

AGENDA

Phone: 541-682-5481
www.eugene-or.gov/pc

Meeting Location:
Sloat Room—Atrium Building
99 W. 10th Avenue
Eugene, OR 97401

The Eugene Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please at any of the meetings. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hour notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hour notice. To arrange for these services, contact the Planning Division at 541-682-5675.

MONDAY, MAY 21, 2018 – REGULAR MEETING (11:30 a.m. to 1:30 p.m.)

A. PUBLIC COMMENT

The Planning Commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, **except for items scheduled for public hearing or public hearing items for which the record has already closed.** Generally, the time limit for public comment is three minutes; however, the Planning Commission reserves the option to reduce the time allowed each speaker based on the number of people requesting to speak.

B. WORK SESSION: TRANSPORTATION SYSTEMS DEVELOPMENT CHARGES

Staff: Dan Kaler, Public Works, 541-682-5216

C. WORK SESSION: GROWTH MONITORING PROGRAM UPDATE

Staff: Heather O'Donnell, 541-682-5488

D. WORK SESSION: COMPREHENSIVE PLAN PHASE II DRAFT CHARTER AND PUBLIC INVOLVEMENT PLAN

Staff: Chelsea Hartman, 541-682-5686

E. ITEMS FROM COMMISSION AND STAFF

1. Other Items from Staff
2. Other Items from Commission
3. Learning: How are we doing?

Commissioners: Steven Baker; John Barofsky (Chair); John Jaworski; William Randall; Kristen Taylor

AGENDA ITEM SUMMARY
May 21, 2018

To: Eugene Planning Commission

From: Dan Kaler, Engineering Data Services Manager, Public Works Engineering

Subject: Transportation System Development Charges (TSDC) and proposed incentives

ISSUE STATEMENT

The City is updating the City's Transportation System Development Charge (TSDC) methodology. At the prior Planning Commission meeting on September 25, 2017, staff presented a TSDC methodology that examines the extent that new development will utilize existing and future improvements for the transportation system. This methodology follows the current approach of using a combined improvement and reimbursement fee to determine the Transportation System Development Charges (TSDC) for new development.

And as presented last September, the Engineering and Planning Divisions have also proposed TSDC incentives that would apply to specific development types that help address equity, economic, and environmental considerations, and promote affordable housing, compact development, and efficient transportation. These incentives help to achieve the goals and policies in both the City's Transportation System Plan and the Envision Eugene Comprehensive Plan.

More recently, staff conducted a work session with City Council on February 28th to present the TSDC methodology and subsequently mailed a notice to interested parties to announce a public hearing scheduled on June 18th for City Council to consider the proposed modifications. Additionally, the proposed modifications were made available for public review on April 18th on the City's web site, as well as available on the posting boards at the City Manager's Office and the Public Works Engineering lobby. Since that time, staff has continued to schedule and conduct public outreach events with the Home Builders Association, Active Transportation Committee, Neighborhood Leadership Council, and the Chamber of Commerce.

At this work session, the Planning Commission will have an opportunity to provide feedback on the updated methodology and in particular, the proposed incentives.

BACKGROUND

System Development Charges Overview

System Development Charges (SDCs) are intended to provide an equitable means of funding capital improvements that provide capacity in infrastructure systems needed to serve future growth. SDCs collected by the City of Eugene fund capital projects for wastewater, stormwater, parks, and transportation. Examples of the types of transportation projects funded in part by TSDC fees include: (a) widening and extension of arterial and collector streets, (b) new traffic signals and other intersection improvements, and (c) new bicycle facilities and multi-use paths.

The amount of TSDC revenue varies considerably from year to year, depending on the volume and nature of development, which are tied to local economic conditions. Over the past five fiscal years, annual TSDC revenues have ranged from \$0.9 million to \$1.9 million. Expenditures also vary in relation to both the types and the TSDC-eligible costs of capital projects funded as well as to the amount of available funding. Over the past five fiscal years, annual expenditures have ranged from \$0.75 million to \$1.8 million.

Proposed TSDC Methodologies

The proposed TSDC methodology will follow the current method for determining TSDC fees which includes the following two components: (a) the funding needed for capital improvements that provide new capacity (i.e., improvement fees), and (b) reimbursements for extra capacity built in the past in systems that were paid for by the general community (i.e., reimbursement fee). Improvement fees may be spent only on capacity-increasing projects (e.g., new roads or bike lanes), while reimbursement fees may also be spent on rehabilitation projects (e.g., street preservation).

The improvement portion of the TSDC is based on the “capacity increasing” cost of the proposed projects listed in the TSDC Project Plan (see attached). The construction costs are reduced by external funding (assessments, grants, and contributions from other agencies) and the resulting cost is further analyzed to identify the growth share cost of the projects. The growth share cost is then divided by the number of “growth trip ends” from the 2035 Transportation System Plan to yield the improvement fee cost per trip.

The reimbursement portion of the TSDC is based on the “reserve capacity” for each roadway classification of the existing transportation system. The existing system value is reduced by other funding and the net value is further analyzed to identify the growth share cost of the reserve capacity. The growth share cost is divided by the “growth trip ends” from the 2035 Transportation System Plan to yield the reimbursement fee cost per trip.

The reimbursement fee and the improvement fee costs per trip are then added together to determine the total cost per trip. The proposed TSDC cost per trip is \$3,272; whereas, the current TSDC cost per trip is \$2,113. The increased TSDC fee will enable the City to fund the projects listed in the TSDC Project Plan.

Proposed TSDC Incentives

Through Envision Eugene and the TSP, our community developed a vision for how we want to grow and change over time. This vision includes a compact downtown at the core of our community with multimodal key corridors radiating out from its center. This vision and the needed implementation strategies (as included in the City Manager's Envision Eugene 2012 Recommendation) were acknowledged by Council in 2012.

To help achieve this vision, the 2012 recommendation included direction to "assess the benefits of new incentives, such as restructuring systems development charges (SDCs)." Specifically, the 2012 recommendation directed staff to "align incentives, costs and city processes to promote resource efficient buildings, smaller homes and development towards the city core." The proposed TSDC Incentives respond to this direction from Council and advance implementation of our community vision, particularly as it results to addressing climate change, promoting affordable housing options, and encouraging compact development.

In developing the proposed incentives, Planning and Development Department (PDD) staff looked at policies in other jurisdictions to identify ways that could help incentivize the types of development needed to achieve the vision. Based on this review, staff identified a criteria-based method for compact development that is similar to that used in Bellingham, Washington.

Based on the policy research and outreach efforts, the recommended criteria-based incentive system recognizes geographic context (i.e., Downtown Planning Boundary, Nodal Development Areas, Key Corridors, and Frequent Transit Network) and the new development's commitment to implementing a Transportation Demand Management Plan (TDM). The cumulative total of the new incentives may not exceed 50% of the TSDC fee (see Table 1 below). In reviewing the fiscal year 2017 building permit activity, it is estimated that the geographic-based incentives alone could potentially reduce the TSDC fees by approximately \$175,000. Please refer to the attached maps for both a city-wide and downtown area view of the geographic-based incentive areas.

In addition to the criteria-based incentives, staff is also proposing a 50 percent reduction of the calculated Transportation SDC for secondary dwelling units (SDUs). This incentive is modeled on policy-based programs used in Portland and Springfield, although both of these jurisdictions offer a 100% waiver of all SDC fees for SDUs. Please note that an approved secondary dwelling unit shall receive a 50% reduction in addition to any of the applicable incentives in Table 1.

In developing the incentive options, PDD staff engaged the development community to assess overall acceptance of the incentives and whether they would promote the desired outcomes related to the community vision. This outreach revealed that, although the incentives may not overcome the barriers completely, reducing transportation SDCs for the

desired development will provide a meaningful incentive and market signal, helping to implement our community vision.

Table 1 – Criteria for TSDC Reductions	% Reduction
Location (only one applies)	
• Development meets density requirements and is within the Downtown Plan Boundary (see TSDC Incentive map)	30%
• Residential or mixed-use ¹ development fronts on a key corridor (see TSDC Incentive map)	15%
• Development is located within one of five “nodes” (See Nodal Development map.)	10%
Transit Proximity (only one applies)	
• Residential or mixed-use development is within ¼ mile of an adopted LTD Frequent Transit Network (FTN) Route (see TSDC Incentive map)	10%
• Residential or mixed-use development is within ½ mile of an adopted Frequent Transit Network (FTN) Route (see TSDC Incentive map)	5%
Transportation Demand Management (only applicable to developments qualifying under at least one of the above criteria)	
• Development has a signed transportation demand management agreement with the City	10%

ATTACHMENTS

- a) Proposed TSDC Project Plan
- b) Proposed text for the SDC Transportation Methodology (Appendix B)
- c) Map exhibits (City-wide Extent and Downtown Area)

¹ A mixed use development is a development that includes a combination of commercial and residential uses.

NEXT STEPS

Community Outreach

During the development of the proposed TSDC methodologies, the Engineering Division has conducted several community outreach meetings. These meetings have included the Neighborhood Leadership Council, Homebuilders Association, Chamber of Commerce, Planning Commission, and the Active Transportation Committee.

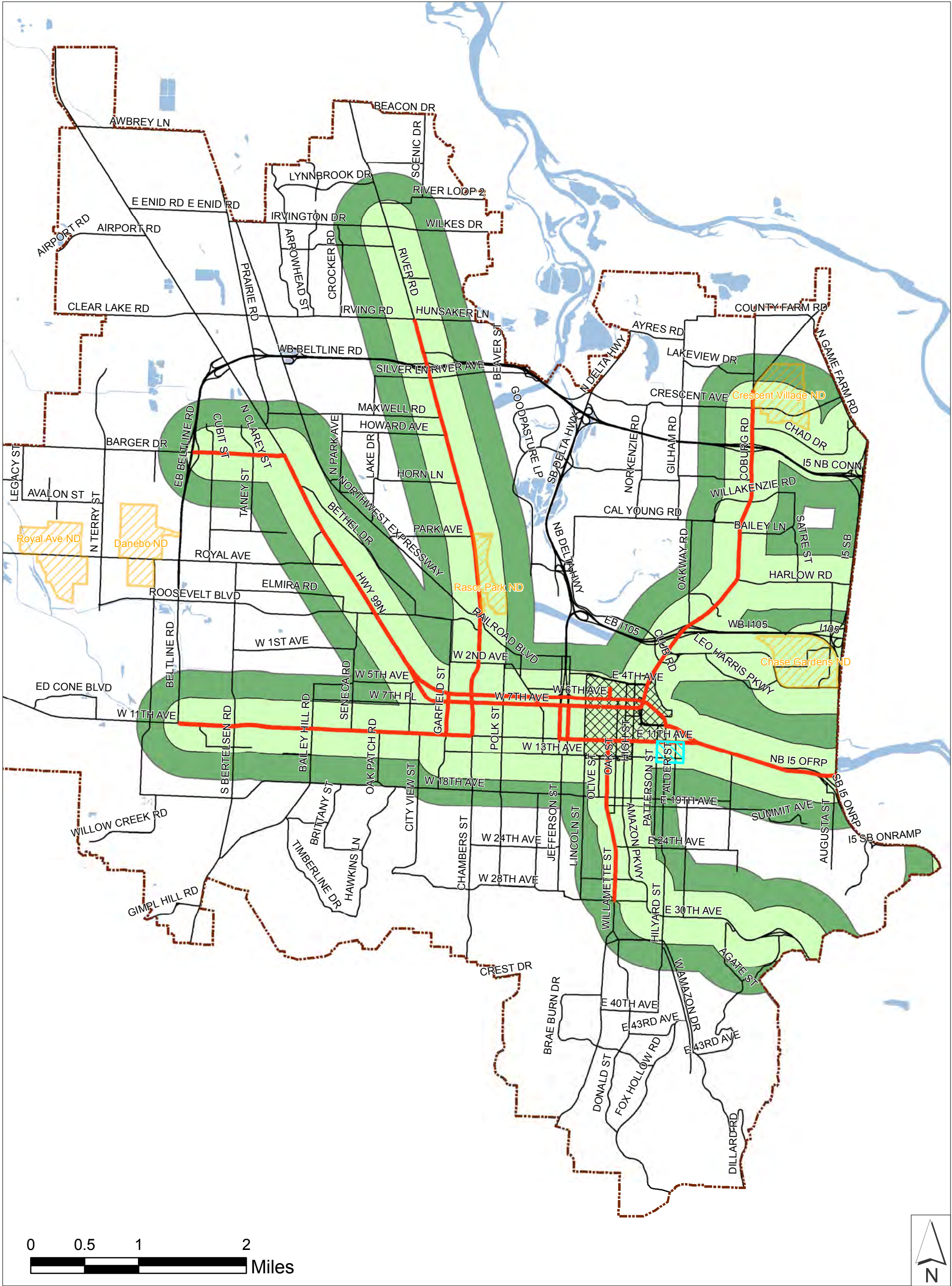
Future Council Work Session and Public Hearing

Upon completion of community outreach, a work session will be scheduled with the City Council on June 13th to review the input received during the community outreach and to review the proposed methodologies. Subsequent to the work session, a public hearing will be scheduled on June 18th followed by Council action on July 23rd.

FOR MORE INFORMATION

Dan Kaler, 541-682-5216, Daniel.L.Kaler@ci.eugene.or.us

Transportation SDC Incentive Areas



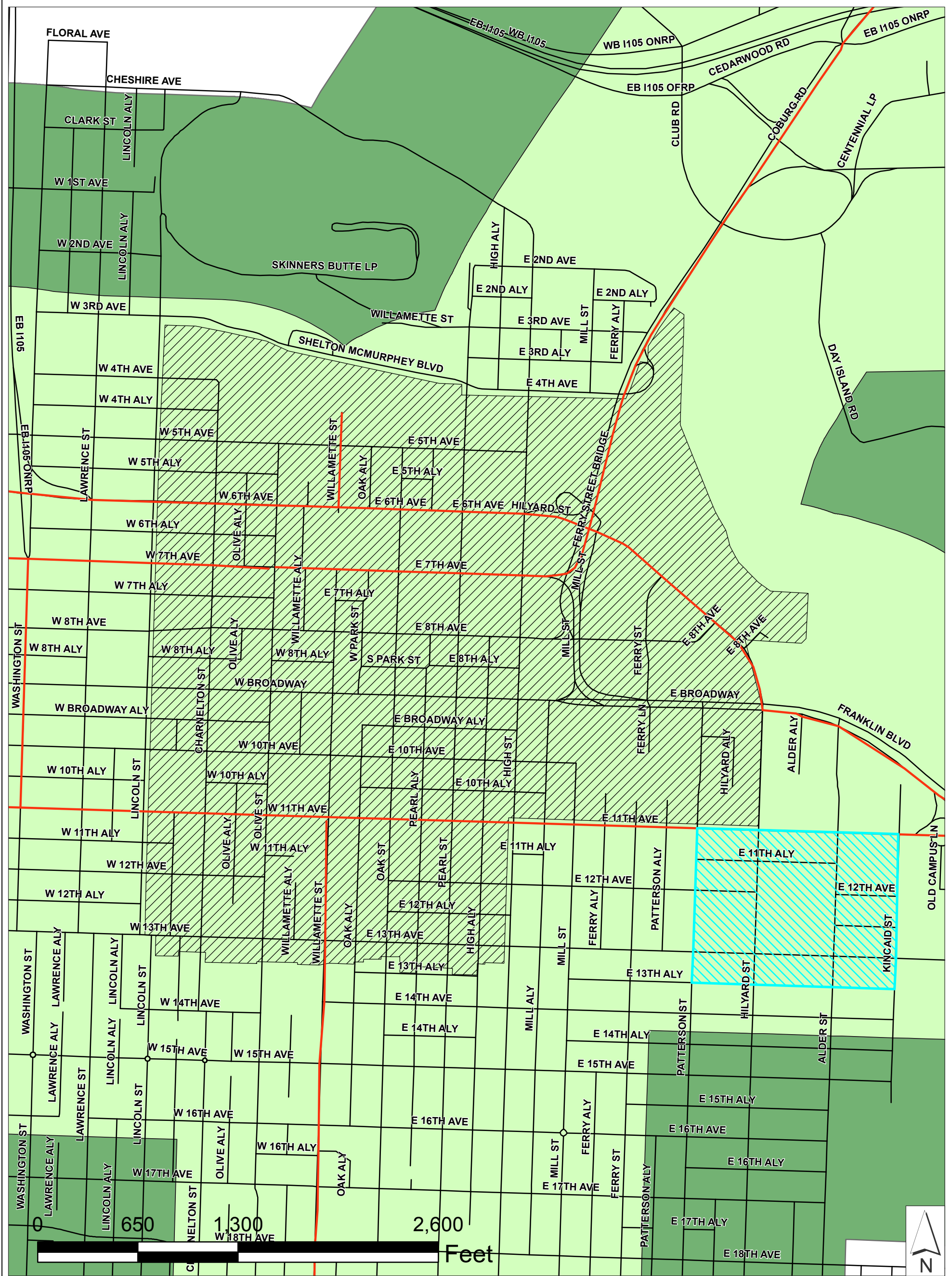
Legend

West University Commercial District	Eugene UGB
Nodal Development Areas (ND)	Key Transportation Corridors
Downtown Planning Boundary	Water Bodies
Frequent Transit Network (0.25 mile buffer)	Major Streets
Frequent Transit Network (0.5 mile buffer)	

Note:
The incentive area boundaries depicted on this map are intended for general reference. More precise boundaries are available in the City of Eugene GeoDart application or as a GIS file from the City of Eugene Public Works Engineering Division.



Proposed TSDC Incentive Areas - Downtown Area



Legend

- West University Commercial District
- Frequent Transit Network (0.5 mile buffer)
- Frequent Transit Network (0.25 mile buffer)
- Streets
- Downtown Planning Boundary
- Key Transportation Corridors

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

May 15, 2018





CITY OF EUGENE

TRANSPORTATION SDC PROJECT PLAN



DRAFT May 8, 2018



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INTRODUCTION



INTRODUCTION

The City's recently adopted *2035 Transportation System Plan* (TSP) and the *Envision Eugene* Comprehensive Plan provide the foundation for the transportation infrastructure, goals, and policies that support an economically vital, healthy, and equitable community. Per the visions articulated in these documents, our transportation systems affect nearly every aspect of city life. We import the basic necessities of life – food, clothing, and building materials – to our homes. A constant flow of freight supplies many aspects of our lives.

We travel to work and school, and move about to socialize and play. Streets, rail lines, rivers, and airports create the framework around which our cities are built and help define a city's livability. Our personal choices about how we travel affect our daily lives and our physical and mental well-being. Transportation is truly the backbone that supports a community as it grows and evolves.

The 20-year list of multimodal projects included in the TSP reflects a future transportation system that is designed and operated with the needs and safety of all travelers in mind, including people of all ages and abilities, especially the most vulnerable, who are walking, driving, bicycling, using transit, or traveling with mobility aids, some out of necessity. By making streets more inviting to pedestrians and bicyclists, especially for short trips, the City will gain more efficient use of limited available space within the street rights-of-way, provide a healthier environment in neighborhoods, and support higher density, mixed-use corridors. In furtherance of the goal to increase the number of people choosing active transportation as their travel option, there are 245 bicycle, pedestrian and transit projects planned for the next 20 years; these projects represent over 51% of the total transportation dollars that the City plans to spend over the next 20 years.

Within this context, it is important to recognize that today's fiscal environment is beset by uncertainty about future federal, state and local funding for transportation projects. This uncertainty provides challenges to accurately forecast the amount of funding available for transportation investments, and what projects or programs will receive funding. As such, the TSP provides a prudent and conservative list of capital construction projects, an emphasis on lower cost methods of improving personal mobility within the City, and an increased reliance on technologies that can improve the efficiencies of our streets. Providing an updated Transportation System Development Charge (TSDC) methodology and rate structure is one of the key implementation items associated with helping to achieve the TSP vision within this funding environment.

To address the requirement of ORS223.309, this Project Plan includes a list of the capital improvements that the City intends to fund, in whole or in part, with revenues from improvement fees collected through transportation system development charges. The City will update this plan as it updates the prioritization of projects in recognition of unforeseen opportunities associated with changes in policies or funding at the federal, state or local level as well as changes in local economic development priorities and public-private partnerships.



ACKNOWLEDGEMENTS

PROJECT STEERING COMMITTEE

Dan Kaler, Engineering Data Services Manager

Louranah Janeski, Engineering Compliance and Reporting Analyst

Rob Inerfeld, Transportation Planning Manager

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TRANSPORTATION PRIORITIES



TSP PRIORITIES AND PROJECT CATEGORIES

The *2035 Transportation System Plan* (TSP) includes five categories of transportation programs and infrastructure improvements to fulfill the plan's goals and policies. These categories suggest timeframes for implementation based on complexity, likely available funding (including potential funding sources), and assessment of need, and include:

- ▶ Projects to be completed within 20 years;
- ▶ Operational projects (on-going);
- ▶ Projects to be completed upon development;
- ▶ Projects to be completed beyond 20 years; and
- ▶ Study projects.

PROJECTS TO BE COMPLETED WITHIN 20 YEARS

These projects represent the City's current priorities for implementation in the next 20 years (up to the year 2035). Projects in this category may be funded through a variety of sources including federal, state, or local transportation funds, Transportation System Development Charges (TSDCs), partnerships with private developers, or a combination of these sources. Roadway, multimodal, transit, and rail projects to be completed within 20 years are listed in the tables in Appendix A and shown on the maps in Appendix B.



OPERATIONAL PROJECTS

These projects are typically related to modifications to intersections that are lower in cost than a typical roadway project and are ones that generally do not require right-of-way acquisition. The operational projects generally include: new traffic signals, adding accessible pedestrian signals at intersections, and upgrading the existing traffic signal communications infrastructure to increase the capacity and overall efficiency of the transportation system. The funding of operational projects is included within the TSDC. This is reflected in the tables in Appendix A.

UPON-DEVELOPMENT PROJECTS

As properties develop or redevelop, a number of projects will be completed to serve new development. The timing of these projects is uncertain and they are unlikely to be advanced by the City in the absence of specific private development activities. Typically, these projects address only localized transportation needs associated with newly developing or redeveloping areas.

The list of projects to be completed upon development reflects the City's current understanding of likely priorities in these areas. At the time that development or land use applications are submitted, additional or different provisions may be required as conditions of approval based on the specifics of the actual development application and the applicable land use regulations. The projects in this category may also be funded through a variety of sources, such as urban renewal, private funds, TSDCs, or proportionate sharing (based on the level of anticipated impact of a specific development). These projects are provided in the tables in Appendix A and shown on the maps in Appendix B.

PROJECTS BEYOND 20 YEARS

Projects that will be implemented after 20 years are still important to consider because they could be needed to address future transportation issues, or are simply not able to be funded within the 20 year planning horizon of the TSP. Inclusion of projects in the Beyond 20 Years category provides the City flexibility to re-evaluate priorities and to pursue a variety of funding opportunities that may arise over the life of the TSP. The City has not identified cost estimates for these long term projects and they are not included in the TSDC.

PROJECT COSTS

Costs for each of the TSDC-eligible projects are shown in Appendix A. These costs were included in the TSP and reflect order-of-magnitude or planning-level estimates of right-of-way, design engineering and construction, and they generally include a 30 percent contingency. All costs are rounded and provided in 2014 dollars. The City will annually adjust the TSDC-eligible project costs using a Construction Cost Index to derive the TSDC trip rate

INCENTIVES FOR COMPACT DEVELOPMENT

As part of the City's strategies to promote compact development and the goals of Envision Eugene, certain types of compact development may qualify for a reduction to their calculated TSDC. Some of these reductions are available only within the specific geographic areas generally displayed in the "Incentive Area Map" in Appendix B.



