NOTICE OF ADOPTED AMENDMENT

11/25/2009

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Eugene Plan Amendment
DLCD File Number 002-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, December 08, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Rob Inerfeld, City of Eugene
Gloria Gardiner, DLCD Urban Planning Specialist
Ed Moore, DLCD Regional Representative
Bob Cortright, DLCD Regional Representative
Jurisdiction: City of Eugene
Date of Adoption: 11/9/2009

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes
Date: 4/21/2009

Comprehensive Plan Text Amendment
Comprehensive Plan Map Amendment
Land Use Regulation Amendment
Zoning Map Amendment
New Land Use Regulation
Other: TSP

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
Amend TransPlan by moving two ODOT projects from future list to financially constrained list: (1) West 11th Avenue from Terry Street to Greenhill Road; (2) Beltline Highway from River Road to Delta Highway. Metro Plan text changed to match.

Does the Adoption differ from proposal? Yes, Please explain below:
Project descriptions updated

Plan Map Changed from: N/A to:
Zone Map Changed from: N/A to:
Location: West 11th and Beltline
Acres Involved: R-O-W

Specify Density: Previous: N/A New:

Applicable statewide planning goals:

[ ] 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ] 6 [ ] 7 [ ] 8 [ ] 9 [ ] 10 [ ] 11 [ ] 12 [ ] 13 [ ] 14 [ ] 15 [ ] 16 [ ] 17 [ ] 18 [ ] 19

Was an Exception Adopted? [ ] YES [X] NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? [X] Yes [ ] No
If no, do the statewide planning goals apply? [ ] Yes [ ] No
If no, did Emergency Circumstances require immediate adoption? [ ] Yes [ ] No

DLCD File No. 002-09 (17341) [15838]
Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Springfield, Lane County, ODOT, DLCD

Local Contact: Rob Inerfeld
Address: 99 East Broadway #400
City: Eugene

Phone: (541) 682-5343
Fax Number: 541-682-5572
E-mail Address: rob.inerfeld@ci.eugene.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:
   ATTENTION: PLAN AMENDMENT SPECIALIST
   DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
   635 CAPITOL STREET NE, SUITE 150
   SALEM, OREGON 97301-2540

2. Electronic Submittals: At least one hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing maraulloa@state.or.us.

3. Please Note: Adopted materials must be sent to DLCD not later than FIVE (5) working days following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within TWENTY-ONE (21) days of the date, the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. Need More Copies? You can now access these forms online at http://www.lcd.state.or.us/. Please print on 8-1/2x11 green paper only. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to maraulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.
COUNCIL ORDINANCE NUMBER 2009-12

COUNCIL BILL NUMBER 5040

AN ORDINANCE AMENDING THE EUGENE SPRINGFIELD METROPOLITAN AREA TRANSPORTATION PLAN (TRANSPLAN) TO MOVE PROJECT NO. 383 AND 506 FROM THE FUTURE ROADWAY PROJECTS LIST TO THE FINANCIALLY CONSTRANDED ROADWAY PROJECTS LIST, TO UPDATE THE PROJECT DESCRIPTIONS FOR PROJECT NO. 333 AND 506 AND TO MAKE RELATED AMENDMENTS TO THE EUGENE SPRINGFIELD METROPOLITAN AREA GENERAL PLAN.

ADOPTED: November 9, 2009

SIGNED: November 10, 2009

PASSED 6-2

REJECTED

OPPOSED BY Brown, Zelenka

ABSENT: Taylor

EFFECTIVE: December 11, 2009
ORDINANCE NO. 20442

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA TRANSPORTATION PLAN (TRANSPLAN) TO MOVE PROJECT NOS. 333 AND 506 FROM THE FUTURE ROADWAY PROJECTS LIST TO THE FINANCIALLY CONSTRAINED ROADWAY PROJECTS LIST, TO UPDATE THE PROJECT DESCRIPTIONS FOR PROJECT NOS. 333 AND 506 AND TO MAKE RELATED AMENDMENTS TO THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN.

The City Council of the City of Eugene finds that:

A. Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth procedures for amendment of the Metro Plan, which for Eugene are implemented by Chapter 9 of the Eugene Code, 1971.

B. The Metro Plan identifies the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) as a special purpose or functional plan which forms the basis for the Transportation Element of the Metro Plan and guides surface transportation improvements in the metropolitan area.

