

CITY OF EUGENE

CONDITIONAL USE AND WILLAMETTE GREENWAY PERMIT APPLICATION

NORTH CAMPUS

UNIVERSITY OF OREGON

June 22, 2018

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UNIVERSITY OF OREGON NORTH CAMPUS

CONDITIONAL USE AND WILLAMETTE GREENWAY PERMIT APPLICATION

Written Statement

1.0 PROJECT INFORMATION

Applicant's Request:	The Applicant, the University of Oregon, requests concurrent Conditional Use and Willamette Greenway permit approval for University of Oregon owned property within the Riverfront Park Special Area Zone (S-RP), also known as North Campus (and formerly known as the Riverfront Research Park).
Application Review Fee:	\$11,635.75
Department:	City of Eugene Planning and Development
Property Owner/Applicant:	Jamie Moffitt Vice President for Finance and Administration (Applicant) on behalf of: State of Oregon Acting by and through the Board of Trustees 103 Johnson Hall 1283 University of Oregon Eugene OR 97403 541.346.5606
Applicant's Representative:	Colin McArthur, AICP Principal Planner Cameron McCarthy 160 East Broadway Eugene, OR 97401 541.485.7385 colin@cameronmccarthy.com
Project Name:	University of Oregon North Campus
Subject Property:	<u>Assessor's Map 17-03-32-21</u> Tax Lot 00300

Assessor's Map 17-03-32-14

Tax Lots 00300, 01800, 05300, 02300, 00103, 02200, 01400,
02000, 00105, 01600, 02500, 02600, 02400, 02700, 00100

Location:

Assessor's Map 17-03-32-21

Tax Lot 00300

No site address is associated with this tax lot.

Geographic Coordinates:

X 4244944 Y 879273 (State Plane X, Y)

Latitude: 44.0507° Longitude: -123.0727°

Assessor's Map 17-03-32-14

Tax Lot 01400

1387 Franklin Blvd Eugene, OR 97403

Geographic Coordinates:

X 4245389 Y 878668 (State Plane X, Y)

Latitude: 44.0491° Longitude: -123.0709°

Tax Lot 01600

1383 Franklin Blvd Eugene, OR 97403

Geographic Coordinates:

X 4245352 Y 878569 (State Plane X, Y)

Latitude: 44.0488° Longitude: -123.0711°

Tax Lot 01800

1149 Franklin Blvd Eugene, OR 97403

Geographic Coordinates:

X 4244371 Y 878593 (State Plane X, Y)

Latitude: 44.0488° Longitude: -123.0748°

Tax Lot 02000

1307 Franklin Blvd Eugene, OR 97403

Geographic Coordinates:

X 4245164 Y 878567 (State Plane X, Y)

Latitude: 44.0488° Longitude: -123.0718°

Tax Lot 02200

No site address is associated with this tax lot.

Geographic Coordinates:

X 4246091 Y 878310 (State Plane X, Y)

Latitude: 44.0481° Longitude: -123.0682°

Tax Lot 02300

No site address is associated with this tax lot.

Geographic Coordinates:

X 4246398 Y 878292 (State Plane X, Y)

Latitude: 44.0481° Longitude: -123.0671°

Tax Lot 02400

1900 Millrace Dr Eugene, OR 97403
Geographic Coordinates:
X 4246697 Y 878297 (State Plane X, Y)
Latitude: 44.0482° Longitude: -123.0659°

Tax Lot 02500
No site address is associated with this tax lot.
Geographic Coordinates:
X 4246651 Y 878477 (State Plane X, Y)
Latitude: 44.0481° Longitude: -123.0655°

Tax Lot 02600
1650 Millrace Dr Eugene, OR 97403
Geographic Coordinates:
X 4246253 Y 878595 (State Plane X, Y)
Latitude: 44.0489° Longitude: -123.0676°

Tax Lot 02700
No site address is associated with this tax lot.
Geographic Coordinates:
X 4245940 Y 878715 (State Plane X, Y)
Latitude: 44.0492° Longitude: -123.0688°

Tax Lot 05300
855 Riverfront Pkwy Eugene, OR 97401
Geographic Coordinates:
X 4243140 Y 879399 (State Plane X, Y)
Latitude: 44.0509° Longitude: -123.0796°

Tax Lot 00105
No site address is associated with this tax lot.
Geographic Coordinates:
X 4245971 Y 878611 (State Plane X, Y)
Latitude: 44.0490° Longitude: -123.0687°

Tax Lot 00103
1600 Millrace Dr Eugene, OR 97403
Geographic Coordinates:
X 4245866 Y 878299 (State Plane X, Y)
Latitude: 44.0481° Longitude: -123.0691°

Tax Lot 00100
No site address is associated with this tax lot.
Geographic Coordinates:
X 4245595 Y 878683 (State Plane X, Y)
Latitude: 44.0491° Longitude: -123.0702°

Property Size: 77.4 acres (3,371,544 square feet)

demonstrate compliance with application submittal requirements. The applicable criteria and standards are specified at:

- EC 9.7215 Type III Application Requirements and Criteria Reference;
- EC 9.3725 S-RP Riverfront Park Special Area Zone Approval Criteria;
- EC 9.8815 Willamette Greenway Permit Approval Criteria and Standards;
- EC 9.3715 S-RP Riverfront Park Special Area Zone Development Standards;
- EC 9.3720 S-RP Riverfront Park Special Area Zone Public Facilities;
- EC 9.6735 Outdoor Lighting Standards.

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2.0 INTRODUCTION AND PURPOSE

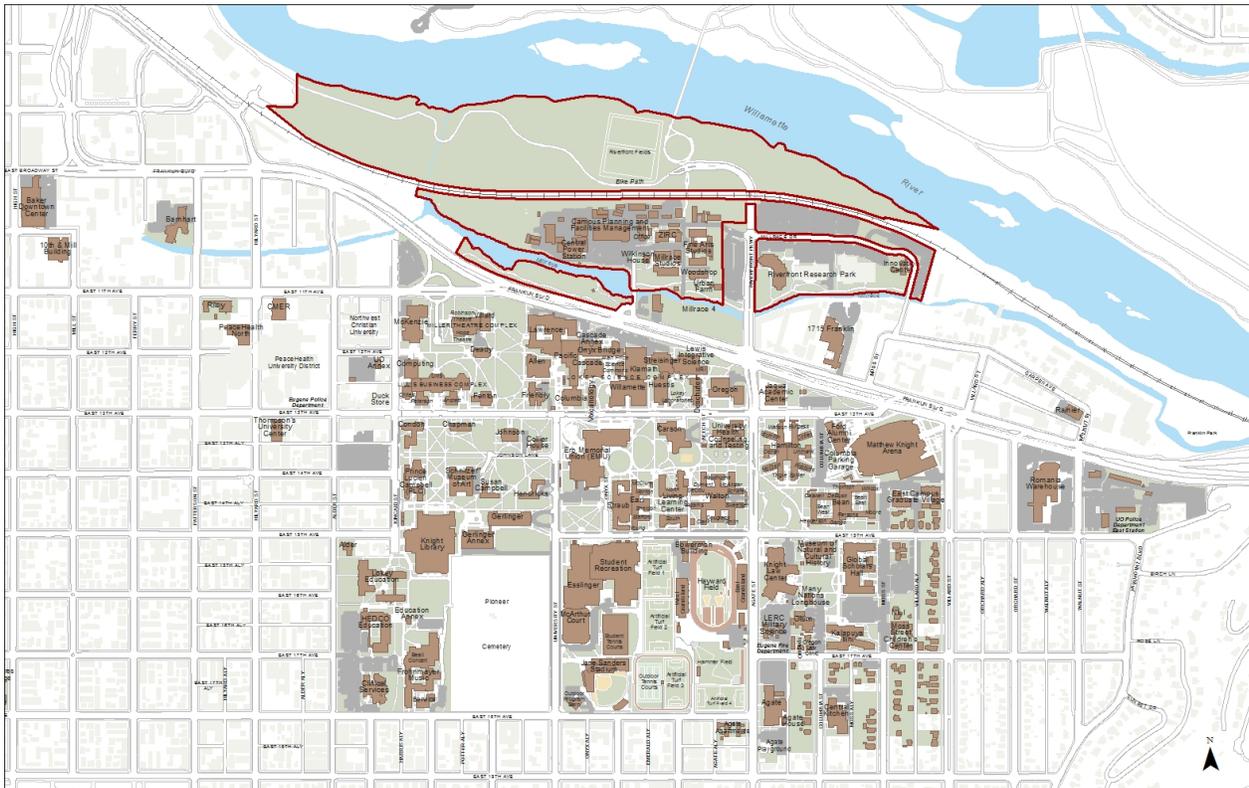
2.1 Site Description

The area of campus within the City of Eugene Riverfront Park Special Area Zone (S-RP) is comprised of about 77 acres of land owned by the University of Oregon, making up approximately 25% of the university's nearly 300-acre campus. Called "North Campus" for the purposes of this land use application, this area of campus is north of Franklin Boulevard and uniquely situated. First and foremost, it features two water bodies, the Willamette River and the Millrace. In addition, the Union Pacific Railroad runs through the entire length of the property, dividing the land into "north" and "south" of the railroad tracks. The area north of the tracks contains remnants of a riparian river edge, large open grassy areas, a bike path, two physical education and recreation fields, and access to the Frohnmayer Bridge. This land was previously industrial and contains up to 20-feet of fill, causing the river bank to be steep. The area south of the tracks contains a mix of university and research park uses, including the university's central power station and other buildings related to the operations of the university, fine art studios, the Urban Farm, university research, buildings that were developed as part of the Riverfront Research Park, surface parking lots, and a bike path along the Millrace. Franklin Boulevard (a state highway) lies just south of the property. The property is an important connector to Downtown Eugene and future EWEB property development.

Figure 2-1. Context Map



Figure 2-2. Campus Context Map



2.2 Introduction/Master Site Plan

The key component of this Conditional Use Permit request, as required by the City of Eugene Riverfront Park Special Area Zone (S-RP), is a Master Site Plan for all land in the zone. EC 9.3725 states:

“The master site plan for developments proposed within the S-RP zone shall be reviewed through the conditional use permit process provided in this land use code.”

The purpose of the Master Site Plan for this Conditional Use Permit request is to connect people to the Willamette River and accommodate essential future development, allowing the University of Oregon to meet its mission of teaching, discovery, and service³. The university’s mission and purpose of the Master Site Plan align with the fundamental purpose of the S-RP zone to “provide for activities and uses that complement the research and educational functions of the Oregon State System of Higher Education⁴ in general and the University of Oregon in particular” and meets the objective to “recognize the natural amenities of the site, balancing the opportunity for development to use those amenities with the public’s interest in proper protection and, where appropriate, use of them.”

Being able to provide the necessary facilities and environments for current needs, growth and unforeseen change is critical to the success of faculty, students, and the operations of the university. Accommodating facilities that support the full breadth of student success aligns with the university’s purpose, which is devoted to “educating the whole person, and to fostering the next generation of transformational leaders and informed participants in the global community.” Through these pursuits, the university enhances the social, cultural, physical, and economic wellbeing of our students, Oregon, the nation, and the world. Planning for the full breadth of essential facilities in a way that facilitates the restoration of the riverfront, connects campus to the river, and makes use of land that the university owns is consistent with the university’s values, in particular with regard to:

- The success of the students, faculty, and staff who work and learn here.
- The unique geography, history and culture of Oregon that shapes our identity and spirit.
- Our shared charge to steward resources sustainably and responsibly.

The Master Site Plan (further described in Section 5 and included in Exhibit A) commits the area between the railroad tracks and Willamette River primarily to conservation and open space opportunities and concentrates most of the potential building development south of the railroad tracks. It carefully balances the long-term needs of the university and desires of the community as a whole, addressing key interests in bicycle and pedestrian connectivity, river access, riparian restoration, safety, and active uses. Specifically, the Master Site Plan:

³ UO Mission: The University of Oregon is a comprehensive public research university committed to exceptional teaching, discovery, and service. We work at a human scale to generate big ideas. As a community of scholars, we help individuals question critically, think logically, reason effectively, communicate clearly, act creatively, and live ethically.

⁴ As discussed in Section 8.1, all references to the Oregon State System of Higher Education shall be considered references to the University of Oregon.

- Strictly limits potential development north of the railroad tracks by establishing a 200-foot development setback from top of bank.
- Dedicates 31 acres of 77 acres to conservation in addition to other open space.
- North of the railroad tracks, dedicates 25 of 42 acres to conservation along the entire length of the university's riverfront.
- Restricts building coverage and heights well beyond the code allowances.
- Limits vehicular access and parking primarily to south of the tracks, and contains no new through-roads.
- Limits recreation field coverage to three fields (a net increase of one field) and commits to treating stormwater and mitigating lighting impacts if they are built.

Of the 42 acres between the railroad tracks and Willamette River, the Master Site Plan proposes:

- 60% for conservation
- 20% for other open space
- 16% (maximum) for recreation fields
- 4% (maximum) for buildings

The Master Site Plan is a set of drawings that establishes a regulatory framework well beyond code requirements that the university chooses to impose on itself. It contains a regulatory plan, a conceptual site plan showing a scenario of potential development over the course of decades, and conceptual plans for pedestrian and bicycle, vehicle, and service vehicle primary circulation. It is based on the Framework Vision Project (an 18-month-long planning study that was landscape-focused and explored how the university could accommodate growth on campus, further described in Section 3), a Conceptual Study of the university's land between the railroad tracks and the Willamette River (further described in Section 3), and the land use code requirements for the Conditional Use Permit. It has been informed by feedback from university and community stakeholders gathered through public outreach (further described in Section 4).

2.3 Purpose (Why the University Needs a Conditional Use Permit)

Unlike the majority of campus, which is in the Public Land Zone, the entire North Campus (delineated by the S-RP zone) needs a Conditional Use Permit in order for any development to occur. This is not a typical Conditional Use Permit application. It is not for a site-specific known development; rather, it is for a vast area of land for most of which the university has no definitive plans and/or funding to improve yet. However, a Conditional Use Permit is required for this area because of its unique and special location along the Willamette River.

The university knows that it needs some of the land in North Campus for future buildings and year-round recreation fields, as found in the Framework Vision Project. It has limited land holdings and limited development opportunities and, as the university grows, it wants to do it in a way that preserves and improves upon the quality of campus that people enjoy today, with its beautiful interconnected open spaces, thoughtfully-designed buildings, and high-quality pedestrian environment. The university would be able to achieve this if it can accommodate growth and change in this part of campus. This Conditional Use Permit would be a first step in allowing the University of Oregon to plan for the future and improve the area. If the university does not receive a new Conditional Use Permit for North Campus, its ability to accommodate growth and change will be extremely limited, forcing the university to be unable to respond effectively to needs and opportunities. Consequences include but are not limited to:

- Locating new buildings in places that are inappropriate for those building types (such as an administrative building in areas of campus that are reserved for classrooms or student services).
- Building in designated open spaces.
- Having to purchase adjacent land and build in neighboring areas with potential negative impacts to neighbors.
- Further spreading university uses off-campus.
- Having limited or no options for surge or replacement space, which will become all the more necessary as the university builds and improves research facilities and offices for current and new tenure-track faculty.
- Not being able to attract new faculty and students due to the inability to provide essential facilities;
- Keeping North Campus in a situation where areas continue to be unsafe and an eyesore.
- Remaining isolated from the Willamette River, UO's most underappreciated natural asset. Connecting to the river will open opportunities for research, teaching outdoors, recreation, improving the ecology of the river's edge, and improving pedestrian and bicycle connectivity.

At the time the previous Conditional Use Permit was in place, the subject property was reserved primarily for the purposes of a research park, controlled by a university entity separate from the general university campus. Unlike the previous Conditional Use Permit, this permit would be primarily for the purpose of university uses, extending the general university campus across Franklin Boulevard. It would include a mix of university uses and university-related uses, such as but not limited to research, academic, administrative, outdoor recreation, outdoor research and education, conservation, and university housing. All of these uses are permitted in the zone.

In addition, the proposed Master Site Plan for this Conditional Use Permit request is physically very different from that of the previous Conditional Use Permit (see Exhibit J, Attachment 4). The previous Master Site Plan proposed building development throughout the site and very close to the river's edge and included public through-roads north and south of the tracks. The current proposed Master Site Plan (described throughout this document and in detail in Section 5) concentrates most of the building development south of the tracks, places strict limitations on development north of the tracks (including a 200-foot setback) to maximize conservation and open space opportunities, contains no new through-roads, and restricts vehicle circulation and parking primarily to south of the tracks.

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3.0 PLANNING PROCESS

3.1 Planning Context

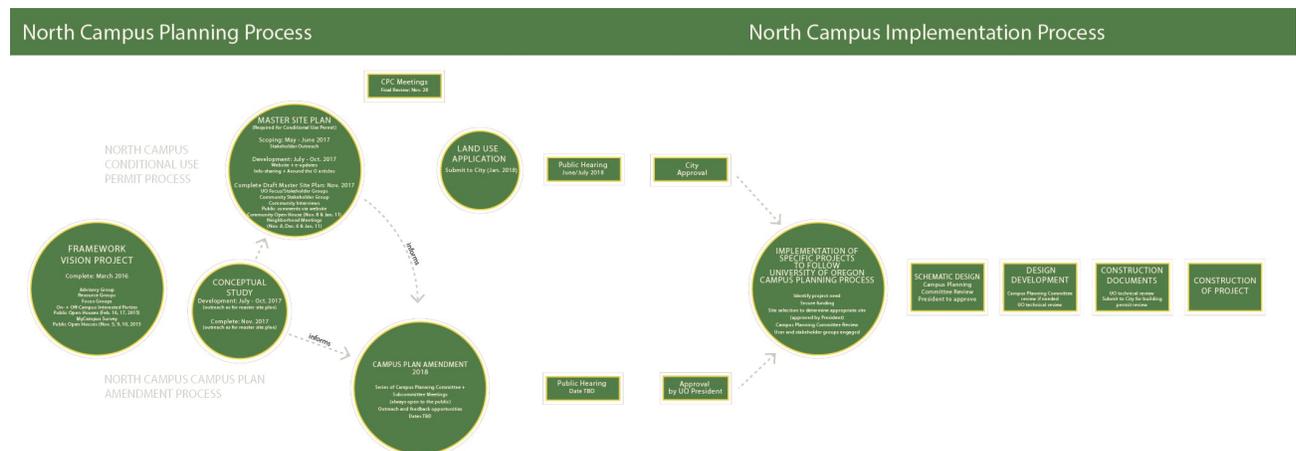
The Master Site Plan for this Conditional Use Permit request is based on:

- The Campus Physical Framework Vision Project (Framework Vision Project);
- The Conceptual Study for the land between the railroad tracks and Willamette River; and
- The requirements of the Eugene Code (in particular, the approval criteria for the Conditional Use Permit and Willamette Greenway Permit).

