ROYAL AVENUE
SPECIFIC PLAN

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EUGENE

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The *Royal Avenue Specific Plan* was prepared by a multi-jurisdictional staff team consisting of staff from the City of Eugene, Lane Transit District, and Eugene Water and Electric Board. Primary staff support was provided by the City of Eugene Planning and Development Department. The following individuals were part of the project team:

City of Eugene Planning and Development
Jan Childs
Allen Lowe (Project Manager)
Kurt Yeiter
Neil Björklund
Nan Laurence
Josh Bruce (intern)
Charles Sauls
Miquela Craytor (intern)
Bob Hibschman
Michelle Buwalda

City of Eugene Public Works - Transportation
Dave Reinhard
Gary McNeel
Tom Larsen
Diane Bishop

City of Eugene Public Works - Engineering
Joe Ferguson
Gale Mills
Therese Walch

City of Eugene Department of Parks - Planning
Andrea Riner
John Weber
John Etter

City of Eugene Police Department
Fred Wilson
Tod Schneider

City of Eugene Fire/EMS Department
Ruth Obadal

ECO Northwest
Terry Moore

Eugene Water and Electric Board
Mark Oberle

Kimley-Horn and Associates
Jim West

Lane Transit District
Lisa Gardner
Micki Kaplan

University of Oregon Center for Housing Innovation
Ron Kellett
Cynthia Girling

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GRAPHIC DESIGN BY CINDEE LEE DESIGN

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Plan Summary

The ***Royal Avenue Specific Plan*** is a detailed planning document that outlines a vision and an action plan for future development of the Royal Avenue Nodal Development site. The node consists of 191 acres of property located along Royal Avenue between Terry Street and Greenhill Road and within the Bethel Neighborhood.

This specific plan details the following elements of future development within the Royal Node:

- A **Commercial Center** consisting of approximately 8 acres of retail and service space.
- **Residential development areas** consisting of Medium-Density Residential, Low-Density Residential, and Residential Mixed-Use development.
- A **Commercial Mixed-Use** area consisting of approximately 4 acres that borders the commercial center and permits a variety of compatible retail, office, and residential uses.
- A **Residential Mixed-Use** area consisting of approximately 18 acres that permits higher-density residential development and limited (small-scale) neighborhood – serving commercial uses.
- Two **neighborhood-scale parks** totaling almost 5 acres serving neighborhoods on either side of Royal Avenue.
- A **Transit Center** within the commercial area intended to accommodate future transit service to the node.
- **Multi-use corridors** that serve as drainage channels, areas for wetland protection and habitat enhancement, off-street pedestrian circulation, and general development amenities.
- A **street network** that is highly interconnected, and designed to reduce traffic speeds.
- **Infrastructure improvements** that include:
    - Improvements to Royal Avenue
    - Extension of Roosevelt Boulevard through the site
    - Completion of the overall circulation system within the site
    - Extension of sanitary sewers to the site
    - Extension of electric, and water systems to the site
    - Creation of a stormwater drainage system
- An **infrastructure financing program** that addresses timing and equity issues for new development.

Introduction

The ***Royal Avenue Specific Plan*** represents a new direction for land use and development planning for the City of Eugene. The plan is the outcome of a "pilot project" to explore the feasibility of "nodal development" within the Eugene urban growth boundary. Nodal development, is a type of compact development that emphasizes higher densities; mixed- land uses; a pedestrian scale; choice of transportation modes; neighborhood cohesiveness and convenience; and livabilty.

The nodal development pilot project was conducted in an environment and spirit of experimentation. New approaches were tried for arranging land uses, for citizen involvement, for distribution of information, for infrastructure planning, and for defining the role of the public sector in development planning and approval. The notion of the pilot project is reflected in many of the plan's recommendations; some of those recommendations may have implications for development throughout the city while others may apply only to the Royal Avenue site.

Over a 10 month period beginning in August 1998, property owners, residents, staff, and planning consultants came together to talk, learn, and plan for a new neighborhood within the Bethel area. This plan is the result of that effort.

The Royal Avenue Planning Area

The area is located to the north and south of Royal Avenue between Greenhill Road and Terry Street in the Bethel neighborhood. The planning area lies at the western edge of the City of Eugene and within the Eugene Urban Growth Boundary ***(See Figure 1)***. The area is approximately 6 miles west of the Eugene downtown, the city's largest employment center, and 2 miles north of the Willow Creek Basin, an emerging employment center experiencing fairly rapid growth and development.

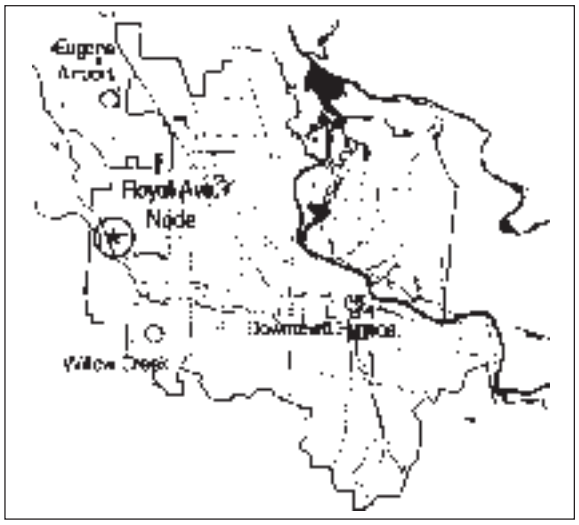


Figure 1.

What Is a Specific Plan?

As the name implies, a specific plan is a planning tool that: (1) attempts to provide a greater level of detail than traditional neighborhood plans, and (2) applies only to specific and clearly defined areas. **That is, specific plans are detailed plans for the development of a specific area.** The tool can be applied to large tracts, several hundred acres in size, or to small areas of redevelopment and infill in existing neighborhoods.

Specific plans are more detailed and "finer grained" than comprehensive plans or neighborhood refinement plans. Specific plans typically provide detailed information on land uses; specify the locations, classifications and design standards for streets; specify the locations, width and design of sidewalks and bike facilities; locate and specify critical design standards for transit facilities within the area; provide information on infrastructure needed for development to occur and provide information on phasing and allocation of infrastructure costs; and specify design and development standards – crafted especially for the study area – that will apply to new development.

Background

TransPlan Node Concept

Over the last few years, the concept of "nodal development" has emerged in a variety of local planning studies and public forums as a means to better achieve and balance our growth, transportation, and environmental goals. Simply put, a "node" is an area of concentrated activity, often involving higher densities and a mix of uses, that encourages alternatives to automobile travel. Nodal development helps increase the percentage of pedestrian, bike, and bus trips and can help reduce travel demand by placing services close to where people live.

Over an 18 month period, ending in June 1995, staff worked with a 24 member citizen advisory committee (TransPlan Land Use Measures Task Force) to develop design concepts and strategies to implement a transportation-efficient land use pattern within the Eugene-Springfield Metro Area and to identify the geographic areas within which the nodal development concepts would apply. The nodal development concept is acknowledged as a primary element of the Eugene-Springfield Metropolitan Area regional transportation strategy. The concepts supporting nodal development were also included in the draft Residential Lands Study and in recently adopted *Eugene Growth Management Study* policies as a primary strategy for managing growth.

Thirty-eight possible sites for future nodal development have been identified within the Eugene Urban Growth Boundary. In August, 1998 the Eugene City Council authorized two "pilot" nodal development projects on two of those sites within the Eugene urban growth boundary. One of those sites lies along Royal Avenue between Terry Street and Greenhill Road. These projects were intended to explore the feasibility of nodal development in those areas and to implement measures to ensure that appropriate development actually occurs.

Relationship of Royal Avenue Specific Plan to the Eugene Growth Management Study

In February, 1998 the Eugene City Council adopted the *Eugene Growth Management Study* **.** That study, which involved several thousand local residents in its preparation, resulted in the adoption of 19 policies that are meant to guide community growth over the next 10-15 years. The Royal Avenue Nodal Development Project and *Royal Avenue Specific Plan* directly address many of these policies, including those that call for:

- A compact development form that supports maintenance of the existing UGB;
- Increased residential densities and intensity of commercial development;
- Improved appearance of buildings and landscapes;
- Improved character and livability of neighborhoods;
- Provision of a variety of housing types;
- Promotion of affordable housing;
- Creation of a transportation-efficient land use pattern and implementation of nodal development concepts;
- Improvements to the capacity, design, safety, and convenience of the transit, bicycle, and pedestrian transportation systems;
- Preferential provision of infrastructure and provision of other incentives that support higher-density, in-fill, and mixed-use development;
- Protection of natural areas of good habitat value; and
- Increasing the amount and variety of parks and open spaces.

An explanation of how the plan supports and addresses Growth Management policies is contained in **Appendix E.**

Citizen Involvement

Citizen Involvement

In July 1998 the City entered into an intergovernmental agreement with the Oregon Department of Transportation (ODOT) and Oregon Department of Land Conservation and Development (DLCD) to explore the potential for implementation of the nodal development concept within Eugene's urban growth boundary. In August, staff met with the Eugene Planning Commission for approval of the project site selection process and with the Citizen Involvement Committee (CIC) to gain approval for the project's citizen involvement program and interested parties list. That process resulted in selection of the Royal Avenue site as one of two "pilot" study areas.

Once the project sites were confirmed, ODOT and DLCD contracted with Lennertz, Coyle and Associates to provide citizen involvement, site planning, and design servies for the project. Citizen involvement efforts on the project began in earnest after the selection and hiring of the design consultant.

Project Notification to Interested Parties In early September, a letter describing the nodal development projects was sent to all interested parties. The letter contained a general description of where the project was located, including a map of the site; a general description of the project timeline; and information on where more information on the projects could be obtained. The letter contained an invitation to professional and special interest groups to become more involved in the project, and offered to provide all data produced for the projects, including drafts of design proposals, to those organizations. A total of 7 organizations and 10 individuals responded to that invitation with a request that all data be sent to them. Organizations requesting this information included the Homebuilders Association, the Eugene Area Chamber of Commerce, the Jefferson Area Neighbors, the Whiteaker Community Council, the Far West Neighborhood Association, the Westside Neighborhood Quality Project, and the New Communities group. Of these only the New Communities group responded with recommendations or a request for a meeting with staff. Throughout the process, information was sent to those on the "All Data" mailing list as it was developed.

In mid-September, property owners and residents who live within the project area were individually notified about the nodal development projects and were provided information about opportunities to participate in the planning process. All property owners and residents of the area were added to the project notification list.

Stakeholder Interviews The project work program included a series of "stakeholder" interviews to help staff and project consultants understand the concerns and interests of various groups and individuals with regards to the application of nodal development concepts to the pilot site. In early November, 16 stakeholder organizations and groups were interviewed by staff and consultants. Information gathered in the interviews was used to help structure the 3 design alternatives for the site that were presented at the December design workshops.

Kickoff Meetings On October 26, 1998, notice of "Kickoff" meetings for each nodal development project was mailed to all interested parties. These kickoff meetings were the first public meetings on the projects and were intended to present information on the nodal development concept, to present draft goals and development objectives for each project, and to provide an opportunity for participants to talk with staff and consultants about their individual or collective concerns. The kickoff meeting for the Royal Node was held on the evening of November 4th at Meadowview School (near the Royal node site) and attracted more than 50 participants.

Design Workshops On November 30, 1998 notice to was mailed to all interested parties inviting them to attend a series of design workshops for each node that were held in December. That notice was followed by letters to individual property owners and residents of the node, encouraging their attendance at

the workshops. The workshops consisted of a series of meetings with interested parties during the day, followed by public meetings at the end of each day. The workshops were structured to allow anyone interested in the nodal development project to drop in during the day to review concept sketches and ideas developed by the design team, and to provide input and feedback on the emerging site plans. As meetings were held, members of the design team worked on revisions to the site plans that reflected the input from those participating in the meetings.

On the first day of the two-day process, the design team worked on the three concept alternatives required by the work program. On the first day, a representative of the New Communities group presented a fourth design alternative for consideration. Daytime meetings focused on generating comments about those four alternatives. At the first evening meeting, the design team presented the results of the first day's work, including work submitted by the New Communities group. Those who attended the first evening meeting engaged in a structured process to generate feedback on the design concepts represented in the four alternatives.

On the second day, the design team and staff identified a "preferred alternative" based on comments from the previous day's and evening's work. Throughout the second day, meetings were held with anyone who dropped in to solicit feedback on the preferred alternative. Again, the design team worked through the day to incorporate revisions to the site plan based on what we were hearing from workshop participants. At the second evening meeting, the design team presented the preferred alternative that had emerged from discussions with workshop participants over the previous two days.

The workshop for the Royal node was held on Decdmber 8th and 9th at the Meadowview School, located just north of the Royal node site. Approximately 20 people participated in daytime meetings. An average of 50 people attended public meetings during the evenings.

Preferred Alternative Public Comment Meetings On March 10th and 11th, the public was invited back to Meadowview School to meet with staff and consultants on the refined preferred alternative site plan. Between December and March, staff and consultants resolved numerous technical and design issues that were evident in the version of the site plan produced at the December workshops. The meetings were held to hear the public's comments and reactions to the revised plans. About 40 people attended the Royal Avenue meeting.

First Draft Plan Released In June 1999, the first draft of the *Royal Avenue Specific Plan* was printed and copies were distributed to property owners within the nodal development area. This first draft was printed only to satisfy contract requirements of the Transportation Growth Management grant that funded a portion of the project. Staff realized that a significant amount of work needed to be finished on the project before releasing a draft plan for general public review and comment.

First Site Plan Revision In November 1998, staff mailed letters to all property owners in the project area requesting permission to enter their property in order to evaluate wetlands. Nine of the nineteen property owners granted the City permission to enter their property for this purpose. Consultants hired by the City submitted a wetlands determination report to the City in June, 1999. The results of the wetlands determination indicated a need to revise the site plan to comply with requirements of the federal Clean Water Act.

Property owners and other interested parties were notified about the site plan revision process and work began on resolving wetland issues. In October, the City contracted with Satre Associates to revise the site plan. In November, property owners were sent a progress report on the revision process. In January, 1999 property owners were invited to a meeting to provide comments on the revised site plan. Following that meeting, the plan was revised to incorporate revisions agreed to at that meeting.

Second Site Plan Revision In March, 2001 the City entered into an agreement with the US Army Corps of Engineers to develop a Special Area Management Plan (SAMP) for wetlands within the nodal development area. This wetlands work resulted in additional revisions to the site plan. Before releasing the final draft plan, property owners were notified about the wetlands work and were invited to a meeting to review and provide comments on the revised site plan.

Project Information Books Staff also created a project file for the project that were accessible to the public. Participants in the project were notified that the project information books were available for public use at the Permit Information Center in the Atrium Building. The books contained all information that had been generated on the project; the files for the project were kept in a three-ring binder and were updated regularly.

Project Outreach Over the course of the project, staff attended numerous meetings of neighborhood group, civic groups, and other organizations to talk about the project.

Plan Goals and Objectives

The following goals and objectives are set forth for future development within the Royal Avenue Node.

GOALS

1. Implement relevant policies of the Eugene Growth Management Study.
2. Create a neighborhood center in the Bethel area that:
   - encourages community building and establishes community identity;
   - makes efficient use of urban land and facilities;
   - offers diverse housing types, sizes, prices, and rents;
   - provides for a mixture of uses and services that support community life within the neighborhood center and in the greater Bethel area;
   - promotes choice of transportation mode for residents of the area; and
   - enhances the quality of life for area residents and property owners.
3. Reduce reliance on the private automobile by creating a development pattern and a street network that encourages walking, bicycling, and efficient transit service.
4. Establish a framework of open space within the neighborhood that:
   - conserves natural resources;
   - provides opportunities for water quality enhancement;
   - provides opportunities for active and passive recreation;
   - defines and buffers development; and
   - protects water quality.
5. Create a model that can be used as the prototype for implementation of other nodal development projects within the Eugene Urban Growth Boundary.

DEVELOPMENT OBJECTIVES

1. **Land Use and Development Pattern**

   a. Provide for a mixture of commercial, residential and public uses within the area.
   b. Provide for a mixture of housing types offering choice and affordability for all age groups and family types.

c. Provide for higher residential densities within the area than are evident in surrounding developed areas.
d. Provide for site and building design that relates the location and layout of buildings, parking lots, landscaping and open space to the street and circulation systems that support them.

2. Streets and Circulation

a. Create an integrated circulation network within the nodal development area that provides for transportation mode choice and offers alternatives to automobile travel.
b. Create a multi-modal street system that encourages walking, bicycling, and transit use.
c. Create an interconnected street system that disperses local traffic through a network of local streets and that preserves capacity on major streets for through travel.
d. Provide for a street and circulation system that relates the design of travel lanes, sidewalks, transit facilities, bicycle facilities, and intersections to the buildings and activities that they serve.
e. Provide for street designs that encourage slower traffic on neighborhood streets.

3. Open Space and Natural Resources

a. Conserve important natural resources within the nodal development area.
b. Protect sensitive riparian areas and wetlands.
c. Visually and functionally integrate future development with adjacent wetlands and natural resource areas.
d. Provide open space, in appropriate locations and sizes, to accommodate both passive and active recreational uses.
e. Provide linkages from the neighborhood center open space network to other open space and recreation amenities outside of the node.
f. Provide opportunities for habitat and water quality enhancement within the development area.

4. Process

a. Promote broad public participation in the development of the design, strategies, ordinances, and plan amendments for the area.
b. Promote public support for implementation of the pilot project.
c. Coordinate improvements to provide efficient services and to maximize open spaces and amenities.

Plan Implementation

General Approach

Specific plans are proposed as a tool to implement the nodal development concept in some areas of Eugene. Specific plans provide a mechanism for coordinating land use and transportation planning efforts for a defined area that contains a number of parcels under different ownerships. Implementation of these plans occurs through creation of a special area zone or an overlay zone which refers to the design standards and guidelines contained in the specific plan.

Amendments to Adopted Plans

Implementation of the *Royal Avenue Specific Plan* will require amendments to several existing documents, both to establish legislative intent and to insure consistency of the Royal Plan with other adopted plans. The following plans will need to be amended as part of the *Royal Avenue Specific Plan* adoption process. See **Appendix A** for Ordinance amending the *Bethel-Danebo Refinement Plan.*

1. **Metro Plan Amendment** The amendment will create a new plan designation for the *Eugene Springfield Metropolitan Area General Plan*. The amendment is intended to identify nodal development areas in which specific plans could be used as an implementation tool. The necessary Metro Plan amendment is expected to occur as part of the TransPlan adoption process.

2. **Bethel-Danebo Refinement Plan Amendment** The *Royal Avenue Specific Plan* area is within the boundaries of the *Bethel-Danebo Refinement Plan* adopted in 1982. At that time, the plan area encompassed a largely undeveloped tract of land in the northwest corner of the planning area. The plan was intended to provide a policy framework and guide for short and long-range decisions related to development of the area.

   The plan contains references to "nodal development," which was identified as a strategy to achieve transportation goals as well as to facilitate compact urban growth. As it was defined at that time, the nodal development land use pattern consisted of a concentration of medium and high-density residential development areas centered around a commercial core. However, the concept did not include many of the elements of "nodal development" as it is understood today. The *Bethel-Danebo Refinement Plan* identifies three areas that were proposed for nodal development; one of those (West Bethel-Danebo Development Node) is the area described in the *Royal Avenue Specific Plan*.

   The adopted refinement plan includes a description of the area and a policy that guides future development of the West Bethel-Danebo Development Node. That policy states that:

   > *"When development patterns indicate the need for an additional commercial/ residential development node in the Bethel-Danebo area, it shall be located north of and with frontage along Royal Avenue, approximately midway between Terry Street and Greenhill Road. It shall include 5 acres of neighborhood commercial and 20 acres of medium-density residential."*

   Both the description of the proposed nodal development area, and maps within the plan that identify the proposed node will need to be amended to reflect the concepts and land use pattern contained in the *Royal Avenue Specific Plan*.

Eugene Land Use Code Text Amendment Zoning code text amendments will be required to execute the implementation of the nodal development area as a Special Zoning District. See **Appendix B** for Ordinance amending the Eugene Code.

Annexations and Zoning Land within the proposed nodal development area has not yet been annexed to the city. Parcels within the node will need to be annexed to the city prior to development. Currently land within the node is zoned, primarily, for agricultural uses. A small area along the south side of Royal Avenue, and at the western edge of the node, is zoned RA for Suburban Residential uses.

Rezoning of the property will occur immediately after the property is annexed to the City. Property within the boundaries of the specific plan will be rezoned S-RN Royal Node Special Area and will receive a sub-area designation **(see Subarea Diagram on page B-26 of Appendix B)**. Land uses, lot sizes, lot configurations, and other elements of general site planning that are controlled by the zoning district will conform to the S-RN Royal Node Special Area standards set forth in the Eugene Code. The locations of the various land use designations within the node will also conform to the locations identified on the land use map in the Code.

Land Use Element

Purpose and Intent

Design concepts reflected in the Royal Node Design Standards and Design Guidelines are established to ensure that:

1. The overall street system and internal circulation systems for large developments shall provide for a circulation network that encourages walking, bicycling and transit use;
2. Local streets shall be designed with narrow lane widths to reduce vehicle speeds, reduce construction costs, and meet stormwater goals;
3. On-street parking shall be provided on all streets within the node, except alleys;
4. Alleys shall be used, whenever possible, to provide service and parking access to residential and commercial developments within the node;
5. The street system shall be designed to discourage cut-through traffic seeking an alternative to travel on arterial and collector streets;
6. A coordinated system of striped bicycle lanes, on-street bicycle routes, and off-street bicycle paths shall be developed within the node;
7. Residential development shall achieve an overall density of 12 dwelling units per net acre for the entire development site;
8. A mix of housing densities, ownership patterns, prices, and building types shall be developed in the node;
9. Open space areas adjacent to the node shall be integrated into the overall design concept for the node;
10. Existing drainageways shall be maintained and enhanced or relocated to follow historic drainage channels;
11. Homes fronting on major streets shall be placed so as to face the street;
12. Streets that front on neighborhood parks shall be lined with homes that face the park;
13. Residential accessory units shall be allowed and promoted as a means of increasing density of development in the area;
14. Residential garages shall be provided access from alleys whenever possible to improve the visual character of the street, improve pedestrian qualities along the street, and to promote construction of small-lot single family housing with reduced lot widths;
15. Multi-family developments shall retain visual and physical links to adjacent public parks and natural areas and preserve unique natural features found on the site;
16. Multi-family developments shall front onto public and private streets with building entrances visible from the street;
17. Setbacks and building designs for multi-family developments shall insure privacy for and promote compatibility with abutting lower intensity uses;
18. Vehicle parking lots or areas shall not be located between buildings and the public street;
19. Large parking areas shall be separated into smaller lots to minimize their visual impact;
20. Vehicle access points for multi-family, commercial, and mixed-use developments shall connect to local or collector streets, via alleys whenever possible, rather than arterial streets;
21. Commercial buildings shall be designed so as to stimulate the creation of high-quality pedestrian use areas and are situated so as to define the street right-of-way;
22. Commercial buildings shall be designed with building entrances fronting on the street and with street-facing facades that contain windows; and
23. A mixture of retail, service, education, office and higher-density residential uses shall be developed in the node.

Royal Node Design Guidelines

The proposed zoning code for the *Royal Avenue Specific Plan* area was developed in accordance with the guidelines outlined below. The plan recognizes that certain alterations to the standards outlined in the code may be necessary and provides for an adjustment to those standards as long as (1) the adjustment will result in a project which is still consistent with the overall purpose and intent of the plan, and (2) the adjustment will generally be consistent with the Design Guidelines outlined below.

A. General Guidelines

The following guidelines apply when a developer has requested an adjustment to the development standards for the **S-RN Royal Node Special Area.**

1. **Streets As An Edge** Streets should be laid out to provide an edge to important public open spaces that provide community-wide benefit.

2. **Local Street Design** Local streets should be designed with narrow vehicle lane widths to reduce the speed of vehicles, reduce costs, and meet stormwater management goals. These streets should also be designed to accommodate low volumes of traffic and to encourage pedestrian travel. Local streets should be provided with on-street parking, and with street trees that form a canopy over the street to enhance neighborhood livability.

3. **Parking** On-street parking should be provided on all streets within the node, except alleys. On-street parking should also be allowed to satisfy a portion of development parking requirements to help reduce the need for surface parking lots. Parking lots should be located behind buildings or in the interior of a block wherever possible. Large surface parking lots should be broken into smaller lots and separated by streets or pedestrian walkways.

4. **Alleys** Alleys should be used, wherever possible, to provide service and parking access to residential and commercial developments within the node. Alleys provide an opportunity to locate garages at the rear of a residential lot, rather than the front, thereby improving the appearance and pedestrian qualities of residential streets. Alleys in commercial areas provide a place for service vehicle parking, delivery trucks, and off-street parking away from the street, thereby providing a more interesting and comfortable commercial streetscape.

5. **Traffic Calming** Traffic should move at fairly slow speeds through the node. The creation of a pedestrian environment dictates that automobile movements be controlled through street design. Street design should reflect the desire to manage traffic speeds in residential, commercial and mixed-use areas. Traffic can be calmed and speeds reduced in a variety of ways, including provision of narrower streets, on-street parking, short-block lengths, “T” and “dog leg” intersections, roundabouts, traffic circles, chicanes, raised speed tables, medians, and other techniques.

6. **Transit Service** Nodal development areas should be provided with convenient and accessible bus service. A primary transit stop or transit center should be centrally located within the node and should be located within or adjacent to the commercial core. Commercial uses should be directly visible and accessible from the primary transit stop. Other bus stops should be located along the transit route at no more than 1000' intervals. All bus stops should be provided with comfortable waiting areas and should be located near pedestrian crosswalks that facilitate frequent pedestrian crossings.

7. **Interconnected Street System** An interconnected street system is an important component of livable and walkable neighborhoods. Connected streets provide a network of routes that provide alternative paths through the neighborhood and to major destinations such as commercial areas, parks, schools, and transit stops. Street connectivity helps distribute local traffic over many routes, thereby reducing the negative effects of high traffic volumes on any one street. The interconnected street network should be designed to discourage cut-through traffic seeking an alternative to travel on arterial streets, which are designed for through-traffic movements.

8. Bicycle/Pedestrian Circulation
A coordinated system of striped bicycle lanes, on-street bicycle routes, and off-street bicycle paths should be developed within the node. Bikeways should provide direct access from residential areas to the commercial core and to parks and schools. Bikeways should also be designed to provide a direct link to the existing bicycle system in adjacent areas and to other important destinations within the region.

9. Residential Densities Residential development within nodal development areas should achieve higher densities to encourage a mix of housing types and to better support a viable retail center and transit system.

a. Residential development in areas designated Low-Density Residential **will** meet minimum density thresholds of 8 du/net acre
b. Residential development in areas designated Medium Density Residential **will** meet minimum density thresholds of 20 du/net acre.
c. Residential development in areas designated Residential Mixed-Use **will** meet minimum density thresholds of 18 du/net acre.
d. Residential development in areas designated Commercial Mixed-Use **will** meet minimum density thresholds of 18 du/net acre.

10. Residential Mix A mix of housing densities, ownership patterns, prices, and building types is desirable in the node. The nodal development concept encourages a variety of housing types including attached and detached single family homes, rowhouses, duplexes, tri-plexes, townhouses, apartments, and accessory units. Variety in housing promotes habitation by a broad spectrum of people with different economic, social, family, age, and lifestyle circumstances. Allowance for housing variety also promotes flexibility in meeting City goals to increase residential densities in nodal development areas.

11. **Integrated Open Space** The nodal development concept should recognize significant and extensive open space areas adjacent to the node by integrating the open space into the overall design concept for the node. The transition between built and open space is important and should be addressed in the site plan as well as the design details. Linkages from the node to the open space system should be identified.

12. **Open Drainage System** Existing drainageways should be maintained or enhanced to reduce the costs and water quality impacts of subsurface drainage systems. Drainage channels should be improved as development amenities that contribute to the visual character of the neighborhood, provide a linear open space feature, provide areas for stormwater quality enhancement and wetland mitigation, and provide areas for plant and animal habitat.

B. Low-Density Residential Guidelines

The following guidelines apply to areas designated for Low-Density Residential development within the Royal Node boundaries.

1. **Low-Density Residential** The plan encourages a variety of housing types, styles, and densities within areas designated for Low-Density residential development. Housing in these areas can be attached or detached and can be of one or two-story construction.

2. **Homes Fronting on Major Streets** Streets and alleys within the nodal development area are laid out to promote placement of homes along streets such that those homes front on the street. Street and subdivision plats that result in the placement of rear yards and tall fences along major streets are prohibited in the node.

3. **Homes Fronting on Neighborhood Parks** The plan places neighborhood parks within a square surrounded by higher-density housing. Streets that front on neighborhood parks should be lined with homes that face the park, allowing constant surveillance of park users and activities.

4. **Residential Accessory Units** The plan promotes construction of residential accessory units, either detached over a garage, or attached to the main structure. Accessory units require separate entrances and can be up to 800 square feet in size if detached, or larger if occupying a floor of the primary structure. Required parking for residential accessory units can be provided on the street or on the development site. Accessory units will be included in unit counts to meet minimum density requirements.

5. **Residential Garages** Recessed garages promote the creation of a more human-scaled, less-monotonous environment by reducing the visual impact of large, blank garage doors. Residential garages should be provided with access from alleys wherever possible to improve the visual character of the street, improve pedestrian qualities along the street, and to promote construction of small-lot single family housing with reduced lot widths. At a minimum, the garage should be set back behind the front facade of the house.

While alleys are strongly encouraged, they are not required in all parts of the node. For lots not served by an alley, garages may be sited in several ways: (1) to the side of the house but recessed behind the front facade, or (2) to the rear of the lot accessed by a side drive, or (3) attached to the main structure but positioned with the garage door perpendicular to the front of the house. Garages may be either attached or detached from the main structure. Where garage sidewalls face the street, they should be designed to appear to contain habitable space by incorporating windows and other design features that are in character with the rest of the building. Tandem parking is permitted and encouraged on low-density development parcels.

6. **Cottage Residential Units** Consistent with other efforts to provide for a variety of housing types and styles within the node, the plan promotes and encourages the creation of clustered “cottage” developments within Low-Density Residential areas. This form of development will allow homes on very small lots to be arranged around a landscaped courtyard or common open space. In this development type, garages are placed behind homes and are accessed by an alley. Lot coverage requirements for individual building sites are increased on these lots, allowing open space normally reserved for private yards to be aggregated into common yard and open space around which the homes are built.

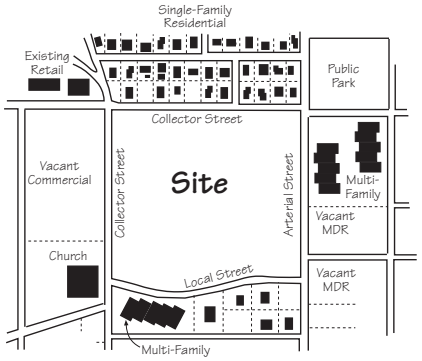
C. Multi-Family Guidelines

The *Royal Avenue Specific Plan* encourages the development of a broad range of housing types at higher densities than are generally found in many parts of the community. Allowances for higher density residential development within the Royal node is likely to generate a high percentage of multi-unit housing, which consists of attached, multiple-family residential developments containing five or more units. Developments of this type are characterized by shared walls and common open spaces and may include rowhouses, patio homes, condominiums, podium apartments and garden apartments, among other housing types.

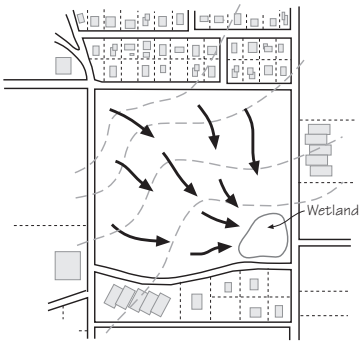
Multi-unit residential developments should exhibit quality in design, in the use of building and landscape materials, and in the relationship of buildings to their environments and to the neighborhoods in which they are built.

1. Site Analysis A site analysis process should be completed before site design work is to begin. Site analysis should identify drainage features; forested areas and large trees; wetlands; flood plain; soils; views; topography; vehicular and pedestrian circulation systems; adjoining land uses and building types; and neighborhood context.

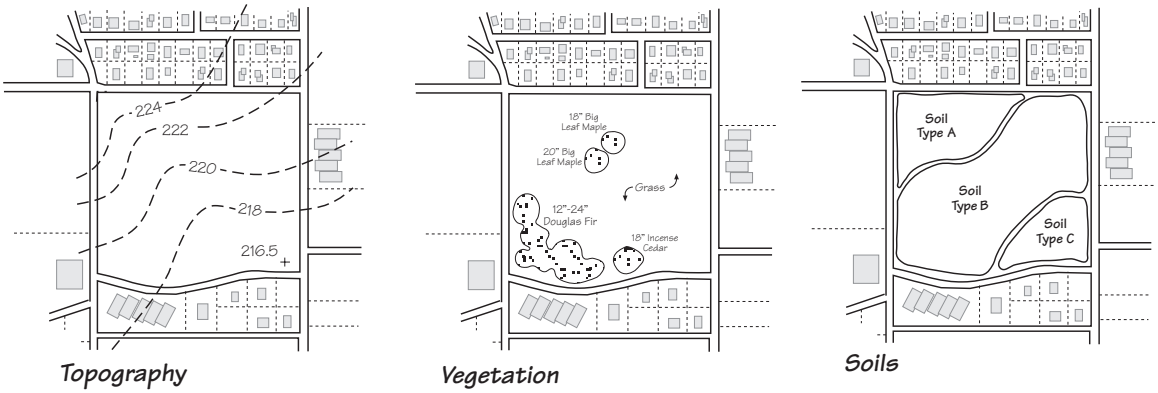
In many cases, multi-unit housing is designed and sited without careful consideration of natural features or relationship to the neighborhood character, circulation systems, and the public realm.



Neighborhood Context



Surface Drainage

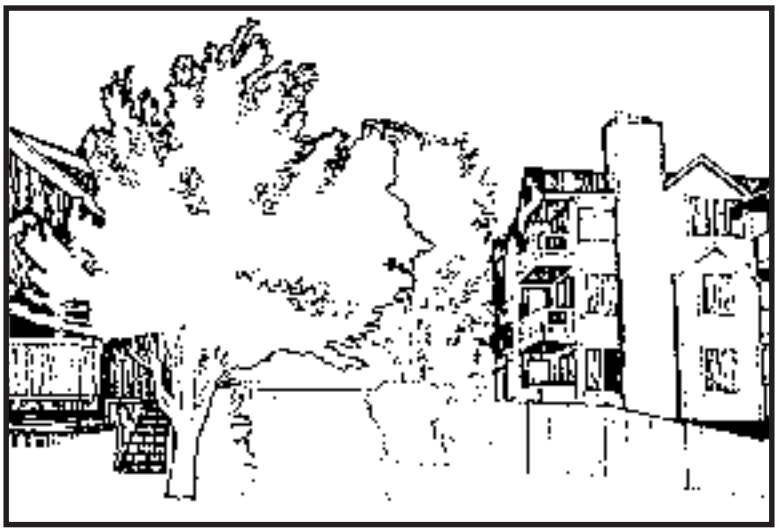


2. Site Planning Site planning and design should be responsive to results of the site analysis process. Clear links between the multi-unit site configuration and the site features and adjacent uses should be demonstrated.

3. Open Space Linkages Multi-unit developments should provide views and retain physical links to adjoining public parks and natural areas. Low fences, grade changes, and planting should be used to help define the transition from shared open space to public areas.

4. Integrate Natural Features Wherever possible, the design of multi-unit developments should preserve and integrate the unique natural features found on the site such as creeks, natural drainage systems, wetlands, forested areas, and large trees. These features may be incorporated into the development's open space system, but should not be done in a way that degrades the quality of the resource.

Low fences, changes in grade, and planting can be used to help define the transition from the shared open space system of a development to an adjacent public park without blocking views.



SOURCE: CITY OF SEATTLE, WASHINGTON

Site planning that retains significant trees can make a new project seem more like an established part of its neighborhood.

5. **Building Orientation** Orient as many of the dwelling unit entries as possible to front onto public streets and along the internal street system of larger scale developments. The use of front porches or entry patios and terraces is encouraged. Each building should contain clearly identifiable entrances and addresses should be clearly visible.

Many multi-unit developments front away fr

6. **Public/Private Transition** The space between thebuilding and the public street and sidewalk should be designed to provide a transition from the street to private residence while encouraging social interaction among residents and neighbors. The use of low fences or change in level can be combined with landscaping to clearly indicate the transition between public and private space.

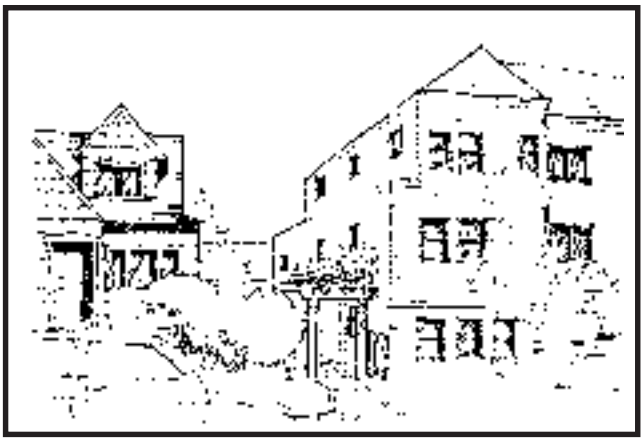
7. **Setbacks** Provide building setbacks that help create a gradual transition between the multi-unit development and adjacent land uses. Larger set-backs should be used when multi-unit development abuts lower intensity uses such as single-family residential neighborhoods.

The entries to these row houses are oriented towards the street, creating a sense of neighborhood and making a positive contribution to the overall streetscape.

8. **Building Height and Massing** Locate building heights and masses on the site according to the intensity of the adjacent use. Shorter buildings with smaller footprints should be sited in the area immediately adjacent to lower intensity uses and larger scale buildings sited at the interior of the development or adjacent to other multi-unit developments.

9. **Protect Privacy** Design and orient buildings so hat windows and balconies do not visually intrude on the private outdoor space or living areas of adjacent homes.

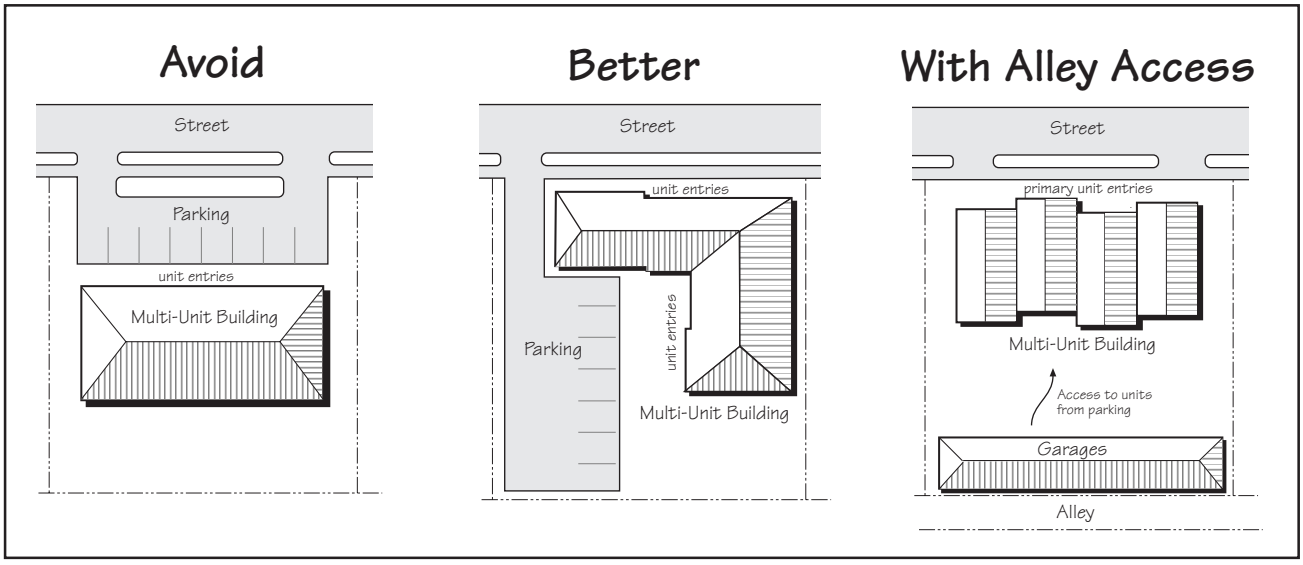
10. **Noise** Locate components of the development that generate noise such as active recreation areas and trash dumpsters where they will not disturb adjacent uses.



SOURCE: CITY OF SEATTLE, WASHINGTON

Multi-unit housing should be designed so that windows and balconies do not visually intrude on adjacent properties.

11. **Parking Location** Parking lots, carports, and garages should not be sited between the multi-unit buildings and the public street. Where possible, on-street parallel parking and alley access to parking is encouraged. Pedestrians accessing individual units from public spaces should not be forced to walk through a parking area.



12. **Parking Area Safety** Parking areas should be lit and easily observed from multi-unit residences to discourage criminal activities. Lighting should be adequate for safety purposes, but focused downward and not excessively bright to avoid being obtrusive to residents and neighbors. Motion sensitive lights may be appropriate in some areas and can further discourage criminal activities.

Alley access to parking and the incorporation of garages into residential buildings is encouraged to help minimize the visual impacts associated with parking.

13. **Parking Area Layout** Large uninterrupted rows of parking should be avoided. Parking areas should be broken into numerous small parking bays and landscaped to minimize their visual impact. The integration of garage into residential buildings is encouraged.

Many developments have poorly defined circulation systems that do not separate pedestrians and automobiles adequately.

14. **Pedestrian System Layout** Each multi-unit development should contain an internal pedestrian circulation system that makes clear, easily identifiable, and safe connections between individual units and parking and shared open space areas. All pedestrian ways should comply with Americans with Disabilities Act (ADA) requirements.