C. The City Council adopted TransPlan by Ordinance No. 19385, enacted on April 28, 1986, which was subsequently amended by Ordinance No. 19584, enacted on November 28, 1988, Ordinance No. 19857, enacted on June 8, 1992, Ordinance No. 19872, enacted on September 9, 1992, Ordinance No. 19887 enacted on November 9, 1992, Ordinance No. 20186 enacted on February 14, 2000, Ordinance No. 20234 enacted on September 10, 2001, and Ordinance No. 20258 enacted on July 8, 2002, adopting a revised Transportation Element of the Metro Plan and adopting revisions to TransPlan.

D. On November 8, 2007, the Metropolitan Policy Committee adopted an update to the federally-required Regional Transportation Plan (RTP); the update included moving Project No. 333 and Project No. 506 from the Illustrative Roadway Projects list to the Financially Constrained Roadway Projects list and updating the descriptions and costs for those two projects. On August 13, 2008, the City Council initiated TransPlan and Metro Plan amendments to move these two projects from the Future Roadway Projects list to the Financially Constrained Roadway Projects list in TransPlan.

E. Following a public hearing on May 5, 2009, the Eugene Planning Commission met on June 29, 2009, and recommended to the Eugene City Council that TransPlan be amended to move Project No. 333 and Project No. 506 from the Future Roadway Projects list to the 20-year Financially Constrained Roadway Projects list, and related amendments to the Metro Plan.
F. On October 19, 2009, the City Council conducted a public hearing on these amendments, and is now ready to take action based upon the above recommendations and the evidence and testimony already in the record as well as the evidence and testimony presented at the public hearings held on adopting revisions to TransPlan and to the Metro Plan.

G. Substantial evidence exists within the record that the proposal meets the requirements of Chapter 9 of the Eugene Code, 1971 and the requirements of applicable state and local law as described in the findings adopted in support of this Ordinance.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. TransPlan, adopted by Ordinance No. 19385, enacted on April 28, 1986, and amended by Ordinance No. 19584, enacted on November 28, 1988, Ordinance No. 19857, enacted on June 8, 1992, Ordinance No. 19872, enacted on September 9, 1992, Ordinance No. 19887 enacted on November 9, 1992, Ordinance No. 20186 enacted on February 14, 2000, Ordinance No. 20234, enacted on September 10, 2001, and Ordinance No. 20258 enacted on July 8, 2002, is hereby amended as set forth in Exhibit A attached and incorporated herein by this reference.

Section 2. The revisions to the 20-Year Financially-Constrained Roadway Projects list included in Exhibit A are hereby adopted by reference and made a part of the Metro Plan, as required by Metro Plan Policy F-9, page III-F-7. Project timing and estimated costs are not adopted as policy.

Section 3. The City Council adopts the findings set forth in the attached Exhibit B in support of this action.

Section 4. 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.

Passed by the City Council this 9th day of November, 2009

Approved by the Mayor this 10th day of November, 2009

[Signature]
Acting City Recorder

[Signature]
Mayor
### Table 1a-Financially Constrained 20-Year Capital Investment Actions: Roadway Projects