This Conditional Use Permit request is part of a four-step planning process for North Campus. The four steps include:

1. The Campus Physical Framework Vision Project (University of Oregon process - completed);
2. The North Campus Conditional Use Permit (City of Eugene process - underway);
3. The North Campus Amendment to the *Campus Plan* (University of Oregon process - forthcoming); and
4. The Campus Planning Process (University of Oregon process for any future projects – as needed).

Figure 3-1. North Campus Planning Process (see Exhibit J, Attachment 5 for full size)



3.2 Framework Vision Project

Commissioned by the university in 2014, the Campus Physical Framework Vision Project (Framework Vision Project) was an 18-month-long study by a team of nationally-regarded landscape architects and campus planners that was landscape-focused and explored how the university could accommodate growth and change on campus. Because the Framework Vision Project is not an adopted plan, but a tool for informing the university’s *Campus Plan*, amendments to the *Campus Plan* will also be necessary to implement its recommendations. The *Campus Plan* amendment for North Campus, which is part of the university’s internal planning process, will be undertaken and adopted after the City’s Conditional Use Permit review and approval process.

Completed in 2016 by Robert Sabbatini with PLACE Studio and Perkins + Will, the purpose of the Framework Vision Project was to create a comprehensive physical framework vision of open spaces and buildings, which would bring greater specificity to the *Campus Plan* and better inform decisions on how to accommodate growth and change, and preserve the beauty and functionality of the campus. While the Framework Vision Project did not establish whether or not (and how much) the university would grow, it assessed a series of different enrollment growth scenarios to help prepare the university to address potential growth in an informed and thoughtful way. The study looked at enrollment scenarios of 24,500 students (the enrollment at the time), 28,000 students, 31,000 students, and 34,000 students.

Overall, the Framework Vision Project found that the current campus, which includes the North Campus area, has the capacity to accommodate growth to 34,000 students and beyond. It found that the campus can meet expansion needs by building upon the established and well-functioning framework of open spaces and pedestrian connectors. It also noted the university's location along the Willamette River as an incredible opportunity that was underappreciated, and recommended ways to better connect campus to the river and improve the ecology of the river's edge.

Pertaining to North Campus, the Framework Vision Project found that the university needs some of this land to meet future growth. It found that the land north of the railroad tracks would be needed for three year-round physical recreation fields in addition to the two current fields (referred to as outdoor classrooms⁵) in alignment with the Campus Plan because they are an essential element of the university's mission.

The Framework Vision Project conducted extensive outreach to inform ideas and recommended actions. Throughout the study, the project team solicited feedback from a project advisory group, the Space Advisory Group, and the Campus Planning Committee, and from the wider community at five open houses and two public lectures. The project team also developed the interactive MyCampus survey and received feedback from nearly 1,400 students, faculty, staff, alumni and neighbors. Numerous siting options were tested to determine how best to accommodate the diverse mix of anticipated university uses (buildings, outdoor classrooms, and open spaces) within the context of preserving and enhancing the special and unique features of the campus environment.

3.3 Conceptual Study for the Land between the Railroad Tracks and the River

In the summer of 2017, the university hired Cameron McCarthy Landscape Architecture and Planning to assist with the North Campus Conditional Use Permit project, including a Conceptual Study for the land between the railroad tracks and the Willamette River to further inform the development of the City-required Master Site Plan. The purpose of the Conceptual Study was to

⁵ "Outdoor classrooms" is the term used in the *Campus Plan* for open spaces that serve as vital classrooms (*Campus Plan*, 3rd Edition, 2014, page 42). Outdoor classrooms used for curricular offerings include Gerlinger Green, all existing recreational fields, tennis courts, and the Urban Farm. Other open spaces may also serve informally (i.e., unscheduled) as outdoor classrooms. Many of these are designated open spaces in the *Campus Plan*. Designated open spaces are significant open spaces on campus, which are the fundamental and historic open spaces within the university's open-space framework (*Campus Plan*, 3rd Edition, 2014, page 27). No buildings are allowed in these open spaces, and building projects must contribute toward their enhancement.

develop conceptual site plan options exploring how physical education and recreation fields⁶ (also known as outdoor classrooms), support facilities, restoration, river access, a reconfigured bike path, areas for outdoor teaching⁷, and other university uses could work together on the site. Because of the unique location along the river and strong interest in this area from members of the university and wider community, the university decided to do further study to test the ideas of the Framework Vision Project and understand what was feasible.

The Conceptual Study included a Riparian Assessment and Management Report (by Mason, Bruce & Girard, Exhibit B), which provided a functional assessment of the riparian corridor along the Willamette River and Millrace Outfall and upland habitat in the eastern portion of the study area⁸. Riparian restoration goals for the Conceptual Study were informed by the report and confirmed by community feedback.

The Conceptual Study went through multiple iterations to develop conceptual site plan options. As described in the Public Outreach section (Section 4), the Conceptual Study engaged in extensive outreach to inform the study. The Conceptual Study resulted in two final options that show how the university's needs and community desires could work together (included in Exhibit J, Attachments 7A and 7B). The Conceptual Study found that:

- Only four fields would be feasible (two new fields and two replacement fields), considering site limitations, operational considerations, and riparian restoration goals. Therefore, one field could not be accommodated in North Campus;
- There would be enough room to lay back (re-grade) the bank to a more natural slope and provide riparian restoration areas at a width of at least 200 feet from the top of bank in many locations;
- It would be possible to align the bike path closer to the river (in the required 100-foot conservation setback) as well as align it further away outside the 100-foot setback; and
- The need to accommodate future development in North Campus is greater than the Framework Vision Project suggests⁹; therefore, limited building development north of the tracks could be proposed.

⁶ The Framework Vision Project identified a need for three year-round recreational fields in addition to the two existing grass recreational fields, totaling five fields in North Campus. Through further study and work with the focus group during the Conceptual Study, the project team found a need to replace the two existing grass fields with year-round fields. The existing fields are not playable year-round due to poor drainage, recovery time after use, and other maintenance considerations.

⁷ Several disciplines use the riverfront as an outdoor classroom, including courses in Anthropology, Art, Biology, Environmental Studies, Geology, Earth Sciences, History, Landscape Architecture, the Library, and through the Museum of Natural and Cultural History. (Information provided by Bitty Roy, UO Professor of Biology, Institute of Ecology and Evolution.)

⁸ Overall, the Riparian Assessment found that the study area provides many of the necessary functions and values necessary for healthy local aquatic and terrestrial ecosystems, but that the previous land uses have degraded or removed the historic, native vegetation composition in many locations. The report provides recommendations for riparian management, addressing protection of water quality, revegetation and habitat enhancement, erosion control, promoting biodiversity, and recreation,

⁹ While the Framework Vision Project noted that the land north of the tracks would not be needed for buildings, it did not take into account all of the space that the university currently leases off-campus, some of which the university may consider consolidating on campus one day. Also, the Framework Vision

Through consideration of the reduction in the number of fields, community feedback, and further analysis of potential university needs, the university determined it would propose a limited number of buildings north of the railroad tracks in the areas closest to existing and planned public infrastructure. While none of the potential buildings have been assigned specific uses, potential building types (that came up as ideas and potential needs during the Conceptual Study) include a field house to support the recreation fields, a facility for the Outdoor Program¹⁰, research greenhouses, an academic and/or research building focused on ecology, and other potential academic/and or research buildings. The conceptual study confirmed that the scale of these buildings could be accommodated in the limited areas. During the Conceptual Study, some members of the university and wider community questioned the university's need to locate physical education and recreation fields north of the tracks due to their concern about the impact of year-round fields (if artificial turf with field lights) on the river environment and wildlife. When the Framework Vision Project assessed locations for fields, it found that they could not be accommodated on existing campus open spaces due to their required dimensions. Amongst many other considerations, siting the fields elsewhere on campus would displace other uses that needed to be in those locations (in addition, a field would not necessarily fit in these locations). It is also not possible to locate recreational fields on top of buildings or parking structures because the required field footprint greatly exceeds possible building footprints. Possible locations for recreational fields on campus lands were reassessed as part of the Conceptual Study and confirmed the results of the Framework Vision Project.

The decision to allow physical education and recreation fields (outdoor classrooms) in North Campus is based on the need for physical education and recreational classes and activities to be in proximity to the students and other classroom facilities. The university's current recreational fields (four artificial turf fields and two grass fields) accommodate thousands of students in physical education, club sports, and intramural sports annually. In addition, they accommodate open recreation for students and the community, university and community events, marching band practice, and summer camps.

Specific timing for when the university will need additional recreation field capacity is not known. At the time the need is identified, the university would follow the process in the *Campus Plan* and conduct a site selection study. If the university decides to build new fields in North Campus (which would include a replacement of the existing two fields), the university would carefully consider field surface materials and implement design strategies to mitigate the impact of fields and potential lighting on the environment and wildlife. In addition, the fields would be configured to maximize their distance from the river's edge, as shown in the Conceptual Study and further refined in the Master Site Plan (which further reduces the number of allowable recreation fields to

Project suggested building sites in other areas of campus that may not be feasible. Therefore, the need to accommodate future development in North Campus is greater than the study suggests. As mentioned, the Framework Vision Project is not an adopted plan, but a study which serves as a tool for informing changes to the Campus Plan and decisions related to campus development.

¹⁰ The Framework Vision Project identifies its current Outdoor Program location on 18th Avenue and University Street as a potential site for a future academic building, which if developed, would displace the current Outdoor Program facility. The project team explored the idea of locating a replacement facility near the river because of the program's relationship to the river and outdoors. Being located near the river would be beneficial to its aquatic programs and nature courses.

three, and establishes a 200-foot setback from top of bank). This would allow for riparian restoration areas to be much wider than the 100-foot conservation setback required by the code.

Through careful analysis of the site (including the Riparian Assessment and Management Report), and confirmed through engagement with UO faculty in the Ecology Focus Group, the project team determined that the edge of the river and riparian buffer were most critical in terms of restoration priorities because of the need to protect water quality and provide beneficial shade to aquatic species dependent on cooler water¹¹. In addition, most ecological functions need at least a 100- to 200-foot riparian buffer¹², with 200 feet accommodating the functions more optimally. It should be noted that the proposed 200-foot setback is from the top of high bank. When factoring the distance from the river's edge to top of high bank, the proposed setback is about 250 to 300 feet and further from the river's edge in most areas. The proposed setback allows more area for:

- Providing shade and cover that is beneficial to fish, birds, and animals (and not good for most invasive plants)¹³;
- Removing the existing fill and re-grading the river bank to a more natural slope, allowing trees to better access water, improving groundwater recharge¹⁴, and improving views and access to the river;
- Improving flood storage function, removing sediment and contaminants, improving erosion control, and increasing channel stability¹⁵;
- Providing habitat for sensitive species;
- Passive recreation, such as soft trails;
- Outdoor teaching related to ecology¹⁶; and
- Creating a buffer from other potential uses, such as recreational fields and the bike path.

After the Conceptual Study, in response to stakeholder and wider community feedback gathered throughout the process, the university revised and clarified the Master Site Plan and Conditional Use Permit application in the following ways for the area north of the railroad tracks. All of these commitments are well beyond what the code would require (as further described in the description of the Master Site Plan (Section 5).

- Established a development setback of 200 feet from the top of bank (of the Willamette River and Millrace Outfall) for buildings and recreational fields, expanding opportunity for riparian and upland habitat restoration (required setback is 100 feet);
- Further reduced the proposed coverage (maximum footprint) of potential buildings (from 18% to 15% in Area 4, from 2% to 0.5% in Area 5, and from 25% to 16% in Area 6). This reduces the potential scale and quantity of buildings;
- Further reduced the proposed height of potential buildings proposed east of the Frohnmayer Bridge from 45 feet to 37 feet. This also helps to reduce the scale of buildings;

¹¹ Riparian Assessment and Management Report by Mason, Bruce & Girard, 2018, pg. 10.

¹² UO Riverfront Botanical Survey Presentation, 2012, Professor Bitty Roy, Institute of Evolution and Ecology and Biology Department.

¹³ UO Riverfront Botanical Survey Presentation, 2012, Professor Bitty Roy, Institute of Evolution and Ecology and Biology Department.

¹⁴ Riparian Assessment and Management Report by Mason, 2018, Bruce & Girard, pg. 11.

¹⁵ Riparian Assessment and Management Report by Mason, 2018, Bruce & Girard, pg. 10-11.

- Reduced the allowable quantity of potential recreational fields from five to three to allow for a 200-foot minimum setback . This would still accommodate the necessary types of physical education classes and field sports, and would likely accommodate the anticipated demand if the fields were designed to be year-round. This greatly increases the distance of the fields and potential field lights from the river's edge and 100-foot required conservation area;
- Added an additional bike path option further from the river's edge, outside the 100-foot required conservation setback;
- Committed to mitigating impacts on stormwater runoff from potential fields;
- In addition to meeting code requirements, committed to implementing further strategies to mitigate adverse impacts of field lighting and bike path lighting toward the river; and
- Committed to restoring the river's edge and Millrace conservation area as funds are available, and implementing best maintenance practices for managing riparian areas, consistent with the university's existing Integrated Pest Management Plan.

4.0 PUBLIC OUTREACH

In addition to the public outreach efforts included in the development of the Framework Vision Project, the North Conditional Use Permit project and concurrent Conceptual Study (of the land between the railroad tracks and the Willamette River) involved extensive outreach with a wide range of stakeholders in order to inform the Conceptual Study and Master Site Plan. Stakeholder engagement included groups internal to the university and stakeholders external to the university. Internal efforts focused on faculty, staff, students, and administrators. External efforts focused on community leaders, business leaders, city and agency representatives, neighboring property owners, river and ecology advocates, neighborhood associations, and other interested parties. This section summarizes the outreach that occurred in formally scheduled meetings. Many conversations, one-on-one meetings, information-sharing and phone calls also took place that were not formally scheduled.

The public process started in July 2017. Outreach to-date has included:

- Eight focus group meetings (five internal, two external, and one combined internal/external);
- Two public open houses;
- Two neighborhood meetings;
- Information-sharing meetings with internal and external stakeholders and interested parties (ongoing);
- Individual interviews with community members representing key interests;
- Three Campus Planning Committee meetings;
- Five e-updates to an e-mail list of interested parties;
- Five e-updates to the community stakeholder focus group;
- Three updates in Around-the-O; and
- Sharing information on the project web page (ongoing), including open house materials and providing a function for public comment.

It should be noted that the university also conducted outreach one year prior to the project, from May 2016 through October 2016, to understand areas of concern and interest. This effort included meetings with the Campus Planning Committee, faculty in the College of Design and Biology, PE&REC, Club Sports, Office of the Vice President for Research and Innovation, and representatives of neighborhood associations, adjacent community organizations, and local government (planning, transportation, parks and recreation).

Below is a more detailed description of the outreach meetings to-date:

Internal Outreach

Ecology Focus Group

The Ecology focus group was comprised of representatives from the departments of Biology, Geography, Environmental Studies, Landscape Architecture, and the Urban Farm Program and the Institute for Ecology and Evolution. The Ecology focus group's expertise in ecology and landscape design delivered important feedback regarding the current use of the area for research and outdoor learning, areas of ecological significance, design considerations, and recommendations for conservation, restoration, and enhancement. The Ecology group met on July 12 and July 26, 2017 and in a combined meeting with the PE & REC Focus Group and Outdoor Program Group on

August 29, 2017, and in a combined meeting with PE & Rec Focus Group and members from the Community Focus Group on October 18, 2017.

Physical Education & Recreation Focus Group

The Physical Education and Recreation focus group was comprised of representatives from the Department of Physical Education and Recreation, Intramural Sports, and Club Sports. The group provided feedback on current and future programmatic needs for students in physical education programs, open recreation, intramural sports, and club sports. The PE & REC Focus Group met on July 6, 2017, and in a combined meeting with the Ecology Focus Group and Outdoor Program Group on August 29, 2017, and in a combined meeting with the Ecology Focus Group and members from the Community Focus Group on October 18, 2017.

Outdoor Program Focus Group

The UO Outdoor Program provided feedback on recreation program opportunities, river access, and support facilities. The focus group discussed the programmatic requirements for a potential new replacement facility near the river. The Outdoor Program Focus Group met on July 6, 2017 and in a combined meeting with the Ecology Focus Group and PE & REC Group on August 29, 2017. Members were invited to but did not attend the combined meeting with the PE & REC Focus Group, Ecology Focus Group and members from the Community Focus Group on October 18, 2017.

Information-Sharing Meetings

- Members of the Project Team met with the units that make up **Campus Planning and Facilities Management** (Campus Planning, Design and Construction, Utilities and Energy, Facilities Services, and Sustainability) to review project status and gather feedback related to the operations of campus. Meetings occurred on September 14, 2017, and October 17, 2017.
- Members of the Project Team met with representatives in the **Office of the Vice President for Research and Innovation** on October 9, 2017 to share project information and gather feedback related to the interests and needs of faculty research and research related to the university.
- Members of the Project Team met with the **UO Executive Leadership Team** on December 11, 2017 to share the project status and gather feedback.
- Campus Planning staff provided an update to the **Space Advisory Group** in December 2017.
- Campus Planning and Facilities Management and Campus Planning Committee Chair provided information about the public process to the **University Senate** on February 14, 2018.
- Campus Planning staff were invited to the **Student Recreation Center Student Advisory Board** meeting on February 23, 2018 and provided information about the proposal.
- Campus Planning staff met with interested students, faculty, and staff to provide information about the proposal in May and June 2018, and will continue to do so. Meetings to-date were with representatives of the **Associated Students of University of Oregon, Climate Justice League, Student Sustainability Center**, and faculty in the departments of Biology and Economics, amongst others.

Academic Units with Facilities in the North Campus Area

On September 6, 2017, members of the Project Team met with representatives of academic units that have current facilities in the project area. These units included College of Design, the School of Art and Design, and the Urban Farm Program. The purpose of the meeting was to share information about the project, gather key information about their use of the area, and address concerns.

Campus Planning Committee

Members of the Project Team met with the Campus Planning Committee (CPC) on October 10, October 27, and November 28, 2017. The CPC is a university committee that advises the President on long-range campus development with regard to the design of campus. The committee includes wide representation from university faculty, staff, and students. The CPC is the primary author of proposed amendments and periodic updates to the Campus Plan. CPC meetings are open to the public and notification of regular meetings is provided to Eugene Neighborhood Association chairs. At the November meeting, the CPC reviewed the draft North Campus Master Site Plan and approved it for moving forward through the Conditional Use Permit application process, with the understanding that it would come back to the CPC during the *Campus Plan* amendment process. CPC meeting minutes are included as Exhibit I.

