g., The Nature Conservancy). (Policy 3.14)
- (9) The Waterside Protection setback proposed in the Natural Resources Special

Study shall be applied to streams designated to be protected in this plan as identified on Map 3, Wetland Designations. (Policy 3.15)

- (10) Local governments shall not issue grading or building permits within areas mapped as jurisdictional wetland in the West Eugene Wetland Plan area unless the applicant has an approved state/federal wetland fill permit for the proposed project (Policy 3.20)
- (11) Pursue interim protection of sites which contain rare species, but do not meet the criteria for protection in Policy 3.17 through conservation easements or other measures until either (1) the affected species are de-listed or (2) conservation agreements are reached between the property owner and affected natural resources agencies to address the rare species populations. (Policy 3.26)
- (12) Future fill or removal within the "utility corridors" as designated on the Wetland Designation Map (Map 3) shall be conducted with an applicable U.S. Army Corps of Engineers (Army Corps) and/or Division of State Lands dredge and fill permit(s), and shall be limited to the minimum impacts necessary to:
 - (a) Conduct emergency repairs to existing utility lines,
 - (b) Conduct essential maintenance (e.g., work to maintain or optimize performance) on existing utility lines, including line locating,
 - (c) Construct connections to existing utility lines,
 - (d) Construct new utility lines,
 - (e) Move existing utility lines when necessary to maintain service or conduct emergency repairs, and when at least one of the following is true:
 - 1. The utility line must be moved to protect it from erosion or some other natural threat;
 - 2. Construction of public facilities that are consistent with this plan and that conflict with an existing utility line, where such public facilities cannot reasonably be constructed without moving the utility line; or
 - 3. The utility line must be moved in order to maintain or repair another utility line in the same vicinity.
 - (f) Place new utility poles or replace existing utility poles, only when necessary to maintain performance or safety of above-ground utility lines. Above-ground utility lines may not be replaced with underground utility lines within wetlands designated for restoration or protection.
 - (g) No other impacts are authorized by this policy. The following shall also apply to these corridors:
 - 1. The corridors for underground utility lines shall be 20 feet wide for excavations or pipes up to 10 feet below ground surface (bgs), 30 feet wide for excavations or pipes from 10 to 15 feet bgs, and 40 feet wide for excavations or pipes deeper than 15 feet bgs. Where two utility lines are close to each other, the corridors for the lines may overlap, but impacts for work on one line are allowed only within the corridor width for that line, not the combined width of both lines.
 - 2. The corridors for above ground utility lines shall be 10 feet wide for single pole structures and 20 feet wide for double pole ("H-style") structures.

3. The utility corridors shall be centered on an existing utility line, extending an equal distance (half the allowed width) on both sides, except for corridors for new utility lines, which shall be located as specified in subsection 4. below.
4. Construction of new utility lines and new connections to existing utility lines within wetlands designated for protection shall require an amendment of this plan to change the designation from "protect" to "utility line corridor." Such amendments will only be allowed where it is demonstrated that:
 - a. An alternatives analysis has concluded that locating the new utility line within a protected wetland is the best alternative. The alternatives analysis shall compare alternatives that are completely outside of protected wetlands and compare them to any alternatives that impact protected wetlands. The alternatives shall be evaluated by weighing engineering requirements and total environmental impacts including impacts to rare species and their habitat, and to wetlands designated in the Plan for restoration or protection.
 - b. The new construction cannot reasonably be constructed completely outside of wetlands designated for protection as demonstrated in the above-referenced alternatives analysis;
 - c. The utility lines are located so as to reduce the impact to wetlands designated for protection as much as possible, and in no case shall a cumulative area greater than 1 acre be re-designated from "protection" to "utility corridor" for a new utility line;
 - d. Unavoidable impacts will be mitigated through restoration of the project's entire impact area;
 - e. There are no impacts to wetlands from new utility lines installed within the Willow Creek Natural Area; and
 - f. Impacts to rare plant and animal species will not occur.
- (g) Other than the activities described in this policy, these corridors shall be treated as protected wetlands. Allowed activities shall be conducted in such a manner as to minimize adverse impacts to the maximum extent possible upon the wetlands within the corridor itself and within surrounding protected wetlands. Wetland impacts shall be limited to the minimum area necessary. Utility agencies shall use the best feasible technology to pinpoint the location of needed repairs prior to excavation in order to limit the area of impact.
- (h) Except for emergency repairs, these activities shall be planned and timed to minimize adverse impacts to wetlands.
- (i) All impacts shall be followed by restoration activities including:
 1. Backfilling with existing native soil within three feet of the surface whenever possible, and in no case less than two feet; and
 2. Grading and re-seeding and/or replanting with appropriate native

plant species.

- (j) Any unavoidable impacts to rare plant species shall be mitigated through coordinated transplanting or other measures. (Policy 3.21)
- (13) The plant and animal species listed below shall be considered rare for the purposes and policies of this Plan:

Rare Plants:

white-topped aster	Aster curtus
Willamette daisy	Erigeron decumbens var. decumbens
Shaggy horkelia	Horkelia congesta
Bradshaw's lomatium	Lomatium bradshawii
Timwort	Cicendia quadrangularis

Rare Animals:

Northwestern pond turtle	Clemmys marmorata marmorata
Fender's blue butterfly	Icaricia icarioides fenderi

(Policy 3.23)

- (14) Future fill within the Planned Transportation Corridors as shown on Wetland Designations Map (Map 3) shall be limited to those areas granted state and/or federal wetland fill permits for the construction of planned public roadway improvements. New roadway construction shall be limited to those projects listed in TransPlan as of August 10, 1992, excluding those projects listed in Appendix B; no other new roads or streets are permitted. Road widening and other improvements to existing roads or streets shall be limited to those listed in TransPlan (1992) or in an adopted capital improvement plan (CIP) as of June 30, 1998. Road widening and other improvements to existing roads or streets within wetlands designated for protection or restoration shall require an amendment of this plan to change the designation to "Planned Transportation Corridor" if the project is not listed in TransPlan (1992) or in an adopted CIP as of June 30, 1998. In no case shall more than 1 acre (cumulative) of protected wetland be re-designated to Planned Transportation Corridor for improvements to an existing road or street. (Policy 3.22)

(Section 9.9660, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9670 West University Refinement Plan Policies.

(1) Transportation and Parking Element.

- (a) If additional multi-level parking structures are necessary, they should be designed for safety, efficiency, and compatibility with surroundings, taking into account the effect on residential areas, including traffic, visual, noise, and artificial lighting impacts, and design for possible later conversion to other uses should be encouraged. (Policy 6)
- (b) The use of bicycles should be encouraged in the following ways:

1. Businesses and major employers should provide secure, convenient covered bicycle parking.
- (2) **Public Facilities and Services Element.**
 - (a) In the provision of services and facilities in the plan area, special recognition and consideration shall be given to the need for retaining and upgrading the livability of this densely populated and centrally located area that contains concentrations of persons with special needs, particularly renters, students, low-income persons, group home residents, handicapped persons, and the elderly. (Policy 5)
 - (b) Adequate lighting for nighttime walking and bicycling and to reduce the fear of crime shall be developed and maintained. (Policy 8)
 - (c) Additional usable open space and recreation facilities shall be developed in the West University Neighborhood. (Policy 9)
- (3) **Neighborhood Design Elements.**
 - (a) Elements that enhance neighborhood identity, character, or the "image" of the plan area, as well as livability, shall be maintained and/or encouraged whenever possible. Examples include:
 1. Murals.
 2. Small, intensely developed open spaces.
 3. Street trees.
 4. Street furniture.
 5. Waterways.
 6. Small-scale businesses including street vendors.
 7. Alley cottages.
 8. Older homes.
 9. Ornamental paving.
 10. A distinctive street lighting system.
 11. Solar energy.
 12. Mass transit use.
 13. Mixed-use buildings.
 14. Community gardens.
 15. Pitched roofs, wood-framed windows, wood exterior siding. (Policy 1)
 - (b) Elements that are detrimental to neighborhood identity, character, and livability, such as large parking facilities and the use of motor vehicles, shall be discouraged. (Policy 2)
 - (c) The City shall continue to implement a program of historic preservation to identify and restore structures and other landmarks of historic significance in the plan area. (Policy 3)
 - (d) The City shall encourage preservation of existing older structures in the plan area that merit saving because of structural soundness or historic or architectural merit, using methods such as rehabilitation and housemoving. (Policy 4)
 - (e) Design elements that encourage walking, such as pedestrian paths, street trees, benches, low-level lighting, trash cans, mailboxes, and planters shall

be encouraged. (Policy 5)

- (f) Care shall be taken to maintain or improve pedestrian and bike crossings on streets that form edges or barriers. (Policy 6)
 - (g) The City shall protect and enhance the Millrace and Amazon Creek. (Policy 7)
 - (h) The City shall study the feasibility of connecting the Millrace and Amazon Creek with a canal that would provide opportunities for site repair, redevelopment, flood control, recreation, transportation, and improving the environment. (Policy 8)
 - (i) The City shall recognize that in order to best use scarce open space in the plan area, certain streets shall be considered for recreational and other uses. **Note:** It will be necessary for the City to take specific steps to legally authorize the use of streets for non-transportation purposes and to minimize liability. (Policy 9)
 - (j) Certain streets (see Street Design Map) will become a woonerf area and will be developed by the City or private developers for shared use by pedestrians, bicycles, and local automobile traffic. This concept will be implemented incrementally over time to test its feasibility. The woonerf treatments will not be applied to the bordering arterial streets — 18th, 13th, Patterson, and High — and thus will provide an incentive for traffic to use those arterials. The woonerf concept is not the same and should not be confused with street diverters or barricades. It will not restrict access to any area within its boundaries. Initial implementation could include:
 - 1. Through automobile traffic should be limited or excluded; vehicles whose origin or destination is in the woonerf should be permitted.
 - 2. Entrances and exits to the woonerf should be easily distinguishable from other streets, using more than just traffic signs.
 - 3. The number of parking spaces may be restricted, but must be sufficient for the needs of the residents.
 - 4. Recreation facilities such as basketball hoops, picnic facilities, and street games should be available to encourage diverse use of the public rights-of-way.
- See also the [indented] note under Policy 9 in this element. (Policy 10)
- (k) If experience shows that the woonerf concept works in this neighborhood, then more extensive and permanent street treatments will be implemented as funding permits. These may include:
 - 1. Permanent recreation facilities.
 - 2. Roadways that are narrowed and identified by special paving with the passage of two cars permitted by the use of pull-out areas.
 - 3. Design details and street furniture that serve the residents of the area.
 - 4. Community gardens.
 - 5. Clustered parking. (Policy 11)

(4) Land Use - Housing and Commerce Element.

- (a) The City shall develop mechanisms for shared planning and/or consolidation of small parcels under multiple ownership for development

so that better site planning and use can occur. Results might include shared parking, better sun exposure for solar energy use, shared open space, and saving mature vegetation. (Policy 4)

- (b) Efforts shall be made to save existing structures that merit saving because of structural soundness and/or historical significance. (Policy 7)
- (c) Efforts shall be made to save existing residential structures in the plan area. These efforts shall include rehabilitation, housemoving, and infilling. (Policy 8)
- (d) The City will encourage residential uses in all parts of the plan area. The intent of this policy is to provide housing opportunities in all zoning districts in the plan area, but not to the exclusion of other uses in non-residential zones. (Policy 9)
- (e) The City and the neighborhood groups will encourage and promote owner occupancy in the plan area. (Policy 10)
- (f) The City shall encourage housing that is wheelchair-accessible. (Policy 13)
- (g) The City shall prevent the number and scale of group care facilities from becoming so concentrated in the plan area that 1) the area loses its attractiveness as a residential setting and 2) the residents of group care homes are no longer living in a residential setting. (Policy 14)
- (h) The City will assist the health care and education industries to grow and to continue to provide services and employment to the extent allowed by balancing all City goals, recognizing that they are important contributors to the local economy. (Policy 19)
- (i) All new development in the R-4 zoned land north of 13th Avenue in the plan area shall be subject to site review so that it is efficient, workable, safe, compatible with surroundings, and considerate of historic and natural features. (Policy 21)
- (j) New clinics shall not be allowed in the residentially zoned areas south of 13th Avenue in this plan area. (Policy 22)
- (k) Commercially zoned property in the plan area shall be used more intensely in the future. (Policy 24)

(Section 9.9670, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9680 Westside Neighborhood Plan Policies.

(1) Land Use Element.

- (a) Prevent erosion of the neighborhood's residential character. (Policy 1)
- (b) Support improving existing housing and reducing the number of substandard units. (Policy 2)
- (c) Encourage the concentration of commercial activities within the core of downtown and prevent the conversion of residentially zoned properties to non-residential zoning districts within the Westside Neighborhood. (Policy 3)
- (d) Recognize the important role neighborhood-oriented commercial uses play

in meeting the needs of those living and working in the area. (Policy 5)

- (2) **Land Use Element - Central Residential Area.** The City shall encourage actions that will preserve existing residential structures, including rehabilitation, block planning, infilling, and shared housing. (Policy 2)
- (3) **Land Use Element - Central Residential Area.**
 - (a) The City shall promote residential development that will provide a transition between retail and auto-oriented activities on West 7th Avenue and lower-density residential developments south of West 8th Avenue. (Policy 2)
 - (b) The City shall encourage alley access and parking to occur in rear yard areas with special landscaping and other amenities provided along West 8th Avenue. (Policy 4)
- (3) **Transportation and Traffic Element.**
 - (a) Reduce the adverse impacts of traffic on arterial and collector streets that run through and on the edge of the Neighborhood. (Policy 2)
 - (b) Examine possible solutions to traffic impacts in the Westside Neighborhood by evaluating the implications of changes made both in and beyond the neighborhood. (Policy 3)
 - (c) Recognize the negative impacts that insufficient parking in and close to the Westside Neighborhood can have on the vitality of commercial activities and the character of residential areas within the Westside Neighborhood. (Policy 4)
 - (d) Improve and maintain bicycle and pedestrian facilities within the Westside Neighborhood and linking to other parts of the city. (Policy 5)
 - (e) Encourage Lane Transit District to continue to provide bus service in the Westside Neighborhood. (Policy 6)
 - (f) Recognize the importance of certain alleys for internal block circulation and access in the Westside Neighborhood. (Policy 7)
- (5) **Neighborhood Character and Design Element.**
 - (a) Identify and encourage preservation of the significant cultural resources and unique features of the neighborhood including buildings, sites, structures, objects, street trees, and landscape features. (Policy 1)
 - (b) Promote landscaping in the public right-of-way that will 1) mitigate the adverse effects of motor vehicle traffic, 2) provide defined entrances to the neighborhood, and 3) foster the distinctiveness of various parts of the neighborhood. (Policy 2)

(Section 9.9680, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9690 Whiteaker Plan Policies.