<table>
<thead>
<tr>
<th>Name</th>
<th>Geographic Limits</th>
<th>Description</th>
<th>Jurisdiction</th>
<th>Estimated Cost</th>
<th>Length</th>
<th>Number</th>
</tr>
</thead>
</table>
| **Project Category: New Arterial Link or Interchange**
**Status: Programmed**
| West Eugene Parkway, (1A) | Seneca Road to Beltline Road | W 11th - Garfield: 4-lane new construction | ODOT | $17,283,000 | 1.3 | 336 |
| **Status: Unprogrammed**
| West Eugene Road | Garfield Street to Seneca new construction, continued | W 11th - Garfield: 4-lane new construction | ODOT | $34,231,000 | 1.337 | 336 |
| West Eugene Parkway (2A) | West 11th Avenue to Beltline Road | Construct two lanes of future 4-lane roadway | ODOT | $30,496,000 | 2.56 | 338 |
| West Eugene Parkway (2B) | West 11th Avenue to Beltline Road | Construct remaining two lanes | ODOT | $6,545,000 | 2.56 | 339 |
| **Project Category: Added Freeway Lanes or Major Interchange Improvements**
**Status: Unprogrammed**
| I-5 | @ Beltline Highway | Reconstruct interchange and I-5, upgrade Beltline Road East to 5 lane urban facility, and construct I-5 bike and pedestrian bridge. | ODOT | $53,300,000 | 0 | 606 |
| North Eugene Transportation Improvements | River Road to Delta Highway | Improve capacity across Willamette River within N. Eugene Area | ODOT | $51,292,260 | 1.76 | 506 |
| **Project Category: Arterial Capacity Improvements**
**Status: Programmed**
| Bloomberg Connector | McVay Highway to 30th Avenue | Modification of connection of McVay Highway to 30th Avenue | Lane County, ODOT | $500,000 | 0.4 | 297 |
| **Status: Unprogrammed**
<p>| 6th/7th Intersection Improvement | Garfield Street to Washington/Jefferson Street | Provide improvements such as additional turn lanes and signal improvements; intersections include 6th/7th | ODOT, Eugene | $520,000 | 0 | 133 |</p>
<table>
<thead>
<tr>
<th>Name</th>
<th>Geographic Limits</th>
<th>Description</th>
<th>Jurisdiction</th>
<th>Estimated Cost</th>
<th>Length</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beltline Highway</td>
<td>@ Coburg Road</td>
<td>Construct ramp and signal improvements</td>
<td>ODOT</td>
<td>$500,000</td>
<td>0</td>
<td>622</td>
</tr>
<tr>
<td>W. 11th Avenue</td>
<td>Green Hill Road to Terry Street</td>
<td>Upgrade to urban facility</td>
<td>ODOT, Eugene</td>
<td>$20,000,000</td>
<td>1.51</td>
<td>333</td>
</tr>
<tr>
<td>S. 42nd Street</td>
<td>Main Street to Jasper</td>
<td>Reconstruct to 2 to 3-lane urban facility; curbs, sidewalks and bike lanes</td>
<td>ODOT</td>
<td>$1,600,000</td>
<td>0.8</td>
<td>954</td>
</tr>
<tr>
<td>I-5 @ Beltline Study &amp; Design</td>
<td>@ Interchange</td>
<td>Project development work</td>
<td>ODOT</td>
<td>$3,375,000</td>
<td>--</td>
<td>608</td>
</tr>
<tr>
<td>I-5 Interchange Study</td>
<td>Willamette River south to 30th Avenue</td>
<td>Comprehensive study of I-5 interchanges</td>
<td>ODOT</td>
<td>$750,000</td>
<td>--</td>
<td>250</td>
</tr>
<tr>
<td>South Bank Street Improvements</td>
<td>Mill Street to Hilyard Street</td>
<td>Develop refinement plan for street system</td>
<td>Eugene, ODOT</td>
<td>$250,000</td>
<td>1</td>
<td>178</td>
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<tr>
<td>Main Street/Highway 126</td>
<td>I-5 to UGB</td>
<td>Access management plan</td>
<td>ODOT/Springfield</td>
<td>$100,000</td>
<td>6.0</td>
<td>838</td>
</tr>
<tr>
<td>Eugene-Springfield Hwy.</td>
<td>I-5 to Main</td>
<td>Corridor Study</td>
<td>ODOT/Springfield</td>
<td>$150,000</td>
<td>6.5</td>
<td>835</td>
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<td>Main St. and 52nd SL/Hwy 128 Int.</td>
<td>52nd to Main</td>
<td>Interchange Plans</td>
<td>ODOT/Springfield</td>
<td>$100,000</td>
<td>1.5</td>
<td>96</td>
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<tr>
<td>Beltline</td>
<td>River Rd to Coburg Rd</td>
<td>Facility Plan Study</td>
<td>ODOT</td>
<td>$500,000</td>
<td>3.46</td>
<td>555</td>
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**Project Category: Urban Standards**

**Status:** Unprogrammed

<table>
<thead>
<tr>
<th>Name</th>
<th>Geographic Limits</th>
<th>Description</th>
<th>Jurisdiction</th>
<th>Estimated Cost</th>
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<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. 42nd Street</td>
<td>Main Street to Jasper</td>
<td>Reconstruct to 2 to 3-lane urban facility; curbs, sidewalks and bike lanes</td>
<td>ODOT</td>
<td>$1,600,000</td>
<td>0.8</td>
<td>954</td>
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**Project Category: Study**