15. **Pedestrian Street Crossings** The pedestrian circulation system should be designed to provide safe crossings of streets and drives wherever necessary. Where crossings occur, textured material such as pavers or patterned concrete to emphasize the crossing should be used. Pedestrian crossing signs should be placed on busy streets.

16. **Walkways and Privacy** Avoid internal walkways that pass through other residents' private outdoor space or within a close distance of ground floor dwelling unit windows.

17. **Pedestrian System Linkages** Provide safe, convenient, and attractive pedestrian links between the multi-unit development and adjacent uses likely to be frequented by residents such as parks, schools, neighboring residential areas, bus stops, retail areas, and other pedestrian ways. In addition, connections should be made to all adjacent streets and sidewalks wherever possible.

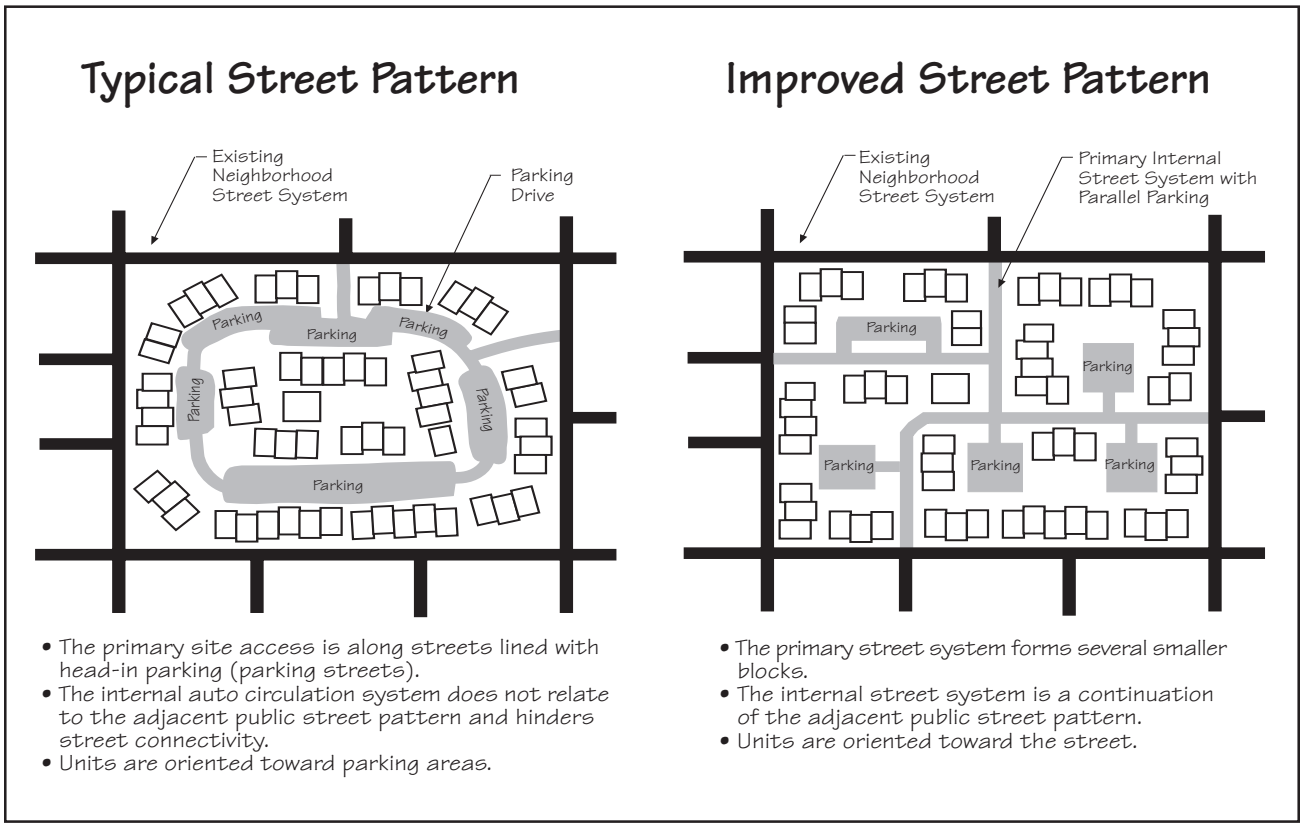
Walkways should be easily identifiable and designed to provide safe crossing of streets.

18. Internal Vehicle Circulation

The internal vehicle circulation system of a multi-unit development should be a continuation of the adjacent public street pattern wherever possible and should promote, not hinder, street connectivity. In large-scale developments, the on-site vehicle circulation system and building pattern should mimic a traditional city street network and break the development into numerous smaller blocks. The streets that form the primary internal circulation system may include parallel and accessways to parking bays or courts, but should not be lined with head-in parking spaces. On-street parking on private and adjacent public streets should count toward the development's overall parking requirement.

The primary vehicular circulations system for large scale developments should not be wider than necessary or lined with head-in parking spaces.

The primary internal circulations system of multi-unit developments should mimic a traditional city street network. Streets should be clearly defined and free from head-in parking.



19. Traffic Calming Interior roadways should be designed to slow traffic speeds. This can be achieved by meandering the roadway, keeping the road widths to a minimum, using raised crosswalks, allowing parallel parking, and planting vegetation to visually narrow the road.

20. Street Focal Points Whenever possible, access roads, and drives should end with views to focal points such as interesting views, plantings, or community buildings. Drives should not end with views of dumpsters, storage areas, or parked cars.

21. Connections to Major Streets To provide safety and to minimize the impacts on the public circulation system, where possible, driveway or private street access to the multi-unit development should connect to local or collector streets rather than directly onto arterial streets.

Slower automobile speeds can be achieved by meandering the roadway, by keeping road widths to a minimum, and through changes in paving materials.

Multi-Unit Housing Types

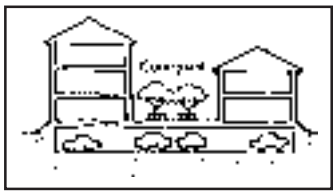
Within this report, multi-unit housing has been defined as any residential structure containing five or more units. Types of multi-unit housing found in the Eugene-Springfield area are listed below.

- **Apartment Building**
  A building containing multiple residential units with unit entrances accessed through a common corridor, typically internal to the building structure. Units are generally rented.

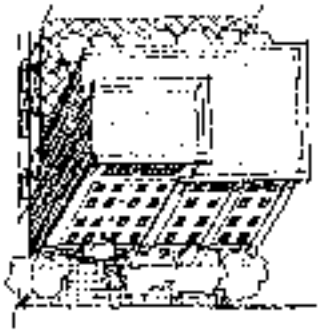
- **Garden Apartment**
  A low-rise, multi-unit dwelling that typically includes some landscaping or open space. Generally residents have private entries and private open space. Surface parking is usually placed in central parking courts or behind buildings. Garden apartments are usually rented, but can be owned (condominium).

- **Podium/Tuck-Under Apartment**
  A multi-unit building containing internal, below grade parking that is tucked under the building. Units may be owned or rented.

- **Row House (Townhouse)**
  Attached residential dwellings, typically two stories, with a single unit occupying all floors. Each unit has its own entry and small private yard and often has access to open space that is shared with the adjoining units. Parking is often incorporated directly into the unit or is in the form of alley-accessed garages. The owner of the unit also owns the land upon which the unit sits and row houses are typically owner occupied.

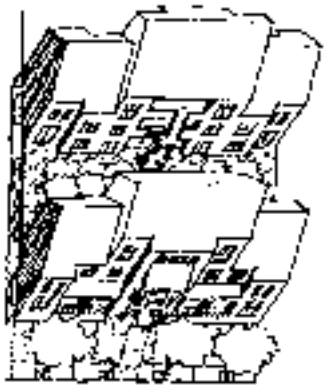


Podium Apartment



Apartment Building

Garden Apartment



Podium/Tuck-Under Apartment

Row House

D. Main Street Commercial and Mixed-Use Guidelines

The following guidelines apply to areas designated for Main Street Commercial, Residential, Mixed-Use, and Commercial Mixed-Use development within the Royal Node boundaries.

1. **Commercial Buildings** The plan promotes the creation of a commercial center that mimics a traditional "main street" development pattern. The commercial core should be designed at a human-scale in an attempt to enhance the pedestrian experience. Commercial buildings should be situated to define the street right-of-way, including the pedestrian space, on-street parking lanes, and travel lanes; and should be brought up to the sidewalks edge to give merchants maximum visibility to pedestrians. Generally, building entrances should front on the street. Larger retail stores may orient to a major street, but must have well-defined, pedestrian-scale entryways and other features that stimulate pedestrian activity. Building facades on the street should contain windows; expansive blank walls on the street should not be allowed.

2. **Commercial Parking Lots** Parking lots for commercial uses should be located at the sides or behind commercial buildings allowing the buildings, rather than the parking lots, to dominate the street edge. Vehicular curb cuts should be minimized in the commercial area to promote a safe pedestrian environment.

3. **Commercial Street Design** Street design throughout the node will reflect the intent to design for the pedestrian. Major streets that serve commercial uses should be designed with generous landscaped medians to slow traffic, to provide an area for pedestrian refuge when crossing the street, and to give a distinctive and aesthetically pleasing boulevard treatment to the street. The corners of most street intersections should be designed with curb extensions to reduce crossing distances. An interconnected sidewalks system should provide direct and safe routes to the commercial core from adjacent residential and mixed use areas. Wide sidewalks should allow room for window shopping, for outdoor eating, and for social interaction. On-street parking should be provided throughout the node to separate pedestrians from moving traffic, to reduce traffic speeds, and to allow for the quick-turnover parting that is so essential to storefront commercial businesses. On-street parking that fronts on the development site will apply toward minimum and maximum parking allowances. Canopy trees should be planted along streets throughout the commercial core.

4. **Building Lighting** Accent and safety lighting is encouraged for commercial and mixed-use buildings within the node to highlight and illuminate building entrances, landscaping, architectural focal points, parks, and special features. Seasonal lighting is encourage on trees. Illumination of activity areas promotes pedestrian safety and evening activity. Accent and safety lighting should be incorporated into the overall design of the project in a way that reinforces the pedestrian environment, provides design continuity to an area, and enhances the drama and presence of architectural an special neighborhood features. Pedestrian-scaled street lighting will be provided within the street right-of-way. Lighting will be designed to eliminate spillover, and to minimize illumination of the night sky.

5. **Mixed-Use Neighborhoods** The nodal development concept combines many activities in the same area, reversing the pattern of single-purpose neighborhood with segregated land uses. In areas designated Main Street Commercial, Commercial Mixed-Use or Residential Mixed-Use within the node, a mixture of retail, service, education, office and residential uses can intermingle and support one another. By bringing different services closer to housing, mixed use neighborhoods also offer the choice of walking, biding, or taking transit to school, work, or shopping, thereby reducing the amount of time people spend driving and the distances they need to drive.

6. **Commercial Mixed-Use** Areas designated Main Street Commercial and Commercial Mixed-Use are intended to contain a mixture of compatible retail, service, office, educational, and higher-density residential uses. These areas are intended, primarily, for commercial development, although the Commercial Mixed-Use area permits considerable residential development if the demand for commercial space is satisfied by the Main Street Commercial area. Residential uses are limited to 20 percent of the total ground floor area available and designated for Main Street Commercial use and to 80 percent of the total ground floor area available and designated for Commercial Mixed-Use development. Several existing structures in the area are suitable for adaptive re-use; current residents of the area could remain in their homes until they choose to sell the properties for a future development. Mixed-use development can occur in a vertical form, (e.g. housing above retail), or in a horizontal form (e.g. housing adjacent to retail). Mixing uses and activities together in the same area reduces the need for people to drive. Integrating housing with other uses also increase neighborhood safety and maintaining activity in residential areas during the day, and in commercial areas during evening hours.

7. **Residential Mixed-Use** Areas designated Residential Mixed-Use are intended primarily for residential development, but also allow for development of compatible retail, service, office, and educational uses. Up to 25 percent of the area available for development in these areas may be used for non-residential development of the types cited above. Non-residential development will be located on the ground floor of mixed-use buildings and should comply with design guidelines for the development type prescribed elsewhere in this section. Residential development will meet minimum density.

Land Use

The *Royal Avenue Specific Plan* provides for a mix of land uses within the defined area. The plan encourages a mix that includes both single family and multi-family homes, neighborhood-serving retail and service uses, small-scale offices and live-work structures, civic uses, and neighborhood parks. Single family homes will be the dominant use in the area; homes can be built on lots as small as 3200 square feet. Multi-family developments will be concentrated near commercial services and close to transit lines, parks and open space. The commercial core will be designed as an active and engaging place for people. Parks and open space areas are threaded throughout the neighborhood and will provide easy access to all residents. **Proposed land uses for the *Royal Avenue Specific Plan* area are shown in Figure 4.**

The Neighborhood This plan identifies two distinct neighborhoods within the Royal Node – one on either side of Royal Avenue. These neighborhoods are defined by their edges – either transportation edges formed by major streets, or natural edges formed by adjacent open space or drainage systems ***(See Figure 2).*** Each neighborhood will contain a variety of housing types, ranging from rowhouses and apartments, to larger-lot single family homes at the edge of the node. Each neighborhood will also contain a park and areas designated for "residential mixed-use" development that will accommodate higher-density housing, and allow for small-scale retail, civic, and service uses.

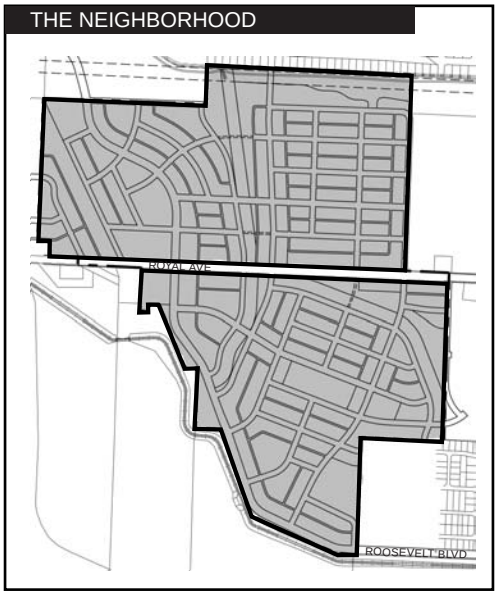


Figure 2. The node consists of two neighborhoods; one on either side of Royal Avenue.

Main Street Commercial The commercial core for the Royal Node straddles Royal Avenue near the western edge of the node. Its location at the intersection of two major streets (Royal Avenue and Roosevelt) will allow future commercial uses to benefit from the heavier traffic volumes anticipated on those streets ***(See Figure 3).***

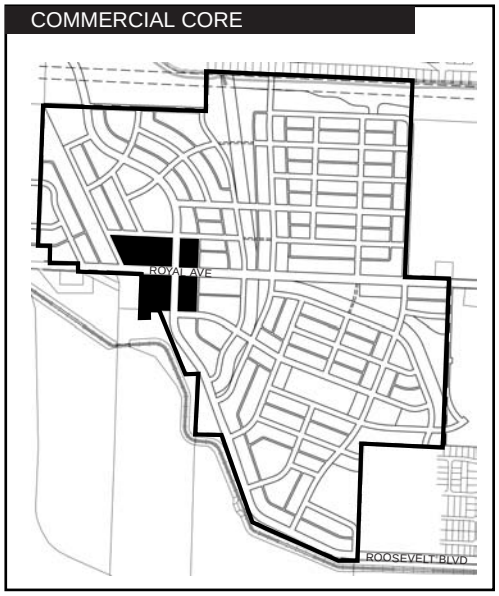
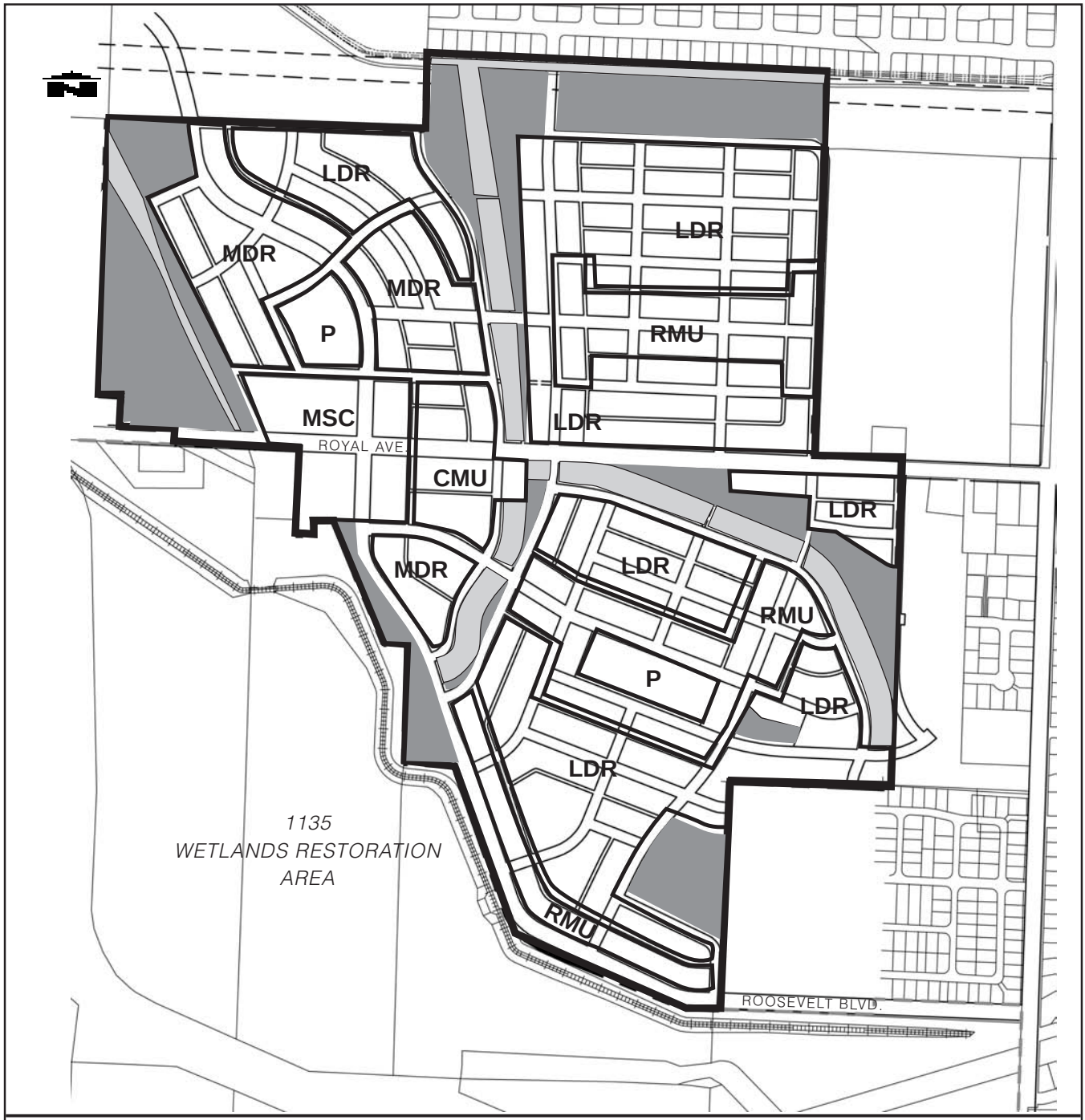


Figure 3. Commercial core.



Land Use

LDR	Low Density Residential	**RMU**	Residential Mixed Use
MDR	Medium Density Residential	**P**	Park
MSC	Main Street Commercial		Drainage Corridor
CMU	Commercial Mixed Use		Wetlands Mitigation/Natural Resources

This map is for reference only. The official, large-scale, detailed map showing Land Use is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 4.

Land Use Acres and Net Residential Densities in Royal Node

Land Use Type	Acres
Parks and Open Space	
Neighborhood Parks	4.9
Stormwater ROW Channels	7.91
Wetland Mitigation/Natural Resource Corridor	26.66
TOTAL Parks and Open Space	**39.48**
BPA Right -of-Way	**4.78**
Street ROW	**48.12**
Commercial (1)	**8.12**
Residential	
Low-Density Residential	56.91
Medium-Density Residential	14.22
Residential Mixed-Use (3)	19.76
TOTAL Residential	**90.89**
TOTAL ALL TYPES	**191.39**
NET RESIDENTIAL DENSITY	**12.1 Du/acre** (4)

(1) Commercial includes 50% of land in commercial Mixed-Use area

(2) Street ROW calculations do not include alleys

(1) Residential Mixed-Use includes 50% of land in Commercial Mixed-Use area

(1) Density Assumptions:

Low-Density Residential 56.91 acres x ***8 du/net acre*** *= 455 units*

Medium-Density Residential 14.22 acres x ***20 du/net acre*** *= 284 units*

Residential Mixed-Use 19.39 acres x ***18 du/net acre*** *= 356 units*

TOTAL UNITS =1095 UNITS

Commercial Buildings and Parking Lots The plan promotes creation of a commercial center that mimics a traditional "main street" development pattern. The commercial core will be designed at a human scale in an attempt to enhance the pedestrian experience. Commercial buildings will be brought up to the sidewalk's edge giving merchants maximum visibility to pedestrians. Parking lots will be located at the sides or behind commercial buildings allowing the buildings, rather than parking lots, to dominate the street edge. Building entrances will front on the street. Building facades on the street will contain windows; expansive blank walls on the street will not be allowed. ***(See Figure 5)***

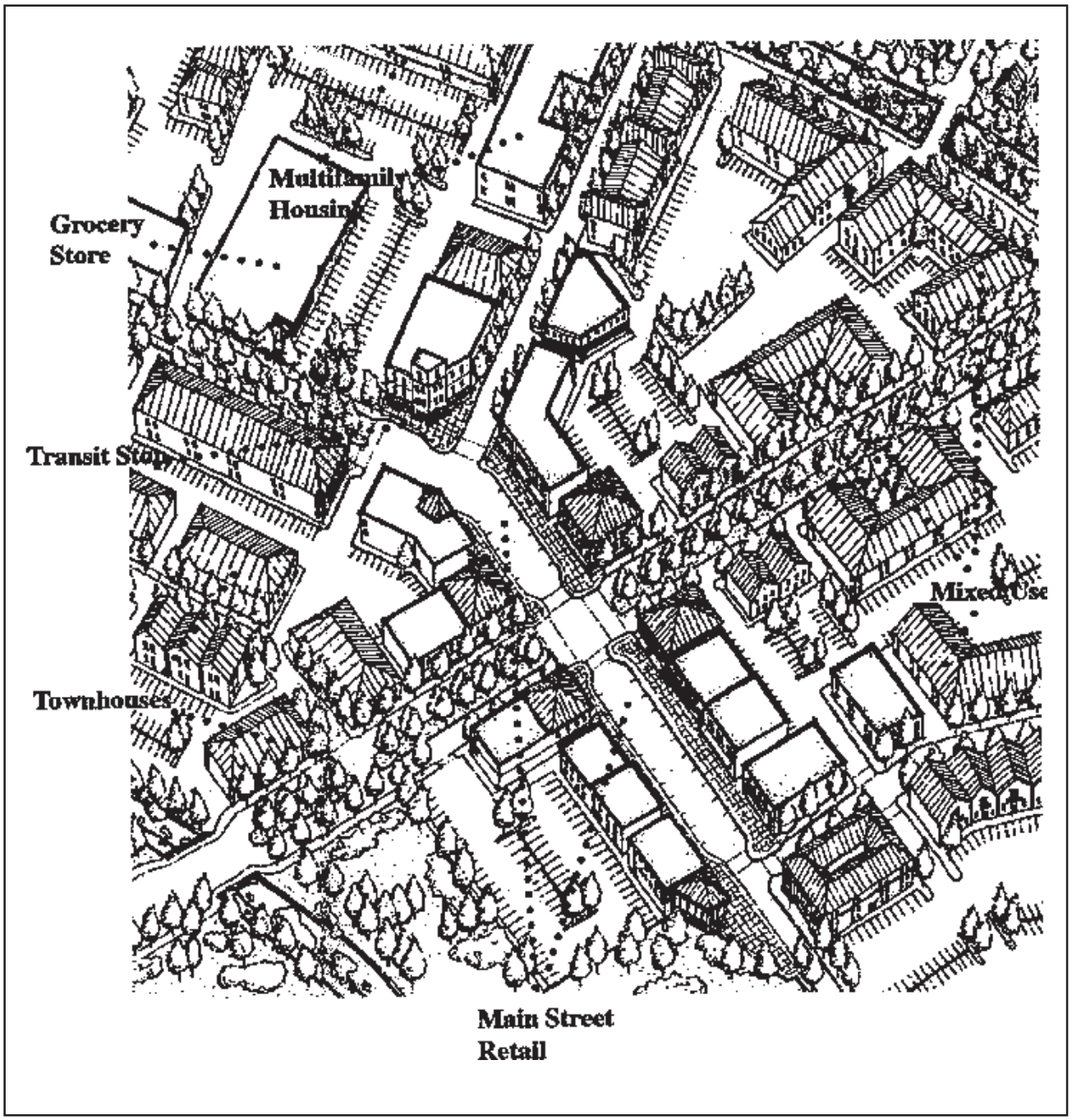


Figure 5. Within the commercial core, buildings line the streets; parking lots are located behind and to the sides of buildings.

Larger Retail This area is of sufficient size to attract a small grocery store or other such anchor, bringing shoppers to the node and providing support for other retail businesses in the area. The commercial block benefits from high visibility from Roosevelt Boulevard; larger parking lots would be shielded from Royal Avenue by buildings placed along the street.

The commercial core along Royal Avenue, is depicted in this photo simulation. (Photo simulation by Otak)

Commercial Streets Street design within the commercial core will also reflect the intent to design for the pedestrian. Royal Avenue and the Roosevelt extension will be designed with generous landscaped medians to slow traffic, to provide an area for pedestrian refuge when crossing the street, and to give a distinctive and aesthetically-pleasing boulevard treatment to the street. The corners of most street intersections will be designed with curb extensions to reduce crossing distances. Wide sidewalks will allow room for window shopping, for outdoor eating, and for social interaction. On-street parking will be provided throughout the commercial core to separate pedestrians from moving traffic, to reduce traffic speeds, and to allow for the quick-turnover parking that is so essential to storefront commercial businesses. High-canopy street trees will be planted along streets throughout the commercial core.

Medium-Density Residential A medium-density residential (MDR) area backs up to the commercial core on the north and south sides of Royal Avenue. The MDR area concentrates denser development around the commercial area and puts the largest number of people closest to services. Higher-density housing, when placed in proximity to commercial services, promotes pedestrian travel and higher levels of transit use ***(See Figure 6).***

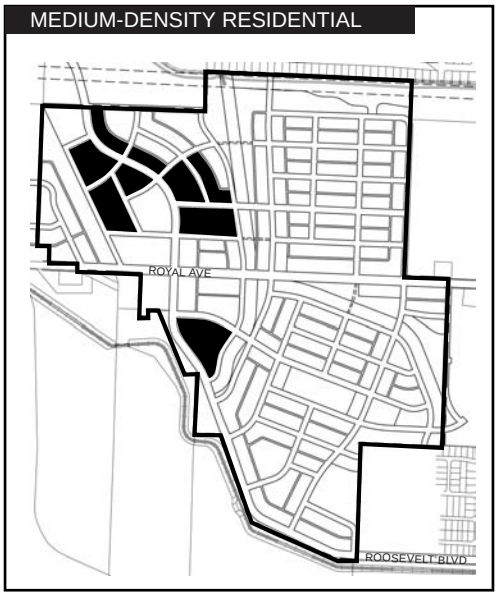


Figure 6. Medium-density residential area.

Siting and Arrangement of Buildings The plan establishes rules, in the standards for multi-family development, that better define a building's relationship to the street and to abutting properties. These standards require residential building frontages to orient to the street, and for primary ground floor building entrances of buildings that are situated along the street to be located so as to be visible from the street. Buildings that front on the street create a street "presence" that promotes activity and improves street identity and appearance. Street-facing buildings and entries also improve the neighborliness of a development and promote public safety by allowing residents to keep an eye on the street.

Human-Scaled Buildings The plan also restricts the length of the facade of multi-family structures to prevent the construction of "mega-structures" along the street; requires building frontages along streets to contain windows; requires adequate separation and articulation of buildings to ensure light, air and privacy; and promotes variety and human-scale design in multi-family buildings. Varied and human-scaled buildings are critical to making a place "pedestrian-oriented" and to promoting visual compatibility with lower-density development in other parts of the node.

Multi-Family Blocks The plan requires larger-scale multi-family developments to be broken up into smaller units that mimic block patterns of traditional neighborhoods. The Royal Avenue site plan identifies the location of streets and alleys within the multi-family areas. These streets create traditional blocks within which higher density housing will occur.

Interior Streets Multi-family development standards in this plan will also require the creation of a street system–within and abutting the multi-family areas - that is modeled on the design of traditional local streets. These standards require the creation of streets that look and function like streets rather than hybrid parking lots. The standards will result in the creation of streets, within the development, that connect to other streets outside the development area, that include sidewalks, parallel on-street parking, and room for street trees and other landscape elements. The standards specify that vehicle access to parking areas must be provided from alleys rather than from the street. This standard will result in the elimination of curb cuts and broad expanses of front yard parking along street frontage in developments where other alternatives are available.

Figure 7. Commercial mixed-use area.

Commercial Mixed-Use An area between the commercial core and the easternmost north-south drainage channel is designated for Commercial Mixed-Use development ***(See Figure 7).*** This area is intended for a mixture of compatible retail, service, office, and higher-density residential uses. Several existing structures in the area are suitable for adaptive re-use; current residents of the area could remain in their homes until they choose to sell the properties for a future development. Mixed-use development in this area could be in a vertical form, (e.g. housing above retail), or in a horizontal form (e.g. housing adjacent to retail). Mixing uses and activities together in the same area reduces the need for people to drive. Integrating housing with other uses also increases neighborhood safety by maintaining activity in residential areas during the day, and in commercial areas during evening hours.

Flexibility of use and form is the keynote of development in the commercial mixed-use area. Development codes for this area allow for expansion of commercial uses in this area if the demand for retail and service uses will support more commercial development than is built in the commercial core. The area is also suitable for multi-family housing, for live-work arrangements, or for a variety of civic or public uses. Basic design principles governing setbacks, intensity of use, street-building relationship, and other factors that affect the pedestrian experience and reduce the need to drive, will be applied to this area, as well as all other parts of the node.

Low-Density Residential The majority of the planning area is designated for low-density residential development. The plan encourages a variety of housing types, styles and densities within a lower-density development context (less than 14 units per net acre). Housing in this area can be attached or detached and can be of one or two-story construction ***(See Figure 8)***.

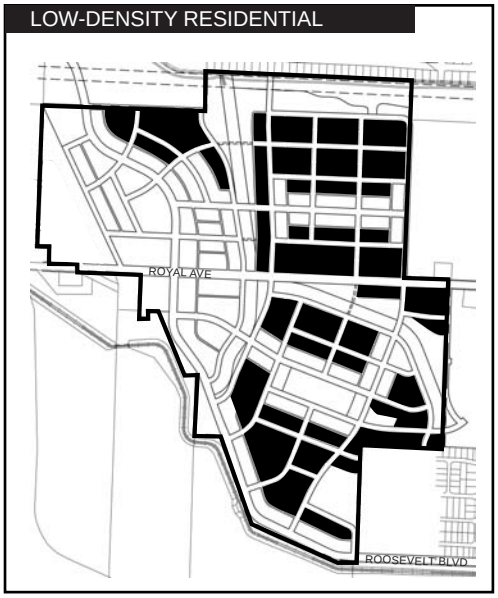


Figure 8. Low-density residential area.

Minimum Density The plan specifies a minimum density requirement for low density development to insure that development approaches density target levels required for nodal development areas. Minimum densities in this area will be achieved by requiring development to occur at 8 dwelling units per net acre, on average. By requiring an average minimum density, developers are afforded some flexibility in providing a variety of lot sizes; some lots can be larger and some smaller than the average. Therefore, some blocks, or parts of blocks might be developed at 9 units per acre while others are developed at 5 units per acre.

Homes Fronting on Major Streets Streets and alleys are laid out - and proposed development codes written - to promote housing that fronts on major streets within the planning area. In recent years, new subdivisions have been developed throughout the city with rear yards facing the street. This has resulted in long sections of street bordered by high fences that create a bleak and unwelcoming streetscape. This plan prohibits street layouts that result in rear yards and tall fences along major streets. At the same time, the plan prescribes a street design for major streets that supports residential development. On major streets within the node, traffic will be slowed, pedestrian travel will be encouraged, and on-street parking will be provided.

Homes Fronting on Neighborhood Parks The plan places neighborhood parks within a square surrounded by higher-density housing. The streets are lined with homes facing the park allowing constant surveillance of park users and activities. Alley configurations on blocks adjacent to the parks is an important feature of the plan; alleys that run parallel to those streets permit homes to be sited so that they face the parks.

Residential Accessory Units The plan promotes construction of residential accessory units, either detached over a garage, or attached to the main structure. Accessory units require separate entrances and can be up to 800 square feet in size if detached, or larger if occupying a floor of the primary residence. Required parking for residential accessory units can be provided on the street or on the development site. Accessory units will be included in unit counts to meet minimum density requirements.

Garage Placement The placement of residential garages on a building site has a strong influence on the character of homes, the character of the neighborhood, and the appearance of the street. In general, garages should be positioned to reduce their visual impact on the street. The plan provides several options for garage placement, all of which are intended to reduce the negative impacts of "garage forward" house designs.

The preferred location for garage placement is at the rear of the lot. If the rear or side yard of the residence abuts an alley, the preferred garage access is the alley. Alleys have been incorporated as a fundamental feature of the site plan. The creation of alleys will allow placement of garages at the rear of the lot so that they can be accessed via the alley. Development parcels served by an alley will be required to take access off the alley.

While alleys are strongly encouraged throughout the node, and are required in certain areas to insure that homes are oriented to streets, drainage channels or parks; they are not required in all parts of the node ***See Figure 28.*** (Required Alleys) for locations where alleys are mandated.

For lots not served by an alley, garages may be sited in several ways: (1) to the side of the house but recessed behind the front facade, or (2) to the rear of the lot accessed by a side drive, or (3) attached to the main structure but positioned perpendicular to the house. Garages may be either attached or detached from the main structure. Where garage sidewalls face the street, they should be designed to appear to contain habitable space by incorporating windows and other design features that are in character with the rest of the building. Tandem parking is permitted and encouraged in this plan.

Cottage developments cluster housing to create private open space areas.

"Cottage" Development Consistent with other efforts to provide for a variety of housing types and styles within the node, the plan promotes and encourages the creation of clustered "cottage" developments within the low-density residential area. This form of development will allow homes on very small lots to be arranged around a landscaped courtyard or common open space. In this development type, garages are placed behind homes and are accessed by an alley. Lot coverage requirements for individual building sites are increased on these lots allowing space normally reserved for private yards to be aggregated into common yard and open space around which the homes are built.

Residential Mixed-Use Two areas (one on each side of Royal Avenue) are designated for Residential Mixed-Use development. ***(See Figure 9)*** While the dominant use in these areas is residential, the plan allows for the possibility of uses other than residential uses. The design and development standards for residential mixed use development will permit a limited number and type of small-scale commercial and civic uses that are compatible with residential areas to locate in this area. Such uses could include a coffee shop, a day-care center, or a community meeting space. Opportunities for live-work arrangements are also provided for in the development code. Development densities in these areas are intended to be somewhat higher than in surrounding low-density areas. Densities in these residential mixed use areas should reach an average of 18 dwelling units per net acre.

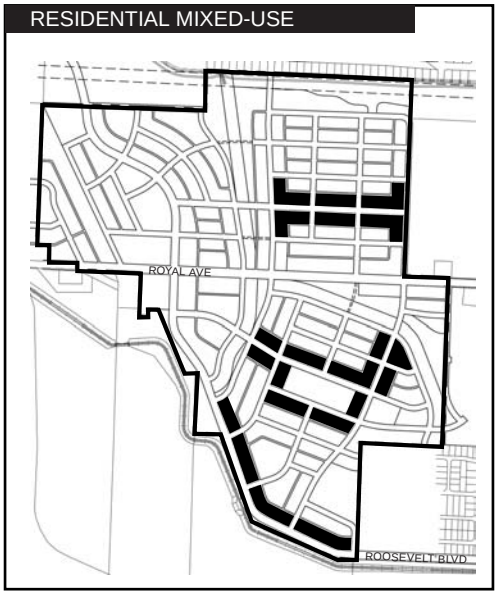


Figure 9. Residential mixed-use area.

Circulation

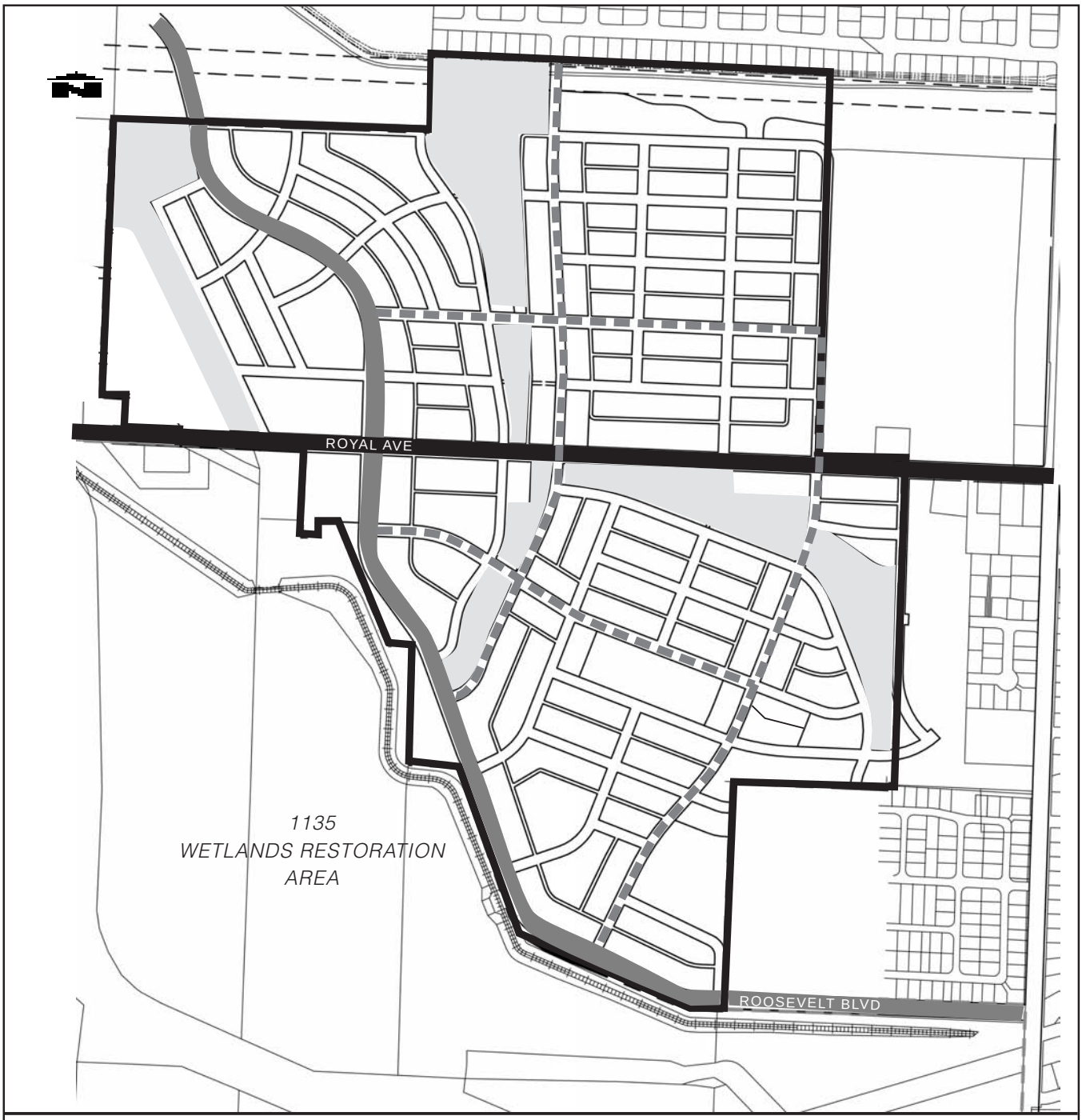
The nodal development concept, in attempting to create alternatives to drive-alone automobile use, requires the creation of a comfortable pedestrian environment. This plan places particular importance on designing for the pedestrian and on creating a walkable environment. While all modes of travel are accommodated in the node, special emphasis is placed on walking, both as a means of travel, and as a recreational activity. The emphasis on walking is reflected in many aspects of the plan including the high degree of street connectivity represented in the street layout ***(See Figure 10)***, the design of streets, the placement of buildings and building entries, the placement and design of parking lots and driveways, and numerous other details. The plan recognizes that, at some point in their trips, automobile users, bicyclists, and transit users ultimately become pedestrians.

Royal Avenue The Royal Node is bisected by Royal Avenue, a major east/west street extending between Greenhill Road and Highway 99. Royal Avenue is classified as a Minor Arterial street. As it passes through the node, Royal is currently designed as a rural two-lane roadway with minimal shoulders and open ditches on both sides. The plan proposes reconstruction of Royal as a boulevard-style two lane street with landscaped median islands along its full length (between Terry Street and Greenhill Road). The reconstruction would also provide for:

- setback sidewalks on both sides of the street,
- striped bicycle lanes in each direction,
- intermittent on-street parking adjacent to residential areas,
- continuous on-street parking adjacent to commercial and mixed-use areas, and
- use of various traffic calming devices to slow and calm through-traffic.