External Outreach

Community Focus Group

An external community focus group met twice during the public process, members of which also met with CPFM staff during the project scoping process for the project. These meetings were comprised of members outside the University of Oregon, such as community leaders, business leaders, city and agency representatives, neighboring property owners, river and ecology advocates, neighborhood associations, and other interested parties. The group focused specifically on the area between the railroad tracks and the river. Participants discussed key topics such as connectivity, river access, riparian restoration, safety, and active uses, and provided feedback on the Conceptual Study options. The Community Focus Group met on August 8, 2017 and September 13, 2017, and some members attended a combined meeting with the internal focus groups on Oct 18, 2017.

Stakeholder Interviews

The Project Team conducted in-depth interviews with several key stakeholders including business owners of surrounding property, leadership from applicable neighborhood associations and committees, representation from non-profit groups, EWEB, and the Environmental Legal Alliance Worldwide (ELAW). Interviews focused on perceptions of the North Campus area, access, connectivity, environmental considerations, and community recreational use.

City of Eugene Planning and Development

The Project Team met with City of Eugene Planning and Development staff on July 31, 2017 and November 2, 2017. The first meeting focused on project overview and scope of work and the second meeting focused on project updates and identifying land use requirements. Additionally, the Project Team held a project consultation meeting with City staff on January 5, 2017, which is a formal pre-requisite to filing a Type III land use application.

Information-Sharing Meetings

- A Project Team representative presented to the **City of Eugene's Active Transportation Committee** on October 12, 2017 to give a project overview and gather feedback. The ATC emphasized the need to ensure that the riverfront bike path is maintained as a key transportation corridor as well as for recreational use, and that connections to the river remain paramount.
- A Project Team representative presented to the **Lane Transit District Board** on November 7, 2017 to give a project overview and gather feedback.

- A Project Team representative presented at the **River Districts** fall meeting on November 8, 2017 to give a project overview and gather feedback.
- Campus Planning and Facilities Management presented to the **Chamber of Commerce Local Government Affairs Council** on April 6, 2018.
- Campus Planning met with interested parties in June 2018 to provide information about the proposal and will continue to do so. Meetings to-date were with representatives of the **Willamette Riverkeeper, McKenzie River Trust, Whilamut Natural Area Citizen Planning Committee, and Nearby Nature.**

Combined Outreach

Combined Focus Group

A combined focus group meeting was held on October 18, 2007 and included internal and external focus group representatives. This meeting focused on the draft Master Site Plan and the two illustrative conceptual site plan options for the Conceptual Study area, and gathered feedback from attendees. It also included a presentation on the Riparian Assessment and Management Report, prepared by environmental consultants with the Project Team.

Community Open House (2)

Two community open house events were held on November 8, 2017 and January 11, 2017, respectively. Articles in the “Around the O” newsletter preceded each open house. Invitations to attend were emailed in advance to all faculty and staff and individuals on the interested parties list, which was a comprehensive list developed through the internal and external outreach processes. The Project Team presented displays consisting of the draft Master Site Plan, Conceptual Study materials, context maps, and supporting information and reports. In addition, open house materials were posted to the project web page. The first open house event had 89 attendees that signed in. The second open house event had 57 attendees that signed in. To date, over 80 comments were received at the two public open houses and by mail, e-mail, and via the project web page comment function. Examples of open house materials are included in Exhibit J.

Neighborhood Meeting (2)

Two neighborhood meetings were also held on November 8, 2017 and January 11, 2017, respectively. The neighborhood meetings utilized the presentation materials from the open house events. The neighborhood meetings followed the prescribed neighborhood/applicant meeting procedures as specified in EC 9.7007. Documentation regarding the neighborhood/applicant meetings is provided as Exhibit E.

Fairmount Neighborhood Association Meeting

Representatives from the project team provided a project update to the Fairmount Neighborhood Association on December 5, 2017, at the association’s regular monthly meeting.

Documentation

Additional outreach methods included several email updates to internal and external stakeholders between meetings a project website maintained and regularly updated by CPFM staff with responses to frequently asked questions. The university also made project update announcements in Around-the-O on August 1, 2017, October 31, 2017, and January 9, 2018.

A summary of all scheduled outreach meetings and key outreach activities conducted for the proposal is included as Exhibit E Outreach Summary.

5.0 MASTER SITE PLAN DESCRIPTION / SUMMARY OF PROPOSAL

EC 9.3725 states:

“The master site plan for developments proposed within the S-RP zone shall be reviewed through the conditional use permit process provided in this land use code.”

The Master Site Plan is a set of drawings that establishes a regulatory framework and demonstrates compliance with the code and additional restrictions that the university chooses to impose on itself. It is required by the zoning code and serves as the framework for this Conditional Use Permit proposal. The Master Site Plan set contains a regulatory plan, a conceptual site plan showing a scenario of potential maximum or likely development, and conceptual plans for pedestrian and bicycle, vehicle, and service vehicle primary circulation. Supporting documents include an existing conditions plan and conceptual plans for utilities. The Master Site Plan documents are included in Exhibit A. Following is a description of the Master Site Plan drawings:

Regulatory Plan (Sheet L01)

The Regulatory Plan is the guiding component of the Master Site Plan. Its purpose is to establish restrictions that the university chooses to impose on itself beyond the code requirements. It delineates development sites and conservation areas, and describes the intent of each of these areas. It documents boundaries that have regulatory implications, including the Willamette River ordinary high water line, top of bank, and /WR conservation area setback (100 feet). It establishes a 200-foot riparian enhancement setback from the top of bank for any potential buildings and recreational fields west of Riverfront Parkway, facilitating riparian restoration beyond the code requirement. It identifies proposed public facilities such as bike path options, trails, viewpoints, and paddle craft launch sites. Unless noted, all uses are permitted as in the S-RP zone and /WR Overlay.

The Regulatory Plan concentrates most of the potential building development south of the railroad tracks and commits the area between the railroad tracks and Willamette River primarily to riparian restoration and open space opportunities. It strictly limits potential development north of the railroad tracks by imposing a 200-foot setback and restrictions on building coverage, building heights, field coverage, and vehicular access and parking well beyond the code allowances.

The Regulatory Plan results in 31 acres of 77 acres being dedicated to riparian restoration in addition to other open space that would be provided within development sites. The university will restore the riparian river edge and Millrace conservation area as funds are available.

Area 1

- **Intent:** Extend campus and open-space framework across Franklin Boulevard; provide major connection to the Willamette River; concentrate development south of the railroad tracks per code.
- **Maximum Building Coverage:** Compliant with S-RP Zone.
- **Maximum Building Height:** 85 feet
- **Setbacks:** Compliant with S-RP Zone and /WR Overlay.
- **Vehicular Access and Parking:** Compliant with S-RP Zone.

Area 2

- **Intent:** Extend campus and open-space framework across Franklin Boulevard; provide major connection to the Willamette River; concentrate development south of the railroad tracks per code.
- **Maximum Building Coverage:** Compliant with S-RP Zone.
- **Maximum Building Height:** 85 feet
- **Setbacks:** Compliant with S-RP Zone and /WR Overlay.
- **Vehicular Access and Parking:** Compliant with S-RP Zone.

Area 3

- **Intent:** Establish riparian conservation area as a key feature of the open-space framework and enable restoration of the Millrace. Uses limited to those permitted through the /WR Overlay, except development allowed on prior developed land per code.
- **Maximum Building Coverage:** Compliant with /WR Overlay.
- **Maximum Building Height:** Compliant with /WR Overlay.
- **Setbacks:** Compliant with /WR Overlay.
- **Vehicular Access and Parking:** Compliant with /WR Overlay.

Area 4

- **Intent:** Concentrate development proximate to existing and planned infrastructure; enable expansion and restoration of the riparian river edge; allow for additional open space between development and the Willamette River and Millrace Outfall; and allow for potential to preserve vernal pools.
- **Maximum Building Coverage:** 15%
- **Maximum Building Height:** 45 feet
- **Setbacks:** 200-foot riparian enhancement setback as defined in Regulatory Plan. All other setbacks compliant with S-RP zone and /WR Overlay.
- **Vehicular Access and Parking:** Vehicular access from the west only. Surface parking and access to parking, shall be located to the rear or side of the building along the railroad tracks. No independent parking structures are allowed.

Area 5

- **Intent:** Accommodate future needs for physical education and recreation fields and support facilities in location that maximizes potential for other open space improvements; enable expansion and restoration of the riparian river edge and the Millrace Outfall. Treat stormwater runoff from potential recreational fields and mitigate adverse impacts of field lighting toward the river.
- **Maximum Building Coverage:** 0.5%
- **Maximum Building Height:** 15 feet
- **Maximum Field Coverage:** 47%
- **Setbacks:** 200-foot riparian enhancement setback as defined in Regulatory Plan. All other setbacks compliant with S-RP zone and /WR Overlay.
- **Vehicular Access and Parking:** Restricted vehicle access. Parking limited primarily to service, loading, and ADA.

Area 6

- **Intent:** Concentrate development proximate to existing and planned infrastructure; allow for potential to preserve and restore remnant oak savannah.
- **Maximum Building Coverage:** 16%
- **Maximum Building Height:** 37 feet
- **Setbacks:** 200-foot riparian enhancement setback west of Riverfront Parkway as defined in Regulatory Plan. All other setbacks compliant with S-RP zone and /WR Overlay.
- **Vehicular Access and Parking:** Restricted vehicle access. Parking limited primarily to service, loading, and ADA.

Area 7

- **Intent:** Protect the river's edge; establish riparian conservation area as a key feature of the open-space framework; enable restoration and laying back the bank; allow for research, outdoor teaching, passive recreation, river access opportunities, and other uses permitted in /WR Overlay per code.
- **Maximum Building Coverage:** Compliant with /WR Overlay.
- **Maximum Building Height:** Compliant with /WR Overlay.
- **Setbacks:** Compliant with /WR Overlay.
- **Vehicular Access and Parking:** Compliant with /WR Overlay.

Conceptual Site Plan (Sheet L02)

The Conceptual Site Plan depicts a scenario of potential maximum or likely development over the course of decades and duration of the Conditional Use Permit. Proposed development is required to conform to the code standards and restrictions in the Regulatory Plan. The Conceptual Site Plan illustrates potential buildings and recreation fields within the development sites. The arrangement and location of buildings and fields is not intended to be precise, but the general location relative to regulatory boundaries established in the code and Regulatory Plan. North of the tracks, the building and field footprints represent the maximum footprint that might occur. South of the tracks, the building footprints represent a likely development pattern based on typical university development that complies with the allowances in the code.

Pedestrian and Bicycle Primary Circulation Plan (Sheet L03)

The Pedestrian and Bicycle Primary Circulation Plan illustrates primary circulation routes, access points, and crossings that the university proposes to maintain or provide. It depicts the general location of these elements and the direction of travel for the primary routes. It does not depict all paths that would be part of the circulation system, as those would be determined during the design process of a development project. This plan includes two proposed alignment options for the Ruth Bascom Riverfront Path, one that shows the path closer to the river's edge and one that shows it further. This is not for the purpose of constructing two bike paths, but rather to allow for flexibility in the placement of the bike path at the time of an actual project. The features of each alignment could be interchangeable. Below is a description:

- The northern alignment proposes a new bridge crossing over the mouth of the Millrace Slough, which is intended to enable future removal of the existing culvert and crossing and more comprehensive restoration of the slough. The alignment extends under the south abutment of the Frohnmayer bridge and extends eastward in order enable a future extension to Knickerbocker bridge on the north side of the railroad tracks. The alignment allows for bank

layback and riparian restoration, but not to the extent proposed in the southern alignment. The alignment responds to desires for public access along the river, enhanced safety by activating the river's edge and improving sightlines, and improved ecological function.

- The southern alignment utilizes the existing culvert crossing within the Millrace Slough to transverse this feature. The alignment does not extend east, and connects to Riverfront Parkway and Millrace Drive, which is the current eastward travel pattern for pedestrians and bicyclists. Shifting the bike path further from the river allows for more area devoted to bank layback and riparian restoration, and lessens the steepness of the proposed transition from the ordinary high water line to top of bank line. The alignment responds to desires to expand the riparian area, improve ecological function, and minimize conflicts between recreation and habitat uses.

Primary circulation routes extend east-west through the area between the railroad tracks and Franklin Boulevard and along Millrace Drive; east-west along the Millrace; north-south from Onyx Street; north-south along the gallery walk connection to the Frohnmayer Bridge; north-south along Riverfront Parkway; and, east-west along the river via the aforementioned bike path alignment options.

Two railroad crossings exist, one at Riverfront Parkway and one at Gallery Walk. The university proposes potential new railroad crossings at Alder Street and west of Gallery Walk. These crossings are intended to be underpasses. Two bridge crossings currently exist over the Millrace, at Onyx Street and at Gallery Walk. The university proposes two additional bridge crossings over the Millrace, one west of Onyx Street and one east of Riverfront Drive. Lastly, the university proposes an overpass crossing over Franklin Boulevard west of Onyx Street to better connect the historic campus core to the North Campus area.

Private Vehicle Primary Circulation Plan (Sheet L04)

The Private Vehicle Primary Circulation Plan illustrates primary circulation for private vehicles, managed access, and primary access points that the university proposes to maintain or provide. Private vehicle circulation is synonymous with unrestricted access. Managed access is synonymous with access for loading/unloading and ADA needs associated with buildings and uses in those areas. It does not depict all routes that would be part of the circulation system, as those would be determined during the design process of a development project. Private vehicle primary circulation is limited to Riverfront Parkway, Millrace Drive, and a proposed access drive serving Area 4 extending from City-owned property to the west. Managed access would be allowed north of Riverfront Parkway, north of the Onyx intersection, and west of Riverfront Parkway on Millrace Drive.

Service Vehicle Primary Circulation Plan (Sheet L05)

The Service Vehicle Primary Circulation Plan illustrates primary routes, access points, and crossings for service and delivery vehicles, police vehicles, and emergency vehicles that the university proposes to maintain or provide. It depicts the general location of these elements and the direction of travel for the primary routes. It does not depict all routes that would be part of the circulation system, as those would be determined during the design process of a development project. Primary service circulation routes extend east-west along Millrace Drive and through Area 1; east-west through Area 5 and 6 along the northern edge of the railroad right-of-way; north-south along Onyx Street; and north-south along Riverfront Parkway. A proposed new crossing occurs at the west extent of Area 1, connecting that area across the Millrace to property to the west that

would allow access to Franklin Boulevard. An additional crossing over the Millrace is proposed west of Onyx Street in the same general location of the proposed pedestrian crossing.

Below is a summary table of how the proposed Master Site Plan (guided by the Regulatory Plan) compares with the code requirements.

Figure 5-1. Comparison of Code Requirements and Proposal

Code Requirement	Proposed
Required Setbacks/Conservation Areas	Proposed Setbacks/Conservation Areas
100-foot setback/conservation area from top of high bank	100-foot setback/conservation area from top of high bank
40-foot setback/conservation area from Millrace top of high bank	40-foot setback/conservation area from Millrace top of high bank
Required Additional Setbacks from River and Millrace Outfall	Proposed Additional Setbacks from River and Millrace Outfall
None	200-foot riparian enhancement setback from top of high bank (prohibits buildings and recreational fields)
Required Implementation of Riparian Restoration	Proposed Implementation of Riparian Restoration
None (although a riparian assessment and management report is required for the application)	Commitment to restoring the river's edge and Millrace conservation area as funds are available.
Required Integrated Pest Management	Proposed Integrated Pest Management
None	Propose to implement best maintenance practices for managing riparian areas, consistent with university's existing IPM plan.
Allowed Building Coverage	Proposed Building Coverage
40 to 50% (estimated based on requirement of 40% living plant material; allows 60% for buildings and site development)	Area 4: 15% (32,000 sf max footprint west of Millrace Outfall) Area 5: 0.5% (3,000 sf max footprint between Millrace Outfall and Frohnmayer Bridge) Area 6: 16% (33,600 sf max footprint east of Frohnmayer Bridge)
Allowed Field Coverage	Proposed Field Coverage

50% (estimated based on requirement of 40% living plant material; allows 60% for buildings and site development)	Area 5: 47%
Allowed Building Height	Proposed Building Height
No height limit outside a 75-foot setback from the top of high bank (no buildings proposed within 75 feet; therefore, height limit does not apply)	<p>Areas 1 & 2: 85 feet (south of tracks)</p> <p>Area 4: 45 feet (west of Millrace Outfall)</p> <p>Area 5: 15 feet (between Millrace Outfall and Frohnmayer Bridge)</p> <p>Area 6: 37 feet (east of Frohnmayer Bridge)</p>
(Required) Vehicle Access and Parking Restrictions	Proposed Vehicle Access and Parking Restrictions
No restrictions regarding where vehicle access and parking can be located on development sites	<p>Area 4: Specifying vehicle access to west only and parking to rear or side of building only (along railroad tracks); no independent parking structure (meaning Area 4 cannot contain a parking structure without another building use)</p> <p>Areas 5 & 6: Specifying managed access only and parking limited primarily to ADA, service, and loading (proposed building coverage also precludes parking structure)</p>
Required Stormwater Treatment	Proposed Stormwater Treatment
None for artificial turf fields	Propose to implement strategies to mitigate adverse impacts of recreational fields on stormwater runoff.
Required Lighting Standards for Field Lights	Proposed Lighting Standards for Field Lights
Lighting fixtures (for playing fields) shall be specified, mounted, and aimed so that their beams fall within the primary playing area and immediate surroundings, and so that no direct illumination is directed off the site.	Propose to implement further strategies to mitigate adverse impacts of recreational field lighting toward the river.
Required Lighting Standards for Bicycle Path	Proposed Lighting Standards for Bicycle Path
Except for pedestrian/bike tunnels, the walkway or pathway shall be illuminated to a minimum average maintained luminance of .3 foot-candle and not to exceed a maximum average maintained luminance of .9 foot-candle.	Propose to implement further strategies to mitigate adverse impacts of bike path lighting toward the river.

6.0 EXISTING CONDITIONS AND SITE HISTORY

6.1 Subject Property

The North Campus project area is comprised of 15 tax lots (Table 3-1), all of which are designated University Research by the Metro Plan and Riverfront Research Park Special Area Zone (S-RP) with Water Resources Conservation overlay (/WR) by the Eugene Zoning Ordinance. Table 6-1. UO North Campus Tax Lots includes the map and tax lot number, plan and zone designations, and acreage of subject tax lots.

