



# Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## 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.

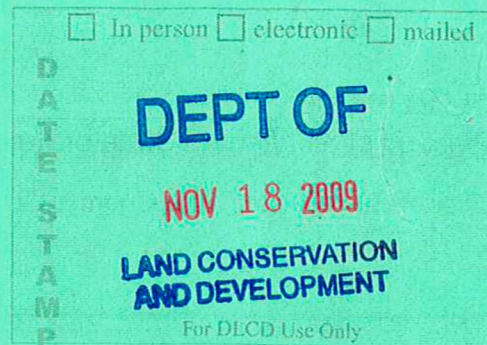
**\*NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

**Cc:** Rob Inerfeld, City of Eugene  
Gloria Gardiner, DLCD Urban Planning Specialist  
Ed Moore, DLCD Regional Representative  
Bob Cortright, DLCD Regional Representative

<paa> YA

# Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD  
**WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION**  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **City of Eugene**

Local file number: **MA 09-2**

Date of Adoption: **11/9/2009**

Date Mailed:

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 11<sup>th</sup> 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 11<sup>th</sup> and Beltline**

Acres Involved: **R-O-W**

Specify Density: Previous: **N/A**

New:

Applicable statewide planning goals:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
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Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

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.** \_\_\_\_\_

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Springfield, Lane County, ODOT, DLCD

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Local Contact: **Rob Inerfeld**

Phone: (541) 682-5343 Extension:

Address: **99 East Broadway #400**

Fax Number: **541-682-5572**

City: **Eugene**

Zip: **97401-**

E-mail Address: **rob.inerfeld@ci.eugene.or.us**

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## **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 **mara.ulloa@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 **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

COUNCIL ORDINANCE NUMBER 2009-32

COUNCIL BILL NUMBER 5010

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.

ADOPTED: November 9, 2009

SIGNED: November 10, 2009

PASSED: 3/2

REJECTED:

OPPOSED: Brown, Zelenka

ABSENT: Taylor

EFFECTIVE: December 14, 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.

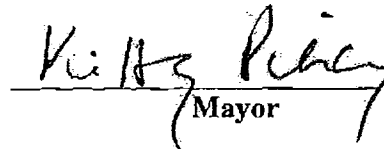
Passed by the City Council this

9th day of November, 2009

  
Acting City Recorder

Approved by the Mayor this

10th day of November, 2009

  
Mayor

## Table 1a-Financially Constrained 20-Year Capital Investment Actions: Roadway Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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### Project Category: New Arterial Link or Interchange

#### Status: Programmed

West Eugene Parkway, (1A)	Seneca Road to Bellline Road	W 11th - Garfield: 4-lane new construction	ODOT	\$17,283,000	1.3	336
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#### Status: Unprogrammed

West Eugene Road	Garfield Street to Seneca	W 11th - Garfield: 4-lane new construction, continued	ODOT	\$34,231,000	1.3337	Parkway, (1B)
West Eugene Parkway (2A)	West 11 <sup>th</sup> Avenue to Bellline Road	Construct two lanes of future 4-lane roadway	ODOT	\$30,496,000	2.56	338
West Eugene Parkway (2B)	West 11 <sup>th</sup> Avenue to Bellline 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	@ Bellline Highway	Reconstruct interchange and I-5, upgrade Bellline 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	\$51,292,200	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
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#### Status: Unprogrammed

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
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		Avenues at: Garfield, Chambers, Washington/Jefferson Street Bridge				
Beltline Highway	@ Coburg Road	Construct ramp and signal Improvements	ODOT	\$500,000	0	622
W. 11th Avenue	Green Hill Road to Terry Street	Upgrade to urban facility	ODOT, Eugene	\$20,000,000	1.51	333

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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***Project Category: Urban Standards***

***Status: Unprogrammed***

S. 42nd Street	Main Street to Jasper	Reconstruct to 2 to 3-lane urban facility; curbs, sidewalks and bike lanes	ODOT	\$1,600,000	0.8	954
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***Project Category: Study***

***Status: Programmed***

I-5 @ Beltline Study & Design	@ Interchange	Project development work	ODOT	\$3,375,000	--	606
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***Status: Unprogrammed***

I-5 Interchange Study	Willamette River south to 30 <sup>th</sup> Avenue	Comprehensive study of I-5 interchanges	ODOT	\$750,000	--	250
South Bank Street Improvements	Mill Street to Hilyard Street	Develop refinement plan for street system	Eugene, ODOT	\$250,000	1	178
Main Street/ Highway 126	I-5 to UGB	Access management plan	ODOT/Springfield	\$100,000	6.0	838
Eugene-Springfield Hwy.	I-5 to Main	Corridor Study	ODOT/Springfield	\$150,000	6.5	835
Main St. and 52nd St./Hwy 126 Int.	52nd to Main	Interchange Plans	ODOT/Springfield	\$100,000	1.5	96
Beltline	River Rd to Coburg Rd	Facility Plan Study	ODOT	\$500,000	3.46	555