The use of common design elements will create a consistent street character on the portion of Royal Avenue between Terry Street and Amazon Creek; differences that exist between residential and commercial segments of the street are explained below. Between Terry Street and Amazon Creek; Royal Avenue will be 46' wide (curb to curb) within a 75' right-of-way. The center median will provide access control along block faces with openings at street intersections. Existing homes will be allowed to maintain access onto Royal until such time as those properties are redeveloped. New development along this street segment will be required to provide access via the local street system. High-visibility pedestrian-crossings will be provided at all street intersections. High-canopy street trees will be planted along the full length of the street. Traffic signals will be needed on Royal Avenue at the intersections of the Roosevelt Boulevard and at Terry Street.

To the east of the commercial and mixed-use areas, the street design will reflect a residential character. On-street parking is encouraged along Royal; parking bays will be provided along the residential segments of the street for visitor parking, mail truck and delivery vehicles, or other infrequent users. The number of spaces provided in bays will be in proportion to the demand in this area; generally, one parking space for every two units is sufficient ***(See Figure 11).*** Median bioswales will be incorportated into the design of this segment of the street ***(See Figure 12).*** A roundabout is proposed at the intersection of Royal Avenue with the Neighborhood Collector street to slow traffic at that intersection.



Street Network

Minor Arterial
Major Collector
Neighborhood Collector
Local Street
Drainage Corridor

This map is for reference only. The official, large-scale, detailed map showing Street Network is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 10.

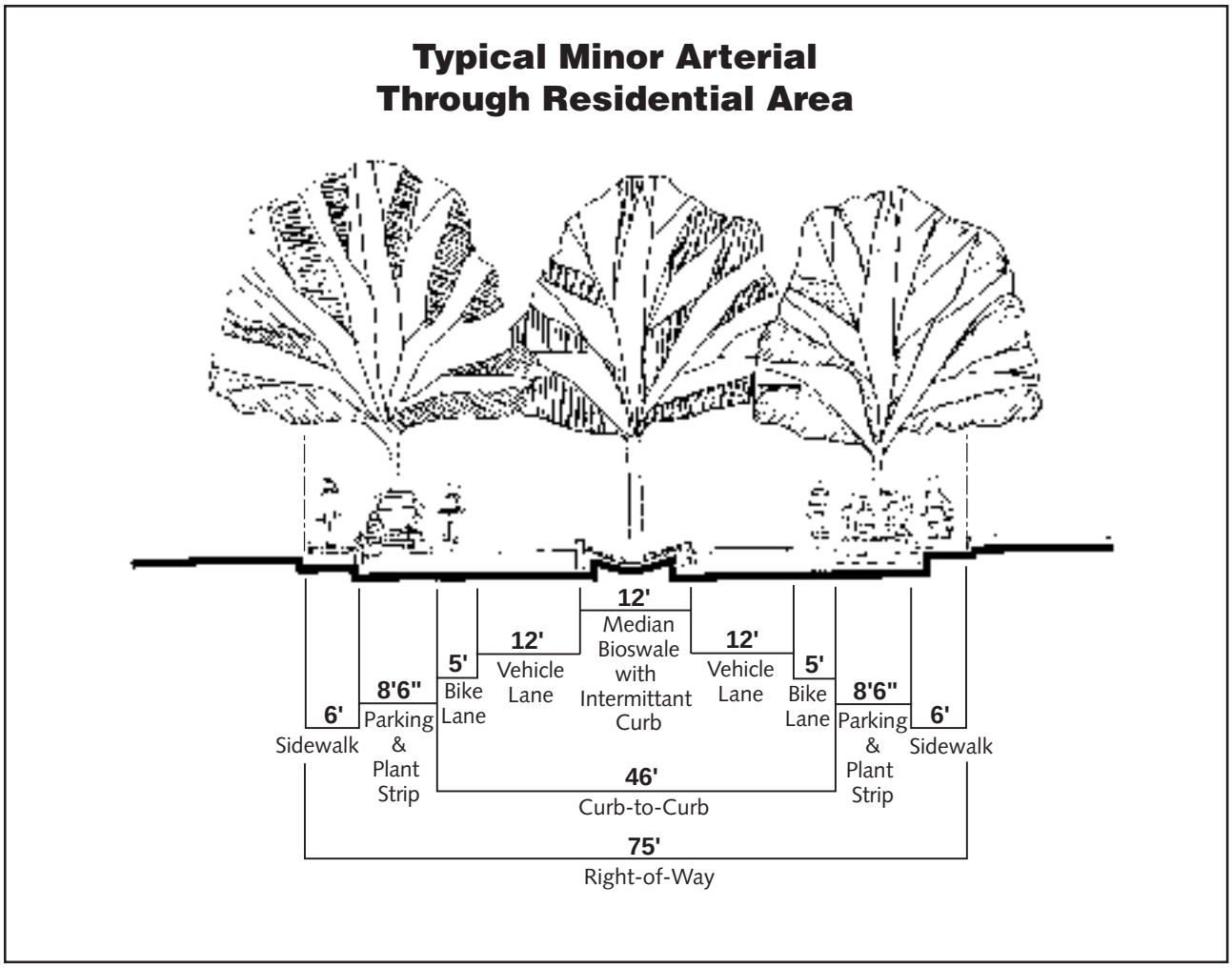


Figure 11.

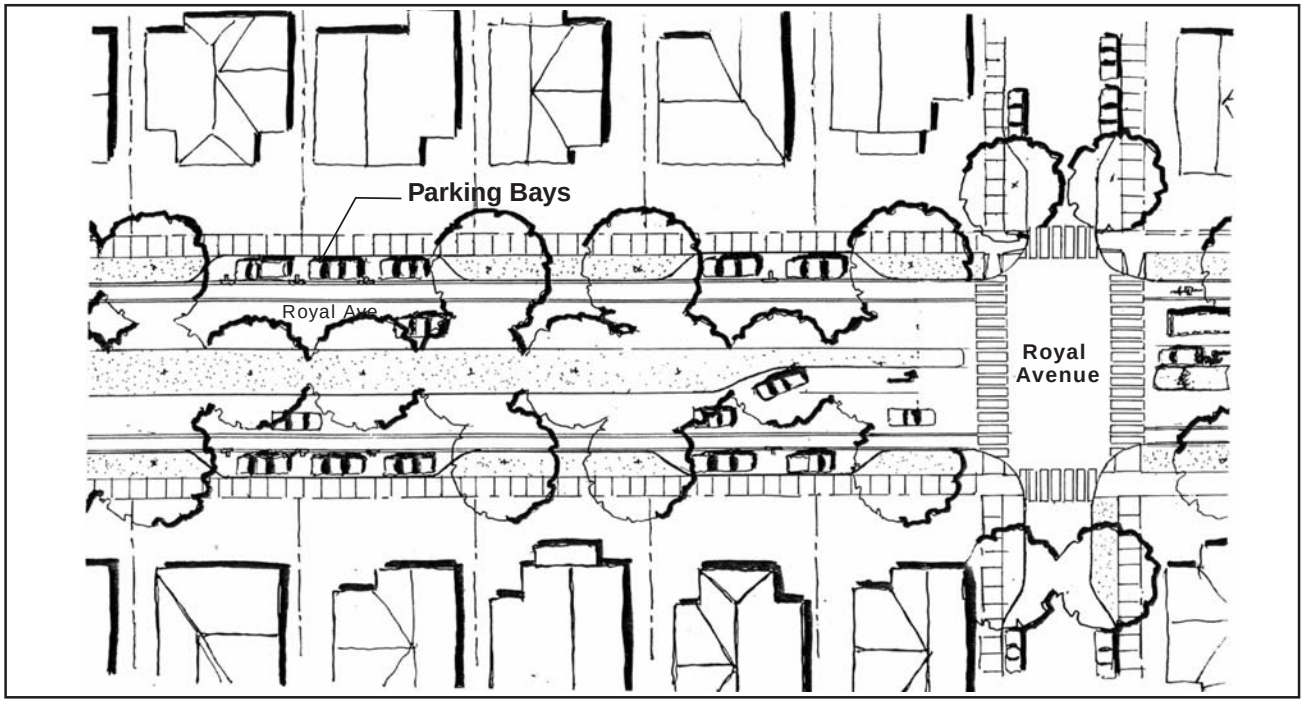


Figure 12. Royal Avenue at residential area–plan view.

Along the commercial and mixed-use portion of Royal, the street will be designed to reflect the more intensive uses that will be developed in that area ***(See Figure 13).*** Given the higher demand for on-street parking in this area, continuous on-street parking (within bays) will be provided. Planting strips will not be provided in this segment; instead, sidewalks will extend to the curb edge with on-street parking providing separation between pedestrians and moving traffic. Sidewalks are extra wide in this area (12'-20’6") to provide areas for window-shopping, sidewalk cafes, and merchandise display ***(See Figure 14).***

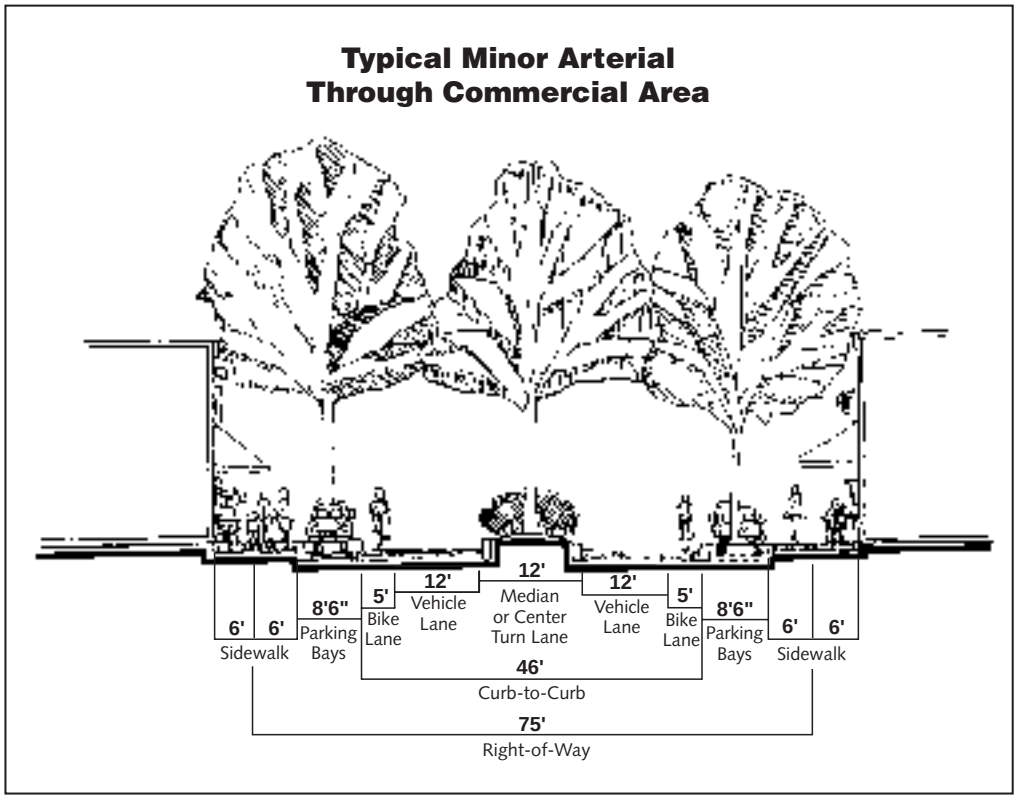


Figure 13.

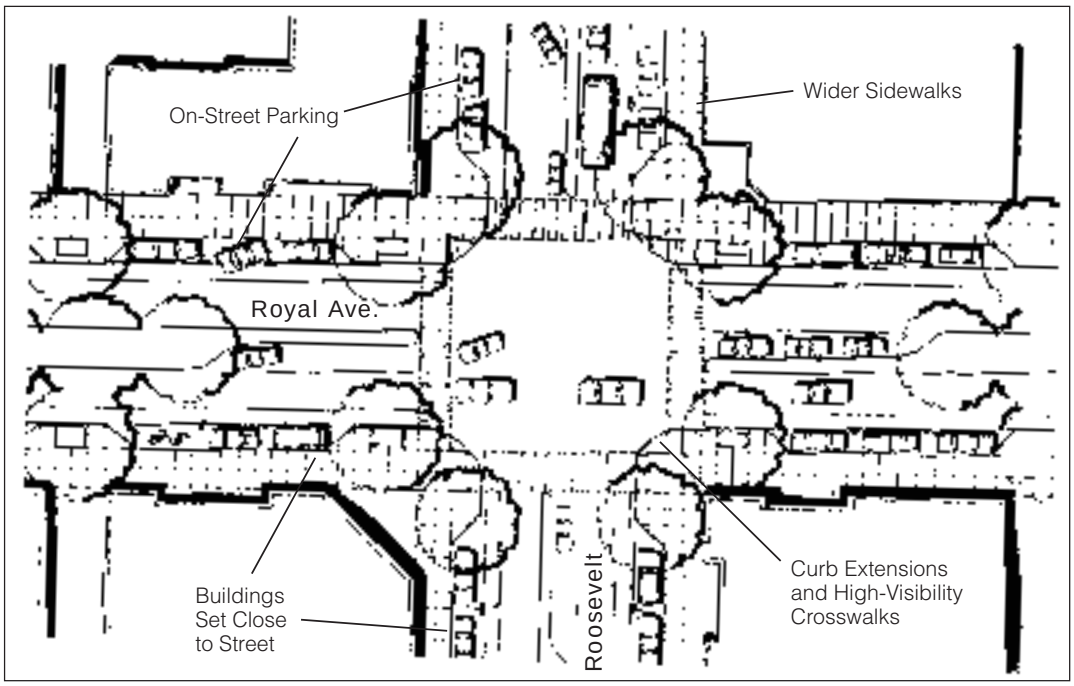


Figure 14. Royal Avenue at commercial area–plan view.

Roosevelt Boulevard The Royal Node site plan proposes the creation of a major street, labeled Roosevelt Boulevard, that would wrap around the node on the south and west sides. This street, as shown on the site plan, would be classified as a Major Collector street and would link Roosevelt Boulevard at Terry Street with the future extension of Legacy Street at Avalon Street. The Roosevelt Extension is proposed to be constructed as a boulevard-style two lane street with:

- landscaped median islands along the full length of the street,
- striped bicycle lanes,
- a setback sidewalk on one side of the street adjacent to the 1135 Project, and along both sides of the street for the remainder of its length,
- continuous on-street parking adjacent to commercial, medium-density residential, and residential mixed-use areas, and
- use of various traffic calming devices to slow and calm through-traffic.

The design of Roosevelt will respond to the land uses along the street, and will reflect the desire to maintain low traffic speeds and facilitate pedestrian and bicycle movements within the node. The design of the street on the south side of Royal is somewhat different than on the north side.

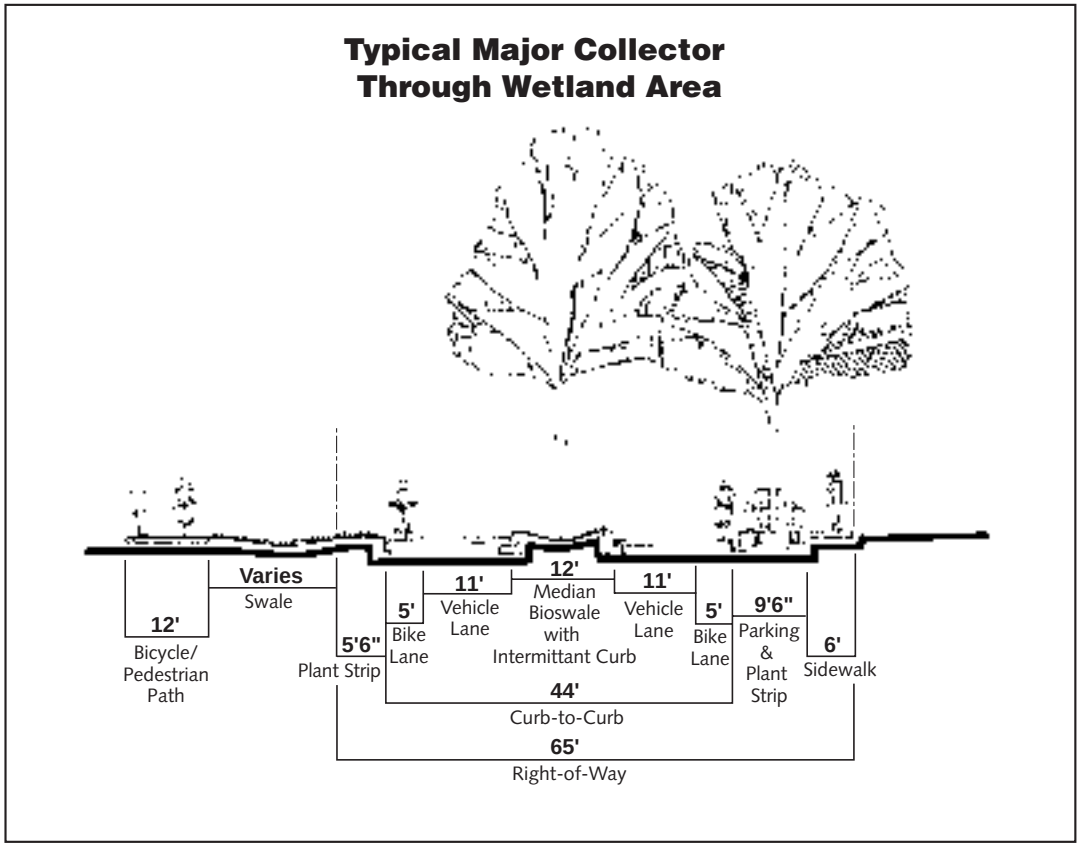


Figure 15.

On the south side of Royal, Roosevelt will abut the West Eugene Wetlands Restoration Project site–a 400 acre open space–along most of its length. Here, the street is used to maintain views and public access to this unique amenity. Along the wetlands area, the street will be 44' wide (curb to curb) within a 65' right-of-way ***(See Figure 15).*** High-visibility pedestrian-crossings will be provided at several locations where pedestrian and bicycle access is provided to the Fern Ridge Bike Path. Parking bays will be provided along the residential segments of the street for visitor parking, mail truck and delivery vehicles, or other infrequent users. As with Royal Avenue, on-street parking will be provided, consistent

with the projected demand for such parking on any given block face. High-canopy street trees will be planted along the full length of the residential side of the street and within the center median, but will not be planted on the wetlands side of the street. A setback sidewalk will be built along the north and east sides of Roosevelt along the full length of the residential section; the 12'-wide Fern Ridge Bike Path will serve as a pedestrian facility on that portion of the street that abuts the wetland area. As the street enters the commercial core on the south side of Royal, the design will change to accommodate on-street parking on both sides of the street, and extra-wide sidewalks.

As Roosevelt penetrates the commercial area on the south and north sides of Royal, the street design will be modified to create a commercial "main street" similar to the commercial segment of Royal Avenue. North of the 1135 project, the right-of-way will be expanded to accommodate sidewalks, on-street parking, and space for street trees on both sides of the street. In this area, Roosevelt will be a 44' street within 75' of right-of-way ***(See Figure 16).*** This street section will have extra-wide sidewalks and continuous on-street parking on both sides of the street, except at the transit center. High-canopy street trees will be planted in tree wells or in open planting beds within the sidewalk area to form a sheltering canopy over sidewalks, buildings, and the street. The corners of street intersections within the commercial core will be designed with curb extensions to reduce pedestrian crossing distances. The street will be designed to limit traffic speeds to no more than 25 mph through the commercial and medium-density residential areas.

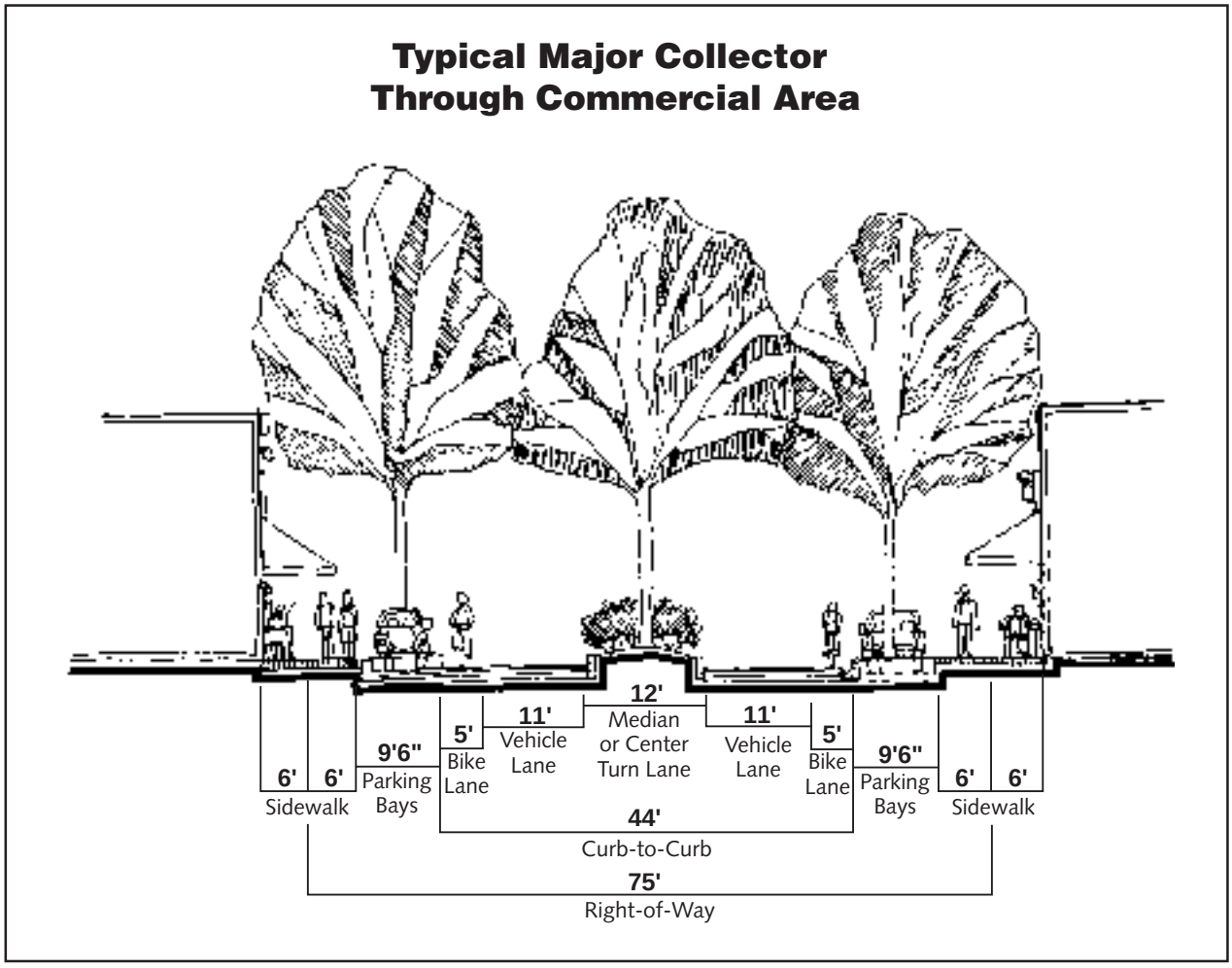


Figure 16.

On the north side of Royal Avenue and north of the commercial core, Roosevelt will bisect an area designated for Medium-Density Residential development. On-street parking will be provided in parking bays along the full-length of Roosevelt in this area. High-canopy street trees will be planted within planting strips along both sides of the street. Setback sidewalks will also be provided along both sides of the street. Pedestrian crossing points will be provided at street intersections. ***(See Figure 17)***

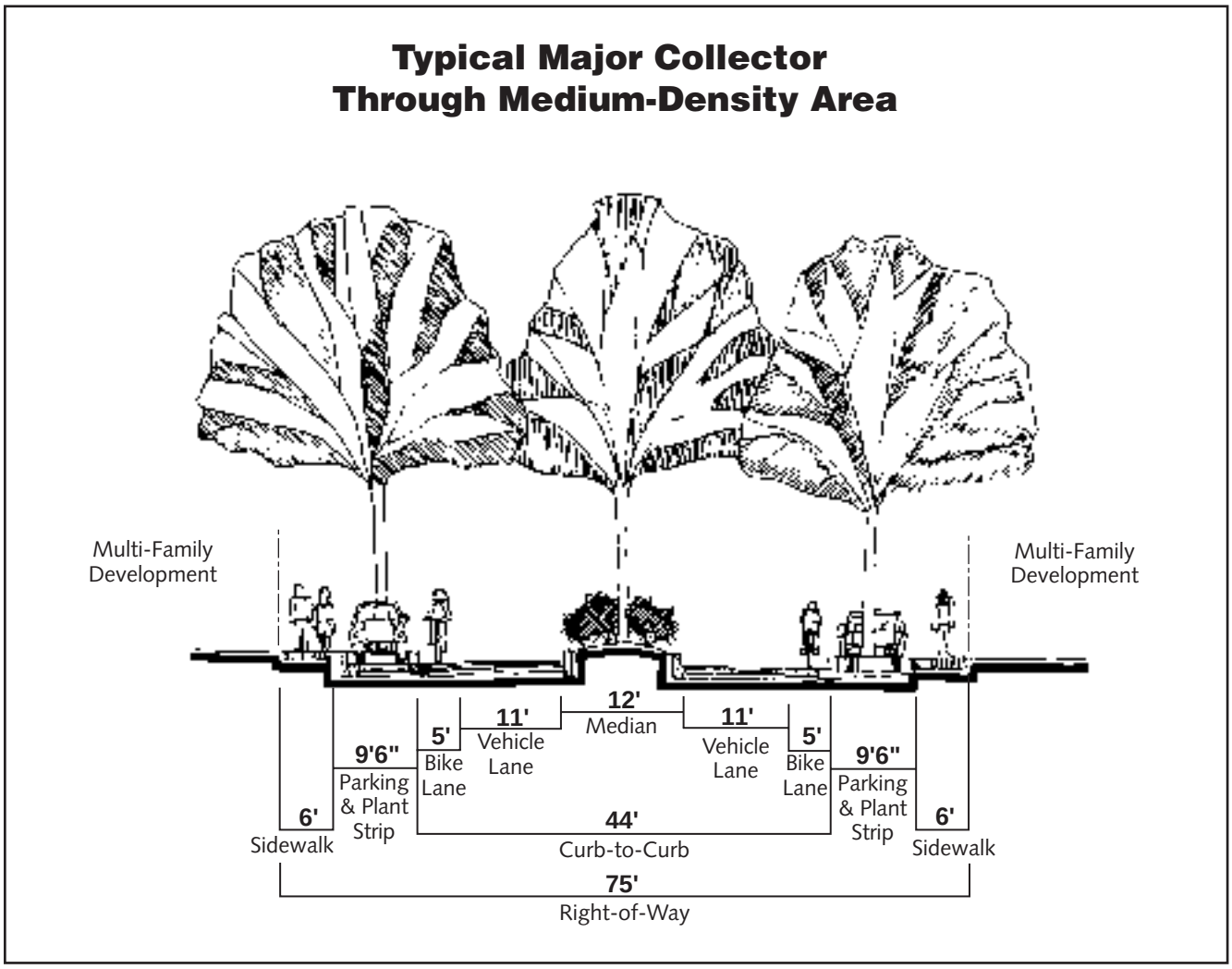


Figure 17.

Neighborhood Collector Several new major streets within the area are designated as Neighborhood Collectors. These roadways serve to assemble traffic within the node and carry it to and from the Major Collector (Roosevelt) and/or Minor Arterial streets (Royal Avenue). Neighborhood collector streets connect areas of higher density development with the commercial core and provide a second north-south linkage between Roosevelt Boulevard and Avalon Street. Neighborhood Collectors will be designed a boulevard streets with a distinctive median to visually convey their importance in the street hierarchy; they will designed as a 32' street (curb to curb) within a 60' right-of-way.

The typical section will contain two travel lanes, a setback sidewalk on both sides of the street, a median, and on-street parking along the full length of the street. ***(See Figure 18)*** The corners of street intersections will be designed with curb extensions to reduce pedestrian crossing distances. On-street parking will be provided within parking bays along the street, consistent with parking demand for such parking on any given block face. High-canopy street trees will be planted along the full length of the street and on both sides of the street.

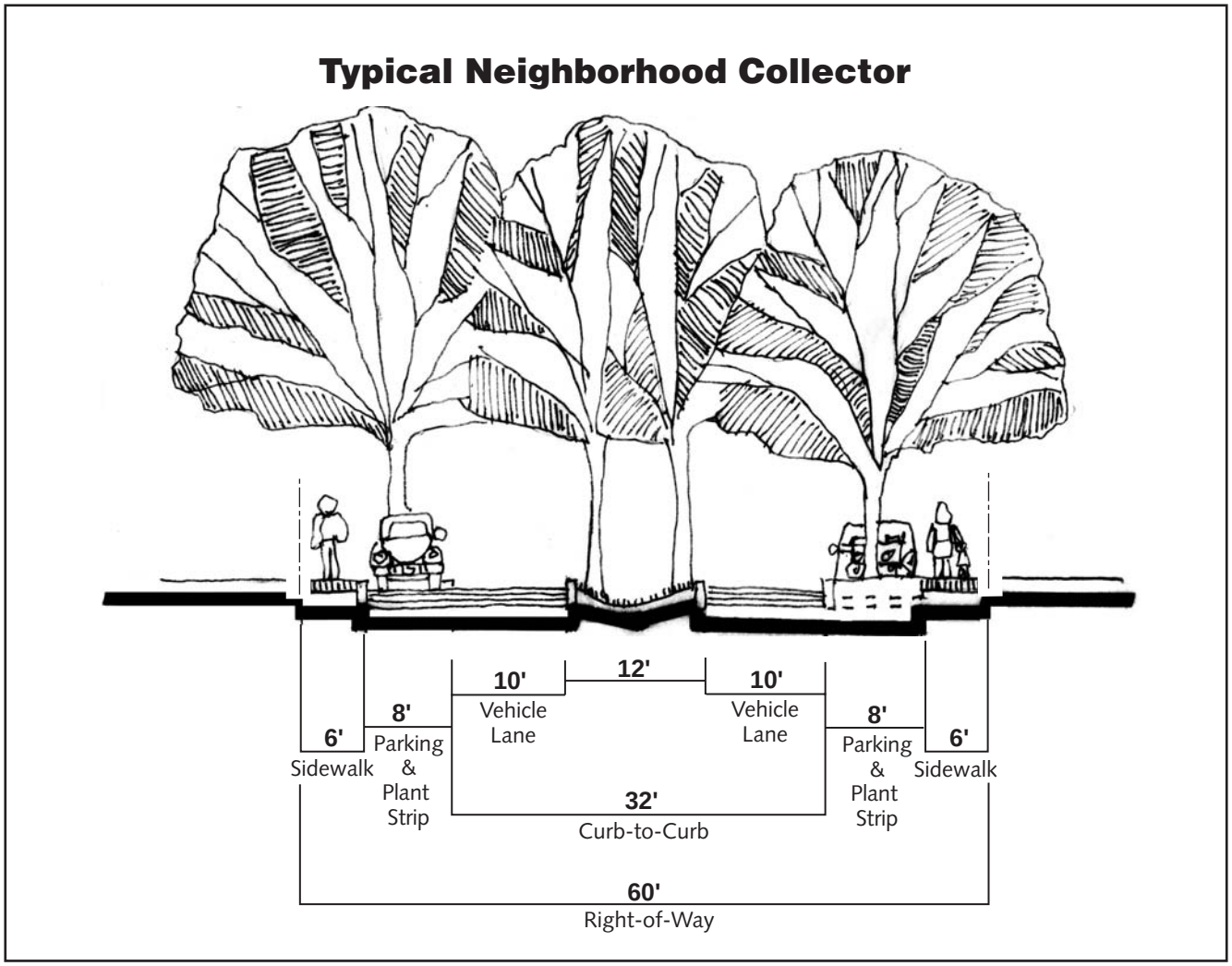


Figure 18.

A "roundabout" is proposed at the intersection of the two Neighborhood Collectors north of Royal Avenue. ***(See Figure 19)*** The proposed design also incorporates several smaller traffic circles and a roundabout near the Residential Mixed-Use area south of Royal to slow and calm through-traffic. Roundabouts differ from traffic circles in their diameter and in the effect on traffic flows around the object. While both traffic circles and roundabouts slow traffic, roundabouts also create gaps for entering vehicles, reducing the need for multi-way stops or signals. Additional right-of-way will be needed for the roundabout to allow room for its construction.

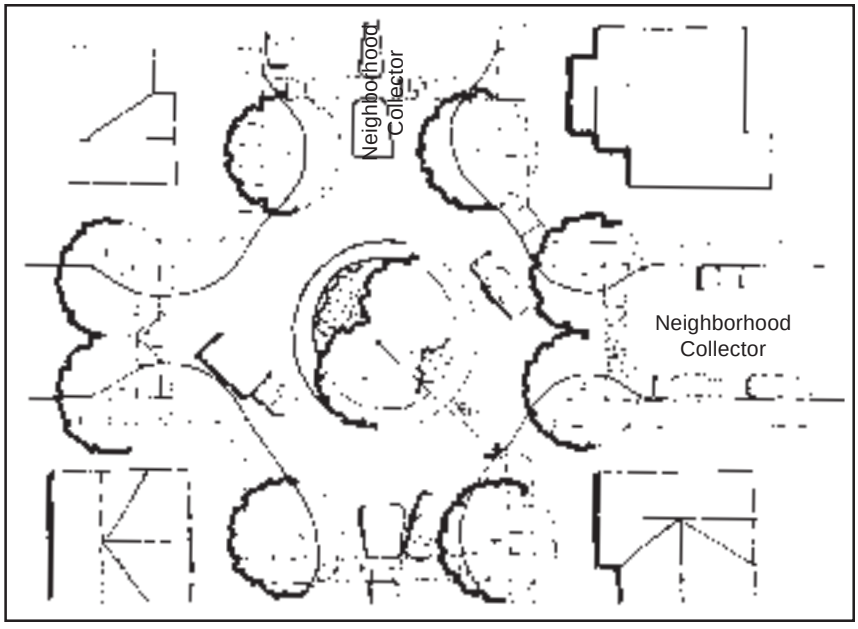


Figure 19. Roundabouts can be used to regulate traffic movements instead of traffic signals.

Medium Volume (Local) Residential Streets The Royal Node will require the construction of several segments of a Medium Volume Residential street type to provide access to properties and to carry some short-distance trips within the node, such as internal trips between residential and commercial areas. Medium Volume Residential Streets are typically designed with two travel lanes, setback sidewalks on both sides of the street, and on-street parking. Several street design options are possible for this street type. Generally, this type of street should be provided with on-street parking on at least one side of the street within the nodal development area. Street designs shall be consistent with those adopted through the *Eugene Local Street Plan*. ***(See Figure 20)***

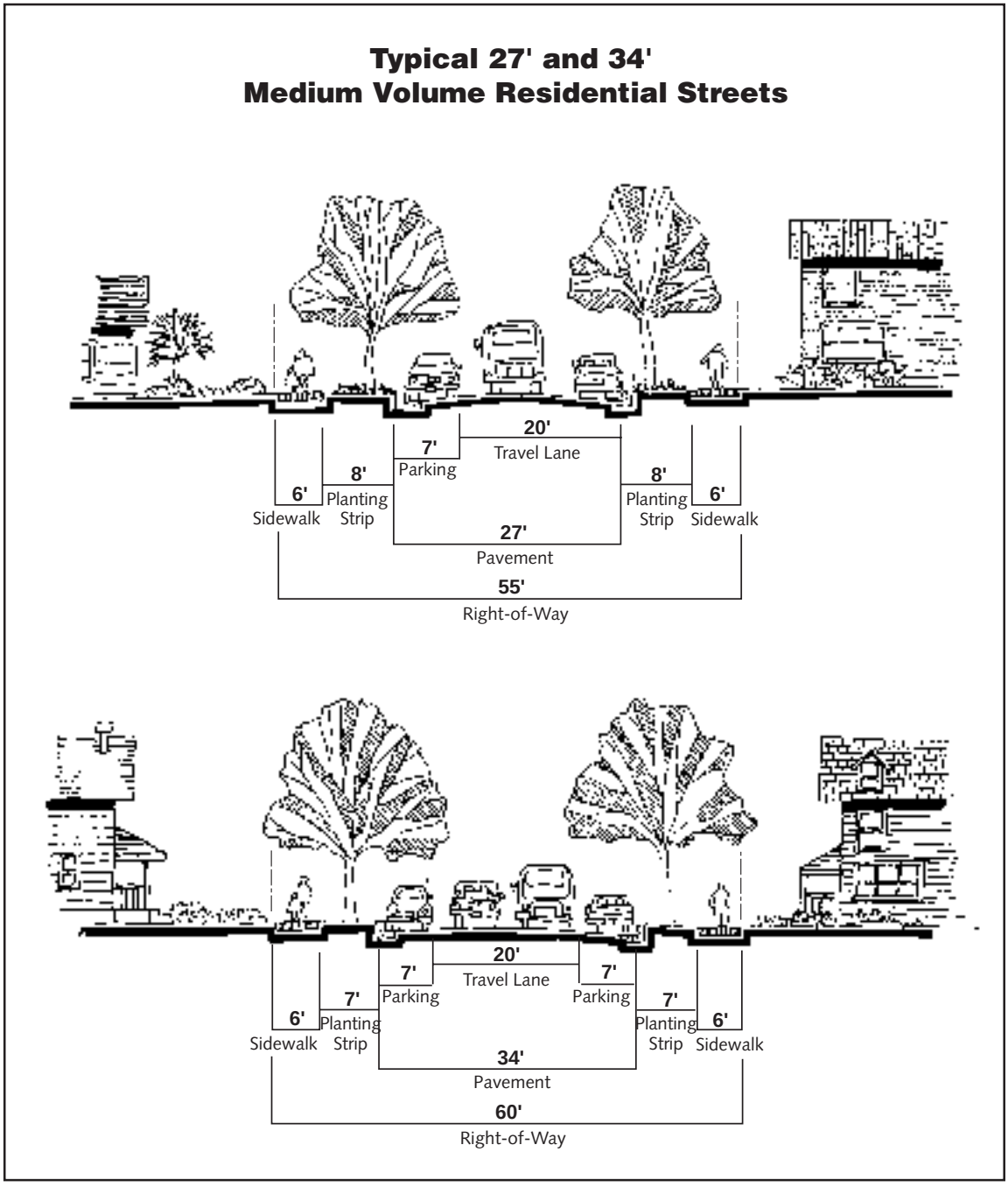


Figure 20.

Low-Volume (Local) Residential Streets, and Access Lanes The majority of streets within the Royal Node are classified as Low-Volume Residential streets, Access Lanes, and Alleys. These streets provide access to individual properties and carry short-distance trips within the node. The typical Low-Volume Residential street is a "queuing" street that has a single 14' wide travel lane, on-street parking and sidewalks on both sides of the street. ***(See Figure 21)***

Access Lanes are also "queuing" streets with a single 14' wide travel lane, and with on-street parking and sidewalks on one or both sides of the street. ***(See Figure 22)*** Again, streets with parking on at least one side of the street are preferred within the nodal development area. Designs for Low-Volume Residential streets and Access Lanes shall be consistent with design standards adopted through the *Eugene Local Street Plan.*

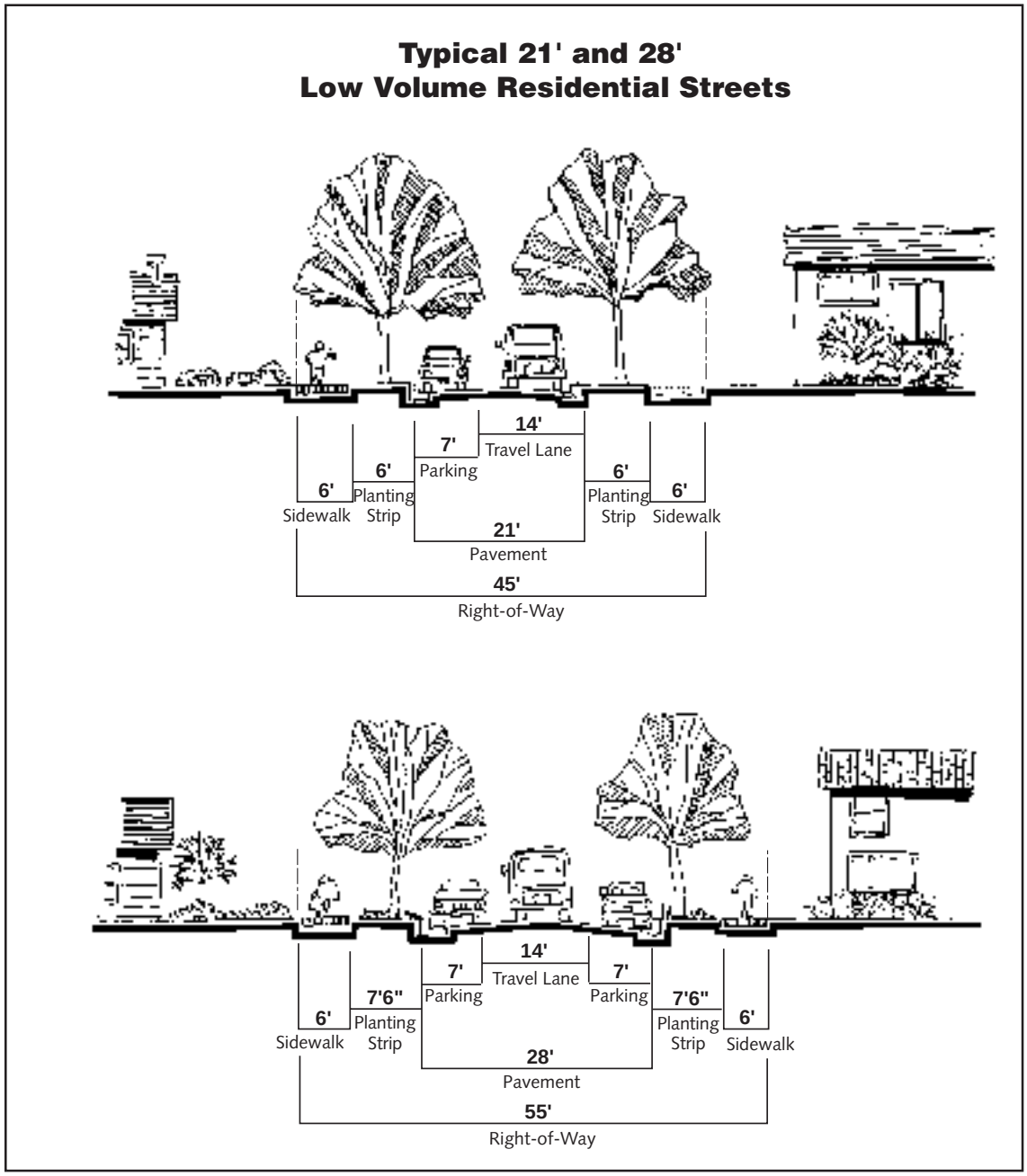


Figure 21.