- (1) **Neighborhood History and Character Element.**
 - (a) Preserve existing trees on public land and right-of-way. (Policy 3)
 - (b) Continue, enhance, and promote the street tree planting program. (Policy 4)

- (c) Inventory and promote protection of significant trees on private property. (Policy 5)
 - (d) In evaluating proposed changes to the transportation systems that affect Whiteaker, consider the impacts on historic and character defining features of the neighborhood and design system that not only move traffic but link and reinforce elements of neighborhood character. (Policy 9)
 - (e) Protect and enhance the natural characteristics of Skinner Butte and the Willamette River. (Policy 10)
 - (f) Protect and enhance positive features of the neighborhood that help create a strong sense of neighborhood identity. (Policy 11)
- (2) **Land Use Element.**
- (a) Use the land-use diagram and policies of this plan along with other City policies in making land-use decisions for the Whiteaker community. (Policy 1)
 - (b) In areas designated for medium- or high-density residential use, allow single-family housing that can be rehabilitated to help maintain a variety of dwelling unit types and densities. (Policy 3)
 - (c) Guide the use of public land in a manner that recognizes the needs of the public agency and yet also helps ensure compatibility between adjoining land uses. (Policy 6)
 - (d) Recognize that about 3,000 residents live within one quarter mile of the railroad and are directly impacted by railroad operations and practices. (Policy 7)
 - (e) Recognize the important link Monroe Street serves between residential portions of the Blair and Sladden neighborhoods, and encourage preservation of its mixed use character. (Policy 8)
 - (f) Recognize the important link the 3rd/4th Avenue serves between the residential areas around Skinner Butte and encourage surrounding land uses that will preserve natural, scenic, and historic resources in the area and prevent the road from becoming a high-speed thoroughfare. (Policy 9)
 - (g) Increase efforts to preserve and rehabilitate existing housing resources, and minimize conversion to non-residential uses or demolition. (Policy 10)
 - (h) Explore and implement ways to increase owner-occupied housing within those portions of Whiteaker designated for residential use. Increase options/opportunities for purchase or home ownership to interested low-income renters. (Policy 11)
- (3) **Land Use Element, City Policies for Subareas, Blair Commercial Area - Subarea 1.** Recognize the Blair Commercial Area as appropriate for neighborhood-scale commercial uses and small-scale industrial uses. Encourage continued economic revitalization, preservation of historic resources, and building rehabilitation. (Policy 1)
- (4) **Land Use Element, City Policies for Subareas, West Blair Residential Area - Subarea 2.** Recognize the West Blair Residential Area as primarily appropriate for low-density residential use (up to 10 units per acre), encourage

home ownership and the preservation of sound historic properties, and discourage non-residential uses. (Policy 1)

- (5) **Land Use Element, City Policies for Subareas, East Blair Residential Area - Subarea 3.** Recognize the East Blair Residential Area as being appropriate for medium-density residential use (up to 20 units per acre), encourage home ownership and the preservation of sound historic properties, and discourage non-residential uses. (Policy 1)
- (6) **Land Use Element, City Policies for Subareas, Blair Industrial Area - Subarea 4.** Help protect residential areas close to the Blair Industrial Area from the impacts of industrial expansion and changes in use occurring within this area. Apply the site review /SR suffix on all industrially zoned parcels adjacent, across an alley, or across a street from property zoned low-density residential. (Policy 3)
- (7) **Land Use Element, City Policies for Subareas, Rose Garden Residential Area - Subarea 7.**
 - (a) Recognize the Rose Garden Residential Area as primarily appropriate for low-density residential use (up to 10 units per acre), encourage home ownership and the preservation of sound historic properties, and discourage non-residential uses in areas planned for residential use. (Policy 1)
 - (b) Public Land currently in park use in this area shall not be converted to a motor vehicle parking lot. (Policy 5)
- (8) **Land Use Element, City Policies for Subareas, South Sladden Area - Subarea 9.** In the South Sladden area, encourage the retention of existing residential structures in this area or the moving of single-family structures that are in good condition or could be fixed up, to residential areas in Whiteaker rather than have the structures demolished. (Policy 5)
- (9) **Land Use Element, City Policies for Subareas, West Skinner Butte Residential Area - Subarea 10.** Recognize the West Skinner Butte Residential Area as appropriate for Medium-Density Residential use (up to 20 units per acre), encourage an increase in various types of home ownership, and promote new residential developments that are compatible with the Whiteaker neighborhood. (Policy 1)
- (10) **Land Use Element, City Policies for Subareas, East Skinner Butte Residential Area - Subarea 12.** Particularly within the East Skinner Butte Historic District, encourage home ownership, preservation of historic structures and landscape features, and discourage non-residential uses. (Policy 3)
- (11) **Transportation Element.**
 - (a) Design any new arterial/bridge or major reconstruction of an existing arterial/bridge to minimize noise pollution, appropriately screen the facility from abutting properties, and minimize the negative impacts to nearby properties. (Policy 2)
 - (b) Take steps to mitigate excessive noise on existing arterials and establish screening as needed. (Policy 3)
 - (c) Encourage reduction of through traffic on non-arterial streets within the

- Whiteaker neighborhood. (Policy 4)
- (d) Maintain and improve the operation of the street system to facilitate circulation within the neighborhood. (Policy 5)
 - (e) Improve traffic safety for the various modes of transportation either by implementing measures to separate different modes or to make shared travel lanes more functional, compatible, and safer. (Policy 7)
 - (f) Continue to improve safe bicycle access to and throughout the Whiteaker neighborhood. (Policy 9)
 - (g) Encourage the installation of bus shelters, especially near areas with concentrations of senior citizens or where there is high transit usage and limited opportunities for shelter during bad weather. (Policy 10)
 - (h) Provide adequate pedestrian facilities for crossing of arterial streets at their points of greatest demand. (Policy 13)
 - (i) Continue to install sidewalk access ramps at intersections within the Whiteaker area. (Policy 14)
 - (j) Retain alleys and encourage their appropriate use as important elements of the transportation network. (Policy 15)
 - (k) Enhance the function alleys and pedestrian ways currently perform as part of the pedestrian system. (Policy 16)
 - (l) Recognize street trees as a significant public asset and help integrate where possible into the streetscape. Planting strips can soften the edge adjacent to residential areas and visually integrate residential and non-residential areas. (Policy 17)
 - (m) Require property owners to replace removed street trees at the time of removal or during the next planting season, subject to adopted planting standards. (Policy 18)

(12) Recreation Element.

- (a) Develop, manage, and program parks in ways that minimize impacts on surrounding neighborhoods and minimize conflicts of use within parks. (Policy 5)
- (b) Support changes in traffic patterns that would minimize park automobile traffic impacting residential streets. (Policy 6)

(Section 9.9690, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9700 Willakenzie Area Plan Policies.

(1) Land Use Element - General Policies.

- (a) The City shall use the Land Use Diagram and accompanying text and policies of the Willakenzie Refinement Plan, as well as other applicable City goals, policies, and plans, to provide policy direction for public decisions affecting the plan area. (Policy 1)
- (b) The City shall ensure that future commercial development and redevelopment in the Willakenzie planning area is sensitive to and compatible with existing and planned development in the surrounding area. (Policy 2)

- (c) Retain existing significant vegetation whenever possible to provide buffering between residential and nonresidential uses, as well as between low-density and higher density residential areas. (Policy 3)
 - (d) Recognize Coburg Road, the Ferry Street Bridge, Beltline Road, Delta Highway, Interstate 5, and the Eugene-Springfield Highway (I-105) as designated entrance corridors to the city as identified in the adopted City of Eugene Entrance Beautification Study. (Policy 4)
 - (e) Site review procedures or special development standards shall be considered for properties which abut or face one another, when the uses permitted on those properties are potentially incompatible. (Policy 5)
 - (f) Minimize land use conflicts by promoting compatibility between low-density and higher-density residential land uses as well as between residential and nonresidential land uses. (Policy 6)
 - (g) Mixed-use developments that combine living, working, and shopping opportunities shall be encouraged in the study area. (Policy 7)
- (2) **Land Use Element - Residential Policies.**
- (a) Maintain the existing low-density residential character of existing Willakenzie neighborhoods, while recognizing the need to provide housing for all income groups in the city. (Policy 1)
 - (b) Ensure that development plans include street sizes adequate to meet future demands. (Policy 3)
 - (c) Encourage a mixture of housing densities and types to address the housing needs of a diverse population. (Policy 4)
 - (d) Encourage medium- and high-density residential uses in areas which have good access to commercial services, public open space, schools, parks, transit, and other alternative modes of transportation. (Policy 5)
 - (e) Require that all new residential development adjacent to Beltline Road, Interstate 5, Delta Highway, and I-105 provide on-site noise buffering between the noise source and the new development. (Policy 6)
 - (f) Berms that are used to fulfill a noise-buffering requirement shall be landscaped and irrigated with a permanent irrigation system. (Policy 7)
 - (g) Promote compatibility between low-density residential land uses and medium- to high-density residential land uses. (Policy 8)
- (3) **Land Use Element - General Commercial and Industrial Policies.**
- (a) Minimize the impact of future neighborhood commercial development on adjacent residential uses through the application of Willakenzie Commercial Siting and Development Guidelines. (Policy 2)
 - (b) Encourage the consolidation of parking lots, development of joint access, and use of access controls on commercial and industrial developments. (Policy 3)
- (4) **Land Use Element - Central Region, Gilham Subarea.**
- (a) The parcels lying south of Goodpasture Island Road, currently occupied by Greer Gardens commercial nursery operation, shall be considered appropriate for medium-density residential development at the time that the property owner wishes to redevelop. In the event that redevelopment of

- the site occurs, vehicular access to the medium-density development shall be limited to the northeastern end of the site, across Goodpasture Island Road from Ridgeway Drive. (Policy 1)
- (b) Expansion or redevelopment of the neighborhood grocery at the northwest corner of Cal Young and Fir Acres shall conform to Willakenzie Commercial Siting and Development Guidelines and shall be limited to the existing tax lot. This site shall also be limited to Neighborhood Commercial zoning. (Policy 2)
- (5) **Land Use Element - Central Region, Sheldon Subarea.**
- (a) Encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Coburg Road. (Policy 1)
- (b) The existing commercial developments at the northeast and southeast corners of Coburg and Willakenzie Roads shall not be expanded beyond their existing boundaries. (Policy 6)
- (6) **Land Use Element - Central Region, Harlow Subarea.** The City shall require that medium-density residential development on the east side of Coburg Road, between Tandy Turn and Bailey Lane and between Adkins Street and Elysium Avenue, is developed in a manner that promotes compatibility between low-density and medium-density uses, enhances the visual character of Coburg Road (a designated Entrance Corridor), and limits traffic conflicts on Coburg Road and local streets. (Policy 2)
- (7) **Land Use Element - Central Region, Willagillespie Subarea.**
- (a) The City shall require noise buffering and/or other noise attenuation features for all new residential development abutting I-105 and Delta Highway. (Policy 1)
- (b) The City shall encourage infilling of large, vacant residential parcels and residential parcels which have not yet been developed to their fullest capacity in order to accomplish a compact urban growth form. (Policy 2)
- (c) The City shall ensure that new development and redevelopment occurring on the flanks of Gillespie Butte will be accomplished in a manner that affords maximum preservation of the natural character of the butte, and is sensitive to topographic constraints, soil conditions, views to and from the butte, and the need for public access to the butte. (Policy 3)
- (d) The City shall provide a pedestrian access to Gillespie Butte prior to new development occurring on the western and southern flanks of the butte. (Policy 10)
- (8) **Land Use Element - North Region, Delta Subarea.**
- (a) The City shall encourage site development practices which promote compatibility between commercial/general office uses and residential uses. (Policy 2)
- (b) The City shall allow access to commercial- and general office-zoned land only from arterial and collector streets. (Policy 3)

- (c) The City shall encourage development that consolidates parcels into cohesive development sites and limits the number of access points onto Green Acres Road. (Policy 4)
- (9) **Land Use Element - North Region, Unincorporated Subarea.**
 - (a) The City shall require future developments on parcels abutting the UGB to provide an effective transition between urban and rural land uses. This transition is intended to minimize potential conflicts with adjacent agricultural uses and sand and gravel operations. (Policy 2)
 - (b) The City shall require that access to the future school site on the east side of Coburg Road and the future school building itself be oriented toward the existing residential street systems rather than Coburg Road. (Policy 3)
 - (c) The City shall limit access points along both sides of County Farm Road, north of the present city limits. Encourage construction of a local residential street system to provide access. (Policy 5)
 - (d) The City shall recognize the Northwest Pipeline District Offices (located along the east side of North Game Farm Road) as a nonconforming use. The site shall be exempt from the nonconforming use requirements of the Eugene Code so that the use may continue to operate. Future expansion of the use by Northwest Pipeline will be limited to the tax lot on which the offices are currently located (Tax Lot 1503 — Assessor's Map 17-03-09-00). The site and surrounding area shall be considered appropriate for low-density residential use. (Policy 6)
 - (e) The City shall acknowledge the potential for development of residential/mixed-use neighborhoods in the Unincorporated Subarea. (Policy 11)
 - (f) Residential mixed-use developments shall be a minimum of 30 acres in size and a maximum of 160 acres in size. (Policy 14)
- (10) **Land Use Element - North Region, Coburg/Crescent Subarea.**
 - (a) The City shall recognize the area south of the future extension of Crescent, and west of the future Shadow View Drive, as depicted on the Willakenzie Land Use Diagram (and as refined by Inset Map D), as appropriate for the expansion of Neighborhood Commercial development. The Neighborhood Commercial site shall not exceed 10 acres in size. Uses in this commercial area are intended to serve the day-to-day shopping and service needs of area residents and employees of the Special Light Industrial area. Clinics and medical offices shall not be permitted in this neighborhood commercial area. (Policy 2)
 - (b) The city of Eugene shall ensure that industrial development in the Coburg/Crescent subarea is sensitive to and compatible with surrounding uses and will conform to the Coburg/Crescent Special Light Industrial Siting and Development Standards. (Policy 3)
 - (c) The City shall encourage the development of commercial uses which provide direct services to the employees of the Special Light Industrial area. Examples include restaurants, banks, day-care centers, health clubs, and recreational facilities. (Policy 7)

- (d) The land use plan diagram for the Coburg/Crescent subarea indicates general locations for parks/open space and low-, medium-, and high-density residential uses. The City shall allow for the consideration of a different arrangement of residential and park/open space uses subject to the following criteria:
1. Provision shall be made for an eastern access to the School District 4J site;
 2. Provision shall be made for a park site immediately adjacent to the 4J school site;
 3. Low-density residential uses shall border North Game Farm Road;
 4. The future parks site must have adequate street frontage (as determined by the City PARCS Department);
 5. Medium-density residential development proposed for areas to the east and south of the Kinney Loop subdivision must be sensitive to and compatible with the low-density residential development within this subdivision; and
 6. Provision shall be made for design elements which insure compatibility between residential and industrial land uses. (Policy 9)
- (11) **Land Use Element - South Region, Ferry Street Bridge Subarea.** The City shall encourage site development practices which promote compatibility between high-density residential land uses and the Q Street Floodway and Autzen Stadium. (Policy 1)
- (12) **Land Use Element - South Region, Chase Gardens Subarea.**
- (a) The City shall require future residential developments on parcels abutting the unincorporated area to provide an effective transition between urban and rural land uses. This transition is intended to minimize potential conflicts with adjacent agricultural operations. (Policy 1)
 - (b) The City shall recognize the area north of Centennial Boulevard which is designated on the Willakenzie Land Use Diagram for commercial uses as being appropriate for General Office and Neighborhood Commercial zoning. This area shall contain a maximum of 10 acres of Neighborhood Commercial zoning. Commercial uses are intended to be located on the east side of Garden Way, either in its present alignment or a future alignment. (Policy 4)
 - (c) The City shall acknowledge the potential for development of residential/mixed-use neighborhoods in the Chase Gardens subarea. (Policy 5)
 - (d) Residential mixed-use developments shall be a minimum of 30 acres in size and a maximum of 160 acres in size. (Policy 8)
- (13) **Transportation Element.**
- (a) The transportation network within the Willakenzie Area shall be planned and designed to ensure: a) preservation of existing neighborhoods; b) an adequate system of arterials and collectors for the efficient movement of through traffic; and c) the preservation of the use of local streets for local traffic. (Policy 1)

- (b) The City shall maintain and encourage the safe and efficient operation of major streets by limiting private, direct access to those streets where necessary. (Policy 2)
- (c) The City shall continue to provide direct access from Coburg Road to the Kinney Loop subdivision via Kinney Loop. If in the future access onto Coburg Road from Kinney Loop becomes a hazard, the City shall consider the addition of an access point to the Kinney Loop area via Crescent Avenue. This additional access to Kinney Loop off Crescent Avenue should be to provide access to the Kinney Loop subdivision only and should not connect through to other areas. (Policy 3)
- (d) The City shall provide for improvements to designated entrance corridors, including those in County and State jurisdictions, in conjunction with construction or reconstruction projects affecting those streets. (Policy 4)
- (e) The City shall work with major developers and employers to ensure that transportation demand management strategies are incorporated into their facilities planning and operations. (Policy 5)
- (f) The City shall work with developers to provide and participate in transportation mitigation measures which are necessary to resolve direct traffic impacts resulting from new development. Mitigation measures could include such things as traffic control signs, traffic signals, street widenings, turn lanes, and other access improvements. (Policy 6)
- (g) To the greatest extent possible, the City shall encourage regional and intercity traffic to use major rather than minor arterials. (Policy 7)
- (h) The City shall work with developers and the State of Oregon to ensure that noise attenuation is provided for existing and proposed residential developments along State highways when improvements are made to those roads. (Policy 8)
- (i) The City shall require new residential developments occurring along State highways and streets identified as Traffic Noise Control Corridors to use appropriate siting and design techniques to bring the development into compliance with State and Federal noise standards. (Policy 9)
- (j) As street lights are installed on major streets, the City shall consider the impacts of light intrusion on residences adjacent to those streets. (Policy 11)
- (k) The city shall continue to require sidewalks to be constructed in all newly developed areas. (Policy 13)
- (l) Sidewalks shall not be installed on local streets within existing developed residential areas unless a majority of property owners are supportive or unless traffic conditions materially change to create a safety problem. (Policy 14)
- (m) The City shall provide for the creation of a network of bicycle and pedestrian amenities to encourage bicycling and walking, reduce reliance on the automobile, and alleviate or delay congestion and other traffic problems. (Policy 19)

(14) Public Facilities and Services Element - Natural Drainage.