**Table 1b-Future (Beyond 20-Years)  
Capital Investment Actions: Roadway Projects**

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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**Project Category: New Arterial Link or Interchange**

**Status: Future**

Eugene-Springfield Highway (SR-126)	at Main Street	Construct interchange	ODOT	\$9,000,000	0	27
Eugene-Springfield Highway (SR-126)	at 52nd Street	Construct interchange	ODOT	\$9,000,000	0	30
Bellline Highway	West 11th Avenue to Roosevelt Boulevard	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)	ODOT	\$17,000,000	1.14	312

**Project Category: Added Freeway Lanes or Major Interchange Improvements**

**Status: Future**

I-5	30th Avenue/McVay Highway	Interchange reconstruction to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.	ODOT	\$15,000,000		257
I-105	Washington/Jefferson Street Bridge	Add lane to NB on-ramp from 6th Ave, extend third NB lane over bridge to Delta Highway exit ramp	ODOT	\$5,805,000	0.75	154
Eugene-Springfield Highway (SR-126)	I-5 to Mohawk Boulevard	Widen to 6 lanes	ODOT	\$20,124,000	2.6	728
Eugene-Springfield Highway (SR-126)	Pioneer Parkway/Q Street	Interchange improvements	ODOT	\$15,000,000	0	727
I-105	Delta Highway to Coburg Road	Widen to 6 lanes	ODOT	\$9,210,600	1.19	647
I-105	Coburg Road to I-5	Widen to 6 lanes	ODOT	\$11,842,200	1.53	648

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
I-5	I-105 to Highway 58 (Goshen)	Widen remaining sections to 6 lanes	ODOT	\$35,000,000	5.66	260
I-5	@ Glenwood Interchange	Reconfigure interchange, address weaving, provide 6 lanes on freeway	ODOT	\$10,000,000		256
I-5	@ Willamette River/Franklin Boulevard Interchange	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	ODOT	\$25,000,000		150
I-105	Washington/Jefferson Street Bridge	Add lane to 6 <sup>th</sup> Ave. off-ramp	ODOT	\$4,300,000	0.25	151

### ***Project Category: Arterial Capacity Improvements***

*Status: Future*

### ***Project Category: Urban Standards***

*Status: Future*

Highway 99	Roosevelt Boulevard to Garfield Street	Upgrade to urban facility	ODOT	\$4,955,500	1.14	148
McVay Highway	I-5 to Franklin Boulevard	Upgrade to 3-lane urban facility; intersection improvements at I-5 and Franklin Boulevard	ODOT	\$6,500,000	1.5	833
Jasper Road	S. 42nd Street to Jasper Road Extension	Upgrade to 2 to 3-lane urban facility; intersection improvement at 42nd Street and Jasper Road	ODOT	\$5,250,000	3.5	60
Franklin Blvd.	Jenkins Drive to Mill St.	Upgrade to urban facility	Springfield/ODOT	\$5,000,000	1.2	839

## 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 DLCDD 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 *TranPlan* 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.