Image Source: Wikimedia Commons

Appendix A

Tables



SDC SUMMARY: IMPROVEMENT FEE COMPONENT

				Growth Share of Net New Capacity						
(a) Project Type	(b) Total Cost ¹	(c) Existing Capacity Replacement Cost	(d) (b-c) Net New Capacity Costs ²	(e) (d x f) \$	(f) %	(g) Net of Other Funding ³	(h) SDC per Vehicle Trip ⁴	(i) Potential Assessable ⁵	(j) Grants ⁶	(k) (g + i + j) SDC Plus Grants & Assessable
Multimodal Projects										
Street Projects	\$118,600,000	\$21,100,000	\$97,500,000	\$28,824,569	30%	\$26,624,569	\$650	\$19,800,000		\$46,424,569
Upon Development Projects	\$134,200,000	\$12,200,000	\$122,000,000	\$80,114,483	66%	\$47,929,992	\$1,170	\$64,100,000		\$112,029,992
Operational Projects										
New Signals	\$8,750,000		\$8,750,000	\$2,147,843	25%	\$2,147,843	\$52			
Accessible Pedestrian Signals	\$7,490,000		\$7,490,000	\$1,838,554	25%	\$1,838,554	\$45			
Master Traffic Communications Plan	\$9,500,000		\$9,500,000	\$2,331,944	25%	\$2,331,944	\$57			
Active Modes (20-Year Projects)										
Shared Use Paths	\$24,529,000	\$0	\$24,529,000	\$24,529,000	100%	\$21,354,321	\$521		\$3,174,679	\$24,529,000
Bike Facilities	\$29,010,282	\$0	\$29,010,282	\$11,634,752	40%	\$10,721,547	\$262		\$4,592,661	\$15,314,208
Pedestrian Facilities	\$9,781,000	\$0	\$9,781,000	\$810,000	8%	\$772,519	\$19	\$8,971,000	\$37,481	\$9,781,000
Subtotal	\$63,320,282		\$63,320,282	\$36,973,752	58%	\$32,848,387	\$802	\$8,971,000	\$7,804,821	\$49,624,208
Subtotal Improvement	\$341,860,282	\$33,300,000	\$308,560,282	\$152,231,146	37%	\$113,721,290	\$2,776	\$92,871,000	\$7,804,821	\$208,078,769

¹ Net of multimodal corridor bundle costs

² Net of rail-related project costs

³ Reflects application of other funding on a project-specific basis

⁴ Column (g) divided by PM Peak Hour Trip Ends through 2035: 40,972

⁵ Average assessable cost of new roadway construction

⁶ Reflects estimated existing commitments



2035 TRANSPORTATION SYSTEM PLAN (TSP) PROJECT LIST

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Multimodal Projects										
MM-16	Upgrade Bertelsen from 18th Ave. to Bailey Hill Rd.	20-yr	\$3,900,000	\$500,000	\$3,400,000	40%	\$1,375,511	\$0	\$1,375,511	35%
MM-13	Upgrade Bethel from Highway 99 to Roosevelt	20-yr	\$11,800,000	\$1,800,000	\$10,000,000	37%	\$3,653,925	\$0	\$3,653,925	31%
MM-12	Upgrade the North/South section of County Farm Loop	20-yr	\$4,400,000	\$400,000	\$4,000,000	23%	\$929,455	\$0	\$929,455	21%
MM-14	Upgrade W 11th from Terry to Green Hill	20-yr	\$12,300,000	\$1,100,000	\$11,200,000	23%	\$2,527,280	\$0	\$2,527,280	21%
MM-11	Upgrade Hunsaker Ln/Beaver St.	20-yr	\$9,300,000	\$1,100,000	\$8,200,000	33%	\$2,668,191	\$0	\$2,668,191	29%
MM-15	Upgrade Jeppesen Acres (Gilham to Providence)	20-yr	\$3,900,000	\$400,000	\$3,500,000	26%	\$900,000	\$0	\$900,000	23%
Multimodal—Other Projects										
MM-19	Reconstruct Franklin Blvd. as a multi-way boulevard between Walnut and Onyx	20-yr	\$27,700,000	\$2,100,000	\$25,600,000	23%	\$5,893,142	\$0	\$5,893,142	21%
MM-20	Add lanes on the Randy Pape Beltline from Roosevelt to W 11th, intersection improvements	20-yr	\$28,100,000	\$7,500,000	\$20,600,000	34%	\$6,923,236	\$0	\$6,923,236	25%
MM-21	Widen Barger Dr. to provide a second through lane in each direction	20-yr	\$1,900,000	\$700,000	\$1,200,000	4%	\$48,336	\$0	\$48,336	3%
MM-22	Convert 8th Ave. to 2-way street	20-yr	\$3,900,000	\$1,800,000	\$2,100,000	4%	\$87,027	\$0	\$87,027	2%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
MM-8	Add center turn lane on Martin Luther King Jr. Blvd. between Parkway W & Centennial Loop W	20-yr	\$6,700,000	\$3,500,000	\$3,200,000	9%	\$284,181	\$0	\$284,181	4%
MM-27	North Gilham Rd.		\$1,500,000	\$200,000	\$1,300,000	26%	\$334,285.71	\$0	\$334,286	22%
MM-28	Collector in Crescent Village		\$3,200,000	\$0	\$3,200,000	100%	\$3,200,000	\$2,200,000	\$1,000,000	31%
Subtotal Multimodal Projects			\$118,600,000	\$21,100,000	\$97,500,000	30%	\$28,824,569	\$2,200,000	\$26,624,569	
Development-Driven Projects										
UD-1	Connector, Enid to Awbrey Hyacinth from 140' south of Brotherton to Argon		\$7,400,000	\$0	\$7,400,000	100%	\$7,400,000	\$2,300,000	\$5,100,000	69%
UD-2	Avengeale from 870-feet east of Walton to County Farm		\$700,000	\$0	\$700,000	100%	\$700,000	\$500,000	\$200,000	29%
UD-3	Legacy from 250-feet south of Avalon to Roosevelt		\$2,800,000	\$0	\$2,800,000	92%	\$2,570,400	\$2,270,400	\$300,000	11%
UD-5	Colton Way from 140-feet south of Donohoe to Legacy Ext.		\$17,500,000	\$0	\$17,500,000	99%	\$17,325,000	\$7,125,000	\$10,200,000	58%
UD-6	Construct Collectors & other facilities in the Crow Rd. Area		\$3,700,000	\$0	\$3,700,000	100%	\$3,700,000	\$2,600,000	\$1,100,000	30%
UD-7	13th Ave. from 640-feet east of Bertelsen to Dani		\$21,300,000	\$200,000	\$21,100,000	99%	\$20,952,300	\$12,352,300	\$8,600,000	40%
UD-8	Awbrey Ln., HWY99 to 850-feet west of Prairie Rd.		\$3,600,000	\$0	\$3,600,000	100%	\$3,600,000	\$2,400,000	\$1,200,000	33%
UD-9	Beacon Drive East, 440' east of River Road to Scenic Drive, River Loop #2 to Beacon Drive		\$8,700,000	\$2,700,000	\$6,000,000	44%	\$2,652,175	-	\$2,652,175	30%
UD-10			\$3,500,000	\$700,000	\$2,800,000	20%	\$573,913	-	\$573,913	16%
UD-11			\$4,300,000	\$300,000	\$4,000,000	13%	\$539,326	-	\$539,326	13%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
UD-12	Spring Creek Dr., River Rd. to Scenic Dr.		\$2,600,000	\$200,000	\$2,400,000	15%	\$351,648	-	\$351,648	14%
UD-13	River Loop #2, River Rd. to Burlwood		\$6,400,000	\$500,000	\$5,900,000	21%	\$1,221,115	-	\$1,221,115	19%
UD-14	Wilkes Dr., River Rd. to River Loop #1		\$7,000,000	\$1,200,000	\$5,800,000	11%	\$651,685	-	\$651,685	9%
UD-15	River Loop #1, River Rd. to Dalewood		\$1,500,000	\$200,000	\$1,300,000	26%	\$337,709	-	\$337,709	23%
UD-19	County Farm Rd. (east-west segment)		\$3,200,000	\$300,000	\$2,900,000	64%	\$1,867,031	\$567,031	\$1,300,000	41%
UD-20	Royal Ave., Terry St. to Greenhill Rd.		\$11,200,000	\$2,400,000	\$8,800,000	45%	\$3,947,398	-	\$3,947,398	35%
UD-21	Willow Creek Rd., W. 18th Ave. to UGB		\$5,100,000	\$400,000	\$4,700,000	78%	\$3,669,760	\$2,069,760	\$1,600,000	31%
UD-22	Bailey Hill Rd., Warren to UGB		\$9,900,000	\$1,800,000	\$8,100,000	49%	\$3,970,573	-	\$3,970,573	40%
UD-23	Dillard Rd., 43rd Ave. to UGB		\$8,100,000	\$900,000	\$7,200,000	37%	\$2,679,864	-	\$2,679,864	33%
UD-24	Fox Hollow Rd. from Donald to UGB		\$5,700,000	\$400,000	\$5,300,000	27%	\$1,404,586	-	\$1,404,586	25%
Subtotal Development Driven Projects			\$134,200,000	\$12,200,000	\$122,000,000		\$80,114,483	\$32,184,491	\$47,929,992	
Greenways										
53	Grove St.	20-yr	\$66,000	\$0	\$66,000	40%	\$26,470	\$0	\$26,470	40%
60	W Amazon Dr.	20-yr	\$47,000	\$0	\$47,000	40%	\$18,850	\$0	\$18,850	40%
73	N Danebo Ave.	20-yr	\$63,000	\$0	\$63,000	40%	\$25,267	\$0	\$25,267	40%
74	Golden Garden St.	20-yr	\$62,000	\$0	\$62,000	40%	\$24,865	\$0	\$24,865	40%
75	Avalon St.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$0	\$12,834	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
77	Spyglass Dr.	20-yr	\$87,000	\$0	\$87,000	40%	\$34,892	\$1,748	\$33,144	38%
85	Honeywood St.	20-yr	\$34,000	\$0	\$34,000	40%	\$13,636	\$794	\$12,842	38%
86	Honeywood St.	20-yr	\$7,200	\$0	\$7,200	40%	\$2,888	\$176	\$2,712	38%
95	Monroe St.	20-yr	\$124,000	\$0	\$124,000	40%	\$49,731	\$0	\$49,731	40%
105	University St.	20-yr	\$104,000	\$0	\$104,000	40%	\$41,710	\$0	\$41,710	40%
107	W 15th Ave.	20-yr	\$117,000	\$0	\$117,000	40%	\$46,924	\$0	\$46,924	40%
109	Willamette St.	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$0	\$7,219	40%
110	W Broadway	20-yr	\$170,000	\$0	\$170,000	40%	\$68,180	\$0	\$68,180	40%
111	Broadway	20-yr	\$47,000	\$0	\$47,000	40%	\$18,850	\$0	\$18,850	40%
114	Lawrence St.	20-yr	\$151,000	\$0	\$151,000	40%	\$60,559	\$0	\$60,559	40%
124	Greenview St.	20-yr	\$23,000	\$0	\$23,000	40%	\$9,224	\$329	\$8,895	39%
125	Fairoaks Dr.	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$422	\$3,589	36%
126	Lariat Dr.	20-yr	\$34,000	\$0	\$34,000	40%	\$13,636	\$0	\$13,636	40%
127	Tandy Turn	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
128	Tandy Turn	20-yr	\$33,000	\$0	\$33,000	40%	\$13,235	\$752	\$12,483	38%
129	Firwood Way	20-yr	\$11,000	\$0	\$11,000	40%	\$4,412	\$465	\$3,947	36%
130	Palomino Dr.	20-yr	\$45,000	\$0	\$45,000	40%	\$18,048	\$1,258	\$16,790	37%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
131	Bailey Ln.	20-yr	\$106,000	\$0	\$106,000	40%	\$42,512	\$2,549	\$39,963	38%
134	Delta Oaks Dr.	20-yr	\$12,000	\$0	\$12,000	40%	\$4,813	\$507	\$4,306	36%
135	Holly Ave.	20-yr	\$66,000	\$0	\$66,000	40%	\$26,470	\$1,503	\$24,967	38%
136	Snelling Dr.	20-yr	\$46,400	\$0	\$46,400	40%	\$18,609	\$1,060	\$17,549	38%
137	Erin Way	20-yr	\$8,200	\$0	\$8,200	40%	\$3,289	\$218	\$3,071	37%
138	Chad Dr.	20-yr	\$21,000	\$0	\$21,000	40%	\$8,422	\$245	\$8,177	39%
139	Jeppesen Acres Rd.	20-yr	\$86,000	\$0	\$86,000	40%	\$34,491	\$1,705	\$32,786	38%
141	Bond Ln.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$912	\$19,943	38%
146	Copping St.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$0	\$14,037	40%
153	Ruby Ave.	20-yr	\$111,000	\$0	\$111,000	40%	\$44,517	\$0	\$44,517	40%
155	N Park Ave.	20-yr	\$61,000	\$0	\$61,000	40%	\$24,464	\$0	\$24,464	40%
157	N Park Ave.	20-yr	\$134,000	\$0	\$134,000	40%	\$53,742	\$0	\$53,742	40%
159	Lake Dr.	20-yr	\$54,000	\$0	\$54,000	40%	\$21,657	\$0	\$21,657	40%
161	Horn Ln.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
162	Arbor Dr.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
163	Hillard Ln.	20-yr	\$131,000	\$0	\$131,000	40%	\$52,538	\$0	\$52,538	40%
167	Berntzen Rd.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$0	\$12,834	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
168	Waite St.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
374	Robin Hood Ave.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$709	\$12,125	38%
381	E 13th Ave.	20-yr	\$26,000	\$0	\$26,000	40%	\$10,427	\$0	\$10,427	40%
386	Adkins St.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$912	\$19,943	38%
387	N Clarey St.	20-yr	\$93,000	\$0	\$93,000	40%	\$37,298	\$0	\$37,298	40%
388	Gay St.	20-yr	\$16,000	\$0	\$16,000	40%	\$6,417	\$0	\$6,417	40%
389	Sarah Ln.	20-yr	\$46,000	\$0	\$46,000	40%	\$18,449	\$0	\$18,449	40%
397	Portland St.	20-yr	\$38,000	\$0	\$38,000	40%	\$15,240	\$0	\$15,240	40%
398	W 24th Ave.	20-yr	\$9,000	\$0	\$9,000	40%	\$3,610	\$0	\$3,610	40%
446	W 12th Ave.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
449	Ascot Dr.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
451	Fair Oaks Dr.	20-yr	\$70,000	\$0	\$70,000	40%	\$28,074	\$1,672	\$26,402	38%
452	Dapple Way	20-yr	\$105,000	\$0	\$105,000	40%	\$42,111	\$2,507	\$39,604	38%
453	Westward Ho Ave./Sunshine Acres	20-yr	\$98,000	\$0	\$98,000	40%	\$39,304	\$2,212	\$37,092	38%
458	E 27th/28th/29th Ave./High St.	20-yr	\$60,000	\$0	\$60,000	40%	\$24,063	\$0	\$24,063	40%
459	South Pearl St.	20-yr	\$59,000	\$0	\$59,000	40%	\$23,662	\$0	\$23,662	40%
460	Alder St.	20-yr	\$80,000	\$0	\$80,000	40%	\$32,084	\$0	\$32,084	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
461	Park Ave.	20-yr	\$98,000	\$0	\$98,000	40%	\$39,304	\$0	\$39,304	40%
486	Willamette St.	20-yr	\$58,000	\$0	\$58,000	40%	\$23,261	\$0	\$23,261	40%
488	Mill Street/E 10th Ave.	20-yr	\$91,000	\$0	\$91,000	40%	\$36,496	\$0	\$36,496	40%
492	W 22nd Ave.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
503	High St.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
505	Stephens Dr.	20-yr	\$11,000	\$0	\$11,000	40%	\$4,412	\$0	\$4,412	40%
528	W 27th Pl., Washington St.	20-yr	\$24,000	\$0	\$24,000	40%	\$9,625	\$0	\$9,625	40%
542	Fair Oaks Dr.	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$118	\$7,101	39%
544	Calvin St.	20-yr	\$25,000	\$0	\$25,000	40%	\$10,026	\$413	\$9,613	38%
545	Monterey Ln. (Larkspur Lp. to Long Island Dr.)	20-yr	\$9,000	\$0	\$9,000	40%	\$3,610	\$380	\$3,230	36%
546	Monterey Ln. (Norkenzie Rd. to Larkspur Lp.)	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$422	\$3,589	36%
547	Long Island Dr.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
548	Shadow View Dr.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
576	Westleigh St.	20-yr	\$14,000	\$0	\$14,000	40%	\$5,615	\$0	\$5,615	40%
577	Jay St.	20-yr	\$39,000	\$0	\$39,000	40%	\$15,641	\$0	\$15,641	40%
578	Cubit St.	20-yr	\$46,000	\$0	\$46,000	40%	\$18,449	\$0	\$18,449	40%
579	Western Dr.	20-yr	\$31,000	\$0	\$31,000	40%	\$12,433	\$667	\$11,766	38%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
587	Rio Glen Dr.	20-yr	\$29,000	\$0	\$29,000	40%	\$11,631	\$583	\$11,048	38%
588	17th Ave.	20-yr	\$104,000	\$0	\$104,000	40%	\$41,710	\$0	\$41,710	40%
591	Garden Ave.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$0	\$20,855	40%
593	Alder St.	20-yr	\$108,000	\$0	\$108,000	40%	\$43,314	\$0	\$43,314	40%
595	Grant St. (W 5th Ave. to W 15th Ave.)	20-yr	\$100,000	\$0	\$100,000	40%	\$40,106	\$0	\$40,106	40%
597	Grant St. (W 17th Ave. to W. 22nd Ave.)	20-yr	\$49,000	\$0	\$49,000	40%	\$19,652	\$0	\$19,652	40%
598	W 22nd Ave. (Grant – Chambers)	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$0	\$7,219	40%
599	W 22nd Ave. (Grant – City View)	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$0	\$20,855	40%
600	City View St.	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$0	\$4,011	40%
601	W 21st Ave.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
605	Hyacinth St.	20-yr	\$135,000	\$0	\$135,000	40%	\$54,143	\$0	\$54,143	40%
606	Spring Creek Dr.	20-yr	\$68,000	\$0	\$68,000	40%	\$27,272	\$0	\$27,272	40%
607	Scenic Dr. (City Limits – Spring Creek)	20-yr	\$55,000	\$0	\$55,000	40%	\$22,058	\$0	\$22,058	40%
608	Scenic Dr. (Spring Creek – Wilkes)	20-yr	\$89,000	\$0	\$89,000	40%	\$35,694	\$0	\$35,694	40%
609	Throne Dr.	20-yr	\$75,000	\$0	\$75,000	40%	\$30,079	\$0	\$30,079	40%
614	Hyacinth St.	20-yr	\$113,000	\$0	\$113,000	40%	\$45,319	\$0	\$45,319	40%
Subtotal Greenways			\$5,097,800	\$0	\$5,097,800		\$2,044,504	\$27,741	\$2,016,763	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Protected Bike Lanes										
18	High St.	20-yr	\$2,267,000	\$0	\$2,267,000	40%	\$909,194	\$0	\$909,194	40%
46	E Amazon Dr.	20-yr	\$2,209,000	\$0	\$2,209,000	40%	\$885,933	\$0	\$885,933	40%
391	Oakway Rd.	20-yr	\$2,184,000	\$0	\$2,184,000	40%	\$875,907	\$0	\$875,907	40%
392	Cal Young Rd.	20-yr	\$508,000	\$0	\$508,000	40%	\$203,737	\$0	\$203,737	40%
393	Willakenzie Rd.	20-yr	\$3,141,000	\$0	\$3,141,000	40%	\$1,259,717	\$0	\$1,259,717	40%
526	River Rd.	20-yr	\$4,441,000	\$0	\$4,441,000	40%	\$1,781,090	\$0	\$1,781,090	40%
556	13th Avenue	20-yr	\$3,280,000	\$0	\$3,280,000	40%	\$1,315,464	\$885,464	\$430,000	13%
571	Lincoln St.	20-yr	\$1,419,000	\$0	\$1,419,000	40%	\$569,099	\$0	\$569,099	40%
580	Hilyard St.	20-yr	\$330,000	\$0	\$330,000	40%	\$132,349	\$0	\$132,349	40%
582	E Broadway	20-yr	\$265,000	\$0	\$265,000	40%	\$106,280	\$0	\$106,280	40%
583	8th Ave.	20-yr	\$1,221,000	\$0	\$1,221,000	40%	\$489,690	\$0	\$489,690	40%
589	E 24th Ave.	20-yr	\$1,189,000	\$0	\$1,189,000	40%	\$476,856	\$0	\$476,856	40%
Subtotal Protected Bike Lanes			\$22,454,000	\$0	\$22,454,000		\$9,005,315	\$885,464	\$8,119,851	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Bike Lanes										
31	Willamette St.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
38	Fox Hollow Rd.	20-yr	Urban*	\$0						
39	W 11th Ave.	20-yr	Urban*	\$0						
41	Garfield St.	20-yr	\$93,000	\$0	\$93,000	40%	\$37,298	\$0	\$37,298	40%
42	Beaver St.	20-yr	Urban*	\$0						
43	Hunsaker Ln.	20-yr	Urban*	\$0						
44	Wilkes Dr.	20-yr	\$126,000	\$0	\$126,000	40%	\$50,533	\$0	\$50,533	40%
45	S Bertelsen Rd.	20-yr	Urban*	\$0						
54	W 7th Pl.	20-yr	\$136,000	\$0	\$136,000	40%	\$54,544	\$0	\$54,544	40%
59	Prairie Rd.	20-yr	\$19,000	\$0	\$19,000	40%	\$7,620	\$0	\$7,620	40%
61	Bethel Dr.	20-yr	Urban*	\$0						
63	Highway 99	20-yr	\$72,000	\$0	\$72,000	40%	\$28,876	\$0	\$28,876	40%
66	Dillard Rd.	20-yr	Urban*	\$0						
71	Bailey Hill Rd.	20-yr	\$20,000	\$0	\$20,000	40%	\$8,021	\$0	\$8,021	40%
158	N Park Ave.	20-yr	\$26,000	\$0	\$26,000	40%	\$10,427	\$0	\$10,427	40%
226	W 13th Ave.	20-yr	\$24,747	\$0	\$24,747	40%	\$9,925	\$0	\$9,925	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
229	County Farm Rd.	20-yr	\$107,235	\$0	\$107,235	40%	\$43,007	\$0	\$43,007	40%
400	Royal Ave.	20-yr	Urban*	\$0						
445	City View St.	20-yr	\$68,000	\$0	\$68,000	40%	\$27,272	\$0	\$27,272	40%
447	Highway 99	20-yr	\$44,000	\$0	\$44,000	40%	\$17,646	\$0	\$17,646	40%
455	Oak Patch Rd.	20-yr	\$63,000	\$0	\$63,000	40%	\$25,267	\$0	\$25,267	40%
482	Gilham Rd.	20-yr	Urban*	\$0						
523	Polk St.	20-yr	\$200,000	\$0	\$200,000	40%	\$80,211	\$0	\$80,211	40%
554	W 2nd Ave.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
561	W 13th Ave.	20-yr	\$133,000	\$0	\$133,000	40%	\$53,340	\$0	\$53,340	40%
564	Commerce St.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
568	Roosevelt Blvd.	20-yr	\$20,000	\$0	\$20,000	40%	\$8,021	\$0	\$8,021	40%
572	W 5th Ave.	20-yr	\$8,000	\$0	\$8,000	40%	\$3,208	\$0	\$3,208	40%
574	High St.	20-yr	\$16,500	\$0	\$16,500	40%	\$6,617	\$0	\$6,617	40%
575	County Farm Rd.	20-yr	\$59,000	\$0	\$59,000	40%	\$23,662	\$0	\$23,662	40%
592	E 40th Ave.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
Subtotal Bike Lane			\$1,458,482	\$0	\$1,458,482		\$584,933	\$0	\$584,933	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Shared Use Path										
21	E 30th Ave.	20-yr	\$2,749,000	\$0	\$2,749,000	100%	\$2,749,000	\$0	\$2,749,000	100%
211	Spring Boulevard Accessway	20-yr	\$554,000	\$0	\$554,000	100%	\$554,000	\$0	\$554,000	100%
222	W 7th Ave.	20-yr	\$951,000	\$0	\$951,000	100%	\$951,000	\$0	\$951,000	100%
223	Jessen Path	20-yr	\$3,350,000	\$0	\$3,350,000	100%	\$3,350,000	\$1,898,662	\$1,451,338	43%
231	Wilson Street Path	20-yr	\$298,000	\$0	\$298,000	100%	\$298,000	\$0	\$298,000	100%
243	Beltline Path	20-yr	\$2,016,000	\$0	\$2,016,000	100%	\$2,016,000	\$0	\$2,016,000	100%
376	Franklin Boulevard Path	20-yr	\$639,000	\$0	\$639,000	100%	\$639,000	\$0	\$639,000	100%
394	Amazon Roosevelt Connector	20-yr	\$261,000	\$0	\$261,000	100%	\$261,000	\$0	\$261,000	100%
395	Fern Ridge West Connector	20-yr	\$125,000	\$0	\$125,000	100%	\$125,000	\$0	\$125,000	100%
459	Hilyard St.	20-yr	\$866,000	\$0	\$866,000	100%	\$866,000	\$460,039	\$405,961	47%
475	W Amazon Dr.	20-yr	\$709,000	\$0	\$709,000	100%	\$709,000	\$0	\$709,000	100%
494	Amazon Park East-West Path	20-yr	\$816,000	\$0	\$816,000	100%	\$816,000	\$0	\$816,000	100%
552	UGB Path	20-yr	\$3,209,000	\$0	\$3,209,000	100%	\$3,209,000	\$0	\$3,209,000	100%
555	Kincaid St Path	20-yr	\$209,000	\$0	\$209,000	100%	\$209,000	\$0	\$209,000	100%
610	Roosevelt Blvd.	20-yr	\$805,000	\$0	\$805,000	100%	\$805,000	\$716,450	\$88,550	11%
Subtotal Shared Use Path			\$17,557,000	\$0	\$17,557,000		\$17,557,000	\$3,075,151	\$14,481,849	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Sidewalk Path										
481	Division Ave. Sidewalk Path	20-yr	\$701,000	\$0	\$701,000	100%	\$701,000	\$0	\$701,000	100%
508	Franklin Blvd. Sidewalk Path	20-yr	\$273,000	\$0	\$273,000	100%	\$273,000	\$0	\$273,000	100%
565	Commerce St.	20-yr	\$157,000	\$0	\$157,000	100%	\$157,000	\$0	\$157,000	100%
615	W 7th Ave.	20-yr	\$207,000	\$0	\$207,000	100%	\$207,000	\$0	\$207,000	100%
495	W 5th Ave.	20-yr	\$74,000	\$0	\$74,000	100%	\$74,000	\$0	\$74,000	100%
Subtotal Sidewalk Path			\$1,412,000	\$0	\$1,412,000		\$1,412,000	\$0	\$1,412,000	
Accessways										
196	Avalon St. Accessway	20-yr	\$87,000	\$0	\$87,000	100%	\$87,000	\$0	\$87,000	100%
197	Lane County Fairgrounds Accessway	20-yr	\$186,000	\$0	\$186,000	100%	\$186,000	\$0	\$186,000	100%
218	Hansen Ln. Accessway	20-yr	\$98,000	\$0	\$98,000	100%	\$98,000	\$0	\$98,000	100%
220	McClure Ln. Accessway	20-yr	\$45,000	\$0	\$45,000	100%	\$45,000	\$0	\$45,000	100%
221	Arbor Dr. Accessway	20-yr	\$46,000	\$0	\$46,000	100%	\$46,000	\$0	\$46,000	100%
230	Murin St. Accessway	20-yr	\$16,000	\$0	\$16,000	100%	\$16,000	\$0	\$16,000	100%
250	W 11th Ave. Accessway	20-yr	\$53,000	\$0	\$53,000	100%	\$53,000	\$0	\$53,000	100%
255	W 27th Ave. Accessway	20-yr	\$61,000	\$0	\$61,000	100%	\$61,000	\$0	\$61,000	100%
256	Lincoln St. Accessway	20-yr	\$66,000	\$0	\$66,000	100%	\$66,000	\$0	\$66,000	100%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
258	Spyglass Accessway	20-yr	\$64,000	\$0	\$64,000	100%	\$64,000	\$25,259	\$38,741	61%
259	Holly Ave. Accessway	20-yr	\$31,000	\$0	\$31,000	100%	\$31,000	\$12,222	\$18,778	61%
472	E 25th Ave. Accessway	20-yr	\$9,000	\$0	\$9,000	100%	\$9,000	\$0	\$9,000	100%
560	Wallis St. Path	20-yr	\$48,000	\$0	\$48,000	100%	\$48,000	\$0	\$48,000	100%
Subtotal Accessways			\$810,000	\$0	\$810,000		\$810,000	\$37,481	\$772,519	
Grade Separated										
12	Park Ave. Overpass	20-yr	\$4,110,000	\$0	\$4,110,000	100%	\$4,110,000	\$0	\$4,110,000	100%
249	Amazon Dr. Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
390	Jay St. Bridge	20-yr	\$125,000	\$0	\$125,000	100%	\$125,000	\$0	\$125,000	100%
596	Grant St.	20-yr	\$900,000	\$0	\$900,000	100%	\$900,000	\$0	\$900,000	100%
612	Amazon and 36th Dr. Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
613	Amazon and Dillard Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
219	Amazon and 34 th Ave. Footbridge	20-yr	\$200,000	\$0	\$200,000	100%	\$200,000	\$0	\$200,000	100%
Subtotal Grade Separated			\$5,560,000	\$0	\$5,560,000		\$5,560,000	\$99,528	\$5,460,472	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Traffic Signals										
	New Signals		\$8,750,000		\$8,750,000	25%	\$2,147,843	\$0	\$2,147,843	25%
	Accessible Pedestrian Signals		\$7,490,000		\$7,490,000	25%	\$1,838,554	\$0	\$1,838,554	25%
	Master Traffic Communications Plan		\$9,500,000		\$9,500,000	25%	\$2,331,944	\$0	\$2,331,944	25%
Subtotal Traffic Signals			\$25,740,000	\$0	\$25,740,000		\$6,318,342	\$0	\$6,318,342	
TOTAL			\$332,889,282	\$33,300,000	\$299,589,282		\$152,231,146	\$38,509,856	\$113,721,290	34%