Table 6-1. UO North Campus Tax Lots

MAP	TAX LOT	PLAN DESIGNATION	ZONING DESIGNATION	ACRES
17-03-32-21	00300	University Research	Riverfront Park Special Area (S-RP)	32.90
17-03-32-14	01800	University Research	Riverfront Park Special Area (S-RP)	16.95
17-03-32-24	05300	University Research	Riverfront Park Special Area (S-RP)	8.36
17-03-32-14	02300	University Research	Riverfront Park Special Area (S-RP)	2.50
17-03-32-14	00103	University Research	Riverfront Park Special Area (S-RP)	2.46
17-03-32-14	02200	University Research	Riverfront Park Special Area (S-RP)	2.37
17-03-32-14	01400	University Research	Riverfront Park Special Area (S-RP)	2.30
17-03-32-14	02000	University Research	Riverfront Park Special Area (S-RP)	2.28
17-03-32-14	00105	University Research	Riverfront Park Special Area (S-RP)	1.55
17-03-32-14	01600	University Research	Riverfront Park Special Area (S-RP)	1.32
17-03-32-14	02500	University Research	Riverfront Park Special Area (S-RP)	1.24
17-03-32-14	02600	University Research	Riverfront Park Special Area (S-RP)	1.22
17-03-32-14	02400	University Research	Riverfront Park Special Area (S-RP)	0.89
17-03-32-14	02700	University Research	Riverfront Park Special Area (S-RP)	0.64
17-03-32-14	00100	University Research	Riverfront Park Special Area (S-RP)	0.43
TOTAL				77.4

6.2 Site History

Before 1846, most of level areas of Eugene were prairie. Riparian forests existed along the Willamette River, extending inland an average of 300 yards.¹⁷ The river was subject to frequent change and flooding, resulting in large deposits of silt, sand, and gravel.¹⁸ The Millrace was a couple of disconnected sloughs until 1851 to 1852, when Hilyard Shaw and Avery Smith linked them together to use as a power source for industry.¹⁹ From 1900 to 1945, Eugene experienced exponential growth.²⁰ During this time, much of the riparian forest was cleared for orchards of walnut and filbert and sand and gravel mining (due to the rise of the automobile and demand for material to build roads).²¹

The university began purchasing land near the Millrace in the late 1930s, and over the next thirty years it would continue to purchase the lands that make up the North Campus area today. This land is comprised of four large parcels: the Millrace Parcel and Silva Parcel, located south of the railroad tracks; and the Western Parcel and North of the Railroad Tracks Parcel, located north of the railroad tracks.

The university acquired the Millrace Parcel in 1938 and the Silva Parcel in the 1950's.²² Prior to the university's ownership of the lands, they were agricultural, using the Millrace for irrigation.²³ The Anchorage Restaurant and a bathing and canoeing resort were also located on the Millrace Parcel near Franklin Boulevard beginning in the 1910's and into the 1930's to support the growing recreational use of the Millrace.²⁴ The Silva Parcel contained orchards and also used the Millrace for the transportation of products.²⁵ In 1940 to 1941, the railroad was moved from Franklin Boulevard to its current location, north of these parcels.²⁶

The university built its power plant on the Millrace Parcel in the early 1950's, along with warehouses, shops, and an administration building for campus operations.²⁷ Uses related to university research followed as did uses related to the School of Architecture and Allied Arts (now College of Design), including fine arts studios and the Urban Farm. These uses continue today. From the early 1970's to about 1990, the Silva Parcel contained university research uses, including an herbarium and a facility for animal research.²⁸ A Coca-Cola bottling plant was built just west of

¹⁷ Henry W. Lawrence and Ann P. Bettman, *The Green Guide: Eugene's Natural Landscape*, (Eugene: Henry Lawrence and Ann P. Bettman, 1982), 20-22; Urquhart, "Eugene Geography," 8.

¹⁸ Lawrence and Bettman, 24; Urquhart, "Eugene Geography," 7.

¹⁹ City of Eugene, "Eugene Millrace: A History," Eugene: City of Eugene, 1979; Lawrence and Bettman, 26; Urquhart, "Geography of Eugene," Chapter 1, 2, 6, 18.

²⁰ Lawrence and Bettman, 31.

²¹ Lawrence and Bettman, 37, 50.

²² City of Eugene, "Eugene Millrace: A History."

²³ L.R. Squier Associates, "Environmental Site Assessment, Silva Area, Riverfront Research Park, University of Oregon," environmental site assessment, University of Oregon, Eugene, Oregon, 1990, 4.

²⁴ "Insurance Maps of Eugene, Oregon," New York: Sanborn Map Company, 1925, sheet 79, "Digital Sanborn Maps 1867-1970," ProQuest, <http://sanborn.umi.com/>

²⁵ L.R. Squier Associates, "Environmental Site Assessment, Silva Area."

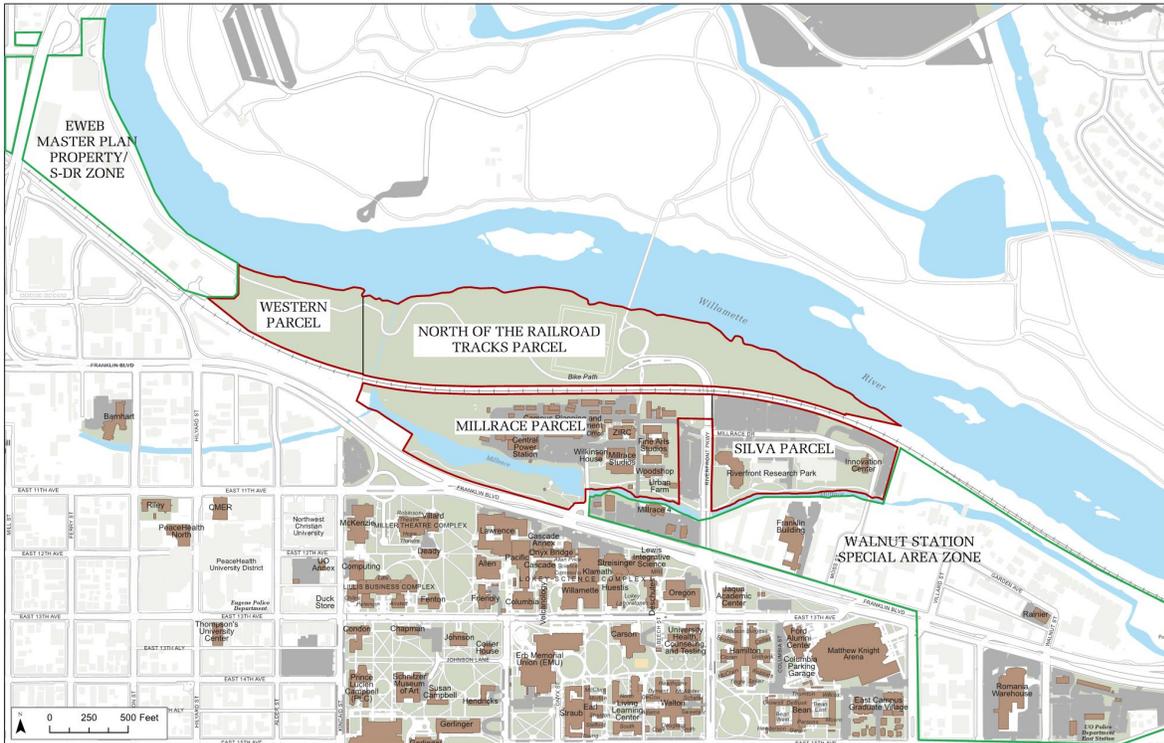
²⁶ L.R. Squier Associates, "Environmental Site Assessment, Western Parcel," 6.

²⁷ L.R. Squier Associates, "Environmental Site Assessment, Millrace Parcel," 4.

²⁸ L.R. Squier Associates, "Environmental Site Assessment, Silva Area," 5.

the Silva Parcel in the 1970's on property that was not owned by the university.²⁹ The orchard use continued until about 1990.³⁰

Figure 6-2. Site History Context Map



The university acquired the Western Parcel and North of the Railroad Tracks Parcel in 1968.³¹ From the 1930's to 1968, Eugene Sand and Gravel Company occupied both parcels, using the land for sand and gravel mining. During that time period, the company operated sand and gravel quarries on both sides of the river.³² The Western Parcel contained a gravel screening plant and concrete plant and two settlement ponds for settling fine sediments before discharge into the Willamette River. The North of the Railroad Tracks parcel contained an asphalt plant.³³

²⁹ L.R. Squier Associates, "Environmental Site Assessment, Silva Area," 5, 7.
NOTE: source used 1974 aerial photo.

³⁰ L.R. Squier Associates, "Environmental Site Assessment, Western Parcel," 4.

³¹ L.R. Squier Associates, "Environmental Site Assessment, Western Parcel," 5; L.R. Squier Associates, "Environmental Site Assessment, Parcel North of the Railroad Tracks," 5.

³² L.R. Squier Associates, "Environmental Site Assessment, Silva Area," 6-7.

³³ L.R. Squier Associates, "Environmental Site Assessment, Parcel North of the Railroad Tracks," 5.

From 1975 to 1990, the university leased the Western Parcel to EWEB for use as outdoor storage of power poles, water pipe, cable reels, transformers, and trailers. The property became known as the “pole yard property.” By 1987, all Eugene Sand and Gravel buildings had been demolished.³⁴

In the early 1970’s, the university removed the asphalt plant on the North of Railroad Tracks Parcel. Fill materials began to appear on the property with some vegetative regrowth, and the footbridge across the river was also built by this time.³⁵ In 1978, the university developed a plan to use most of the land north of the tracks for recreational fields.³⁶ Shortly after, the Riverfront Fields were constructed using student funds. By the mid-1980’s, the land was covered with vegetation and the university had built the bike path.³⁷

In 1983, the university and City of Eugene identified the current North Campus area as a potential site for a possible private/public joint venture development, emphasizing research facilities, which may be complemented by University programs. This led to joint City-University planning efforts for a research park (called the Riverfront Research Park) that included: the City’s adoption of the Riverfront Park Study (1985); the City’s adoption of a special zoning district to guide development of the research park, the Riverfront Park Special Area (S-RP) Zone (1987); and the City’s approval of a Conditional Use Permit for the entire zone, establishing a 20-year timeline for the proposed development. The planning process for the Riverfront Research Park was contentious, and all of the previously described efforts were appealed to the Oregon Land Use Board of Appeals (LUBA). While LUBA ruled in favor of the City of Eugene in each case (in 1986, 1987, and 1989³⁸, respectively), implementation of the Riverfront Research Park continued to be met with resistance by community members. This included an appeal to LUBA for a request to extend the Conditional Use Permit timeline for 3 years (to 2012), in which LUBA ruled in favor of the City, and an effort to stop the Oregon Research Institute building from being built north of the railroad tracks (on the Western Parcel). Under the now-expired Conditional Use Permit, the university built three buildings through public-private ventures that are part of the Riverfront Research Park today. These buildings are all located on the Silva Parcel.

In 2013, the neighboring EWEB property (immediately to the west) was master planned and rezoned to the Downtown Riverfront Special Area Zone(S-DR) to facilitate commercial and residential development and to enhance the connection between downtown and the Willamette River. In 2010, the City of Eugene rezoned much of the area immediately south of the North Campus area to the Walnut Station Special Area Zone (S-WS) for the purpose of facilitating compatible infill, higher density living opportunities, and mixed use development, implementing the vision of the Walnut Station Specific Area Plan.

Today, the area south of the railroad tracks includes: the central power station and chiller plant; warehouses, storage areas and administrative buildings that are part of the operations of campus; university research facilities; fine arts studios; the Urban Farm; a public bike path along the Millrace; the developed portion of the Riverfront Research Park; and surface parking lots related to the uses and for general campus. North of the railroad tracks contains the Ruth Bascom bike

³⁴ L.R. Squier Associates, “Environmental Site Assessment, Western Parcel,” 5.

³⁵ L.R. Squier Associates, “Environmental Site Assessment, Parcel North of the Railroad Tracks,” 5.

³⁶ Lawrence and Bettman, 50.

³⁷ L.R. Squier Associates, “Environmental Site Assessment, Parcel North of the Railroad Tracks,” 5.

³⁸ Stotter vs. City of Eugene, October 10, 1989.

path, two recreational fields, and the Frohmayer Bridge. Pumping of the Millrace is currently maintained by the university.

The site of the current Knight Campus for Accelerating Scientific Impact project is located along the north side of Franklin Boulevard between Onyx Street and Riverfront Parkway. It is not located in the S-RP zone (and not subject to the Conditional Use Permit requirement), but will serve as an important connection between the current main campus and the North Campus area.

6.3 Environment

As part of the site analysis phase of the project, environmental consultants with Mason, Bruce & Girard (MB&G) conducted a riparian assessment of the project area to determine the extent of Goal 5 and Goal 15 conservation areas and to assess the functional quality of the riparian corridor.

Riparian areas are typically defined as vegetated areas located adjacent to water that form an interface between terrestrial and aquatic environments. These areas protect water quality, remove contaminants, recharge groundwater, provide habitat for wildlife species, and provide flood storage and channel stability. The City of Eugene code (EC) states that the applicable Water Resources Conservation overlay zone, “not only conserves the physical resources but also protects the water quality within the resource areas as a fundamental and essential requirement for continued survival of these biological systems” (EC 9.4900). The overlay zone establishes conservation setbacks that guide the planning, implementation, and management standards for multi-use development. These setbacks are established landward from a waterbody’s top-of-high-bank (TOHB) or a waterbody’s ordinary high water mark (OHWM). Riparian areas within the City are defined in the EC by a 100-foot setback from the TOHB and a 120-foot setback from the OHWM.

Existing conditions within the project area have been altered in comparison to historical conditions due to various prior development, vegetation management, and soil compaction. Most notably, the project area contains a large amount of fill, which has altered physical and biological function of the riparian habitat. The use of riprap, introduction of invasive species, and impact of foot traffic has also degraded the bank of the Willamette River. However, the project area still functions as habitat for several terrestrial and aquatic species. The project area also includes approximately 33 acres of disturbed habitat in the form of maintained grassy fields. These fields are partially within the 100-year floodplain. The project area is divided into aquatic habitat, riparian habitat, and upland habitat for analysis, and further split into the Millrace Slough, and the Willamette River.

The project area was analyzed for baseline functional conditions, which include temperature and shade, channel stability, flood storage, groundwater recharge, sediment and contaminant removal, and fish and wildlife habitat. Overall, the assessment documented riparian functions at 57 points throughout the Study area. The project area provides many of the necessary functions necessary for healthy aquatic and terrestrial ecosystems. However, these ecosystems are also influenced by other factors that occur outside of the Study area. More explicitly, the streambank of the Willamette River is conducive to supporting native aquatic species, and the riparian vegetation along the Willamette River and Millrace Slough streambanks reduces erosion, supports groundwater recharge, and provides shade and habitat for wildlife species.

The project area has a history of disturbances associated with multiple land uses that have degraded the native vegetation composition throughout the site. In addition, it is expected that areas with compacted soils may have reduced riparian/floodplain functions. Lastly, there are

areas of the site that are in need of large-scale invasive plant removal. Restoration actions should focus on immediate benefit to riparian function, such as the removal of concrete riprap along the shoreline of the Willamette River. Pristine areas along the riparian corridor should be protected and enhanced to maintain a well-functioning ecosystem.

The complete Riparian Assessment and Management Report is included as Exhibit B.

6.4 Infrastructure

The site analysis phase of the project included an evaluation of utility infrastructure within and surrounding the project area for the purposes of supporting proposed development, as prepared by consultants with BHE Group. The evaluation focused on stormwater, sanitary sewer, and water systems, with additional analysis of existing steam, power, communications, and natural gas utilities within the study area.

Soils and Groundwater

Relatively thick deposits of fill are present in the project area, between Riverfront Parkway (on the east) and the Millrace (on the west). Fill deposits range from 5'-15' deep, and are predominantly 9' deep. Fill material in this area consists of silt with some sand and gravel, and may have significantly lower infiltration rates than the native sand and gravel soils. Geotechnical investigation and infiltration testing is recommended for future development. Seasonal high groundwater depth ranges from 10'-15' within the project area. Oregon Water Resources Department well log data indicates a similar depth to groundwater within the project area.

Stormwater

Stormwater runoff from the project area predominantly drains via sheet flow, and enters the Willamette River. The land slope within the project area is generally flat, with localized depressions throughout. A significant amount of stormwater is expected to infiltrate into the underlying soil. In areas where infiltration rates are low, runoff likely ponds at the ground surface before migrating overland to the river. Per Sheet C01 Storm Drain Plan (Exhibit A), existing public storm drain mains are located along Riverfront Parkway flowing north and south, Millrace Drive flowing west, and Franklin Boulevard flowing west. Two additional public lines exist to the north of the tracks, one of which has an existing destination point in the Willamette River. Potential future destinations points or extensions connect to the two lines to the north of the tracks, and both flow east. An additional potential future destination points or extensions may occur along the Millrace leading to the outfall. Existing private storm drain mains are located south of the tracks, predominantly to the west of Riverfront Parkway.

Sanitary sewer

Existing gravity-fed public sanitary sewer infrastructure is readily available to areas north of the railroad tracks and east of the Millrace, however gravity-fed sanitary sewer is not readily available for the building sites west of the Millrace. Per Sheet C02 Sanitary Sewer Plan (Exhibit A), existing public sanitary sewer mains are located along Riverfront Parkway flowing south, Millrace Drive flowing west, and Franklin Boulevard flowing west. One additional public line exists to the north of the tracks, which flows south. Potential future destinations points or extensions connect to public lines to the west of Riverfront Parkway. Existing private sanitary sewer mains are located south of the tracks, predominantly to the west of Riverfront Parkway and flow south.

Water

Public water mains are available within close proximity to the west and east ends of the project area. Per Sheet C03 Water Supply Plan (Exhibit A), existing public water mains and associated fire hydrants are located along Riverfront Parkway to the west, along Millrace Drive down to Garden Avenue and Moss Street, along Alder Street, and along Franklin Boulevard. One additional public line exists to the north of the tracks, which curves west. Potential future destination points or extensions connect to the public line north of the tracks. Existing private water mains and associated fire hydrants are located south of the tracks, to the west of Riverfront Parkway.

Other Utilities

Natural gas service does not currently extend to the project area. Two major existing underground public (EWEB) power lines extend through the Study area. A 12kV feeder extends from the EWEB old steam plant site to the south side of Frohn Mayer Bridge, and then splits, and extends north across the bridge, and south across the railroad tracks. A 115 kV transmission line extends from the old EWEB steam plant, along the north edge of the railroad tracks just north of the Central Power Station, where it turns south and crosses under the railroad tracks. Large vaults (9'x13') with access manholes are located intermittently along the underground power runs. Relocation of the underground EWEB power lines is not anticipated and vaults are expected to remain in place. A major EWEB fiber optic line runs parallel to the 115 kV transmission line north of the railroad tracks. The status and use of other communications lines north of the railroad tracks are unknown. An EWEB steam corridor extends through the site. The steam system is no longer active, but some of the pipes within the corridor are being utilized as conduits for other purposes. EWEB intends to maintain the easement for the steam corridor.

6.4 Transportation

The North Campus Area is located north of Franklin Boulevard, classified as a major arterial and state highway. Vehicles access the property primarily from Onyx Street (a university-owned local street), Riverfront Parkway (a local street), and Millrace Drive (a local street), where university surface parking lots are located in proximity to these access points. Riverfront Parkway currently continues north of the tracks, where it ends in a stub; north of the tracks, vehicle access is limited to service and emergency vehicles.