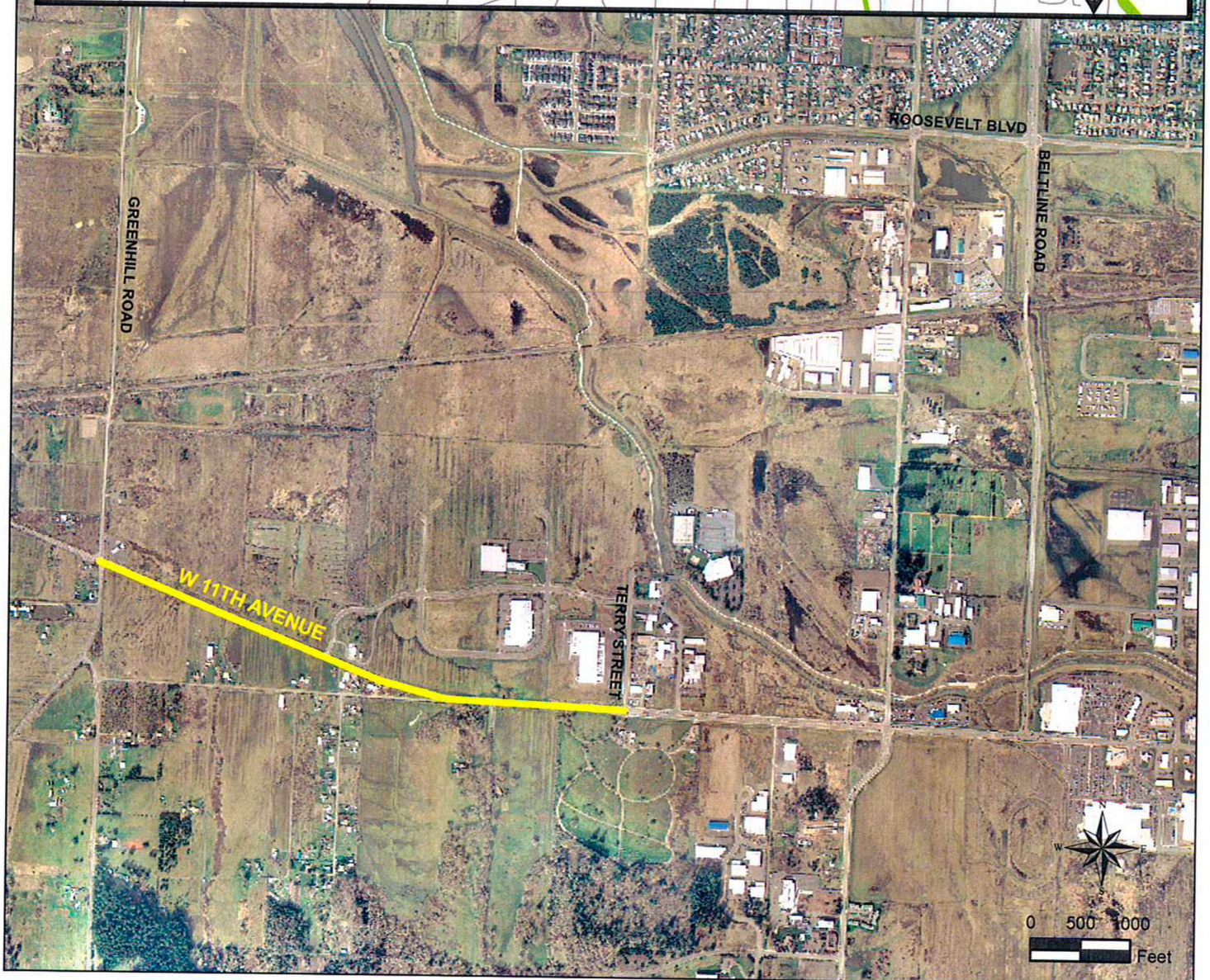
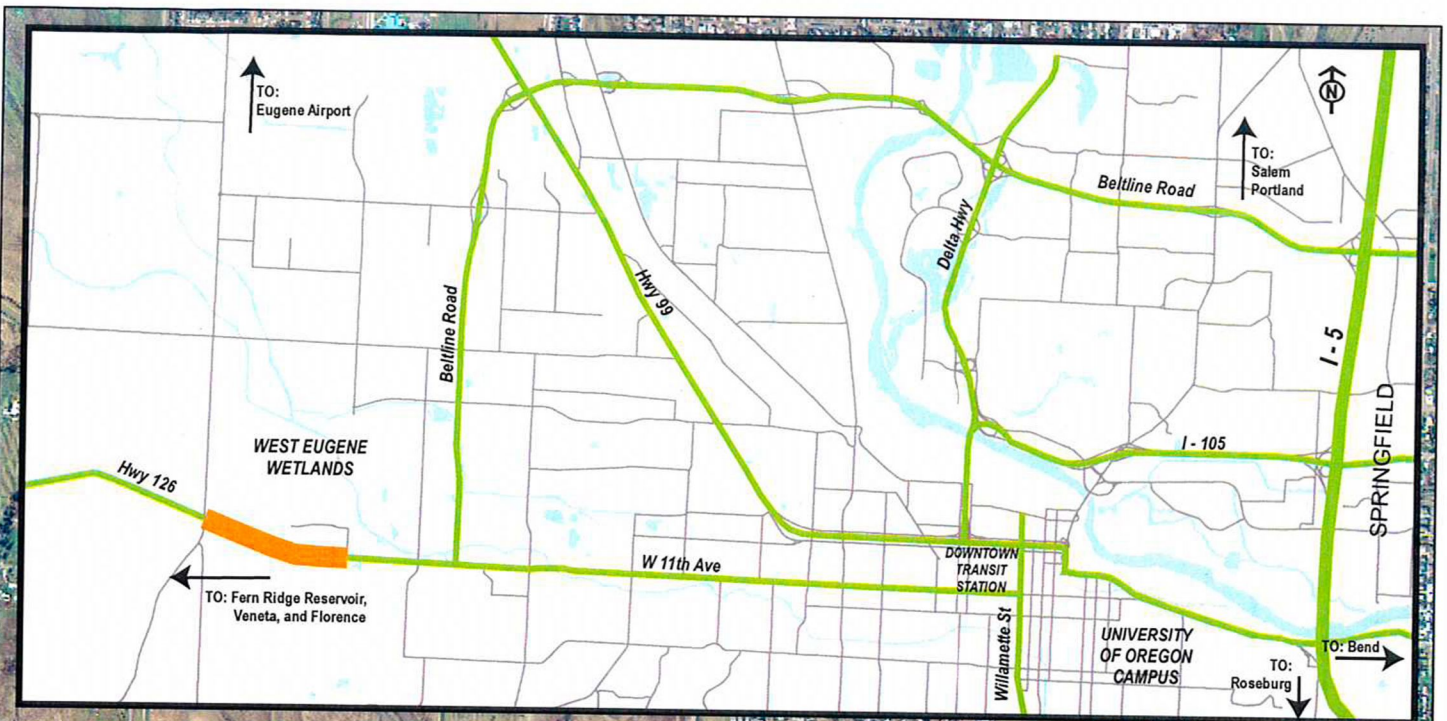
**F.9 Adopt by reference, as part of the *Metro Plan*, the 20-Year Capital Investment Actions project lists contained in *TransPlan*. Project timing and estimated costs are not adopted as policy.**