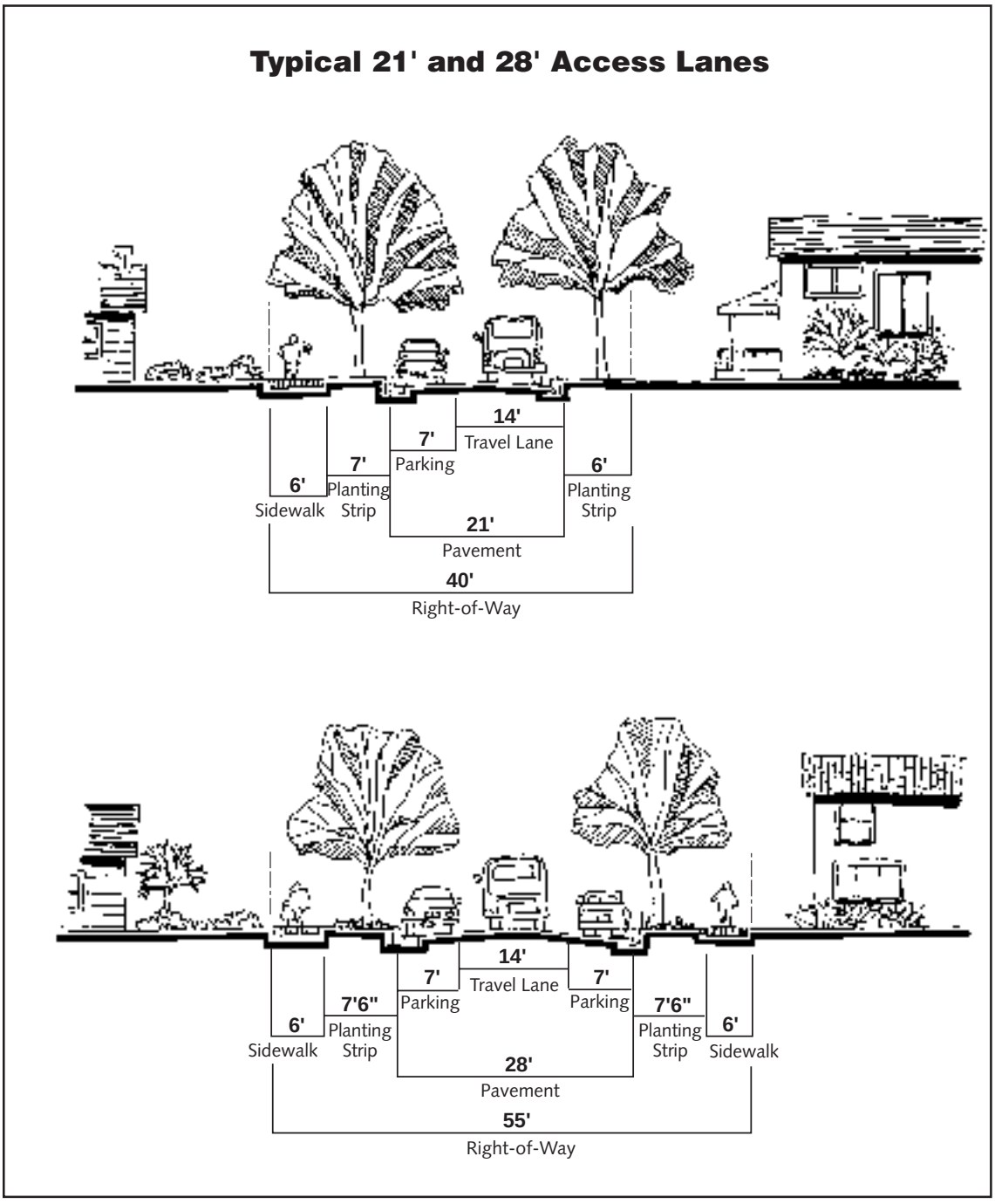


Figure 22.

Roadside Swales and Median Bio-swales The drainage plan for this area provides an option for including drainage swales along local streets and median bioswales on major streets as part of a surface storm drainage system. These systems mimic natural hydrology, provide a low-cost alternative to subsurface drainage systems, and allow for some cleansing of stormwater before the water enters major drainage channels.

Provision of drainage swales on local streets necessitates development of a new street design standard not included in the *Eugene Local Street Plan*. Streets with drainage swales will use the planting strip area along the street to accommodate the swale. Drainage swales can be designed within the required local street right-of-way and will not require additional right-of-way. The typical cross section of a 28' local street with drainage swales is shown in ***Figure 23.***

The plan also provides for placement of bioswales within street medians along residential sections of Roosevelt Boulevard and Royal Avenue. Median Bio swales would be designed to catch and clean pollutants in road runoff before it is discharged into the drainage channels. A traditional raised median should be used in sections of major streets with commercial frontage to provide a pedestrian refuge for those who cross the street outside of crosswalks. A typical cross section of a minor arterial street designed with a median bioswale instead of a raised median is shown in ***Figure 11.***

The plan also provides for flexibility in the location and layout of lower volume streets to accommodate developer needs and variety in lot sizes and configurations. The plan discourages the use of cul-de-sac street types within the nodal development area.

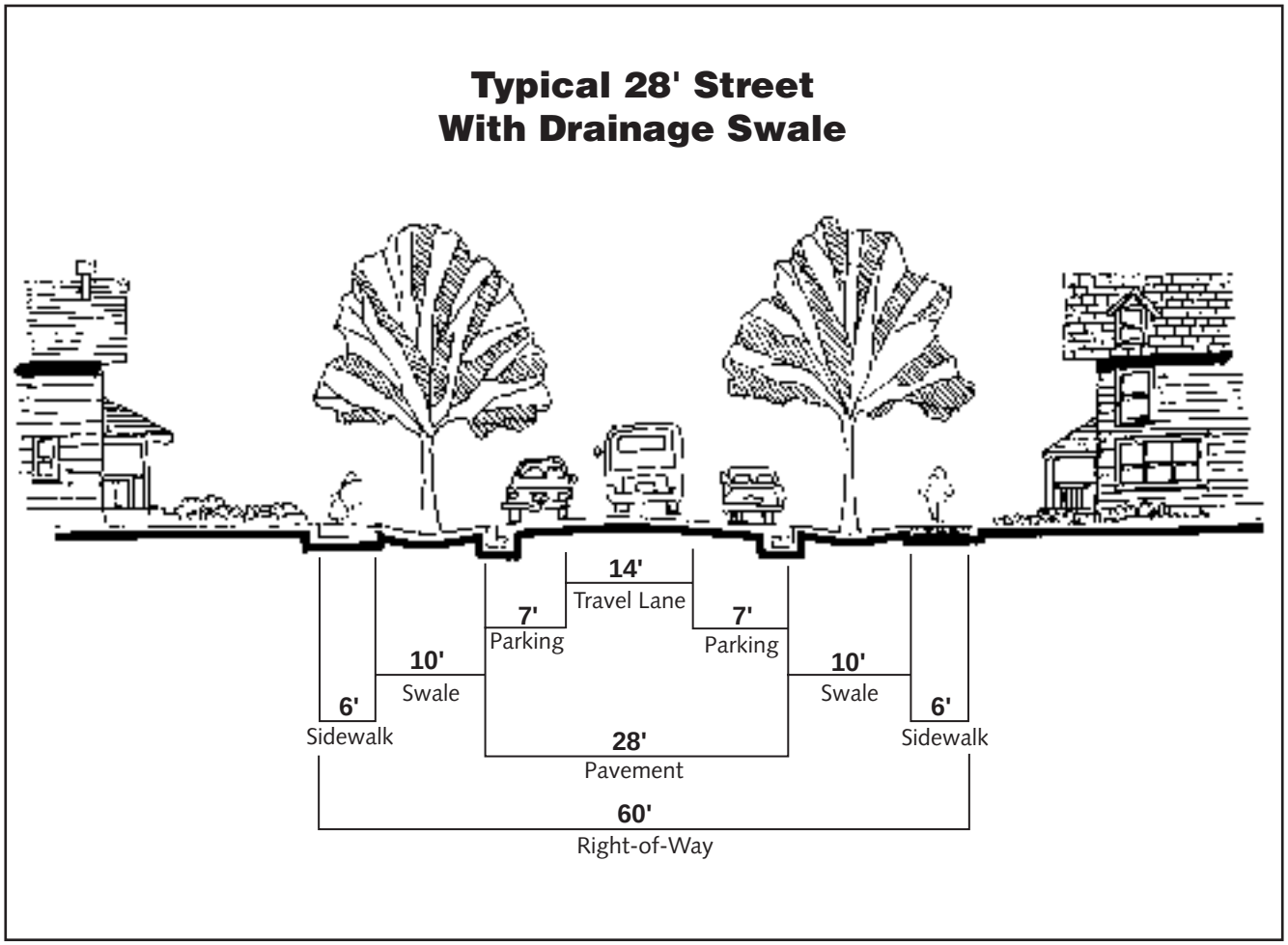


Figure 23.

Alleys Alleys are an important part of the Royal Node development concept and are used throughout the node to provide access to rear-yard garages. Properly designed alleys can provide several advantages over provision of direct access from the street.

- Alleys allow orientation of the residence, rather than the garage, to the street.
- Alleys can significantly reduce the number of driveway entrances onto the street. When garages and driveways are placed at the rear of the property, rather than the front, the streetscape is improved by eliminating curb cuts. Elimination of curb cuts and driveways improves the pedestrian environment, allows for efficient on-street parking layouts, and reduces pedestrian-vehicle conflicts.
- Alleys provide for flexibility in platting small lot subdivisions; particularly those with lots less than 50' in width. Increases in density can also be achieved by providing alley access to larger undeveloped parcels.
- Alleys provide an alternative location for utilities and garbage collection services. Placement of utilities along rear yards of properties allows for efficient utility layouts, removal of trash cans from the curb can further improve the appearance of the street.
- Use of alleys also provides for the potential for reducing front yard setbacks along the street, providing additional flexibility for developers and designers who wish to create small lot developments and fine-grained intimate residential settings.

An alternative alley design standard is proposed for the Royal Node. Alleys within the Royal Node will be 14' wide within a 14' right-of-way. These alleys will be designed with no parking and with no sidewalks. ***(See Figure 24)***

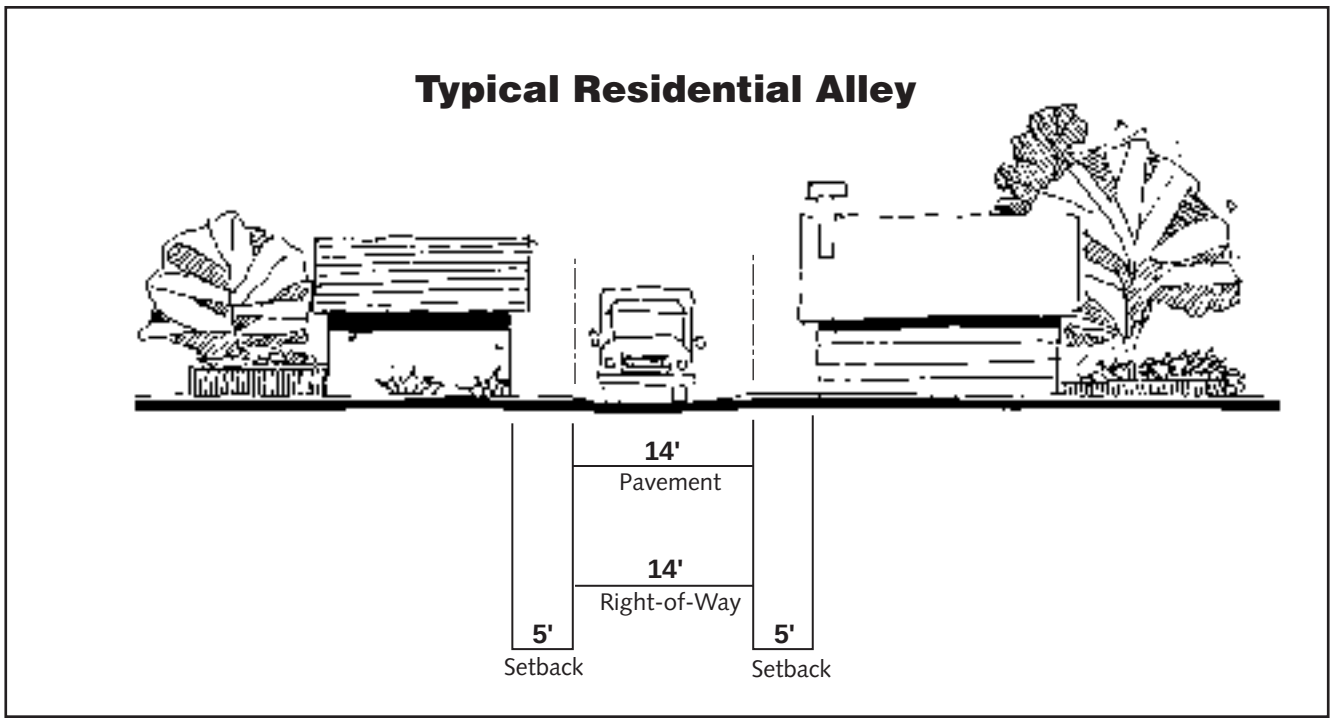
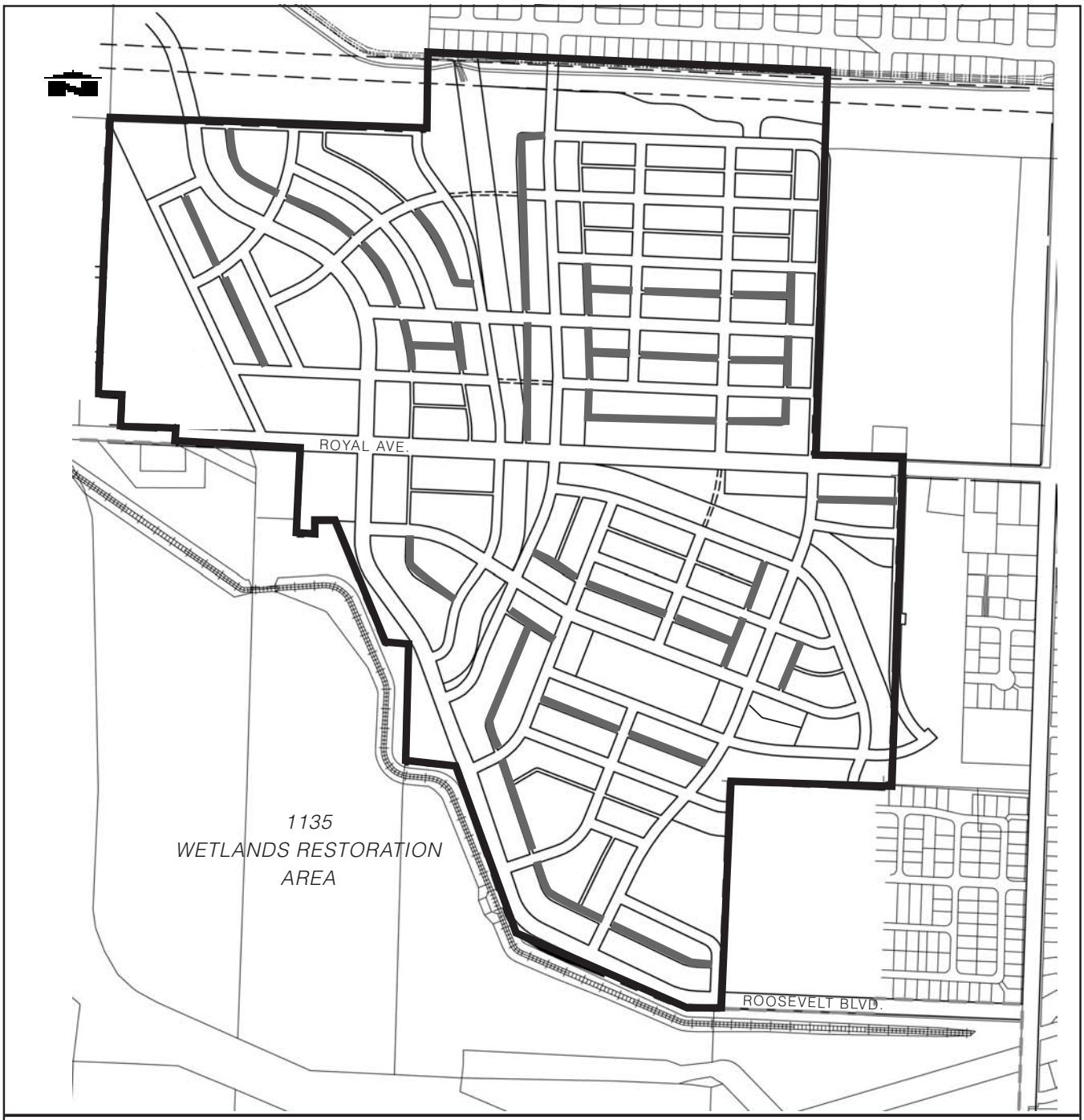


Figure 24.



Required Alleys

Required Alleys

This map is for reference only. The official, large-scale, detailed map showing Required Alleys is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 25.

Pedestrian/Bicycle Circulation The Royal Avenue site plan provides for a highly-interconnected pedestrian and bicycle network. All streets include setback sidewalks to provide for increased pedestrian comfort and safety. Pedestrian crossings will be marked at street intersections and in locations where the bicycle/pedestrian path crosses major streets. Pedestrian safety will be enhanced through the use of curb extensions at most intersections to reduce street crossing distances.

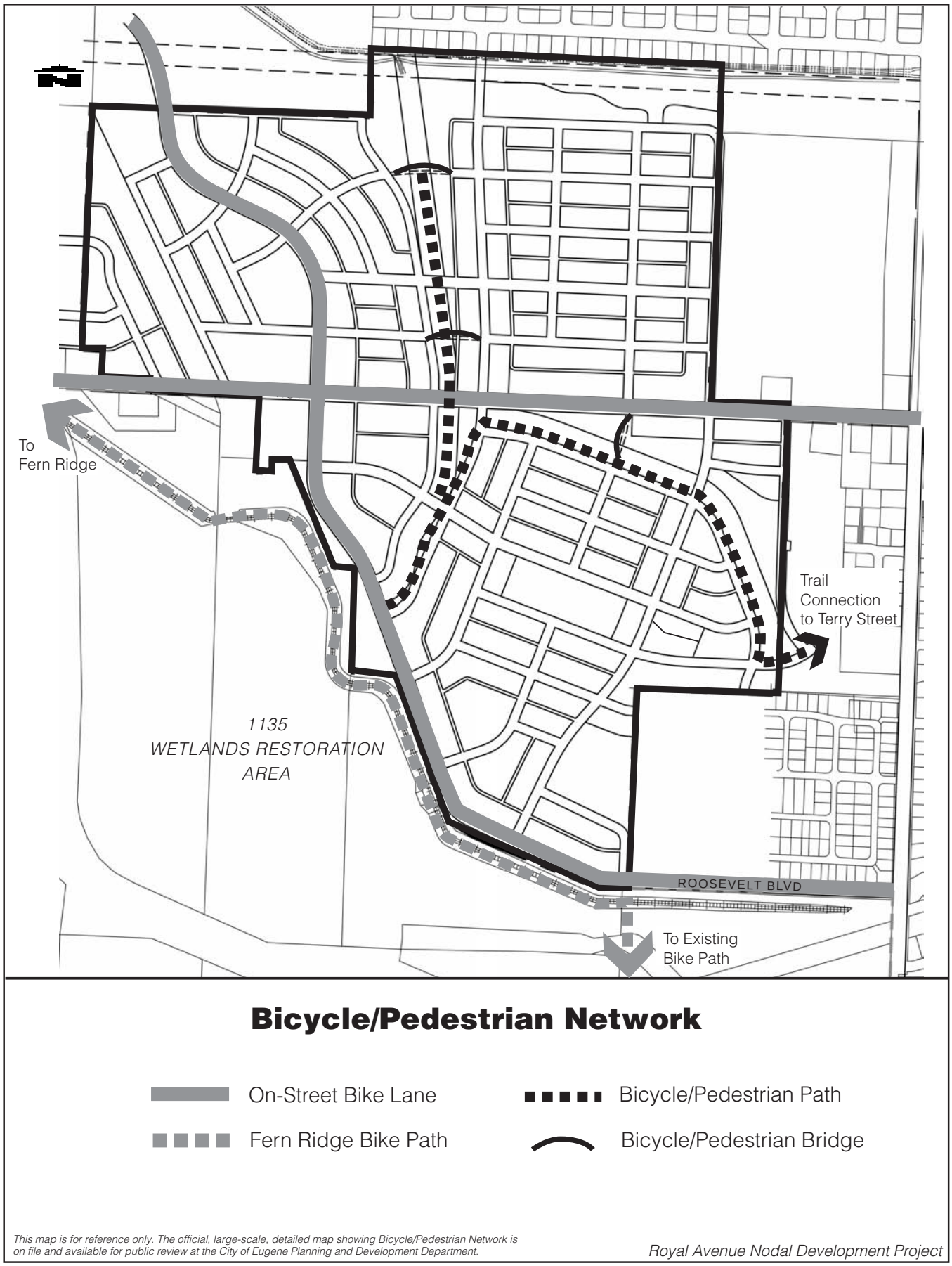
An off-street pedestrian-bicycle path, extending for more than one mile, will be constructed within the primary north/south, and the primary east-west linear open space/drainage channel. ***(See Figure 26).*** The north-south path will connect to the Fern Ridge Bike Path on the south, and will connect to Terry Street on the east. The path will likely take on a gently meandering alignment within the multi-use corridor area. Striped bicycle lanes will be provided on Royal Avenue (Minor Arterial) and on the Roosevelt Extension (Major Collector). On all other streets, bicycles will share the right-of-way with other vehicles.

Traffic Calming Various traffic calming features, such as curb extensions, roundabouts, medians, on-street parking, and raised speed tables are incorporated in the plan, and will be included in the initial design of both major and local streets to encourage slower traffic speeds. ***Figure 27*** shows the locations of traffic calming devices planned for streets in the planning area.

Transit Access Existing transit service will be extended along Royal Avenue to serve the development within the node. Bus stops will be located along Royal Avenue at approximately 800' to 1000' intervals. The transit route will extend along Royal Avenue to Roosevelt, then north on Roosevelt to Barger Drive. ***(See Figure 28)***

A transit center, allowing space for a bus turnout, a boarding area and pedestrian amenities is proposed for construction within the commercial area north of Royal Avenue. The design of this center should be fully integrated with adjacent commercial buildings.

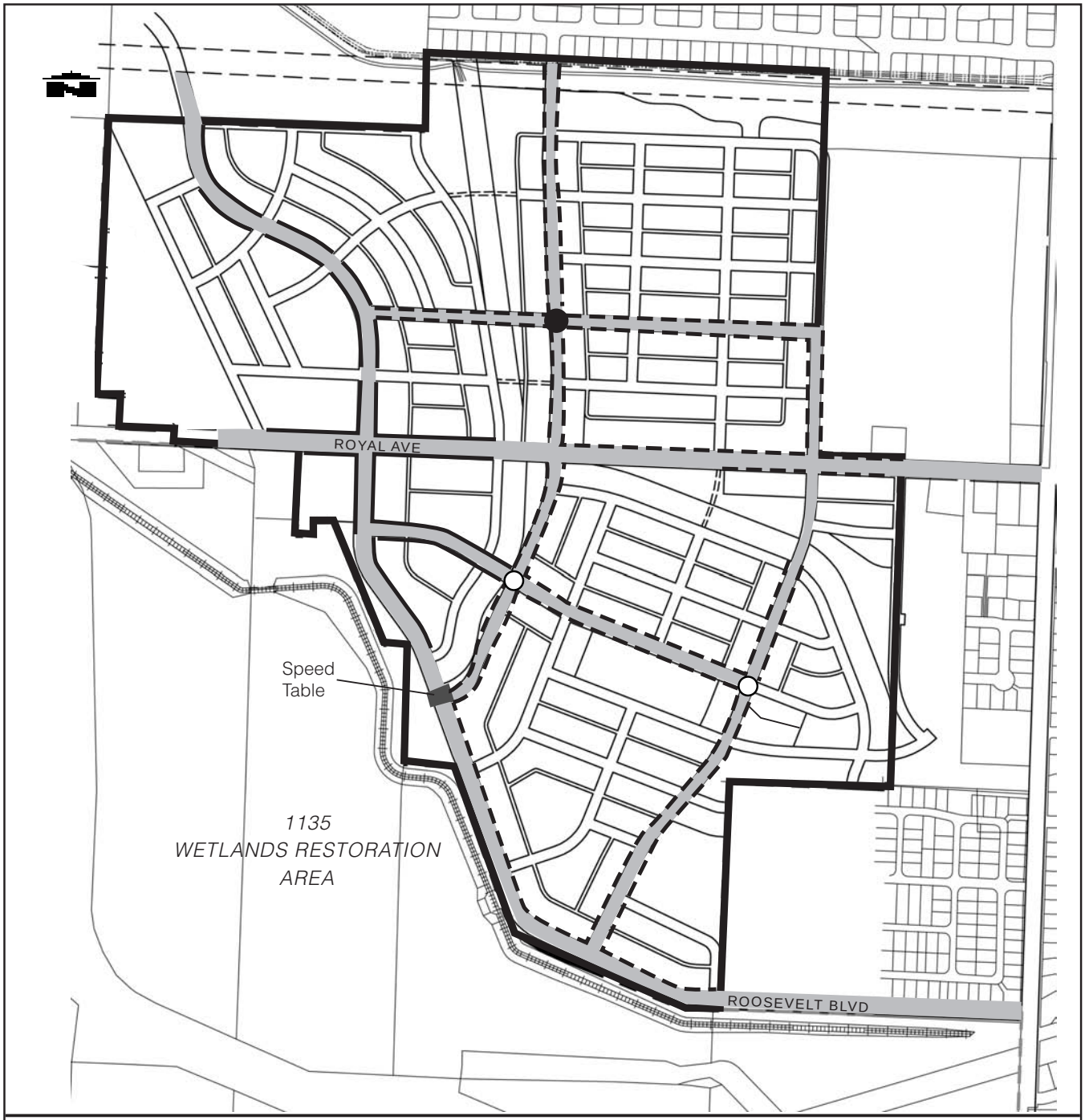
Commercial, mixed-use, and higher-density residential areas are concentrated near the transit center and close to transit streets. Interconnected streets and the complete sidewalk system allow for direct, safe, and convenient access to transit stops on Royal and Roosevelt.



This map is for reference only. The official, large-scale, detailed map showing Bicycle/Pedestrian Network is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 26.



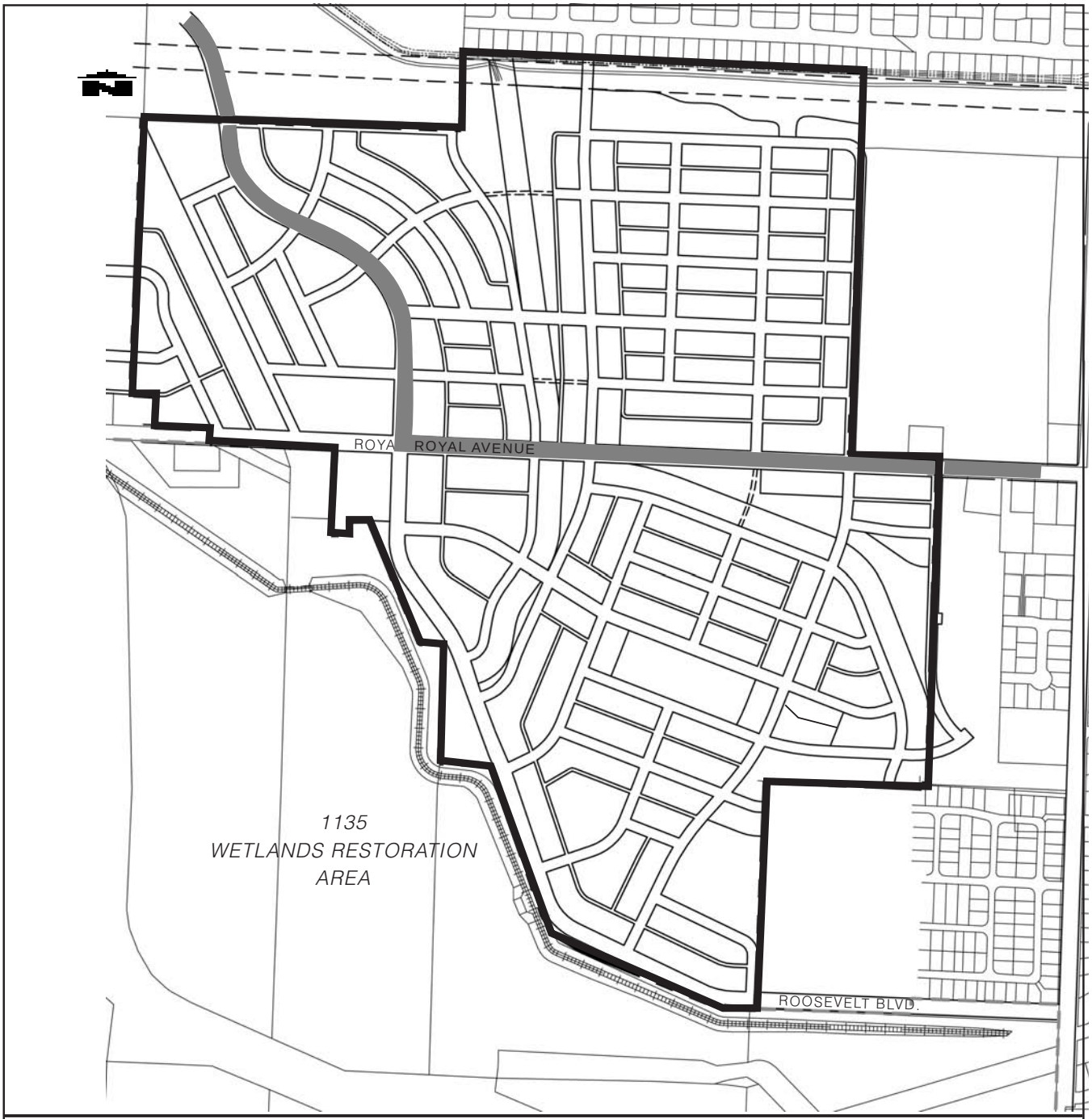
Traffic Calming Elements on Major Streets

- Roundabout
- Traffic Circle
- Landscaped Median
- Continuous On-Street Parking
- Intermittant On-Street Parking

This map is for reference only. The official, large-scale, detailed map showing Traffic Calming Elements on Major Streets is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 27.



Transit System

Future LTD Feeder Route

This map is for reference only. The official, large-scale, detailed map showing Transit System is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 28.

Drainage and Wetland Mitigation/Natural Resource Corridors

In many ways, the Royal node site development concept is a response to the drainage and wetland challenges that are presented by the Royal Avenue site. Both the drainage channels and the wetland mitigation/natural resource corridors that are proposed for construction or reconstruction within the node are primary organizing features of the nodal development plan and will provide a cost-effective means of addressing drainage and wetland issues in the area. The corridors also provide an opportunity to address other goals and objectives of the plan.

The corridors have the potential to serve as a positive **development amenity** for much of the development within the node. The corridors abut all of the land designated for medium-density residential and commercial mixed-use development. If appropriately designed and integrated into these developments, the corridors will provide a green oasis within these more intensively developed areas. Buildings can be sited to face the corridors, providing a visual amenity for hundreds of future residents of the area. Walkways and other pedestrian features are planned along all of the corridors allowing all residents full enjoyment of these areas.

The 100' wide corridors provide for a **linear open space system** that extends throughout the node. Collectively, the corridors extend for more than 1.5 miles (8500 linear feet). This linear open space is distributed equitably throughout the node, allowing easy access to all residents. Grasses, trees, shrubs, and water within the corridors will also provide habitat for various plant and animal species.

Finally, the corridors will provide an area for **water quality treatment**. The undeveloped open space within the corridors includes vegetated areas through which runoff can flow, thereby providing for some cleansing of the water before it enters the stream channel. Significant portions of the corridors coincide with areas that have been determined to have wetland value. On-site wetland mitigation may be able to occur within the corridor areas.

The drainage channel and 12' bicycle/pedestrian trail are shown in this depiction of multi-family development along the drainage channel north of Royal Avenue. *(Photosimulation by Otak)*

Parks and Open Space System

Neighborhood Parks The plan identifies two distinct neighborhoods within the nodal development area; one to the north of Royal Avenue and one to the south of Royal. Each of the neighborhoods will consist of a mix of lower-density residential, higher-density residential, commercial and mixed-use development. Each neighborhood has a need for parks and open space that fulfill the goals of the *Royal Avenue Specific Plan* and the *Eugene Parks and Recreation Plan*.

Neighborhood parks provide locations for social, recreational and fitness activities. Within the node, neighborhood parks are designed as "village greens" surrounded by higher-density housing. The parks are centrally located within the neighborhoods that they serve. A 1/4 to 1/2 mile service radius was used to determine the placement and service area for the parks. The location of both parks is within 1/2 mile of all of the residential development within the node.

Neighborhood park size is directly related to the residential density of surrounding development that the parks are intended to serve. Eugene's target ratio of park acres to population is 1.3 acres per 1,000 people in low-density residential areas, and 1.8 acres per thousand population in medium-and high-density residential areas. The projected density of the Royal Node (approximately 12 du/net residential acre) places it at the lower end of the medium-density scale. Accordingly, a park area ratio of 1.5 acres per thousand population was applied to the node site. Applying this ratio to the projected population of the park service area (1625 people south of Royal Avenue) indicates that a park site of approximately 2.4 acres is needed. Similarly, the projected park service area population north of Royal Avenue of 1200 people indicates that a park site of approximately 1.8 acres is needed. The Eugene Parks and Recreation Plan indicates that 2.5 acres is the minimum allowable size for neighborhood parks.

The Royal Node site plan shows a park site of approximately 2.4 acres in the neighborhood south of Royal and a park site of about 2.5 acres north of Royal. These neighborhood parks are augmented by more than 33 acres of linear open spaces provided by the drainage corridors and other land designated for wetland mitigation and natural resource protection. The linear open space system will link the two neighborhoods and will also provide linkage to the larger West Eugene Wetlands Restoration are (the 1135 project area). ***(See Figure 31)*** Wetland mitigation and natural resource areas will not be designed for active recreation but will provide an open space function within the node.

The pedestrian/bicycle paths within the drainage corridors will expand the recreational opportunities provided to area residents. While the neighborhood parks have not yet been designed, they are expected to be designed to accommodate traditional park uses such as open lawn areas, picnic areas, hard surface courts, and playgrounds.

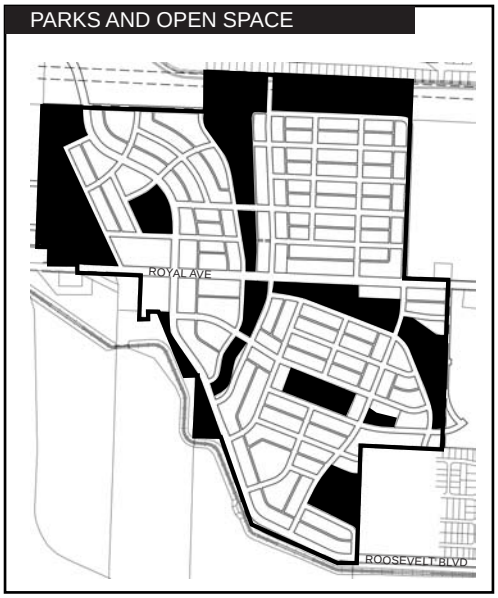


Figure 29. Park and open space system.

Community Parks Community parks are larger than neighborhood parks and provide areas for activities that require larger areas of land and that attract a large number of participants, such as lighted ball fields, community centers, and swimming pools. They serve as a focus for recreational, social and some cultural needs and activities, typically have a service radius of up to 3 miles, and serve a population of up to 50,000 people.

The Royal node is within the service area of the proposed Bethel Community Park. Land for this park has been acquired by the City and the park design has been approved. Construction of the park is scheduled to begin in June, 1999. The park is approximately 1000' north of the northernmost boundary of the node. The proposed extension of Roosevelt Boulevard north of the node will provide direct access to the park. The pedestrian/bicycle path within the drainage corridors could be extended north, through the adjacent undeveloped parcel, to provide another connection to the park. While safe pedestrian access to the community park is an important consideration, auto, bus, and bicycle connections are also important. The community park will have on-site parking facilities for automobiles and bicycles.

Metropolitan Parks Metropolitan parks take advantage of and preserve unique natural features for the recreational and educational enjoyment of the general public. While it is not specifically listed in the *Eugene Parks and Recreation Plan,* the protected West Eugene Wetlands Restoration Area (1135 Project) can arguably fit into the metropolitan park category. The *Royal Avenue Specific Plan* recognizes this unique natural asset and provides pedestrian and bicycle connections from the neighborhoods to this park. ***(See Figure 31)*** Bicycle facilities within the node will connect to the Fern Ridge Bike Path that will be constructed within the West Eugene Wetland Restoration Area.

Privately Maintained Open Space The plan encourages creation of privately-maintained open space throughout the node. Standards for multi-family developments include requirements for private open space and for common open space. Common open space within multi-family developments can be aggregated to create useable open space areas of a size suitable for community gardens, recreational facilities and centers, and playgrounds, or for passive recreational use.

The plan also encourages clustering of lower-density development to create common open space areas for use of residents of the cluster development. One example of a clustered development form that creates a central open space area is discussed in the Land Use section on page 55. Other forms of clustered low-density development may also be employed within the plan area to create unique living environments or utilize odd-shaped parcels. A sketch illustrating how single-family homes could be clustered to create a common open space area is shown in ***Figure 30.***

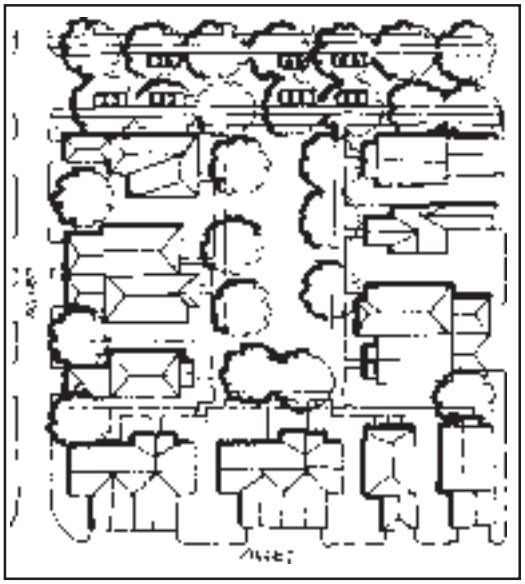
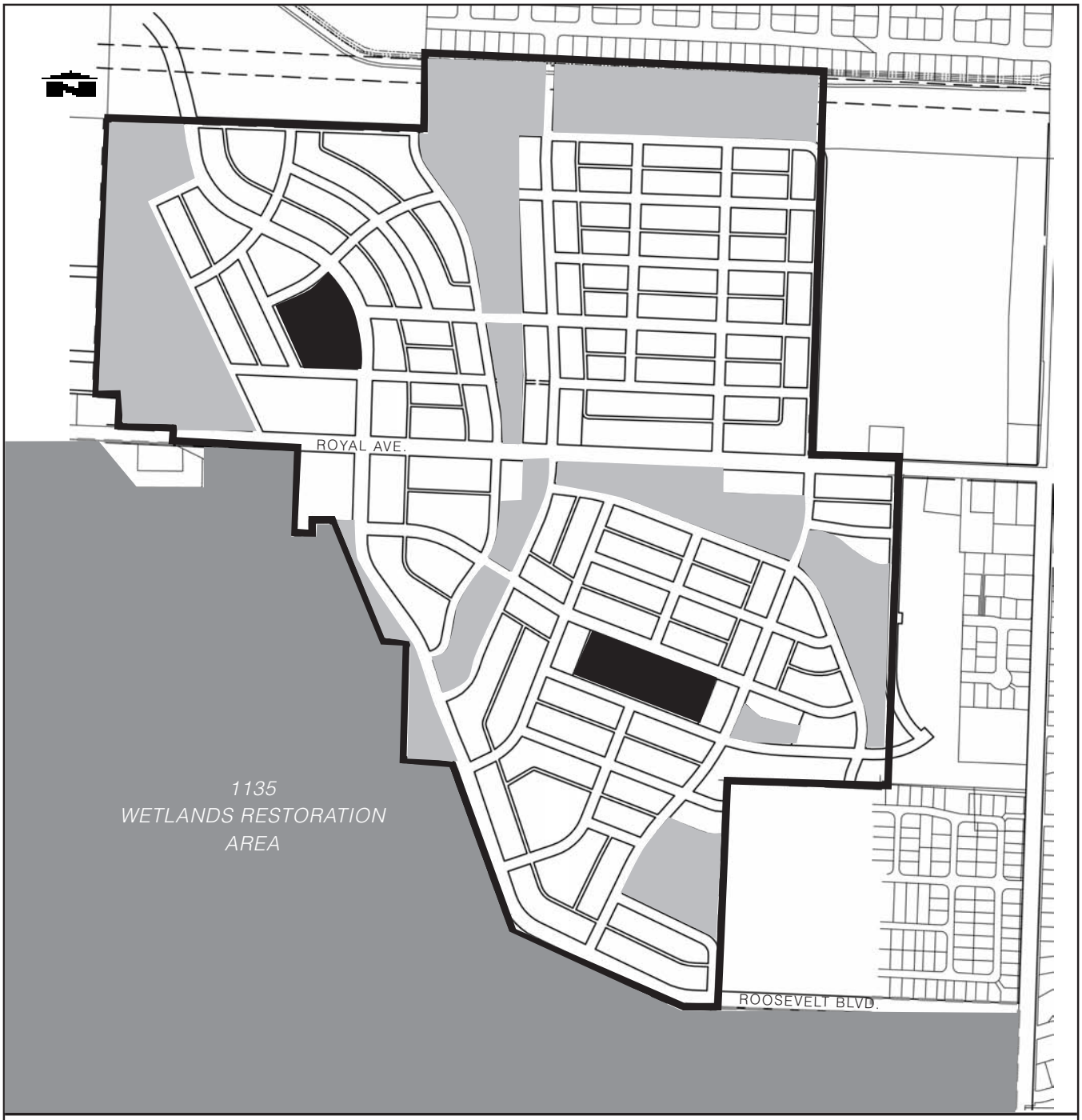


Figure 30. Single-family homes with common open space.