North of the tracks, the Ruth Bascom Bicycle Path goes east-west along the property until Riverfront Parkway. It provides access west by connecting to the former EWEB property, north via the Frohn Mayer Bridge, and south via Gallery Walk (a university path) and Riverfront Parkway. An east-west public bicycle path exists along the Millrace, where it provides a connection east to the City's bicycle route along Garden Avenue (and ultimately the Knickerbocker Bridge).

Pedestrian circulation is accommodated on the bicycle (multi-use) paths and pathways within the university's property. Pedestrian crossings on Franklin Boulevard are located at Onyx Street and Riverfront Parkway/Agate Street. The EmX bus rapid transit station is located at Agate Street and Franklin Boulevard. The site is also served by bus lines 91, 98, and the Diamond Express.

This land use application is supported by a Transportation Assessment report, which is included as Exhibit D.

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7.0 SUBMITTAL REQUIREMENTS

Described following are each of the required procedural and information requirements necessary for the submittal of the Conditional Use Permit application. Findings of compliance with applicable provisions are provided in Section 8 Approval Criteria and Standards.

7.1 Conditional Use Permit

.1 Filing Fee

The application review fee of \$6,822.31 is included with the initial submittal.

.2 Submittal Format Requirements

Three (3) print copies and one (1) electronic copy of the written statement and exhibits are provided as part of this submittal and are folded to 11” by 17” or smaller, where applicable. Findings of compliance with applicable criteria at EC 9.3725, S-SP Riverfront Park Special Area Zone Approval Criteria, and EC 9.8815, Willamette Greenway Permit Approval Criteria are provided in Sections 8.1 and 8.2.

.3 Written Statement

This request is to be held against the General criteria, as opposed to the Needed Housing criteria. Section 8.1 provides findings that explain how the application satisfies all applicable approval criteria in the Eugene Code at EC 9.3725.

.5 Neighborhood/Applicant Meeting Requirements

- Item 1: Exhibit E includes the list of persons to whom notice was mailed pursuant to EC 9.7007(5) and a signed statement that notice was posted and mailed to those on the list.
- Item 2: Exhibit E includes a copy of the notice.
- Item 3: Exhibit E includes a copy of the meeting notes and sign-in sheet described in EC 9.7007(9).
- Item 4: Exhibit E includes a copy of the site plan presented at the meeting.

.4 General Site Plan Requirements

- Item 1: Date, north arrow, and standard scale are included on multiple sheets of the Plan Set (Exhibit A).
- Item 2: The Assessor’s Map and tax lot numbers applicable to the project are shown on Sheet G00 Cover Sheet (Exhibit A).
- Item 3: Sheet G00 Cover Sheet (Exhibit A) includes a vicinity map.
- Item 4: Sheet L02 Site Plan (Exhibit A) shows the current building footprints and the location of existing and proposed structures.

- Item 5: Details will be provided on individual projects regarding amount and percent increase in total building square footage and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided on individual projects regarding elevation drawings that depict the scale and appearance of the proposed buildings and reviewed by the city through the standard development process as they become available.
- Item 7: Details will be provided on individual projects regarding the total area of impervious surface that is existing and proposed and reviewed by the city through the standard development process as they become available.
- Item 8: The Commercial Zone Development Standards at EC 9.2170 through 9.2175 do not apply to this request.
- Item 9: Details will be provided on individual projects regarding the width and location of all existing and proposed public and private easements and reviewed by the city through the standard development process as they become available.
- Item 10: Details will be provided on individual projects regarding all proposed grading for streets, building areas, and other proposed development and reviewed by the city through the standard development process as they become available.
- Item 11: Details will be provided on individual projects regarding existing and proposed occupancy classification, construction type, and gross building size for each structure and reviewed by the city through the standard development process as they become available.

.5 Wastewater Requirements

- Item 1: Details will be provided on individual projects regarding location and flow line elevation of the existing public wastewater sewer system and reviewed by the city through the standard development process as they become available. Proposed possible connection point(s) are shown on Sheet C02 Sanitary Sewer Plan (Exhibit A).
- Item 2: Sheet C02 Sanitary Sewer Plan (Exhibit A) shows the existing and potential wastewater sewer layout, including service to the site.

.6 Water Supply Requirements

- Item 1: Existing and proposed water mains and their diameters are shown on Sheet C03 Water Supply Plan (Exhibit A).
- Item 2: Details will be provided on individual projects regarding existing and proposed fire hydrants and reviewed by the city through the standard development process as they become available.

.7 Storm Drainage Requirements

- Item 1: Sheet C01 Storm Drainage Plan (Exhibit A) shows the location of the existing piped public system at the proposed connection point(s). Details will be provided on individual projects regarding and flow line elevation and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided on individual projects regarding drainage-ways and reviewed by the city through the standard development process as they become available. Sheet L01 Regulatory Plan (Exhibit A) shows the top of bank lines for the Willamette River and Millrace.
- Item 3: Floodplain and floodway boundaries, as well as base flood elevations across the site, are shown on Sheet S01 Existing Conditions (Exhibit A).
- Item 4: Stormwater Drainage Analysis Reports will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 5: Within the Plan Set (Exhibit A), Sheet C01 Storm Drainage Plan shows existing and possible future extension of storm drainage. Proposed grading and landscape plans will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 6: Stormwater analysis will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 7: The stormwater system, or portions thereof, are proposed for private maintenance. The Operations and Maintenance (O & M) Plan will confirm such management of existing and proposed facilities on the subject site.

.8 Tree Preservation Requirements

- Item 1: Details will be provided on individual projects regarding potential tree-removal and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided on individual projects regarding potential location, size, and species of existing trees and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided on individual projects regarding critical root zones of trees and reviewed by the city through the standard development process as they become available.

.9 Natural Features Assessment and Delineation of Applicable Boundaries on Site Plan (in accordance with EC 9.8440(2)(a))

- Item 1: Details will be provided regarding on-site vegetation and reviewed by the city through the standard development process as they become available.

- Item 2: No rare animal species (i.e., those that are proposed for listing or are listed under State or Federal law) or their habitats exist on the project site and are therefore not documented as such.
- Item 3: No prominent topographic features are present on the project site, as shown on Sheets S01 Existing Conditions and L02 Site Plan (Exhibit A).
- Item 4: Several wetlands, intermittent and perennial stream corridors, and riparian areas are present on the project site, and are documented in the *Riparian Assessment and Management Report* (Exhibit B).
- Item 5: The project site includes several areas identified in any City-adopted natural resource inventory. These Goal 5 resources are shown on Sheet L01 Regulatory Plan (Exhibit A).
- Item 6: A mitigation plan addressing restoration or replacement of significant natural features in accordance with EC 9.8440(2)(c) is not required.
- Item 7: There are several significant natural resources on the project site, and a narrative report from a qualified professional that provides an evaluation of these resources, anticipated impacts to these resources, and proposed mitigation for these resources is included as the *Riparian Assessment and Management Report* (Exhibit B).

.10 Landscaping Requirements

- Item 1: Details will be provided regarding the location, species, and size of existing and proposed landscaping and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided regarding proposed irrigation methods and reviewed by the city through the standard development process as they become available.
- Item 3: Existing and proposed open space is shown on Sheet L02 (Exhibit A).
- Item 4: Details will be provided regarding proposed type and size of existing and proposed fencing and/or landscape buffering and reviewed by the city through the standard development process as they become available.

.11 Contour Intervals

- Item 1: Details will be provided regarding contour intervals and reviewed by the city through the standard development process as they become available.

.12 Parking Area Requirements

- Item 1: Details will be provided on individual projects regarding location, number, and dimensions of proposed parking spaces and reviewed by the city through the standard development process as they become available.

- Item 2: Details will be provided on individual projects regarding the location, number, and dimensions of proposed bicycle parking spaces and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided on individual projects regarding traffic circulation will be reviewed by the city through the standard development process as they become available.
- Item 4: Details will be provided on individual projects regarding proposed landscaping and screening for parking areas and reviewed by the city through the standard development process as they become available.
- Item 5: Details will be provided on individual projects regarding curbs and other means of protecting landscaping and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided on individual projects regarding parking area lighting and reviewed by the city through the standard development process as they become available.
- Item 7: Details will be provided on individual projects regarding parking area lighting and reviewed by the city through the standard development process as they become available.

.13 Street and Utility Improvement Requirements

- Item 1: Details will be provided regarding proposed existing and proposed public and private improvements and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided regarding whether public improvements are proposed to be constructed privately or publicly and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided regarding the location, size, and species of existing street trees and reviewed by the city through the standard development process as they become available.
- Item 4: Details will be provided regarding the location of existing and proposed streetlights and reviewed by the city through the standard development process as they become available.
- Item 5: Utility plans will be provided on individual projects and reviewed by the city through the standard development process as they become available.

.14 Street and Public Access Way Requirements

- Item 1: Exhibit D Trip Generation Estimate Report contains the estimated number of peak hour trips based on the proposal.

- Item 2: Per EC 9.6850 through 9.6870, the classification of all streets in the vicinity of the project site are as follows: Franklin Boulevard, major arterial; Millrace Drive, local street; and Riverfront Parkway, a local street.
- Item 3: Details will be provided regarding potential slope easements and reviewed by the city through the standard development process as they become available. The project site contains no potential slope easements. This item is not required on the site plan.
- Item 4: Details will be provided regarding a street center profile using ground elevations and reviewed by the city through the standard development process as they become available. The project site contains no potential slope easements. This item is not required on the site plan.
- Item 5: Details will be provided regarding alterations to right-of-ways and paving of existing streets and intersections and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided regarding existing and proposed curbs and sidewalks on-site and adjacent to the project site and reviewed by the city through the standard development process as they become available.
- Item 7: The proposed development does not alter existing street connectivity, therefore illustration of street connectivity, and applicable street connectivity standards are not required.
- Item 8: Details will be provided regarding illustrations of Vision Clearance Areas and reviewed by the city through the standard development process as they become available.
- Item 9: The proposed development will not alter access for secondary emergency vehicles.
- Item 10: Sheet L02 Site Plan (Exhibit A) shows the street names for all existing streets, both public and private, in accordance with EC 9.6855.
- Item 11: The proposed development does not alter streets surrounding the site, therefore illustration of the radii of all curves on the site plan is not required.
- Item 12: The project does not propose transit-related facilities (e.g., bus stops, park and ride stations, or transit stations), but the site is in proximity to an EmX transit station on Franklin Boulevard.
- Item 13: The street grade at—and in the vicinity—of the project site does not exceed 12 percent.
- Item 14: Sheet L02 Site Plan (Exhibit A) shows no existing private access driveways to the project site. The property does not front a street under Lane County jurisdiction. Accordingly, the driveway locations for adjacent properties are not required elements of the site plan.
- Item 15: No special setbacks in accordance with EC 9.6750 apply to the project site.

.15 Supporting Analysis and Documents

- Item 1: A Geotechnical Analysis will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 2: A wetland determination from the ODSL and wetland delineation report will be provided on individual projects and reviewed by the city through the standard development process.
- Item 3: A legal description of the property, suitable for recording and typed and on 8.5” by 11” white sheet of paper with no letterhead, is provided as Exhibit F.

7.2 Willamette Greenway Permit

.1 Filing Fee

The application review fee of \$4,813.44 is included with the initial submittal.

.2 Submittal Format Requirements

Three (3) print copies and one (1) electronic copy of the written statement and exhibits are provided as part of this submittal and are folded to 11” by 17” or smaller, where applicable. Findings of compliance with applicable criteria at EC 9.3725, S-SP Riverfront Park Special Area Zone Approval Criteria, and EC 9.8815, Willamette Greenway Permit Approval Criteria are provided in Sections 6.1 and 6.2.

.3 Written Statement

A detailed written statement describing how this request is consistent with all applicable criteria (Section 9.8815 of the Eugene Code) is provided in Section 6 Approval Criteria and Standards. No adjustments are requested.

.4 Property Review Checklist

A Public Works Property Review Checklist is not applicable to the request.

.5 General Site Plan Requirements

- Item 1: The location of the Willamette River ordinary low water line and the distance from the proposed development is shown on Sheet L02 Site Plan (Exhibit A), along with the Greenway Boundary line.
- Item 2: Sheet G00 Cover Sheet (Exhibit A) includes a vicinity map.
- Item 3: Sheet L02 Site Plan (Exhibit A) shows the current building footprints and the location of existing and possible proposed structures.
- Item 4: A tabulation of coverage, including the amount of area covered by building(s), parking, and the amount of area devoted to open space will be provided on

individual projects and reviewed by the city through the standard development process as they become available.

- Item 5: Details will be provided regarding elevation drawings that portray the scale and appearance of proposed buildings and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided regarding all proposed grading for streets, building areas, and other proposed development and reviewed by the city through the standard development process as they become available.
- Item 7: Date, north arrow, and standard scale are included on multiple sheets of the Plan Set (Exhibit A).
- Item 8: The Assessor's Map and tax lot numbers applicable to the project are shown on Sheet G000 Cover Sheet (Exhibit A).

.6 Landscaping and Vegetation

- Item 1: Details will be provided regarding location, species and size of existing vegetation and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided regarding a proposed landscaping scheme and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided regarding irrigation and reviewed by the city through the standard development process as they become available.
- Item 4: Sheet L02 Site Plan (Exhibit A) shows proposed open space. Details will be provided regarding landscaping for open space and reviewed by the city through the standard development process as they become available.
- Item 5: Details will be provided regarding size and species of existing trees on site that are 8 inches or more in diameter at DBH and reviewed by the city through the standard development process as they become available.

.7 Significant Fish and Wildlife Habitat

- Item 1: There are several existing significant fish and wildlife habitats noted on the site (as required by Section 9.8815(5) of the Eugene Code) and are detailed in the *Riparian Assessment and Management Report* (Exhibit B).
- Item 2: Details will be provided regarding specific locations of these habitats and reviewed by the city through the standard development process as they become available. A broad overview of sites habitats is provided on Sheet L02 Site Plan (Exhibit A).
- Item 3: Details will be provided regarding specific locations of these habitats and reviewed by the city through the standard development process as they become available. A broad overview of sites habitats is provided on Sheet L02 Site Plan (Exhibit A).

.8 Public Access -- Parking Area Development

- Item 1: Details will be provided regarding location, number, and dimensions of existing and proposed parking spaces, including aisle widths and disabled parking spaces and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided regarding location, dimensions, and number of bicycle parking spaces, including long-term and short-term bicycle parking, and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided on individual projects regarding proposed landscaping and screening for parking areas and reviewed by the city through the standard development process as they become available.
- Item 4: Details will be provided on individual projects regarding curbs and other means of protecting landscaping and reviewed by the city through the standard development process as they become available.
- Item 5: Details will be provided on individual projects regarding height and location of parking area lighting and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided on individual projects regarding designated carpool and vanpool parking spaces for developments with 20 or more employees and reviewed by the city through the standard development process as they become available.

.9 Wastewater Requirements

- Item 1: Details will be provided on individual projects regarding location and flow line elevation of the existing public wastewater sewer at proposed connection point(s) and reviewed by the city through the standard development process as they become available.
- Item 2: Existing and possible future wastewater sewer layout is shown on Sheet C02 Sanitary Sewer Plan (Exhibit A).

.10 Water Supply

- Item 1: Diameter of existing and possible future water main is shown on Sheet C03 Water Supply Plan (Exhibit A).
- Item 2: Details will be provided on individual projects regarding existing and proposed fire hydrants and reviewed by the city through the standard development process as they become available.

.11 Contour Intervals

- Item 1: One-foot contour intervals for ground slopes up to five percent will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 2: Two-foot contour intervals for ground slopes between five and ten percent will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 3: Five-foot contour intervals for ground slopes exceeding ten percent will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 4: Bench marks used will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 5: Existing vegetation to be preserved shall be shown on contour map and will be provided on individual projects and reviewed by the city through the standard development process as they become available.

.12 Storm Drainage Requirements

- Item 1: Details will be provided on individual projects regarding location and flow line elevation of the existing piped public system at proposed connection point(s) and reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided on individual projects regarding existing and proposed storm drainage, including disposition of stormwater for all lots and reviewed by the city through the standard development process as they become available.
- Item 3: Details will be provided on individual projects regarding a description of the extent to which a watercourse will be altered or relocated as a result of proposed development, including a stormwater analysis of pre- and post-development flows, and reviewed by the city through the standard development process as they become available.
- Item 4: Bench mark used will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 5: A stormwater analysis (3 copies) will be provided on individual projects regarding any contributing stormwater runoff to a drainage-way that addresses the capacity and any erosion issues of the downstream system, and reviewed by the city through the standard development process as they become available.
- Item 6: Details will be provided on individual projects regarding areas subject to Federal Emergency Management Agency (FEMA) regulations regarding inundations or stormwater overflow, all areas covered by water, and the location, width, and

direction of flow of all water courses and the base flood elevation, and reviewed by the city through the standard development process as they become available.

.13 Public Access -- Circulation

- Item 1: Details will be provided on individual projects regarding traffic circulation and width of travel lanes, and will be reviewed by the city through the standard development process as they become available.
- Item 2: Details will be provided on individual projects regarding location and dimension of existing and proposed curb cuts, and will be reviewed by the city through the standard development process as they become available.
- Item 3: Existing and proposed pedestrian walkways and bicycle paths (including dimensions) and how they connect with adjacent properties are shown on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan.
- Item 4: Details will be provided on individual projects regarding location and dimension of public sidewalks, and will be reviewed by the city through the standard development process as they become available.
- Item 5: Existing and proposed public access connections to, and along, the Willamette River are shown on Sheet L02 Site Plan (Exhibit A).

.14 Supporting Analysis and Documents

- Item 1: A Geotechnical Analysis will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 2: A wetland determination from the ODSL and wetland delineation report will be provided on individual projects and reviewed by the city through the standard development process as they become available.
- Item 3: A legal description of the property included in this application is provided in Exhibit F. The legal description is typed on an 8½" x 11" white sheet of paper so that it is suitable for recording.

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8.0 APPROVAL CRITERIA & STANDARDS

Under Oregon Revised Statute (ORS) 352, the university has broad authority with respect to the property it owns and controls. As noted previously, this application is a request for City of Eugene Conditional Use and Willamette Greenway permit approval in accordance with the review procedures and approval criteria at EC 9.3725 and EC 9.8815. The approval criteria are provided in **bold** text with findings describing compliance with each stated criteria in plain text. The findings demonstrate that the proposal conforms to all applicable criteria and standards.

8.1 S-RP Riverfront Park Special Area Zone Approval Criteria (EC 9.3725)

EC 9.3725 S-RP Riverfront Park Special Area Zone Review Procedures. The master site plan for developments proposed within the S-RP zone shall be reviewed through the conditional use permit process provided in this land use code. For the purpose of this review, the following criteria shall be applied in lieu of the criteria provided in EC 9.8090 Conditional Use Permit Approval Criteria - General:

(1) Criteria for all Development.