- (a) Encourage development practices that reduce the need for construction of an extensive subsurface storm sewer system. (Policy 1)
- (b) Encourage growth and development patterns that are compatible with natural features and discourage the alteration of natural features. Relocation of natural drainage features may be considered as an alternative to replacement with a closed pipe system. (Policy 2)
- (c) Encourage measures that will improve the quality of storm-water runoff discharged into local waterways. (Policy 3)

(15) Public Facilities and Services Element - Water and Electric Services. The City shall work with EWEB to continue support for placing utility lines underground. (Policy 2)**(16) Neighborhood Design Element - Neighborhood Gateways.**

- (a) Encourage the development of symbolic 'gateways' to the Willakenzie area through the effective use of landscape materials in areas indicated on the Neighborhood Gateways map. (Policy 1)
- (b) Encourage the Eugene Water & Electric Board and other utility providers to relocate utility lines underground in areas designated as neighborhood gateways on the Neighborhood Gateways map. (Policy 2)

(17) Neighborhood Design Element - Natural Resource Area Protection.

Significant wetland, riparian, waterway, and upland sites in the Willakenzie area shall be protected from encroachment and degradation in order to retain their important functions related to fish and wildlife habitat, flood control, sedimentation and erosion control, water-quality control, and groundwater pollution control. (Policy 1)

(18) Neighborhood Design Element - Historic Preservation. The City shall identify and encourage preservation of significant historic and cultural resources including buildings, sites, structures, objects, agricultural landscapes, and other landscape elements in the Willakenzie area. (Policy 1)

(Section 9.9700, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

9.9710 Willow Creek Special Area Study Policies.**(1) Land Use.**

- (a) Map E reflects land-use arrangements for the Willow Creek Basin and shall become one basis for future implementation through zoning or other applicable land use measures. (Policy 3)
- (b) The City of Eugene shall apply its planned unit development (PUD), cluster subdivision or site review procedures (as appropriate) in the Willow Creek Basin in at least three cases:
 - 1. Properties with elevation and slope, soil and geologic conditions which fit criteria identified in Eugene's South Hills Study for applying PUD procedures;

2. Properties in or adjacent to designated natural areas will be developed under either PUD or site review procedures, depending on the scale and complexity of the project; and
3. Properties along natural stream courses will be developed under either PUD or site review procedures depending on the scale and complexity of the project. (Policy 4)

(2) Transportation.

- (a) Through appropriate mechanisms, proposed developments shall be encouraged to respond to an overall transit, bicycle, and pedestrian system for the Willow Creek Basin. (Policy 2)
- (b) Bicycle facilities will be designed to connect with other major routes outside the Willow Creek Basin, in order to provide residents and employees with this transportation option for daily and recreational travel needs. (Policy 3)
- (c) Major employment and commercial center proposals shall plan for convenient, covered on-site bicycle parking as an integral part of a parking program. (Policy 4)
- (d) Through appropriate mechanisms, proposed developments shall be encouraged to provide adequate transit access. (Policy 5)
- (e) The City of Eugene shall work with major employers to establish and implement ongoing paratransit programs. (Policy 6)
- (f) Development proposals within the urban growth boundary shall be reviewed to ensure adequate access to the adjacent properties within the urban reserve area. (Policy 7)
- (g) A carefully planned collector street system providing access from residential, commercial, and industrial areas to arterial streets shall be developed for the Willow Creek Basin. (Policy 8)

(3) Off-Site Public Facilities. Analysis shall be conducted and appropriate measures taken to deal with urban level storm run-off from the Willow Creek Basin. (Policy 3)

(4) Environmental. Acquisition, transfer of development rights, public easements and dedication to the public are mechanisms which shall be used to protect a continuous corridor along the entire length of the Basin ridgeline, including properties above the 800-foot elevation contour. The same mechanisms shall be employed to pursue protection of an interconnecting environmental/recreational/storm drainage system throughout the Basin. (Policy 2)

(Section 9.9710, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

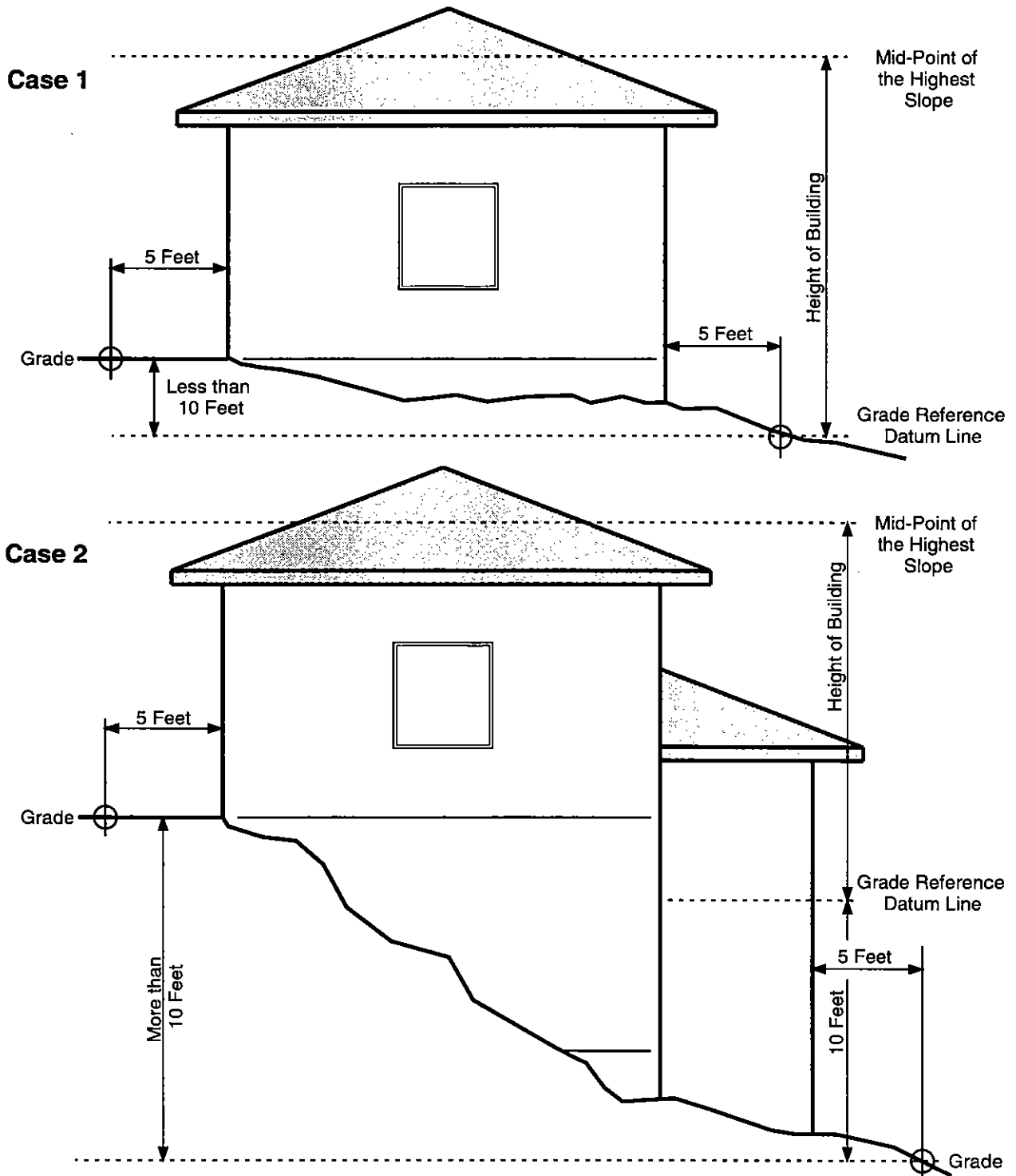
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**Figure
9.0500**

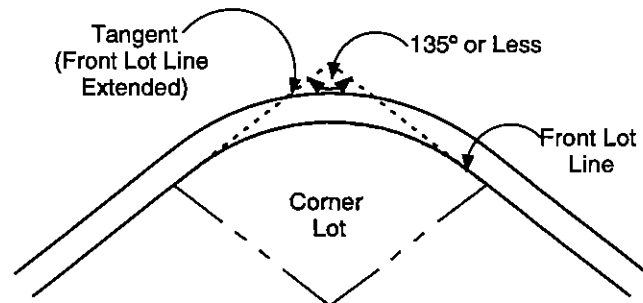
Building Height Calculation



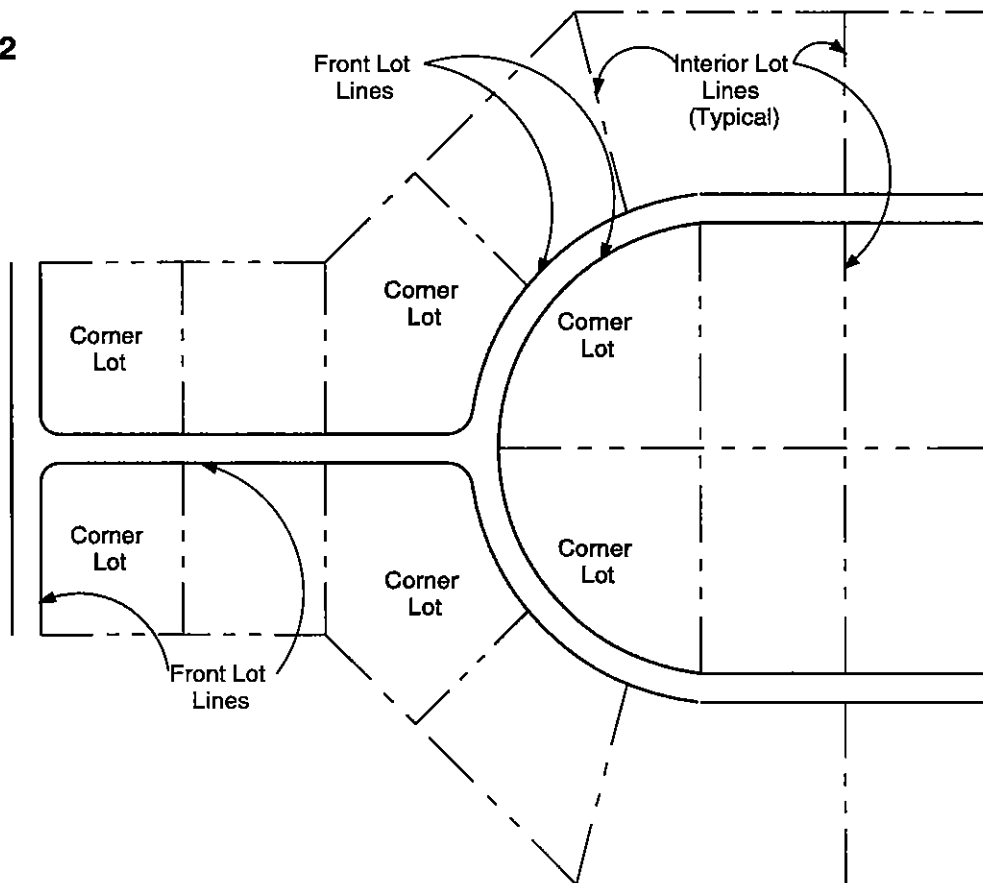
**Figure
9.0500**

Corner Lot or Parcel

Example 1

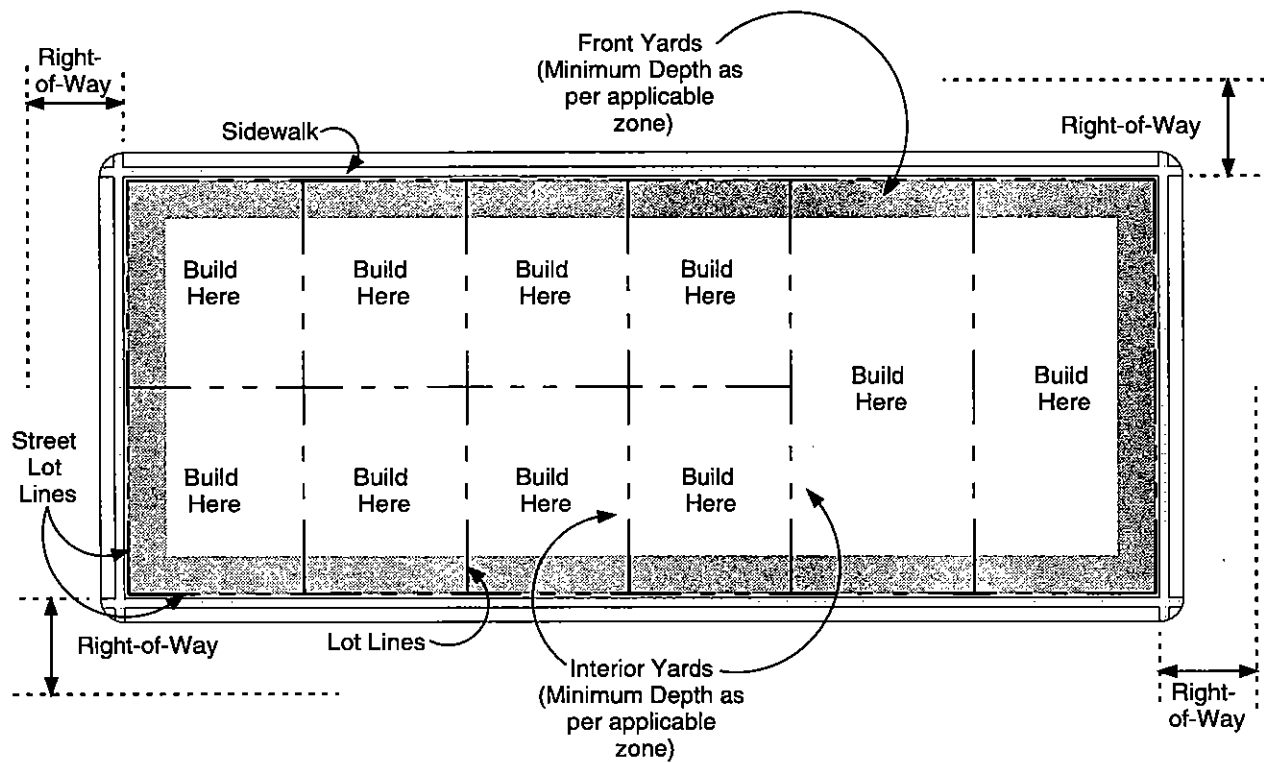


Example 2



**Figure
9.0500**

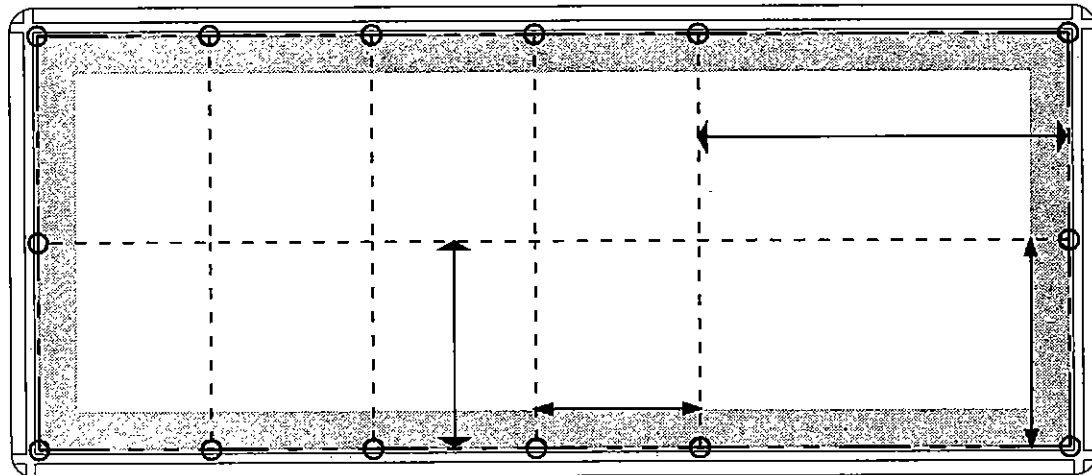
Front and Interior Yards





Note: Right-of-Way Includes
Actual Street Paving with Curbs,
Gutters, and Sidewalks