**Status:** Programmed

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<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>I-5 @ Beltline Study &amp; Design</td>
<td>@ Interchange</td>
<td>Project development work</td>
<td>ODOT</td>
<td>$3,375,000</td>
<td>--</td>
<td>608</td>
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**Status:** Unprogrammed

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<tr>
<th>Name</th>
<th>Geographic Limits</th>
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<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>I-5 Interchange Study</td>
<td>Willamette River south to 30th Avenue</td>
<td>Comprehensive study of I-5 interchanges</td>
<td>ODOT</td>
<td>$750,000</td>
<td>--</td>
<td>250</td>
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<tr>
<td>South Bank Street Improvements</td>
<td>Mill Street to Hilyard Street</td>
<td>Develop refinement plan for street system</td>
<td>Eugene, ODOT</td>
<td>$250,000</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td>Main Street/Highway 126</td>
<td>I-5 to UGB</td>
<td>Access management plan</td>
<td>ODOT/Springfield</td>
<td>$100,000</td>
<td>6.0</td>
<td>838</td>
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<tr>
<td>Eugene-Springfield Hwy.</td>
<td>I-5 to Main</td>
<td>Corridor Study</td>
<td>ODOT/Springfield</td>
<td>$150,000</td>
<td>6.5</td>
<td>835</td>
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<tr>
<td>Main St. and 52nd SL/Hwy 128 Int.</td>
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<td>Interchange Plans</td>
<td>ODOT/Springfield</td>
<td>$100,000</td>
<td>1.5</td>
<td>96</td>
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<tr>
<td>Beltline</td>
<td>River Rd to Coburg Rd</td>
<td>Facility Plan Study</td>
<td>ODOT</td>
<td>$500,000</td>
<td>3.46</td>
<td>555</td>
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### Table 1b-Future (Beyond 20-Years)
**Capital Investment Actions: Roadway Projects**

<table>
<thead>
<tr>
<th>Name</th>
<th>Geographic Limits</th>
<th>Description</th>
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<th>Estimated Cost</th>
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<tbody>
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</tr>
<tr>
<td><strong>Project Category: New Arterial Link or Interchange</strong>&lt;br&gt;<strong>Status: Future</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eugene-Springfield Highway (SR-126) at Main Street</td>
<td>Construct interchange</td>
<td>ODOT</td>
<td>$9,000,000</td>
<td>0</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>Eugene-Springfield Highway (SR-126) at 52nd Street</td>
<td>Construct interchange</td>
<td>ODOT</td>
<td>$9,000,000</td>
<td>0</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Beltline Highway West 11th Avenue to Roosevelt Boulevard</td>
<td>Continue widening to 4 lanes; new RR Xing, interchange @ WEP, grade separation @ Roosevelt and turn lanes on West 11th Ave (ODOT: West 11th North City Limits Stage 3)</td>
<td>ODOT</td>
<td>$17,000,000</td>
<td>1.14</td>
<td>312</td>
<td></td>
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<td><strong>Project Category: Added Freeway Lanes or Major Interchange Improvements</strong>&lt;br&gt;<strong>Status: Future</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5</td>
<td>30th Avenue/McVay Highway</td>
<td>Interchange reconstruction to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.</td>
<td>ODOT</td>
<td>$15,000,000</td>
<td>0</td>
<td>257</td>
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<tr>
<td>I-105</td>
<td>Washington/Jefferson Street Bridge</td>
<td>Add lane to NB on-ramp from 6th Ave, extend third NB lane over bridge to Delta Highway exit ramp</td>
<td>ODOT</td>
<td>$5,605,000</td>
<td>0.75</td>
<td>154</td>
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<tr>
<td>Eugene-Springfield Highway (SR-126) I-5 to Mohawk Boulevard</td>
<td>Widen to 6 lanes</td>
<td>ODOT</td>
<td>$20,124,000</td>
<td>2.6</td>
<td>728</td>
<td></td>
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<tr>
<td>Eugene-Springfield Highway (SR-126) Pioneer Parkway/Q Street</td>
<td>Interchange improvements</td>
<td>ODOT</td>
<td>$15,000,000</td>
<td>0</td>
<td>727</td>
<td></td>
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<tr>
<td>I-105 Delta Highway to Coburg Road</td>
<td>Widen to 6 lanes</td>
<td>ODOT</td>
<td>$9,210,600</td>
<td>1.19</td>
<td>847</td>
<td></td>
</tr>
<tr>
<td>I-105 Coburg Road to I-5</td>
<td>Widen to 6 lanes</td>
<td>ODOT</td>
<td>$11,842,200</td>
<td>1.53</td>
<td>648</td>
<td></td>
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<tr>
<td>Name</td>
<td>Geographic Limits</td>
<td>Description</td>
<td>Jurisdiction</td>
<td>Estimated Cost</td>
<td>Length</td>
<td>Number</td>
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</tr>
<tr>
<td>I-5</td>
<td>I-105 to Highway 58 (Goshen)</td>
<td>Widen remaining sections to 6 lanes</td>
<td>ODOT</td>
<td>$35,000,000</td>
<td>5.66</td>
<td>260</td>
</tr>
<tr>
<td>I-5</td>
<td>@ Glenwood Interchange</td>
<td>Reconfigure interchange, address weaving, provide 6 lanes on freeway</td>
<td>ODOT</td>
<td>$10,000,000</td>
<td>256</td>
<td></td>
</tr>
<tr>
<td>I-5</td>
<td>@ Willamette River/Franklin Boulevard Interchange</td>
<td>Interchange reconstruction to create one full interchange to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5</td>
<td>ODOT</td>
<td>$25,000,000</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>I-105</td>
<td>Washington/Jefferson Street Bridge</td>
<td>Add lane to 6th Ave. off-ramp</td>
<td>ODOT</td>
<td>$4,300,000</td>
<td>0.25</td>
<td>151</td>
</tr>
</tbody>
</table>