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

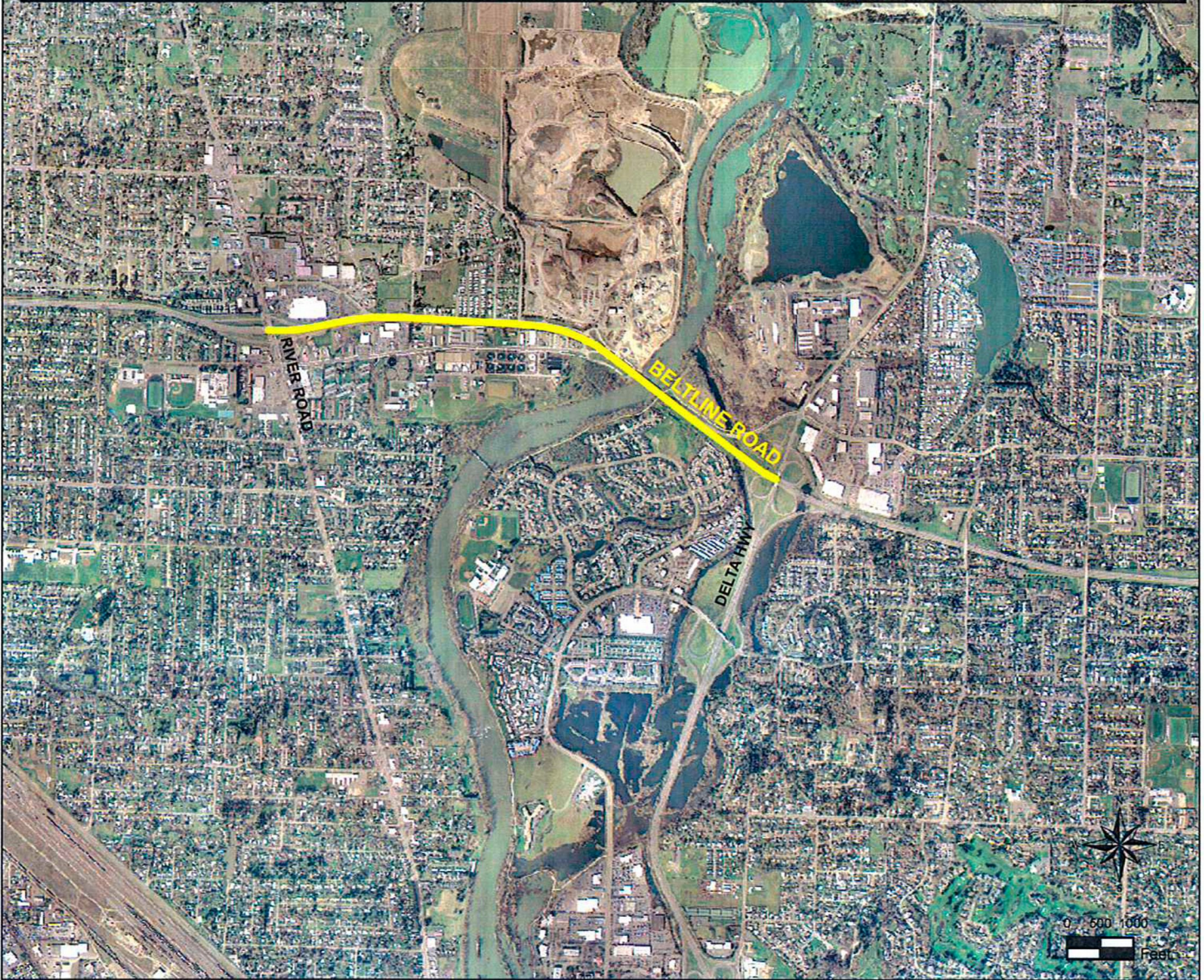
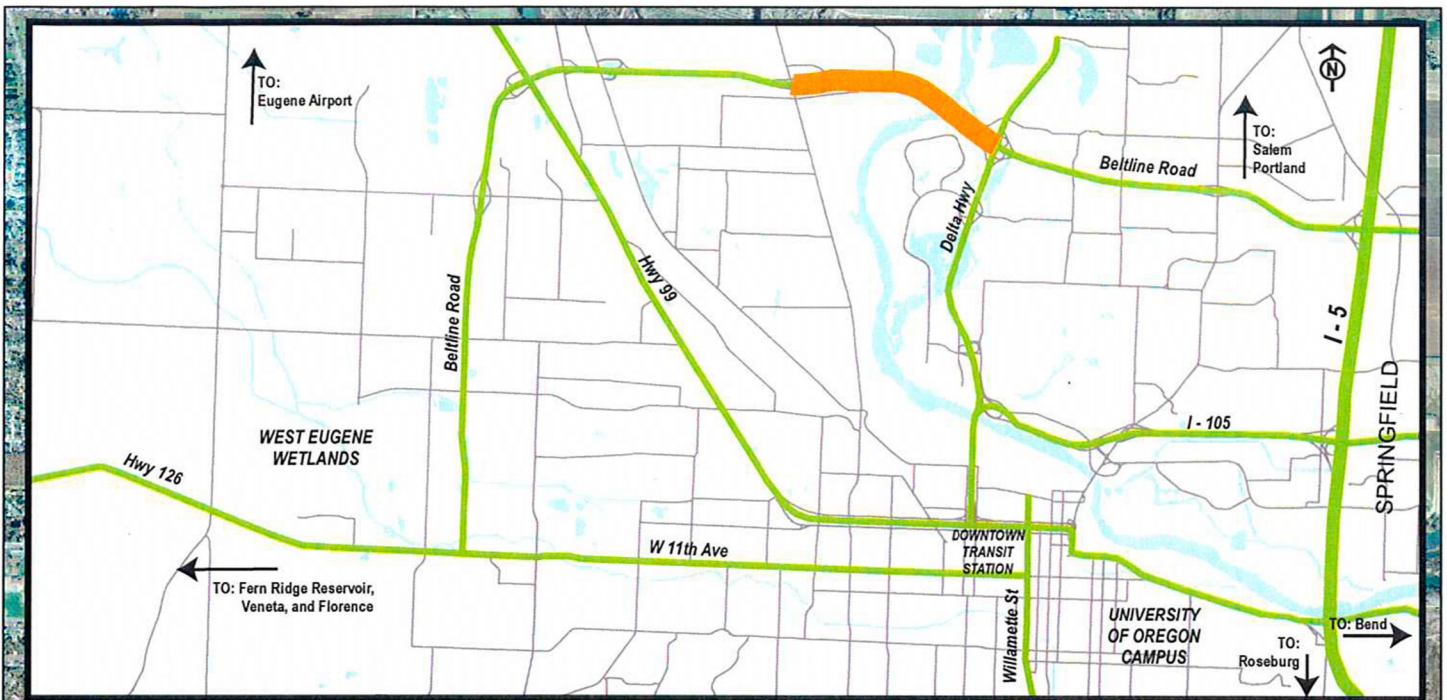
#### **CONCLUSION**

The proposed amendments meet all applicable standards and criteria in EC 9.7730(3).

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West 11th Avenue: Terry Street to Green Hill Road  
Eugene, OR



Beltline Road: River Road to Delta Highway  
Eugene, OR

City of Eugene  
Public Works Engineering  
39 E. Broadway, Ste 400  
Eugene Or 97401

Attention: Plan Amendment Specialist  
Department of Land Conservation and Development  
435 Capitol Street NE, Ste 1500  
Salem OR 97301-3540

FIRST CLASS



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