Figure
9.0500

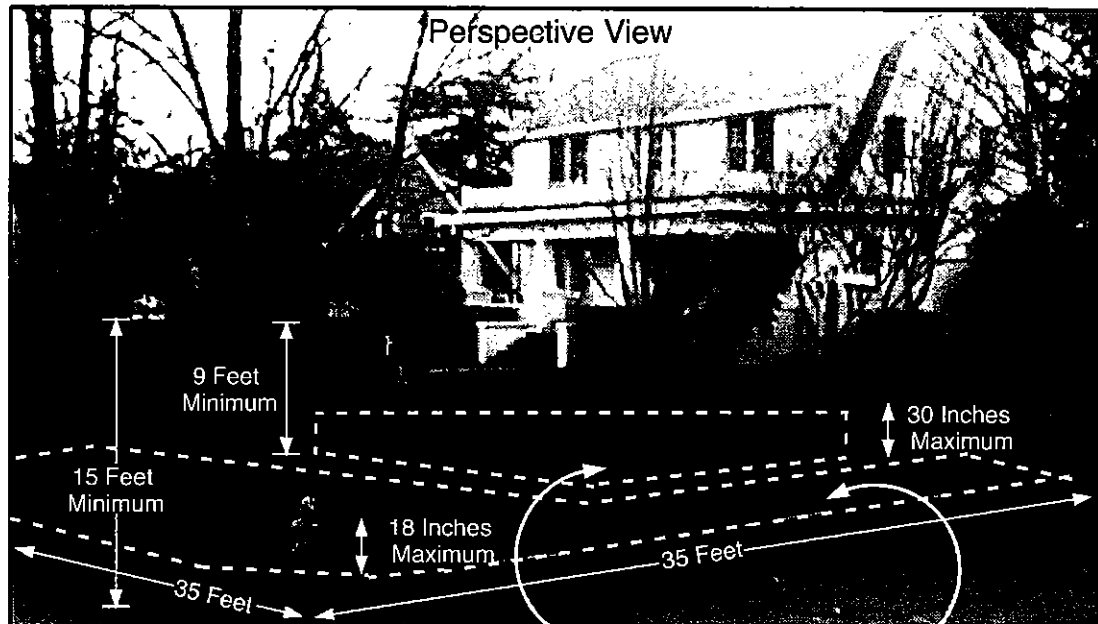
Lot Lines, Lot Frontage, Lot Width, Lot Depth



- — — — — Front Lot Line
- - - - - Interior Lot Line
- ← — — — — → Lot Width
- ← — — — — → Lot Depth
- ⊙ - - - - - ⊙ Lot Frontage
-  Required Front Yard Setback According to Zone
-  Required Interior Yard Setback According to Zone

**Figure
9.0500**

Vision Clearance Area

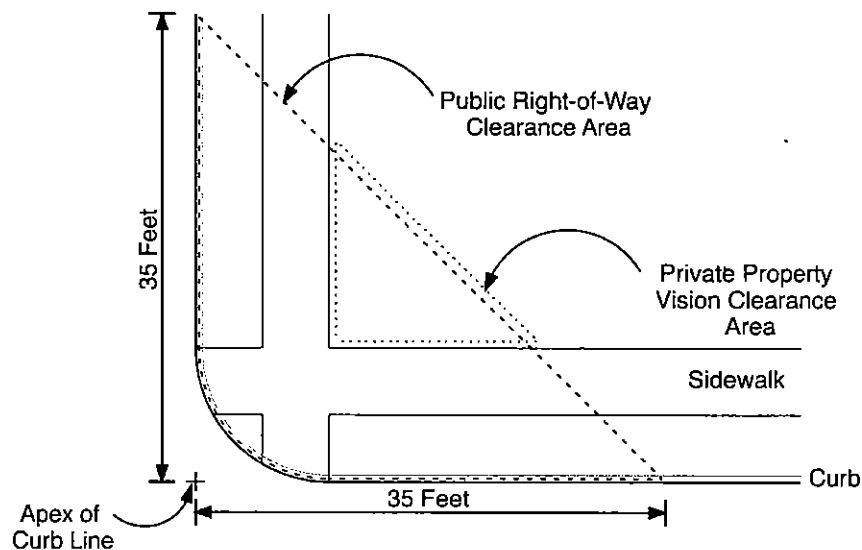


Tree Limb Clearance:
 • 9 Feet Minimum Above Sidewalk
 • 15 Feet Minimum Above Street

On Private Property, the Clearance Area Extends Through a Triangle at a Maximum Height of 30 Inches

In the Public Right-of-Way, the Clearance Area Extends 35 Feet Along Curb Edge at a Maximum Height of 18 Inches

Plan View

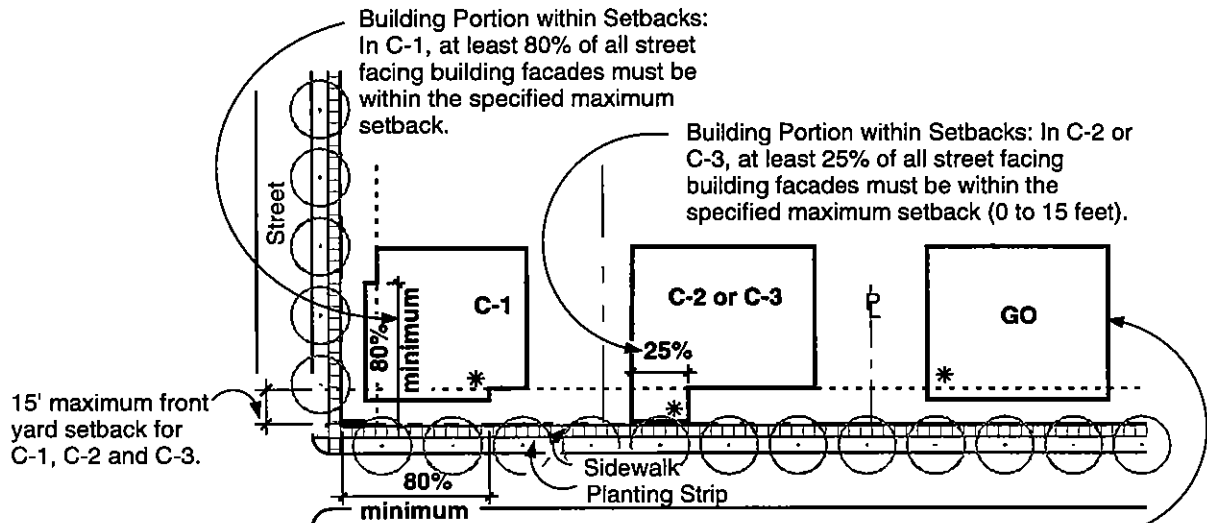


----- Right-of-Way Clearance Area
 Private Property Vision Clearance Area

See also EC 9.6780 Vision Clearance Area.

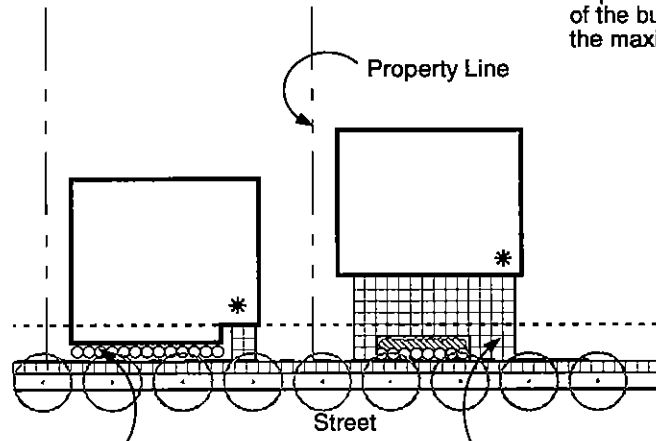
**Figure
9.2171(5)**

Maximum Front Yard Setbacks, Building Orientation, and Entrances



See Figure 9.2173(3) for buildings over 25,000 square feet floor area.

Buildings in GO have a 15-foot maximum front yard setback but no additional requirement that a portion of the building be within the maximum setback.



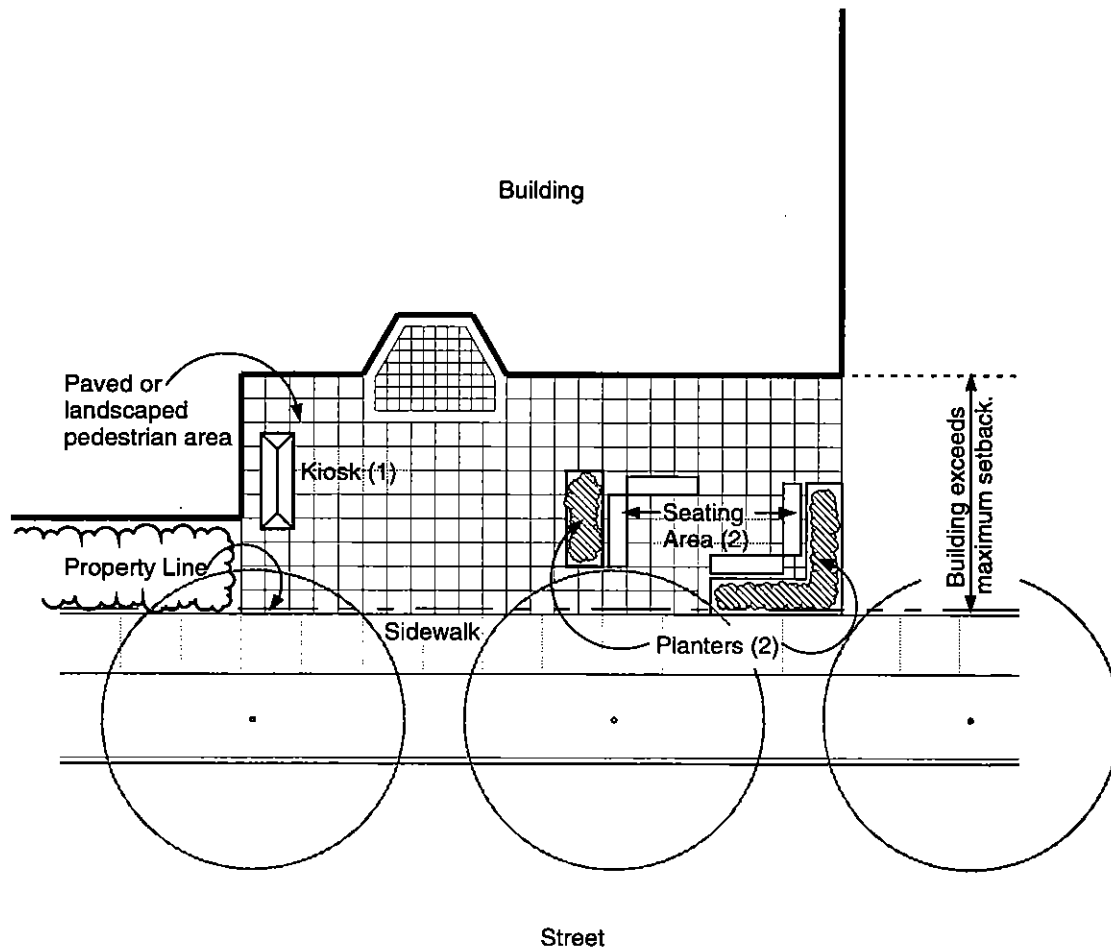
Landscape:
The space between the building and street complying with the maximum setback above must be landscaped or an enhanced pedestrian space in accordance with EC 9.6210(1) Basic Landscape Standard or Figure 9.2171(5)(e).

Paving and Pedestrian Amenities:
The maximum front yard setback may be exceeded if the area between the building and the street is landscaped or paved for use by pedestrians. The area must contain at least the equivalent of 1 enhanced pedestrian amenity for every 200 square feet of hard surface. See Figure 9.2171(5)(e) and Figure 9.4530(8).

* = Main Entrance

Figure
9.2171(5)(e)

Landscaped or Paved Pedestrian Area with Pedestrian Amenities



EXAMPLE:

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

**Figure
9.2171(9)**

Fencing Standards in Commercial Zones

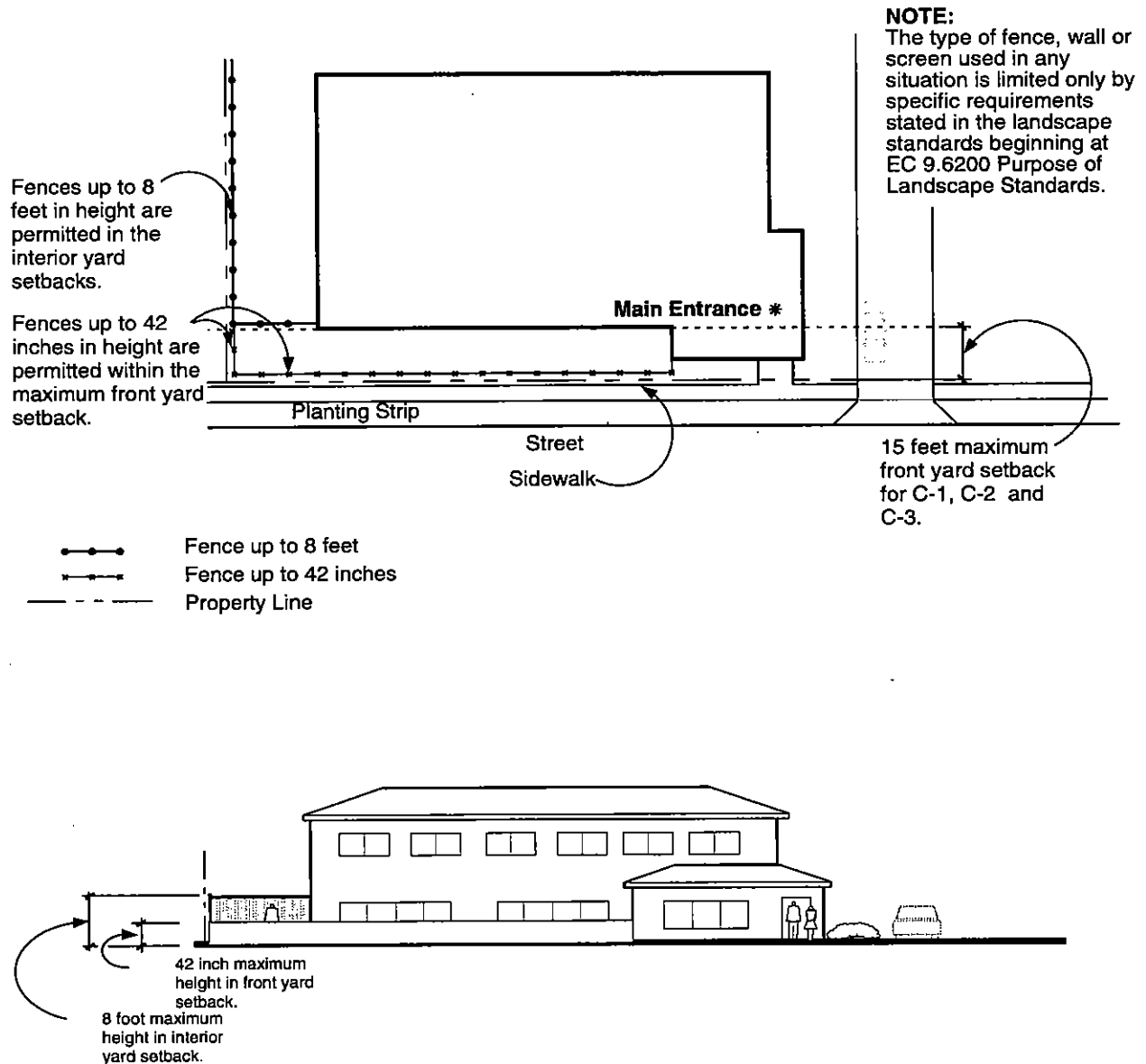
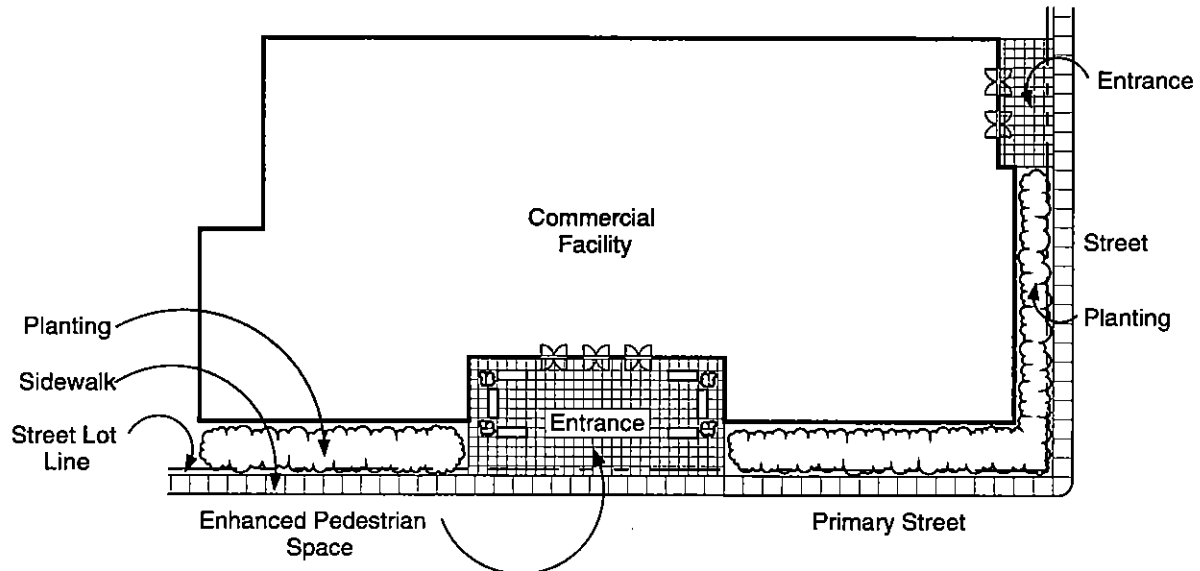