Image Source: Ben Garney via Wikimedia Commons

Appendix B

Maps

City of Eugene Transportation SDC Projects

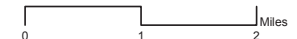


Street Projects Funded
by Transportation SDCs

Legend to Map Symbols

- Future Street Projects
Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

1 inch = 1.07 miles



**These capital infrastructure projects
to be constructed in the future
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-1

City of Eugene Transportation SDC Projects



Pedestrian Facilities Funded by Transportation SDCs

Legend to Map Symbols

Proposed Pedestrian Improvements

Shared Use Path

Sidewalk Path

Accessways

*** Grade Separated Crossing

Streets

Railroad

Water

Parks & Open Space

Urban Growth Boundary

1 inch = 1.07 miles



**These capital infrastructure projects
to be constructed within the next 20 years
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

City of Eugene Transportation SDC Projects



Bicycle Facilities Funded by Transportation SDCs

Legend to Map Symbols

Proposed Bicycle Improvements

- Bike Lane
- Protected Bike Lane
- Shared Use Path
- Sidewalk Path
- Neighborhood Greenways
- Accessways
- *** Grade Separated Crossing
- Streets
- Railroad
- Waterbodies
- Parks & Open Space
- Urban Growth Boundary



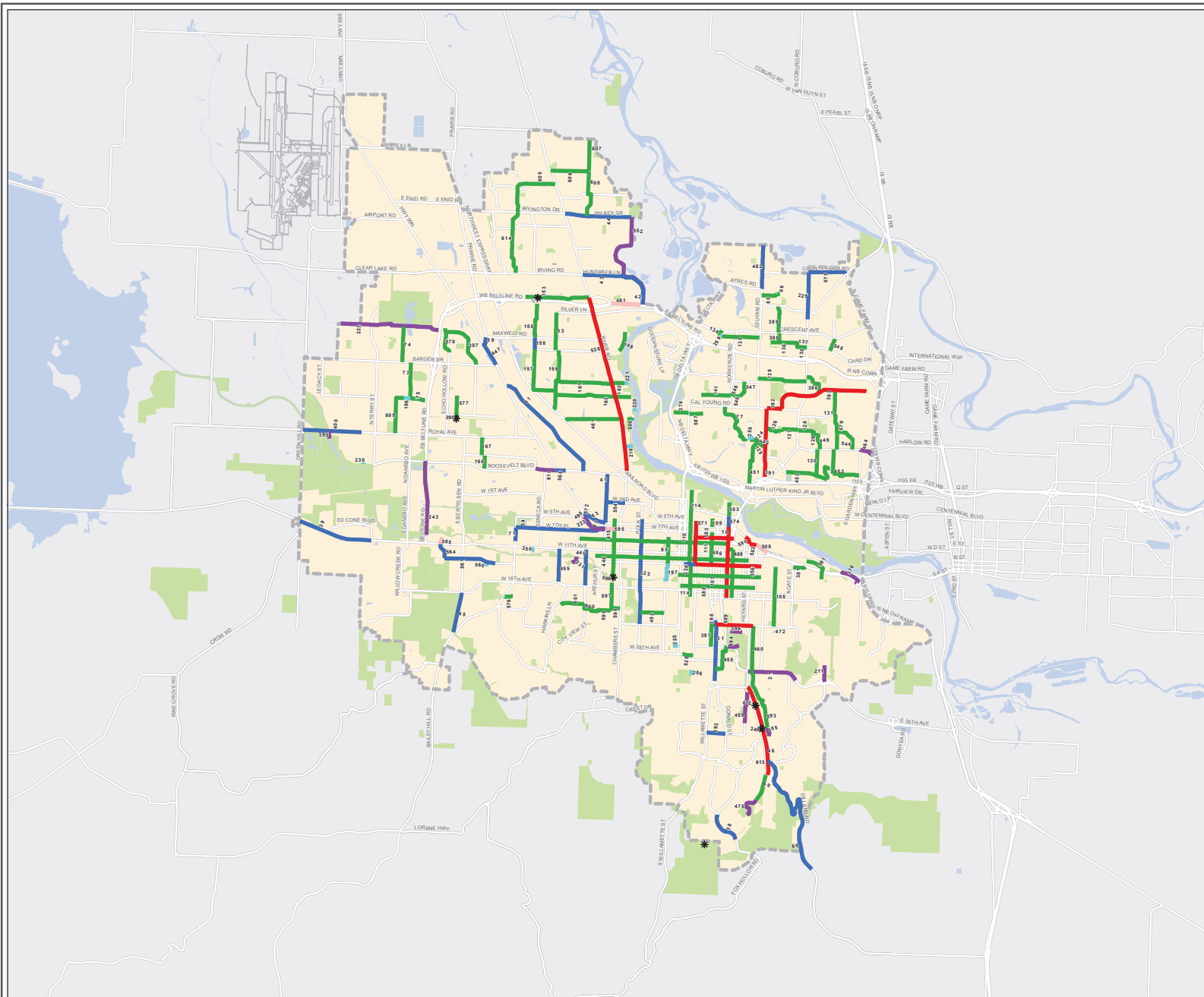
1 inch = 1.32 miles



**These capital infrastructure projects
to be constructed within the next 20 years
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-3



City of Eugene Transportation SDC Projects



Street Projects Funded
by Transportation SDCs

Legend to Map Symbols

- Future Street Projects
Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

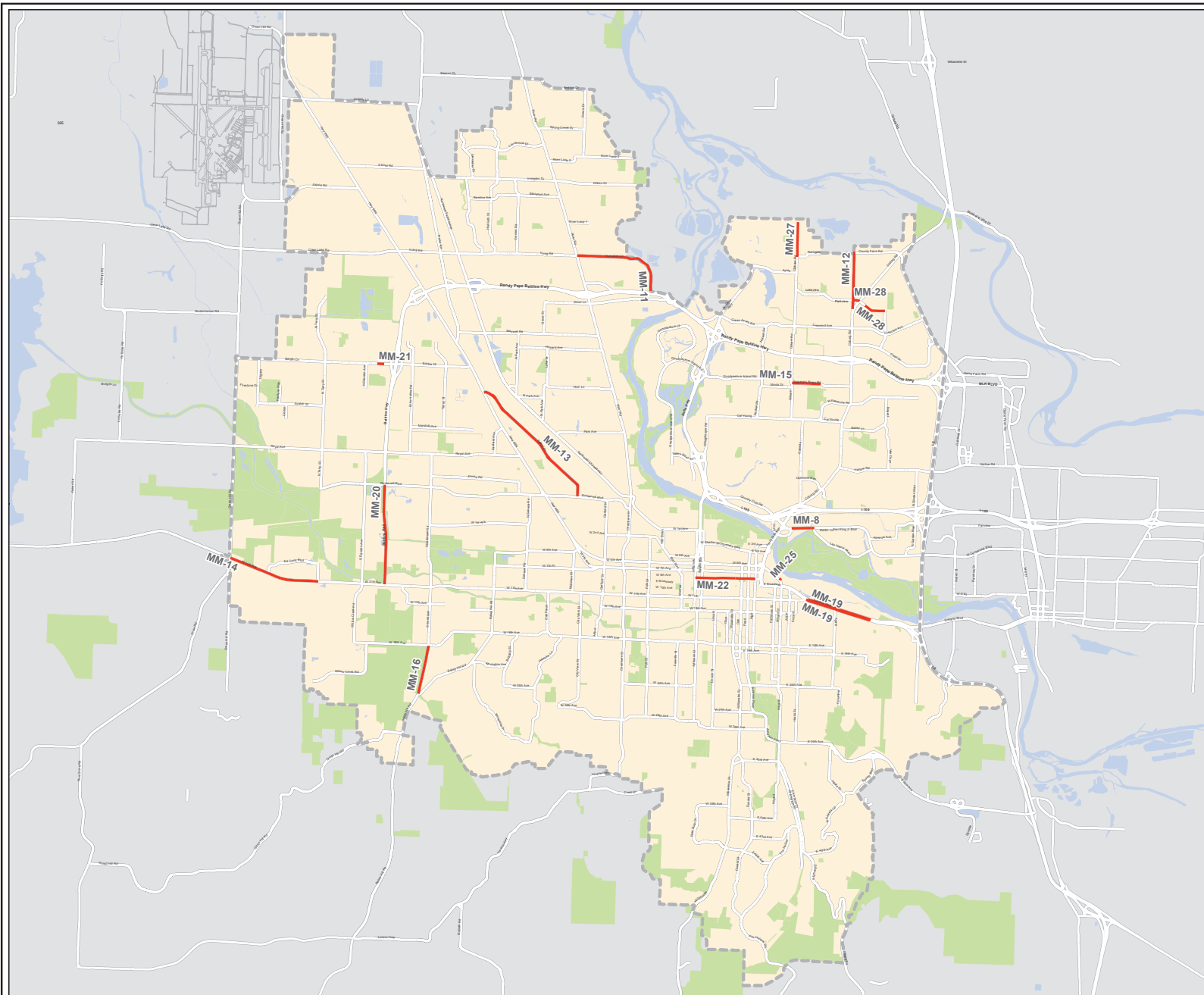
1 inch = 1.07 miles



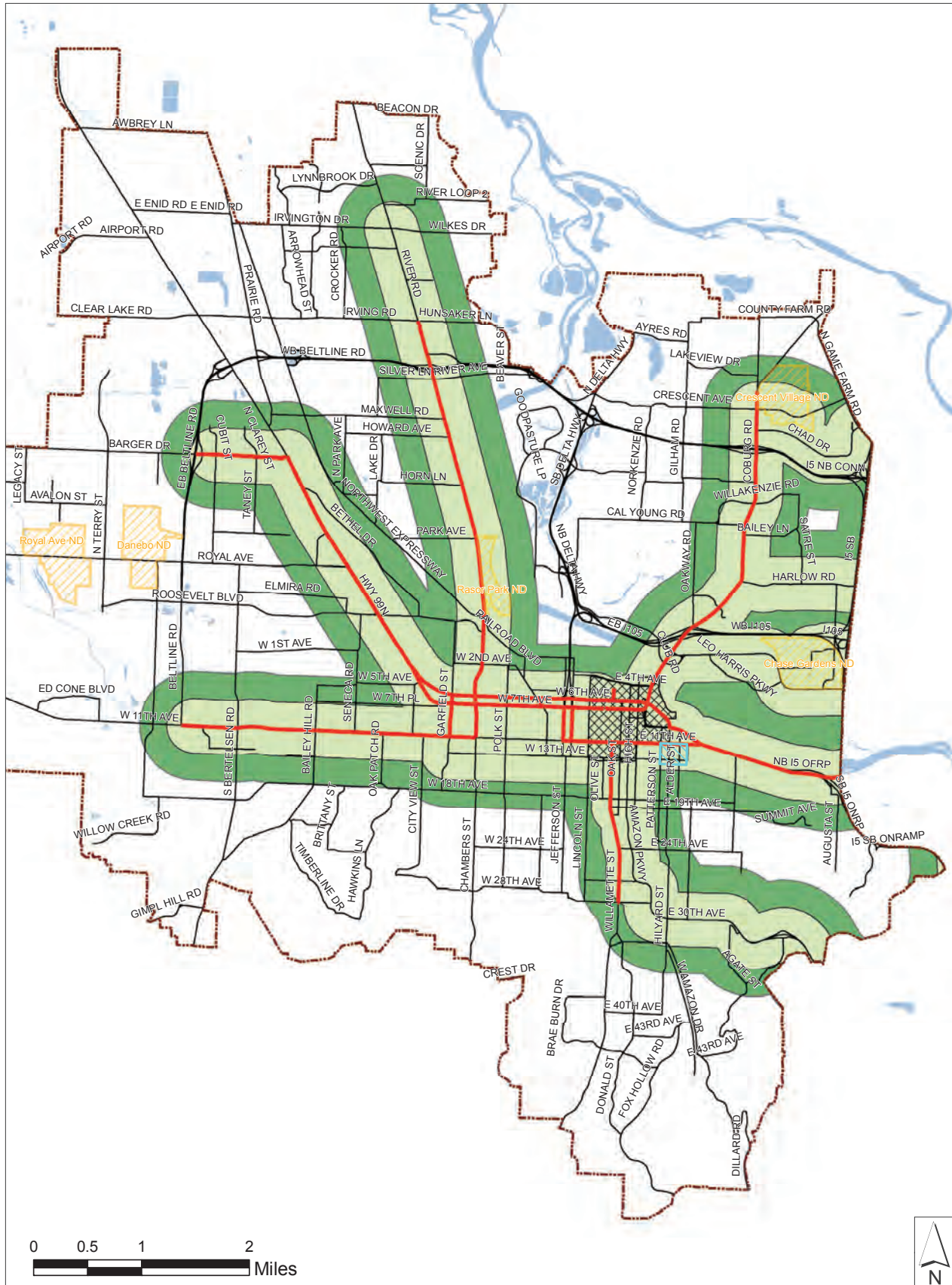
**These capital infrastructure projects
to be constructed in the future
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-4



Transportation SDC Incentive Areas



Legend

West University Commercial District	Eugene UGB
Nodal Development Areas (ND)	Key Transportation Corridors
Downtown Planning Boundary	Water Bodies
Frequent Transit Network (0.25 mile buffer)	Major Streets
Frequent Transit Network (0.5 mile buffer)	

Note:
The incentive area boundaries depicted on this map are intended for general reference. More precise boundaries are available in the City of Eugene GeoDart application or as a GIS file from the City of Eugene Public Works Engineering Division.



City of Eugene
System Development Charge Methodologies

Appendix B

Transportation
System Development Charge
System-Specific Methodology and Details

DRAFT May 11, 2018

Transportation System Development Charge Detail

Transportation SDC Methodology

The transportation system development charge (SDC) methodology is based on a system-wide cost per trip, where the costs associated with meeting future growth needs are divided by the projected growth in trips. The methodology includes both improvement and reimbursement SDC components.

Development of the SDC includes the following basic steps:

- Determine growth in trips
- Determine growth share of system costs
- Calculate the system-wide costs per trip
- Develop SDC rate schedule

These steps are discussed further below.

1.0 Growth in Trips

To evaluate the roadway capacity needs and the amount of vehicle trips that are generated by growth, the regional travel demand model was utilized. Table B-1 shows the projected growth in the number of trip ends for the 2035 Transportation System Plan period, broken down by trip ends that have both an origin and destination within the City's Urban Growth Boundary (UGB) (internal-internal), and trip ends that have one end outside of the UGB (internal-external & external-internal).

Like most infrastructure systems, roadway systems are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 p.m. (the "PM peak"). Therefore, roadway system capacity is typically measured by trip generation during the average weekday PM peak hour.

Table B-1

Model Vehicle Weekday PM Peak Hour Trip Ends (within the City's Currently Acknowledged UGB)

	<u>Internal-Internal</u>	<u>Internal-External & External-Internal</u>	<u>Total</u>
<u>Existing Trip Ends</u>	<u>104,128</u>	<u>52,818</u>	<u>156,949</u>
<u>Projected Trip Ends</u>	<u>131,128</u>	<u>66,790</u>	<u>197,918</u>
<u>Growth Trip Ends</u>	<u>27,000</u>	<u>13,972</u>	<u>40,972</u>
<u>Source: Lane Council of Governments EMME travel demand model for the Eugene 2035 Transportation System Plan</u>			

2.0 Growth Share of System Costs

Future development capacity needs will be met by a combination of existing system available capacity and future improvements that increase the level of performance of existing facilities, or add new facilities. The value of existing system capacity is referred to as the *reimbursement fee cost basis*, while the value of future growth-related improvements is referred to as the *improvement fee cost basis*.

The development of the improvement and reimbursement cost bases are summarized below.

2.1 Reimbursement Fee

Determination of the reimbursement fee cost basis includes the following steps:

1. Reserve capacity of existing roadways is determined,
2. The existing system value net of contributions is estimated, and
3. The existing system value for growth in the planning period (the reimbursement fee cost basis) is determined.

2.1.1 Existing System Reserve Capacity

The LCOG EMME travel demand model was used to determine the portion of the existing roadway network that has reserve capacity for growth in the planning period. The reserve capacity of the roadway system was determined by comparing the traffic volume on each roadway to the capacity of that roadway (based on level of service E). If the future volume was less than capacity, the amount available for growth was calculated as a simple ratio of the future volume less the existing volume to the capacity of the particular roadway. If the total volume in 2035 exceeded the capacity, the amount of capacity available for growth was calculated as a ratio of the capacity less the existing daily traffic volume to the capacity.

A weighted average reserve capacity was determined for each roadway classification (excluding local streets and state highway facilities). The resulting calculations are shown in Table B-2. This shows the reimbursement fee is based, in part, on the value of unused capacity available to future users.

Table B-2: Reimbursement Fee

				SDC Cost Basis			SDC Value
Project Type	Total Value ¹	Assessable Cost ²	Other Funding	Net Value ³	\$	%	
Roads							
Major Arterials	\$5,745,499	\$0		\$5,745,499	\$919,280	16.0%	\$22,000,000
Minor Arterials	\$26,174,864	\$619,230		\$25,555,634	\$2,836,675	11.1%	\$69,000,000
Major Collectors	\$16,176,479	\$3,204,075		\$12,972,404	\$1,193,461	9.2%	\$29,000,000
Neighborhood Collectors	\$10,433,027	\$3,291,865		\$7,141,162	\$349,917	4.9%	\$9,000,000
Subtotal	\$58,529,869	\$7,115,170	\$0	\$51,414,699	\$5,299,333	10.3%	\$12,000,000
Active Modes							
Bike (On-Street)	\$8,455,636	\$178,565		\$8,277,070	\$0	0.0%	\$0
Pedestrian (On-Street)	\$790,772	\$407,127		\$383,645	\$0	0.0%	\$0
Bike & Pedestrian (Off-street)	\$19,384,550	\$0	\$13,409,587	\$5,974,962	\$0	0.0%	\$0
Subtotal	\$28,630,957	\$585,692	\$13,409,587	\$14,635,678	\$0		\$0
Bridges ⁵							
On-Street	\$20,556,308			\$20,556,308	\$2,220,081	9.8%	\$5,000,000
Off-Street System	\$15,924,100		\$14,331,690	\$1,592,410	\$156,056	9.8%	\$4,000,000
Subtotal	\$36,480,408	\$0	\$14,331,690	\$22,148,718	\$2,376,137		\$5,000,000
Subtotal Reimbursement	\$123,641,235	\$7,700,862	\$27,741,277	\$88,199,095	\$7,675,471		\$12,000,000

Based on replacement value for preservation (segments obtained from other agencies) and new construction (City-constructed segments).
 Excludes bike and pedestrian facility costs.
¹ Average assessable cost of new roadway construction.
² Net of assessable value and other funding.
³ PM Peak Hour Trip Ends through 2035.
⁴ City-Owned.

2.1.2 Existing System Valuation

The Geographic Information System (GIS) was used to produce an inventory of existing arterial and collector roadways. The inventory included the necessary data to determine the replacement cost of each roadway segment, broken down into the following cost components:

- Right of way
- Pavement (rehabilitation and new construction costs)
- Curb and gutter
- Sidewalk
- Bike lanes
- Street lights
- Traffic signals

For roadways transferred to the City from other agencies, only the costs of recent reconstruction improvements are included in the system value, since the original construction was not funded by the City. Local streets are excluded from the reimbursement fee cost basis, as local streets are generally funded by developers or assessments. By excluding local street value, the reimbursement fee excludes prior contributions by existing users consistent with ORS 223.304(1)(a)(B).

As for roadways, GIS data was used to develop an inventory of off-street bike and pedestrian facilities, as well as on- and off-system bridges. The current value of each facility was estimated by applying the growth in the **Engineering News Record** Construction Cost Index since the time of construction to the original facility cost.

The existing system value for all facilities is reduced by estimated assessments and other funding sources (grants and contributions), to determine the net system value. These estimates are provided in the “Assessable Cost” and “Other Funding” columns on Table B-2.

2.1.3 Growth Share of Existing System Value (Reimbursement Fee Cost Basis)

The reimbursement fee cost basis for roadways is determined by applying the existing system reserve capacity for growth within the planning period, (calculated by multiplying the net system value by the average reserve capacity for each road classification). For bridges, the growth share is assumed to be the system average reserve capacity (across all roadway classifications).

The existing system value associated with active travel modes (bicycle and pedestrian facilities) is excluded from the reimbursement fee cost basis, as there is no reserve capacity. As is discussed later in Section 2.2.2.4, the planned level of service for bicycle and pedestrian facilities is higher than the existing level of service; therefore, the existing system facilities are not adequate to meet the needs of existing development (i.e., there is no reserve capacity for future growth).

The reimbursement fee cost basis is provided in Table B-2.

2.2 Improvement Fee

The improvement fee is calculated to obtain the cost of capital improvements for the projected transportation system needs of future users. Determination of the improvement fee cost basis includes the following steps:

1. The portion of project costs related to increasing system capacity is determined.
2. New capacity costs are allocated between growth and existing development, based on the portion of each project that relates to providing capacity for growth vs. addressing an existing deficiency or future service level enhancement related to existing development.
3. Capacity costs are reduced by any external funding sources (assessments, grants, contributions by other agencies) that are projected to cover a portion of growth's new capacity costs.

The improvement fee cost basis is shown in Table B-3.