Parks and Open Space

Neighborhood Park

Open Space

Future Metropolitan Park

This map is for reference only. The official, large-scale, detailed map showing Parks and Open Space is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 31.

Wetlands

It was determined early in the planning process that wetlands occur within the planning area and that the site design for the area would need to accommodate these constraints. Over a 3 year period, beginning in late 1998, a number of iterations of the plan were developed in attempts to avoid and minimize wetland impacts as required under Section 404 of the Clean Water Act.

In the fall of 1998, the City completed a report titled *Royal Avenue Nodal Development–Existing Area Conditions* that summarized the physical, natural and cultural features of the site. This report noted that no comprehensive wetland survey had been conducted for the planning area but existing data on soils, National Wetland Inventory data, and general site conditions indicated that wetlands likely occur on the site. In November, 1998 property owners within the planning area were contacted by the City regarding permission to access their land for completion of wetland delineations. Approximately half of the owners agreed to let the City's wetland consultant access their property. Wetlands were delineated using methods described in the 1987 *Corps Wetland Delineation Manual*. On-site procedures were used where access was granted by property owners and prescribed off-site procedures were used where access was denied. A total of 60.7 acres of wetland were identified within the planning area, of which about 7 acres were within the 1135 Wetland Restoration Project area. At that point, (January, 2000) the City revised the site plan to account for these findings and further address the avoidance, minimization, and mitigation criteria outlined in the Clean Water Act.That plan was released for public review in June, 2000.

Following the release of that plan, discussions with federal and state wetland regulators indicated a need for continued wetlands investigations and analysis on the site. In May, 2001, the City entered into an agreement with the US Army Corps of Engineers (COE) to develop a model Special Area Management Plan (SAMP) for wetlands in the areas. Subsequently, the Corps of Engineers contracted with a wetland planning consultant (EDAW, Inc.) to assess the existing information on wetlands and to develop further refinements to the plan and a strategy in order to meet the requirements regarding wetland fill under Section 404 of the federal Clean Water Act and the Oregon Removal-Fill Law. An edited summary of this consultant report provides an overview of the analysis used for wetlands identified within the study area.

Historically, the planning area probably supported the Willamette Wet Prairie complex, which is dominated by tufted hairgrass *(Deschampsia cespitosa)*. However, the area has been under agricultural production for over 100 years and currently supports grass seed and hay production fields, pastures, and associated dwellings. As a result, there is little native vegetation in the planning area. The topography is very flat with surface contours sloping gently to various drainage channels and then towards the northwest. Amazon Creek historically traversed and flooded various portions of the planning area but all parcels are relatively disassociated from the creek and the diversion channel. Amazon Creek has been ditched and contained in levees; farm fields in the area are surrounded by man-made ditches.

The Amazon Creek "A" and "A3" Channels, along the south and west boundary of the planning area, contain "Waters of the State" and palustrine wetlands within their banks. The majority of the jurisdictional wetlands are Prior Converted Wetlands, generally at the higher margins of historic wetlands, and farmed wetlands that are lower on the floodplain terraces within lower basins and swales. Generally, there is no native vegetation on the flat areas, which are intensively farmed and are dominated by pasture grasses. Some scattered remnant native trees and shrubs, with a thick herbaceous layer of reed canarygrass *(Phalaris arundinacea)*, are located along the "A" Channel and the several drainage canals that cross the planning area.

No federally listed or proposed threatened or endanged species, or plants or wildlife listed by the Oregon Natural Heritage Program are known to occur in the planning area. No rare plants or wildlife were found

during the 1999 survey. Field surveys were limited to about half of the planning area because of private property access limitations. It is unlikely that any rare plant or wildlife species occur within the planning area that have not yet been surveyed because of the low quality of the habitat and the current, intensive agricultural practices.

The following table summarizes the wetlands present within the study area:

Wetland Area Within the Royal Avenue Node Planning Area

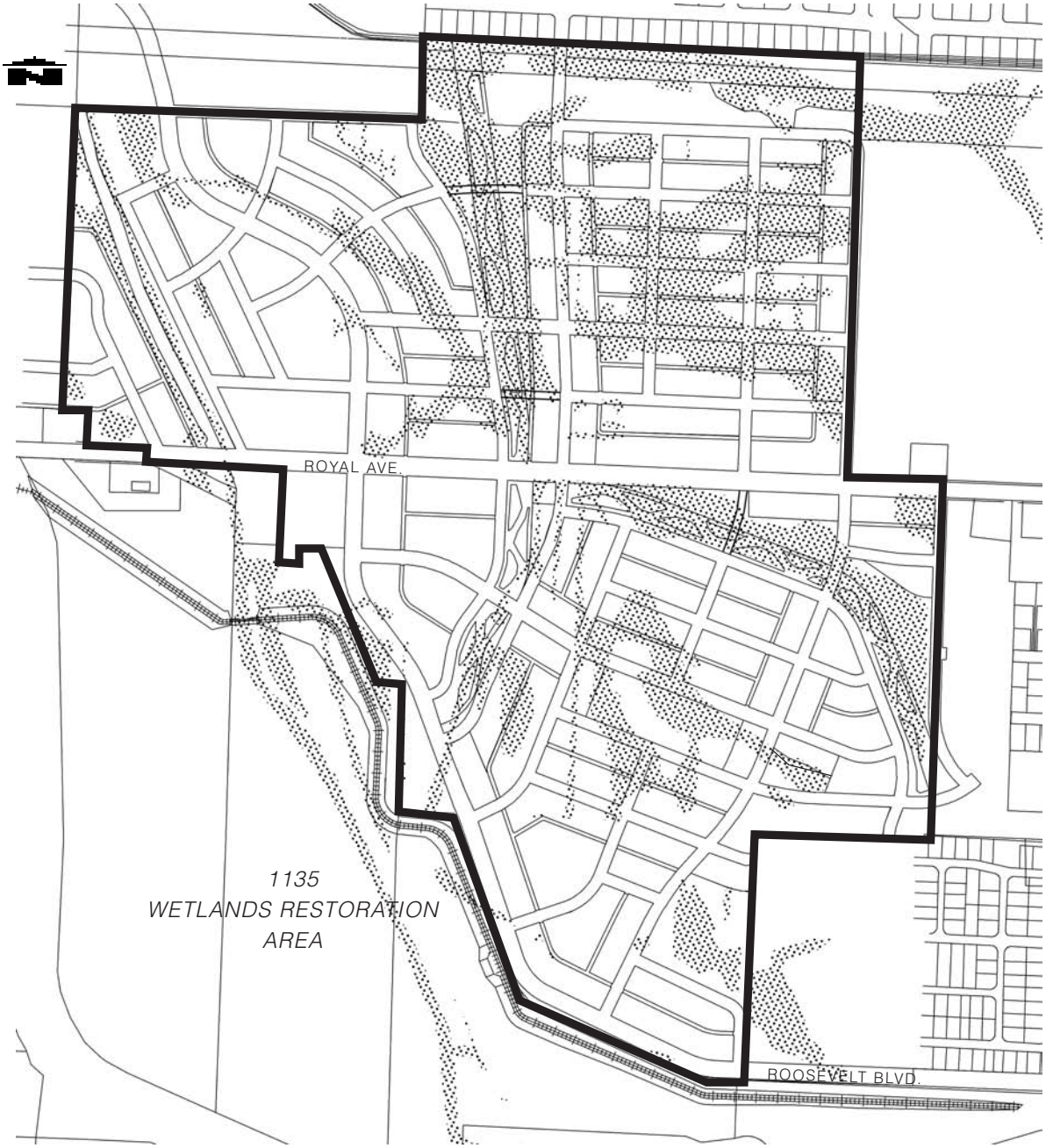
Wetland Type	Classification	Area (Acres)
Prior Converted Wetlands 1		31.13 [3]
Farmed Wetlands 2	Paulustrine Emergent	7.55
	Paulustrine Emergent	8.7 [4]
Wetlands	Paulustrine Emergent	7.75
	Paulustrine Scrub-Shrub	1.07
	Paulustrine Forested	0.54
Waters of the State	Waters of the State	3.96
TOTAL		**60.7**

SOURCE: Modified from Satre Associates, 1998

1. Prior Converted Wetlands: An agricultural wetland classification for those areas which are not potholes, playas, or pocosins, where inundation is less than 15 consecutive days during the growing season or 10% of the growing season whichever is less, most years (50% chance or more) and have a crop history before 12/23/85 (National Food Security Act Manual, 3rd Edition.
2. Farmed Wetlands: An agricultural wetland classification for those areas which are not potholes, playas, or pocosins, where inundation is 15 consecutive days or more during the growing season or 10% of the growing season, whichever is less, most years (50% chance or more) and have a crop history before 12/23/85 (National Food Security Act Manual, 3rd Edition.
3. Three acres of Prior Converted Wetland in the Plan Area were not included in Satre field surveys.
4. Refinement of GIS data indicates a greater area of jurisdictional wetland (8.7 acres) in the Plan Area than indicated by the Satre report.

Initially, no wetland rating system was applied to the wetland inventory conducted in 1999. Biologists who conducted the inventory provided their best professional judgement on the most valuable wetlands in the planning area to the City of Eugene. Subsequently, the City used this information to refine the site design to avoid impacts to the more valuable wetlands. It is difficult to determine the relative value of wetlands within the planning area because of the uniformity of the vegetation, soils, and topography, and the overall low quality of the site. To provide further insight into the issue of wetland value, EDAW applied three rating systems to compare the relative value of wetlands in the planning area: (1) *the West Eugene Wetland Plan* (WEWP) criteria; (2) the Oregon Division of State Lands (DSL) Hydrogeomorphic Assessment System criteria; and (3) a rapid assessment habitat-based criteria development by EDAW for this project. The complete report on the results of those assessments can be found in the *Royal Avenue Node Wetlands Avoidance and Mitigation Summary (November, 2001)*.

The current layout of the Royal Node would result in about 31.5 acres of wetland fill. Approximately 13.5 acres of wetland would be preserved and enhanced with stormwater corridors and an additional 15.7 acres would be preserved as open space. The quality of the preserved wetlands would be improved by planting of up to 50 different native wetland species collected or propagated from the local gene pool. In addition, the plan provides for the creation of about 15.8 acres of wetland on-site. These would



Wetlands

This map is for reference only. The official, large-scale, detailed map showing Wetlands is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 32.

be created along the drainage swales and other existing wetlands. The following table summarizes the area of filled wetland and preserved wetland using the WEWP rating criteria and the habitat-based criteria.

Area of Filled and Preserved Wetland by Wetland Rating Criteria

Criteria	Area (Acres)	
	Filled	Preserved
WEWP Criteria		
Protect	0	0
Restore	1.1	13.7
Develop	30.4	15.5
Habitat-Based Criteria		
Class I	1.9	14.3
Class II	27.1	11.7
Class III	2.6	3.1

Both the Oregon Division of State Lands (DSL) and the US Army Corps of Engineers have regulatory jurisdiction over wetland fill activity in Oregon. These agencies vary slightly in their regulatory stance regarding Prior Converted Wetlands when wetlands fill is initiated by a non-agricultural related activity. The Corps does not take jurisdiction over Prior Converted Wetlands. DSL typically requires mitigation at a ratio of 1:1 (mitigation:fill) for wetland restoration, 1.5:1 for wetland creation, and 3:1 for wetland enhancement for the type of wetlands that occur in the planning area. Using the estimate of 31.5 acres of wetland fill, the City or developers would be required to restore 31.5 acres of wetlands (1:1 ratio); create 47.25 acres of wetland (1.5:1 ratio); enhance 94.5 acres of wetland (3:1 ratio); or purchase mitigation credits using ratios approved by the Division of State Lands and the Corps of Engineers. The current plan provides for about 15.8 acres of wetland creation on-site. The remaining wetland mitigation would have to be accommodated off-site.

The conclusions drawn by the consultant for the *Royal Avenue Node Wetland Avoidance and Mitigation Summary* are as follows:

1. The Royal Avenue Node is an attempt by the City to develop a dense, mixed residential development to reduce urban sprawl within the UGB and reduce the associated impacts to natural resources. An iterative design process was conducted with agency input as more detailed wetland data became available.

2. Approximately 60.7 acres of wetland occur in the planning area. Approximately 7.1 acres of this total occur in the Corps 1135 Project Restoration Area.

3. The wetlands that occur in the planning area are highly disturbed and of low quality.

4. The current site plan for the Royal Node would require approximately 31.5 acres of wetland mitigation. Depending on whether restoration, creation or enhancement is used, the Plan would require between 31.6-94.8 acres of mitigation. Approximately 15.8 acres of wetland creation could be accommodated on-site; the remainder of the mitigation would have to occur off-site.

5. The *City of Eugene West Eugene Wetland Plan* mitigation bank could accommodate the required off-site wetland mitigation for the planning area.

6. The Royal Avenue node addresses wetland impact avoidance by selecting a site with low quality wetlands and high development pressures adjacent to City public service utility lines. It used an iterative design process to preserve and enhance the wetland of greater value within the planning area.

7. There is a strong need for a comprehensive approach for Section 401/404 Clean Water Act regulatory implementation. This may include either a SAMP developed by the state and federal resource and regulatory agencies or modification of the *West Eugene Wetland Plan* by the parties that developed that plan.

8. While there is a substantial amount of wetland fill associated with the *Royal Avenue Specific Plan*, the City has documented experience in successfully implementing a large wetland mitigation process.

9. The likely alternative to the Royal Avenue node would be continued parcel-by parcel development and a typical reactive regulatory process with a lack of continuity in wetland preservation and mitigation.

Infrastructure Element

The *Royal Avenue Specific Plan* recognizes that provision of necessary infrastructure is critical to achieving the goals of the plan. This section identifies the various infrastructure components that will be required for development to occur. Additional information on infrastructure implementation can be found in **Appendix D**.

Transportation

The plan provides for a system of streets, pedestrian facilities, and bicycle facilities to support movement throughout the area. Street connectivity is a central feature of the plan. Area residents will be able to conveniently and safely travel within the node without having to rely on the automobile as a primary means of transportation. Pedestrian and bicycle travel is supported and encouraged in the physical layout and design details of this plan. A key feature of the circulation system that distinguishes this area from other areas is the extent to which streets incorporate traffic calming techniques and devices.

This section provides a summary of the necessary transportation infrastructure, described in more detail on pages 40 to 57.

Royal Avenue Royal Avenue, classified as a minor arterial street, currently provides the primary access to the site. Royal is improved to city standards as far west as Terry Street. West of Terry, Royal is a rural, two lane roadway that is unsuited to an urban level of development. Royal, between Terry Street and Greenhill Road, is currently listed in the Eugene *Capital Improvements Program* (CIP) for improvement to urban standards. This plan would modify the timing and description of the project in the CIP.

The plan proposes reconstruction of Royal as a boulevard-style, two lane street with landscaped median islands along its full length (between Terry Street and Greenhill Road). The street would also contain setback sidewalks on both sides of the street, striped bike lanes in each direction, on-street parking bays, and would incorporate various traffic calming devices to slow through traffic. The typical section would include 46' of paving and median area (exclusive of parking bays) within a 75' right-of-way.

Roosevelt Extension The plan calls for extending Roosevelt Boulevard through the site. Roosevelt is currently built as far west as Danebo Street. Regional and city transportation plans have long proposed extending Roosevelt further to the west and north, and the project is included in the City of Eugene *Six Year Capital Improvement Program*.

The *Royal Avenue Specific Plan* proposes extending Roosevelt to connect Terry Street with the future extension of Legacy Street at Avalon Street. The plan proposes that Roosevelt be classified as a Major Collector, and that it be constructed as a boulevard-style, two lane street with landscaped median islands along its full length, striped bicycle lanes, setback sidewalks, on-street parking bays, and traffic calming devices. The typical section within the area adjacent to the 1135 wetland restoration project would include 44' of paving and median area (exclusive of parking bays) within a 65' right-of-way. The typical section along the remainder of Roosevelt Boulevard would include 44' of paving and median area within a 75' right-of-way. Between the eastern node boundary and Terry Street, the design of the street would be modified to avoid or reduce impacts to identified wetlands; in that area, paving and right-of-way widths would be somewhat narrower than typical.

Neighborhood Collector Several new major streets within the area are designated as Neighborhood Collectors. These roadways serve to assemble traffic within the node and carry it to and from the Major Collector (Roosevelt) and/or Minor Arterial streets (Royal Avenue). Neighborhood collector streets connect areas of higher density development with the commercial core and provide a second north-south linkage between Roosevelt Boulevard and Avalon Street. Neighborhood Collectors will be designed as

boulevard streets with a distinctive median to visually convey their importance in the street hierarchy; they will be designed as a 32' street (curb to curb) within a 60' right-of-way. These streets will be built in conjunction with new development and are not proposed for inclusion in the Eugene CIP.

Local Streets The plan identifies a local street network consisting of Medium-Volume Residential streets, Low-Volume Residential streets, Access Lanes and Alleys. With the exception of alleys and local streets with drainage swales, these streets will be designed according to adopted standards in the *Eugene Local Street Plan*. Medium-Volume Residential street design options range from a 20' wide street with no parking to a 34' wide street with parking on both sides. Sidewalks will be provided on both sides of Medium-Volume Residential streets. Low-Volume Residential street design options range from a 20' wide street with no parking to a 28' wide street with parking on both sides. Sidewalks will be provided on both sides of Low-Volume Residential streets. Access Lane design options range from a 21' wide street with parking on one side to a 28' wide street with parking on both sides. Sidewalks will be provided on at least one side of Access Lane type streets. Alleys are 14' wide and are to be designed with no parking and no sidewalks.

Bicycle Path/Pedestrian Trail Along Drainage Corridors The plan calls for the construction of a 12'-16' wide bicycle/pedestrian path adjacent to the primary north south drainage channel right-of-way (north of Royal Avenue) and both the east and west forks of the drainage channels on the south side of Royal Avenue. Two design options are considered in the plan; one for a single 12' wide bike/pedestrian path, and one for a 10' wide bicycle path with an adjacent 6' wide soft surface running trail.

Storm Water Drainage

The Royal Node is an extremely wet site, especially during the winter months. The existence of impervious soils and the absence of slopes on the site result in standing water throughout much of the site during the rainy season. Previous and current landowners have established positive drainage by ditching and creating channels to drain stormwater.

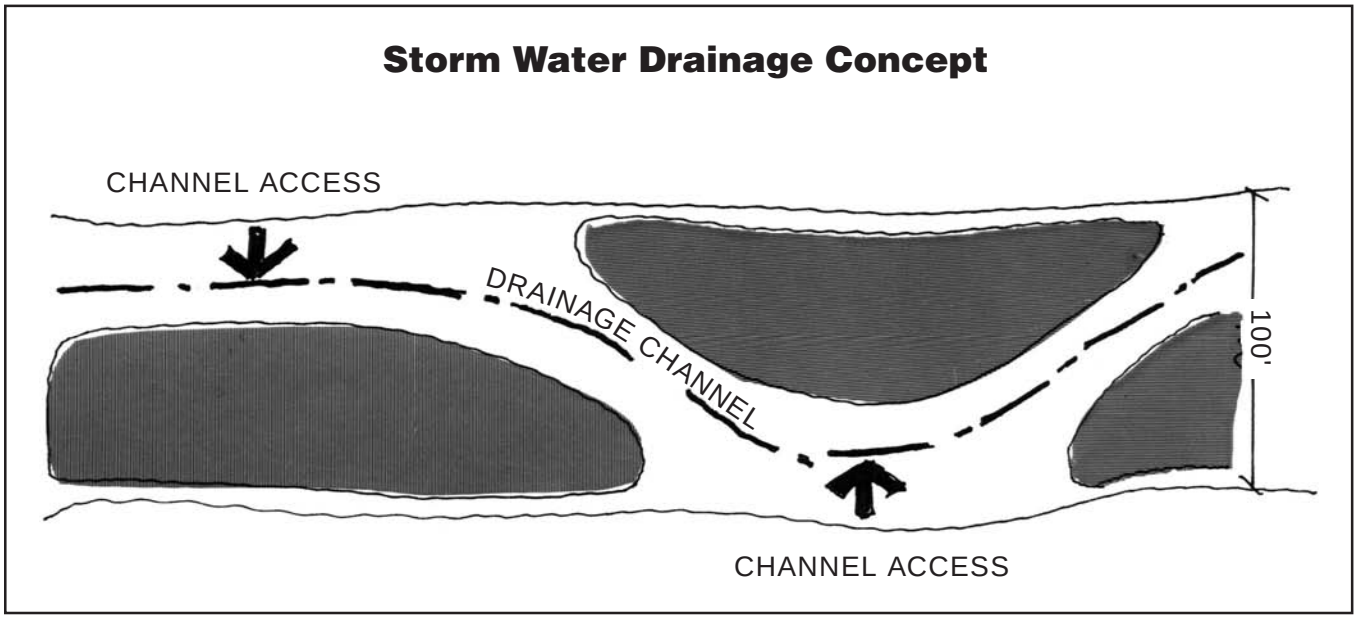


Figure 33.

The Royal Node site plan utilizes a combination of open drainage channels, standard piped systems, grassy swales, and stormwater Best Management Practices (BMP's) to drain the site. This system integrates surface drainage in conjunction with traditional pipe and gutter systems to reduce the amount of pollutants washing off streets, rooftops, and lawns; and to allow stormwater to percolate back into the soil.

BMP's include a variety of structural (e.g. oil-separating catchbasins, manufactured filtration devices, etc.) And non-structural facilities and practices (swales, ponds, wetlands, etc.) That are used to reduce impacts of non-point source pollution. This system is expected to cost significantly less to build than a traditional piped system; city staff estimates that construction of a traditional piped system throughout the whole node would cost approximately twice as much to build as the proposed system.

The backbone of this system is the network of open drainage channels that are proposed to be constructed within the multi-use corridors shown in ***Figure 35.*** Alignment of the proposed channels generally follows the existing drainage pattern in the area. The concept for the design of these corridors is to integrate wetland protection and stormwater conveyance functions within the same area. The drainage channels would meander within the corridor to allow maximum protection of wetland areas and to provide access for maintenance of the channels. ***No portion of the drainage channel will be scheduled for construction until an application for new development is approved within the node area. However, acquisition of the land necessary to build the storm water/wetlands corridors and a detailed design of the corridors will begin as early as 2004, following adoption of this plan.***

Drainage for major streets within the node will be provided through a combination of median biofilters and a traditional piped system that connects to the drainage channels. Local streets within the node could incorporate roadside drainage swales to help address storm water quality issues, or could use a piped system to convey stormwater from building sites to the drainage channels. A preliminary design has been developed for the proposed system; this information will be made available to the developer upon request.

Work to be completed as part of the 1135 Wetland Restoration Project will create additional flood storage capacity in the vicinity of the node. Because capacity will be increased, it is anticipated that the area designated as a Special flood Hazard Area, downstream of the 1135 project, will decrease in size. Following completion of the 1135 project, flood hazard maps for the area will need to be revised based on the new data.

Preservation of storm water quality within the node is an important goal of the plan. The City is currently formulating storm water quality standards for new development throughout the city. Following approval of these standards by the City Council, they will apply to developments within the node.

Drainage Channels The primary drainage channels within the node are proposed to be constructed within a 100' right-of-way. The channel bottom could meander within the easement as long as the side slope remains fairly flat, that is, with less than 4 to 1 (4:1) slopes ***(See Figure 38).*** The preliminary design attempts to maintain a fairly flat slope so that mowing equipment can operate on the channel banks if it becomes necessary to mow them in the future. The channels should be designed, at a minimum, for a 10 year storm event. The drainageways located within the boundaries of the Special Flood Hazard Area will need to be designed to accommodate a 100 year storm event.

Channel depth and slope would be established by matching the invert of the existing “A3" channel and the Marshall channel at their respective connection points, then following the general slope of the land. The resulting design would create a channel approximately 5 feet deep and sloping at approximately 0.0014 along its course. The typical cross-section ***(See Figure 34)*** would include a 2.5 foot wide low flow channel meandering between wetland mitigation areas which are set at the level of the two year storm event. The design assumes that the channel bottom and sides will be planted with native grasses and will be mowed once or twice per year. The wetland mitigation areas and the upper slopes of the channel could be planted with native trees and shrubs. During construction and until vegetation becomes established, erosion control will be required for any construction contract. The preferred method of street crossings over the channels would be bridges rather than culverts as bridging will help maintain the ecological benefits of a natural channel bottom.

The plan proposes that the drainage corridors be constructed in one or two increments, depending on where the first development proposal is approved within the node. Approval of new development on the north side of Royal Avenue will require construction only of the northside drainage channel; approval of new development on the south side of Royal will require construction of the complete system. Construction of large segments of the drainage channel at one time will provide cost savings due to economies of scale, will reduce construction-related environmental impacts, and will allow new development to proceed by providing the required drainage capacity.

Under current Eugene codes, benefitted properties are assessed a portion of the drainage channel costs based on the first 24" of pipe diameter for an equivalent system.The channels could either be constructed through a public contract or as a privately engineered and built project. Privately-engineered projects are eligible to receive city Systems Development Charge credits.

Local Neighborhood Drainage The Royal Node site plan provides for the use of grassy swales to drain local streets within the node. Where grassy swales are used for local drainage, developed parcels should be sloped toward the swales, main channels, or streets so that runoff will cross the landscaped area thereby enhancing water quality. Roof down spouts should be directed to allow the storm water to run across the lawn to the grassy swales. Inverted curbs should be provided on local streets with drainage swales to allow water to sheet drain from the street to the swale. If swales are used, street slopes should follow the drainage swales at a minimum slope of 0.02. A 10 foot wide area will be needed to construct the swales in order to maintain a minimum swale depth of 1 foot (below edge of street elevation). Local drainage swales should be designed for a 5 year storm event. Details for crossing the street intersections will need to be determined to allow for a shallow crossing while maintaining ADA requirements for sidewalks.

Developers could be given the option of constructing a traditional piped storm drain system instead of the grassy swales or a combination of both. Piped systems would likely be more costly and provide less opportunity for water quality enhancement. Therefore, other storm water quality facilities may be required to meed new standards that are currently being developed by the City.

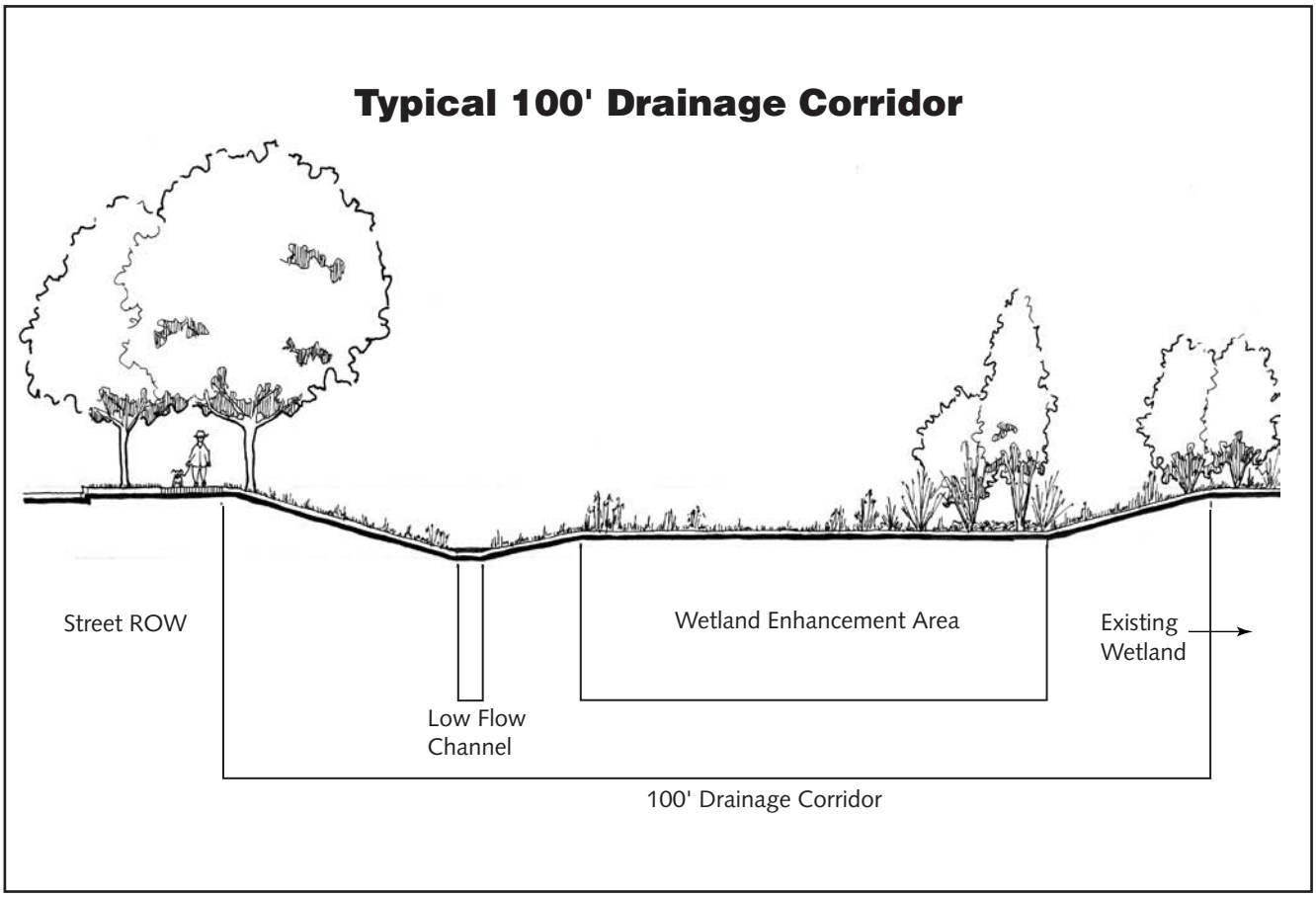
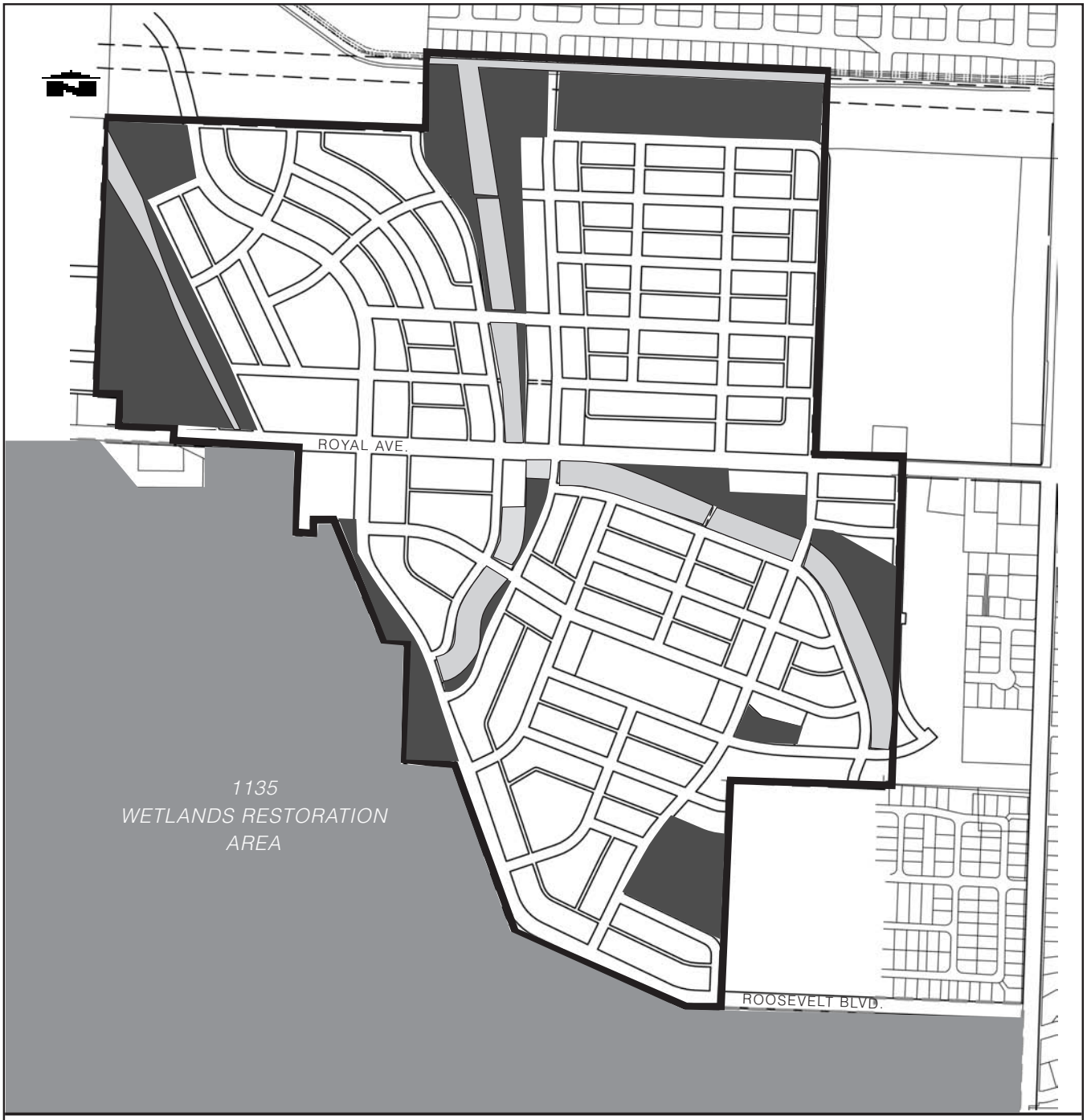

Typical 100' Drainage Corridor
Street ROW
Low Flow
Channel
Wetland Enhancement Area
Existing
Wetland
100' Drainage Corridor

Figure 34.



Storm Water System

- Drainage Corridor
- Wetlands Mitigation/Natural Resources
- Future Metropolitan Park

This map is for reference only. The official, large-scale, detailed map showing Storm Water System is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 35.

Waste Water System

Implementation of the *Royal Avenue Specific Plan* will require extension of wastewater service to the site. Wastewater service would be provided to the site by extending a wastewater interceptor to the south from a recently constructed pump station on Legacy Street at the southwest corner of the Meadowview School. Provision of wastewater service from the existing pump station on Legacy Street, south to the northern node boundary, will require the construction of a 48 inch interceptor of approximately 2600 feet in length. A portion of the east side of the node could be served by connecting to the existing 48 inch interceptor located along Terry Street.

The large interceptor pipe to the north should be located and constructed in conjunction with construction of the Roosevelt Extension, which will connect Legacy Street to Terry Street. The location and general alignment of the Roosevelt Extension is shown in ***Figure 36.*** The beginning and end point of the new wastewater interceptor line is already established. The new interceptor will need to connect the recently constructed pump station near Meadowview School with the existing diversion structure located at Terry and Roosevelt. The diversion structure was planned and constructed to handle the additional flow that would result from future development in the upstream basins to the south of the Royal Node.

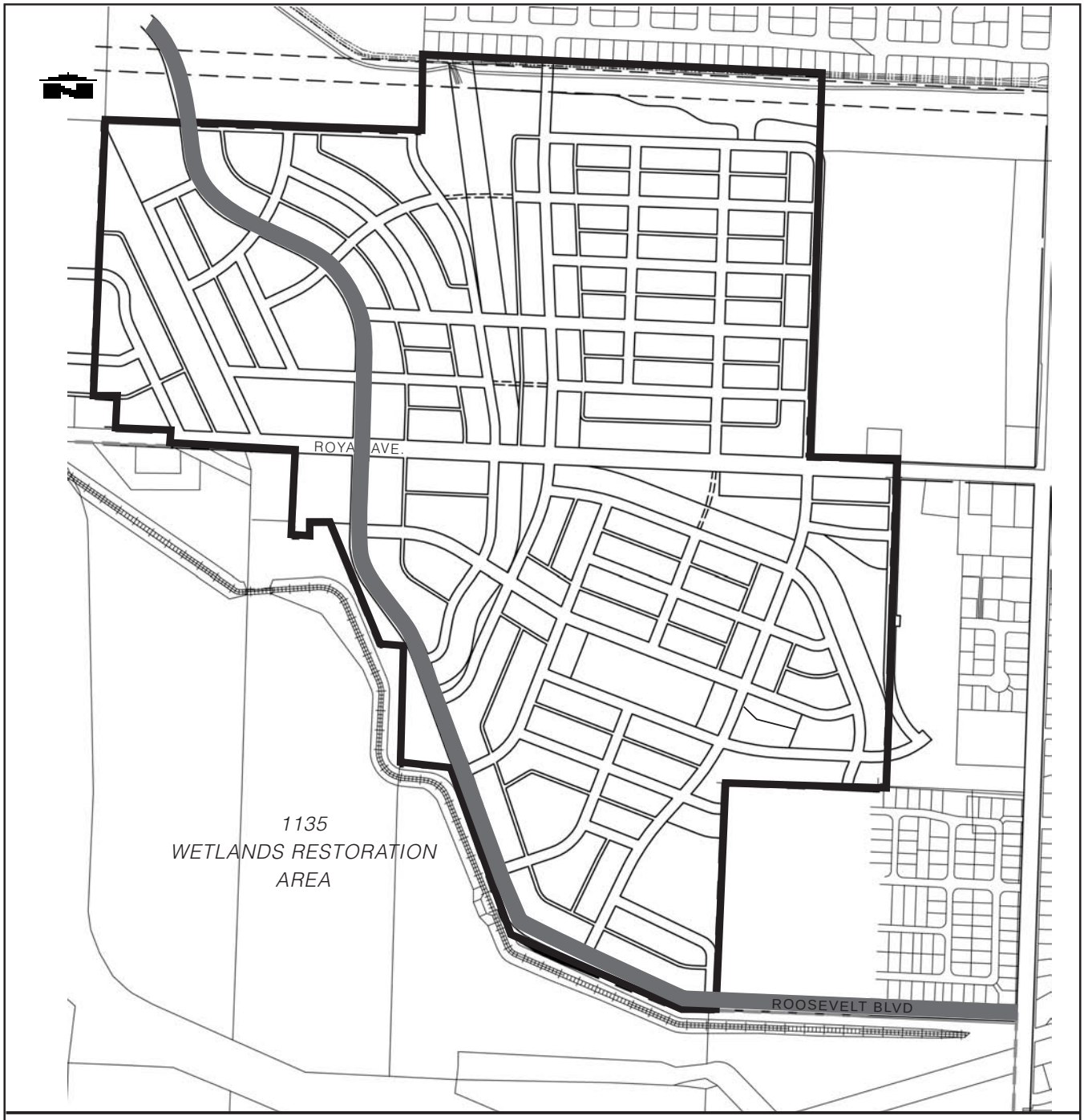
Electric Utility Service

The Royal Node has no electrical substations within its boundaries but has two substations nearby. Danebo substation, located north and east of the node, is the primary source of electric power for the node. Bertelsen substation, located south and east is available for backup. In accordance with EWEB policies, new development within the planning area will be provided with underground electric utility service. Extensions to serve development within this node will occur as they would with any other development within the City of Eugene. There appear to be no special design considerations within the nodal area that would increase line extension costs. To increase capacity, EWEB will need to bring another electric feeder through the node as the node develops. The plan recommends that a new feeder line be constructed underground, except surface-mounted switch boxes, and follow the alignment of Roosevelt Boulevard. Easements, approximately 15' by 25' will be required outside of the street rights of way for each of the switch box locations. Existing overhead electric utility lines along Royal Avenue will need to be relocated as part of the Royal Avenue improvement project or they may be converted to underground service, at developer request and developer cost. ***(See Figure 37)***

Water Supply

The Royal Avenue Node is situated in an area that is currently not serviced by EWEB, although water service is present in the vicinity of the node. Water service can be extended to serve the development in accordance with EWEB policies and procedures. New development that requires service will be responsible for the entire cost of extending service to and through the development; however, EWEB will assume the cost to enlarge water mains above and beyond the size needed to serve the development if needed for the benefit of the overall system.