Figure
9.2173(3)

Large Commercial Facilities - Building Entrances



Large Commercial Facilities - Corner Entrances

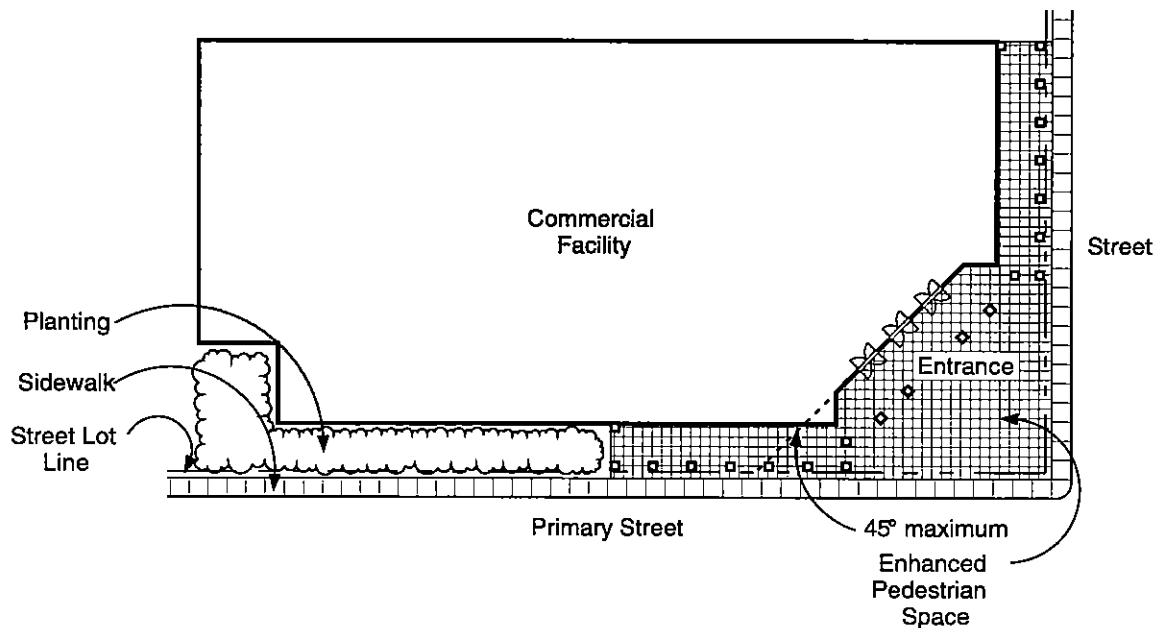


Figure
9.2173(10)(a)

Large Commercial Facilities - Exterior Wall Articulation

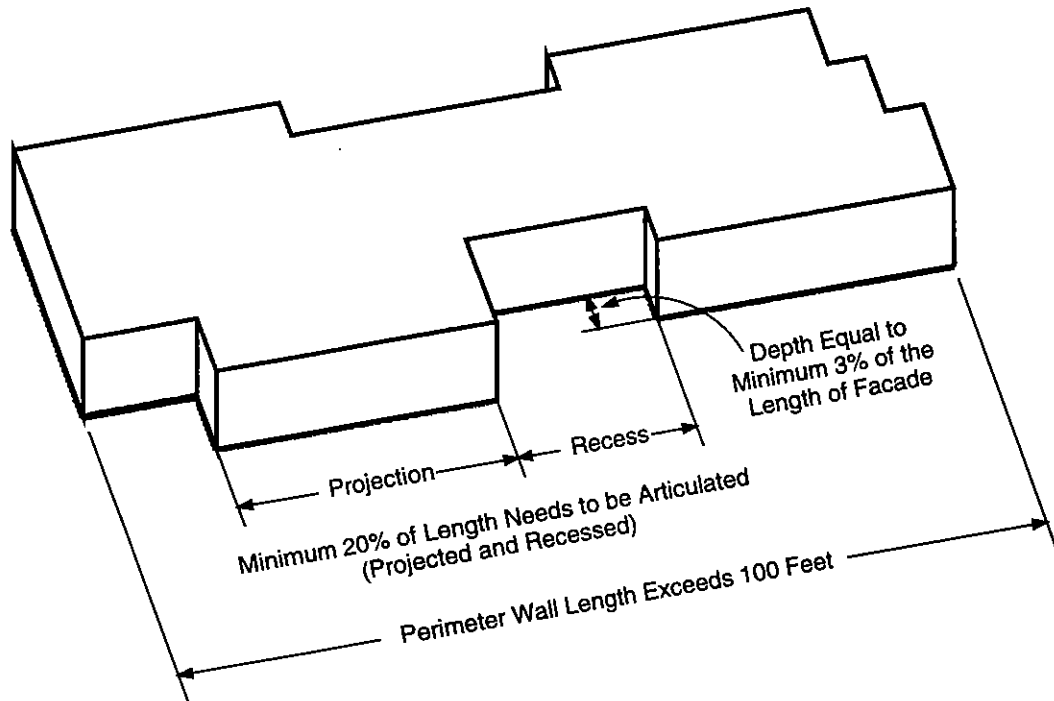


Figure
9.2173(10)(b)

Large Commercial Facilities - Exterior Facades

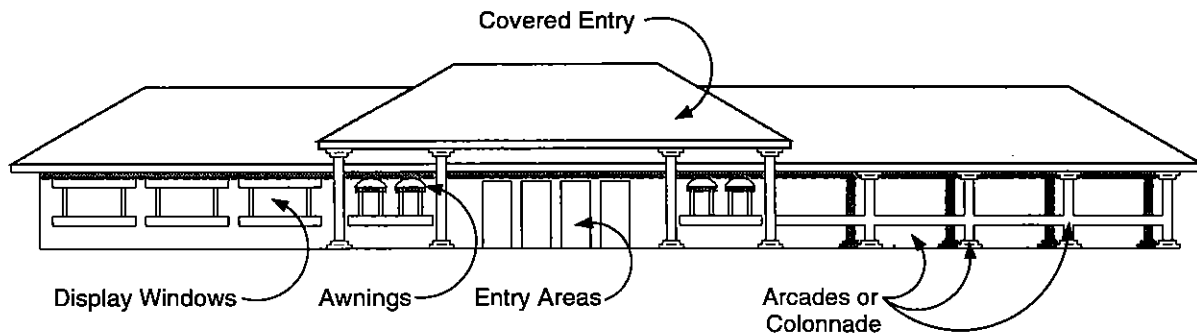
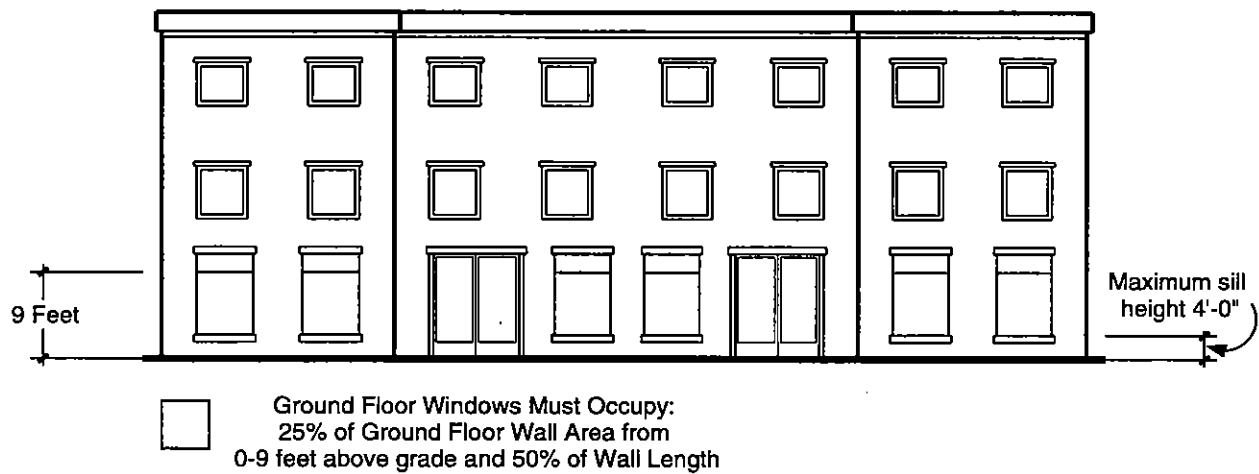


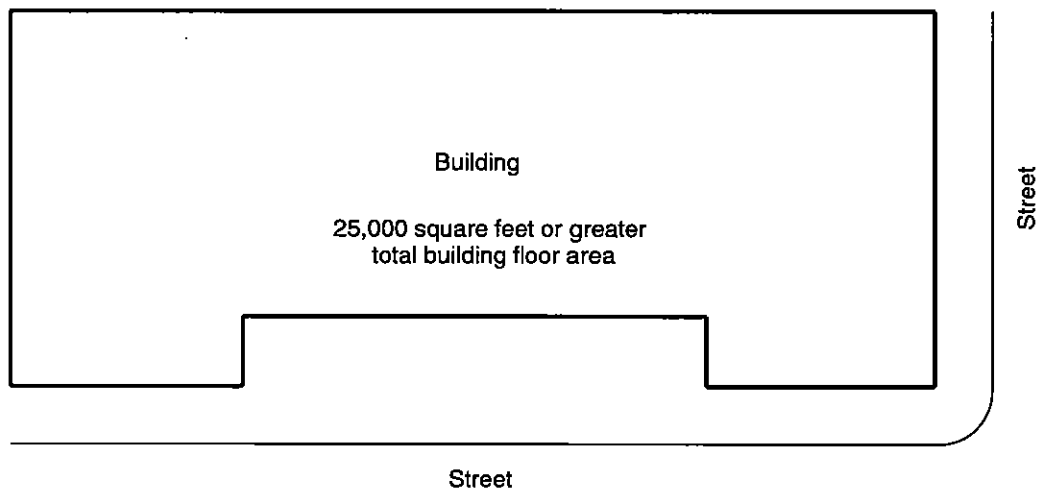
Figure
9.2173(10)(c)

Large Commercial Facilities - Ground Floor Window Calculation

Elevation View



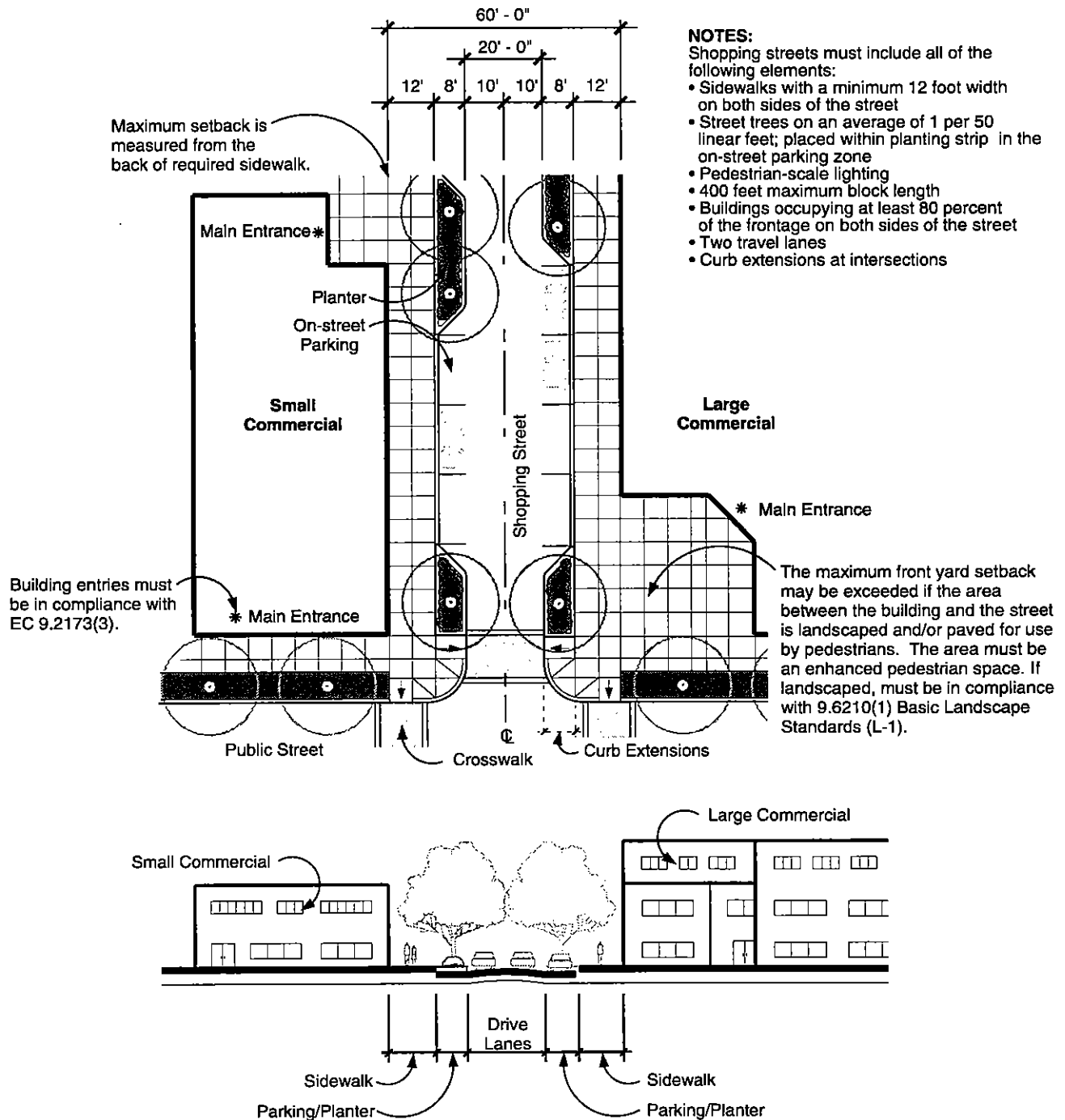
Plan View



Ground Floor Wall Lengths Facing Street x 9 Feet Wall
Height = Ground Floor Wall Area