**Project Category: Arterial Capacity Improvements**

**Status: Future**

**Project Category: Urban Standards**

**Status: Future**

<table>
<thead>
<tr>
<th>Name</th>
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<th>Estimated Cost</th>
<th>Length</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 99</td>
<td>Roosevelt Boulevard to Garfield Street</td>
<td>Upgrade to urban facility</td>
<td>ODOT</td>
<td>$4,955,500</td>
<td>1.14</td>
<td>148</td>
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<tr>
<td>McVay Highway</td>
<td>I-5 to Franklin Boulevard</td>
<td>Upgrade to 3-lane urban facility; intersection improvements at I-5 and Franklin Boulevard</td>
<td>ODOT</td>
<td>$6,500,000</td>
<td>1.5</td>
<td>833</td>
</tr>
<tr>
<td>Jasper Road</td>
<td>S. 42nd Street to Jasper Road Extension</td>
<td>Upgrade to 2 to 3-lane urban facility; intersection improvement at 42nd Street and Jasper Road</td>
<td>ODOT</td>
<td>$5,250,000</td>
<td>3.5</td>
<td>60</td>
</tr>
<tr>
<td>Franklin Blvd.</td>
<td>Jenkins Drive to Mill St.</td>
<td>Upgrade to urban facility</td>
<td>Springfield/ODOT</td>
<td>$5,000,000</td>
<td>1.2</td>
<td>839</td>
</tr>
</tbody>
</table>
Exhibit B

FINDINGS OF CONSISTENCY

Metro Plan Amendment Criteria

Criteria to be used to evaluate amendments to the Eugene-Springfield Regional Transportation System Plan (TransPlan) and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) are found in Eugene Code Section 9.7730(3):

(a) The amendment must be consistent with the relevant Statewide Planning Goals adopted by the Land Conservation and Development Commission; and

(b) Adoption of the amendment must not make the Metro Plan internally inconsistent.

This application involves amending the project lists in TransPlan and the Metro Plan by moving two projects from the “Future” project list to the “Financially Constrained” project list (“the amendments”). The process for making the amendments to TransPlan, a special purpose functional plan, and the Metro Plan are identical; requiring the City to follow the “Type II” amendment process. To become effective, only the City needs to approve the amendments.

Background

The City Council held work sessions on September 25, 2006 and October 9, 2006 to discuss transportation priorities in north and west Eugene. At the second work session, the Council passed motions regarding transportation project priorities to identify the Beltline Corridor from River Road to Coburg Road as the City’s top priority for funding in the Statewide Transportation Improvement Program (STIP), West 11th Avenue from Terry Street to Greenhill Road as its second priority, and a study of the Beltline Corridor from Roosevelt Boulevard to West 11th Avenue as a third priority for funding in the STIP.