- (a) The proposed development shall be consistent with the Metropolitan Area General Plan, Riverfront Park Study, and other applicable policy documents or functional plans.**

Metropolitan Area General Plan

The Metropolitan Area General Plan (Metro Plan) was amended in 1985 through adoption of Ordinance No. 19348 which established the land use classification of “*University/Research*” as follows:

“This category represents property which is located in proximity to the University of Oregon campus. It is primarily intended to accommodate light industrial, research and development, and office uses related to activities, research and programs of the University of Oregon. The designation also allows for mixed use development, including a limited range of retail and service uses and multiple-family dwellings. Commercial activities in this category are intended to serve the day-to-day needs of employees working in and near University/Research areas. Activities, such as general retail and office, will continue to be located in other appropriately designated areas.”

Ordinance No. 19348 applied the “*University/Research*” classification to the subject property included in this application. Following adoption of the Metro Plan amendment, the City of Eugene adopted Ordinance No. 19470 in 1987, which established the Riverfront Park Special Area Zone (S-RP), to guide development of the subject property. The primary uses permitted within the zone are programs and activities carried out by institutions of the Oregon State System of Higher Education and facilities for basic or applied research and development that complement the research and educational activities of the Oregon State System of Higher Education. The Oregon State System of Higher Education, also known as the Oregon University System (OUS), was disbanded in 2015 by Senate Bill 80. In July of 2013, the State Legislature passed Senate Bill 270, which allowed the University of Oregon to establish an independent governing board separate and distinct from the State Board of Higher Education. As provided for in Section 171 of Senate Bill

270, all references to the Oregon State System of Higher Education shall be considered references to the University of Oregon.

The application does not involve a Metro Plan amendment. The following findings address the consistency of the application with applicable policies of the Metro Plan to demonstrate that adoption of the Conditional Use Permit will not make the Metro Plan internally inconsistent.

The findings only address policies that apply to the proposal, and do not discuss those portions of the Metro Plan that (1) apply to land uses other than the current designations for the subject property, or (2) clearly apply only to specific development applications (e.g., site plan review submittals or subdivisions). All Metro Plan policies were evaluated in consideration of their applicability to the Conditional Use Permit and the following policies were found to be applicable to the proposal. The findings demonstrate how the application is consistent with, and are in fact supported by the policy directions contained in the Metro Plan.

Environmental Resources Element

Riparian Corridors, Wetlands, and Wildlife Habitat (Goal 5)

C.12. Property owners may pursue efforts to protect natural vegetation and wildlife habitat areas on their land to conserve these areas, e.g., through conservation easements, public acquisition, donation, land trusts, etc.; and local governments are encouraged to assist in these efforts.

The property owner, University of Oregon, is a public institution. Therefore, conservation easements, public acquisition, donation, land trusts, etc. as specific tools are not necessary to protect natural vegetation and wildlife habitat. The *Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard (Exhibit B) outlines key species of interest and mechanisms for conserving crucial habitat by incorporating ecological, riparian restoration, and conservation techniques along the riverbank. Other than the listed seven sensitive aquatic species and nine rare species in the report, there are no other documented occurrences of sensitive or rare wildlife species within the subject site. Per the report findings, the site contains the appropriate aquatic, upland, and riparian habitat to support all eight of the rare species listed. However, significant on-site habitat for riverbank species is limited to the riparian corridor and is shown on Sheets L02 and S01 Site Plan and Existing Conditions (Exhibit A). Additional measures that can improve the habitat and subsequent proliferation of historically-present species, as well as generally improve the river corridor include large-scale invasive plant removal, and removal of concrete riprap along the shoreline. The report found that vegetated riparian areas reduce the speed and intensity of floodwaters by providing resistance to flows, which in turn reduces downstream flooding and fosters riverbank habitat. However, areas that perform these functions within the development site were found to be historically reduced to narrow strips along the river, reducing flood storage function and habitat. In order to improve these functions, the Applicant seeks to incorporate as many applicable restoration techniques as possible as funding becomes available.

In addition, all parcels within the subject site that abut the Willamette River have /WR Water Resource Conservation overlay zoning. Pursuant to EC 9.4920(1)(c)(1.), Category A streams with a distinguishable high bank have a 100 foot setback applied to top of bank (TOB) as part of the /WR overlay zoning. The proposal does not change protections established by the 100-foot /WR

conservation setback in EC 9.4920(1)(c)(1.) or affect inventoried Goal 5 Resources such as water or natural vegetation. According to the provisions at EC 9.3715(2)(a), the Applicant could propose development, including structures, parking areas, streets, and access drives, beginning at 35 feet from the top of bank of the river. However, as illustrated on Sheet L01 Regulatory Plan (Exhibit A), the proposal includes a required 100-foot conservation setback extending from the Willamette River and Millrace top of bank lines. Further, the Applicant proposes a conservation setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan. It is important to note that since this 200-foot setback is determined from the top of bank, the setback equates to 250-300 feet as measured from the water's edge. Based on the above findings, this standard is satisfied.

C.13. Wetland, riparian corridor, or wildlife habitat sites inside the UGB identified after adoption of the applicable Goal 5 inventory of significant sites, that have not been previously considered for inclusion in the inventory, shall be addressed in the following manner:

- a. The jurisdiction within which the natural resource is located shall study the site according to the requirements in the Goal 5 administrative rule.***
- b. Upon the completion of the study, the affected jurisdiction shall determine whether the identified natural resource is significant according to the adopted significance criteria of the affected jurisdiction.***
- c. If the newly identified site is determined significant, the affected jurisdiction shall complete the Goal 5 requirements for the site, which includes adoption of protection measures for sites identified for protection.***
- d. The affected jurisdiction will notify affected property owners and interested parties throughout the process.***

In *The Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard (Exhibit B), MB&G identified several wetlands and oak savannah not included in the inventory that are candidates for inclusion.

C.16. The map titled Goal 5 Significant Wildlife Habitat for the area inside the Metro Plan Boundary and outside the UGB, dated January 2004, adopted and incorporated here, shall be used to identify significant wildlife habitat for purposes of notifying the Oregon Department of Fish and Wildlife concerning applications for development permits or other land use decisions affecting significant wildlife habitat on the Goal 5 inventory for areas outside the UGB and inside the Plan Boundary. The map is on file at the Lane County Land Management Division.

The map titled Goal 5 Significant Wildlife Habitat was consulted to identify significant wildlife habitat. The city has the ability to notify Oregon Department of Fish and Wildlife concerning applications for development permits or other land use decisions affecting significant wildlife

habitat on the Goal 5 inventory. However, the subject site is inside the UGB and not between the UGB and Metro Plan boundary. Therefore, this standard does not apply.

C.17. The map titled Goal 5 Significant Riparian Corridors for the area inside the Metro Plan Boundary and outside the UGB, dated January 2004, adopted and incorporated here, shall be used to identify significant riparian corridors for purposes of applying Goal 5 riparian protection provisions in Lane Code Chapter 16 for areas outside the UGB and inside the Plan Boundary. The map is on file at the Lane County Land Management Division.

The map titled *Goal 5 Significant Riparian Corridors* was consulted to identify *significant riparian corridors*. However, the subject site is inside the UGB and not between the UGB and Metro Plan boundary. Therefore, this standard does not apply.

Open Space (Goal 5)

C.21. When planning for and regulating development, local governments shall consider the need for protection of open spaces, including those characterized by significant vegetation and wildlife. Means of protecting open space include but are not limited to outright acquisition, conservation easements, planned unit development ordinances, streamside protection ordinances, open space tax deferrals, donations to the public, and performance zoning.

The Willamette River and its associated bank are key habitat for vegetation and wildlife, and must be preserved accordingly. To align with these values, the proposal seeks to incorporate as much conservation area and open space as practicable, and support existing wildlife and vegetation habitat along the river through targeted development and restoration and enhancement recommendations.

The subject site is 77 acres, and includes 5,125 lineal feet of frontage along the Willamette River. Of these 77 acres, 31 acres, or 40% of the site acreage, is proposed for conservation and riparian restoration. Of the 42 acres between the railroad tracks and river, 25 acres, or 60% of the site acreage, is proposed for conservation and riparian restoration. More explicitly, this includes the required conservation area setback along the Willamette River within the site of 100 feet from top of bank. In addition, the Applicant proposes a conservation setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan (Exhibit A). This 200-foot setback is determined from the top of bank; when measure from the water's edge, this setback equates to 250-300 feet. This would increase the size of the total area dedicated to conservation to approximately 31 acres, which the university would restore as funds are available and for which it would implement best maintenance practices for managing riparian areas, consistent with the university's existing Integrated Pest Management Plan.

The Applicant has established a Regulatory Plan, Sheet L01 Regulatory Plan Exhibit A, that applies more self-imposed, stringent development regulations than is required by code in order to facilitate restoration, open space improvements, and for viewsheds to be protected. For example, the Applicant has established regulations regarding maximum building coverage. North of the tracks, the Applicant is proposing maximum building coverages well below what is allowed by the code.

The applicable S-RP zone states that at least 40% of the portion of the development site shall be landscaped with living plant materials, requiring the building coverage and site elements to be contained within 60% of the development site (implying an allowed building coverage of 40% to 50%). To the west of the Millrace (Area 4), the Applicant proposes a maximum building coverage of 15%; to the east of Riverfront Parkway (Area 6), the Applicant proposes a maximum building coverage of 16%. Between the Millrace and the Riverfront Parkway (Area 5), the Applicant proposes a maximum building coverage of 0.5%, and maximum field coverage of 47%. The maximum building coverage south of the tracks is proposed to comply with existing S-RP coverage standards. Through complying with maximum building coverage significantly under that allowed by code, the Applicant demonstrates a clear commitment to preserving open space to the greatest extent practicable.

In addition, the Applicant has established maximum building heights north of the tracks that are well below the code allowance. The applicable S-RP zone states that there is no height limitation for a structure outside 75 feet of the top of the south bank of the Willamette River. As the Applicant proposes that all development occur outside the 100-foot setback (and most buildings occur outside a 200-foot setback), theoretically no building height maximums are applicable by code. The applicant proposes a 45-foot maximum building height to the west of the Millrace (Area 4), and 37 feet east of Riverfront Parkway (Area 6). In the land between the Millrace and Riverfront Parkway (Area 5), the applicant is proposing a 15-foot height limit to allow for the potential construction of recreation and outdoor classroom support facilities. For areas south of the tracks, the Applicant has established a maximum building height of 85 feet, which would allow for a range of building heights similar to campus buildings across Franklin Boulevard.

These regulations are a commitment to preserving the ecological integrity of the site. By imposing stringent limitations on building coverage and building height north of the tracks, the Applicant demonstrates a commitment to protecting open space and shifting more concentrated development south of the tracks, which was favored and confirmed through internal and external outreach.

Outside of development regulations imposed by the Applicant, it is important to note that the site's preservation is also supplemented by additional state regulations. The Willamette River adjacent to the development site is identified as a Goal 5 Water Resource. The Willamette River is a Category A resource, meaning it is designated for protection with a 100-foot conservation setback. In addition, the development site contains a Category A Wetland, labeled site WR-4 on the Goal 5 Inventory. This Riverfront Park/Millrace wetland requires a conservation setback of 50 feet. Both of these setbacks have been incorporated in the Master Site Plan by the Applicant on Sheet L01 Regulatory Plan (Exhibit A). In addition, protection of significant riparian vegetation is ensured through existing established /WR protection provisions in EC 9.4900-9.4980, which are not affected by the proposal.

As shown on Sheet L01 Regulatory Plan (Exhibit A), the regulations dedicate significant acreage to conservation and riparian restoration, imposes stringent limitations on development north of the tracks to maximize riparian restoration and open space opportunities, which will result in a significant increase in the amount of accessible landscape and recreational open space areas within the subject site. Based on these findings, the proposal is consistent with Policy C.21.

Natural Hazards (Goal 7)

C.31. When development is allowed to occur in the floodway or floodway fringe, local regulations shall control such development in order to minimize the potential danger to life and property. Within the UGB, development should result in in-filling of partially developed land. Outside the UGB, areas affected by the floodway and floodway fringe shall be protected for their agricultural and sand and gravel resource values, their open space and recreational potential, and their value to water resources.

The subject property is located within the UGB. Portions of the subject property adjacent to the Willamette River are located within the FEMA regulated floodway and floodplain, as shown in Sheet S01 Existing Conditions (Exhibit A). The proposal does not advance development in ways that are inconsistent with current standards nor does it modify or exempt existing regulatory protection measures. By choosing to provide a riparian enhancement setback of 200 feet from the top of bank for buildings and fields where practicable, the proposal appropriately considers the impacts of potential flooding.

In addition, by incorporating ecological and riparian restoration techniques along the riverbank, flooding impacts can be mitigated. More explicitly, the *Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard found that vegetated riparian areas reduce the speed and intensity of floodwaters by providing resistance to flows, which in turn reduces downstream flooding and leads to effective flood storage. However, areas that perform these functions within the development site were found to be historically reduced to narrow strips along the river, reducing flood storage function. In order to improve these functions, the Applicant seeks to incorporate as many applicable restoration techniques as possible as funding becomes available. Two techniques proposed in the report include large-scale invasive plant removal, and removal of concrete riprap along the shoreline. Both of these techniques can aid flood storage capacity.

The proposal also supports the need to infill partially developed land by providing the additional services needed by the University in a more cohesive and organized way on a site that is connected to public utilities. Based on these findings, the proposal is consistent with Policy C.31.

Willamette River Greenway, River Corridors, and Waterways Element

D.2. Land use regulations and acquisition programs along river corridors and waterways shall take into account all the concerns and needs of the community, including recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; potential for supporting non-automobile transportation; opportunities for residential development; and other compatible uses.

Accounting for the needs and concerns of the community are at the foundation of the proposal and land use process. The Applicant's proposal addresses recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; emphasis on supporting non-automobile transportation; opportunities for residential development; and other compatible uses.

Facilitating recreation, resource, and wildlife protection is at the forefront of this proposal. In addition to findings presented in C.21 and D.2, incorporated by reference herein, the Applicant takes considerable care to expand recreational opportunities for the general public, and increase support for wildlife habitat. More explicitly, the proposal includes two options for realigning the Ruth Bascom Riverbank Path, which runs east-west through the subject site. In order to enable realignment of the path, the proposal provides options for locating the path along the river, spanning the Millrace Slough, extending under Frohnmayer Bridge, and enabling a future east extension; or, along the northern extents of the proposed development sites, utilizing the existing crossing over the Millrace Slough, and connecting to Riverfront Parkway, Millrace Drive, and Garden Avenue. Either option provides for improved public access to the riverfront, and enhanced outdoor recreation opportunities.

Also, the proposal will increase the amount of recreation capacity within downtown and the riverfront area by providing recreational fields, and expanded access to the river for passive recreation, fishing, swimming, and launching personal paddle crafts. While the current proposal does not include specific plans for residential development, this does not preclude residential development for student housing from being included on the site at a future time.

In order to support wildlife, the proposal draws from the findings of the *Riparian Assessment and Management Report* (Exhibit B), which found several key sensitive aquatic species, and rare species historically documented within one mile of the site:

Sensitive Aquatic Species

- Chinook salmon (*Oncorhynchus tshawytscha*) – federally threatened (Federal ESA)
- Chinook salmon (*Oncorhynchus tshawytscha*) – federally threatened (Federal ESA)
- Steelhead (*Oncorhynchus mykiss*)
- Steelhead (*Oncorhynchus mykiss*)
- White sturgeon (*Acipenser transmontanus*)
- Western brook lamprey (*Lampetra richardsoni*)
- Pacific lamprey (*Lampetra tridentate*) – species of concern (Federal ESA)

Rare Species (ORBIC)

- Western pond turtle (*Actinemys marmorata*) – sensitive critical (State ESA)
- Retorse sedge (*Carex retrorsa*)
- Painted turtle (*Chrysemys picta*) – sensitive critical (State ESA)
- Townsend's big-eared bat (*Corynorhinus townsendii*) – sensitive critical (State ESA)
- Bald eagle (*Haliaeetus leucocephalus*) – sensitive vulnerable (State ESA)
- Bradshaw's lomatium (*Lomatium bradshawii*) – endangered (State ESA)
- Oregon chub (*Oregonichthys cramerii*) – sensitive critical (State ESA)
- Bull trout (Coastal population) (*Salvelinus confluentus*) – sensitive critical/vulnerable (State ESA)

There are no other documented occurrences of sensitive or rare wildlife species within the subject site. Per the report findings, the site contains the appropriate aquatic, upland, and riparian habitat to support all eight of the rare species listed above. However, significant on-site habitat for riverbank species is limited to the riparian corridor and is shown on Sheets L02 and S01 Site Plan and Existing Conditions (Exhibit A). Additional measures that can improve the habitat and subsequent proliferation of historically-present species, as well as generally improve the river

corridor include the aforementioned restoration techniques as described in the findings for Policy C.31.

In order to support non-automobile transportation, the Applicant's proposal provides for the aforementioned realignment of the bike path, as well as several potential crossings of the railroad tracks, the Millrace, and Franklin Boulevard, to improve circulation on the site, as shown on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan (Exhibit A). These crossings serve to provide better access from Franklin Boulevard into the site, or across the railroad tracks. While the exact locations of these crossings are to be determined based on future development, adding crossings will foster a safer and more accessible pedestrian and cyclist environment. Based on these findings, the proposal is consistent with Policy D.2.

D.3. Eugene, Springfield, and Lane County shall continue to cooperate in expanding water-related parks and other facilities, where appropriate, that allow access to and enjoyment of river and waterway corridors.

This policy is aimed at intergovernmental cooperation between Eugene, Springfield, and Lane County to expand parks, other facilities, and public access opportunities. The university has a long history of collaboration with local entities, and anticipates the continuation of these partnerships as applicable to this proposal. As such, the proposal is consistent with Policy D.3.

D.5. New development that locates along river corridors and waterways shall be limited to uses that are compatible with the natural, scenic, and environmental qualities of those water features.

The proposal envisions a restored river edge that celebrates the university's connection to the river. The proposal dedicates a minimum of 23 acres to conservation and an additional 7 acres to allow for expanded riparian restoration. The proposal increases educational and recreational access to the river, increases active recreation opportunities, and extends the development of campus across Franklin Boulevard while concentrating the development south of the railroad tracks.

Primary resources utilized to inform the proposal include Eugene's Goal 5 Inventory and Water Resources Conversation Plan and the *Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard. As noted previously, the Applicant proposes a regulation structure for proposed development that exceeds the requirements of city code in order to preserve the environmental quality of the site. The proposal operates under the development criteria permitted in the S-RP Zone as a determinant for allowable uses on the subject site. Notably, the S-RP Zone includes height standards that restrict the maximum height of buildings as development approaches the Willamette River, thus limiting the scale of buildings near the resource. The maximum height of buildings in the S-RP zone is 45 feet when located within 75 feet of the top of the south bank of the Willamette River. Otherwise, no height limit applies. By proposing a setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan, the Applicant is naturally retaining scenic viewsheds. Finally, per EC 9.3710 S-RP Riverfront Park Special Area Zone Permitted Uses, the development site allows programs and activities carried out by institutions of the Oregon State System of Higher Education outright as a primary use. Given this finding, the Applicant is acting in accordance with city code, while seeking to incorporate environmental considerations to the greatest extent practicable.