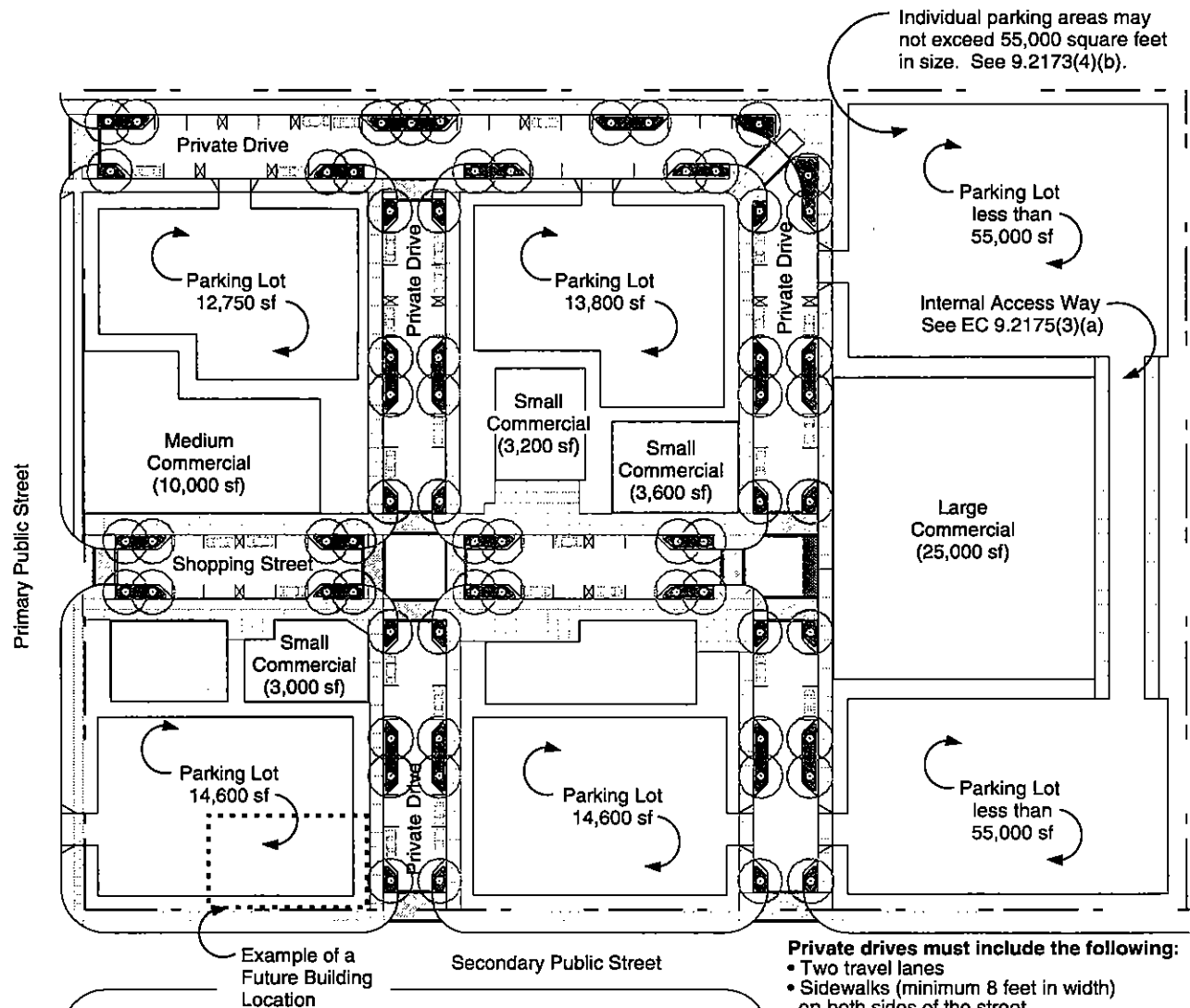
**Figure
9.2175(3)(c)**

Shopping Street Standards



**Figure
9.2175(5)**

Large Multi-Tenant Commercial Facilities



Notes:

- All buildings on site must be oriented to either a public or private street, a private drive, or a shopping street. The buildings must be in compliance with the maximum front yard setback standards in Table 9.2170.
- Private drives used to meet building orientation standards must incorporate street design elements described in EC 9.2175(3)(b). When private drives are used, the setback is measured from the back of the sidewalk.
- If private drives and/or shopping streets are used to meet this standard, building entries must be in compliance with EC 9.2173(3).

Private drives must include the following:

- Two travel lanes
- Sidewalks (minimum 8 feet in width) on both sides of the street
- Street trees with an average spacing of 50 feet in parking/planter zone
- Pedestrian-scale lighting
- On-street parking (except in required fire lanes)

Shopping streets must include the following:

- Two travel lanes
- Sidewalks (minimum 12 feet in width) on both sides of the street
- Street trees with an average spacing of 50 feet in parking/planter zone
- Pedestrian-scale lighting
- On-street parking
- Curb extensions at intersections

Map 9.2740

AREAS UNAVAILABLE FOR CONTROLLED INCOME & RENT (CIR) HOUSING WITH INCREASED DENSITY


(Shown as Shaded Areas)

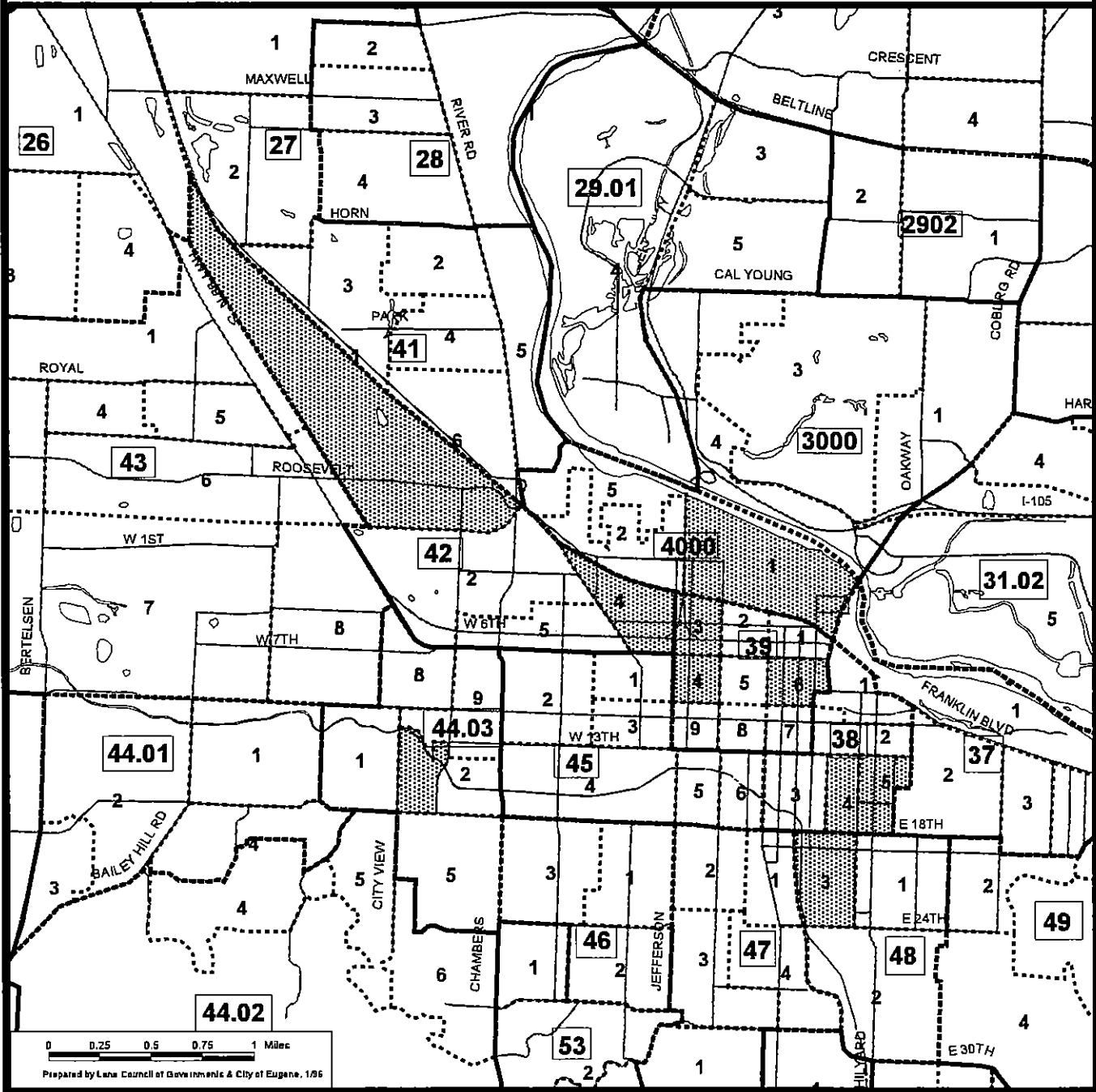
Boundaries of areas based on Eugene Census Tracts
& Block Groups from the 1990 Census

Legend

 Census Tracts & numbers

 Block Groups & numbers

 Shaded areas are unavailable for CIR housing with increased density. All remaining areas are available for CIR housing with increased density.



**Figure
9.2775(2)**

Residential Flag Lot Description

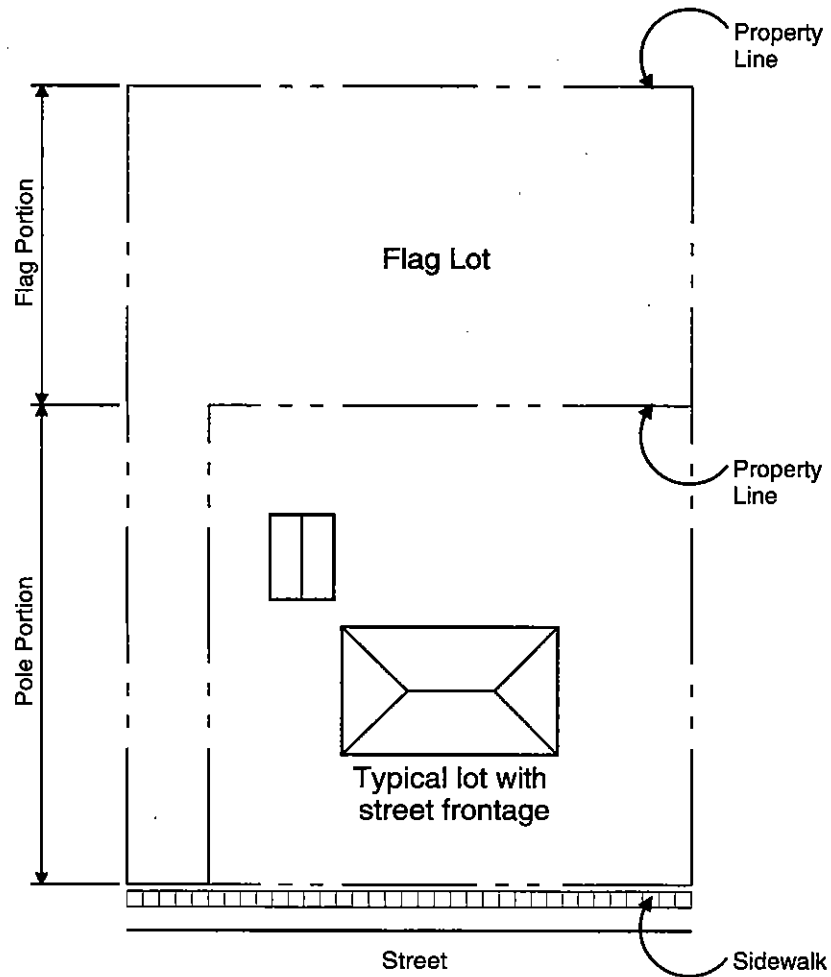


Figure
9.2790(2)