TABLE B-3: IMPROVEMENT FEE

Project Type	(b) Total Cost ¹	(c) Existing Capacity Replacement Cost	(d) (b-c) Net New Capacity Costs ²	Growth Share of Net New Capacity			(h) SDC per Vehicle Trip ⁴	(i) Potential Assessable ⁵	(j) Grants ⁶	(k) (g + i + j) SDC Plus Grants & Assessable
				(e) (d x f) \$	(f) %	(g) Net of Other Funding ³				
Multimodal Projects										
Street Projects	\$118,600,000	\$21,100,000	\$97,500,000	\$28,824,569	30%	\$26,624,569	\$650	\$19,800,000		\$46,424,569
Upon Development Projects	\$134,200,000	\$12,200,000	\$122,000,000	\$80,114,483	66%	\$47,929,992	\$1,170	\$64,100,000		\$112,029,992
Operational Projects										
New Signals	\$8,750,000		\$8,750,000	\$2,147,843	25%	\$2,147,843	\$52			
Accessible Pedestrian Signals	\$7,490,000		\$7,490,000	\$1,838,554	25%	\$1,838,554	\$45			
Master Traffic Communications Plan	\$9,500,000		\$9,500,000	\$2,331,944	25%	\$2,331,944	\$57			
Active Modes (20-Year Projects)										
Shared Use Paths	\$24,529,000	\$0	\$24,529,000	\$24,529,000	100%	\$21,354,321	\$521		\$3,174,679	\$24,529,000
Bike Facilities	\$29,010,282	\$0	\$29,010,282	\$11,634,752	40%	\$10,721,547	\$262		\$4,592,661	\$15,314,208
Pedestrian Facilities	\$9,781,000	\$0	\$9,781,000	\$810,000	8%	\$772,519	\$19	\$8,971,000	\$37,481	\$9,781,000
Subtotal	\$63,320,282		\$63,320,282	\$36,973,752	58%	\$32,848,387	\$802	\$8,971,000	\$7,804,821	\$49,624,208
Subtotal Improvement	\$341,860,282	\$33,300,000	\$308,560,282	\$152,231,146	37%	\$113,721,290	\$2,776	\$92,871,000	\$7,804,821	\$208,078,769

¹ Net of multimodal corridor bundle costs

² Net of rail-related project costs

³ Reflects application of other funding on a project-specific basis

⁴ Column (g) divided by PM Peak Hour Trip Ends through 2035: 40,972

⁵ Average assessable cost of new roadway construction

⁶ Reflects estimated existing commitments

2.2.1 New Capacity Costs

Detailed cost estimates for each project included in the Transportation SDC Project Plan were reviewed to determine what portion of project costs related to replacement of existing capacity versus expanding existing facilities or constructing new facilities. Existing facility replacement costs included overlay or reconstruction of existing pavement, as well as replacement of existing facilities (e.g., bridges or other crossings). This shows that, in calculating the improvement fee, the City considered the projected costs of the capacity-increasing capital improvements identified on the Transportation SDC Project Plan.

2.2.2 Growth Share of Capacity Costs

For purposes of determining SDC-eligibility, individual projects from the Transportation SDC Project List (“Project List”) are analyzed to determine first, the portion of costs that expand or provide new capacity, versus replacing existing system capacity. Second, the new capacity costs are further analyzed to determine the portion of costs related to meeting the needs of future growth (the “growth share”) versus costs associated with raising the level of service for existing development.

The general methods used for determining the growth share of costs for each project on the Project List are summarized below. These methods show that, in calculating the improvement fee, the City considered the increased capacity needed to meet the demands of future transportation system users.

2.2.2.1 New Roadways

New roadways and expansions driven by future development capacity requirements are allocated 100% to growth, since the capacity is needed entirely for new development.

2.2.2.2 Upgrades to Roadways and Intersections

Improvements to existing facilities to address safety, modernization, and other performance considerations provide capacity for growth and enhanced performance for existing development, so the costs are allocated in proportion to the utilization of the facilities. Specifically, weekday PM peak hour travel demand data by roadway link (from the LCOG travel demand model) are used to quantify growth’s utilization of future roadway and intersection capacity. The growth share is estimated based on the growth in trips over the planning period, as a percentage of total future trips for individual roadway links. If a link provides regional ‘through’ traffic capacity, an adjustment to the growth share is made to exclude the portion of trips that represent “through” versus local trips.

2.2.2.3 Operational Improvements

Capacity enhancing improvements include new traffic signals, as well as improvements that enhance intersections performance (accessible pedestrian signals and master traffic communications plan). The growth share for these improvements is determined based on growth’s share of future person trips, as estimated from the LCOG travel demand model.

2.2.2.4 New Bicycle and Pedestrian Facilities (Active Modes)

The growth share for bike and pedestrian facilities is determined based on the planned level of service (LOS) for each facility type. The planned LOS for purposes of this analysis is defined as the quantity of future facilities per capita served.

The following equation shows the calculation of the planned LOS for bicycle and pedestrian facility analysis:

$$\frac{\text{Existing } Q + \text{Planned } Q}{\text{Future Population Served}} = \text{Planned LOS}$$

Where:

Q = quantity (miles of bicycle or pedestrian facilities)

The existing and future miles of bicycle and pedestrian facilities are shown in Table B-4, based on the Project List. Population data for the estimated base year and future year (2035) are presented in Table B-5.

Table B-4

Existing and Future Bike and Pedestrian Facilities (miles)

	Existing	New (Project List) ¹	Future (Total)
-			
-			
Shared Use Path	43.3	9.5	52.8
Bicycle Facilities	160.2	121.4	281.6
Pedestrian Facility	223.2	77.4	300.6
¹ Includes multimodal and stand-alone bicycle and pedestrian projects			

Table B-5

Population Growth

	Base Year	Future Year (2035)	Population Growth
Population	177,332	219,060	41,728
Source: Table 3-1 Transportation System Plan, February 2017			

Table B-6 presents the existing and planned LOS for each facility type, based on the existing and planned future facilities presented in Table B-4, divided by the estimated existing and projected population presented in Table B-5. (For purposes of this analysis, population figures are divided by 1,000 in order to show the planned LOS per 1,000 population in Table B-6.)

Table B-6*Existing and Planned LOS (miles per 1,000 population)*

	<u>Existing LOS</u>	<u>Planned LOS</u>
<u>Shared Use Path</u>	<u>0.244</u>	<u>0.241</u>
<u>Bike Facility</u>	<u>0.903</u>	<u>1.286</u>
<u>Pedestrian Facility</u>	<u>1.259</u>	<u>1.372</u>

The capacity requirements, or number of miles, needed for the existing population and for the growth population are estimated by multiplying the planned (future) LOS for each facility type (from Table B-6) by the estimated population (in 1,000's) of each group (from Table B-5).

These calculations are shown in Table B-7; each column is then described following the table.

Table B-7*Existing and Growth Capacity Needs for Bicycle and Pedestrian Facilities (Miles)*

	<u>Existing Population Need (1)</u>	<u>Existing Inventory (2)</u>	<u>Existing Need from Project Improvements (3)</u>		<u>Growth Need from Project Improvements (4)</u>	
			<u>Multimodal Projects</u>	<u>Stand-Alone Projects</u>	<u>Multimodal Projects</u>	<u>Stand-Alone Projects</u>
<u>Shared Use Paths</u>	<u>42.7</u>	<u>43.3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9.5</u>
<u>Bicycle Facility</u>	<u>228.0</u>	<u>160.2</u>	<u>24.6</u>	<u>43.2</u>	<u>24.7</u>	<u>28.9</u>
<u>Pedestrian Facility</u>	<u>243.4</u>	<u>223.0</u>	<u>21</u>	<u>0</u>	<u>22.6</u>	<u>34.6</u>

(1) Existing Population Need

The need for the existing population is equal to the planned LOS multiplied by the estimated base year population (from Table B-5) in 1,000's.

(2) Existing Inventory

Existing users' needs are assumed to be met first by the existing inventory of facilities; column (2) shows the existing facility miles from Table B-4.

(3) Existing Need from Project Improvements

The difference between columns 1 and column 2 is the portion of existing development's need that will be met by the Project List improvements. Some of the need is met through the multimodal projects that add bicycle and pedestrian facilities; the remainder will be met through the stand-alone bicycle and pedestrian improvements on the Project List.

(4) Growth Need from Project Improvements

The total facility need required by growth is equal to the planned LOS (from Table B-6) multiplied by the projected increase in population over the planning period (from Table B-5) in 1,000's.

Table B-8 shows the existing and growth shares for the stand-alone bicycle and pedestrian improvements by project type.

Table B-8*Existing and Growth Share of Stand-Alone Bicycle and Pedestrian Improvements*

	<u>Total Stand-Alone Improvements</u> (TSDC Project List)	<u>Existing Share</u>	<u>Existing %</u>	<u>Growth Share</u>	<u>Growth %</u>
<u>Shared-Use Path</u>	<u>9.5</u>	<u>0</u>	<u>0%</u>	<u>9.5</u>	<u>100%</u>
<u>Bicycle Facility</u>	<u>72.2</u>	<u>43.2</u>	<u>60%</u>	<u>28.9</u>	<u>40%</u>
<u>Pedestrian Facility</u>	<u>34.6</u>	<u>0</u>	<u>0%</u>	<u>34.6</u>	<u>100%</u>

2.2.3 Growth Share of Project List Cost (Improvement Fee Cost Basis)

The improvement fee cost basis is determined by applying the growth share of new capacity costs for each project, by the project new capacity costs, and deducting any other funds to be applied. Other funding sources include assessments which are likely to pay for a portion of development-driven (based on the City's current assessment policy), and grants for bicycle and pedestrian facilities.

The improvement fee cost basis is provided in Table B-3.

3.0 System-Wide Cost per Trip

The system wide costs per trip (also known as "costs per vehicle trip" or "costs per trip end") are determined by dividing the improvement and reimbursement fee cost bases (as shown in Tables B-2 and B-3) by the projected growth in weekday PM peak hour trip ends (shown in Table B-1).

3.1 Reimbursement Fee

Table B-2 shows the result of this calculation for the reimbursement fee in the column entitled "SDC per Vehicle Trip".

3.2 Improvement Fee

The improvement fee SDC per trip is shown in Table B-3 in the column entitled "SDC per Vehicle Trip".

4.0 SDC Rate Calculations

4.1 Formula

The transportation SDC for an individual development is based on the total cost per trip (including the reimbursement and improvement components) and the number of weekday PM peak hour trips attributable to a particular development. This calculation is as follows:

Cost per Trip X Number of Development Trips = SDC for Development

Where:

Cost per Trip = Cost per Trip (reimbursement) + Cost per Trip (improvement),
and

Number of Development Trips = Trip Generation Rate X Pass-by Adjustment X
Development Size (based upon the unit of measure).

Table B-9, which is located in Appendix F, shows the assumptions for the SDC rate schedule, including the total cost per trip and the trip rates and adjustments by land use category.

4.2 Assigned Trip Generation Rates

The standard practice in the transportation industry is to use information contained in the Trip Generation Manual, as published by the Institute of Transportation Engineers (ITE) to calculate the SDCs for individual developments. ITE trip rates by land use category are based on studies from around the country, and, in the absence of local data, represent the best available source of trip data for specific land uses.

Pass-by trip adjustments to ITE trip rates have been applied to the ITE trip rates. Also referred to as linked trips or trip chaining, pass-by trips refer to trips that occur when a motorist is already on the roadway (as in the case of a traveler stopping by a fast food restaurant on the way home from work.) In this case, the motorist making a stop while “passing by” is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway.

Pass-by adjustments are provided for those uses included in the Trip Generation Manual. An applicant may choose to submit a request for an alternative pass-by adjustment through the Alternate Calculation method.

Except when the City Engineer has approved an applicant’s election to use the Alternate Trip Generation Calculation method or an alternative pass-by adjustment, the City Engineer shall apply rates included in the Transportation Trip Rates table, Table B-9, which is located in Appendix F. Descriptions for the land use categories included in Table B-9 are included in Appendix A and are based upon ITE land use categories. A land use category may be assigned by the City Engineer should a proposed use not be accurately represented by one of the published transportation use codes. In addition, trip rates for published use codes may be alternatively assigned as best available information in the case that a revised ITE trip rate is published prior to an administrative modification to the Transportation Trip Rates Table (Table B-9).

Appendix B

Transportation System Charge Detail

1.1 Transportation SDC Methodology

The transportation SDC methodology is based on a level of service (LOS) approach, and consists of a street component and an off-street bicycle path component. The street component is a combination of improvement and reimbursement fees.

Development of the SDC under the LOS methodology includes the following basic steps:

- Determine SDC cost basis
- Define system capacity
- Calculate the unit cost of capacity
- Develop SDC rate schedule

These steps are discussed below for the street and bicycle components. Related information is displayed in Figures 2 and 3.

1.2 Street Component

1.2.1 Formula

The street component is determined based on the average cost per lane mile of the arterial and collector street system and the estimated lane miles required by an average trip, given a specified level of service. The SDC calculation under a LOS approach is represented by the following formulas

Cost per Trip (street) =

Average Cost Per Lane Mile of Street System X Average Lane Miles Per Trip

1.2.2 Step 1 – Determine SDC Cost Basis

The cost basis is the average cost of constructing a lane mile in the arterial and collector street system. The average cost per lane mile is based on a Replacement Cost New valuation, whereby all facilities are valued in terms of current year dollars, thus capturing any inflationary impacts, as well as changes in market conditions since original construction of assets. In calculating the average cost per lane mile in the transportation system, the following cost components are considered:

- Collector and Arterial Streets
 - Non-assessable Linear Construction Costs
 - Intersection Construction Costs
 - Traffic Signal Costs

➤ ~~Street Light Costs~~

➤ ~~Bridge and Other Structure Construction Costs~~

~~Cost basis assumptions and related factors are listed in Table 4. Specific system valuation calculations for these cost components are reflected in Table 5. Because new development trips will be served by a combination of existing and new facilities, and because the costs of new and existing facilities vary according to prevailing design standards and policies, the average cost per lane mile is calculated based on a weighted average of existing and projected new lane mile costs. The weighting between the existing system average cost and the new system cost is based on new development's projected utilization of existing system capacity versus new capacity-oriented improvements.~~

~~This weighted average cost basis approach also supports the development of separate Reimbursement and Improvement SDCs. Oregon SDC law allows local governments to charge an improvement SDC, a reimbursement SDC, or a combination of the two. The Improvement fee is intended to recover the costs of future capacity improvements needed to serve new development, while the Reimbursement fee relates to the costs of existing facilities that provide capacity for growth.~~

~~In determining the appropriate weighting of the existing system and future system costs to be used in the development of the cost basis, projected vehicle trips generated by growth were modeled and separated into 2 categories:~~

- ~~• Trips that conduct their travel entirely on the existing Eugene arterial and collector network (existing system); and~~
- ~~• Trips that rely on projected SDC-funded future improvement during their travel on the Eugene arterial and collector network (future system).~~

~~Modeling and analysis of the future trips using this approach results in a split of 40 percent existing system trips and 60 percent future system trips. These percentages are applied to the average costs per lane mile of the existing and future systems respectively to determine the weighted average cost per lane mile of the street system (see Table 5).~~

~~The formula for developing the street component cost basis is as follows:-~~

~~SDC Cost Basis =~~

~~Avg. Cost Per Lane Mile (existing system) X Capacity % (existing system) +~~

~~Avg. Cost per Lane Mile (future system) X Capacity % (future system)~~

~~Table 5 details the calculation of the average cost per lane mile by component for the existing and future systems. The development of separate costs for existing and new capacity allows for changes in building standards, system configuration, assessable construction costs, and other assumptions between the existing and~~

~~planned systems to be captured in the cost basis. In developing the average costs for the existing versus future system, the following factors were among those considered:~~

- ~~• The average number of lanes per mile of arterial and collector street~~
- ~~• Typical street width~~
- ~~• The assessable and non-assessable percent of linear street cross-section costs~~
- ~~• The density of components (e.g., bridges, street lights, traffic signals) per lane mile~~
- ~~• Typical features included in streets, given changes in design standards.~~

~~1.2.3 Step 2 – Determine System Capacity~~

~~Street system capacity is measured by the average number of lane miles per trip. The average lane miles per trip is calculated as follows:~~

$$\text{Average Lane Miles Per One-Way Trip} = \frac{\text{Average Trip Length in miles (ATL)} \times 0.5}{\text{Capacity Per Lane Mile}}$$

~~The system-wide average trip length (ATL) used in the SDC calculation is based on the miles traveled by an average one-way trip on the arterial and collector network in the Eugene Urban Growth Boundary (UGB). This figure is determined by first determining the current or base year average vehicle trip length for all PM peak hour (4-6 p.m.) trips with one trip end in the Eugene UGB on Eugene's arterial and collector streets. The average trip length is divided in half because trips are charged according to Institute of Transportation Engineers' (ITE) trip generation rates which are expressed as trip ends, accounting for both trips entering and leaving a development. The origin of a trip pays for one half of the ATL while the destination pays for the other half.~~

~~Capacity per lane mile is determined by the community's adopted level of service standard. The Eugene-Springfield Metropolitan Area General Plan adopted transportation level of service standard of accepting LOS D but avoiding LOS E correlates to the border between LOS D and E. This defines capacity as the number of vehicles that can be accommodated on a given roadway segment at the border between level of service D and E.~~

~~1.2.4 Step 3 – Determine Unit Cost of Capacity~~

~~The street component unit cost of capacity is calculated as follows:~~

$$\text{Cost per Trip (Unit cost of Capacity)} = \frac{\text{Average Cost Per Lane Mile of Street System (Cost Basis)} \times \text{Average Lane Miles Per Trip (Capacity Requirements)}}{1}$$

~~The total street SDC is allocated between the reimbursement and improvement fees as follows:~~

~~Reimbursement SDC =~~

~~Cost per Trip (existing system) X Capacity % (existing system)~~

~~Improvement SDC =~~

~~Cost per Trip (future system) X Capacity % (future system)~~

1.3 — Off-Street Bicycle Path Component

1.3.1 — Formula

~~The off-street bicycle path component is determined based on the average cost of off-street bicycle path per person and the estimated vehicle trips per person. The SDC calculation under a LOS approach is represented by the following formulas:~~

$$\text{Cost per Trip} = \frac{\text{Average Off-Street Bicycle Path Cost Per Person}}{\text{Average Vehicle Trips per Person}}$$

1.3.2 — Step 1 — Determine SDC cost basis

~~The off-street bicycle path component of the SDC is based on maintaining an existing standard number of miles of path per thousand persons. The cost per mile of off-street bicycle path is added to the cost per mile for off-street bicycle path lighting and the total is divided by the population to derive a per person cost.~~

- ~~• — Off-Street Bicycle Paths~~
 - ~~➤ — Path Construction Costs~~
 - ~~➤ — Path Light Costs~~

1.3.3 — Step 2 — Determine System Capacity

~~Off-street bicycle capacity is defined as the average vehicle trips per person. Based on path inventory and population data, the average vehicle trips per person is 0.895. In order to provide a uniform basis for the SDC, per capita is converted to per vehicle trip using the average number of vehicle trips per person.~~

1.3.4 — Step 3 — Determine Unit Cost of Capacity

~~The off-street bicycle component unit cost of capacity is calculated as follows:-~~

~~Cost per Trip (unit cost of capacity) =~~

$$\text{Average Off-Street Bicycle Path Cost Per Person (cost basis) X} \\ \text{Average Vehicle Trips per Person (system capacity)}$$

~~Because the current standard level of service is based on current inventory and population, no “excess” bike path capacity is considered to exist, so the entire fee is characterized as an improvement fee.~~

~~1.4 — SDC Rate Schedule~~

~~1.4.1 — Formula~~

~~The transportation SDC for an individual development is based on the total cost per trip (including the street and bike components) and the number of trips attributable to a particular development. This calculation is as follows:~~

~~Cost per Trip X Number of Development Trips = SDC for Development where:~~

~~Cost per Trip =~~

~~(Cost per Trip (street) + Cost per Trip (bicycle), and~~

~~Number of Development Trips =~~

~~Trip Generation Rate X Pass-by Adjustment X Nodal Development Adjustment X Development Size~~

~~1.4.2 — Assigned Trip Generation Rates~~

~~The standard practice in the transportation industry is to use Institute of Transportation Engineers (ITE) trip generation rates to ultimately determine the SDCs for individual developments. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses.~~

~~Pass-by trip adjustments to ITE trip rates have been applied to the ITE trip rates. Also referred to as *linked trips* or *trip chaining*, pass-by trips refer to trips that occur when a motorist is already on the roadway (as in the case of a traveler stopping by a fast food restaurant on the way home from work.) In this case, the motorist making a stop while “passing by” is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway.~~

~~Pass-by adjustments are provided only when three or more studies as reported in the ITE manual have established an average range for percent of pass-by trips for a particular use category contained in the Table 3. If the minimum number of studies is not available, no pass-by adjustment is assigned. An applicant may choose to submit a request for an alternative pass-by adjustment through the Alternate Calculation method.~~

~~Except when the City Transportation engineer has approved an applicant's election to use the Alternate Calculation method or an alternative pass-by adjustment, the City Transportation Engineer shall apply the description that most nearly describes the type of development proposed ITE trip rates by land use as published in Table 3 to determine the trip rate to be assigned to the proposed development. A transportation trip rate may be assigned by the City Transportation Engineer should a proposed use not be accurately represented by one of the published transportation use codes. In addition, trip rates for published use codes may be alternatively assigned as best available information in the case that a revised ITE trip rate is published prior to an administrative modification to the Transportation Trip Rate Table (Table 3).~~

1.4.34.3 Alternate Trip Generation Calculation

Prior to the issuance of a permit requiring payment of Transportation SDCs, an applicant may elect to use the alternate calculation method (ACM) of determining the trip generation for the type of development proposed, as provided here. This election must be by written application to the City ~~Transportation~~ Engineer, must be accompanied with payment or the agreement to pay the transportation SDC using the ~~S~~standard ~~C~~calculation and must be approved by the City ~~Transportation~~ Engineer. Issuance of a final certificate of occupancy for the development will be contingent on a final decision by the City ~~Transportation~~ Engineer on the ~~a~~Alternate ~~c~~Calculation submitted for review. In the absence of the City ~~Transportation~~ Engineer's approval of the applicant's election to use an ~~A~~alternate ~~C~~calculation, the ~~s~~Standard ~~c~~Calculation shall be used. All calculations shall be based on the p.m. peak hour traffic on the adjacent street for a general type of development similar to the proposal and not on the p.m. peak hour traffic on the development site; the site's trip generation that occurs concurrently with the PM peak hour of the City's transportation system (as defined as the peak one-hour period between 4 PM and 6 PM).

1.4.3.1 Existing Traffic Study Standards

If an applicant provides previously performed traffic studies that meet the standards in this paragraph section 4.3 and have been approved by the City ~~Transportation~~ Engineer, the trip rate based upon those studies may be used to calculate the transportation SDC. Except that the studies may come from geographic locations other than those listed in section 1.3.3.3.34.3.3.3 the studies shall meet the standards set in paragraph section 1.3.3.3.34.3.3 and shall not be more than ten years old.

1.4.3.2 Independent Traffic Study

If an applicant does not want to use the trip generation rates in section 1.3.24.2 or to have the rate determined under paragraph section 3.2.14.3.1, with the prior written approval of the City Engineer by complying with the standards in paragraph section 3.2.34.3.3 below, the applicant may conduct an independent survey of the proposed development's trip generation rate.

1.4.3.3 Transportation Traffic Study Criteria

To be used to calculate the Transportation SDC for a proposed development under this paragraph section 1.3.34.3.3, a transportation study must meet the following standards unless the City ~~Transportation~~ Engineer modifies them because of unique circumstances:

1.4.3.3.1 Qualifications of Study

The completed study must be stamped by either a licensed civil engineer qualified to conduct traffic studies or a licensed transportation engineer, who has been approved by the City ~~Transportation~~ Engineer.

1.4.3.3.2 Development Specifications

The study shall be based upon analyses of the trip-making characteristics of similar facilities, both in size and type of land uses operating at full occupancy/capacity.

1.4.3.3.3 Specifications for Number of Sites

A minimum of five local sites with comparable land use shall be proposed for the study and approved by the City ~~Transportation~~ Engineer. If, in the sole discretion of the City ~~Transportation~~ Engineer, there are insufficient local sites, the City ~~Transportation~~ Engineer will consider alternate sites within the states of Idaho, Oregon or Washington. The sites shall have land uses that are of comparable general description to that proposed upon build-out.

1.4.3.3.4 Specifications for Traffic Study ~~Design~~Scope

The assumptions, parameters and methodology included in the traffic study shall be scoped in accordance with both the methodology described in the current edition of the Institute of Transportation Engineers *Trip Generation Manual*, current edition as well as and direction provided by the City ~~Transportation~~ Engineer.

1.4.3.3.5 Specifications for Description and Drawings

The request to use the alternate calculation shall include a detailed description and drawing of the proposed development site, a description and drawing of each sampling site, a description of why these sites are representative of the impact likely to be generated by the proposed development and such other information as may be required by the City ~~Transportation~~ Engineer.

1.4.3.3.6 Specifications for Report Format

The completed report of the study shall be in a form approved by the City ~~Transportation~~ Engineer and upon its completion shall be submitted to the City ~~Transportation~~ Engineer for approval.

1.4.3.4 Approval & Outcome of Alternate Calculation Traffic Study

The City ~~Transportation~~ Engineer may approve, approve with conditions, or reject the trip generation rate calculated in a report prepared under ~~paragraph-section 1.3.34.3~~ hereof. Upon approval, the trip rate for the proposed development shall be used to calculate the transportation SDC. In the event that the ~~a~~Alternate ~~c~~Calculation results in a transportation SDC less than the ~~s~~Standard ~~c~~Calculation, upon approval of the ~~a~~Alternate ~~c~~Calculation by the City ~~Transportation~~ Engineer, the City shall refund the excess transportation SDC collected to the applicant or reduce the amount the applicant agreed to pay. If the approved ~~a~~Alternate ~~c~~Calculation results in a transportation SDC greater than the ~~s~~Standard ~~c~~Calculation, the applicant shall pay the underage to the City or modify the agreement to pay to include the underage. In the event

the applicant fails to promptly pay the underage to the City or to promptly modify the agreement to pay, the City may suspend the permit for the development until payment is made or the agreement to pay is modified to include the underage.