By enabling realignment of the bike path, undertaking riparian restoration as feasible, and providing more safe and clear means of access to the river, the proposal ultimately seeks to improve the natural and scenic qualities of the river, and respect the environmental quality of the site. Based on these findings, the proposal is consistent with Policy D.5.

D.6. New industrial development that locates along the Willamette and McKenzie Rivers shall enhance natural, scenic, and environmental qualities.

The proposal does not include new industrial development, and such development is not anticipated. Therefore, Policy D.6. is addressed to the greatest extent practicable.

D.8. Within the framework of mandatory statewide planning goals, local Willamette River Greenway plans shall allow a variety of means for public enjoyment of the river, including public acquisition areas, residential areas, and commercial areas.

D.9. Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.

Through extensive public involvement feedback, the proposal seeks to enhance the public's physical access to the river by addressing several key goals: improving the ecological quality of the site, increasing public safety, improving ease of access to the river through provision of public facilities (bike path, a personal paddle craft launch, swimming docks, soft trails, viewpoints, etc.), and expand scenic views. The Willamette Greenway Criteria (EC 9.8815) findings, presented in Section 5.2, detail all of the ways in which this proposal provides for public enjoyment of the river. The proposal provides a variety of site components, such as a realigned multi-modal path along the river, designated pathways with benches to improve pedestrian access to the river bank, and river access for boats, swimmers, and fishing.

The subject site is also entirely within the city limits. The Applicant owns all parcels within the subject site. Existing public access along the Willamette River is provided by the Ruth Bascom Riverbank Path, a paved multi-use path that extends through the subject site. As noted, the proposal includes two options for realigning the bike path, which runs east-west through the subject site. The proposal provides options for locating the path along the river, spanning the Millrace Slough, extending under Frohnmayer Bridge, and enabling a future east extension; or, along the northern extents of the proposed development sites, utilizing the existing crossing over the Millrace Slough, and connecting to Riverfront Parkway, Millrace Drive, and Garden Avenue. Either option provides for improved public access to the riverfront, and enhanced outdoor recreation opportunities. As illustrated on Sheets L01 and L03 Regulatory Plan and Pedestrian and Bicycle Primary Circulation Plan (Exhibit A), the proposal connects the bike path throughout the site, while providing for a consistent multi-use path that provides ample landscape and open space between the path and the river. Per EC 9.3710 S-RP Riverfront Park Special Area Zone Permitted Uses, this development site is designated for "programs and activities carried out by institutions of the Oregon State System of Higher Education." As such, the university's status as a public institution ensures the continued provision of public access along the Willamette River.

Overall, the proposal ensures the continued provision of adequate public access along the river. Based on these findings, the proposal is consistent with Policies D.8 and D.9.

Environmental Design Element

- E.2. Natural vegetation, natural water features, and drainage-ways shall be protected and retained to the maximum extent practical. Landscaping shall be utilized to enhance those natural features. This policy does not preclude increasing their conveyance capacity in an environmentally responsible manner.***
- E.4. Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.***
- E.5. Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents.***

As noted, the university is applying the required conservation area setbacks for both the Willamette River, and the Millrace, and additional setback for the Willamette River and Millrace Outfall, and will implement riparian restoration strategies as funding becomes available.

The proposal incorporated the feedback and input of many community members, who attended several meetings regarding the project (see K.3). Throughout the public involvement process, the proposal evolved in response to input, as demonstrated by the Community Open House Materials included as Exhibit J. As such, many community members reported that the proposal enhanced desirable features of their community, by increasing public safety and improving access to the riverfront.

The proposal is designed to facilitate recreational, pedestrian-friendly redevelopment. As illustrated on Sheets L02 and L05 Site Plan and Service Vehicle Primary Circulation Plan (Exhibit A), the proposal will result in open recreational space, enhanced riparian areas adjacent to the Willamette River, and expanded outdoor educational uses. The proposal does not change or affect existing /WR overlay zone protections established in EC 9.49(1)(c)(1.) and other applicable protection measures and development standards.

In addition, development standards in the S-RP Zone are site-specific and designed to be compatible with the surrounding areas. The S-RP Zone includes development standards that regulate building height and form as well as circulation patterns and view corridors, which are designed to ensure compatibility with adjacent properties and protection of the Willamette River Greenway. The proposal complies with S-RP Zone development standards and enforces even more stringent requirements.

It is important to note that the University of Oregon has its own regulatory structure regarding development and project design on campus. This structure includes abiding by the policies and standards in the *Campus Plan*, and an extensive Campus Planning Committee design review process. The *Campus Plan* incorporates more stringent and refined requirements for urban design elements than the Eugene Code, which have been translated into clear and objective development standards. The design elements within the *Campus Plan* are intended to facilitate the redevelopment vision of this proposal. Based on these findings, the proposal is consistent with Policies E.2 through E.5.

Transportation Element

Land Use

- F.3. Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.***
- F.4. Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.***

The subject site is located in proximity to the downtown core and major transit corridors along Franklin Boulevard. The proposal involves improved connection to the Ruth Bascom Riverbank Path and development standards proposed through the S-RP Zone that encourage transit, bicycle, and pedestrian use within the development. Therefore, the proposal is consistent with Policies F.3 and F.4.

Transportation System Improvements: Bicycle

- F.22. Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.***
- F.24. Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.***

As noted, existing public access along the Willamette River is provided by the Ruth Bascom Riverbank Path, a paved multi-use path that spans the extent of the subject site. More explicitly, the proposal includes two options for realigning the Ruth Bascom Riverbank Path, which runs east-west through the subject site. The proposal provides options for locating the path along the river, spanning the Millrace Slough, extending under Frohnmayer Bridge, and enabling a future east extension; or, along the northern extents of the proposed development sites, utilizing the existing crossing over the Millrace Slough, and connecting to Riverfront Parkway, Millrace Drive, and Garden Avenue. Either option provides for improved public access to the riverfront, and enhanced outdoor recreation opportunities, as illustrated on Sheets L02 and L05 Site Plan and Service Vehicle Primary Circulation Plan (Exhibit G Plan Set).

Provisions of the S-RP Zone ensure high-quality public amenities along the riverfront including bike parking, ample setbacks to preserve the riverbank and natural areas, adequate lighting, and controlled building mass and scale to preserve viewsheds. The proposal also provides several potential crossings to improve circulation to and within the site, as shown on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan (Exhibit A). These crossings serve to provide better access from Franklin Boulevard into the site, and across the railroad tracks to the northern portion of the site. While the exact locations of these crossings are to be determined, additional crossings will

foster a safer and more accessible pedestrian and cyclist environment. All of these features establish an interconnected system within the development site and provide direct routes between destination points and Franklin Boulevard. By maintaining and enabling connection to the path and increasing site connectivity, Policies F.22 and F.24 are addressed.

Transportation System Improvements: Pedestrian

F.26. Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

F.27. Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

The proposal is designed to foster a vibrant and active pedestrian environment that is integrated with on-site and adjacent uses. Provisions of the S-RP Zone ensure high-quality public amenities along the riverfront including bike parking, ample setbacks to preserve the riverbank and natural areas, adequate lighting, and controlled building mass and scale to preserve viewsheds. The proposal provides for a continuous pedestrian network via realignment of the Ruth Bascom Riverbank Path, as illustrated on Sheets L02 and L05 Site Plan and Service Vehicle Primary Circulation Plan (Exhibit A), as well as several possible crossings to improve circulation on the site, as shown on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan (Exhibit A). These crossings serve to provide better access from Franklin Boulevard into the site, or across the railroad tracks. While the exact locations of these crossings are to be determined, additional crossings will foster a safer and more accessible pedestrian and cyclist environment. All of these features establish an interconnected system within the development site and provide direct routes between destination points and Franklin Boulevard. The proposal does not involve arterial or collector roadways. Based on these findings, the proposal is consistent with Policies F.26 and F.27.

Public Facilities and Services Element

Services to Development Within the Urban Growth Boundary: Planning and Coordination

G.5. The cities shall continue joint planning coordination with major institutions, such as universities and hospitals, due to their relatively large impact on local facilities and services.

The proposal, in part, is a result of joint planning coordination between the City of Eugene and the University of Oregon through participation and involvement in the planning process. Based on these findings, the proposal is compliant with Policy G.5.

Services to Development Within the Urban Growth Boundary: Storm water

G.16. Manage or enhance waterways and open storm water systems to reduce water quality impacts from runoff and to improve storm water conveyance.

G.19. Maintain flood storage capacity within the floodplain, to the maximum

extent practical, through measures that may include reducing impervious surface in the floodplain and adjacent areas.

By incorporating ecological and riparian restoration techniques along the Willamette River, flooding impacts can be mitigated. More explicitly, the *Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard found that vegetated riparian areas reduce the speed and intensity of floodwaters by providing resistance to flows, which in turn reduces downstream flooding and leads to effective flood storage. However, areas that perform these functions within the development site were found to be historically reduced to narrow strips along the river, reducing flood storage function. In order to improve these functions, the Applicant seeks to incorporate as many applicable restoration techniques as possible as funding becomes available. Two techniques proposed in the report include large-scale invasive plant removal, and removal of concrete riprap along the shoreline.

The Applicant has established self-imposed regulations regarding setbacks and maximum building coverage which reduce the acreage of impervious surface on the site. For example, the required conservation area setback within the site is 100 feet along the Willamette River and 40 feet along the Millrace. However, along the Willamette River and the Millrace Outfall, the Applicant proposes a riparian enhancement setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan (Exhibit A). This setback requirement keeps impervious development well out of range of valuable riparian area, and fosters flood storage capacity within the floodplain. Along the Millrace, the Applicant proposes to maintain and enhance the conservation area and to restrict development to uses permitted in a conservation area.

The Applicant has established a Regulatory Plan, Sheet L01 Regulatory Plan Exhibit A, that applies more self-imposed, stringent development regulations than is required by code in order to facilitate land in conservation, to manage and enhance waterways, and for viewsheds to be protected. For example, the Applicant has established regulations regarding maximum building coverage. North of the tracks, the Applicant is proposing maximum building coverages well below what is allowed by the code. The applicable S-RP zone states that at least 40% of the portion of the development site shall be landscaped with living plant materials, requiring the building coverage and site elements to be contained within 60% of the development site (implying an allowed building coverage of 40% to 50%). To the west of the Millrace (Area 4), the Applicant proposes a maximum building coverage of 15%; to the east of Riverfront Parkway (Area 6), the Applicant proposes a maximum building coverage of 16%. Between the Millrace and the Riverfront Parkway (Area 5), the Applicant proposes a maximum building coverage of 0.5%, and maximum field coverage of 47%. The maximum building coverage to the south of the tracks is proposed to comply with existing S-RP coverage standards. Based on these findings, the proposal is consistent with Policies G.16 and G.19.

Parks and Recreation Facilities Element

H.4. Encourage the development of private recreational facilities.

H.7. The City of Eugene shall cooperate with the University of Oregon in the resolution of any loss of recreational facilities associated with development in the Riverfront Park.

The proposal does not result in any loss of recreational facilities, and instead proposes new facilities that, when not in use by the University, can be made available for community use through partnership with the University of Oregon Department of Physical Education and Recreation. Additional facilities unconditionally open to the public include the realigned bike path, improved access to the river via soft trails and view points, and a proposed personal paddle craft launch point. Therefore, this policy is satisfied.

Citizen Involvement Element

K.3. Improve and maintain local mechanisms that provide the opportunity for residents and property owners in existing residential areas to participate in the implementation of policies in the Metro Plan that may affect the character of

In addition to the public outreach efforts included in the development of the Framework Vision Project, the North Conditional Use Permit project and concurrent Conceptual Study (of the land between the railroad tracks and the Willamette River) involved extensive outreach with a wide range of stakeholders in order to inform the Conceptual Study and Master Site Plan. Stakeholder engagement included groups internal to the university and stakeholders external to the university. Internal efforts focused on faculty, staff, students, and administrators. External efforts focused on community leaders, business leaders, city and agency representatives, neighboring property owners, river and ecology advocates, neighborhood associations, and other interested parties. This section summarizes the outreach that occurred in formally scheduled meetings. Many conversations, one-on-one meetings, information-sharing and phone calls also took place that were not formally scheduled.

The public process started in July 2017. Outreach to-date has included:

- Eight focus group meetings (five internal, two external, and one combined internal/external);
- Two public open houses;
- Two neighborhood meetings;
- Information-sharing meetings with internal and external stakeholders and interested parties (ongoing);
- Individual interviews with community members representing key interests;
- Three Campus Planning Committee meetings;
- Five e-updates to an e-mail list of interested parties;
- Five e-updates to the community stakeholder focus group;
- Three updates in Around-the-O; and
- Sharing information on the project web page (ongoing), including open house materials and providing a function for public comment.

It should be noted that the university also conducted outreach one year prior to the project, from May 2016 through October 2016, to understand areas of concern and interest. This effort included meetings with the Campus Planning Committee, faculty in the College of Design and Biology, PE&REC, Club Sports, Office of the Vice President for Research and Innovation, and representatives of neighborhood associations, adjacent community organizations, and local government (planning, transportation, parks and recreation).

Below is a more detailed description of the outreach meetings to-date:

Internal Outreach

Ecology Focus Group

The Ecology focus group was comprised of representatives from the departments of Biology, Geography, Environmental Studies, Landscape Architecture, and the Urban Farm Program and the Institute for Ecology and Evolution. The Ecology focus group's expertise in ecology and landscape design delivered important feedback regarding the current use of the area for research and outdoor learning, areas of ecological significance, design considerations, and recommendations for conservation, restoration, and enhancement. The Ecology group met on July 12 and July 26, 2017 and in a combined meeting with the PE & REC Focus Group and Outdoor Program Group on August 29, 2017, and in a combined meeting with PE & Rec Focus Group and members from the Community Focus Group on October 18, 2017.

Physical Education & Recreation Focus Group

The Physical Education and Recreation focus group was comprised of representatives from the Department of Physical Education and Recreation, Intramural Sports, and Club Sports. The group provided feedback on current and future programmatic needs for students in physical education programs, open recreation, intramural sports, and club sports. The PE & REC Focus Group met on July 6, 2017, and in a combined meeting with the Ecology Focus Group and Outdoor Program Group on August 29, 2017, and in a combined meeting with the Ecology Focus Group and members from the Community Focus Group on October 18, 2017.

Outdoor Program Focus Group

The UO Outdoor Program provided feedback on recreation program opportunities, river access, and support facilities. The focus group discussed the programmatic requirements for a potential new replacement facility near the river. The Outdoor Program Focus Group met on July 6, 2017 and in a combined meeting with the Ecology Focus Group and PE & REC Group on August 29, 2017. Members were invited to but did not attend the combined meeting with the PE & REC Focus Group, Ecology Focus Group and members from the Community Focus Group on October 18, 2017.

Information-Sharing Meetings

- Members of the Project Team met with the units that make up **Campus Planning and Facilities Management** (Campus Planning, Design and Construction, Utilities and Energy, Facilities Services, and Sustainability) to review project status and gather feedback related to the operations of campus. Meetings occurred on September 14, 2017, and October 17, 2017.
- Members of the Project Team met with representatives in the **Office of the Vice President for Research and Innovation** on October 9, 2017 to share project information and gather feedback related to the interests and needs of faculty research and research related to the university.
- Members of the Project Team met with the **UO Executive Leadership Team** on December 11, 2017 to share the project status and gather feedback.
- Campus Planning staff provided an update to the **Space Advisory Group** in December 2017.
- Campus Planning and Facilities Management and Campus Planning Committee Chair provided information about the public process to the **University Senate** on February 14, 2018.
- Campus Planning staff were invited to the **Student Recreation Center Student Advisory Board** meeting on February 23, 2018 and provided information about the proposal.
- Campus Planning staff met with interested students, faculty, and staff to provide information about the proposal in May and June 2018, and will continue to do so. Meetings to-date were

with representatives of the **Associated Students of University of Oregon, Climate Justice League, Student Sustainability Center**, and faculty in the departments of Biology and Economics, amongst others.

Academic Units with Facilities in the North Campus Area

On September 6, 2017, members of the Project Team met with representatives of academic units that have current facilities in the project area. These units included College of Design, the School of Art and Design, and the Urban Farm Program. The purpose of the meeting was to share information about the project, gather key information about their use of the area, and address concerns.

Campus Planning Committee

Members of the Project Team met with the Campus Planning Committee (CPC) on October 10, October 27, and November 28, 2017. The CPC is a university committee that advises the President on long-range campus development with regard to the design of campus. The committee includes wide representation from university faculty, staff, and students. The CPC is the primary author of proposed amendments and periodic updates to the Campus Plan. CPC meetings are open to the public and notification of regular meetings is provided to Eugene Neighborhood Association chairs. At the November meeting, the CPC reviewed the draft North Campus Master Site Plan and approved it for moving forward through the Conditional Use Permit application process, with the understanding that it would come back to the CPC during the *Campus Plan* amendment process. CPC meeting minutes are included as Exhibit I.

External Outreach

Community Focus Group

An external community focus group met twice during the public process, members of which also met with CPFM staff during the project scoping process for the project. These meetings were comprised of members outside the University of Oregon, such as community leaders, business leaders, city and agency representatives, neighboring property owners, river and ecology advocates, neighborhood associations, and other interested parties. The group focused specifically on the area between the railroad tracks and the river. Participants discussed key topics such as connectivity, river access, riparian restoration, safety, and active uses, and provided feedback on the Conceptual Study options. The Community Focus Group met on August 8, 2017 and September 13, 2017, and some members attended a combined meeting with the internal focus groups on Oct 18, 2017.

Stakeholder Interviews

The Project Team conducted in-depth interviews with several key stakeholders including business owners of surrounding property, leadership from applicable neighborhood associations and committees, representation from non-profit groups, EWEB, and the Environmental Legal Alliance Worldwide (ELAW). Interviews focused on perceptions of the North Campus area, access, connectivity, environmental considerations, and community recreational use.

City of Eugene Planning and Development

The Project Team met with City of Eugene Planning and Development staff on July 31, 2017 and November 2, 2017. The first meeting focused on project overview and scope of work and the second meeting focused on project updates and identifying land use requirements. Additionally,

the Project Team held a project consultation meeting with City staff on January 5, 2017, which is a formal pre-requisite to filing a Type III land use application.