In order to provide adequate fire flow and system reliability for the mixed use development envisioned in the plan, a “back bone” system of 12-inch water mains with a distribution grid of 8-inch and 6-inch water mains would be required. The back bone system would be extended from Legacy Street south to Royal Avenue, along Royal Avenue from Terry Street through the node to the west**,** and from Royal Avenue south and east along the extension of Roosevelt Boulevard to Terry Street where it will tie into the existing water main**.** EWEB may choose to increase the size of the back bone system for overall system capacity benefit. The back bone system would have to be connected in a minimum of two places; the most logical would be at Royal Avenue and Terry Street and at the south end of Legacy Street. Extension of the backbone system along Roosevelt should be completed in conjunction with the construction of the Roosevelt Extension. ***(See Figure 38)***



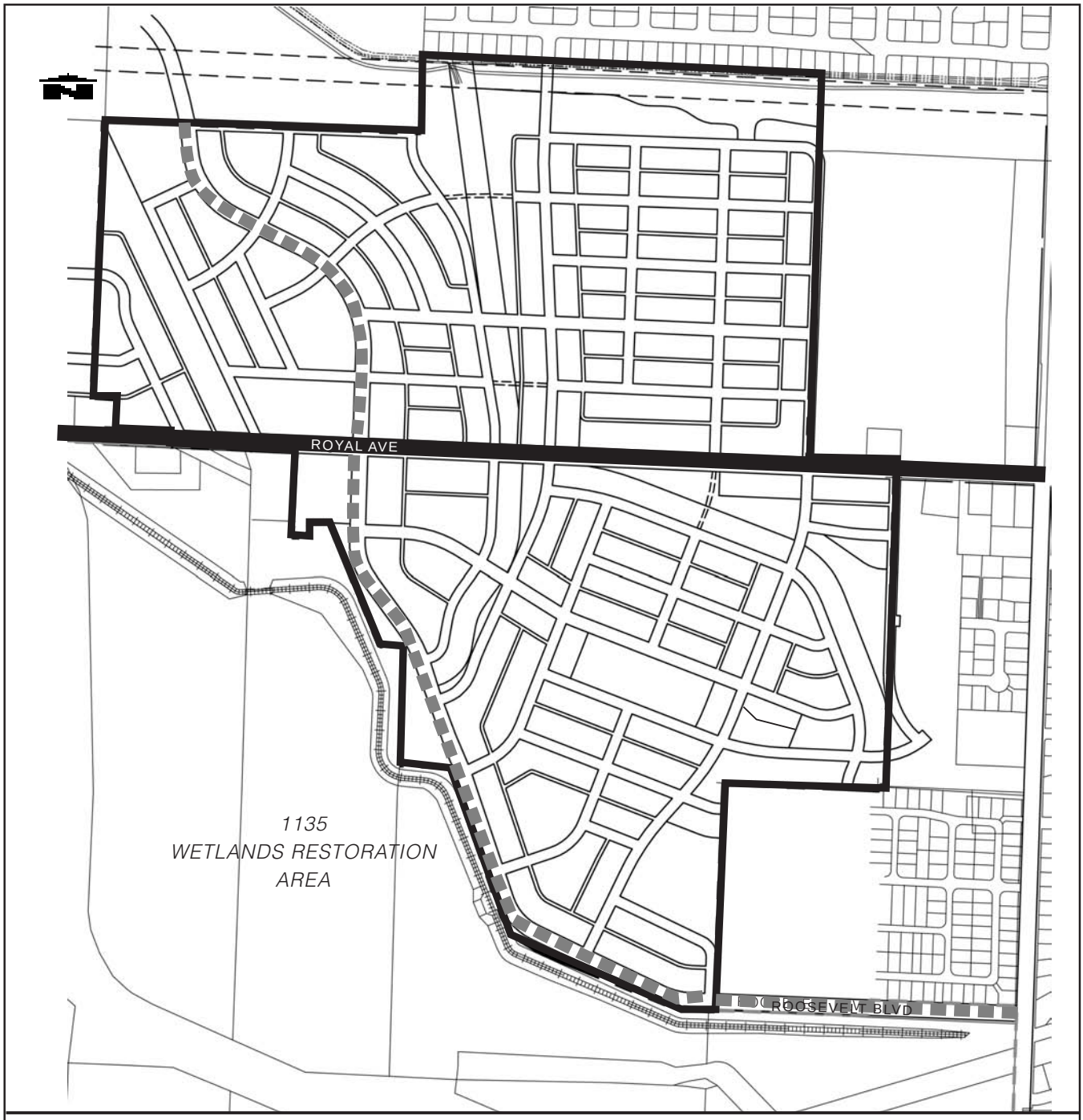
Waste Water Service

48" Interceptor

This map is for reference only. The official, large-scale, detailed map showing Waste Water Service is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 36.



Electric Service

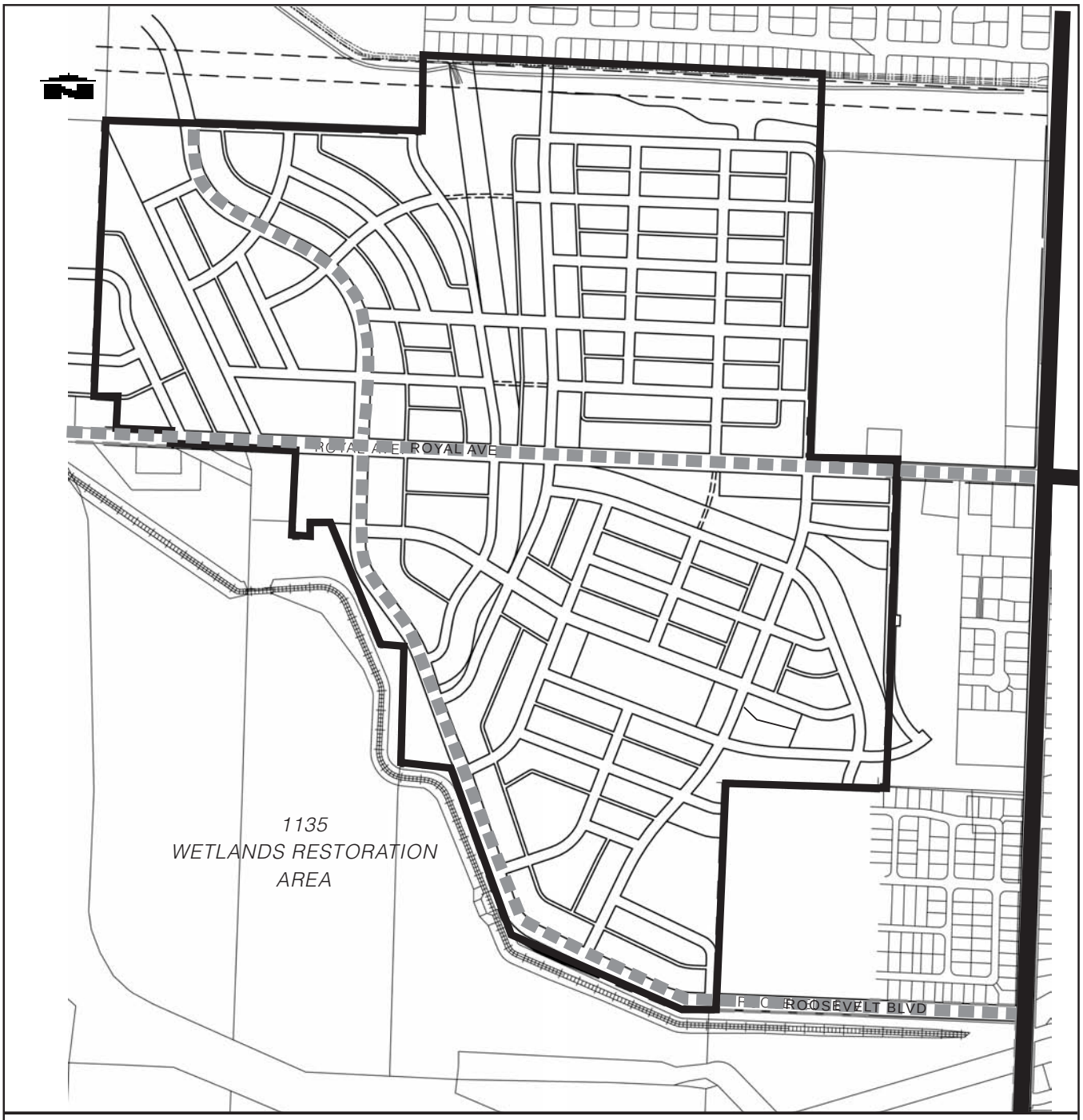
Existing Electric Overhead Feeder

Proposed New Underground Feeder Service

This map is for reference only. The official, large-scale, detailed map showing Electric Service is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 37.



Water Service

Existing Main Lines

Future Main Lines

This map is for reference only. The official, large-scale, detailed map showing Water Service is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

Figure 38.

Appendix

ORDINANCE NO. 20274

AN ORDINANCE CONCERNING THE ROYAL NODAL DEVELOPMENT AREA; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN AND THE BETHEL-DANEBO REFINEMENT PLAN; ADOPTING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

The City Council of the City of Eugene finds that:

A. On September 10, 2001 the City Council adopted Ordinance No. 20234 that effected amendments to the transportation element of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan), related changes to the Plan text, and adopted revisions to TransPlan. Included in the text amendments was the addition of a new section entitled "Nodal Development Area (Node)," and inclusion of "ND - Nodal Development" to the text for the Legend Block on the Metro Plan Diagram.

B. The Metro Plan, in describing the Nodal Development Area designation states that "[a]reas identified as nodal development areas in TransPlan are considered to have potential for this type of land use pattern." Page II-E-4. TransPlan Map A1 identifies the Royal area for nodal development. See area identified as 4F.

C. These proceedings have been initiated by the City of Eugene pursuant to procedures for amendment and refinement of the Metro Plan described in the Metro Plan and Chapter 9 of the Eugene Code, 1971 (EC), which requires approval of the Eugene City Council and Lane County Board of Commissioners for Type II Metro Plan diagram amendments located between the incorporated city limits of Eugene and the Plan boundary. Since a text amendment to the refinement plan is required for consistency with the proposed Metro Plan diagram amendment, a concurrent refinement plan amendment application is being processed. The proceedings are following a Type V process.

D. On June 2, 2000 the Royal Avenue Nodal Development Plan (the "Plan") and notice of a joint public hearing to be held by the Eugene and Lane County Planning Commissions was mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610. No comment was received in response to the notice. Notice of the public hearing was also mailed June 9, 2000 to property owners and interested parties and published in the Register-Guard on June 21, 2000.

E. The joint Eugene/Lane County public hearing on the Plan was held on July 11, 2000. The Eugene Planning Commission also held work sessions on June 26, September 18, September 25, October 2, and October 23, 2000, and the Lane County Planning Commission held a work

session on November 14, 2000. As a result of the public hearing and work sessions, both planning commissions recommended adoption of the Plan be delayed pending completion of additional wetlands work. That work was completed during 2001.

F. On January 15, 2002, the proposed amendments and notice of another joint public hearing was mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610. No comment was received in response to the notice.

G. On February 1, 2002 and February 25, 2002, notice of the Planning Commissions' hearing was mailed to property owners, neighborhood groups, and other interested parties.

H. The Eugene and Lane County Planning Commissions held a joint public hearing on the measures to establish the Royal Node on March 5, 2002.

I. The Eugene Planning Commission held a work session on April 16, 2002 and unanimously recommended approval of the measures with certain revisions. After a work session on June 4, 2002, the Lane County Planning Commission also unanimously recommended approval of the measures with the revisions identified in the Eugene Planning Commission recommendation.

J. On August 28, 2002, notice of the Joint Eugene City Council/Lane County Board of Commissioners hearing was mailed to owners of property subject to the amendments, the neighborhood association, and those who had requested to be placed on the Interested Parties list for the Metro Plan amendment. Notice of that hearing was also published in the Register-Guard on August 28, 2002.

K. The Eugene City Council held a public hearing on the request on September 18, 2002, and is now ready to take action on the requested amendments.

L. Evidence exists within the record and the findings attached hereto that the proposal meets the requirements of Chapter 9 of the Eugene Code, 1971, and the requirements of applicable state and local law.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The Metro Plan Diagram is amended to add the ND-Nodal Development designation to the property identified on Exhibit A attached to this Ordinance. The underlying plan designations for these properties shall remain.

Section 2. Consistent with the provisions of EC 9.7750(4), the Bethel-Danebo Refinement Plan land use diagram designation for the identified property is automatically amended to apply the ND-Nodal Development designation, as depicted on Exhibit A attached hereto.

Section 3. The Bethel-Danebo Refinement Plan is amended by replacing Section II-D of the Land Use Element - West Bethel-Danebo Development Node (Floating Node), with the text and maps attached as Exhibit B to this Ordinance.

Section 4. The zoning for the property identified on Exhibit A will remain unchanged until annexed to the City of Eugene.

Section 5. The above findings, the January 2002 Royal Avenue Specific Plan (as amended by the Errata dated June 2002, and not including Appendices B or C) attached as Exhibit C, and the Legislative Findings set forth in Exhibit D attached hereto serve as findings in support of this Ordinance, but are not adopted.

Section 6. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct, and independent provision and that holding shall not affect the validity of the remaining portions of this Ordinance.

Section 7. Notwithstanding the effective date of ordinances as provided in the Eugene Charter of 1976, this Ordinance shall become effective 30 days from the date of its passage by the City Council and approval by the Mayor, or upon the date of its acknowledgment as provided by ORS 197.625, whichever date is later, providing that by that date the Lane County Board of Commissioners has adopted an ordinance containing identical provisions to those described in Section 1 of this Ordinance.

Passed by the City Council this

13th day of January, 2003

/s/ Mary F. Walston
City Recorder

Approved by the Mayor this

13th day of January, 2003

/s/ James D. Torrey
Mayor

Exhibit "A"

Royal Node Metro Plan Diagram Amendments
Properties Subject to Addition of ND-Nodal Development Designation

Tax Lot	Owner
17-04-20-00-02000	Stingray Development
17-04-20-00-02400	Robert McCulloch
17-04-20-00-02500	Robert Bounds, et. al.
17-04-20-00-02600	Mark O'Brien
17-04-20-00-02700	Robert Bounds, et. al.
17-04-20-00-02800	Charles and Dorothy Doane
17-04-20-00-02900	Charles and Dorothy Doane
17-04-20-00-03000	Aikon, LLC
17-04-20-00-03100	Aikon LLC
17-04-20-00-03200	Aikon LLC
17-04-29-00-01200	Aikon LLC
17-04-20-00-03300	Doris and Allen Haynes
17-04-20-00-03400	David Ott
17-04-20-00-03500	Robert and Harriet Kinser
17-04-29-00-01502	Teresita Barger
17-04-29-00-01505	Conrad and Elaine Snow
17-04-29-00-01501	Leslie Drew-Schneider
17-04-29-00-01301	Larry and Shirley Ann Amos
17-04-29-00-01400	Larry and Shirley Ann Amos
17-04-29-00-01300	Ronald Bounds
17-04-29-00-01201	Howard and Evelyn Nelson
17-04-29-13-00100	Opel Slagle Trust

Tax Lot	Owner
17-04-29-11-01000	James and Peggy Wallace
17-04-29-11-01100	James and Peggy Wallace
17-04-29-11-00900	Robert and Mary Larsen
17-04-29-11-00800	Gale and Cindy Morgan

APPENDIX A

Exhibit B

Bethel-Danebo Refinement Plan
Section II-D

Royal Avenue Specific Plan Area.

In late 1998, the City initiated a planning process for the Royal Avenue nodal development site. That planning process resulted in the creation of the *Royal Avenue Specific Plan,* a detailed planning document that outlines a vision and an action plan for future development of the Royal Avenue Nodal Development site as depicted on the accompanying map. The *Royal Avenue Specific Plan* will guide future land use and infrastructure decisions within the nodal development area. The node consists of 191 acres of property located along Royal Avenue between Terry Street and Greenhill Road and within the Bethel neighborhood.

Elements of the *Royal Avenue Specific Plan* that will guide future development include the following:

- A Commercial Center consisting of approximately 8 acres of retail and service space.
- Residential development areas consisting of 13 acres of Medium-Density Residential, 59 acres of Low-Density Residential, and 18 acres of Residential Mixed-Use development.
- A Commercial Mixed-Use area consisting of approximately 4 acres that borders the commercial center and permits a variety of compatible retail, office, and residential uses.
- A Residential Mixed-Use area consisting of approximately 18 acres that permits higher-density residential development and limited (small-scale) neighborhood-serving commercial uses.
- Two neighborhood-scale parks totaling almost 5 acres serving neighborhoods on either side of Royal Avenue.
- A Transit Center within the commercial area intended to accommodate future transit service to the node.
- Multi-use corridors that serve as drainage channels, areas for wetland protection and habitat enhancement, off-street pedestrian circulation, and general development amenities.
- A street network that is highly interconnected, and designed to reduce traffic speeds.
- Infrastructure improvements that include:
  - Improvements to Royal Avenue
  - Extension of Roosevelt Boulevard through the site

- Completion of the overall circulation system within the site
- Extension of sanitary sewers to the site
- Extension of electric, and water systems to the site
- Creation of a stormwater drainage system

- An infrastructure financing program that addresses timing and equity issues for new development.

Implementation of the *Royal Avenue Specific Plan* requires that the land within the node boundaries be zoned with the S-RN Royal Node Special Area Zone and be developed in accordance with the Eugene Code, 1971 criteria and standards for that zone.

The Plan recognizes that a rural neighborhood already exists within the future nodal development area. This neighborhood consists of generally well-maintained homes and out-buildings, several of which are used for business-related purposes. The site plan for this area was structured to allow existing residents, or their heirs, to remain in their homes and on their properties for as long as each owner desires. The intent of this plan is not to cause, directly or indirectly, existing property owners to move or be displaced from their homes.

About half of the homes in the planning area are on parcels of land ranging between 5 and 36 acres in size; the remainder are on parcels of land smaller than 5 acres in size. The Plan is also structured to allow each property owner the opportunity to sell or to develop undeveloped or underdeveloped portions of their property for the purpose of creating a new higher-density, mixed-use neighborhood in this area, the layout and design of which will be based on nodal development design principles.

Policies:

1. The *Royal Avenue Specific Plan* shall serve as the basis for development regulations and infrastructure improvements within the Royal Avenue Specific Plan area. Amendments to land use regulations for the Royal Avenue Node shall be consistent with the Land Use Element of the *Royal Avenue Specific Plan*.

2. Construction of proposed drainage corridors identified in the Plan shall be delayed until new development in the planning area creates a need for the drainage system. New development is defined, for the purpose of this policy, as final approval of any new subdivision or planned unit development within the Royal Avenue planning area; or final approval of an annexation request for land designated in the *Royal Avenue Specific Plan* for Main Street Commercial, Commercial Mixed-Use, Residential Mixed-Use or Medium-Density Residential development. The drainage corridor will be constructed in one or two increments, depending on where the first development proposal is approved within the node. Approval of new development on the north side of Royal Avenue will require construction only of the northside drainage channel; approval of new development on the south side of Royal will require construction of the complete system.

3. Following adoption of the *Royal Avenue Specific Plan*, the City will begin the process for acquiring land within which future drainage corridors will be constructed, and for preparing design documents for constructing the drainage corridors. Land acquisition and design activities for the corridors will begin as early as 2004.

4. The median proposed as part of the reconstruction of Royal Avenue shall not be constructed so as to limit access to existing residences that take access off Royal Avenue. Existing homes fronting on Royal Avenue shall be allowed to maintain access onto Royal Avenue until such time as those properties are redeveloped. Redevelopment, for the purpose of this policy, is defined as final approval of a land partition or of any new subdivision or planned unit development which includes land abutting Royal Avenue; or final approval of an annexation request for land designated in the *Royal Avenue Specific Plan* for Main Street Commercial, or Commercial Mixed-Use development.

5. The proposed north-south drainage channel on the south side of Royal Avenue that bisects property owed by Ron Bounds (Map and Tax Lot number 17-04-20-00–01300) shall be designed so as to avoid the removal of the residential structure on that parcel. The land on which the residential structure is sited, other than land required for the construction of the drainage channel and corridor, shall retain its current zoning (AG/UL) and use allowances until the property is annexed to the City of Eugene and rezoned consistent with the *Royal Avenue Specific Plan*. Annexation and rezoning shall be initiated completely at the discretion of the property owner.

6. Acquisition of land necessary for the construction of the drainage corridor and for wetland management purposes on property owned by Ron Bounds (Map and Tax Lot number 17-04-29-00-01300) shall be accomplished in two phases. The area involved in Phase I acquisition shall be limited to that needed for construction of the drainage channel in the vicinity of the Bounds home. The area involved in Phase II acquisition shall include the remainder of the land on that parcel designated as Drainage Corridor or Wetland Mitigation/Natural Resources on the *Royal Avenue Specific Plan Land Use Diagram*. Phase II acquisition shall not occur until the property owner gains final approval of an annexation request for land designated in the *Royal Avenue Specific Plan* for Commercial Mixed-Use development. The general areas involved in Phase I and Phase II acquisition are shown on the attached map labeled Ronald Bounds Phased Wetland Acquisition. The property owners may initiate a request that the City purchase these lands for their planned use at any time.

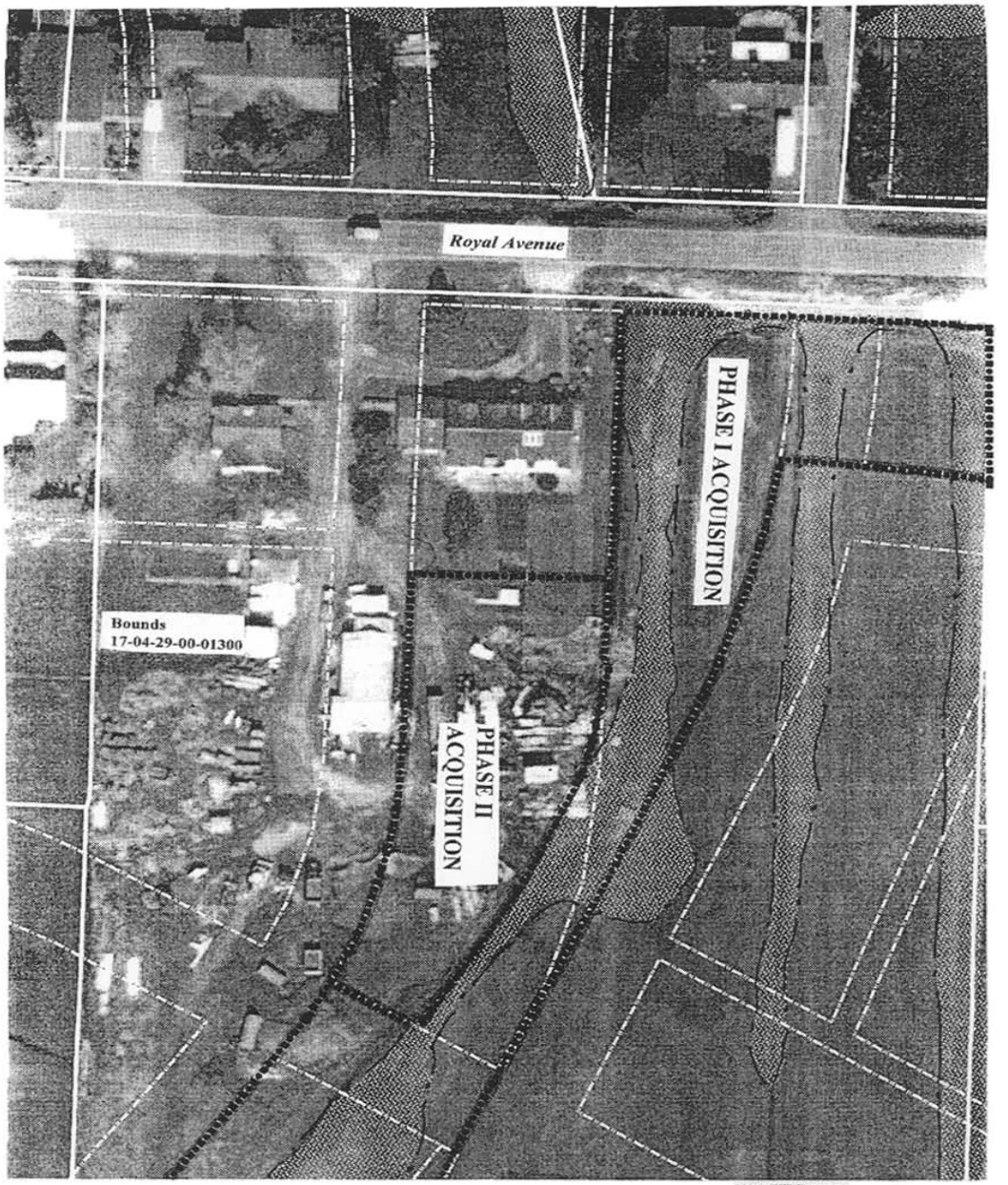
7. Acquisition of land necessary for the construction of the drainage corridor and for wetland management purposes on property owned by James and Peggy Wallace (Map and Tax Lot number 17-04-29-11-01000 and 17-04-29-00-01100) and Robert and Mary Larsen (Map and Tax Lot number 17-04-29-11-00900) shall be accomplished in two phases. The area involved in Phase I acquisition shall be limited to that needed for construction of the drainage corridor. The area involved in Phase II acquisition shall include the remainder of the land on those parcels designated as Wetland Mitigation/Natural Resources use on the *Royal Avenue Specific Plan Land Use Diagram*.

Phase II acquisition shall not occur until the subject property is annexed to the City and final approval of a land partition or of any new sudivision or planned unit development which includes land abutting Royal Avenue is gained. The general areas involved in Phase I and Phase II acquisition are shown on the attached map labeled Wallace/Larsen Phased Wetland Acquisition. The property owners may initiate a request that the City purchase these lands for their planned use at any time.

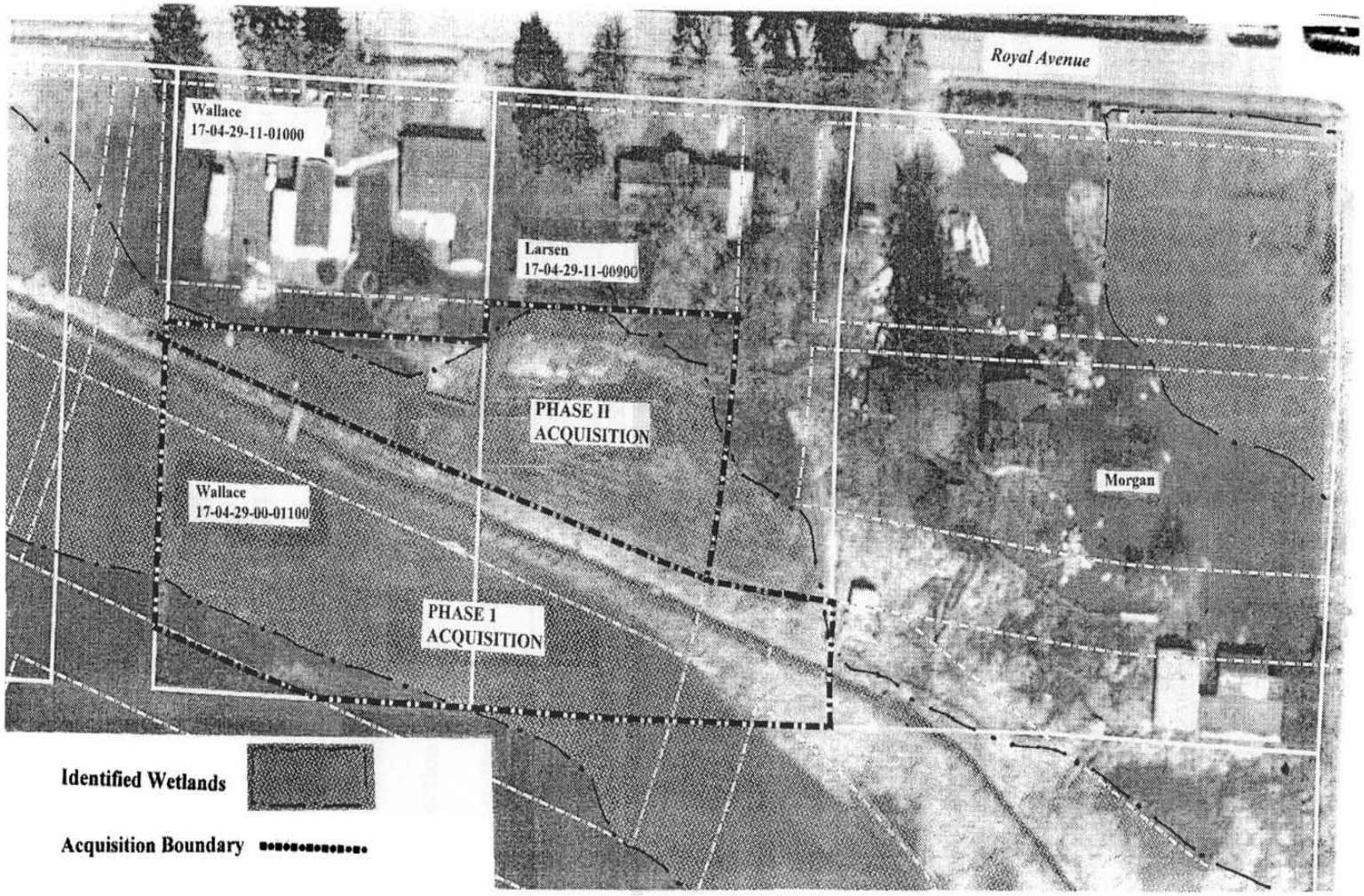
8. With the exception of the future extension of Roosevelt Boulevard and the reconstruction of Royal Avenue, the City shall not require the construction of any street or alley depicted on the Royal Avenue Land Use diagram until the property on which that street or alley is shown is annexed to the City and approved for new development. New development is defined, for the purpose of this policy, the same as that of Policy #2.

9. Following adoption of Chapter 9 of the Eugene Code, 1971 by Lane County, the City shall work with the Eugene Historic Review Board to secure grant funding to complete a cultural resource survey for buildings, sites, structures, and landscape elements within the Royal Node planning area.

APPENDIX A



Ron Bounds Phased Wetlands Acquisition



RASP- Existing Conditions with January 2002 Revisions date: 3-19-02

scale: 1"=50'
30 0 30 60 Feet

Wallace / Larson Phased Wetland Acquisition

APPENDIX B

ORDINANCE NO. 20275

AN ORDINANCE CONCERNING THE ROYAL NODE SPECIAL AREA ZONE; AMENDING SECTIONS 9.1030, 9.8030, 9.8865, AND 9.9510 OF THE EUGENE CODE, 1971; ADDING SECTIONS 9.3800 TO 9.3823 TO THAT CODE; ADOPTING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 9.1030 of the Eugene Code, 1971, is amended by adding the following in alphabetical order to the Table 9.1030 Special Area Zone listing:

Table 9.1030 Zones		
Broad Zone Category	**Zone**	
Special	S-RN	Royal Node Special Area Zone

Section 2. The following caption and Sections 9.3800 to 9.3823 are added to the Eugene Code, 1971, to provide:

S-RN Royal Node Special Area Zone

9.3800 **Purpose of S-RN Royal Node Special Area Zone.** The special area zone applied to the Royal Node area is intended to ensure that:

(1) The overall street system and internal circulation systems for large developments shall provide for a circulation network that encourages walking, bicycling and transit use;

(2) Local streets shall be designed with narrow lane widths to reduce vehicle speeds, reduce construction costs, and meet stormwater goals;

(3) On-street parking shall be provided on all streets within the node, except alleys;

(4) Alleys shall be used, whenever possible, to provide service and parking access to residential and commercial developments within the node.

(5) The street system shall be designed to discourage cut-through traffic seeking an alternative to travel on arterial and collector streets;

(6) A coordinated system of striped bicycle lanes, on-street bicycle routes, and off-street bicycle paths shall be developed within the node;

(7) Residential development shall achieve an overall density of 12 dwelling units per net acre for the entire development site;

(8) A mix of housing densities, ownership patterns, prices, and building types shall be developed in the node;

(9) Open space areas adjacent to the node shall be integrated into the overall design concept for the node;

(10) Existing drainageways shall be maintained and enhanced;.

(11) Homes located along major streets shall be placed so as to face the street;

(12) Streets that front on neighborhood parks shall be lined with homes that face the park;

(13) Residential accessory units shall be allowed and promoted as a means of increasing density of development in the area;

(14) Residential garages shall be provided access from alleys whenever possible to improve the visual character of the street, improve pedestrian qualities along the street, and to promote construction of small-lot single family housing with reduced lot widths;

(15) Multi-family developments shall retain visual and physical links to adjacent public parks and natural areas and preserve unique natural features found on the site;

(16) Multi-family developments shall front onto public and private streets with building entrances visible from the street;

(17) Setbacks and building designs for multi-family developments shall insure privacy for and promote compatibility with abutting lower intensity uses;

(18) Vehicle parking lots or areas shall not be located between buildings and the public street;

(19) Large parking areas shall be separated into smaller lots to minimize their visual impact;

(20) Vehicle access points for multi-family, commercial, and mixed-use developments shall connect to local or collector streets, via alleys whenever possible, rather than arterial streets;

(21) Commercial buildings shall be designed so as to stimulate the creation of high-quality pedestrian use areas and are situated so as to define the street right-of-way;

(22) Commercial buildings shall be designed with building entrances fronting on the street and with street-facing facades that contain windows; and

(23) A mixture of retail, service, education, office and higher-density residential uses shall be developed in the node.

9.3805 **S-RN Royal Node Special Area Zone Siting Requirements.** In addition to the approval criteria at EC 9.8865 Zone Change Approval Criteria, the site must be included within the area depicted on Map 9.3805 S-RN Royal Node Special Area Zone and Subareas. When property is rezoned to S-RN, as part of the rezoning process, the City shall identify the subarea designation applicable to the property. Within the S-RN Special Area Zone, the 7 subareas are:

(1) S-RN/LDR (low density residential);

(2) S-RN/MDR (medium density residential);
(3) S-RN/MSC (main street commercial);
(4) S-RN/CMU (commercial mixed use);
(5) S-RN/RMU (residential mixed use);
(6) S-RN/PRO (park, recreation and open space); and
(7) S-RN/NR (natural resources).

The applicable subarea shall be that shown on Map 9.3805 unless a different subarea designation is found to be consistent with EC 9.3800 Purpose of S-RN Royal Node Special Area Zone.

9.3808 **S-RN/NR Royal Node Natural Resources Subarea and S-RN/PRO Royal Node Park, Recreation and Open Space Subarea Regulations.** Land use and development within the S-RN/NR subarea shall be governed by the code sections applicable in the NR Natural Resources Zone. Land use and development within the S-RN/PRO subarea shall be governed by the code sections applicable in the PRO Park, Recreation and Open Space Zone.

9.3810 **S-RN Royal Node Special Area Zone Land Use and Permit Requirements.** The following Table 9.3810 S-RN Royal Node Special Area Zone Uses and Permit Requirements identifies those uses in the S-RN zone that are:

(P) Permitted, subject to zone verification.
(C) Subject to an approved conditional use permit.
(S) Permitted subject to zone verification and the Special Development Standards for Certain Uses beginning at EC 9.5000.
(SR) Permitted, subject to an approved site review plan.
(#) The numbers in ( ) in the table are uses that have special use limitations described in EC 9.3811 Special Use Limitations for Table 9.3810.

Examples listed in Table 9.3810 are for informational purposes and are not exclusive. Table 9.3810 does not indicate uses subject to Standards Review. Applicability of Standards Review procedures is set out at EC 9.8465.

APPENDIX B

Table 9.3810 S-RN Royal Node Special Area Zone Land Uses and Permit Requirements	LDR	MDR	RMU	CMU	MSC
Accessory Uses					
Accessory Uses. Examples related to residential use include a garage, storage shed, and services primarily for use by residents on the site, such as a recreation room and laundry facility. Parking areas and garages constructed and used for a principle use on the development site, such as an apartment, are allowed as an accessory use. Examples related to non-residential use include storage and distribution facilities incidental to the primary use of the site.	P	P	P(6)	P(7)	P(8)
Agricultural, Resource Production and Extraction					
Community and Allotment Garden	P	P	P(6)	P(7)	
Horticultural Use			P(6)	P(7)	
Cultural, Religious, Social and Fraternal					
Church, Synagogue, and Temple, including associated residential structures for religious personnel, but excluding elementary through high school	C(5)	C(5)			
Community and Neighborhood Center			P	P	P
Eating and Drinking Establishments					
Bar and Tavern			C(6) (3)	C(7) (3)	C(8) (3)
Delicatessen, Coffee, Bagel, Donut Shop			P(6) (3)	P(7) (3)	P(8) (3)
Restaurant			P(6) (3)	P(7) (3)	P(8) (3)
Entertainment and Recreation					
Amusement Center (Arcade, pool tables, etc.)			C(6) (3)	C(7) (3)	P(8) (3)
Artist Gallery/Studio			P(6) (3)	P(7) (3)	P(8) (3)
Athletic Facility and Sports Club	C	C	P(6) (3)	P(7) (3)	P(8) (3)
Athletic Field, Outdoor	C	C			
Ballet, Dance, Martial Arts, and Gymnastic School/Academy/Studio			P(6) (3)	P(7) (3)	P(8) (3)
Park and Playground (Refer to Park, Recreation, and Open Space zone for examples of activities within this use.) See EC 9.2640	P	P	P(6)	P(7)	P(8)
Theater, Live Entertainment					C
Financial Services					
Automated Teller Machine (ATM)			P	P	P
Bank, Savings and Loan Office, Credit Union			P(6) (3)	P(7) (3)	P(8) (3)

APPENDIX B

Table 9.3810 S-RN Royal Node Special Area Zone Land Uses and Permit Requirements	LDR	MDR	RMU	CMU	MSC
Government					
Government Services, not specifically listed in this or any other uses and permit requirements table. An example could include: a fire station and library.	P	P	P(6) (3)	P(7) (3)	P(8) (3)
Lodging					
Bed and Breakfast Facility (See EC 9.5100)	S	S			
Manufacturing					
Recycling, reverse vending machine		S	P(6)	P(7)	P(8)
Recycling, small collection facility (See EC 9.5650)	S	S	S(6)	S(7)	S(8)
Medical and Health Services					
Hospital, Clinic, or other Medical Treatment Facility (including mental health). 10,000 square feet or less of floor area					P (3)
Meal Service, Non-Profit			C (6)	C(7)	C(8)
Motor Vehicle Related Uses					
Parking Garage, up to 2 levels			C(6)	C(7)	C(8)
Transit Station, Major			C(6)	C(7)	C(8)
Transit Station, Minor			C(6)	C(7)	C(8)
Transit, Neighborhood Improvement	P	P	P(6)	P(7)	P(8)
Transit Park and Ride, Major or Minor, Only when Shared Parking Arrangement with Other Permitted Use	P	P			
Office Uses					
Administrative, General and Professional Offices			P(6) (3)	P(7) (3)	P(8) (3)
Scientific and Educational Research Center, includes laboratory			P(6) (3)	P(7) (3)	P(8) (3)
Personal Services					
Barber, Beauty, Nail, Tanning Shop			P(6) (3)	P(7) (3)	P(8) (3)
Day Care Facility (Day care operations part of a residence are included in residential)			P(6) (3)	P(7) (3)	P(8) (3)
Dry Cleaner			P(6) (3)	P(7) (3)	P(8) (3)
Film, Drop-off/Pick-up			P(6) (3)	P(7) (3)	P(8) (3)
Locksmith Shop			P(6) (3)	P(7) (3)	P(8) (3)
Laundromat, Self-Service			P(6) (3)	P(7) (3)	P(8) (3)
Mailing and Package Service			P(6) (3)	P(7) (3)	P(8) (3)
Shoe Repair Shop			P(6) (3)	P(7) (3)	P(8) (3)
Tailor Shop			P(6) (3)	P(7) (3)	P(8) (3)

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Table 9.3810 S-RN Royal Node Special Area Zone Land Uses and Permit Requirements	LDR	MDR	RMU	CMU	MSC
Residential					
Dwellings. (All dwellings shall meet minimum and maximum density requirements for development within the Royal Specific Plan area. All dwelling types are permitted.)					
One-Family Dwelling (1 Per Lot, includes zero lot line dwellings)	P	P	P		
Secondary Dwelling (Either Attached or Detached from Primary One-Family Dwelling on Same Lot)	P (1)	P(1)	P(1)		
Rowhouse (One-Family on Own Lot Attached to Adjacent Residence on Separate Lot with Garage or Carport Access to the Rear of the Lot)	P(2) (3)	P (2) (3)	P(2) (3)	P(2) (3)	P(2) (3)
Duplex (Two-Family Attached on Same Lot)	P	P	P		
Tri-plex (Three family attached on the same lot) See EC 9.5500	P	P	P	P	
Four-plex (Four-Family Attached on Same Lot) See EC 9.5500	P	P	P		
Multiple-Family (3 or More Dwellings on Same Lot) See EC 9.5500	S(3) (9)	S(3) (9)	S(3) (9)	S(3) (9)	S(3) (9)
Manufactured Home Park. Shall comply with EC 9.5400 or site review.	S - SR (4)	S - SR (4)			
Controlled Income and Rent Housing where density is above that normally permitted in the zoning district but does not exceed 150% of the maximum permitted density. (Shall comply with multiple-family standards in EC 9.5500.)	S (9)	S (9)			
Assisted Living & Day Care (Residences Providing Special Services, Treatment or Supervision)					
Assisted Living (5 or fewer people living in facility and 3 or fewer outside employees on site at any one time)	P	P			
Assisted Living (6 or more people living in facility)	C	C			
Day Care (3 to 12 people served) (See EC 9.5200)	S	S	P	P	P
Day Care (13 or more people served)	C	C	C	C	C
Trade (Retail and Wholesale)					
Convenience Store			P(6) (3)	P(7) (3)	P(8) (3)
Furniture and Home Furnishing Store					P(8) (3)
Garden Supply/Nursery, includes feed and seed store			P(6) (3)	P(7) (3)	P(8) (3)
General Merchandise, includes supermarket and department store			P(6) (3)	P(7) (3)	P(8) (3)
Hardware/Home Improvement Store			P(6) (3)	P(7) (3)	P(8) (3)
Specialty Store (examples include gift, computer or video store)			P(6) (3)	P(7) (3)	P(8) (3)

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Table 9.3810 S-RN Royal Node Special Area Zone Land Uses and Permit Requirements	LDR	MDR	RMU	CMU	MSC
Utilities and Communication					
Amateur Radio Antenna Structure (See EC 9.5050)	S	S	S(6)	S(7)	S(8)
Electrical Substation, must meet landscape standards in EC 9.6210(3) High Screen Landscape Standard (L-3) unless fully enclosed within a building or approved through a Type II procedure that shows low visual impact.	P	P	P(6)	P(7)	P(8)
Fiber Optic Station, must meet landscape standards in EC 9.6210(3) High Screen Landscape Standard (L-3) unless fully enclosed within a building or approved through a Type II procedure that shows low visual impact.	P	P	P(6)	P(7)	P(8)
Pump Station, well head, non-elevated reservoir, and other water or sewer facilities, must meet landscape standards in EC 9.6210(3) High Screen Landscape Standard (L-3) unless fully enclosed within a building or approved through a Type II procedure that shows low visual impact.	P	P	P(6)	P(7)	P(8)
Telecommunication Facilities (See EC 9.5750)	S	S	S(6)	S(7)	S(8)
Other Commercial Services					
Building Maintenance Service					P(8)(3)
Catering Service					P(8)(3)
Collection Center, Collection of Used Goods (See EC 9.5150)					S(8)(3)
Home Occupation (See EC 9.5350)	S	S			
Model Home Sales Office (See EC 9.5450)	S	S			
Photographer Studio			P(6)(3)	P(7)(3)	P(8)(3)
Picture Framing and Glazing			P(6)(3)	P(7)(3)	P(8)(3)
Printing, Blueprinting, and Duplicating			P(6)(3)	P(7)(3)	P(8)(3)
Publishing Service			P(6)(3)	P(7)(3)	P(8)(3)
Veterinary Service					C(8)(3)

9.3811 Special Use Limitations for Table 9.3810.

(1) Secondary Dwellings. Secondary dwellings shall conform to all of the following:

(a) The dwelling shall not exceed 800 square feet unless occupying the full story of a multi-story structure with ground floor residential use.