On November 8, 2007, the MPC adopted an update to the federally-required Regional Transportation Plan (RTP); the update included deleting from the RTP all projects related to the WEP and moving four ODOT facilities projects from the Illustrative Roadway Projects list to the Financially Constrained Roadway Projects list (the four projects included two Springfield projects, the West 11th Ave. from Terry to Greenhill project and the Beltline Hwy from River Road to Delta Highway project). On August 13, 2008, the Eugene City Council initiated TransPlan and Metro Plan amendments to move two projects from the Future Roadway Projects list to the Financially Constrained Roadway Projects list in TransPlan: W. 11th Avenue from Greenhill Road to Terry Street, and Beltline Highway from River Road to Delta Highway. Specifically, the City Council passed the following motion:

I move to initiate a TransPlan amendment to delete the West Eugene Parkway from the project list and plan as part of the short-term amendments and to add the two ODOT facility projects into the “Constrained” project list, which are the West 11th Avenue from Terry to Greenhill and the Beltline Highway from River Road to Delta Highway.
Criterion A. STATEWIDE PLANNING GOAL CONSISTENCY:

Based on the findings set forth below, the amendments are consistent with applicable Statewide Planning Goals and interpretive rules.

GOAL 1 - CITIZEN INVOLVEMENT: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Eugene has an acknowledged citizen involvement program and acknowledged processes for securing citizen input on all proposed Metro Plan amendments. The City’s code provisions implement Statewide Planning Goal 1 by requiring that notice of the proposed amendment be given and public hearings be held prior to adoption. Consideration of the amendments will begin with a Planning Commission staff introduction, followed by a public hearing on May 5, 2009. Thus, notification of the proposed amendments and opportunities for public participation in these amendments were consistent with the acknowledged citizen involvement program.

Notice of these two proposed amendments was given to the Oregon Department of Land Conservation and Development on January 29, 2009. The DLCD notice was revised on March 4, 2009, to reflect a new hearing date. Notice of this public hearing was mailed on April 14, 2009, to all interested parties requesting such notice and owners of property located within 300 feet of the affected street segments, and posted on April 3, 2009, pursuant to Eugene Code 9.7735(3). Notice of this public hearing was published in the Register Guard newspaper on April 15, 2009.

We find that the process for adopting these amendments complies with Statewide Planning Goal 1 since it complies with, and surpasses, the requirements of the State’s citizen involvement provisions.

GOAL 2 - LAND USE PLANNING: To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the policy tool that provides a basis for decision-making in this area. The Metro Plan was acknowledged by the State in 1982 to be in compliance with statewide planning goals. TransPlan is a functional plan of the Metro Plan, which forms the basis for the Transportation Element of the Metro Plan and guides surface transportation improvements in the metropolitan area. TransPlan was acknowledged by the State to be in compliance with statewide planning goals.

These findings and the record show that there is an adequate factual base for City’s decision concerning the amendments. Goal 2 requires that plans be coordinated with the plans of affected governmental units and that opportunities be provided for review and comment by affected governmental units. The Goal 2 coordination requirement is met when the adopting governmental body engages in an exchange, or invites such an exchange, between the adopting body and any affected governmental unit and when the adopting body uses the information obtained in the exchange to balance the needs of the citizens. To comply with the Goal 2 coordination requirement, the City coordinated the review of these amendments with all affected governmental units. Specifically, notice was mailed to the Oregon Department of Transportation, Lane Council of Government, Downtown Eugene Inc./Eugene Area Chamber of Commerce, Lane County, City of Springfield, Eugene Neighborhood Liaison, and all Eugene neighborhood associations.
Additionally, in accordance with EC 9.7735(3), notice was mailed to the owners and occupants of properties that are the subject of the proposed amendments and to property owners of record within 300 feet of the subject property.

There are no Goal 2 exceptions required for the amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

**GOAL 3 - AGRICULTURAL LANDS: To preserve and maintain agricultural lands.**

The amendments will not change or conflict with the policies of the *Metro Plan* or *TransPlan* regarding agricultural lands since these amendments continue to reflect the growth planned for and accommodated by the existing, acknowledged *Metro Plan* and *TransPlan*. Goal 3 is not relevant and the amendments do not affect the area’s compliance with Statewide Planning Goal 3.