~~1.4.4 Nodal Development Adjustments~~

~~The Eugene City Code encourages the creation of transportation-efficient land use patterns and implementation of nodal development concepts to reduce reliance on the automobile for personal travel and encourage a diversity of higher density and mixed use areas. There is evidence that shows that this type of development can result in reduced automobile trip-generation rates. Furthermore, the Oregon Transportation Planning Rule (TPR), in OAR-660-012-0060(5) states in part that:~~

~~... local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian friendly centers ...~~

~~and,~~

~~... local governments shall assume that uses located within a mixed-use, pedestrian friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip-Generation Manual. ...~~

~~Based on this information, the City will apply a ten percent reduction in the street (auto-related) component of the transportation SDC to approved development types in designated Nodal Development Areas.~~

4.4 Compact Development Adjustments

As part of the City's strategies to promote compact development and the goals of Envision Eugene, certain types of compact development may receive one or more adjustments to reduce their calculated Transportation SDC. These compact development adjustments fall within one of the following categories, as summarized in Table B-10:

- Location-Based
 - Eugene Downtown Plan boundary
 - West University Commercial District
 - Residential or mixed-use development along a key corridor
 - Nodal development
- Transit Proximity
 - Frequent Transit Network (FTN)
- Transportation demand management (TDM)
- Secondary dwelling units (SDUs)

The location-based and transit proximity compact development adjustments are geographically based adjustments. The areas in which these geographic adjustments may apply are shown on the maps in Appendix B of the **Transportation SDC Project Plan**.

Compact development adjustments:

- Shall be applied to the calculated base transportation SDC fee, prior to the application of any credits or impact reductions;
- Are cumulative (using the categories listed in Table B-10), not to exceed 100% of the transportation SDC; and
- May not to be applied to single-family detached or duplex housing.

4.4.1 Location-Based Compact Development Adjustments

There are four types of location-based compact development adjustments. The city will not approve more than one type of location-based compact development adjustment for a development, even if the development meets the criteria for more than one type.

4.4.1.1 Development within the Eugene Downtown Plan Boundary

Development within the boundary of the Eugene Downtown Plan shall be given a compact development adjustment when at least one of the following criteria is met.

A. Re-development of Existing Building or Tenant Space with a Use Generally Found in a Shopping Center

A 100% reduction to the calculated transportation SDC shall be granted for re-development located within the Downtown Plan Boundary that changes the use of an existing commercial tenant space or building from a use generally found in a shopping center to another use also generally found in a shopping center.

For purposes of this adjustment, a “use generally found in a shopping center” includes commercial/retail stores and non-merchandising facilities as described in the definition of Shopping Center in Appendix A to the General Methodology.

Development is not eligible to receive this compact development adjustment if it:

- Changes use from a shopping center use to a non-shopping-center use or vice-versa (e.g., commercial to residential), or
- Includes a new building, or
- Includes a building addition (the addition of floor area).

B. Development Subject to Density and/or FAR Requirements

A 30% reduction of the calculated transportation SDC shall be granted for new commercial or mixed-use buildings, building additions, and changes of use not consistent with section 4.4.1.1A above if such development is:

- Located within the Downtown Plan boundary; and
- Located within a zone or overlay zone (e.g., /TD Overlay) that requires density and/or minimum floor area ratios (FAR); and

- Meets the minimum land use code requirements for the zoning area (e.g., FARs that are adjusted to a lower ratio will not receive the compact development adjustment).

C. Development Not Subject to Density and/or FAR Requirements

A 30% reduction of the calculated transportation SDCs shall be granted for new commercial or mixed-use buildings, building additions, and changes of use not consistent with section 4.4.1.1A above if such development:

- Is located within the Downtown Plan boundary; and
- Is not located inside a zone or overlay zone (e.g., /TD Overlay) that requires additional density standards; and
- Has a floor area of at least 0.65 square feet for each 1 square foot of lot area.

For the purposes of calculating the floor area for the adjustment described in 4.4.1.1.C, floor area shall be defined as the entire floor area of the building, as measured from the outside of the exterior walls, including that portion of the basement that is designed and constructed as permanent underground parking, office, or retail use; stairs and elevator shafts shall be counted once per every two floors that they service.

D. Residential-Only Buildings

A 30% reduction to the calculated Transportation SDC shall be granted for new residential-only buildings, additions to existing residential-only buildings, or changes of use of existing buildings to residential-only uses which are located in the Downtown Plan boundary and which are designed with a minimum of twenty (20) residential dwelling units per net acre.

4.4.1.2 Location-Based Adjustment for Development within the West University Commercial District

A 100% reduction to the calculated transportation SDC shall be granted for re-development that:

- Is located within the West University Commercial District; and
- Changes the use of an existing commercial tenant space or building from a use generally found in a shopping center to another use also generally found in a shopping center.

For purposes of this adjustment, a “use generally found in a shopping center” includes commercial/retail stores and non-merchandising facilities as described in the definition of Shopping Center in Appendix A to the General Methodology.

Development is not eligible to receive this compact development adjustment if it:

- Changes use from a shopping center use to a non-shopping-center use or vice-versa (e.g., commercial to residential), or

- Includes a new building or
- Includes a building addition (the addition of floor area).

4.4.1.3 Location-Based Adjustment for Residential or Mixed-Use Development along a Key Corridor

The Envision Eugene Plan has identified key transportation corridors that are intended to have transit service connecting downtown to numerous core commercial areas.

A 15% reduction to the calculated transportation SDC shall be granted for multi-family apartments and condominiums, rowhouses, townhouses, and mixed-use development that:

- Is located on property with frontage on identified key corridors; and
- Provides pedestrian corridors from the development to the key corridor right-of-way.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.1.4 Location-Based Adjustment for Nodal Development

The General Plan (Metro Plan) recognizes the plan designation of “Nodal Development Area (Nodes)”. The intent of this designation is to establish areas for mixed-use, pedestrian-friendly development that will reduce reliance on the automobile. There is evidence that shows that this type of development can result in reduced automobile trip generation rates. Furthermore, the Oregon Transportation Planning Rule (TPR), in OAR 660-012-0060(5) states in part that:

. . . local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers . . .

and,

. . . local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual. . .

A 10% reduction to the calculated transportation SDC shall be granted for commercial and compact residential development, (i.e., multi-family apartments and condominiums, rowhouses, and townhouses) in Nodal Development Areas.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.2 Transit Proximity Compact Development Adjustments - Frequent Transit Network

The Frequent Transit Network (FTN), as defined by Lane Transit District, provides transit service for at least 16 hours per day with an average trip frequency of 15 minutes or better. The City FTN area is shown on the maps in Appendix B of the **Transportation SDC Project Plan**, which show the rights-of-way included in the Frequent Transit Network and the centerlines for the FTN corridors.

The FTN includes both current and future routes that will provide the above defined level of service. Multi-family apartments and condominiums, rowhouses, townhouses, ~~Residential~~ and mixed-use development will be granted a reduction of the calculated transportation SDC based on the following proximities to the centerlines of the FTN corridors:

- A. Proposed development located wholly or partially within 0.25 miles of the FTN centerline will be granted a 10% reduction; OR
- B. Proposed development located wholly or partially within 0.5 miles of the FTN will be granted a 5% reduction.

The city will not approve more than one type of ~~location-based~~ transit proximity compact development adjustment for a development, even if the development meets the criteria for more than one type.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.3 Transportation Demand Management Compact Development Adjustments

A development that qualifies for one of the location and/or transit proximity adjustments listed above may also be eligible for a Transportation Demand Management (TDM) compact development adjustment.

A 10% reduction to the calculated transportation SDC shall be granted for TDMs that meet the following TDM criteria:

- o Have a signed TDM agreement with the City, pursuant to EC 9.8030(10);
- o Meet one of the location and/or transit proximity criteria described above; and
- o Reduce the number of parking spaces otherwise required by code. TDMs used to increase the number of parking spaces are not granted adjustments.

A TDM that has been additionally reviewed by the City Engineer as a transportation impact reduction, per the SDC Methodology, to reduce the demand from the development for the future construction of identifiable capital improvements may receive the 10% TDM reduction (in addition to the approved impact reduction), if it meets the TDM criteria above.

4.4.4 Secondary Dwelling Unit Compact Development Adjustments

As part of the City's strategies to further efficient housing options and the goals of Envision Eugene, new secondary dwelling units (SDUs) shall be granted a

reduction equal to 50% of the calculated transportation SDC, prior to the application of any credits or other adjustments. This reduction will be in addition to any of the applicable location, transit proximity, and/or TDM adjustments listed above.

Table B-10 – Compact Development Adjustments

Criteria¹	% Reduction of Transportation SDC
Location (only one applies)	
<ul style="list-style-type: none"> Commercial, residential¹, or mixed-use² development in the Eugene Downtown Plan boundary <ul style="list-style-type: none"> Re-development of existing building or tenant space from and to a use generally found in a shopping center Commercial or mixed-use development meeting either (1) land use code density and/or FAR requirements, or (2) SDC-imposed 0.65 floor area ratio (for sites outside zoning areas with minimum requirements) Residential-only buildings Re-development of existing building or tenant space within the West University Commercial District from and to a use generally found in a shopping center Residential or mixed-use development fronts on a key corridor Development is located within one of five nodes 	100% 30% 30% 100% 15% 10%
Transit Proximity (only one applies)	
<ul style="list-style-type: none"> Residential or mixed-use development is within ¼ mile of an adopted LTD Frequent Transit Network (FTN) Route Residential or mixed-use development is within ½ mile of an adopted Frequent Transit Network (FTN) Route 	10% 5%
Transportation Demand Management (TDM) (only applicable to developments qualifying under at least one of the above criteria)	
<ul style="list-style-type: none"> Development has a signed transportation demand management (TDM) agreement with the City 	10%
Secondary Dwelling Unit (SDU)	50%

¹ Single-family detached and duplex housing are not eligible for compact development adjustments. See the Methodology for specific requirements for each adjustment.

² A mixed-use development is a development that includes a combination of commercial and certain residential uses, as defined in Appendix A.

AGENDA ITEM SUMMARY
May 21, 2018

To: Eugene Planning Commission

From: Heather O'Donnell, City of Eugene Planning Division

Subject: Envision Eugene Implementation: Growth Monitoring Program

ISSUE STATEMENT

This work session is an opportunity to provide an update to the Planning Commission on the Growth Monitoring Program for Envision Eugene. No action is requested.

BACKGROUND

How We Got Here and Why It Is Important

Now that the urban growth boundary is adopted, staff attention is turning to implementation projects to create our future Eugene that is livable, sustainable, beautiful and prosperous for all. There are several projects staff are working on to further this goal, including the Growth Monitoring Program.

During Envision Eugene, our community agreed to adopt an urban growth boundary based on assumptions about how we would grow in the future, under the condition that we regularly check-in on actual development trends and adjust our strategies along the way. It was recognized that our current systems for tracking growth were not sufficient. In some cases, data was simply not available. In other cases, reconstructing data was complex, time consuming, and very expensive for our community. We needed a better system for collecting and tracking data in order to be in a better position to address changing trends or unforeseen circumstances.

The urgency to update our system grew from a series of important questions related to providing housing and jobs for a growing population. Most of these involved “quantitative” data, or information we can clearly show using numbers. For example, how quickly is our land supply being developed? How well do our assumptions for density, location, and type of housing and jobs match our assumptions? Is the average wage increasing or decreasing, and are businesses expanding or leaving the community? Other questions are related to “qualitative” data, which is more subjective and related to the experience of our residents. For example, have we seen improved access to shops and services in 20-minute neighborhoods? How are changes affecting our quality of life? Although the growth monitoring program will look at both kinds of questions, this update relates to our efforts to collect and share “quantitative” data.

In response to over two years of intensive community visioning, the March 2012 Envision Eugene recommendation included several strategies and actions to implement our collective goals. One of the key strategies supporting the “Flexible Implementation” pillar is to create an ongoing monitoring system to collect and track information related to assumptions we’ve made about the next 20 years of

growth, as well as measure success in achieving the community's goals. Establishing a robust monitoring program not only follows our commitment to the community and Council direction, but gives us more accurate data that is more accessible to the public and decision makers. This allows us to focus on important conversations about strategies for accommodating growth, rather than about the quality of the underlying data.

As part of the June 2017 urban growth boundary (UGB) adoption package, the Council adopted policies in the new Envision Eugene Comprehensive Plan that establish the growth monitoring program, require regular monitoring reports, and require creation of an Envision Eugene Technical Advisory Committee. In July 2015, Council directed staff to deliver the first monitoring report to Council within three years of the State's acknowledgement of our UGB. This milestone was achieved in January 2018, making the first monitoring report due to Council by January 2021. Council directed the report to include an update of the buildable residential land supply and our land supply need based on the most recent finalized Portland State University population forecast. This deadline creates a clear sense of urgency in developing the growth monitoring system, since Council and our community will be unable to discuss potential changes without the necessary information.

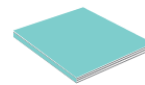
Monitoring Program Overview

A draft Growth Monitoring Program is being developed that is intended to provide the information needed by the community and decision makers to periodically assess the validity of assumptions and evaluate the effectiveness of goals and policies adopted as part of Eugene's new comprehensive plan. Specifically, the Growth Monitoring Program establishes a framework for the City to collect, report and analyze data related to growth trends (e.g. how dense is new housing, how much vacant land has been developed) and then assess whether some sort of action is needed if the trends or needs are different than we anticipated (e.g. if vacant land is being developed quicker than anticipated). The draft monitoring program framework is informed by input from key partner groups and agencies, research from other jurisdictions, and ongoing refinement of the data collection list and data collection systems.

NEW GROWTH MONITORING PROGRAM



Identify **key data**
& **trends** for monitoring



Produce clear,
publicly available
reports

Establishment of the Growth Monitoring Program is well underway and the Planning Commission has received two related updates since work began in 2015. The Planning Commission initially reviewed the draft Growth Monitoring Program document and key collection data at their June 22, 2015 meeting (Attachments B-C and an updated Attachment D). The Planning Commission also reviewed the draft Vision to Action documents at their October 19, 2015 meeting; the growth monitoring program and tasks to implement it are embedded within the draft Action Plan.

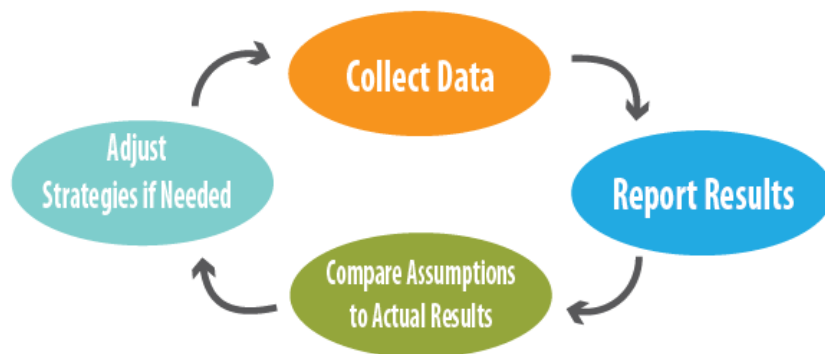
Program Limitations

It is important to recognize that creating an on-going monitoring program is complex and challenging and that the results will not be without issues or mistakes. Automating data collection and reporting

can generalize results and could include new issues that a full manual analysis might not have. A lot of the data still requires manual input which is not without human error. The data and results will also still be technical and not always easy to simplify or explain or feel accessible. The program may not give us all the answers we need or the answers we want to hear. Nonetheless, the program will be a significant improvement over collecting data all at once through a look back method like we did in Envision Eugene. The program will also allow us to make the data and results more accessible to interested community members. It is important to acknowledge that having better data will not necessarily make growth decisions easier, but it can provide the community and decision makers with better information to increase confidence in making those decisions.

Where We Are Now

There are several components to the Growth Monitoring Program. Since last at the Planning Commission, staff's efforts have been primarily focused on developing the **database system** (see Collect Data in diagram below) for collecting development and growth trend data and a reporting framework. Creating this new system, including the replacement and re-organization of decades old systems, is a significant investment and technical challenge that requires expertise from across the organization. As such, the Planning Division and Information Systems Development Division (ISD) have entered into a joint charter to accomplish the task. Implementation of this charter includes an interdepartmental staff team, including ISD, Planning, Building and Permit Services, and Community Development. Staff's presentation will show some mock-ups of the collection system and reporting that have been developed so far by this team.



Another important component of the program is the new **Envision Eugene Technical Advisory Committee (EETAC)**. As discussed at the Planning Commission's May 8, 2018 meeting on the Urban Reserves project, recruitment for the new EETAC will begin within the next few months. It is anticipated that their work will kick-off with the urban reserves project and then lead into reviewing growth monitoring results. The Attachment E timeline shows the first of the draft reports are anticipated to the EETAC in early 2019. Given this is a new system, the timeline includes extra time for this initial EETAC review and incorporating any necessary adjustments prior to forwarding the reports to the Planning Commission and then to City Council by January 2021.

NEXT STEPS

As part of the Urban Reserves project, recruitment for the Envision Eugene Technical Advisory Committee is anticipated to begin within the next few months. Meanwhile, the interdepartmental

staff team and consultants continue to work on the database system. This summer, we will begin exploring options for a public interface for the data and reports, as well as providing an update to the City Council. Staff will bring further updates to the Planning Commission as work progresses on the EETAC and the database system.

ATTACHMENTS

- A. Flexible Implementation Infographic
- B. Draft Growth Monitoring Program (June 2015, no appendices)
- C. Key Questions and Data (June 2015)
- D. Quantitative Monitoring Data List (draft as of April 2017)
- E. Growth Monitoring Program Timeline

FOR MORE INFORMATION

Contact Heather O'Donnell at 541-682-5488 or at heather.m.odonnell@ci.eugene.or.us

FLEXIBLE IMPLEMENTATION SNAPSHOT

Provide for Adaptable, Flexible and Collaborative Implementation as We Plan for Growth



Eugene is growing



34,000

NEW EUGENEANS
OVER THE NEXT 20 YEARS
(Adopted Forecast)



15,100

NEW
HOMES

+

37,000

NEW
JOBS

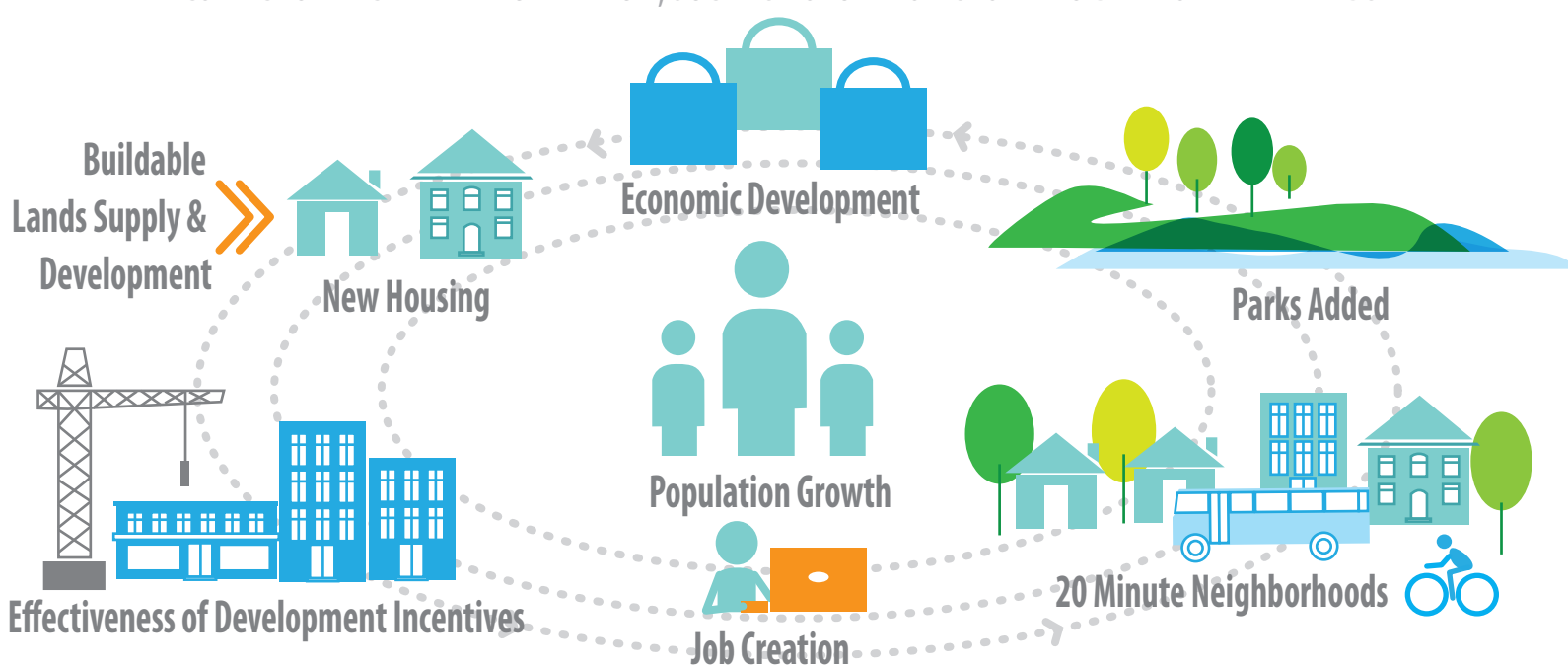
(Oregon Employment Department
10 yr. forecast for Lane County)

Respond to Changing Needs

3 YEARS >>
EVALUATION OF
ENVISION EUGENE
STRATEGIES BEGINS
IN 3 YEARS - 2019

5 YEARS >>
AT LEAST EVERY
FIVE YEARS EVALUATE
THE EFFECTIVENESS OF
ENVISION EUGENE STRATEGIES

COLLECT & TRACK **KEY INFORMATION**, SUCH AS POPULATION GROWTH & DEVELOPMENT TRENDS



What opportunities are we creating?

PROJECTS TO REALIZE THE VISION

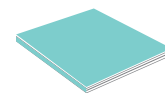


- Develop a range of **planning & design tools**
- Develop a **collaborative ongoing land use code improvement program**
- **collaboratively plan and partner** with neighboring jurisdictions on regional planning

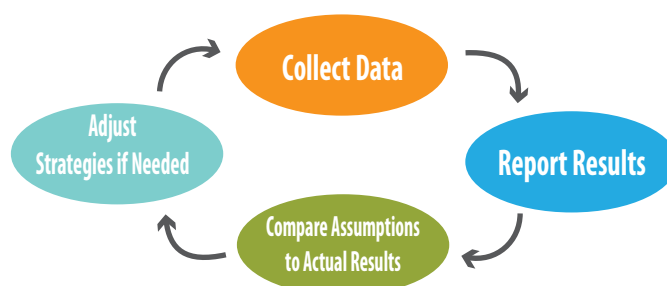
NEW GROWTH MONITORING PROGRAM



Identify **key data & trends** for monitoring



Produce clear, **publicly available reports**



**envision
EUGENE**

www.envisioneugene.org

Growth Monitoring Program

Purpose

The *Envision Eugene* Pillar 7: Adaptable, Flexible and Collaborative Implementation, is the impetus for the Growth Monitoring Program. Pillar 7 acknowledges that while Eugene's new comprehensive growth plan is based on well-founded assumptions about what will happen in the future, not all of the assumptions will be correct and the plan needs to be flexible enough to address changing conditions and needs in the community. The purpose of the Monitoring Program is to provide the information needed by the community and decision makers to periodically assess the validity of growth planning assumptions and inform the effectiveness of strategies adopted as part of the new comprehensive plan and urban growth boundary (UGB), as well as relevant strategies in the Eugene Transportation System Plan, and the Climate and Energy Action Plan. Formal institutionalization of the program recognizes that these efforts are important enough to be completed on a regular basis. With this information, decision makers can determine whether the growth plan and/or related implementation activities need to be adjusted. The Monitoring Program both demonstrates and formalizes the City's commitment to a growth plan that is flexible enough to address changing conditions and needs in the community.

Key goals of the Growth Monitoring Program include:

- To have data that is complete and relevant to future needs
- To collect data efficiently
- To provide accessible, transparent information to the community
- To regularly assess current status of the land supply
- To regularly assess the effectiveness of land use efficiency strategies
- To identify growth planning trends, including housing affordability, and
- To be a program that is continually evaluated and adjusted to respond to changing needs

Outcomes

Providing a comprehensive monitoring program has numerous beneficial outcomes. These include but are not limited to:

- ✓ Increased reliability and on-going tracking of the buildable lands supply status
- ✓ Reduced city costs of future growth planning efforts
- ✓ Increased public trust in the growth planning process
- ✓ The community is in a better position to respond to changing conditions
- ✓ Better collaboration with regional partners, creating a more complete picture about regional trends

Monitoring Program Summary

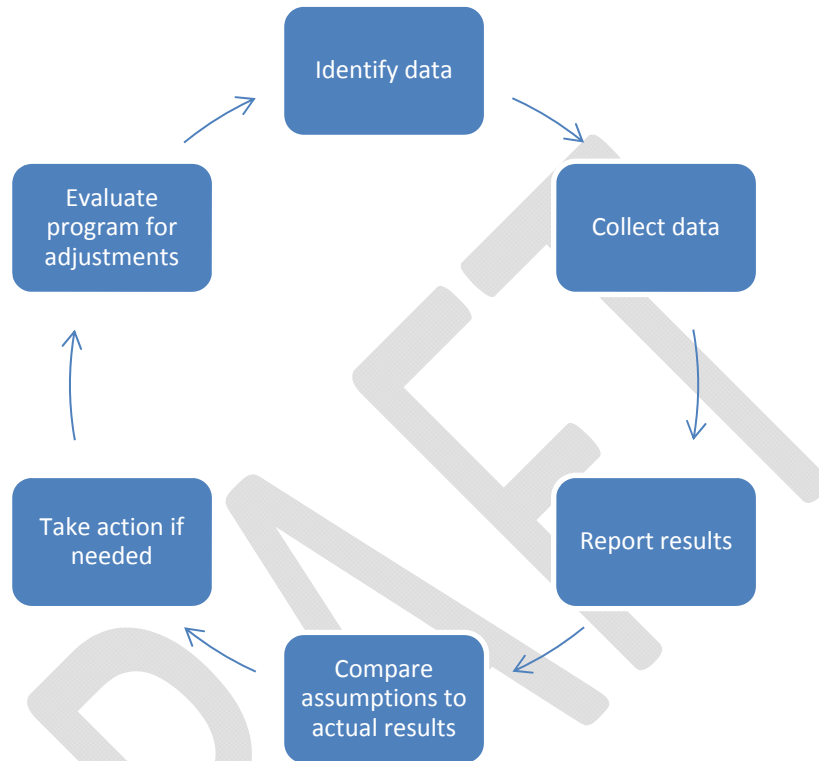
The Growth Monitoring Program includes several important steps as outlined below. Details about each step are provided on the following pages and appendices.