(b) Either the primary dwelling or the secondary dwelling shall be occupied by the property owner.
(c) There shall be at least 1 off-street parking space on the property.
(d) The dwelling shall be located on a lot that is not a flag lot.
(e) Detached secondary dwellings shall:
1. Comply with the residential density limitations in Table 9.3815(3)(n) Royal Node Special Area Zone Development Standards.
2. Provide a pedestrian walkway from the street or alley to the primary entrance of the secondary dwelling.
3. The primary entrance to a secondary dwelling shall be defined by a roofed porch.
4. Outdoor storage and garbage areas shall be screened from view from adjacent properties and those across the street or alley.

Prior to issuance of a final occupancy permit for the secondary dwelling, the owner shall provide the city with a copy of a notice that has been recorded with the Lane County Clerk that documents the secondary dwelling or primary dwelling is owner/occupied.

(2) Rowhouses. Rowhouses shall comply with the following:
(a) Maximum Building Size. Eight rowhouses in a building, no more than 180 feet in width.
(b) Minimum Interior or Rear Open Space Required. 400 square feet per rowhouse with a minimum smallest dimension of 14 feet.
(c) Auto Access and Parking. Auto access and parking shall be provided from an alley to the rear of the lot; there shall be no auto access from the front of the lot.

(3) Alley Access. This use is permitted only if there is an alley that can provide auto access and parking. There shall be no auto access in front of the lot.

(4) Manufactured Home Park. The number of spaces designed for manufactured homes in the park shall comply with minimum residential density standards for the Royal Node.

(5) Churches, Synagogues and Temples. Permitted conditionally in areas designated for Low Density Residential use, subject to the following standards:
(a) Primary and accessory structures associated with the religious use are limited in size, at the ground floor, to no more than 10,000 square feet.
(b) Minimum requirements for on-site parking are reduced to 1 parking space per 300 square feet of floor area.

(6) Small Business Size Limits in RMU. Each individual business is limited to 3,000 square feet of floor area. In addition, no use may include a drive-through facility.

(7) Small Business Size Limits in CMU. Each individual business is limited to 5,000 square feet of floor area. In addition, no use may include a drive-through facility.

(8) Business Size Limits in MSC. Each individual business is limited to 30,000 square feet of floor area. In addition, no use may include a drive-through facility.

(9) Multiple-Family Structures. On development sites that will result in 100 feet or more of public or private street frontage, at least 60% of the site frontage abutting the street (including required yards) shall be occupied by a building(s) or enhanced pedestrian space with not more than 20 percent of the 60 percent in enhanced pedestrian space, placed within 10 feet of the minimum front yard setback line. On development sites with less than 100 feet of public or private street frontage, at least 40% of the site width shall be occupied by a building(s) placed within 10 feet of the minimum front yard setback line. Building projections and offsets with an offset interval of 10 feet or less meet this standard (excluding required yards). "Site width" as used in this standard, shall not include areas of street frontage that have significant natural resources as mapped by the city, delineated wetlands, slopes greater than 15%, recorded easements, required fire lanes or other similar non-buildable areas, as determined by the planning director.

(10) An adjustment may be made to the special use limitations in this section if consistent with the criteria in EC 9.8030(17).

9.3815 S-RN Royal Node Special Area Zone Development Standards - General.

(1) (a) Application of Standards. In addition to the special use limitations in EC 9.3811 and the development standards in EC 9.3815 to EC 9.3823, the General Standards for All Development in EC 9.6000 through 9.6885 apply within this zone. In the event of a conflict between those general development standards and the development standards in EC 9.3815 to EC 9.3823, the specific provisions of EC 9.3815 to EC 9.3823 shall control.

(b) Adjustment. The development standards in subsections (2) and (3) of this section may be adjusted in accordance with EC 9.8030(17).

(2) Development Standards Applicable in the LDR, MDR, RMU, CMU and MSC Subareas.

(a) Transportation System.

1. Street Network. The location of arterial, collector, and local streets adjacent to drainage corridors, shall conform to Map 9.3815(2)(a)1 S-RN Royal Node Special Area Zone Street Network.
2. Street Standards. In addition to the requirements set out in The Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways:
   a. Neighborhood collector streets shall be developed in conformance with Figure 18 of the Royal Avenue Specific Plan, and
   b. Alleys and local streets with drainage swales shall be designed in conformance with Figures 23 and 24 of the Royal Avenue Specific Plan.

3. Required Alleys. Alleys are required to be built within the areas shown on Map 9.3815(2)(a)3 S-RN Royal Node Special Area Zone Required Alleys. Alleys shall have a minimum width of 14' and a maximum width of 20'.
4. Access from Alleys.
   a. If the site abuts an alley, access for motor vehicles must be provided from the alley.
   b. In cases where lots front on arterial and/or collector streets or on neighborhood parks, alley access shall be provided.

(b) Streetscapes.
1. Street Trees. Street tree requirements are specified in EC 7.280 Street Tree Program - Policies, Standards, Procedures, and rules issued thereunder.
2. Fences and Walls. With the following exception, fence standards in EC 9.2171(9) shall be applied within the node. Fences and walls greater than 42" in height shall be prohibited in front yard setback areas.

(c) Parking.
1. On-Street Parking. On-street parking is required:
   a. On at least one side of the street on all local streets within the plan area, and
   b. In accordance with, and where specifically indicated on Map 9.3815(2)(c)1 S-RN Royal Node Special Area Zone On-Street Parking.
2. On-Street Parking Allowance. Except within the S-RN/LDR area, on-street parking spaces that directly abut a development site can be used by the development on the site to satisfy a portion of the off-street parking requirements. If two properties abut a space, both properties may count the space toward their respective requirements. If on-street spaces are not marked, the number of spaces shall be determined by measuring the curb frontage in feet and dividing by 20 feet. The curb frontage shall exclude driveways and areas where parking is not permitted.

(d) Trash Pickup. Trash receptacles shall be served from the alley for all sites that abut an alley.

(e) Multi-Family Development. With the following exceptions, Multi-Family Development Standards in EC 9.5500 shall be applied to new multi-family development within the S-RN Special Area Zone:
1. Except as provided in EC 9.3816(5), setback sidewalks, a minimum of 5 feet in width, are required along all public streets within and abutting the development site.
2. Setback sidewalks, a minimum of 5 feet in width, are required along all private streets serving development of 20 or more units.

3. Sidewalks may be designed as curbside walks along portions of public or private streets that provide parallel on-street parking within parking bays. Where this option is used, canopy street trees shall be planted within the planting strip areas created by the parking bays with an average spacing of 50' along the full length of the street.
4. On street parking spaces adjacent to the street frontage of a building shall be counted toward meeting the off-street parking requirement. If two properties abut a space, both properties may count the space toward their respective requirements. If on-street spaces are not marked, the number of spaces shall be determined by measuring the curb frontage in feet and dividing by 20 feet. The curb frontage shall exclude driveways and areas where parking is not permitted.
5. Roofs pitches must have gable, hip, or gambrel forms. Minimum roof pitch for all structures except manufactured homes shall be 4 inches of vertical rise for each 12 inches of horizontal width, and with a minimum 6-inch overhang.

(3) Development Standards Applicable in Specific Subareas of the S-RN Zone.

(a) Building Orientation and Entrances.

1. Within the LDR subarea all primary residential structures, including multi-unit structures, must comply with the following:
   a. For buildings within 50' of the front lot line, primary building entrances shall face the street and be directly accessed by a sidewalk. On corner lots, the building entrance may face either of the streets, or be oriented toward the intersection of both streets.
   b. Off-street motor vehicle parking or vehicular circulation may not be located between the front door of the primary residence and the street.
2. Within the RMU, CMU and MSC subareas:
   a. Buildings fronting on a street or streets must provide a main entrance on the facade of the building nearest to and facing each street that the building abuts. A main entrance is a principle entrance through which people enter the building.
   b. So long as the length of the building adjacent to the street does not exceed 50 feet, corner entrances may be used to provide entrance orientation to two streets.
   c. Off-street motor vehicle parking or vehicle circulation may not be located between the front door of any building and the street.

(b) Building Facades and Windows.

1. Blank Walls. Within the LDR subarea, a minimum of 15 percent of any facade that faces a front property line shall contain windows or doors.

Windows in garage doors do not count toward meeting this standard, but windows in garage walls that face the street do count toward meeting this standard. To count toward meeting this standard, a door must be at the main entrance and facing a street lot line. Gabled areas are not part of the facade for purposes of determining compliance with this section.

2. Exterior Finish Materials.
   a. Within the LDR subarea, concrete block, concrete, or corrugated metal may not be used as primary exterior building materials in low density residential structures, except as a trim material that covers no more than ten percent of any facade. Plywood and sheet pressboard may be used only as finish exterior material when applied in a board and batten pattern with battens spaced at two feet on center or less. Concrete and concrete block are allowed as foundation materials only.
   b. Within the RMU, CMU and MSC subareas, the exterior walls building facades shall be of suitable durable building materials including the following: stucco, stone, terra-cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board & batten siding, articulated architectural concrete masonry units (CMU), brick, textured concrete, stucco, synthetic stucco (EIFS), and textured concrete block, or similar materials which are low maintenance, weather resistant, abrasion resistant and easy to clean. Prohibited building materials include the following: plain concrete, plain concrete block, corrugated metal, and unarticulated board siding (e.g. T1-11 siding, plywood, sheet pressboard) and similar quality, non-durable materials.
3. Within the RMU, CMU and MSC subareas, the following standards apply to stand-alone commercial buildings and to mixed-use buildings with ground-floor commercial uses:
   a. Except for building walls that face an alley, ground floor walls shall contain windows (as stated below) at the ground level. The windows may extend a maximum sill height of 4 feet above finish grade to a height at least 3 feet above the sill with no other limits on the height of the window. The windows on any walls that require windows shall occupy at least 60 percent of the length of the ground floor wall area. On corner lots, this provision applies to both street frontage elevations. The transparency is measured in lineal fashion (e.g. a 100 foot wide building facade shall have a total of at least 60 lineal feet of windows). This standard shall not apply to parking structures. The bottom of required windows

shall be no more than 4 feet above the finished grade at the front building facade.

b. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.

c. Along the vertical face of a structure, offsets shall occur at a minimum of every 50 feet by providing at least 1 of the following:
   (1) Recesses, including entrances, of a minimum depth of 3 feet.
   (2) Extensions, including entrances, at a minimum depth of 3 feet.
   (3) Offsets or breaks in roof elevation of at least 3 feet in height.

(c) Front Porches. Within the LDR subarea, front porches shall be provided on the ground floor of all dwelling units, other than multi-family dwelling units. Front porches shall be a minimum of 6 feet deep by 10 feet wide (a minimum of 60 square feet). A minimum of 60% of each porch shall be covered to provide weather protection.

(d) Elevated Finished Floor Elevations. Within the LDR subarea, finished floor elevations of residential structures shall be a minimum of 2 feet above the grade of the sidewalks, where sidewalks are adjacent to the dwelling units.

(e) Roof Pitch.

1. Within the LDR subarea, roof pitches must have gable, hip, or gambrel forms. Minimum roof pitch for all structures except manufactured homes shall be 4 inches of vertical rise for each 12 inches of horizontal width (4:12), and with a minimum 6-inch overhang.
2. Within the CMU, RMU and MSC subareas, pitched roofs shall provide a minimum 4:12 pitch. Flat roofs shall provide a cornice, or other decorative treatment.
   a. Residential and mixed-use buildings, including accessory buildings, shall be constructed with pitched roofs having a gable, hip, or gambrel form. Minimum roof pitch on these buildings is 4 inches of vertical rise for each 12 inches of horizontal width (4:12). Such roofs shall have a minimum 6-inch overhang.
   b. Any non-residential building may have either pitched or flat roofs provided that the buildings are constructed with a cornice or parapet extending a minimum of 3 feet above the roof plane.

(f) Window and Door Treatments. Within the LDR subarea, all windows and doors shall provide a minimum 3-inch trim or be recessed a minimum of 3 inches to provide shadowing.

(g) Signs. In addition to the applicable sign standards in EC 9.6600 through 9.6650, the following standards apply:

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1. Within the CMU subarea:
   a. Permitted Sign Types. Signs allowed shall be limited to the following types:
      (1) Awning signs;
      (2) Electronic message centers;
      (3) Freestanding signs.
      (4) Marquee signs;
      (5) Readerboards;
      (6) Under-marquee signs; and
      (7) Wall signs.
   b. Maximum Number of Signs. The number of signs allowed shall be limited to no more than the following amounts for each business occupant:
      (1) One under-marquee sign per business occupant; and
      (2) One awning, marquee or wall sign per business occupant; and
      (3) One freestanding sign per occupied building.
   c. Maximum Sign Area. The following size limitations apply to signs in areas designated for Commercial Mixed-Use:
      (1) A freestanding sign shall be no more than 24 square feet for 1 face and 48 square feet for 2 or more faces.
      (2) The sum of the area of all wall signs, marquee signs and awning signs on any wall where the general office sign stands apply shall be limited to 0.5 square feet times the length of the perimeter wall upon which the signs are located.
      (3) No awning, marquee, under-marquee, or wall sign may exceed 100 square feet.
   d. Freestanding Sign Location. Freestanding signs are allowed to be located only at entrances to or exits from parking areas for multi-tenant buildings.
   e. Maximum Sign Height. A freestanding sign shall be no more than 8 feet in height.
2. Within the MSC subarea:
   a. Permitted Sign Types. Signs allowed under sign standards shall be limited to the following types:
      (1) Awning signs;
      (2) Electronic message centers;
      (3) Freestanding signs.
      (4) Marquee signs;
      (5) Readerboards;
      (6) Under-marquee signs; and
      (7) Wall signs.

b. Maximum Number of Signs. The number of signs allowed shall be limited to no more than the following amounts for each business occupant:
   (1) If the development site is occupied by only 1 business occupant:
      (A) One under-marquee sign; and
      (B) One awning, marquee, or freestanding sign;
      (C) The business occupant may substitute 2 wall signs on separate walls for the free-standing sign permitted in EC 9.3815(3)(g)2.a.
   (2) If the development site is occupied by more than 1 business occupant:
      (A) One under-marquee sign per business;
      (B) One awning, marquee or wall sign per business; and
      (C) One freestanding sign or 2 additional wall signs per development site, provided that each additional wall signs are placed on separate walls.

c. Maximum Sign Area The following size limitations apply to signs in areas designated for Main Street Commercial use:
   (1) A freestanding sign for a development site shall be no more than 32 square feet for 1 face and 64 square feet for 2 or more faces for each business occupant on a development site. The maximum freestanding sign area when 2 business occupants are on the development site shall not exceed 64 square feet for 2 face or 132 square feet for 2 or more faces. The maximum freestanding sign area when 3 or more business occupants are on the development site shall not exceed 90 square feet for 1 face and 180 square feet for 2 or more faces.
   (2) The sum of the area of all wall signs, marquee signs and awning signs on any wall shall be limited to 1.0 square feet times the length of the perimeter wall upon which the signs are located.
   (3) No individual awning, marquee, under-marquee, or wall sign may exceed 100 square feet per face or 200 square feet for 2 or more faces.

d. Freestanding Sign Location Freestanding signs are permitted only at entrances to or exits from parking areas for single tenant or multi-tenant buildings.

e. Maximum Sign Height A freestanding sign shall be no more than 16 feet in height.

(h) Landscaping Standards. In addition to the landscape standards beginning with EC 9.6200 Purpose of Landscape Standards, and for multi-family

development in EC 9.5500(8), the following standards apply to Commercial Mixed-Use area developments in the RMU, CMU and MSC subareas:

1. For commercial and mixed-use buildings with ground floor commercial uses, if the building is set back from the front lot line, the land between the building and a street must be landscaped to at least the L-1 Landscape Standard or paved with a hard surface for use by pedestrians. If a hard surface is provided, the area must contain at least two of the pedestrian amenities described in (h)2. below. The use of porous paving materials for hard surfacing is encouraged. Residential developments are exempt from this subsection.
2. Acceptable pedestrian amenities to satisfy (h)1., above, include:
    a. Sidewalks, at least 8 feet in width, which include ornamental treatments (e.g. brick pavers, etc.).
    b. Benches and public outdoor seating areas.
    c. Public art (e.g. sculpture, fountain, clock, mural, etc.) with an acquisition and placement cost greater than ½ of 1 percent of the construction value of the structure.
    d. Plazas or pocket parks with a minimum usable area of 300 square feet
    e. Preservation of healthy, mature trees within 20' of the front sidewalk area.
    f. Transit shelter.

(i) Parking and Loading. Within the RMU, CMU and MSC subareas, in addition to the standards beginning at EC 9.6100 Purpose of Bicycle Parking Standards and EC 9.6400 Purpose of Motor Vehicle Parking and Loading Standards, the following standards apply:

1. Motor vehicle parking, maneuvering and circulation is not permitted between the street and the portion of a building that is used to comply with building setback requirements.
2. For commercial uses, including commercial uses in mixed use buildings:
    a. No parking spaces are necessary if 8 or fewer parking spaces are otherwise required.
    b. If 9 or more parking spaces are otherwise required, the required parking can be reduced by 4 spaces if the business provides a minimum of 2 of the amenities described in EC 9.3815(3)(h)2., above.

(j) Outdoor Storage Areas. Within the RMU, CMU and MSC subareas, except for plant nurseries, outdoor storage is not permitted.

(k) Outdoor Merchandise Display. Within the RMU, CMU and MSC subareas, except for plant and garden supply products, outdoor merchandise display is not allowed.

(l) Garbage Collection. Within the RMU, CMU and MSC subareas, all outdoor garbage collection areas shall be screened on all sides within a solid perimeter enclosure that meets the following standards:

1. Materials within enclosures shall not be visible from streets and adjacent properties.
2. Required screening shall comply with EC 9.6210(6) Full Screen Fence Landscape Standard (L-6).
3. Trash and recycling receptacles for pedestrians are exempt from these requirements.

(m) Outdoor Lighting. Within the LDR subarea, outdoor lighting shall comply with the Low Ambient Light standards in EC 9.6725. Within the MDR, RMU, CMU and MSC subareas, outdoor lighting shall comply with the Medium Ambient Light standards in EC 9.6725.

(n) The following Table 9.3815(3)(n) sets forth additional standards for specific subareas of the S-RN Zone, subject to the special development standards in EC 9.3816 Special Development Standards for Table 9.3815(3)(n).

Table 9.3815(3)(n) S-RN Royal Node Special Zone Development Standards (See EC 9.3816 Special Development Standards for Table 9.3815(3)(n).)

	LDR	MDR	RMU	CMU	MSC
Minimum Net Density per Acre	8 units	18 units	18 units	18 units	18 units
Maximum Net Density per Acre	14 units	28 units	28 units	28 units	28 units
Maximum Building Height					
Main Building	35 feet	35 feet	50'	50'	50'
Accessory Building. Includes Secondary Dwellings Detached from Main Building	25 feet	25 feet	50'	50'	50'
Minimum Front Yard Setbacks (2) (3) (5) (6) (7) (8) (9)					
Front Yard Setback - residential (3)	10 feet	10 feet	10 feet		6 feet
Front Yard Setback - Garage doors and Carport (7)	18 feet				
Front Yard Setback - Commercial (5) (6)			0 feet	0 feet' (5)	0 feet (5)
Front Yard Setback - Mixed Use (5) (6)			0 feet	0 feet (5)	0 feet (5)
Interior Yard Setback - Attached Buildings (2)(4)	0 feet	0 feet	0 feet	0 feet	0 feet
Interior Yard Setback - Detached Buildings (2)(4)	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings	5 feet or minimum of 10 feet between buildings

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Table 9.3815(3)(n) S-RN Royal Node Special Zone Development Standards (See EC 9.3816 Special Development Standards for Table 9.3815(3)(n).)	LDR	MDR	RMU	CMU	MSC
Front Yard Setback - Mixed Use Building with Ground Floor Commercial (5)(6)			0 feet	0 feet	0 feet
Maximum Front Yard Setback					
Commercial and/or Mixed Use Building except those Buildings on Royal Avenue or Roosevelt Boulevard with Commercial on Ground Floor in CMU or MSC			15 feet	15 feet	15 feet
Residential Buildings with more than 100' of street frontage		60% of the lot width occupied by building placed within 10' of the minimum front yard setback line	60% of the lot width occupied by building placed within 10' of the minimum front yard setback line	60% of the lot width occupied by building placed within 10' of the minimum front yard setback line	60% of the lot width occupied by building placed within 10' of the minimum front yard setback line
Residential Building with less than 100' of street frontage		40% of the lot width occupied by building placed within 10' of the minimum front yard setback line	40% of the lot width occupied by building placed within 10' of the minimum front yard setback line	40% of the lot width occupied by building placed within 10' of the minimum front yard setback line	40% of the lot width occupied by building placed within 10' of the minimum front yard setback line
Non-residential Building fronting on Royal Avenue or Roosevelt Boulevard				6 feet	6 feet
Front Yard Setback Residential Building				10 feet	10 feet
Maximum Lot Coverage					
All Lots, Excluding Rowhouse Lots	50%	50%			
Rowhouse Lots	75%	75%			
Fences - Maximum Height					
Within Front Yard Setback Area	42 inches	42 inches	42 inches	42 inches	42 inches
Within Interior Yard Setback Area	6 feet	6 feet	6 feet	6 feet	6 feet
Minimum Floor Area Ratio					
Commercial Structures Not Mixed with Residential Uses			0.5	0.5	0.5

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9.3816 Special Development Standards for Table 9.3815(3)(n).

(1) An adjustment may be made to the development standards of Table 9.3815(3)(n) and this section in accordance with EC 9.8030(17).

(2) A minimum 5' interior yard setback is required along alleys.

(3) Certain building features and uses may intrude into the required setback. See EC 9.6745 Setbacks - Intrusions Permitted

(4) Except as provided in this subsection (4), no interior setback along the side property lines is required if common wall construction is used. If common wall construction is used, it must conform to applicable building codes. A 5 foot setback is required at the end of a rowhouse building, or a minimum of 10 feet between the rowhouse building and any adjacent building.

(5) All buildings in the MSC and CMU subareas fronting on either Royal Avenue or Roosevelt Boulevard shall be set back 6' from the front property line. The setback area shall be paved to create a continuous 12' wide sidewalks along the full length of the Main Street Commercial and Commercial Mixed-Use designations along the Royal Avenue and Roosevelt Boulevard street frontage.

(6) For commercial and mixed use buildings not fronting on either Royal Avenue or Roosevelt Boulevard, at least 80% of the street-facing facade of commercial and mixed-use buildings must be within 15' of the front lot line.

(7) Garage and Carport Placement.

(a) Within the LDR subarea, attached or detached garages and carports:

1. Shall be set back a minimum of 18' from a public or private street if the garage or carport entrance faces the street;
2. Shall be set back a minimum of 10' from a public or private street if the garage or carport entrance is perpendicular to the street;
3. Shall be set back a minimum of 5' from an alley, measured from the edge of the property line;
4. Garage and carport entrances may be placed only:
   a. Perpendicular to (facing) an alley, parallel to an alley, or angled up to 45 degrees to an alley.
   b. Perpendicular to (facing) or parallel to a street;
   c. As part of the front facade of a structure if recessed at least 4' behind the front wall of the structure, excluding porches or other projections;
   d. At the rear of a dwelling unit with access from a street. This type of access is prohibited where it would result in adjacent driveways. In that case, a shared driveway and reciprocal access easements shall be required.

(b) Within the RMU subarea:

1. All garages and carports shall be located so as to take access from an alley
2. A minimum 5-foot rear yard setback is required for garages and carports that are accessed from an alley. Garages and carport entrances

may be located perpendicular to (facing) an alley, parallel to an alley, or angled up to 45 degrees to an alley.

(8) Garbage Collection. Garbage collection areas shall not be located within required setbacks.

(9) Delivery and Loading Areas. Within the RMU, CMU and MSC subareas, delivery and loading facilities are not permitted in required setback areas.

9.3822 **S-RN Royal Node Special Area Zone Lot Standards.** The following Table 9.3822 sets forth lot standards within the S-RN zone. The numbers in () are references to special limitations that are set forth in EC 9.3823.

Table 9.3822 S-RN Royal Node Special Area Zone Lot Standards (See EC 9.3823 Special Standards for Table 9.3822.)

	LDR	MDR	RMU	CMU	MSC
Lot Area Minimum					
Rowhouse Lot (2)	1,600 square feet	1,600 square feet	1,600 square feet	1,600 square feet	1,600 square feet
Duplex Lots (3)	6,400 square feet	6,400 square feet	1,600 square feet		
Triplex Lots (4)	9,600 square feet	9,600 square feet	1,600 square feet		
Fourplex Lots (5)	12,800 square feet	12,800 square feet	1,600 square feet		
All Other Lots in LDR and MDR	3,200 square feet	1,600 square feet			
All Commercial Lots			10,000 square feet	10,000 square feet	10,000 square feet
Duplex Division Lots (8) (Existing lot shall be at least 8,000 square feet.)	3,600 square feet		3,600 square feet	3,600 square feet	3,600 square feet
Maximum Lot Area Per Residential Unit (Except Rowhouse Lots, Duplex Lots, Triplex Lots, Fourplex Lots, Duplex Division Lots)			4,500 square feet	4,500 square feet	4,500 square feet
Lot Frontage Minimum					
Interior Lot					
Rowhouse Lot (2)	20 feet	20 feet	20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	40 feet	40 feet	20 feet		
Other Residential Lot	40 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet
Corner Lot					
Rowhouse Lot (2)	20 feet	20 feet	20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	40 feet	40 feet	20 feet		
Other Residential Lot	40 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet

APPENDIX B

Table 9.3822 S-RN Royal Node Special Area Zone Lot Standards (See EC 9.3823 Special Standards for Table 9.3822.)	LDR	MDR	RMU	CMU	MSC
Curved Lot					
Rowhouse Lot (2)	20 feet	20 feet	20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	30 feet	30 feet	20 feet		
Other Residential Lot	30 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet
Cul-de-sac Bulb (6)(7)					
Rowhouse Lot (2)			20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	30 feet Duplex only		20 feet		
Other Residential Lot	30 feet		20 feet	20 feet	20 feet
Average Lot Width Minimum					
Interior Lot					
Rowhouse Lot (2)			20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	40 feet	40 feet	20 feet		
Other Residential Lot	40 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet
Corner Lot					
Rowhouse Lot (2)			20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	50 feet	50 feet	20 feet		
Other Residential Lot	50 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet
Curved Lot					
Rowhouse Lot (2)			20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	30 feet	30 feet	20 feet		
Other Residential Lot	30 feet	20 feet	20 feet	20 feet	20 feet
Commercial Lot			20 feet	20 feet	20 feet
Cul-de-sac Bulb (6)(7)					
Rowhouse Lot (2)			20 feet	20 feet	20 feet
Duplex, Triplex, Fourplex	30 feet, Duplex Only		20 feet		
Other Residential Lot	30 feet		20 feet	20 feet	20 feet

9.3823 Special Standards for Table 9.3822.

(1) An adjustment may be made to the development standards of Table 9.3822 and this section in accordance with EC 9.8030(17).

(2) Rowhouse lots shall be indicated on the final plat and shall be developed with a rowhouse. Rowhouses are not required to comply with the density requirements for other types of residential development.

(3) Duplex lots shall be indicated on the final plat and shall be developed as a duplex.
(4) Tri-plex lots shall be indicated on the final plat and shall be developed as a tri-plex.
(5) Four-plex lots shall be indicated on the final plat and shall be developed as a four-plex.
(6) Cul-de-sacs will only be permitted as provided in EC 9.6815 and EC 9.6820.
(7) Cul-de-sacs are not permitted in areas designated for Medium-Density residential use.
(8) Duplex division lots shall comply with other duplex division provisions. (See EC 9.2777 Duplex Division Lot Standards.)

Section 3. Section 9.8030 of the Eugene Code, 1971, is amended by adding a new Subsection (17) thereto, to provide as follows:

9.8030 Adjustment Review - Approval Criteria. The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

(17) S-RN Royal Node Special Area Zone Standards Adjustment. A standard applicable within the S-RN Royal Node Subarea LDR, MDR, RMU, CMU or MSC may be adjusted upon a finding that the proposed adjustment:
(a) Is consistent with the purposes of the S-RN Royal Node Special Area Zone as set forth at EC 9.3800; and
(b) Meets the applicable adjustment criteria in another subsection of EC 9.8030, if any.
If there is no EC 9.8030 subsection that pertains to the type of standard being considered, adjustment may be permitted based solely on compliance with EC 9.8030(17)(a).

Section 4. Section 9.8865 of the Eugene Code, 1971, is amended by adding in numerical order by Code provision, a new Subparagraph to Subsection (4), and relettering the subparagraphs that follow, to provide:

APPENDIX B

9.8865 **Zone Change Approval Criteria.** Approval of a zone change application, including the designation of an overlay zone, shall not be approved unless it meets all of the following criteria:

(4) The proposed zone change is consistent with the siting requirements set out for the specific zone in:

(j) EC 9.3805 S-RN Royal Node Special Area Zone Siting Requirements;

Section 5. Section 9.9510 of the Eugene Code, 1971, is amended by adding a new Subsection (1)(a) thereto and relettering the current Subsections (1)(a) through (1)(e) to (1)(b) through (1)(f), to provide:

9.9510 **Bethel-Danebo Refinement Plan Policies.**

(1) Bethel-Danebo Refinement Plan (1982).

(a) Land use, Royal Avenue Specific Plan Area.

1. Construction of proposed drainage corridors identified in the Plan shall be delayed until new development in the planning area creates a need for the drainage system. New development is defined, for the purpose of this policy, as final approval of any new subdivision or planned unit development within the Royal Avenue planning area; or final approval of an annexation request for land designated in the Royal Avenue Specific Plan for Main Street Commercial, Commercial Mixed-Use, Residential Mixed-Use or Medium-Density Residential development. The drainage corridor will be constructed in one or two increments, depending on where the first development proposal is approved within the node. Approval of new development on the north side of Royal Avenue will require construction only of the northside drainage channel; approval of new development on the south side of Royal will require construction of the complete system. (Policy 2)
2. The median proposed as part of the reconstruction of Royal Avenue shall not be constructed so as to limit access to existing residences that take access off Royal Avenue. Existing homes fronting on Royal Avenue shall be allowed to maintain access onto Royal Avenue until such time as those properties are redeveloped. Redevelopment, for the purpose of this policy, is defined as final approval of a land partition or of any new subdivision or planned unit development which includes land abutting Royal Avenue; or final approval of an annexation request for land designated in the Royal Avenue Specific Plan for Main Street Commercial, or Commercial Mixed-Use development. (Policy 5)

3. The proposed north-south drainage channel on the south side of Royal Avenue that bisects property owed by Ron Bounds (Map and Tax Lot number 17-04-20-00–01300) shall be designed so as to avoid the removal of the residential structure on that parcel. The land on which the residential structure is sited, other than land required for the construction of the drainage channel and corridor, shall retain its current zoning (AG/UL) and use allowances until the property is annexed to the City of Eugene and rezoned consistent with the Royal Avenue Specific Plan. Annexation and rezoning shall be initiated completely at the discretion of the property owner. (Policy 6)
4. With the exception of the future extension of Roosevelt Boulevard and the reconstruction of Royal Avenue, the City shall not require the construction of any street or alley depicted on the Royal Avenue Land Use diagram until the property on which that street or alley is shown is annexed to the City and approved for new development. New development is defined, for the purpose of this policy, the same as that of Policy #2. (Policy 9)

Section 6. The January 2002 Royal Avenue Specific Plan (as amended by Errata dated June 2002, and not including Appendices B or C), and the Legislative Findings attached as Exhibit A, serve as findings in support of this Ordinance, but are not adopted.

Section 7. The maps referenced in this Ordinance specific to the Royal Node are attached hereto, to be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

Section 8. The City Recorder, at the request of, or with the concurrence of the City Attorney, is authorized to administratively correct any reference errors contained herein or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Section 9. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

APPENDIX B

Section 10. Notwithstanding the effective date of ordinances as provided in the Eugene Charter of 2002, this Ordinance shall become effective 30 days from the date of its passage by the City Council and approval by the Mayor, or upon the date of its acknowledgment as provided by ORS 197.625, whichever is later.

Passed by the City Council this	**Approved by the Mayor this**
13th day of January, 2003	**13th day of January, 2003**
/s/ Mary F. Walston	**/s/ James D. Torrey**
City Recorder	**Mayor**

Map 9.3805

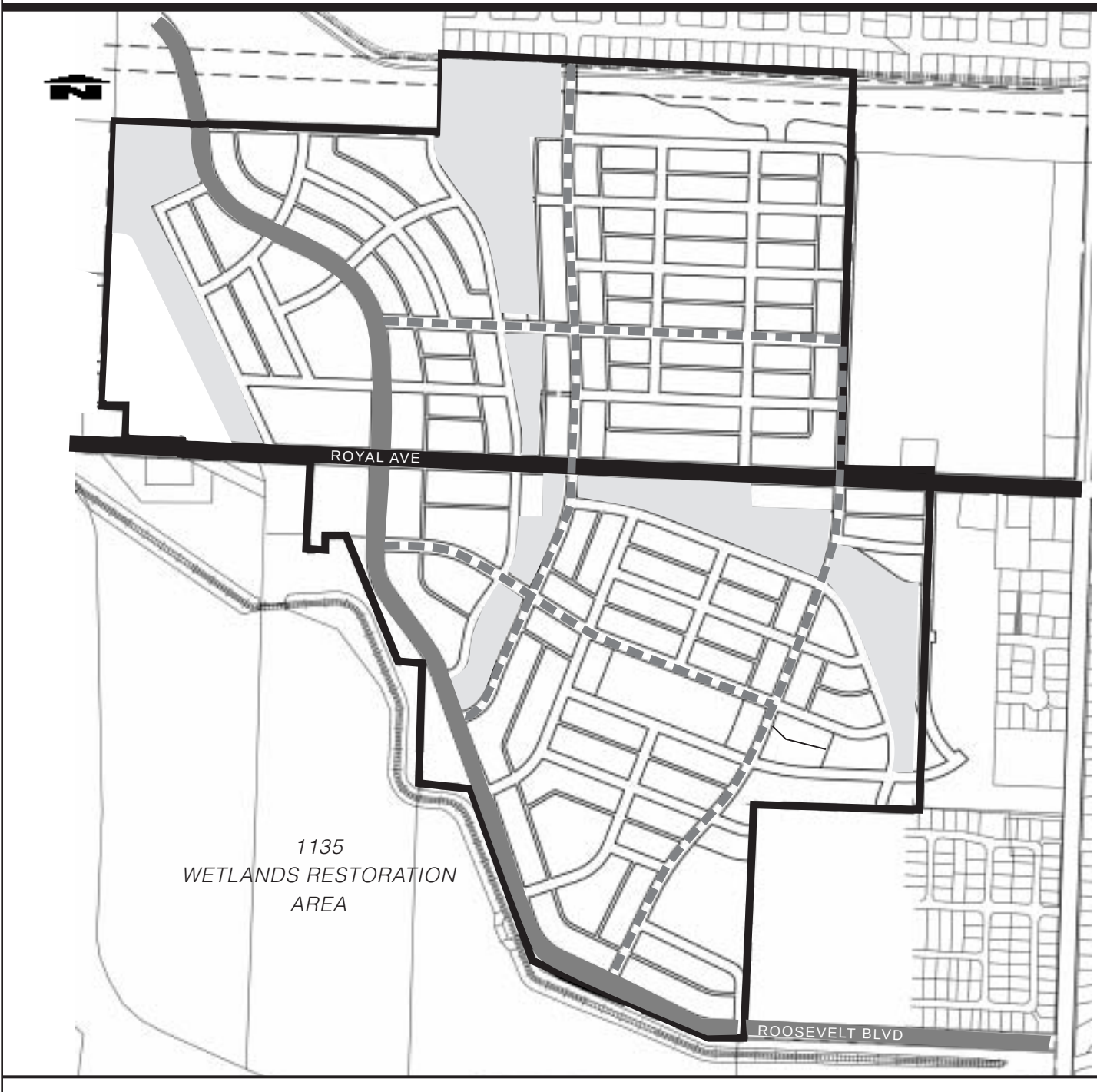
S-RN Royal Node Special Area Zone and Subareas

	Drainage Corridor	**CMU**	Commercial Mixed Use
LDR	Low Density Residential	**RMU**	Residential Mixed Use
MDR	Medium Density Residential	**PRO**	Parks, Recreation and Open Space
MSC	Main Street Commercial	**NR**	Natural Resources

Royal Avenue Nodal Development Project

Map 9.3815 (2)(a) 1

S-RN Royal Node Special Area Zone Street Network



Street Network

- Minor Arterial
- Major Collector
- Neighborhood Collector
- Local Street
- Drainage Corridor

Royal Avenue Nodal Development Project

Map 9.3815 (2)(a) 3

S-RN Royal Node Special Area Zone Required Alleys

Required Alleys

Required Alleys

Royal Avenue Nodal Development Project

Map 9.3815 (2)(c) 1

S-RN Royal Node Special Area Zone On-Street Parking

On -Street Parking

- Roundabout
- Traffic Circle
- Landscaped Median
- Continuous On-Street Parking
- Intermittant On-Street Parking

Royal Avenue Nodal Development Project

APPENDIX C

Guiding Principles of the Royal Avenue Specific Plan

Commercial Area Configuration A key feature of the nodal development concept is a centrally located commercial core containing a mix of retail, office, and other commercial services. The mix of uses is intended to serve residents and employees who live and work in the area.

Commercial Building Design and Siting

Buildings should be situated to define the street right-of-way, including the pedestrian space, on-street parking lanes, and travel lanes. By bringing buildings close to the sidewalk, pedestrians access to building entrances is improved. Buildings set close to the sidewalks also enliven commercial areas by encouraging window shopping and stimulating streetside activity. An interconnected sidewalk system should provide direct and safe routes to the commercial core from adjacent residential and mixed use areas. Larger retail stores may orient to major streets, but should also have well-defined, pedestrian-scale entryways and other features that stimulate pedestrian activity. Vehicular curb cuts should be minimized in the commercial area to promote a safe pedestrian environment.

Neighborhood Parks Parks and plazas of various sizes and types are essential features of higher-density nodal development areas. These uses provide a focal point for each neighborhood and should be located next to public streets, residential areas, and retail centers. Parks and plazas should reinforce and enhance residential areas and retail areas by creating public places suitable for informal gatherings and public events. They should also be located and designed to serve as neighborhood meeting places, areas for active and passive recreational activity centers, childcare facilities, and for lunchtime activities.

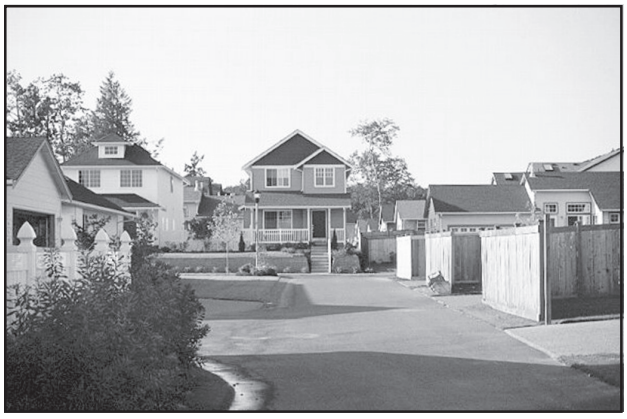
Local Street Design Local streets should be designed with narrow vehicle lane widths to reduce the speed of vehicles, reduce costs, and meet stormwater management goals. These streets should also be designed to accommodate low volumes of traffic and to encourage pedestrian travel. Local streets should be provided with on-street parking on one or both sides of the street, and with street trees that form a canopy over the street to enhance neighborhood livability.

Streets As An Edge In general, streets should be laid out to provide an edge to important public open spaces that provide community-wide benefit. Where streets are provided as an edge, buildings are more likely to front on the street and on the open space, rather than turning their backs on the street and open space.

Commercial Street Design Commercial streets located in the center of core commercial areas should be designed to accommodate pedestrians, slow traffic, provide on-street parking, and to create a pleasant shopping environment. Slow traffic and a comfortable pedestrian environment will encourage walking for shopping trips, thereby reducing reliance on the automobile. Curb cuts should be minimized on commercial streets.