**GOAL 4 - FOREST LAND: To conserve forest lands for forest use.**

The amendments will not change any policies or plan diagram designations of the *Metro Plan* or *TransPlan*, nor do the amendments impact any forest lands. Goal 4 is not relevant and the amendments do not affect the area’s compliance with Statewide Planning Goal 4. Therefore, the amendments comply with Goal 4.

**GOAL 5 - OPEN SPACE, SCENIC AND HISTORIC AREAS, NATURAL RESOURCES: To conserve open space and protect natural and scenic resources.**

The following administrative rule (OAR 660-023-0250) is applicable to this post-acknowledgement plan amendment (PAPA) request:

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

(a) *The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*

(b) *The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*

(c) *The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

The amendments do not affect a Goal 5 resource. Specifically, the amendments do not create or amend a list of Goal 5 resources, do not amend a plan or code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a particular Goal 5 resource site, and do not amend the acknowledged Urban Growth Boundary. Therefore, Goal 5 does not apply to these plan amendments.
GOAL 6 - AIR, WATER, AND LAND RESOURCES QUALITY: To maintain and improve the quality of the air, water and land resources of the state.

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts of those discharges. TransPlan currently contains policies related to nodal development, transportation demand management and the encouragement of additional alternative modes of transportation, including transit, bicycles and pedestrian use. These policies are related to the need to maintain and improve the air quality in the metropolitan area. The amendments will not impact any of these policies and no new projects are proposed; the project list amendments consist only of moving two projects from the Future list to the Financially Constrained list. Projects already identified in TransPlan will be designed and constructed in accordance with applicable federal, state, and local regulations. Therefore, the amendments are consistent with Goal 6.

GOAL 7 - AREAS SUBJECT TO NATURAL HAZARDS: To protect life and property from natural disasters and hazards.

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as land slides. The amendments do not address potential natural disasters. Further, the amendments do not affect the current restrictions on development in areas subject to natural hazards, nor allow for new development that could result in a natural hazard. Therefore, the amendments are consistent with Goal 7.

GOAL 8 - RECREATIONAL NEEDS: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destinations resorts.

Goal 8 ensures the provision of recreation facilities to Oregon citizens and is primarily concerned with the provisions of those facilities in non-urban areas of the State. The amendments do not affect the current provisions for recreation areas, facilities or recreational opportunities, nor will the amendments affect access to existing or future recreational facilities. Further, the amendments do not change the Metro Plan and TransPlan policies that support access to recreational facilities with the Metropolitan area and to recreations opportunities outside the area or delete any planned transportation projects that would make recreational facilities more available. Therefore, the amendments are consistent with Goal 8.

GOAL 9 - ECONOMY OF THE STATE: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

The amendments will not impact the supply of industrial or commercial lands and will not change or conflict with the economic policies of Metro Plan. The amendments do not change the TransPlan and Metro Plan policies directed toward enhancing the economic opportunity available within the Eugene-Springfield area by assuring adequate public facilities and infrastructure to provide a transportation system that is efficient, safe, interconnected and economically viable and fiscally stable. Additionally, the amendments do not change the TransPlan and Metro Plan policies related to the movement of goods; those policies adopted to further the goal of using the public facilities infrastructure to support responsible economic development. The Oregon Transportation Plan recognizes that goods movement of all types makes a significant contribution to the region’s economy and wealth and contributes to residents’ quality
of life. Therefore, the amendments are consistent with Goal 9.

GOAL 10 – HOUSING: *To provide for the housing needs of the citizens of the state.*

The amendments will not impact the supply of residential lands and will not result in any change or conflict with the housing policies of the *Metro Plan*. Additionally, the amendments will not change any of the policies in *TransPlan* and the *Metro Plan* related to nodal development and transit-supportive land use patterns and development; those policies adopted to expand housing opportunities for the region’s citizens. Therefore, the amendments are consistent with Goal 10.

GOAL 11 - PUBLIC FACILITIES AND SERVICES: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

The Eugene-Springfield metropolitan area has an acknowledged Public Facilities and Services Plan (PFSP). The amendments will not result in any change or conflict with the PFSP.