Participants

A wide range of participants is needed throughout the monitoring process to ensure the program's success. Participants include government staff, review bodies (technical advisory committee, City Manager, Planning Commission), decision makers (City Council), and importantly, the general public.

Monitoring Process Steps

The Growth Monitoring Program is intended to provide a recurring feedback loop that compares previous assumptions to actual occurrences to determine if any additional action is needed and then continues the monitoring cycle.



Several steps are required to make this a successful monitoring plan with applicable results:

Preliminary Steps

These early steps provide the foundation for the Monitoring Program. The results of these steps are not anticipated to change much over time, although some refinement to the data collection process is anticipated to occur as the monitoring results and program are evaluated and adjustments are implemented.

Step 1 Identify Data to Collect: Several types and sets of data are identified for monitoring. Monitoring data are selected based on criteria such as their relevance and relative weight to key trends and land supply questions. Additional criteria includes availability, reliability, and if the data is related to multiple monitoring areas. Some “key data” are identified that have a larger impact or are more relevant to the buildable lands supply or Envision Eugene strategies/actions than other data being collected.

Step 2 Collect the Data: The methodology for collecting each type and set of data is identified, including how to collect it, the source for collection, when to collect it, who collects it, how it is used and how it is stored.

Primary Steps

These steps make up the bulk of the Monitoring Program and are repeated regularly over time.

- Step 3 Report Results:** The monitoring results are provided at varying reporting periods and methods according to the data and level necessary. Annually, a report is generated on the key data. Every five years, a comprehensive report is generated on the key data, as well as other data necessary to explain the trends and answer key questions. Reports are also provided on an as needed basis. Some reports may include trends in the data over time and comparisons of the results to the original planning assumptions.
- Step 4 Analyze Results:** The results of the reports are reviewed by a technical advisory committee (TAC) and verified for public release. Some monitoring results may warrant a more “in-depth” level of review, meaning analysis of other data or studies that help explain the monitoring results is necessary before the report can be issued. The TAC will make a recommendation based on this analysis.
- Step 5 Take Action:** Some monitoring results or the findings of an in-depth review, may reveal a trend that warrants exploring whether the city should take some sort of action to respond to changing trends and needs. Possible actions range from wait and see how the trend plays out, to starting a new complete UGB planning review.
- Step 6 Program Evaluation:** The Monitoring Program is periodically evaluated to ensure efficiency and accuracy and that the program goals are being achieved. The program may be lightly adjusted periodically with a more comprehensive review occurring every 3 years.

Monitoring Program Steps

Participants

In order to have a successful monitoring program, many people need to be involved during several points in the process. Broad participation is important to meet goals regarding transparency and access of the monitoring results and process. It can also help ensure the program is answering the important questions by bringing in experienced and professional topic experts that can help inform the review process and evaluate the results. Participants include:

- **LOCAL STAFF:** City of Eugene Planning Division staff are the primary coordinators of the Monitoring Program, including gathering the data from various sources, reporting the monitoring results, providing technical expertise, staffing and participating on the TAC, and coordinating the monitoring review process. Other Eugene staff collecting relevant data includes staff working in building permits, transportation, and sustainability. Staffs from other jurisdictions also collect relevant data, such as Lane Council of Governments (LCOG), Lane County (Assessor and public health), utility providers and schools.
- **REVIEW BODIES:** The review and analysis of monitoring are coordinated with a technical advisory committee (TAC), comprised of community members with diverse interests and areas of technical expertise and city staff. The primary role of the TAC is to assist staff in reviewing monitoring reports, exploring related technical questions to further a factual understanding of conditions, and to recommend to staff possible actions, or a range of actions, that may be needed to address changing trends. This work, as well as maintaining institutional memory regarding the monitoring efforts, necessitates regular meetings of the TAC. The **TAC operating framework is provided in Appendix A**. The Planning Commission and the Sustainability Commission are key review bodies in this process. Some instances may also warrant review by the City Manager or other boards or commissions, such as if significant changing trends are apparent or additional action is recommended.
- **DECISION MAKERS:** It is anticipated that there will be some limited instances when the monitoring results and recommended actions will warrant review by City Council, such as if significant changes in policy direction or to the program are recommended.
- **THE PUBLIC:** Stakeholders and other interested parties in the community at large are invited to participate in several steps of the monitoring process. All final reports and analysis results shall be made available to the public through the Permit and Information Center and the City's web site. Meetings of the TAC, Planning Commission, and City Council are open to the public to hear and comment on discussion as well as any recommended actions. Public comment shall be gathered to inform periodic evaluation of the Monitoring Program.

Step 1 Identify Data to Collect

In general, the objective is to collect the data that will answer the right questions, such as whether an Envision Eugene strategy has been successful or if the actual outcomes match the planning assumptions relied upon as part of Envision Eugene. Identification of the pertinent questions for monitoring to answer, along with the previous experience on Envision Eugene, results in a list of quantitative and qualitative data to collect (**see Appendix B Key Questions and Key Data, and Appendix C, Data Reporting Types by Pillar**). There is also a desire to understand the reason a project or strategy doesn't happen or isn't working. Tracking this could be difficult and more work is needed to understand how this might be accomplished.

Quantitative Data

Much of the data to collect is quantitative, meaning it is data that can be gathered in a numerical form which can be put into categories, or in rank order, or measured in units of measurement.. The quantitative data to collect falls into several broad categories:

- **General Trends** (e.g. population growth, acres in vacant land supply)
- **Residential Development Trends** (permit data; e.g. new housing units built)
- **General Residential Trends** (e.g. household size/persons per household, housing affordability)
- **Employment Development Trends** (permit data; e.g. new employment building capacity built)
- **General Employment Trends** (e.g. number of jobs created by employment sector type)
- **Other Data** (e.g. 20-minute neighborhood assessment)
- **Regional Trends** (e.g. regional residential construction data)
- **Efficiency Strategies & Investments** (number of new controlled income and rent units)

Appendix D Quantitative Data List includes the entire list of quantitative data sets to collect. Data identified with “*” are identified as key data to collect and report on more frequently because they have a larger impact or are more relevant to the buildable lands supply or Envision Eugene strategies/actions than other data being collected. The other data being collected is secondarily or conditionally relevant to help inform key data trends. The trends of secondary or conditional data are reported less frequently and in many cases only as needed.

Qualitative Data

Some of the Envision Eugene strategies and actions that need to be monitored and measured are more subjective in nature so the data being collected is more qualitative and typically descriptive data that is harder to analyze than quantitative data. For instance, the amount and type of development seen can be quantified, but it is important to also measure whether the development is achieving our qualitative goals and objectives, such as to create livable neighborhoods and enjoyable mixed use transit corridors and commercial areas. While measuring quality objectives may be subjective, the measurements do not necessarily need to be vague. Identifying the important qualitative elements in development helps to identify what elements of development need to be measured and how to measure it. Thomas Gilbert identified three quality requirements¹ by which qualitative issues could be measured. The following summarizes those quality aspects and how they may be applied to developments or accomplishments to measure if they are meeting Envision Eugene’s qualitative strategies and actions. Additional work is required to determine exactly how quality aspects may be applied to development or accomplishments for measuring qualitative issues:

- **Accuracy.** What is the degree to which an accomplishment matches a model without errors? (e.g. How well does the development or accomplishment match the ideal?)
- **Class.** Is the accomplishment superior to most in some way beyond accuracy? (e.g. Is the development or accomplishment superior to other developments/accomplishments in some way?)
- **Novelty.** Does the accomplishment demonstrate originality? Does it embody features or aspects that distinguish it favorably in particular dimensions? (e.g. Does the development/accomplishment demonstrate originality or does it embody features or aspects that distinguish it favorably?)

¹ *Human Competence: Engineering Worthy Performance*, Thomas Gilbert, <http://books.google.com> and, Dave Ferguson <http://www.daveswhiteboard.com/archives/4189>.

Given the subjective nature of the qualitative assessment analysis, it is recognized that there is a likelihood that much of this work will need to be reviewed by a board, commissions or advisory group other than the TAC. See [Appendix E for the qualitative assessment framework \(Has not been started; for now refer to Data Reporting Types by Pillar for which strategies/actions require qualitative assessment\)](#).

Other Items to Monitor

Other information or issues related to development trends and growth planning may arise that are not specifically mentioned above. Examples include new studies on demographic or development trends such as from the University of Oregon or the Urban Land Institute, or changes in federal, state or local policies, laws and regulations related to development. Monitoring this information takes place in the course of normal practice and operation of the Planning Division in conjunction with governmental, institutional and community partners, as needed and as resources permit; the methods and scope are not specifically prescribed by the Monitoring Program.

Step 2 Collect the Data

Each type and set of data identified for collection requires a specific collection methodology (see [Appendix F, data collection methods](#)). The methodology includes at a high level which Envision Eugene pillar the data helps monitor down to the details of who collects the data and when.

Collection methodology for each data point:	Example entries
Envision Eugene Pillar- The overarching Envision Eugene pillar of the strategy or action that the data is monitoring	<i>Housing Affordability</i>
Data- the specific data type or set that is being collected and monitored	<i>structure type</i>
Key question- the key question that the data is helping to answer	<i>How many new single-family homes were built? How many new multi-family homes were built? What is the housing mix of new development?</i>
Description/definitions- the description and any applicable definitions of the data being collected	<i>The mix of new housing units permitted is derived from the number of new housing units permitted and the type of structure each unit is in. Housing structure types are grouped into four main categories which can be further subdivided and result in a "housing mix" (generally expressed as the percentage of single-family vs multi-family housing). These housing types are mutually exclusive: a)"Single-family detached" means... b)etc.</i>
Definition source- the origin of the data definition	<i>Oregon Administrative Rule 660-008-0005 and the city</i>
Basic methodology- a general description of the overall collection method	<i>Collect the type of new buildings being constructed, including additions and standalone buildings.</i>
Collection Source- the institution or process that originally collects the data	<i>Building permit process</i>

When is it collected- the time of year or point in the process when the data is originally collected	<i>Building permit issuance</i>
Who collects it- the city staff responsible for either entering the original data into the original collection source, or for obtaining the data from a non-City source (e.g. PSU, U.S. Census)	<i>Building plans examiner or Land use analyst</i>
How is it collected- the type of system, program, or report the data is originally collected into	<i>Building permit database entry field</i>
When is it available- the frequency that the data is available from the original system/program/report (reporting frequency/timing may differ from data availability)	<i>As needed</i>
How it will be reported/integrated- the report or system that the data results are integrated from for the monitoring report	<i>Building permit database report</i>

Step 3 Report Results

Regular reporting is necessary to identify trends, know the status of the buildable lands supply, and promote transparency and accessibility of information. Monitoring reports shall be developed at regular intervals and on an as needed basis. The reports include varying levels of detail depending on the level of analysis warranted, and are presented in a clear and concise manner. Each report includes annual trends in the data and as needed, cumulative trends since the beginning of the planning period (2012). It is also important to put the results into context by projecting the actual monitoring results over the 20-year planning period (2012-2032) and comparing the actual results to the original Envision Eugene planning assumptions.

Some data may be available in a relatively “live” format on the city’s website. Examples may include the number of building permits issued by use category and an approximation of available buildable land supply. However, the most comprehensive and verified information shall be available in one of the following report types:

- a. **Annual Report:** An annual report includes information on development activity and the available buildable land supply. The trends of key data related to development activity and land supply is the focus of these reports. An accompanying narrative is kept to a minimum but generally includes a brief overview of the monitoring review period and focus of the report, explanation of the supporting graphs/tables, and highlighting any key trends in the context of the Envision Eugene planning goals.
- b. **3 Year Report:** A comprehensive report is provided every 3 years and includes information on development activity, the available buildable land supply, and economic and demographic data. The trends of key data as well as other relevant data identified in [Appendix B](#) and an evaluation of the effectiveness of the Envision Eugene strategies is the focus of the report. A more lengthy narrative is warranted, including all of the components of the annual report and as well as detail regarding longer-term trends (e.g. trends since 2012), a broader range of data sets, the relationship of necessary secondary and conditional data to key data, an evaluation of the effectiveness of Envision Eugene strategies, and brief summaries of economic and demographic trends where necessary.
- c. **As Needed:** Additional reports may also be provided on an as needed basis, for example due to city, state or federal changes (to assess any impact of regulation or programmatic changes on the buildable

lands supply), an external event, new studies, or to monitor trends that require a longer timeframe than five years to evaluate. As needed reports focus on trends in data relevant to the circumstances initiating the report. Information may be presented at either an annual or 3 year report level of detail and narrative.

Reporting Framework

	Annual Report	3-yr Report	As Needed Report
Report Timelines			
Initiate First Report	Following adoption early 2015	Early 2018	As needed
First Report Timeframe	1/1/13-12/31/14*	1/1/13-12/31/17	As needed
Baseline Year	2012 BLI + efficiency strategies (UGB adoption date)		
Report Components			
Key Data (e.g. housing mix)	X	X	X (if applicable)
Secondary Data (e.g. housing affordability)	X (if applicable)	X	X (if applicable)
Conditional Data (e.g. regional construction data)	X (if applicable)	X (if applicable)	X
Qualitative Analysis	To be determined	To be determined	To be determined
Data Reporting Intervals	Annual; the actual totals for the reporting year Cumulative; the sum actual totals per year since the baseline year (2012)		
Data Context	The actual annual and cumulative results is put into context, where necessary, through: -Linear projection of the actual totals over the 20-year planning period -Comparison of the actual totals to linear projections of the original Envision Eugene assumptions over the 20-year planning period -Comparison of the actual totals to linear projections of the original Envision Eugene assumptions as adjusted by actual population growth as a percentage of the total estimated population growth over 20-year planning period		

*The first annual report will be prepared following adoption and cover any full calendar year(s) between the 2012 BLI (12/31/12) and the date of adoption. After that, annual reports will be prepared every year.

Step 4 Analyze Results

The monitoring results are reviewed to determine if they are ready for public distribution or if an in-depth level of review is needed. Analysis of the results is coordinated primarily with a technical advisory committee (TAC), with the Planning Commission and Sustainability Commission reviewing the analysis. The monitoring results are reviewed as follows:

Initial Review

The initial monitoring reports, including staff's assessment of what the results mean, are reviewed by the TAC. The TAC reviews for errors as well as provides technical expertise such as regarding if data is performing outside of the normal projections, if there are gaps in the data and whether an in-depth level of review is needed. This may entail looking at past trends, annual and cumulative results, reasonable ranges for the data, related secondary or conditional data, and 20 year trend projections. It is anticipated that the results of most annual monitoring reports (and some as needed reports) will be a simple review, where after reviewing the trend using one or more of the previously identified tools, the trends are determined to be relatively in-line with the

previous planning assumptions and no additional review is necessary. If an in-depth review is not necessary, the annual monitoring or as needed report can be publically released.

In-depth Review Triggers

In some cases, a more in-depth level of review of the monitoring results may be necessary to understand both the causes and implications of the information reported. Circumstances that may necessitate an in-depth review for each report type include:

- Annual Report- The annual report includes a significant variation of some data from the initial planning assumptions. “Significant variation” may include one or more of the following:
 - a. A new population forecast for Eugene’s UGB is issued by Portland State University
 - b. The key data when projected out shows a significant divergence from the assumed trend by the end of the 20-year planning period (see [Appendix H, Range Variations for Quantitative Data](#))
 - c. Multiple data sets appear to be in a divergent trend
 - d. At least 50% of the forecasted population is met (*placeholder until HB 2254 rules are complete*)
 - e. At least 50% of the buildable land is developed (*placeholder until HB 2254 rules are complete*)
- 3 year Report- All 3 year reports warrant an in-depth review.
- As Needed Report- As needed reports may require an in-depth review depending on the circumstances that initiated the reporting.
- In-depth review of any report may be initiated for other reasons as directed by City Council.

In-depth Review Process

An in-depth review is defined by additional rigor in determining the cause, magnitude, and implications of data trends, as well as the potential for recommended actions. In-depth review is conducted as a partnership between staff and the TAC, and may include one or more of the following activities:

- One or more TAC meetings
- Analysis of exploratory questions regarding any divergent trends. Questions could include, for example: Is the data set too small to make any assumptions about? Is one project skewing the results? Are changes driven by a major economic, natural, cultural event? If yes, was it a one-time event? Does the divergence look like a fluctuation or is it an actual changing trend?
- Exploring hypothetical scenarios of what would be necessary to get the data projections back in line with the original projections
- Use of a land use simulation software that is relevant to the monitoring analysis, such as UrbanSim (<http://www.urbansim.org>), to help visualize the impacts of the data results
- Discussion of options to adapt to changing trends and needs
- TAC recommendation to staff regarding potential actions (Step 3), including pros and cons for implementing or not implementing the recommended action

Recommendations

- **TAC Review & Recommendation.** Based on the in-depth review, the TAC may make a recommendation to staff regarding whether additional action, or a range of actions, should be taken. Considerations may include:
 - Is there an action the City can take in the context of addressing development capacity, or is it out of the City’s control?
 - Is action necessary in the context of the planning period, or is there enough time left in the planning period for the divergent trends to align with the projections?

- The TAC could recommend that action is not necessary at this time. In this case, the report can be released to the public with no further review necessary.
- The TAC could recommend that action is necessary, and if so, provide an action recommendation to staff.

Step 5 Take Action

Following an in-depth analysis, a determination must be made regarding whether or not the monitoring results warrant action by the city to address changing trends and needs. The process for making this determination allows for rational analysis, transparency, and participation while protecting the community's investment in planning efforts and ensuring a needed measure of adaptability.

Action Decision

The TAC and staff recommendations for moving forward may warrant additional review and/or a decision from others including the general public, the City Manager, the Planning Commission, the Sustainability Commission or the City Council. The Planning Commission and Sustainability Commission are important reviewers in this analysis. For instance, a recommendation to start a new UGB planning review process (action option d) is a new project that ultimately must be directed to staff by the City Council.

Action Options

Because predicting future growth needs is challenging, a wide spectrum of potential actions must be considered to meet the community's needs and changing circumstances. Recommended actions may include the following:

- Do nothing; **wait and see** how the trends play out for one or more years
- Direct staff to **explore contingency measures**, i.e. possible future actions that may be considered later if trend divergence continues. These could include a) focusing on programmatic efforts to slow consumption of land supply within the existing Envision Eugene policy framework, such as through greater investment in current programs, b) undertaking urban reserve planning to identify where future UGB expansion might occur, or c) reconsideration of previous City Council actions or policies that may be relevant to the current situation
- Direct staff to **implement new or previously identified solutions** (e.g. previously identified contingency measures under b)
- Direct staff to accelerate **a new UGB planning review** process (current date of next comprehensive review is 2032, or planning year 20). This option may require consideration of a new policy framework from Envision Eugene, new efficiency measures, and new UGB expansion areas.

Step 6 Program Evaluation

The Monitoring Program shall be periodically evaluated to ensure efficiency, accuracy and that the program goals are being achieved. The collection and reporting tasks identified in the Monitoring Program have been developed without full knowledge of how the information will be used in the future. This calls for a system that is both comprehensive and flexible. To ensure the adaptability and success of the program over time, a comprehensive evaluation shall be conducted approximately every three years.

Review of program adjustments may be conducted as follows:

- Adjustments regarding data collection will be reviewed by the TAC at least annually
- Major adjustments to the program, such as reporting frequency or in-depth review triggers and process, will be reviewed by the TAC and other bodies as necessary

Appendices

- A. TAC Operating Framework (*draft outline*)
- B. Key Questions & Key Data
- C. Data Reporting Types By Pillar
- D. Quantitative Data List
- E. Qualitative Assessment Framework (To be developed)
- F. Quantitative Data collection methods
- G. Data Definitions & Relevance (*page 1 draft only*)
- H. Range Variations for Quantitative data (*To be developed*)

DRAFT

Key Questions and Key Data

-Related to land supply, dwellings and jobs

Key Questions	Sub- Questions	Key Data	Reporting Frequency
General:			
Are actual population estimates in line with the 20- year population forecast?	<ul style="list-style-type: none"> Is there a new PSU population forecast? Has the University revised its growth estimates? 	<ul style="list-style-type: none"> PSU annual population estimate New population forecast University growth projections 	<ul style="list-style-type: none"> Annual
Are household assumptions consistent with what was anticipated?		<ul style="list-style-type: none"> Household size 	<ul style="list-style-type: none"> 5- Year
Is the actual housing mix of new construction in line with what was anticipated?	<ul style="list-style-type: none"> How many new single-family homes? How many new multi-family homes? 	<ul style="list-style-type: none"> Number of new housing units by structure type 	<ul style="list-style-type: none"> Annual
Is the actual job growth rate in line with what was anticipated?	<ul style="list-style-type: none"> Is there a new employment forecast? 	<ul style="list-style-type: none"> Number of jobs by employment sector Employment growth forecast 	<ul style="list-style-type: none"> Annual

Key Questions	Sub- Questions	Key Data	Reporting Frequency
Land Supply: Single-Family Housing Is land for single-family homes being consumed at a rate that was expected?	<ul style="list-style-type: none"> What percent of vacant land has been built on? What percent of partially vacant land has been built on? At what density are new homes being constructed? What percent of anticipated redevelopment has occurred? What percent of anticipated “other uses” have occurred on LDR lands? 	<ul style="list-style-type: none"> Acres of vacant land in supply Acres of partially vacant land in supply Density Amount of Redevelopment on LDR land Number of group quarters Acres of parks purchased, and infrastructure, commercial, or multi-family built on LDR land 	<ul style="list-style-type: none"> Annual
Are efficiency measures successfully working to increase expected single-family homes through alley access lots and secondary dwelling units?	<ul style="list-style-type: none"> How many alley access lots have been created/constructed? How many secondary dwelling units have been constructed? 	<ul style="list-style-type: none"> Number of alley access lots/dwellings Number of secondary dwelling units 	<ul style="list-style-type: none"> Annual
Have lands for single-family homes become available through infrastructure extension?	<ul style="list-style-type: none"> Inside UGB In UGB expansion area 	<ul style="list-style-type: none"> Capacity of lands newly served by infrastructure inside existing UGB Capacity of lands newly served by infrastructure in expansion areas 	<ul style="list-style-type: none"> Annual
Have new regulations gone into place that have an effect on the buildable lands supply?		<ul style="list-style-type: none"> Acres lost/gained in buildable lands supply due to new regulations 	<ul style="list-style-type: none"> As needed

Key Questions	Sub- Questions	Key Data	Reporting Frequency
Land Supply: Multi-Family Housing Is land for multi-family homes being consumed at a rate that was expected?	<ul style="list-style-type: none"> What percent of vacant land has been built on? What percent of partially vacant land has been built on? At what density are new homes being constructed? What percent of anticipated redevelopment has occurred on MDR/HDR land? What percent of anticipated redevelopment has occurred on commercial land? What percent of anticipated “other uses” have occurred on MDR/HDR land 	<ul style="list-style-type: none"> Acres of vacant land in supply Acres of partially vacant land in supply Density Amount of Redevelopment on commercial/ MDR/ HDR lands Number of group quarters Acres of parks purchased, and infrastructure, U of O, commercial, or single-family built on MDR/HDR land 	<ul style="list-style-type: none"> Annual
Are efficiency measures (investments) successfully working to create multi-family homes through redevelopment activity?	<ul style="list-style-type: none"> How many additional multi-family homes have been built through redevelopment? What efficiency measures/ investments have been employed? Where? 	<ul style="list-style-type: none"> Amount of Redevelopment on commercial/ MDR/ HDR lands Use of incentives (MUPTe, LIPTe, Vertical Housing Program, Opportunity Siting) 	<ul style="list-style-type: none"> Annual
Have new regulations gone into place that have an effect on the buildable lands supply?		<ul style="list-style-type: none"> Acres lost/gained in buildable lands supply due to new regulations 	<ul style="list-style-type: none"> As needed