Solar Lot Requirements

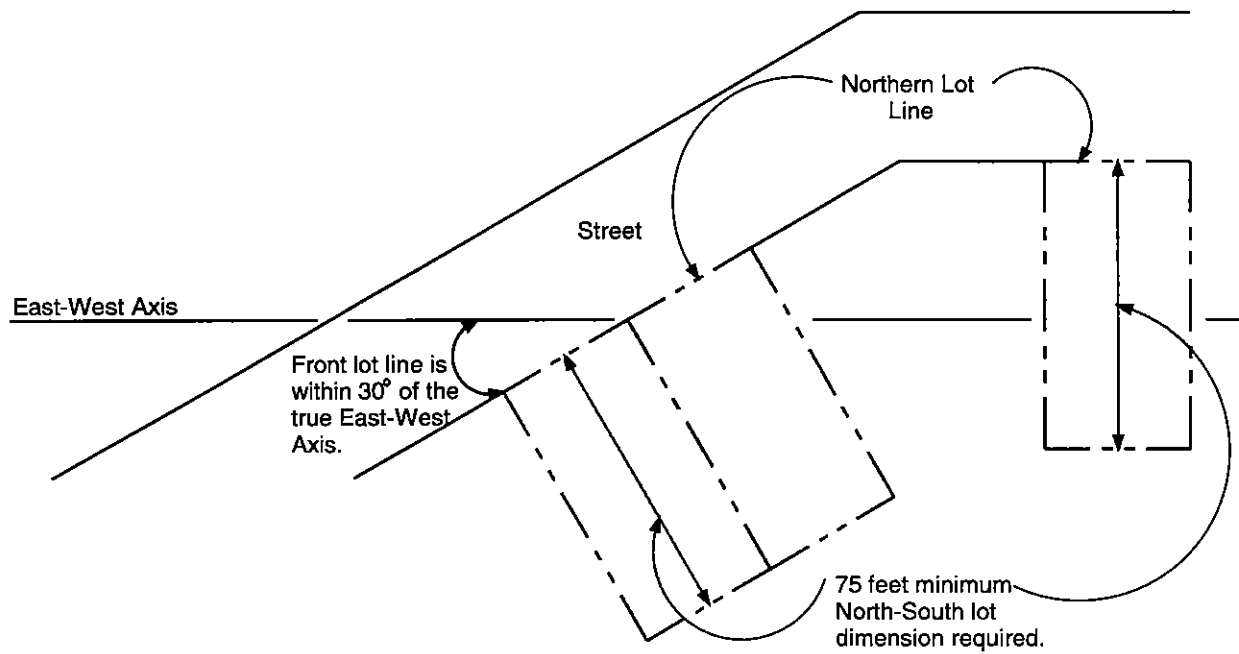


Figure
9.2795

Solar Setback Standards

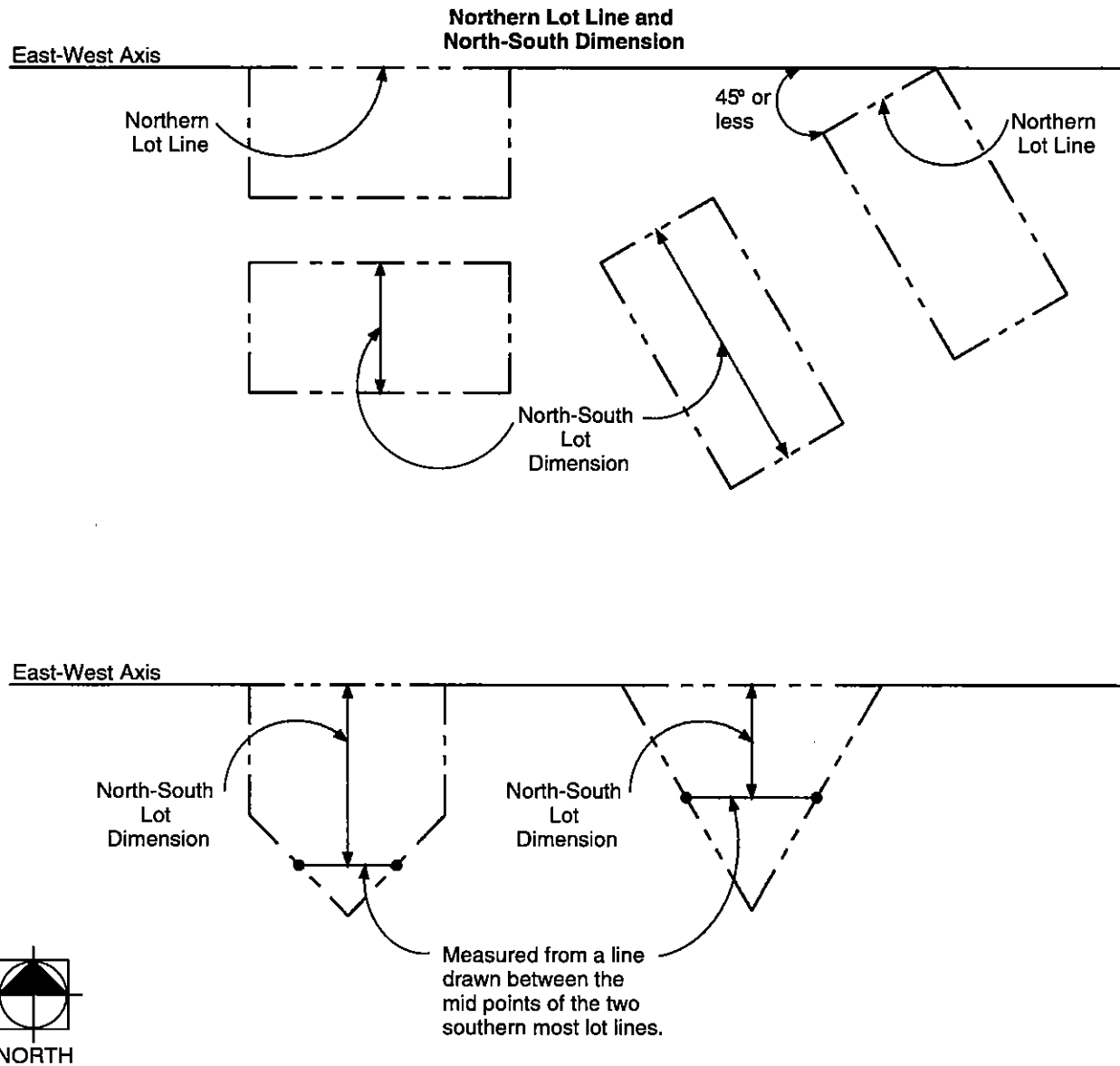


Figure
9.2795(2)

Shade Point Height (SPH) Measurement

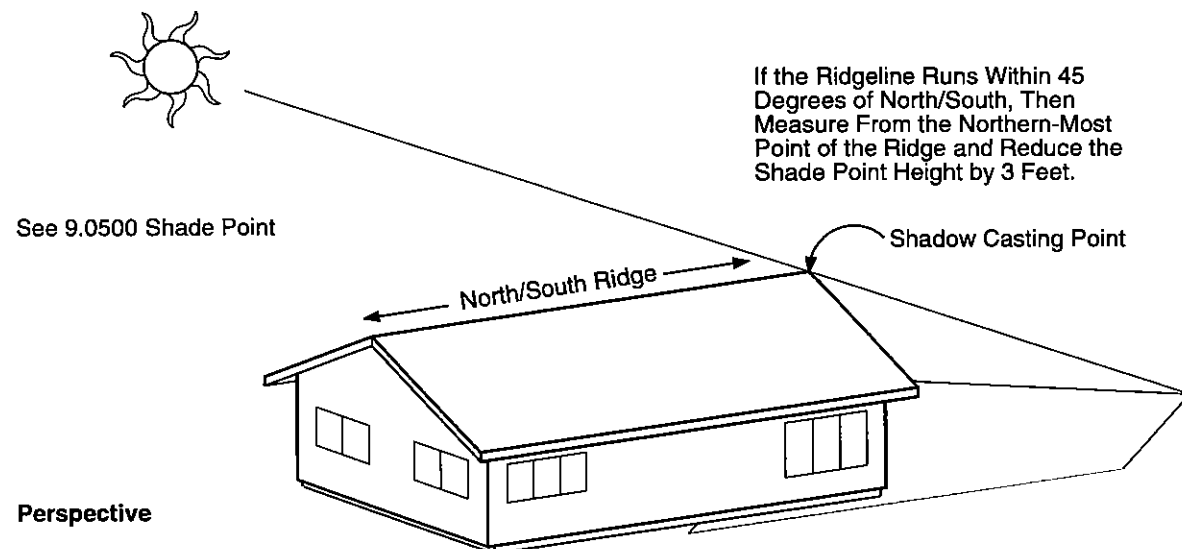
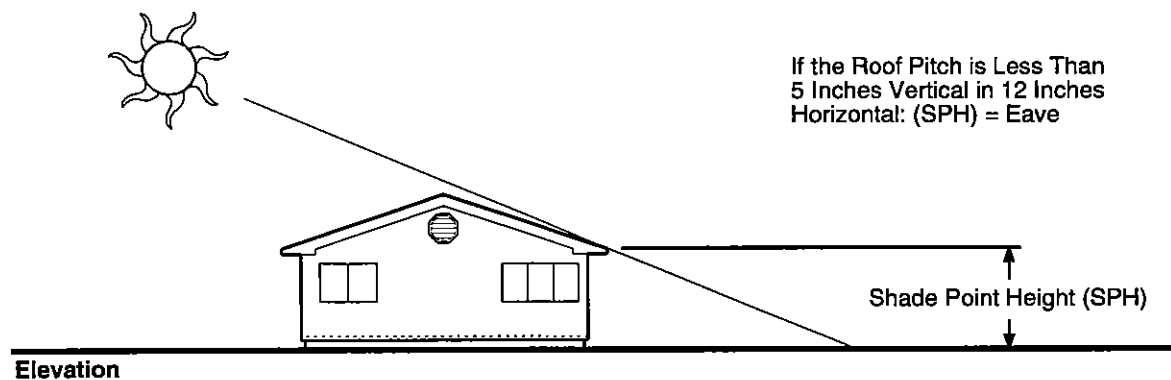
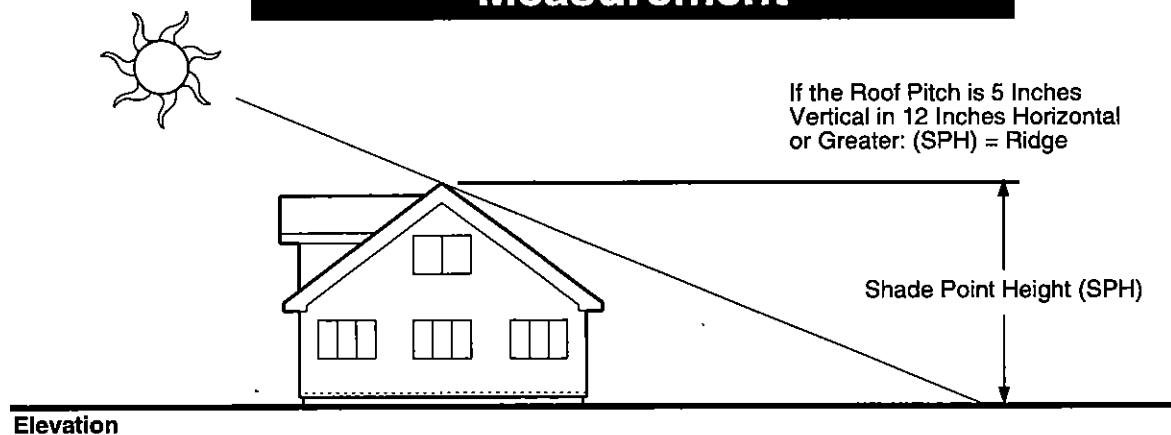
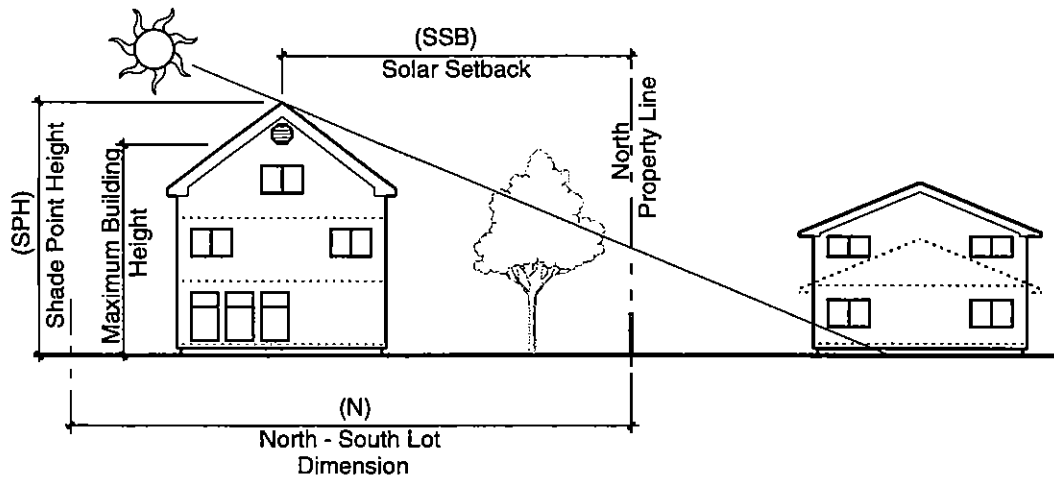


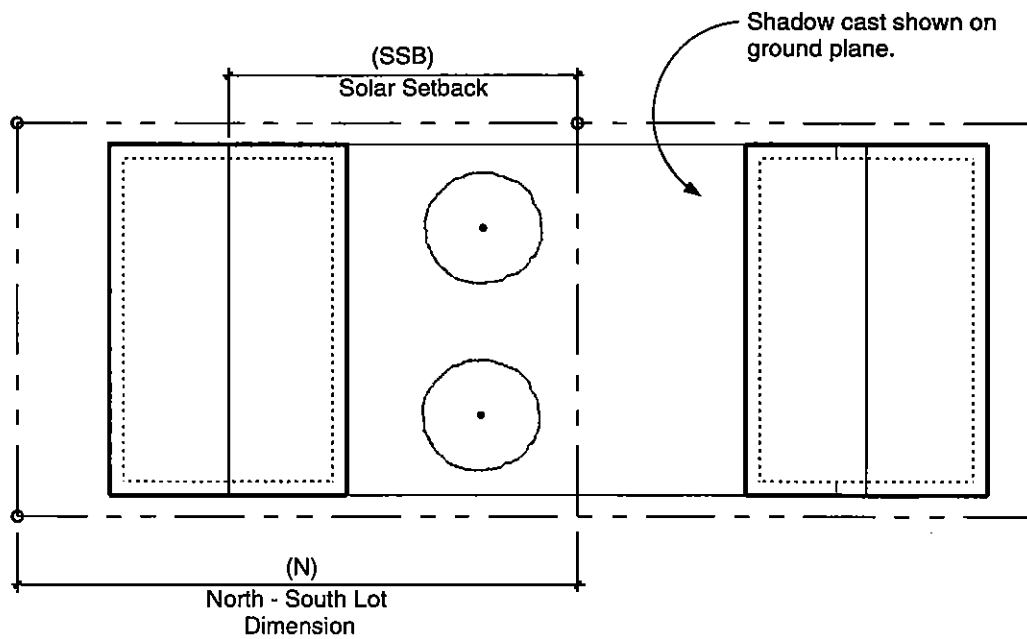
Figure
9.2795(2)(a)

R-1 Solar Setback Calculation

$$SSB = (2.5 \times SPH) + (N \text{ divided by } 2) - 82.5$$



ELEVATION



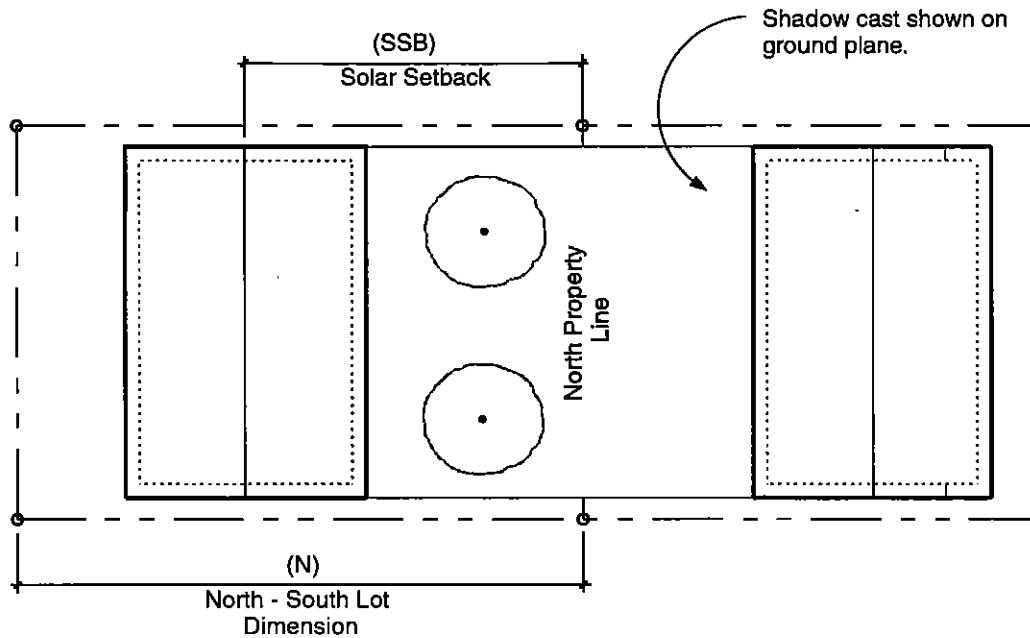
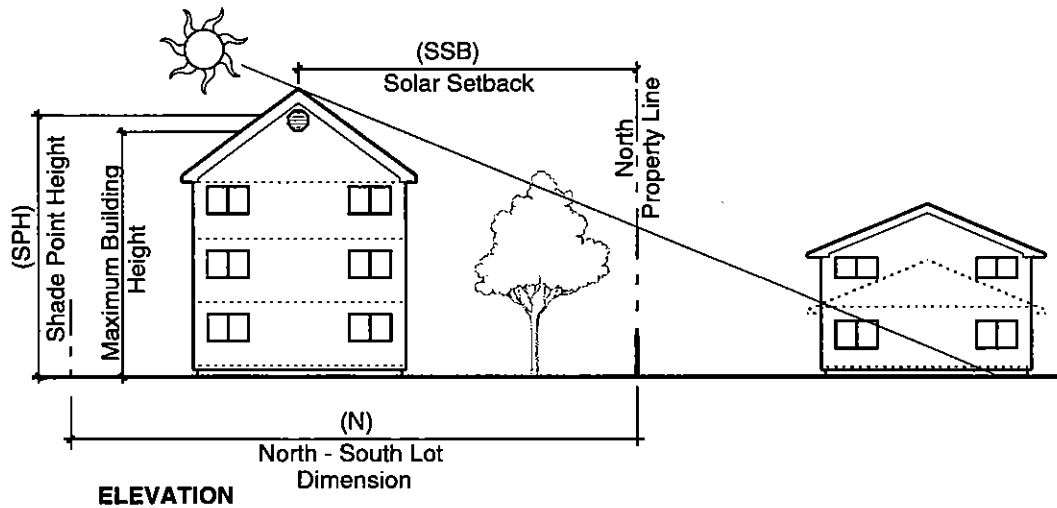
PLAN



Figure
9.2795(2)(b)

R-2 Solar Setback Calculation

$$SSB = (2.5 \times SPH) + (N \text{ divided by } 2) - 95$$



The drawing is a technical cross-section of a dam, showing the internal structure and various surfaces. The main cross-section is a trapezoidal shape with a wide base and a narrower top. The base is labeled with a width of 1000 feet. The top is labeled with a width of 100 feet. The dam body is divided into several horizontal layers, with labels for 'CONCRETE SURFACE', 'TRANSITIONAL SURFACE', and 'HORIZONTAL SURFACE'. The dam is situated on a foundation, with a 'FOUNDATION' label at the bottom. To the right of the dam is a 'POWERHOUSE' and a 'MACHINERY BUILDING'. The drawing includes a 'SECTION VIEW OF DAM STRUCTURE' and a 'PERSPECTIVE VIEW OF MACHINERY BUILDING'. A scale bar at the top left indicates distances up to 1000 feet. Elevation markers are provided throughout the drawing, ranging from 100 to 1000 feet. The drawing is labeled with various dimensions and structural details.