GOAL 12 – TRANSPORTATION: *To provide and encourage a safe, convenient and economic transportation system.*

Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The proposed amendments are consistent with all applicable provisions of OAR 660-012-0016. Further, the amendments are consistent with, and required by, the Regional Transportation Work Plan approved pursuant to OAR 660-012-0016(2)(b) by the Land Conservation and Development Commission on October 16, 2008. The TPR requires compliance with certain performance measures by either meeting a vehicle miles traveled (VMT) reduction target or obtaining approval of alternative measures. In May, 2001, the Eugene-Springfield metropolitan area sought, and obtained, the Land Conservation and Development Commission’s approval of an alternative standard to accomplish reduced reliance on the automobile pursuant to OAR 660-012-0035(5). The approved standard consists of six performance measures designed to reduce automobile reliance and increase transportation choices. The six performance measures focus on nodal development, bus rapid transit, transportation demand management and priority bikeway miles. The proposed amendments will not interfere with the region’s ability to meet the approved alternative performance standards. Further, the proposed amendments are necessary to comply with OAR 660-012-0015(3); that TPR provision requiring cities to prepare, adopt and amend TSPs for lands within their planning jurisdiction to establish a system of transportation facilities and services adequate to meet identified local transportation needs.

Specifically regarding the proposed amendment related to Project No. 333, a recent study showed that West 11th at Terry Street (where the highway narrows from four lanes to two), is functioning at a Volume to Capacity ratio (V/C) of 1.06, LOS E during the PM peak hour; below ODOT’s mobility standard for this intersection of V/C 0.80 (Statewide highway, designated Freight Route) and City of Eugene LOS standards are D or better.

The TPR states that when amendments to a functional plan would significantly affect an existing or planned transportation facility the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity and performance standards (level of service, volume to capacity ratio, etc.) of the facility. Adoption of the amendments will not significantly affect an existing or planned transportation facility.
Based on these findings, the amendments are consistent with Goal 12.

**GOAL 13 - ENERGY CONSERVATION:** *To conserve energy.*

The Energy Goal is a general planning goal that calls for land and uses developed on the land to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. The proposed amendments will not change the Metro Plan or TransPlan provisions related to promoting more compact development, encouraging the use of alternate modes of transportation and providing a transportation system design to increase the efficiency of travel wherever possible. Therefore, the amendments are consistent with Goal 13.

**GOAL 14 – URBANIZATION:** *To provide for an orderly and efficient transition from rural to urban land use.*

The amendments will not change the TransPlan and Metro Plan provisions adopted to preserve the distinction between urban and rural uses through the development of policies and programs that provide for more efficient urban uses within the UGB, thus preserving rural lands for rural uses. Accordingly, the amendments comply with Goal 14.

**GOAL 15 - WILLAMETTE RIVER GREENWAY:** *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The Willamette River Greenway area with the Urban Growth Boundary is governed by existing local provisions that have been acknowledged as complying with Goal 15. Those provisions will be unchanged by the amendments. The amendments will not change TransPlan’s and the Metro Plan’s provisions related to the protection and maintenance of the scenic, historical, economic and recreational qualities of lands along the Willamette River. Further, the amendments will not affect TransPlan’s and the Metro Plan’s compliance with Goal 15. Therefore, the amendments comply with Goal 15.

**GOALS 16-19 – COASTAL GOALS:** (Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources)

There are no estuarine resources, shorelines, beaches, dunes, or ocean resources located within the Metro Plan or TransPlan boundary. Accordingly, Goals 16, 17, 18, and 19 are not applicable.

**Criterion B. Adoption of the amendment must not make the Metro Plan internally inconsistent.**

TransPlan guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. The region covered by TransPlan is the “TransPlan Study Area”, which is an area extending beyond the UGB and Metro Plan boundary that is used for transportation modeling purposes. The proposed amendments to the Metro Plan and TransPlan will not make the Metro Plan internally inconsistent. Specifically, the Metro Plan and TransPlan projects lists will be simultaneously amended to ensure that the two plans have identical lists. Additionally, the amendments are consistent with the one applicable Metro Plan finding discussed below.
F.9  Adopt by reference, as part of the *Metro Plan*, the 20-Year Capital Investment Actions project lists contained in *TransPlan*. Project timing and estimated costs are not adopted as policy.

The proposed amendments to the project lists contained in *TransPlan* will be adopted by reference into the *Metro Plan*.

CONCLUSION

The proposed amendments meet all applicable standards and criteria in EC 9.7730(3).
Beltline Road: River Road to Delta Highway

Eugene, OR