Key Questions	Sub- Questions	Key Data	Reporting Frequency
Land Supply: Commercial Jobs Is land for commercial jobs being consumed at a rate that was expected?	<ul style="list-style-type: none"> • What percent of vacant land has been built on? • What percent of partially vacant land has been built on? • Job densities? • What percent of anticipated redevelopment has occurred on commercial land? • What percent of anticipated “other uses” have occurred on commercial land 	<ul style="list-style-type: none"> • Acres of vacant land in supply • Acres of partially vacant land in supply • Amount of building capacity added • Amount of Redevelopment on commercial lands • Acres of parks purchased, and infrastructure, U of O, or multi-family built on commercial land 	<ul style="list-style-type: none"> • Annual
Are efficiency measures (expanding flexibility and providing investments) successfully working to create commercial jobs	<ul style="list-style-type: none"> • How many commercial jobs have been added in the campus industrial areas? • How many commercial jobs have been added in West Eugene? • How many commercial jobs have been added as a result of investment tools 	<ul style="list-style-type: none"> • Amount of Redevelopment on commercial lands • Which investment tools have been used? 	<ul style="list-style-type: none"> • Annual
Have new regulations gone into place that have an effect on the buildable lands supply?		<ul style="list-style-type: none"> • Acres lost/gained in buildable lands supply due to new regulations 	<ul style="list-style-type: none"> • As needed

Key Questions	Sub- Questions	Key Data	Reporting Frequency
Land Supply: Industrial Jobs Is land for industrial jobs being consumed at a rate that was expected?	<ul style="list-style-type: none"> • What percent of vacant land has been built on (by size class)? • Job densities? • Is redevelopment occurring as anticipated • How many industrial sites have been subdivided? 	<ul style="list-style-type: none"> • Acres of vacant land in supply • Acres of partially vacant land in supply • Amount of building capacity added • Amount of Redevelopment on industrial lands • Acres of infrastructure on industrial land 	<ul style="list-style-type: none"> • Annual
Are efficiency measures (parcel assembly and brownfield clean-up) successfully working to create industrial jobs?	<ul style="list-style-type: none"> • How many sites have been created through parcel assembly? • How many sites have been made useable through brownfield clean-up 	<ul style="list-style-type: none"> • Acres and size of sites created through industrial parcel • Acres addressed through Brownfield program & development • Amount of building capacity added 	<ul style="list-style-type: none"> • Annual
Have jobs been created in industrial expansion areas?	<ul style="list-style-type: none"> • How many sites have developed? • What size class? • How many jobs? 	<ul style="list-style-type: none"> • Number and size of vacant and partially vacant acres that developed in expansion area • Building capacity created • Number of jobs 	<ul style="list-style-type: none"> • Annual

Key Questions	Sub- Questions	Key Data	Reporting Frequency
Other:			

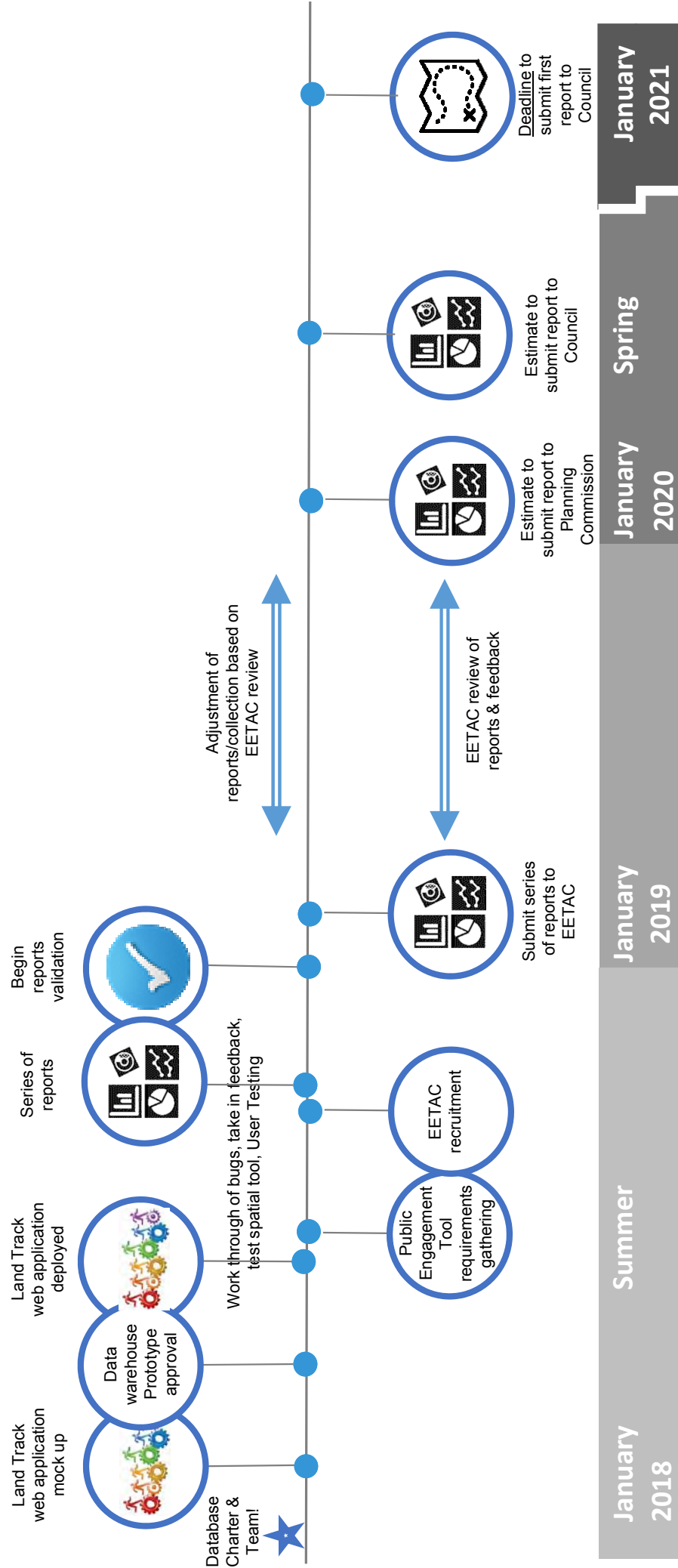
LEAD

Quantitative Monitoring- Draft List

General Trends	Residential Development Trends (permit data)	Employment Development Trends (permit data)	Other Data	Efficiency Strategies & Investment
PSU annual population estimate* Acres of vacant and partially vacant land in supply* University growth projections* Type of land developed* (vacant, partially vacant, redevelopment) Plan designation & zoning* Location* Land divisions	Number of housing units* Density * ^{1 2} Structure type (housing mix)* Structure size Number of bedrooms (multi-family) Lot size Net to gross Open space (single-family) Distance to parks (multi-family) Land in non-residential use* Submitted vs approved dwellings (land use apps)	Building capacity* Structure type Structure size Use type Lot size Net to gross Home offices Non-employment design Jobs Land in non-employment use* Short term employment supply Large lot industrial portfolio	20-minute neighborhood index/report ² Building footprint Parking spaces Number of floors Building to site square footage ratio Improvement value Valuation Demolitions Public surplus land Impact of new regulations* Capacity of newly served land*	Re-designation areas E-1/E-2 zone areas Alley access lots* Secondary dwelling units* (SDUs) Land acquisition program & development* (for affordable housing) Controlled income & rent units* Key Corridors & Core Commercial Areas development* Area Planning development* Multiple Unit Property Tax Exemption (MUPTe) program & development* Vertical housing program & development* Opportunity Siting program & development* Brownfield program & development* Tax increment financing program & development* Development loans/incentives program & development* Enterprise zone program & development* E-commerce zone program & development* Industrial parcel assembly* Systems development charges (SDC) adjusted* No-cost pre-application meetings*
Regional Trends				
Regional residential construction data				
Regional housing cost data				
Vehicle miles traveled ^{1 2}				
Mode split ^{1 2}				
LTD ridership ^{1 2}				
Commuting trends ^{1 2}				
General Employment Trends				
Employment growth forecast*				
Number of jobs by employment sector*				
Vacancy rate				
Average wage				
Unemployment rate				
Commercial lease rates				
General Residential Trends				
City subsidized low income units (sum of programs)				
Low Income Rental Housing				
Property Tax Exemption (LIRPTE) development				
Low Income Tax Exemption (LITE) development				
Foreclosure assistance units				
Homebuyer assistance units				
Rental rehabilitation units				
Homeowner rehabilitation units				
Emergency minor home repair units				
Attached housing loan units				
Key:				
* indicates key data to collect and report on more frequently than other data.				
Bold data is new data to collect, non-bold data is already collected or reviewed in some manner.				
Some data is in anticipation of new programs being established per the Envision Eugene pillar				

4/14/17

Envision Eugene Growth Monitoring Program (2018-2021)



AGENDA ITEM SUMMARY
May 21, 2018

To: Eugene Planning Commission

From: Chelsea Hartman, City of Eugene Planning Division

Subject: Comprehensive Plan Phase II – Draft Project Charter and Public Involvement Plan

ISSUE STATEMENT

Staff will provide the Planning Commission with an overview of the Comprehensive Plan Phase II project, including the Draft Project Charter and Draft Public Involvement Plan. This meeting will serve as the project introduction; staff will describe the project background and the planning process, answer questions, and seek input on the project's guiding documents. No action is needed at this work session; however, feedback is requested, and public comment is welcomed. Staff will return with an updated Public Involvement Plan and request approval from the Planning Commission at a later date.

BACKGROUND

How did we get here?

As a cornerstone of Oregon's statewide planning program, each city must plan thoughtfully for future growth by adopting an urban growth boundary (UGB) and a comprehensive plan. The UGB defines the city's growth limit for 20 years, and the comprehensive plan spells out at a policy level how each city will make decisions about growth during that time.

Since 1982, Eugene and Springfield have shared a common UGB and a common comprehensive plan, the *Metro Plan*, with policies to guide growth and development. In 2007, the Oregon Legislature passed House Bill 3337, which required Eugene and Springfield to adopt separate, individual UGBs. In addition, each city was also required to adopt separate comprehensive plans that contain each city's UGB as well as adopted policies to guide growth.

Envision Eugene, a multi-year process of visioning and technical analysis regarding Eugene's growth, began to build a foundation for this effort. On June 13, 2012, City Council endorsed the 2012 Recommendation, which included direction for the City to "create a dynamic Eugene-specific comprehensive plan to address emerging needs" as part of the *Provide for Adaptable, Flexible and Collaborative Implementation* pillar. Following City Council direction and state legislation, staff began to develop a Eugene-specific comprehensive plan and UGB. The work to complete the Plan was broken into phases, beginning with the development of chapters that were essential to establishing the UGB.

The 2017 UGB Adoption Package, adopted in July 2017, included Phase I of the Envision Eugene Comprehensive Plan, which incorporated chapters on Economic Development, Transportation, Administration and Implementation, and the Eugene Urban Growth Boundary along with an Introduction and Glossary. Several important policy areas remain unchanged, addressed by the regional *Metro Plan* policies and outside the direct control of Eugene. Other important topics, such as community health and livability, are absent and lack policy guidance altogether. Phase II will develop the remaining components to complete the Plan, so that Eugene residents have a complete set of policies to implement the community vision and provide cohesive guidance for City decision-makers.

Finishing What We Started

The Envision Eugene Comprehensive Plan, or Eugene Comp Plan, will serve as the guide for future growth and development within Eugene's UGB. The Plan also helps to guide the City in prioritizing projects, long-range planning efforts and public investment decisions. Completion of the Eugene Comp Plan will reduce reliance on the *Metro Plan* to policies that are truly regional while allowing the City to have new policies that reflect the community vision and support the seven pillars of Envision Eugene.

Phase II is anticipated to be an approximately 18-month process and includes a joint adoption process with Lane County for land outside the city limits but inside Eugene's UGB. Development of the remaining policy chapters will build on the strong foundation of Envision Eugene, including the seven pillars and years of deep engagement, with additional outreach and engagement opportunities throughout the process. Phase II will result in seven new chapters, including:

- Public Involvement
- Compact Development and Urban Design
- Housing
- Community Health and Livability
- Natural Resources and Environmental Quality
- Community Resiliency
- Public Facilities and Services.

There will also be a need for administrative updates to all of the chapters from Phase I, except for Economic Development. In addition to the chapters, supportive components will be developed for the adoption process, including ordinances, legal findings and amendments to the *Metro Plan* and Land Use Code.

Considerable work has been done by community members, staff, Planning Commissioners, and other Boards and Commissions to lay a foundation for the content of chapters to be completed in this phase, including an extensive boards and commissions workshop in 2015 to provide input on the majority of the entire Comp Plan's goals and some policies. Because of the different levels of preparation for each chapter, the early months of this project will involve bringing all chapters up to a complete initial draft. The draft chapters will be grouped into topic

areas to allow for more focused engagement in workshops with representatives from boards, commissions and local partners to refine the goals and policies. Opportunities for the community to provide input and stay informed will be provided through the project website, outreach materials and a public open house. This process is shown graphically in the Draft Comprehensive Plan Phase II Timeline (**Attachment A**) and detailed in the Draft Public Involvement Plan (**Attachment C**).

PROJECT CHARTER

A project charter is a project management and planning tool that is used to clearly define all aspects of a project and to create understanding and buy-in among those implementing the project. It is a consolidated source of project information, as well as an agreement between project partners. The Draft Project Charter (**Attachment B**) is based on national best practices and adapted to our local needs to boost our community's success in making important decisions about complex issues. The Charter outlines major deliverables and how they will be created. Although the Charter contains a wide range of guidance for the project, there are several areas that are especially relevant to the Planning Commission's role.

Planning Commission Decision-Making

The Planning Commission has two members assigned as project resources that will provide input and guidance throughout the process (along with the full Commission). They are currently Commissioners Jaworski and Taylor. However, the Planning Commission will need to assign a replacement as Commissioner Jaworski's term ends on June 30, 2018. The Eugene and Lane County Planning Commissions will have the following decision-making roles:

- Review and provide input on the Project Charter
- Review, provide input and approve the Public Involvement Plan (Eugene Planning Commission to approve alone)
- Receive updates and provide feedback as needed
- Review and provide feedback on draft documents and adopting Ordinance
- Make final recommendation to adopting bodies, Eugene City Council and Lane County Board of Commissioners

Questions for the Planning Commission to Consider:

1. Does the Project Charter clearly explain the *why, what, how, who and when* of the project?
2. Are the Planning Commission's roles in the project clear?
3. Do you have any suggestions to improve the Project Charter?

PUBLIC INVOLVEMENT PLAN

The Draft Public Involvement Plan is included as **Attachment C** and outlines the approach to community and stakeholder outreach that will guide the process. The general approach builds on the extensive community outreach done on the Envision Eugene vision and UGB adoption package. It also includes a significant role for existing boards and commissions that advise the City Council on policy matters. The Draft Public Involvement Plan:

- Describes opportunities and different ways people can engage in the planning process;

- Details how individuals and organizations with a stake in the outcome of the Comprehensive Plan Phase II can effectively participate; and
- Is consistent with the City's Public Participation Guidelines and Statewide Planning Goal 1.

The project team is committed to a public engagement process that is:

- **Meaningful:** We will use the input received to help craft the draft comprehensive plan phase II proposal.
- **Accountable:** We will respond to ideas, critique, comments and praise.
- **Inclusive:** We will strive to communicate with all stakeholders, including under-represented groups, in ways that people understand and can relate to.
- **Transparent:** We will make decisions public and share information in a variety of ways.
- **Realistic:** We will inform people about the project's constraints, scope and timeline.
- **Outcome-oriented:** We will create a community-supported and City/County-adopted Comprehensive Plan Phase II

While the Draft Project Charter outlines the work program and timeline for the planning process, the Draft Public Involvement Plan describes the outreach strategies for each phase of the planning process as shown in the project timeline.

The project's timeline includes collaborating with subject matter experts to develop the initial draft chapters, workshops with boards, commissions and local partners to refine the goals and policies, and a public open house for the community to review and provide input on the draft chapters.

We will also send out regular project updates through a variety of methods, including City newsletters, social media and the project web page. A list of initial project stakeholders is included in the Public Involvement Plan; this list will evolve throughout the project.

Questions for the Planning Commission to Consider:

1. Are the Public Involvement Plan goals appropriate and achievable?
2. Are the public engagement strategies sufficient to inform our community and uncover a full range of potential impacts for decision makers to consider?
3. Are there any project stakeholders we should add to the list?

NEXT STEPS

After meeting with the Planning Commission, staff will discuss the Draft Project Charter and Draft Public Involvement Plan with Eugene City Council on May 30, 2018 and provide a memo to Lane County Board of Commissioners and Planning Commission.

Following Eugene City Council discussion, and updated Public Involvement Plan will be brought back to the Planning Commission for approval. The Project Charter will then be approved and signed by the Planning Director and the project manager.

Staff will continue work on preparatory activities, including those defined in the Draft Project Charter and Public Involvement Plan, such as updating the project website, refining the process timeline and collaborating with subject matter experts to develop the initial draft chapters.

ATTACHMENTS

- A. Comprehensive Plan Phase II Draft Process Timeline
- B. Comprehensive Plan Phase II Draft Project Charter
- C. Comprehensive Plan Phase II Draft Public Involvement Plan

FOR MORE INFORMATION

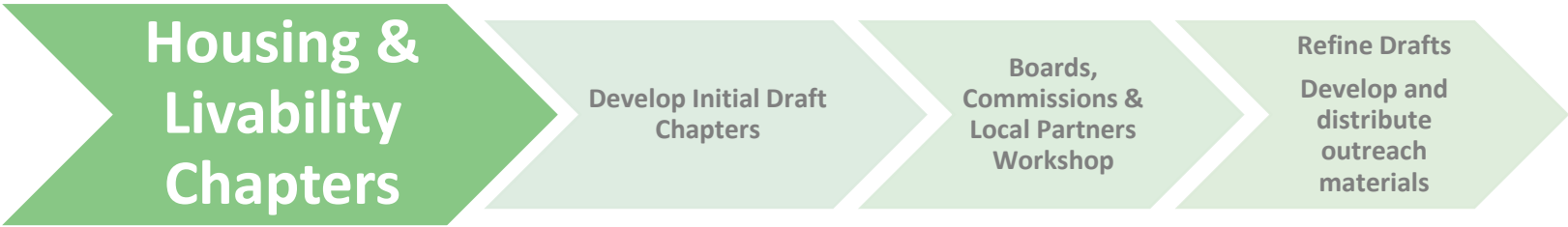
Staff Contact: Chelsea Hartman, Associate Planner
Telephone: 541-682-5686
Staff E-Mail: Chelsea.E.Hartman@ci.eugene.or.us

Spring
2018

Summer
2018

Fall
2018

Winter 2018 –
Spring 2019



DRAFT

Envision Eugene Comprehensive Plan Phase II

Draft Project Charter – May 2018

Project Title: Envision Eugene Comprehensive Plan Phase II

Project Charter Author: Chelsea Hartman

Creation Date: 6-5-2017

Last Revision Date: 5-14-2018

Project Origin: Council direction, City/PDD priority, Envision Eugene 2012 Recommendation

Project Sponsor: Robin Hostick, City of Eugene Planning Director

Project Manager: Chelsea Hartman, Associate Planner

Project Team Members: Included herein

Project Charter Status: Pending

Proposed Project Start and End Date: Winter 2018 – Summer 2019 (approx. 18 months)

+++++

Overview/Purpose

Project Background

As a cornerstone of Oregon’s statewide planning program, each city in Oregon must plan thoughtfully for future growth by adopting an urban growth boundary, or UGB, and a comprehensive plan. The UGB defines the city’s growth limit for 20 years, and the comprehensive plan spells out at a policy level how each city will make decisions about growth during that time. The aim of comprehensive plans is to allow cities to thrive while growing in a way that protects our farm and forest lands and preserves the high quality of life that Oregonians enjoy.

Since 1982, Eugene and Springfield have shared a common urban growth boundary and a common comprehensive plan, the *Metro Plan*, with policies to guide land use within that UGB. In 2007, the Oregon Legislature passed House Bill 3337, which required Eugene and Springfield to adopt separate, individual UGBs. In addition, each city was also required to adopt separate comprehensive plans that contains each city’s UGB as well as adopted policies to guide growth.

Eugene chose to build a foundation for this effort through a multi-year process of visioning and technical analysis called Envision Eugene. On June 13, 2012, City Council endorsed the 2012 Recommendation, which included direction for the City to “create a dynamic Eugene-specific comprehensive plan to address emerging needs” as part of the *Provide for Adaptable, Flexible and Collaborative Implementation* pillar. Following City Council direction and state legislation, staff began to develop a Eugene-specific comprehensive plan and UGB. The work to complete the Plan was broken into phases, beginning with the development of chapters that were essential to establishing the UGB.

The 2017 UGB Adoption Package, adopted in July 2017, included Phase I of the Envision Eugene Comprehensive Plan, which incorporated chapters on Economic Development, Transportation, Administration and Implementation, and the Eugene Urban Growth Boundary along with an Introduction and Glossary. Several important policy areas remain unchanged, addressed by the regional *Metro Plan* policies and outside the direct control of Eugene. Other important topics, such as community health and livability, are absent and lack policy guidance altogether.

The second phase will develop the remaining chapters of the Envision Eugene Comprehensive Plan to align with the needs and values of our community. The project will address important land use issues beyond those required for the UGB, resulting in a cohesive, complete set of policies that provide direction to the City as it considers legislative land use planning actions within Eugene's UGB. The process of developing these policy chapters will build on the strong foundation of Envision Eugene, including the seven pillars and years of deep engagement, with additional outreach and engagement with subject matter experts and community members across the city. Phase II will result in seven new chapters including:

- Public Involvement
- Compact Development and Urban Design
- Housing
- Community Health and Livability
- Natural Resources and Environmental Quality
- Community Resiliency
- Public Facilities and Services.

There will also be a need for administrative updates to all of the chapters from Phase I, except for Economic Development. In addition to the chapters, supportive components will be developed for the adoption process, including ordinances, legal findings and amendments to the *Metro Plan* and Land Use Code. The final product will be adopted by the City of Eugene and Lane County for application to land outside the city limits but inside the UGB.

Geography

The scope of work will cover all land within the City of Eugene's urban growth boundary.

Failure to Reach Resolution

Should the community be unable to adopt a Eugene-specific comprehensive plan that embodies the seven pillars of Envision Eugene and meets the Statewide Planning Goals, several negative consequences will occur. The application and administration of policies will remain ambiguous and challenging, with many out of date policies and policies that are framed for the region rather than the City of Eugene specifically. Eugene will continue to require consent from Lane County and/or Springfield in order to update policies contained within the *Metro Plan*. A failure to adopt a cohesive comprehensive plan will also present a lost opportunity to address many of the issues Eugene is facing through local policies that take the considerable effort and investment of our community, volunteers and staff, as well as contemporary best practices into account.

Goals

The goal of the planning process is to produce, and for the City of Eugene and Lane County to adopt, a complete Envision Eugene Comprehensive Plan that:

1. Supports and balances the pillars of Envision Eugene and advances the community vision.
2. Addresses all applicable Statewide Planning Goals.
3. Clearly limits Eugene's continued reliance on *Metro Plan* policies to those issues that are truly regional in nature.
4. Engages the diverse community members of Eugene effectively and equitably.
5. Frames complex concepts like livability and resiliency in ways that are accessible to community members.

Objectives

The following objectives are specific, measurable outcomes of success for the project.

1. The comprehensive plan will be consistent with the Envision Eugene community vision, statewide planning goals and guidelines, and local policies, as demonstrated through findings at the time of plan adoption.
2. The comprehensive plan will secure recommendations of approval from both Eugene and Lane County Planning Commissions.
3. The comprehensive plan will be adopted by the City of Eugene and by Lane County for application to land outside the city limits but inside the UGB.

Project Scope

The Comprehensive Plan Phase II is a roughly 18-month process to create a community-based plan that covers all local land use policy areas in 11 chapters. The first phase included the adoption of an introduction, four chapters and a glossary. All but one of these components, the Economic Development Chapter, will need to be updated as part of this second phase. Considerable work has been done by community members, staff and Planning Commissioners to lay a foundation for the content of chapters to be completed in this phase, including an extensive boards and commissions workshop in 2015 to provide input on the majority of the entire Comp Plan's goals and some policies.

Because of the different levels of preparation for each chapter, the early months of this project will involve bringing all chapters up to a complete draft. For some of these chapters, that effort will include outreach to subject matter experts and local partners to develop and articulate goals and policies. In addition to the chapters themselves, supportive administrative elements will be developed for the adoption process, including ordinances, legal findings, and amendments. The 2017 status of each part of the Envision Eugene Comprehensive Plan is listed below, along with the most relevant statewide planning goal(s) and Envision Eugene Pillar(s) in parentheses.