Parking On-street parking should be provided on all streets within the node, except alleys. On-street parking should also be allowed to satisfy a portion of development parking requirements to help reduce the need for surface parking lots. Parking lots should be located behind buildings or in the interior of a block wherever possible. Large surface parking lots should be broken into smaller lots and separated by streets or pedestrian walkways.

Alleys Alleys should be used, wherever possible, to provide service and parking access to residential and commercial developments within the node. Alleys provide an opportunity to locate garages at the rear of a residential lot, rather than the front, thereby improving the appearance and pedestrian qualities of residential streets. Alleys in commercial areas provide a place for service vehicle parking, delivery trucks, and off-street parking away from the street, thereby providing a more interesting and comfortable commercial streetscape.



Traffic Calming Traffic should move at fairly slow speeds through the node. The creation of a pedestrian environment dictates that automobile movements be controlled through street design. Street design should reflect the desire to manage traffic speeds in residential and commercial areas. Traffic can be calmed and speeds reduced in a variety of ways, including provision of narrower streets, on-street parking, short-block lengths, "T" and "dog leg" intersections, roundabouts, traffic circles, chicanes, raised speed tables, and medians, and other techniques.

Transit Service Nodal development areas should be provided with convenient and accessible bus service. A primary transit stop or transit center should be centrally located within the node and should be located within or adjacent to the commercial core. Commercial uses should be directly visible and accessible from the primary transit stop. Other bus stops should be located along the transit route at no more than 1000' intervals. All bus stops should be provided with comfortable waiting areas and should be located near pedestrian crosswalks that facilitate frequent pedestrian crossings.

Interconnected Street System An interconnected street system is an important component of livable and walkable neighborhoods. Connected streets provide a network of routes that provide alternative paths through the neighborhood and to major destinations such as commercial areas, parks, schools, and transit stops. Street connectivity helps distribute local traffic over many routes, thereby reducing the negative effects of high traffic volumes on any one street. The interconnected street network should be designed to discourage cut-through traffic seeking an alternative to travel on arterial streets, which are designed for through-traffic movements.

Bicycle/Pedestrian Circulation A coordinated system of striped bicycle lanes, on-street bicycle routes, and off-street bicycle paths should be developed within the node. Bikeways should provide direct access from residential areas to the commercial core and to parks and schools. Bikeways should also be designed to provide a direct link to the existing bicycle system in adjacent areas and to other important destinations within the region.

Residential Densities Residential uses in all nodal development areas should achieve higher densities to provide a mix of housing types and to better support a viable retail center and transit system.

The density goal for new residential development prescribed in the *Eugene-Springfield Metro Plan* is 6 du/gross residential acre (equal to about 8.6 du/net acre). The current average density of residential development in the Eugene-Springfield metropolitan area is about 4.6 du/gross residential acre, (equal to about 6.6 dwelling units per net acre). **For nodal development areas on feeder transit lines (such as the Royal Node), the proposed average target density is 8.4 du/gross residential acre (equal to 12 du/net acre).**

Residential Garages Residential garages should be provided with access from alleys wherever possible to improve the visual character of the street, improve pedestrian qualities along the street, and to promote construction of small-lot single family housing with reduced lot widths. At a minimum, the garage should be set back behind the front facade of the house. Recessed garages promote the creation of a more human-scaled, less-monotonous environment by reducing the visual impact of large, blank garage doors.

Residential Mix A mix of housing densities, ownership patterns, prices, and building types is desirable in the node. The nodal development concept encourages a variety of housing types including attached and detached single family homes, rowhouses, duplexes, tri-plexes, townhouses, apartments, and accessory units. Variety in housing promotes habitation by a broad spectrum of people with different economic, social, family, age, and lifestyle circumstances. Allowance for housing variety also promotes flexibility in meeting City goals to increase residential densities in nodal development areas.

Mixed-Use Neighborhood The nodal development concept combines many activities in the same area, reversing the pattern of single-purpose neighborhoods with segregated land uses. Within the node, a mixture of retail, service, education, office, and residential uses can intermingle and support one another. By bringing different services closer to housing, mixed-use neighborhoods also offer the choice of walking, biking, or taking transit to school, work, or shopping, thereby reducing the amount of time people spend driving and the distances they need to drive.

Integrated Open Space The nodal development concept should recognize significant and extensive open space areas adjacent to the node by integrating the open space into the overall design concept for the node. The transition between built and open space is important and should be addressed in the site plan as well as the design details. Linkages from the node to the open space system should be identified.

Open Drainage System Existing drainageways should be maintained or enhanced to reduce the costs and water quality impacts of subsurface drainage systems. Drainage channels should be improved as development amenities that contribute to the visual character of the neighborhood, provide a linear open space feature, provide areas for stormwater quality enhancement and wetland mitigation, and provide areas for plant and animal habitat.

APPENDIX D

Infrastructure Implementation

This document describes infrastructure needed for development to occur within the S-RN Royal Node Special Area Zone.

A. Summary of Infrastructure Needs

Note: cost estimates included in this report are based on figures from the most recently adopted City of Eugene *Capital Improvement Program* (CIP), unless other, more reliable estimates are available for particular projects..

Transportation

1. **Royal Avenue**, from Terry Street to Greenhill Road

Timing:	Current CIP - FY 2005.
Cost:	$2.2 Million*
Funding Source:	Transportation SDC's, Assessments, Lane County CIP

2. **Roosevelt Extension**

Timing:	Avalon to Royal: 2004 and 2005. Royal to Terry: 2006 and 2007.
Cost:	$5.3 Million from Avalon to Terry Street
Funding Source:	Transportation SDC's, Assessments (assessments) would be deferred until development occurs.

3. **North-South Neighborhood Collectors and Local Streets**

Timing:	Privately built in conjunction with development.
Funding Source::	Private developer funding, Transportation SDC's, Assessments

4. **Fern Ridge Bike Path**

Timing:	Completion 2002
Cost:	$2.61 Million
Funding Source:	Federal TEA 21 funds, Enhancement Funds, City SDC funds
Assessable:	NONE

5. **Channel Crossings (Bike, Pedestrian and Auto Bridges)**

Channel crossings (bridges) are included in the costs estimates for each street

6. **Bicycle Path/Pedestrian Trail Improvements Adjacent to Drainage Channels** (a)

Timing:	Flexible - depending on timing and location of development
Cost:	$343,500 **(b)** to 357,500 **(c)**
Funding Source:	Assessments, Transportation SDC, Parks SDC
Assessable:	Assess for equivalent 5' sidewalk

(a) Necessary ROW for bicycle pedestrian paths is included within the drainage channel ROW.

(b) Assumes 7,150 foot long, 10' wide concrete bike path with adjacent 6' wide soft surface running trail @ $48.00 per lineal foot

(c) Assumes 7,150 foot long, 12' wide concrete bike path @ $50.00 per lineal foot

Stormwater

7. **Primary Drainage Channels – Land Acquisition and Design**

Timing:	Included in CIP as FY 2004 project
Cost:	$620,000
Funding Source:	Stormwater Utility Fund, Stormwater SDC

Primary Drainage Channels – Construction

Timing:	Flexible, depending on timing and location of development
Cost:	$730,000
Funding Source:	Stormwater Utility Fund, Stormwater SDC

Wastewater System

8. **48" Interceptor Extension**

Timing:	Current CIP – 2004
Cost:	$2.8 Million (9100' from Legacy pump station to intersection of Terry and Roosevelt).
Funding Source:	SDC and assessments

Parks and Open Space

9. **Neighborhood Parks – Land Acquisition**

Timing:	In current CIP as Parks Bond project
Cost:	$233,000 to $292,000 **(a)**
Funding Source:	Parks Bond
Assessable:	None

(a) Based on expected cost of $40,000 to $50,000 per acre.

11. **Neighborhood Park Improvements**

Timing:	Not in current CIP
Cost:	$803,000
Funding Source:	Parks Bond and/or Parks SDC
Assessable:	No

B. Infrastructure Financing

This section augments descriptions of required infrastructure found in the *Royal Avenue Specific Plan* and briefly summarizes how each infrastructure element will be financed.

Major Streets

- *Royal Avenue* Royal Avenue, a minor arterial street, is currently identified as a project in the city's CIP for the year 2005 at an estimated cost of $2,200,000. The project would include upgrading the existing two-lane, unimproved cross section from Terry Street to Greenhill Road to an urban section as described earlier in this report. Funding sources are expected to include a combination of City SDC funds, assessments to benefitting property owners, and Lane County capital project funding.

- *Roosevelt Boulevard* The extension of Roosevelt Boulevard from Terry Street to Royal and from Royal to Avalon is included in the current CIP as two separate projects. The portion from Avalon continuing south to Royal is anticipated to occur first, and is listed in 2004 and 2005, with an estimate of $2,397,000**.** The segment from Royal to Terry Street is listed in the CIP to be built in 2006 and 2007, at an estimated cost of $2,927,000. The construction of Roosevelt will depend on several funding sources, including the Transportation SDC Fund and assessments to benefitting property owners. Assessments on this street would be delayed until development actually occurs along the street.

- *Neighborhood Collectors* The Neighborhood Collectors identified on the site plan will be built in conjunction with development that occurs along the street. It is not necessary to include these streets in the City's Capital Improvements Program since they are expected to be built by the developer as portions of the node are built out, rather than by the City. The projects, when built, will use a combination of Transportation SDC funds and assessments to adjacent property owners to finance construction.

- *Median Landscaping and Pedestrian-Scale Lighting* This plan proposes provision of street landscaping and street lighting beyond that typically found on City street improvement projects. Specifically, both Royal Avenue and Roosevelt Boulevard include (1) medians that contain a variety of trees and low shrubs in open planting beds; and (2) pedestrian-scale lighting within the commercial and mixed-use development areas and along the off-street bicycle/pedestrian paths. These proposals need to be evaluated in light of current city policies that stress elimination or reduction of street design elements that increase long-term maintenance responsibilities and costs for the City. Clearly, the maintenance costs of the landscaping and lighting proposals put forward in this plan are higher than would typically be incurred on a City-initiated project.

  In recent years, the City has constructed concrete medians and islands with tree wells cut out of the concrete at appropriate intervals, or with small amounts of shrub and flower. Recent examples are the Terry Street medians located between Royal Ave. and Barger Drive, pedestrian islands built along Barger near Legacy Street, and two islands on Coburg Road near Oakway Center. Design of these types of islands is focused on minimizing both initial construction cost and ongoing maintenance cost. Similarly, city-initiated street improvement projects typically incorporate pedestrian-scale lighting only in special cases, such as recent street construction in the downtown area and Ferry Street Bridge Corridor where ornamental light fixtures have been installed in an effort to define and enhance the character of these streets.

  Proposals in the *Royal Avenue Specific Plan* are put forth as a way to enhance the visual qualities of the street, and to create a certain character and quality in areas that are more likely to be heavily used by pedestrians. The Royal Avenue nodal development project is seen as a "pilot project" in which ideas are tested for their applicability to other parts of the city. In that spirit, this plan proposes that the City Council accept the street design proposals in this plan, acknowledging the higher maintenance costs that will be incurred, as a way to test public and developer acceptance of the enhancements. This plan recommends that maintenance costs for landscaped medians be monitored to allow comparison with existing maintenance practices as a way to determine whether these design concepts will be incorporated on other street improvement projects within the city. Acceptance of the street design proposals in the Royal Plan would have no implications

for other parts of the city until the Council resolves city-wide maintenance funding issues.

Local Streets Local streets will be constructed in conjunction with private development that occurs in the area. The cost of local street construction is borne entirely by the developer.

Fern Ridge Bicycle Path The Fern Ridge Bicycle Path will be constructed on top of the relocated dikes within the 1135 Wetland Restoration Project area adjacent to the Royal Avenue planning area. This project is currently scheduled to be completed in 2002 and is not part of the nodal development project, although this plan includes proposals for providing linkage and access from the node to the adjacent bicycle trail. The costs of constructing the Fern Ridge Trail are not included in this assessment of project costs as they are not a part of the defined project.

Bicycle Path/Pedestrian Trail along Drainage Corridors The bicycle path and pedestrian trail will be built within the right-of-way for the drainage channels. The City will purchase land needed for drainage improvements and may pay for a portion of the cost of constructing pedestrian/bicycle facilities in excess of the required 5' sidewalk which will be built in conjunction with adjacent streets**.**

Storm Water Drainage The City will purchase land needed to construct the drainage system and will design the system beginning in FY 2004. Construction of the system will be delayed until new development is approved in the node. Current city policy would require a determination of what portion of the open system would be the equivalent of a 24" piped system. The cost of providing drainage to the equivalent area would be assessed to benefitting properties in the area. The City could assume the cost of providing drainage to the area in excess of the 24" equivalent area. Assessments would include the cost of acquiring land on which the channels would be constructed. Property owners within the node will not be assessed for drainage improvements until their property is annexed to the City and a development proposal is approved on that property.

Waste Water System The waste water system to serve the plan area will be constructed in conjunction with the extension of Roosevelt Boulevard. This project is included in the CIP in 2004. Funding sources for construction include Systems Development Charge funds and assessments.

Electric Utility Service The Eugene Water and Electric Board (EWEB) will provide underground electric utilities throughout the nodal development area. EWEB's policies require that the development that requires services be responsible for the entire cost of extending service to and through the development. The cost of undergrounding or relocating the existing feeder lines located along Royal Avenue will also accrue to the developer.

Water Supply EWEB will provide water lines necessary to serve the plan area. EWEB's policies require that the development that requires services be responsible for the entire cost of extending service to and through the development. EWEB will pay the cost to enlarge water main sizes above and beyond that needed to serve local development if needed for the benefit of the overall system.

C. Off-Site Infrastructure Improvements

The *Royal Avenue Specific Plan* identifies several off-site infrastructure improvements that will be necessary as a result of development within the node site. They include traffic signal improvements and street extensions in areas outside of the nodal development site.

Traffic Signals

The traffic analysis completed for the Royal nodal development project indicates that traffic signals are likely to be needed at the following intersections:

- Royal Avenue/Terry Street;
- Terry Street/Avalon Street;
- Roosevelt Boulevard/Terry Street; and
- Royal Avenue/Roosevelt Boulevard

Of the four intersections, only one (Royal Avenue/Roosevelt Boulevard) lies within the node boundaries.

A traffic signal warrant analysis was conducted at all four intersections. Warrants from the Manual of Uniform Traffic Control Devices (1988 ed.) were used to determine if it would be appropriate to construct traffic signals at these intersections. Results of the analysis indicate that all four intersections meet warrant #11 (peak hour volume) using projected traffic volumes for the year 2018. Traffic data available for the analysis is insufficient to determine if other traffic signal warrants are met.

The report indicates that, "The Terry Street/Royal Avenue intersection is expected to suffer from a poor level of service due to the large southbound to eastbound left turn movement and the westbound to northbound return movement that are predicted by the traffic planning model used by the City of Eugene. If these turning volume demands truly develop, then an auxiliary lane will be required to accommodate the movement and allow the intersection to operate at an acceptable level of service. The analysis indicates that an overall level of service C can be achieved if a westbound to northbound right turn lane is added at the intersection. However, it is likely that some traffic predicted by the model to make the southbound to eastbound left turn and westbound to northbound right thru will divert to a different route in order to avoid the congestion anticipated at this intersection. If traffic does not divert, then the auxiliary right turn lane may not be required. For this reason, periodic traffic counts should be conducted to determine if traffic volumes are increasing as predicted."

Street Extensions

A second type of off-site improvement involves the extension of Roosevelt Boulevard. Roosevelt Boulevard will need to be extended between Terry Street and the eastern edge of the node to enable the street to be built within the node. The alignment for Roosevelt Boulevard shown on the Royal Avenue site plan is based on the assumed alignment that was negotiated with the developers of the Berkshire Estates mobile home park development as part of the tentative approval of that development. The alignment of Roosevelt has come into question with subsequent phases of the Berkshire Estates development as new information has been presented about wetlands in the area. The City will continue to work with the state agencies, and with property owners, to resolve Roosevelt Boulevard alignment issues prior to implementation of the plan.

Roosevelt will also need to be extended to the north of the node to connect with Legacy Street at Avalon.

APPENDIX E

ROYAL AVENUE SPECIFIC PLAN
RELATIONSHIP TO EUGENE GROWTH MANAGEMENT STUDY

Policy 1 **Support the existing Eugene Urban Growth Boundary by taking actions to increase density and use existing vacant land and under-used land within the boundary more efficiently.**

Densities in the Royal Node exceed 12 du/net residential acre, a level of density 60% higher than the current average density of new development in the Eugene-Springfield metro area. The Royal Avenue Specific Plan also proposes adoption of minimum floor area ratios (FAR's) for commercial and mixed-use commercial development, an intensification technique that makes more efficient use of commercial properties, and encourages development of small-lot single family developments that support the goal of compact urban development.

Policy 2 **Encourage in-fill, mixed-use, redevelopment, and higher density development.**

In addition to increased densities and intensities of development, the Royal Avenue Specific Plan identifies areas and recommends standards for commercial and residential mixed use zones within the node. The plan also addresses redevelopment of existing homes along Royal Avenue which might be re-used as future retail or office buildings.

Policy 4 **Improve the appearance of buildings and landscapes.**

The Royal Avenue Specific Plan includes development standards (for all development types) that address visual character and functional aspects of new development. The plan also recommends development of multi-use drainage corridors as a linear open space feature and development amenity.

Policy 6 **Increase density of new housing development while maintaining the character and livability of individual neighborhoods.**

See Policies 1 and 4 above.

Policy 7 **Provide for a greater variety of housing types.**

The plan encourages construction of a variety of housing types including smaller lot attached and detached single family units, townhouses, rowhouses, duplexes, triplexes, and apartments of various types. Development standards for the node propose lot sizes and development configurations consistent with these housing types.

Policy 8 **Promote construction of affordable housing.**

The plan recommends construction of an open channel drainage system rather than a piped system, includes standards for narrow street right-of-way and pavingwidths; and includes provisions for small-lot development. These factors will reduce development costs and support affordable housing efforts.

Policy 9 **Mitigate the impacts of new and/or higher density housing, in-fill, and redevelopment on neighborhoods through design standards, open space and housing maintenance programs, and continuing historic preservation and neighborhood planning programs.**

Development standards and open space provisions in the Royal Avenue Specific Plan support this policy.

Policy 10 **Encourage the creation of transportation-efficient land use patterns and implementation of nodal development concepts.**

The Royal Avenue Specific Plan promotes transportation-efficient land-use patterns through a highly-interconnected street network, inclusion of mixed-use development within the node, and higher residential densities.

Policy 11 **Increase the use of alternative modes of transportation by improving the capacity, design, safety, and convenience of the transit, bicycle, and pedestrian transportation systems.**

All streets in the plan area are designed for multi-modal use. Setback sidewalks are required on all streets; striped bicycle lanes are included on major streets, an off-street bicycle/pedestrian trail links all parts of the node with neighborhood parks, the commercial center, and the Amazon and Fern Ridge Bike Trails. Transit service will be extended to the node and a transit center has been planned within the commercial area. Consideration for transit, bicycle, and pedestrian modes can be seen in all facets of the specific plan.

Policy 14 **Development shall be required to pay the full cost of extending infrastructure and services, except that the City will examine ways to subsidize the costs of providing infrastructure or offer other incentives that support higher-density, in-fill, mixed-use, and redevelopment.**

Creation of this plan, and the physical site plan for development that underlies it, represents a major subsidy and incentive to encourage the higher-density, mixed-use development envisioned in the plan. The city also conducted a wetlands inventory on the site.

The City will plan and construct several key infrastructure components that will allow development to occur in the area. Infrastructure to be constructed by the City, in advance of development, include the Royal Avenue reconstruction, Roosevelt Boulevard, and the multi-use drainage channels.

Development will be required to pay the full cost of extension of water service, and electric service to the area, and will be required to pay the full cost of local street construction.

Policy 15 **Target publically-financed infrastructure extensions to support development for higher densities, in-fill, mixed uses, and nodal development.**

See Policy 14, above.

Policy 17 **Protect and improve air and water quality and protect natural areas of good habitat value through a variety of means such as better enforcement of existing regulations, new and revised regulations, or other practices.**

The plan recommends construction of multi-use drainage channels that protect existing habitat and provide for new habitat in the area. The drainage concept for the area, if implemented, will provide for improved water quality. The physical layout of the area and provision of extensive bicycle, transit and pedestrian facilities will encourage use of alternative modes, helping to protect air quality.

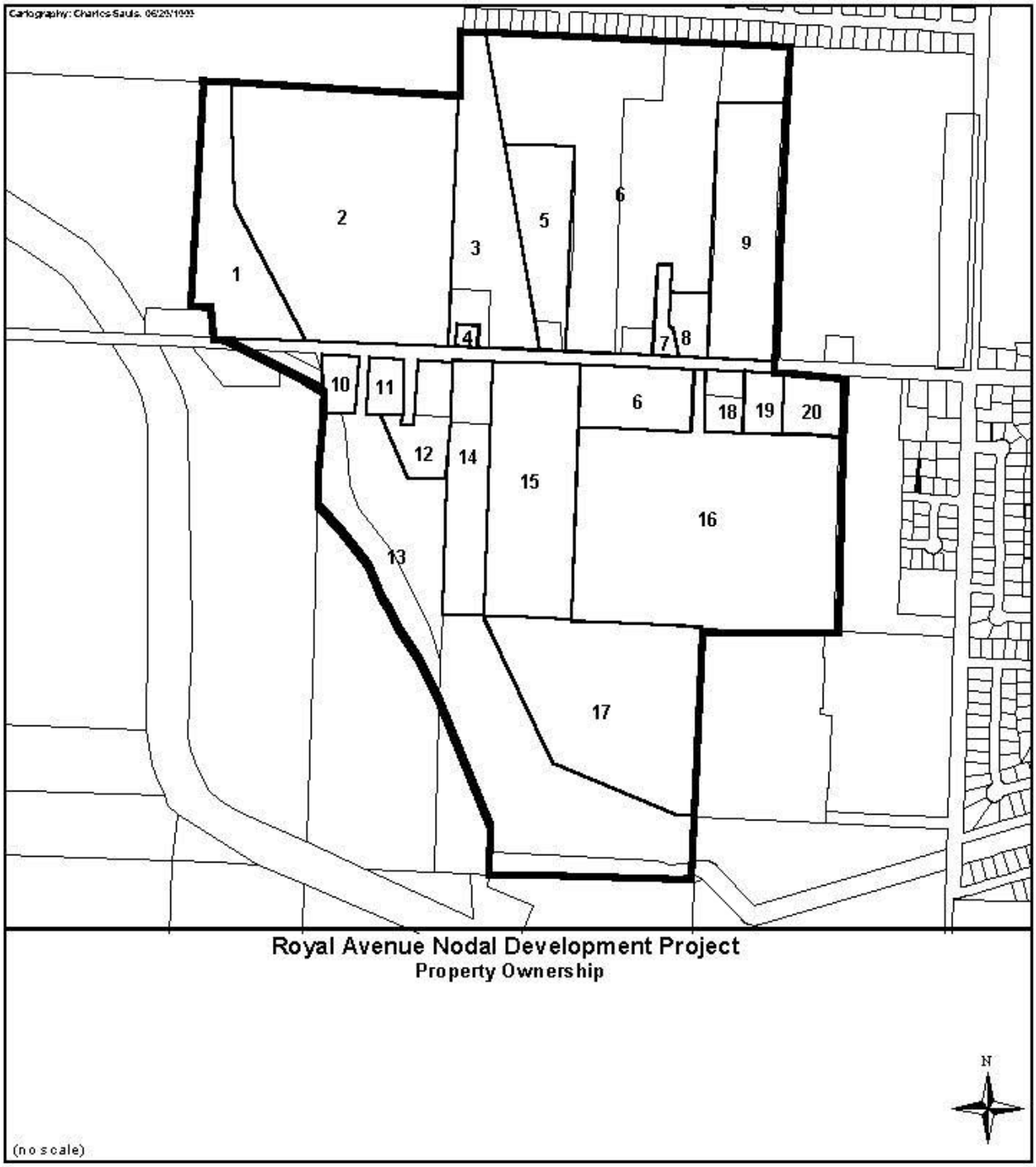
Policy 18 **Increase the amount and variety of parks and open spaces.**

The plan identifies two specific site for neighborhood parks and includes a funding strategy for acquisition and construction of those parks. The plan also identifies approximately 15 acres of linear open space along multi-use drainage channels. It also provides physical access and protects visual access to the adjacent 400 acre West Eugene Wetlands area.

APPENDIX F
Current Ownership Of Parcels Within The Plan Area**

Number	Owner	Parcel Number	Acres
1	Stingray Development	17-04-20-00-02000	8.2
2	Napa Valley Ltd	17-04-20-00-02400	27.87
3	Robert Bounds, et. al.	17-04-20-00-02500 17-04-20-00-02700	10.46
4	Mark O'Brien	17-04-20-00-02600	.52
5	Charles and Dorothy Doane	17-04-20-00-02800 17-04-20-00-02900	5.64
6	Betty Borsek Trust	17-04-20-00-03000 17-04-20-00-03100 17-04-20-00-03200 17-04-29-00-01200	36.17
7	Doris and Allen Haynes	17-04-20-00-03300	.91
8	David Ott	17-04-20-00-03400	1.33
9	Robert and Harriet Kinser	17-04-20-00-03500	9.79
10	Conrad and Elaine Snow	17-04-29-00-01503	1.21
11	Teresita Barger	17-04-29-00-01502	1.20
12	Leslie Drew-Schneider	17-04-29-00-01500	9.28
13	Bureau of Land Management		
14	Larry and Shirley Ann Amos	17-04-29-00-01301 17-04-29-00-01400	6.23
15	Ronald Bounds	17-04-29-00-01300	11.63
16	Howard and Evelyn Nelson	17-04-29-00-01201	30.44
17	Opel Slagle Trust	17-04-29-00-02900	34 + or -
18	James and Peggy Wallace	17-04-29-11-01000 17-04-29-00-01100	1.34
19	Robert and Mary Larsen	17-04-29-11-00900	1.53
20	Gale and Cindy Morgan	17-04-29-11-00800	2.15

***** Information is based on Lane County Assessment and Taxation records as of March, 1999.***


Cartography: Charles Sauls. 06/25/1999
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Royal Avenue Nodal Development Project
Property Ownership
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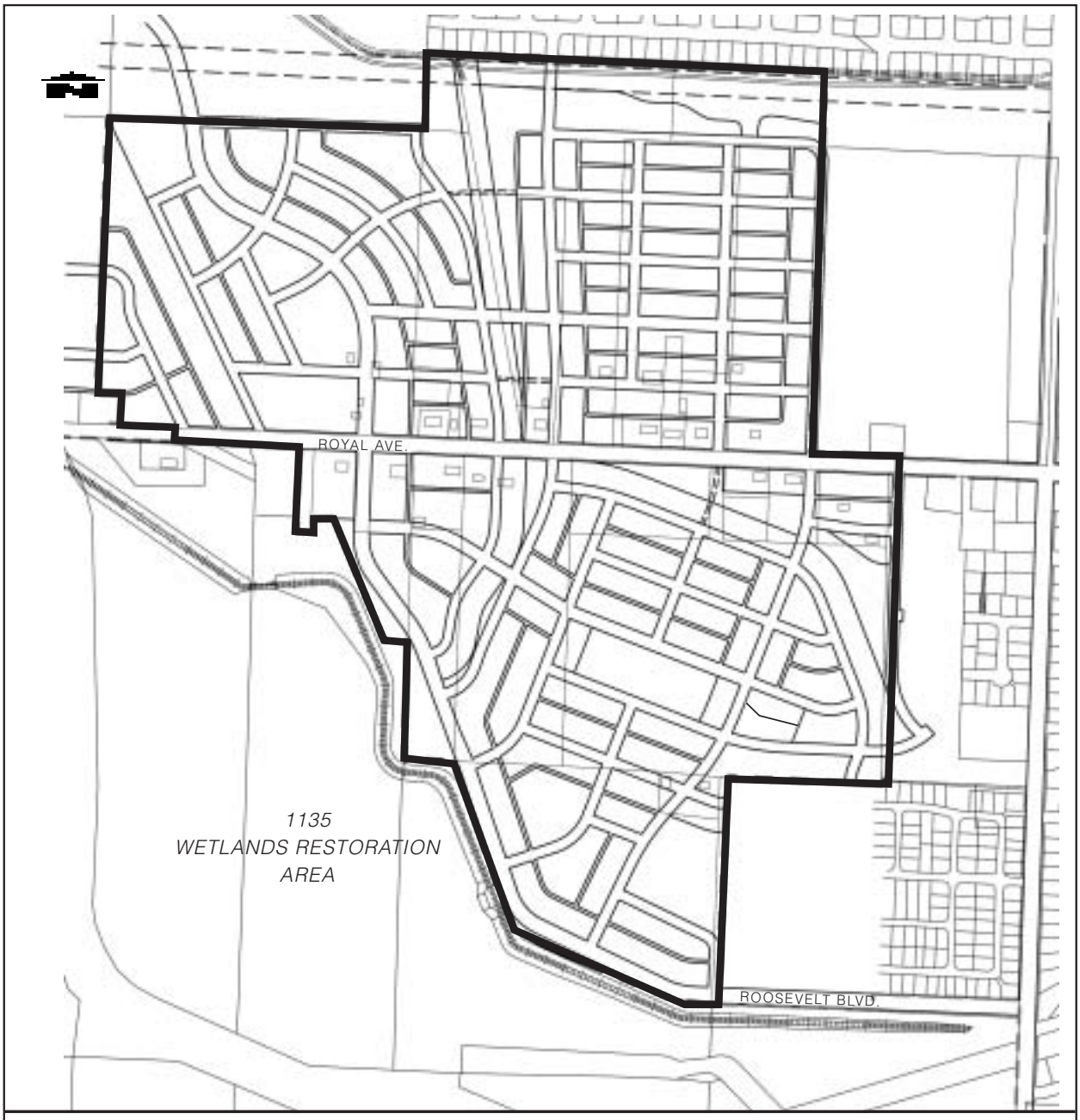
(no scale)



Site Plan with Existing Parcel

This map is for reference only. The official, large-scale, detailed map showing the Site Plan with Existing Parcel is on file and available for public review at the City of Eugene Planning and Development Department.

Royal Avenue Nodal Development Project

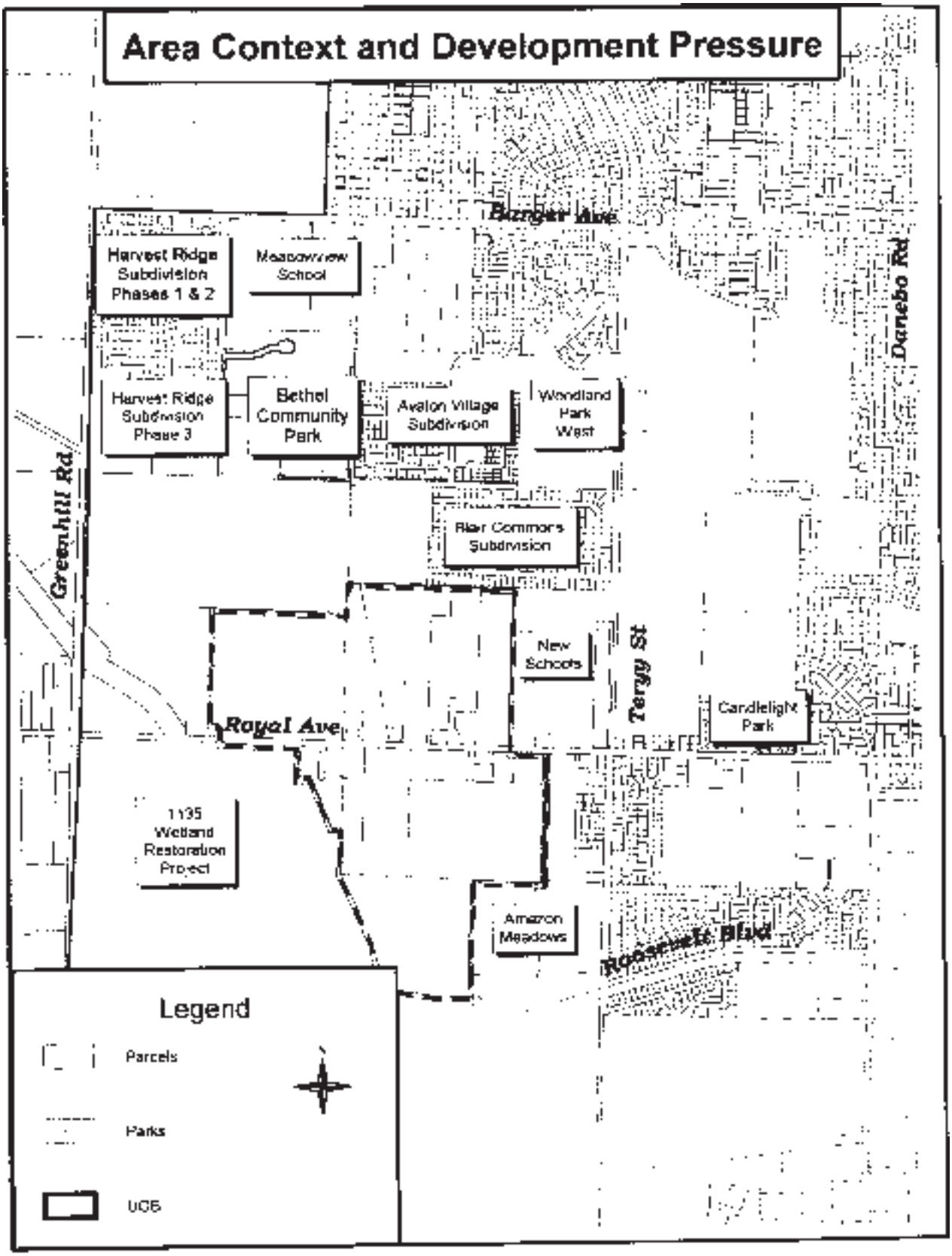
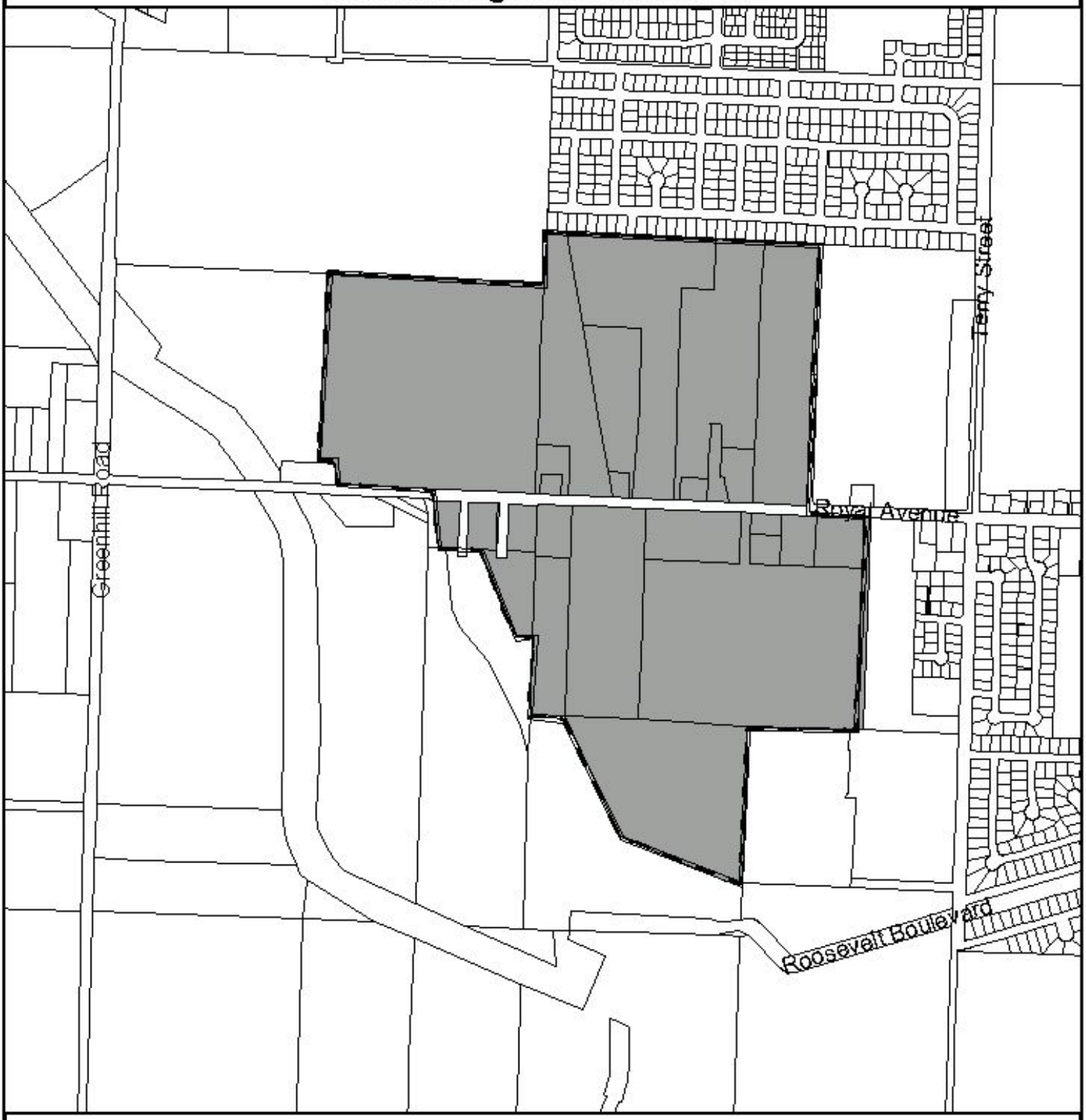

Area Context and Development Pressure
Bunger Ave
Danebo Rd
Harvest Ridge Subdivision Phases 1 & 2
Meadowview School
Harvest Ridge Subdivision Phase 3
Bethel Community Park
Avalon Village Subdivision
Woodland Park West
Greenhill Rd
Blair Commons Subdivision
New Schools
Terry St
Royal Ave
Candlelight Park
1135 Wetland Restoration Project
Amazon Meadows
Roosevelt Blvd
Legend
Parcels
Parks
UGB

Exhibit B - Royal Node
Bethel-Danebo Refinement Plan
Land Use Diagram Amendments



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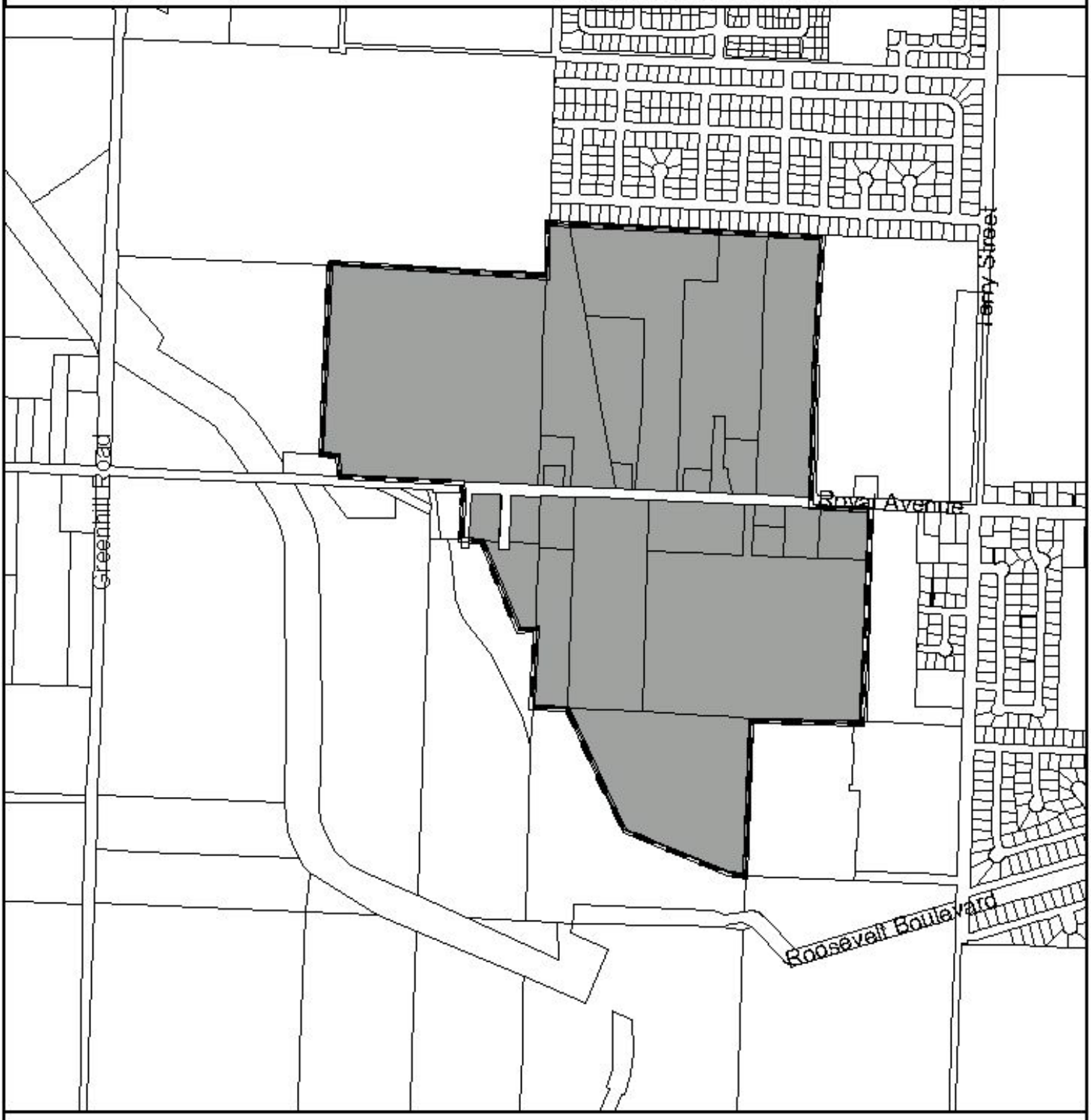
Royal Node
Metro Plan Diagram Amendments



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