The drawing is a technical plan view of a bridge structure. It shows a central main span supported by two piers, with approach spans extending to the left and right abutments. The bridge is oriented vertically. Key labels include:

- MAIN SPAN**: The central section of the bridge.
- APPROACH SPAN**: The sections of the bridge leading to the main span.
- PIERS**: The vertical supports for the main span.
- ABUTMENTS**: The structures at the ends of the bridge.
- TRUSS**: The structural framework of the bridge.
- SCALE**: A horizontal scale bar at the bottom right, marked from 0 to 100 feet.
- NORTH**: A north arrow pointing towards the top right of the page.

The drawing includes various dimensions and annotations, such as '100' APPROACH SPAN', '100' MAIN SPAN', and '100' ABUTMENT SPAN'. It also shows the bridge's profile and the surrounding terrain.

Map 9.4510

Transit Oriented Development Overlay Zone

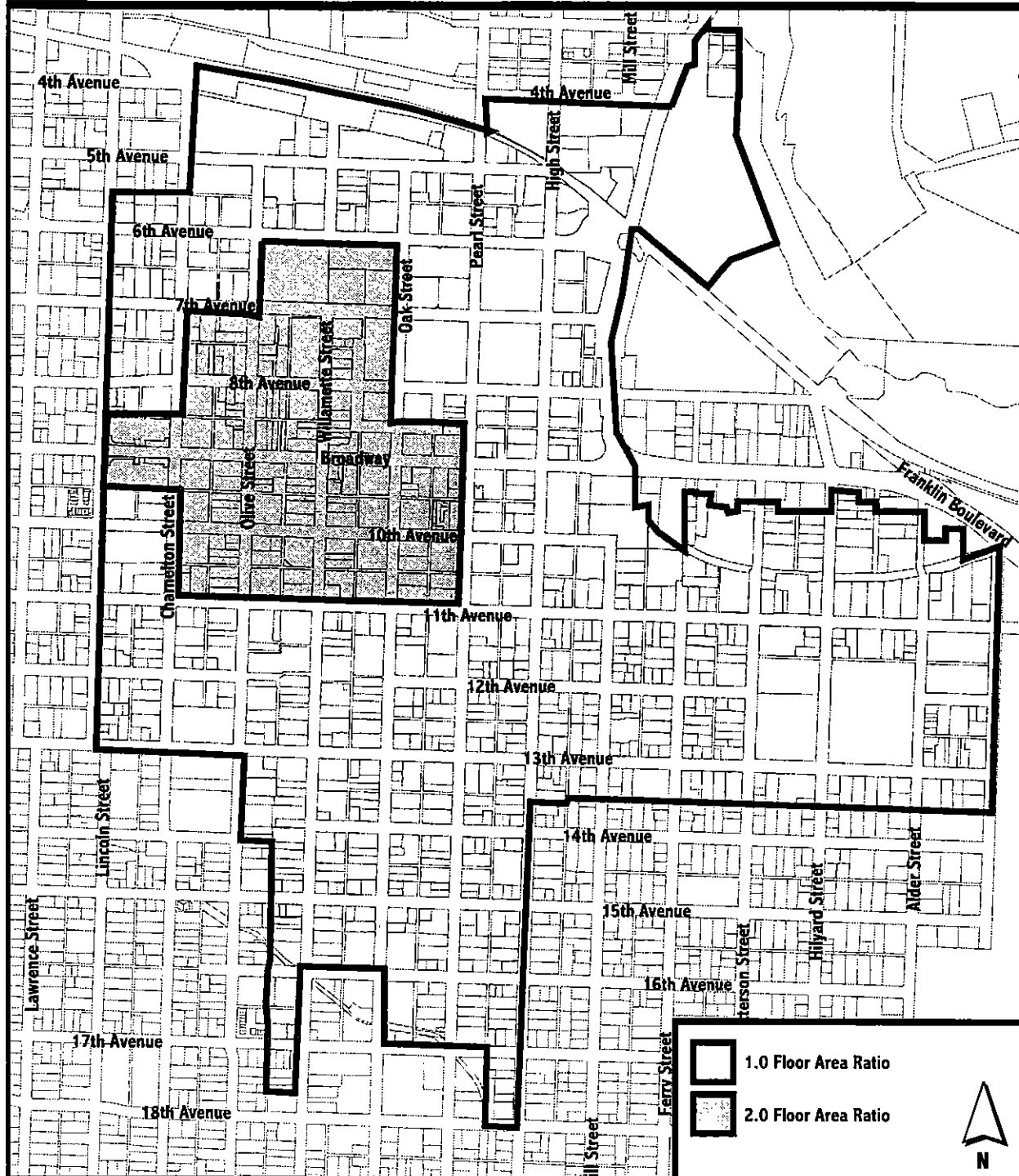
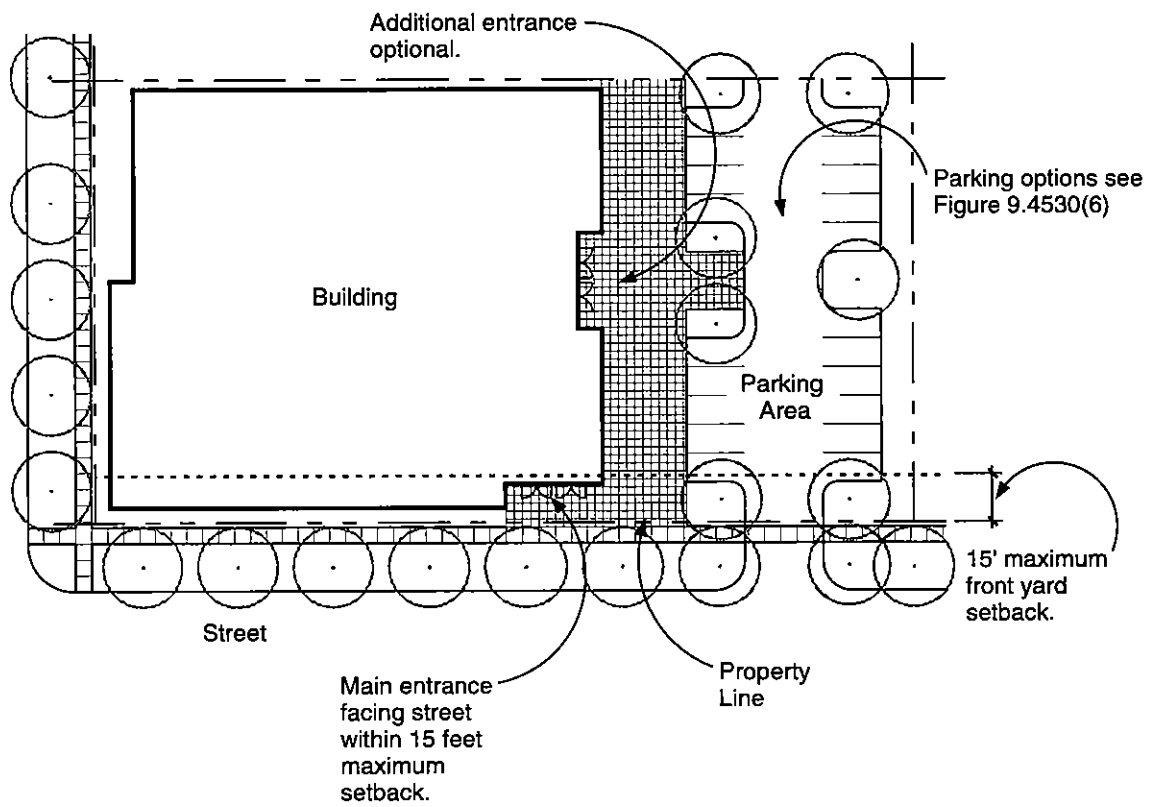


Figure
9.4530(2)

Building Orientation in /TD Areas

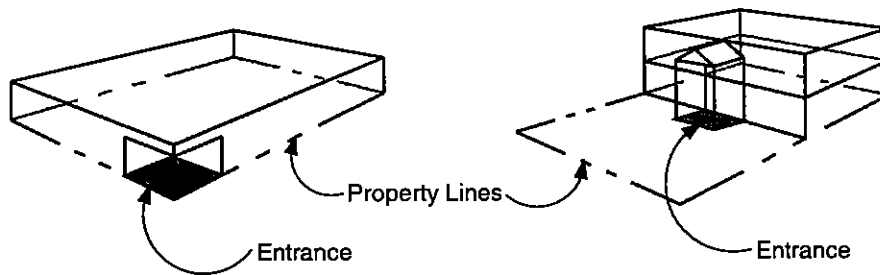


**Figure
9.4530(3)**

Floor Area Ratio Calculation

1.0 FAR

Total Building Floor Area =
Area of Development Site

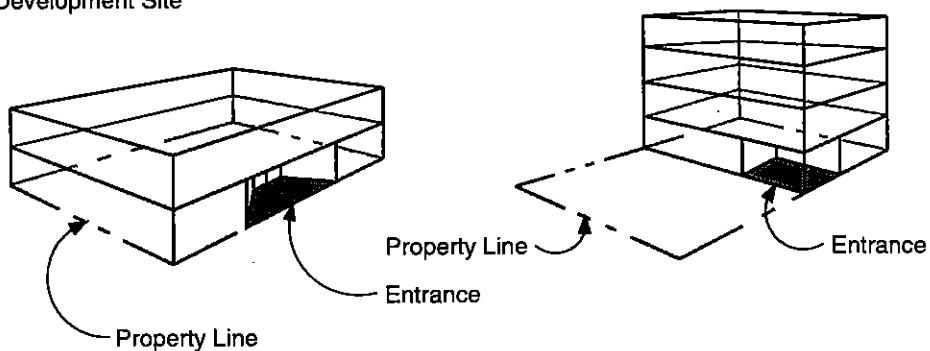


Example 1: 1 Story over the Full
Site Area equals 1.0 FAR

Example 2: 2 Stories over Half
the Site Area equals 1.0 FAR

2.0 FAR

Total Building Floor Area =
2 Times Area of Development Site



Example 1: 2 Stories over the
Full Site Area equals 2.0 FAR

Example 2: 4 Stories over Half
the Site Area equals 2.0 FAR

Figure
9.4530(6)

Parking Between Buildings and the Street in /TD Area

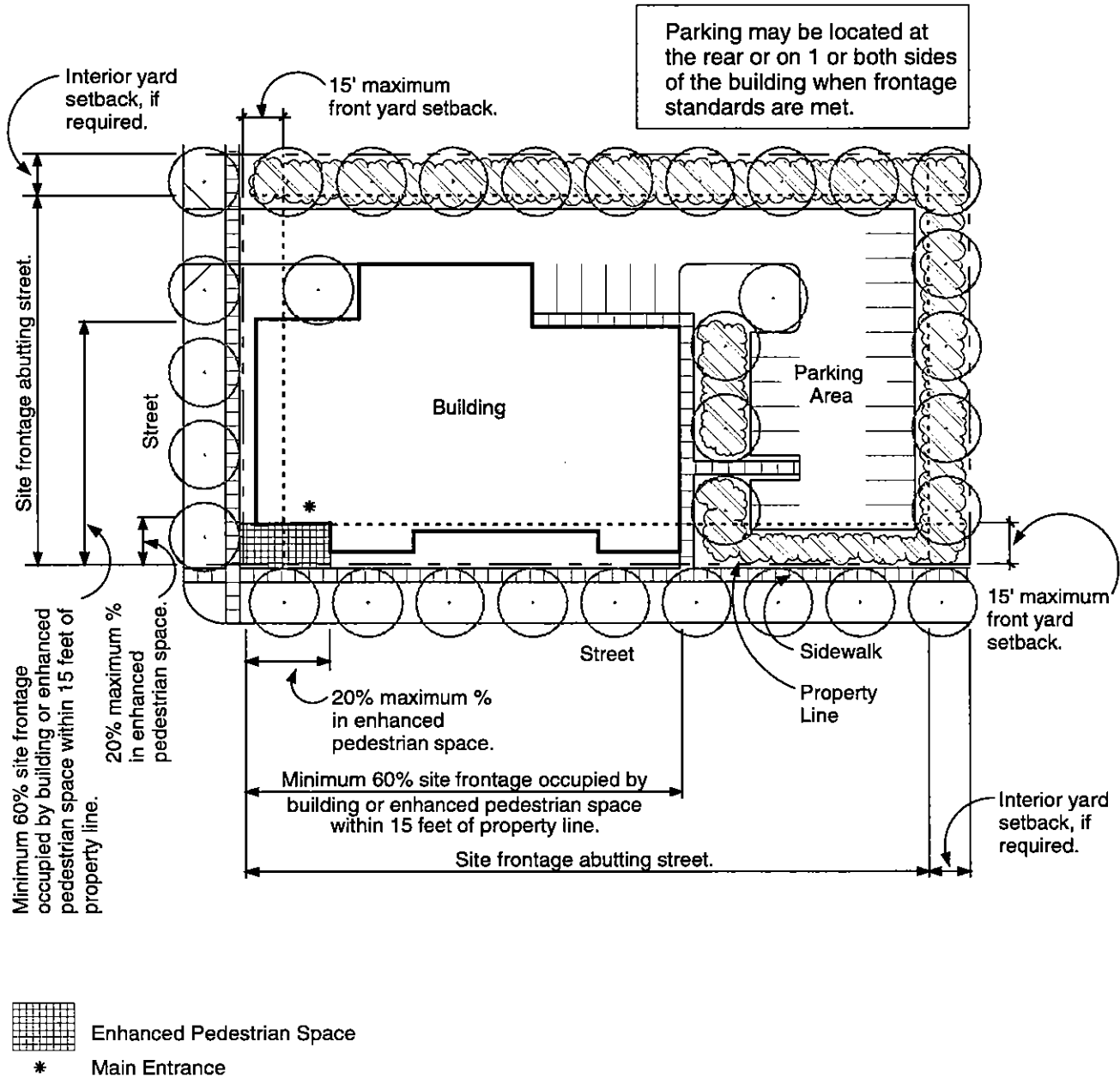
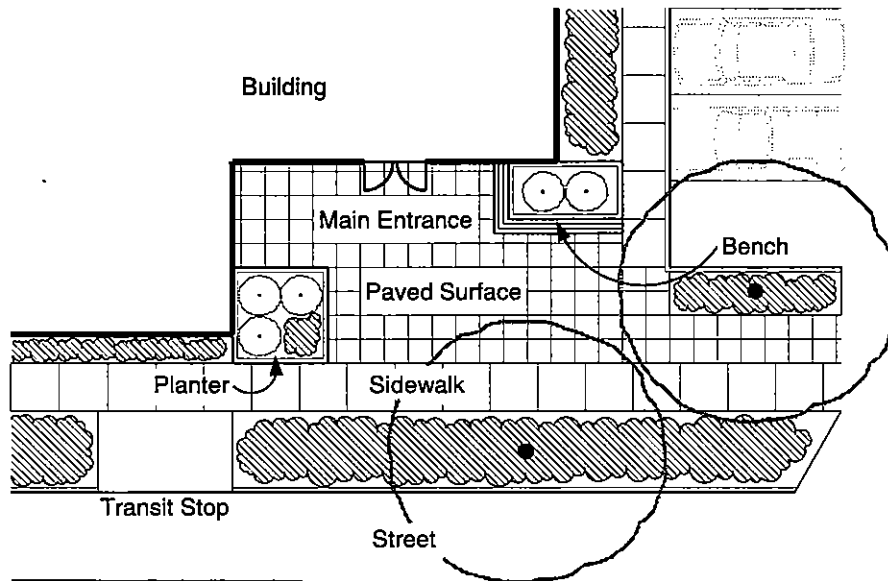


Figure
9.4530(8)

Improvements Between Buildings and Streets in /TD Areas



Pedestrian amenities
required if hard
surfacing is provided.

Figure
9.5500(4)(b)

Multiple-Family Minimum Building Setback Along Streets