- **Introduction** – An introduction was adopted with the UGB and only requires updates to reflect this phase of content.
- **Chapter 1: Public Involvement** – This chapter is fully drafted with input from the 2015 workshop and the Planning Commission. (Goal 1: Citizen Involvement; Pillar: Provide for adaptable, flexible and collaborative implementation)
- **Chapter 2: Compact Development and Urban Design** – This chapter is fully drafted with input from the 2015 workshop and the Planning Commission. (Goal 14: Urbanization; Pillar: Promote compact development and efficient transportation options)
- **Chapter 3: Economic Development** – This chapter was adopted with the UGB and does not require updates in this phase. (Goal 9: Economy; Pillar: Provide ample economic opportunities for all community members)
- **Chapter 4: Housing** – A partial draft of this chapter was developed with input from the 2015 workshop and the Planning Commission. Additional elements will need to address current *Metro Plan* policies, statewide planning goals and any additions relevant to the community vision. (Goal 10: Housing; Pillar: Provide housing affordable to all income levels)
- **Chapter 5: Community Health and Livability** – A “shell” chapter was developed with introductory text in 2015. A complete draft will need to consider objectives from the 2012

Recommendation, legal obligations and the community vision. Consultation with subject matter experts such as public health professionals and research into livability would be beneficial to incorporate into the development of this chapter. (Goal 8: Recreation; Pillar: Protect, repair, and enhance neighborhood livability)

- **Chapter 6: Natural Resources and Environmental Quality** – A “shell” chapter was developed with introductory text in 2015. A complete draft will need to consider objectives from the 2012 Recommendation, legal obligations and the community vision. Consultation with subject matter experts such as staff from Parks and Open Space and state/local pollution groups would be beneficial to incorporate into the development of this chapter. (Goal 5: Natural Resources; Goal 6: Air and Water Quality, Goal 15: Willamette Greenway; Pillar: Protect, restore, and enhance natural resources)
- **Chapter 7: Community Resiliency** – A “shell” chapter was developed with introductory text in 2015. A complete draft will need to consider objectives from the 2012 Recommendation, legal obligations and the community vision. Consultation with subject matter experts such as emergency management staff, sustainability staff and hazard resiliency professionals would be beneficial to incorporate into the development of this chapter. (Goal 7: Natural Hazards, Goal 13: Energy; Pillar: Plan for climate change and energy resiliency)
- **Chapter 8: Public Facilities and Services** – A “shell” chapter was developed with introductory text in 2015. A complete draft will need to consider objectives from the 2012 Recommendation, legal obligations and the community vision. Because this chapter relates so closely to the Public Facilities and Services Plan (PFSP), the draft policies that direct future work on the PFSP from the shell chapter may need to have a place in the chapter as it is drafted for this phase. (Goal 11: Public Facilities and Services; Pillar: Provide for adaptable, flexible and collaborative implementation)
- **Chapter 9: Transportation** – This chapter was adopted with the UGB, adopting the Eugene 2035 Transportation System Plan (2035 TSP) as the transportation element of the comprehensive plan. This phase will include updates to the 2035 TSP (Goal 12: Transportation; Pillar: Promote compact development and efficient transportation options)
- **Chapter 10: Administration and Implementation** – This chapter was adopted with the UGB, but will need to be updated to address additional *Metro Plan* policies in this phase. (Goal 2: Land Use Planning; Pillar: Provide for adaptable, flexible and collaborative implementation)
- **Chapter 11: Eugene Urban Growth Boundary** – This chapter was adopted with the UGB, but will need to be updated to address additional policies in this phase. (Goal 14: Urbanization; Pillar: Provide for adaptable, flexible and collaborative implementation)
- **Glossary** – A glossary was adopted with the UGB and only requires updates to reflect new terms from this phase.

Project Milestones/Timeline

With such an extensive range of topics for which to develop and refine goals and policies, the project approach will group these chapters into topic areas that allow for more focused engagement. The topic areas are outlined below. A group of representatives from boards, commissions and local partners will be brought together to review the first two groups of chapters, drawing on their experience working with policy-level issues: 1) Housing and Livability and 2) Equity and Resiliency. By grouping chapters together, the impacts of one type of policy choice on related areas (e.g. compact development and livability) can be evaluated and addressed with representation from a variety of viewpoints. The remaining groups of chapters and related elements: 3) Administrative Updates and 4) Supportive Elements will be addressed by City staff. The process timeline is a separate document and shows the estimated timing of these milestones and includes a brief overview of outreach and coordination efforts while more detail can be found in the Public Involvement Plan.

1. Housing and Livability

The Housing and Livability topic area will discuss four chapters:

- Public Involvement
- Compact Development and Urban Design
- Housing
- Community Health and Livability

This group of policy chapters will build on previous outreach and existing policies, and harness growing energy from the community around housing affordability and thriving neighborhoods, while connecting with and learning from related projects and activities, such as land use code updates for needed housing standards, urban reserves planning, development of a growth monitoring program, and planning of the downtown riverfront development.

2. Equity and Resiliency

The Equity and Resiliency topic area will develop three more chapters:

- Natural Resources and Environmental Quality
- Community Resiliency
- Public Facilities and Services

This group of policy chapters will expand on previous Envision Eugene outreach, including work done around the pillars of “plan for climate change and energy resiliency” and “protect, restore, and enhance natural resources.” The University of Oregon’s Community Service Center will be assisting with the development of these chapters by providing a summary of best practices and case studies of other localities that are incorporating resiliency in policies along with recommending draft policy language to be included in these chapters.

By grouping these chapters together, often invisible common resources and vulnerabilities will be highlighted, as will the impacts of these elements on the full range of our community members. These chapters will also draw from other plans and projects, including the Climate and Energy Action Plan, the Climate Recovery Ordinance, the Natural Hazards Mitigation Plan, the Eugene-Springfield Climate and Energy Vulnerability Assessment, the Parks and Recreation System Plan, and other related efforts.

The Public Facilities and Services chapter will require additional scoping, given the number of public facilities and services that are provided regionally, or through special districts. The scoping should address the types of facilities and services to be included in the chapter, such as fire stations, police stations, public schools, and administrative buildings in addition to those utilities addressed in the Public Facilities and Services Plan. The Public Facilities and Services Plan itself may also be updated in the near future, but would be a separate project.

3. Administrative Updates

The Administrative Updates topic area will update three policy chapters:

- Transportation
- Administration and Implementation
- Eugene Urban Growth Boundary

This group of policy chapters will address updates that are largely administrative in nature, such as updating internal and external references and maps.

4. Supportive Elements

The complicated nature of transitioning from a regional comprehensive plan to a city-specific one necessitates land use code amendments, findings, public notice and other elements that – although not a part of the plan itself – are required to meet state and local criteria for adoption of a comprehensive plan, and are therefore an important and resource-intensive element of this project. Towards the end of the project, the Introduction and Glossary will also be updated as part of this set of work.

Deliverables

Along with the project management team (PMT) noted below, project deliverables will be produced by City staff as noted with substantial input from the Boards, Commissions and Local Partners.

Deliverable	Description	Staff Lead/ Support (hours)
PREPARATORY DELIVERABLES		
Project Charter	Clear articulation of project description, scope of work, and decision-making process.	Chelsea Hartman (Project Manager)
Public Involvement Plan	The Public Involvement Plan, to be approved by the Eugene Planning Commission, will identify ways to engage stakeholders at various milestones throughout the process.	Project Manager
MAJOR PLAN DELIVERABLES		
Housing and Livability Chapters	Introductory language, goals and City-oriented policies for the Public Involvement, Compact Development and Urban Design, Housing, and Community Health and Livability chapters.	Project Manager / City team members
Equity and Resiliency Chapters	Introductory language, goals and City-oriented policies for the Natural Resources and Environmental Quality, Community Resiliency, and Public Facilities and Services chapters.	Project Manager / City team members

Deliverable	Description	Staff Lead/ Support (hours)
Administrative Updates Chapters	Updated content for the 2035 TSP (related to UGB adoption), Administration and Implementation chapter and Eugene UGB chapter.	Project Manager / City team members
Supportive Elements	Findings, amendments and ordinances that will need to accompany the proposed comp plan additions, as well as an updated Introduction and Glossary.	Project Manager / Emily Jerome
FINAL DELIVERABLE		
Final Product	The complete Envision Eugene Comprehensive Plan will follow the established graphic design style of Phase 1.	Jen Knapp/ Project Manager

Public Involvement Plan

The Public Involvement Plan will build on previous engagement and visioning with early involvement from local subject matter experts to draft chapters, and in-depth engagement with representatives from boards, commissions and local partners to further develop and refine goals and policies. There will be informational and outreach opportunities for the general community through website materials, newsletters and an open house. The Eugene Planning Commission project resource group will also be engaged throughout the process. The Eugene Planning Commission and City Council will review and provide input on the Public Involvement Plan, and the Eugene Planning Commission will approve the plan in their capacity as the City's Citizen Involvement Committee. Please refer to the Public Involvement Plan for more detailed information.

Decision Making Process

After staff assembles draft chapters from analysis and targeted input/feedback, the comprehensive plan chapters will go through a formal adoption process with both the Eugene and Lane County Planning Commissions and the Eugene City Council and Lane County Board of Commissioners before moving to the State for acknowledgement.

Eugene and Lane County Planning Commissions

- Review and provide input on the Project Charter (Eugene Planning Commission only)
- Review, provide input and approve the Public Involvement Plan (Eugene Planning Commission to approve alone)
- Receive updates and provide input on draft documents and adopting Ordinance, and provide feedback to the Project Management Team.
- Make final recommendation to adopting bodies, Eugene City Council and Lane County Board of Commissioners.

Eugene City Council and Lane County Board of Commissioners

- Review and provide input on the Project Charter and Public Involvement Plan (Eugene City Council only)
- Receive updates and provide direction to the Project Management Team as needed
- Convene public hearings, consider the Planning Commission recommendations and act to adopt the comprehensive plan chapters via ordinance.

Coordination Protocol

Project Management Team (PMT)

A small core team will be formed to make crucial decisions in a timely manner, with support from other staff. At this point, the PMT is comprised of the following.

City of Eugene		
Name	Title / Area of Expertise	Department
Chelsea Hartman	Assoc. Planner/ Project Manager	City PDD/ Planning
Terri Harding	Principal Planner	City PDD/Planning
Jen Knapp	Assistant Planner/Graphic Design	City PDD/Planning
Eric Brown	Assoc. Planner/Communications	City PDD/ Planning

Boards, Commissions and Local Partners Group

This group is charged with communicating with the Project Management Team to:

- Employ a citywide perspective to provide advice, feedback and critical reviews of goals, policies and project ideas.
- Act as a liaison with representative committees, providing information and soliciting feedback to keep those groups informed and engaged.

Project Budget/Staff Resources

From a staff resources perspective, an estimated FTE for the approximately 18-month project timeline for different positions is listed below. Additional staff time may be used on an as-needed basis for particular events, such as the workshop or public open house.

- Chelsea Hartman, Associate Planner/Project Manager - .30 FTE
- Terri Harding, Principal Planner - .10 FTE
- Jen Knapp, Assistant Planner/Graphic Design - .07 FTE
- Eric Brown, Associate Planner/Communications - .07 FTE
- Current Planner - .03 FTE

The University of Oregon's Partnership for Disaster Resilience will be providing consulting services to assist with best practices research and the development of the Equity and Resiliency chapters.

In addition to staff resources, material costs yet to be determined will include noticing, advertisements and meeting materials (posters, handouts, etc.).

Assumptions/Policy Background

Potential unspoken factors or parameters that affect the project, its validity, execution or acceptance include the below, including applicable policies, directives, prior decisions, and any particularly relevant laws and regulations affecting the project.

- The 2012 Envision Eugene Recommendation forms a core foundation for the Envision Eugene Comprehensive Plan.
- Legal requirements regarding Statewide Planning Goals.
- Certain *Metro Plan* and refinement plan policies have history that makes them of special interest to particular parties.

- State law has considerable impact on policies and even specific wording that must be included.
- Local criteria for adopting comprehensive plans must be addressed.
- Clarifying the intent of policies, how general or specific the language should be and how policies are applied will continue to be a part of the discussion.

Constraints

Potential factors that may limit our ability to carry out the project or achieve goals or objectives are:

- Potential complications of intergovernmental coordination.
- Continued project prioritization in the face of competing demands.
- Adequate staffing/ funding.
- Implementation of a vision and input that is now over 5 years old.

Dependencies

While the project has already been formally “initiated” based on City Council direction with the 2012 Recommendation, it will benefit greatly from an early check-in and guidance to confirm whether the project, as proposed, is aligned with City Council expectations. Stakeholder availability, commitment to the issue and ongoing participation will be key to a robust approach that can balance the varied interests.

Approvals (sign/date)

Robin Hostick, Planning Director (Project Sponsor)

Chelsea Hartman, Project Manager

Envision Eugene Comprehensive Plan Phase II

Draft Public Involvement Plan – May 2018

This Public Involvement Plan is meant to serve as a guide through the process of developing and adopting the second phase of the Envision Eugene Comprehensive Plan, or Eugene Comp Plan. This plan outlines the approach to public involvement for the life of the project, and contains goals, key messages, and a plan for project communications, which addresses when and how we communicate with key stakeholders and the general public. The Public Involvement Plan:

- Describes opportunities and different ways people can engage in the planning process;
- Details how individuals and organizations with a stake in the outcome of the Comprehensive Plan Phase II can effectively participate; and
- Is consistent with the City's Public Participation Guidelines and Statewide Planning Goal 1.

I. Goals

The Project Management Team is committed to a public engagement process that is:

- **Meaningful:** We will use the input received to help craft the draft comprehensive plan phase II proposal.
- **Accountable:** We will respond to ideas, critique, comments and praise.
- **Inclusive:** We will strive to communicate with all stakeholders, including under-represented groups, in ways that people understand and can relate to.
- **Transparent:** We will make decisions public and share information in a variety of ways.
- **Realistic:** We will inform people about the project's constraints, scope and timeline.
- **Outcome-oriented:** We will create a community-supported and City/County-adopted Comprehensive Plan Phase II

The City of Eugene [Values and Principles for Public Participation](#) will guide the project, and the specific project goals of the public involvement plan will include:

- Building on previous engagement and visioning from the Envision Eugene process
- Early input and collaboration from local subject matter experts
- In-depth engagement with representatives from boards, commissions and local partners, including neighborhood associations
- Input and guidance from the Eugene Planning Commission project resource group
- Outreach materials and opportunities for the general public to provide input through a variety of events and formats
- A public hearing and adoption process with City of Eugene and Lane County elected officials and planning commissions

II. Key Messages

Background

- Phase I of the Envision Eugene Comprehensive Plan was adopted in 2017 and only included policy chapters required to adopt the Urban Growth Boundary. This included the following

components: Introduction, Economic Development, Transportation, Administration and Implementation, the Eugene Urban Growth Boundary and a Glossary.

- Phase II will include seven new chapters along with updates and additions to the chapters adopted in Phase I, with the exception of the Economic Development chapter as no updates are needed. The new chapters include:
 - Public Involvement
 - Compact Development and Urban Design
 - Housing
 - Community Health and Livability
 - Natural Resources and Environmental Quality
 - Community Resiliency
 - Public Facilities and Services
- Considerable work has been done by community members, staff, Planning Commissioners, and other Boards and Commissions to lay a foundation for the content of chapters to be completed in this phase, including an extensive boards and commissions workshop in 2015 to provide input on the majority of the entire Comp Plan's goals and some policies.
- This process will build on the seven pillars and robust engagement through the Envision Eugene process, with additional outreach and engagement with subject matter experts, a roundtable of representatives from boards, commissions, neighborhood associations and local partners, as well as the general public.

Process

The chapters in this phase will be grouped into topic areas to allow for focused engagement. The first two groups of chapters will build on previous outreach along with developing goals and policies with subject matter experts as detailed in the project charter. These two chapter groups will then go through a workshop with representatives from boards, commissions and local partners. We will work with staff from Human Rights and Neighborhood Involvement and neighborhood leaders and boards to determine the best way to engage these groups in the process.

Housing and Livability:

- Public Involvement
- Compact Development and Urban Design
- Housing
- Community Health and Livability

Equity and Resiliency:*

- Natural Resources and Environmental Quality
- Community Resiliency
- Public Facilities and Services

**Note:* The University of Oregon's Community Service Center will be providing consulting services to assist with the draft policy development for this chapter group.

The remaining two groups of chapters require primarily administrative and formatting updates and will be addressed by City staff and incorporated into the public review and adoption process.

Administrative Updates:

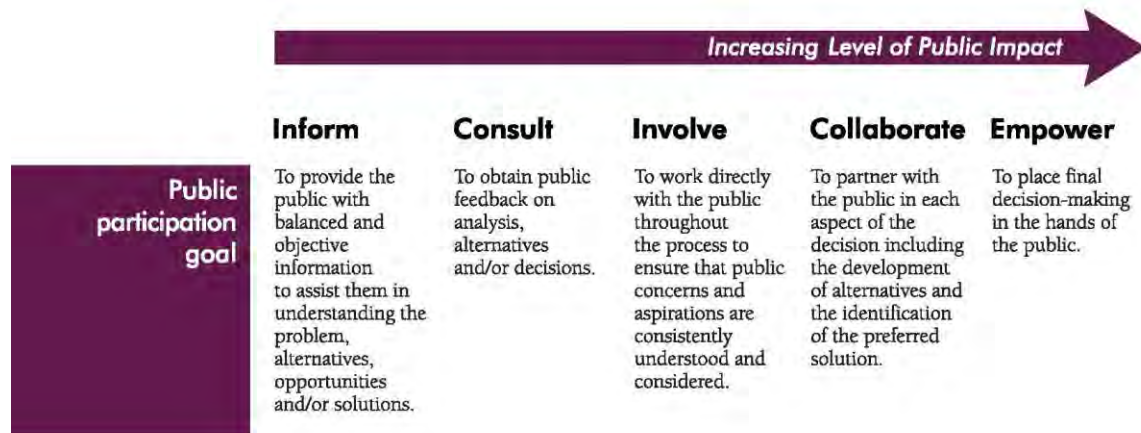
- Transportation
- Administration and Implementation
- Eugene Urban Growth Boundary

Supportive Elements:

- Introduction
- Glossary

Decision-Making

After staff assembles draft chapters from analysis and feedback as outlined above, the comprehensive plan chapters will go through an adoption process with the City of Eugene and Lane County elected officials and planning commissions before moving to the State for acknowledgement. This decision-making process is outlined in the project charter. The figure below is the International Association of Public Participation (IAP2)'s spectrum of public participation, which shows varying levels of engagement based on the level of public impact. The bulleted points below show how this relates to the general public and key stakeholders for this process.



IAP2 Spectrum of Public Participation (source: www.iap2.org)

Empower:	Eugene City Council and Lane County Board of Commissioners (elected to decide), and Eugene and Lane County Planning Commissions (appointed by elected officials to review and recommend)
Collaborate:	Boards, Commissions and Local Partners; Eugene Planning Commission project resource group
Involve:	Subject Matter Experts
Consult and Inform:	General public

Coordination with Other Projects:

The project management team will coordinate with other local and regional projects and initiatives to increase efficiencies and collaboration.

- Parcel-Specific Plan Diagram – This project will have a separate charter and public involvement plan, which is being developed following technical analysis to better understand the project scope. When developed and adopted, the parcel-specific plan diagram will be incorporated in the Eugene Comp Plan.
- Growth Monitoring Program
- Urban Reserves Planning
- Clear and Objective Housing: Approval Criteria Update
- Climate and Energy Action Plan update
- 2035 Transportation System Plan update
- Moving Ahead
- River Road Santa Clara Neighborhood Plan
- Parks and Rec System Plan update

Future steps

Completion of this project reduces reliance on the *Metro Plan* by the City of Eugene and supports future growth monitoring efforts and urban reserves planning. Goals and policies included in the comprehensive plan will be implemented by action items in the Envision Eugene Action Plan.

III. Communications and Public Engagement Activities

This section outlines various communication methods along with an estimated timeline of when certain project milestones will occur. The majority of these engagement activities focus on developing and receiving input on the Housing and Livability, and Equity and Resiliency chapter groups. The Administrative Updates and Supportive Elements will primarily be addressed by City staff and incorporated into the public review and adoption process. Staff will evaluate the effectiveness of different methods and adapt as we proceed.

- **Website** –house detailed project information and documents (fact sheets, general process timeline, outreach summary, etc.)
- **City Newsletters** – use existing City E-Newsletters to provide regular project updates including: Envision Eugene, City Council Newsletter, Neighborly News and others.
- **Social Media** – use existing City accounts on Nextdoor.com, Facebook and Twitter to get messages out and advertise engagement opportunities.
- **Local Media** – The Register Guard, Eugene Weekly
- **Outreach Summary** – Staff will track public comments and prepare summaries on outreach efforts to be shared on the project website.
- **Roundtable Workshops** – Representatives from Boards, Commissions and Local Partners will collaborate with staff to provide input and update draft chapters in the Housing and Livability and Equity and Resiliency chapter groups.(anticipated for summer and fall 2018)

- **Public Open House** – A public open house is anticipated to occur in fall 2018 and will provide the opportunity for the community to review and give input on all revised draft chapters from the roundtable workshops, and administrative updates and supportive elements from City staff.
- **Community and Stakeholder Presentations** – Open invitation for informational presentations at existing community and neighborhood meetings or events. ***See note below for more detail.**

Estimate	Task
Spring 2018	Outreach and collaboration with local subject matter experts to form initial draft chapters. Provide an update and coordinate with Lane County staff.
	Envision Eugene newsletter about upcoming meetings
	Provide update to Planning Commission and request feedback and public comment on draft Project Charter and draft Public Involvement Plan
	Update the website to include Comp Plan Phase II content to announce project kickoff and keep the community informed throughout the process.
	Provide update to City Council, request official project initiation, and receive input and/or direction on Charter and Public Involvement Plan
	Extend request for 2-3 representatives from boards, commissions, and local partners to participate in roundtable meetings (anticipate 2 total meetings – one in summer and one in fall)
	Send meeting invite and materials (expectations, meeting format, draft chapters) to Boards, Commissions and Local Partners Roundtable
Summer 2018	Provide a memo to update Lane County Board of Commissioners, Planning Commission and staff on process
	Workshop with Boards, Commissions and Local Partners Roundtable on Housing and Livability chapter group
	Updates to general public on project status and next steps (website, E-newsletters, social media, etc.)
	Develop public outreach materials on Housing and Livability chapter group (fact sheets, summaries, etc.)
	Distribute outreach materials on Housing and Livability chapter group
	Meeting invite and materials to Boards, Commissions and Local Partners Roundtable for Equity and Resiliency chapter group
Fall 2018	Workshop with Boards, Commissions and Local Partners Roundtable on Equity and Resiliency chapter group
	Notices about upcoming Public Open House & online public comment opportunity (website, E-newsletters, social media, newspaper, etc.)
	Develop public outreach materials on Equity and Resiliency chapter group (fact sheets, summaries, etc.)
	Distribute outreach materials on Equity and Resiliency chapter group
	Public Open House and online public comment opportunity – includes all chapters, although Administrative Updates chapter group is for informational purposes.

Winter 2018/2019	Create an outreach summary from Public Open House and online public comment results and notification of next steps (website, E-newsletters, social media, etc.)
	Review outreach summary and proposed revisions to draft chapters with Planning Commission project resource group
	Update on status of draft chapters and notification of upcoming adoption process to general public and key stakeholders
Spring/Summer 2019	Formal adoption/public hearing process begins with legal notices for Planning Commission public hearing

*Meetings or other outreach and engagement activities will be added to the above list as needed. Any interested person can request a meeting, and staff will work to adjust our engagement strategies.

Project Stakeholders

Subject Matter Experts

Bringing all chapters up to a fully drafted state will involve input from subject matter experts, in addition to research and coordination with other plans, including:

- **Chapter 1: Public Involvement and Chapter 2: Compact Development and Urban Design**
 - These chapters were fully drafted with community input from the 2015 workshop. Draft policies will be reviewed by City staff and updated if needed before being included in the Roundtable Workshops along with other chapters.
- **Chapter 4: Housing –**
 - Urban Design Staff
 - Community Development staff
- **Chapter 5: Community Health and Livability –**
 - Public Health Professionals
 - AARP
 - Senior Care Professionals
 - Library, Recreation and Cultural Services Staff
 - Transportation Staff
 - Public Safety staff
 - Human Rights and Neighborhood Involvement staff
- **Chapter 6: Natural Resources and Environmental Quality –**
 - Parks and Open Space
 - Lane Regional Air Protection Agency (LRAPA)
 - Beyond Toxics
- **Chapter 7: Community Resiliency –**
 - Oregon Partnership for Disaster Resilience
 - City Emergency Management staff
 - City Sustainability staff
 - Eugene 350
- **Chapter 8: Public Facilities and Services –**
 - EWEB

- Blachly Lane Electric
- Transportation agency staff
- Stormwater
- Wastewater
- Fire/Police
- School Districts (4J and Bethel)

Boards, Commissions and Local Partners

The Boards, Commissions and Local Partners roundtable serve as key stakeholders and will collaborate with staff to develop and refine goals and policies. Staff will invite representatives from:

- Human Rights and Neighborhood Involvement
- Human Rights Commission
- Budget Committee
- Neighborhood Leaders Council/ Neighborhood Representatives
- Homebuilders (both single-family and multi-family)
- University of Oregon
- Lane Community College
- Subsidized Housing Professionals
- Public Health Professionals
- Senior Care Professionals
- Homeless Advocates
- Active Transportation Committee
- Housing Policy Board
- Historic Review Board
- Sustainability Commission
- Chamber of Commerce
- Eugene Association of Realtors
- Human Services Network
- Equity and Community Consortium
- Eugene 350
- City of Eugene Emergency Management
- City of Eugene Police/Fire
- Oregon Partnership for Disaster Resilience
- City of Eugene Parks and Open Space
- Beyond Toxics
- Eugene Water and Electric Board
- Blachly Lane Electric
- City of Eugene Transportation
- City of Eugene Stormwater
- City of Eugene Wastewater
- School Districts (4J and Bethel)
- City of Eugene Library, Recreation and Cultural services

The Planning Commission project resource group is another key resource that will be engaged throughout the development of Phase II.

Members of the general public have provided input through the extensive visioning process of Envision Eugene, and will have multiple, new opportunities to provide additional input and stay informed through the website, newsletters and an open house, in addition to participating in the formal adoption process.

DRAFT