Information-Sharing Meetings

- A Project Team representative presented to the **City of Eugene’s Active Transportation Committee** on October 12, 2017 to give a project overview and gather feedback. The ATC emphasized the need to ensure that the riverfront bike path is maintained as a key transportation corridor as well as for recreational use, and that connections to the river remain paramount.
- A Project Team representative presented to the **Lane Transit District Board** on November 7, 2017 to give a project overview and gather feedback.
- A Project Team representative presented at the **River Districts** fall meeting on November 8, 2017 to give a project overview and gather feedback.
- Campus Planning and Facilities Management presented to the **Chamber of Commerce Local Government Affairs Council** on April 6, 2018.
- Campus Planning met with interested parties in June 2018 to provide information about the proposal and will continue to do so. Meetings to-date were with representatives of the **Willamette Riverkeeper, McKenzie River Trust, Whilamut Natural Area Citizen Planning Committee, and Nearby Nature.**

Combined Outreach

Combined Focus Group

A combined focus group meeting was held on October 18, 2007 and included internal and external focus group representatives. This meeting focused on the draft Master Site Plan and the two illustrative conceptual site plan options for the Conceptual Study area, and gathered feedback from attendees. It also included a presentation on the Riparian Assessment and Management Report, prepared by environmental consultants with the Project Team.

Community Open House (2)

Two community open house events were held on November 8, 2017 and January 11, 2017, respectively. Articles in the “Around the O” newsletter preceded each open house. Invitations to attend were emailed in advance to all faculty and staff and individuals on the interested parties list, which was a comprehensive list developed through the internal and external outreach processes. The Project Team presented displays consisting of the draft Master Site Plan, Conceptual Study materials, context maps, and supporting information and reports. In addition, open house materials were posted to the project web page. The first open house event had 89 attendees that signed in. The second open house event had 57 attendees that signed in. To date, over 80 comments were received at the two public open houses and by mail, e-mail, and via the project web page comment function. Examples of open house materials are included in Exhibit J.

Neighborhood Meeting (2)

Two neighborhood meetings were also held on November 8, 2017 and January 11, 2017, respectively. The neighborhood meetings utilized the presentation materials from the open house events. The neighborhood meetings followed the prescribed neighborhood/applicant meeting procedures as specified in EC 9.7007. Documentation regarding the neighborhood/applicant meetings is provided as Exhibit E.

Fairmount Neighborhood Association Meeting

Representatives from the project team provided a project update to the Fairmount Neighborhood Association on December 5, 2017, at the association’s regular monthly meeting.

Documentation

Additional outreach methods included several email updates to internal and external stakeholders between meetings a project website maintained and regularly updated by CPFM staff with responses to frequently asked questions. The university also made project update announcements in Around-the-O on August 1, 2017, October 31, 2017, and January 9, 2018.

A summary of all scheduled outreach meetings and key outreach activities conducted for the proposal is included as Exhibit E Outreach Summary.

Riverfront Park Study

A. Land Use Element

- 1. The City of Eugene shall apply the Special Development District to property under University ownership.**

The Special Development District zoning classification has been applied to the subject property through the adoption of the Riverfront Research Park Special Area Zone (S-RP). Therefore, this policy is addressed.

- 2. The City of Eugene shall consider Special District zoning for other properties within the Riverfront Park Study area only at the request of affected property owners.**

This policy recognizes that the existing mix of zoning districts reflects existing land use patterns. Changes in zoning will follow decisions by property owners regarding future use of their property. Application of the Special District to properties not owned by the University of Oregon will be evaluated on the ability of the subject site to meet the objectives and goals of the proposed use. This proposal does not involve or anticipate any changes or alterations to current zoning, as all properties in question are currently owned by the University of Oregon. Therefore, this policy is addressed.

- 3. For land zoned SD, Special Development, development proposals shall be considered on a case-by-case basis through the conditional use permit process.**

This process provides a high degree of flexibility for development proposals and allows the city to make development-related decisions on the basis of their conformance with predetermined standards. This policy also recognizes that a large portion of the North Campus area lies within the boundaries of the Willamette Greenway. Under the Conditional Use Permit process called for in the Riverfront Research Park Special Area Zone (S-RP), new development located within the Greenway boundaries must also comply with Willamette Greenway criteria specified in the Eugene Code (EC 9.8815) and presented in Section 5.3. This proposal not only addresses S-RP and Willamette Greenway approval criteria, but also includes compliance with additional development

regulations. By seeking a conditional use permit, this proposal in itself is in compliance with this policy.

4. ***The following uses shall be permitted in the SD district for the Riverfront Park area:***
 - a) ***University programs and activities.***
 - b) ***Uses related to the activities, research, and programs of the University of Oregon, including light industrial, research and development, and office.***
 - c) ***A limited range of retail and non-retail uses permitted in the C-I, Neighborhood Commercial District (see Appendix B, Exhibit A).***
 - d) ***Other retail and non-retail uses that complement University activities.***
 - e) ***Multiple-family dwellings.***

The intent of this policy is to provide for a variety of uses within the subject property, and to balance this development potential against its possible impact on other portions of the community. This policy establishes direction to tie the development in this area to the primary distinguishing feature, which is its proximity to the University of Oregon. This policy recognizes that the area's proximity to the university is unique and it is this proximity which should ultimately determine the range of uses uniquely appropriate for the site. The range of service uses permitted in the S-RP Zone are limited to those which might be necessary to provide some of the services needed to support employment and residential development in the area. The Zone is not intended to duplicate the extensive range of services available in the commercial areas around the University of Oregon, along Franklin Boulevard, and in the downtown area. As such, the proposal envisions the site as a strategic location primarily for university programs and activities along with university-related uses. Such uses include but are not limited to research, academic, administrative, physical education and recreation, outdoor research and education, conservation, and university housing. By focusing on university programs and activities, the proposal is in accordance with this policy. The proposal does not suggest uses that are not permitted in the zone. Therefore, this policy is satisfied.

5. ***Development standards within the SD, Special Development District, applied to the Riverfront Park, shall be designed to:***
 - a) ***Provide for intensity of development while recognizing the environmental and open space attributes and requirements of the area.***
 - b) ***Recognize that proximity to alternate transportation facilities may provide opportunities to reduce parking requirements for certain industrial uses.***
 - c) ***Provide for signing standards consistent with the***

purpose of the district.

- d) Allow for a mixture of uses in the SD, Special Development District.***
- e) Ensure that development in the Riverfront Park is primarily related to University activities and programs.***

This policy outlines the criteria against which a development proposal will be measured. The policy prioritizes university and university-related uses, and supports the preservation of environmental attributes, and the coordination of development with alternative transportation. The proposal aligns with these three qualities, as the proposal centers around university and university-related uses, while also improving access along the Willamette River, providing options for a more pedestrian and bike-friendly network within the site and to Franklin Boulevard. Therefore, this policy is satisfied.

- 6. Working with the City of Springfield and Lane County, the City of Eugene shall seek an amendment to the Metropolitan Plan which would designate a portion of the property within the Riverfront Park Study area owned by the University of Oregon for "University/Research" activities.***

This policy recognizes that the subject property is owned by the University of Oregon and is designated for University/Research activities. The proposal takes this fact into consideration, as proposed development directly falls within this category of use. Proposed development includes recreational fields for university use, as well as public open space along the river which will also have an educational and research function. Any potential new building would be for uses permitted in this zone. The proposal does not include uses not permitted in the zone. Therefore, the proposal satisfies the requirements of this policy.

B. Transportation Element

- 1. The City, if possible in conjunction with a developer, shall work with the Oregon Department of Transportation (ODOT) and the Southern Pacific Railroad to increase the number of points of access to undeveloped property within the Riverfront Park Study area.***

This policy recognizes that existing access into the subject site is limited. The policy acknowledges that: 1) Franklin Boulevard is a State highway and subject to access controls by the ODOT; and 2) Union Pacific Railroad will be a future participant in negotiating access through the railroad's right-of-way. Currently, the proposal seeks to improve access to the site through additional crossings of the railroad tracks, Millrace and Franklin Boulevard, and will enable a more pedestrian and bike-friendly experience, as well as improved access to the EmX. Therefore, this policy is satisfied.

- 2. The City shall work with the Lane Transit District, the University of Oregon, and employers in the Riverfront area to maximize the use of alternate modes of transportation. Facilities and programs***

will be developed to work toward the goal of accommodating a substantial number of the trips made to new development within the Riverfront Park Study area through modes other than the single-occupancy automobile.

Eugene has been successful in encouraging the use of alternate transportation modes. A significant level of alternate mode usage reduces potential impacts on the already limited area-wide parking; reduces the requirements for public expenditures on street improvements; and provides opportunity for more intense development within the subject site, south of the railroad tracks and adjacent to Franklin Boulevard. This policy recognizes that the proximity of potential development to the University of Oregon and downtown Eugene increases the ability to rely on alternative transportation modes for all types of trips. The policy also recognizes that aggressive action by the City, Lane Transit District, and the University of Oregon will be required to achieve the alternate mode objectives. For instance, University of Oregon has a robust transportation demand management program that relies heavily on public transportation, walking, and bicycling, consistently resulting annually in more than 80% of the students and more than 40% of faculty and staff using alternate modes as their primary mode of commuting. Proposing university uses in the North Campus area will continue the same pattern of commuting as for the rest of campus. Therefore, this policy is satisfied.

- 3. The City shall use its Capital Improvement Programming process to identify projects, their implementation schedules, and anticipated funding sources needed to provide transportation facilities to service development in the Riverfront Study Area. Special efforts shall be made to secure non-City funding for capital improvements whenever possible.***

This policy acknowledges the City's process of capital improvement programming as the appropriate mechanism to identify timing and funding sources for publicly constructed projects aimed at accommodating transportation demand from future development. This policy also recognizes that funding of any particular project identified in the Capital Improvement Program can come from a variety of sources, and that, in any case, the City should make strong efforts to find outside funding sources for transportation projects involved in development of the North Campus area. The Applicant will continue to coordinate with the city regarding public capital improvements, however the future development projects within the project site will be funded by the Applicant. Therefore, this policy is satisfied.

- 4. The City shall pursue construction of projects intended, by design and timing, to avoid Level of Service "E" in the Franklin Boulevard corridor.***

Following approval of CU 88-16 in 1989, the North Campus area was the subject of extensive transportation analysis. The area was included in the analysis conducted for the *Central Area Transportation Study (CATS)*. Several improvement projects were required or recommended as a result of proposed development, all of which have been implemented:

- Franklin Boulevard and Onyx Street: Reconstruction of the intersection and signal;
- Franklin Boulevard at Agate Street: Reconstruction of the intersection and signal;

- Downtown/Franklin Boulevard signal systems: Implementation of optimal signal timings; including 18th Avenue and 19th Avenue in the system; and, new controllers at 18th Avenue and University Street at Alder Street;
- Agate Street at 18th Street: Reconstruction of the intersection;
- Agate Street at 15th Street: Reconstruction of the intersection;
- 11th Street and Kincaid Street: Construction of new signal.

The City and Lane Transit District have coordinated extensively to plan and construct the bus rapid transit system, EmX. Franklin Boulevard is currently served by an EmX line extending from Downtown Eugene to Springfield Station and the project area is adjacent to a primary transit station at Franklin Boulevard and Agate Street. Additional improvements to improve the capacity and function of Franklin Boulevard were conditioned and required as part of the approved Conditional Use Permit for Matthew Knight Arena and have also been implemented.

Based on the above findings, implementation of planned improvements to accommodate proposed development of the North Campus area in accordance with CU 88-16, and given that the trip generation resulting from the current proposal is less than was approved in the prior Conditional Use Permit in 1989, the proposal will not result in a Level of Service of “E” on Franklin Boulevard, a requirement of the *Riverfront Park Study*. Therefore, this criterion is satisfied.

- 5. *Required transportation projects will be phased and the phasing schedule will depend upon the level of participation of non-public funds (i.e., participation by a developer) and the level of actual development.***

This policy acknowledges that phasing of transportation projects will be required. The policy also recognizes that the phasing schedule could appropriately be accelerated through non-public funding of projects (or portions of projects). The proposal does not involve any required transportation projects, and is instead limited to campus improvements. This policy is satisfied.

- 6. *The City shall encourage the University of Oregon, Lane County, and the Oregon Department of Transportation to participate financially in transportation improvements involved in the Riverfront Park Development area.***

This policy recognizes that a number of agencies will be involved in funding future transportation improvements. For example: 1) because Franklin Boulevard is a State facility, ODOT participation in funding improvements is appropriate; and 2) funding of pedestrian sidewalks and crossings of Franklin Boulevard (especially those above-grade) by the University of Oregon might be appropriate. While the proposed development does not dictate partners and funding mechanisms for transportation improvements, the university has successfully forged such partnerships in the past, and will implement these working relationships as projects become viable. This policy is satisfied to the greatest extent practicable.

- 7. *The City, in cooperation with the University and developers, shall develop a plan for a comprehensive bicycle path network for the Riverfront Study area including: 1) the South Bank Bike Trail; 2) the Mill Race Bike Path (included in the Eugene Bikeways Master Plan); and 3) new paths providing access between***

Franklin Boulevard and the south Bank Trail and to destinations within the study area.

This policy recognizes the importance of bicycles as a component of the transportation system and the need to achieve high levels of bicycle use to reduce traffic demands on the street system. A bikeway network providing direct access to buildings and covered bicycle parking areas can help attain the highest possible levels of bicycle commuting. In addition, sensitively integrated paths can help make the area attractive and support improved access to the river and the Ruth Bascom Riverfront Path System. With these principles in mind, the proposal seeks to improve the bicyclist experience for commuters and recreational cyclists alike by connecting the bike path to the east and west along the Willamette River to form a cohesive multi-modal path, and providing improved access across the railroad tracks and Franklin Boulevard, as shown on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan (Exhibit A). Through improvement to the comprehensive bicycle path network within the site, the proposal addresses this policy.

C. *Environment Element*

- 1. The City of Eugene shall protect the riparian strip along the southern bank of the Willamette River within the study boundaries by: 1) directing future development away from this environmentally sensitive area; 2) establishing a buffer strip beginning at the top of the bank and extending a minimum of 35 feet to the south; 3) establishing a deeper setback to protect the east Millrace outfall and the heavily used bicycle/pedestrian area around the south approaches of the Autzen Bike Bridge; and 4) developing, with the University of Oregon and the Eugene Water & Electric Board and other major property owners along the river's banks, an active management plan intended to enhance the environment of the natural vegetation along the river's edge.***

In this area, the riparian strip refers to the narrow vegetative strip along the steep south bank of the river. This policy is intended to protect the riparian strip along the river which will result in: 1) preservation of valuable natural elements; 2) riverbank stabilization; and 3) protection of developable property from potential debris during major flooding (a rare possibility). This policy also recognizes that development within the Riverfront Park Study area provides unique opportunities to create more of an urban edge along portions of the river through sensitive location of buildings along the river, and that location of some public improvements can occur within the buffer and riparian strip. For example, a bicycle/pedestrian path could appropriately be included within the buffer strip and a public plaza and public access improvements could appropriately extend to the river through the riparian strip.

/WR Conservation Overlay Zone regulations establish a minimum required 100-foot conservation setback from the Willamette River top of bank. The Applicant has proposed a setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet

L01 Regulatory Plan, throughout the majority of the site in order to provide an increased riparian buffer, and to protect natural viewsheds where practicable. It is important to note that since this 200-foot setback is determined from the top of bank, the setback equates to 250-300 feet as measured from the water's edge. The proposal includes two potential alignments of the Ruth Bascom Riverfront Path, to provide access to the river. Proposed setbacks of 200 feet are also included around the Millrace Outfall to protect the area as a significant natural water feature. Therefore, this policy is satisfied.

- 2. *The existing Millrace which passes through a portion of the study area is an important environmental and historic city feature. Development occurring in the Riverfront Park shall maintain or improve visual and bicycle/pedestrian access to and along the Millrace, expanding its use for public recreation while at the same time recognizing its role as a storm runoff channel.***

This policy recognizes the value of the Millrace in Eugene, both as an historic feature and environmental asset for recreation and stormwater runoff. The policy is intended to ensure that future development adjacent to the Millrace enhances its continued public use. The proposal protects the Millrace to the greatest extent possible by maintaining a 40-foot conservation setback from the top of bank, and incorporating recommendations for improving natural vegetation around the Millrace Outfall including setback of 200-feet for buildings and recreational fields. This 200-foot setback equates to 250-300 feet when measured from the water's edge. Therefore, this policy is satisfied.

- 3. *Development occurring in the Riverfront Park area shall be designed to preserve a significant cluster of black locust, English oak, and redleaf plum trees located just east of the current location of the bicycle path.***

This policy recognizes that while most of the riparian corridor contains invasive vegetation that should be removed, this existing stand of trees adds to the important vegetative cover in the area. The significant cluster of trees referenced in the above policy is located in Area 6, east of Riverfront Parkway and the proposed bike path alignment options.³⁹ The cluster is almost entirely located within the /WR conservation area adjacent to the Willamette River. As illustrated on Sheet L02 Site Plan (Exhibit A), future building development is sited and designed to preserve this tree cluster. In addition, the proposal includes recommendations to restore and improve native vegetation, both along the riverbank and throughout the site. Preserving native trees is one method of ecological restoration, and is ensured by the protections established in the /WR Conservation Overlay Zone. Therefore, this policy is satisfied.

- 4. *Development in the Riverfront Park area shall, when possible, maintain and enhance the public's physical access to the river and the riparian strip along its banks.***

This policy recognizes that development should occur in concert with continued public access to

³⁹ *Riverfront Research Park Master Plan and Design Guidelines*. University of Oregon and City of Eugene. December 1988. Page 32.

the river. It directs that, where possible, development plans should maintain and improve physical access by the public to the river and its edge. Physical access includes pedestrian and bicycle access along the river, pedestrian access to the river bank, and access to the riverbanks for swimming, fishing, and launching small paddle craft. As noted in Policy C.1 (Environment), protection of the conservation area along the river will be balanced with the need for public access to the river. Through extensive feedback through public involvement, the proposal seeks to enhance the public's physical access to the river by improving the ecological quality of the site, public safety, ease of access of public facilities, and views, and by developing a cohesive bike path along the river. By including these aspects as key components of the proposal, this policy is sufficiently addressed.

D. Public Services and Amenities Element

- 1. Transportation improvements shall be required in the first phases of development to ensure adequate vehicular access, including access for emergency vehicles.**

The site is currently adequately served by existing transportation improvements, including the railroad underpass along Riverfront Parkway. The proposal includes transportation improvements that take into account service vehicles, and private transportation as shown on Sheets L03 Pedestrian and Bicycle Primary Circulation Plan and L05 Service Vehicle Primary Circulation Plan (Exhibit A). These improvements will be phased appropriately to ensure adequate access to the site at all times. Therefore, this policy is satisfied to the great extent practicable.

- 2. The City will work with the University of Oregon and developers in financing and developing public amenities to serve the Riverfront Park area.**

The Applicant will coordinate with the City on the financing and development of public amenities, such as realignment of the Ruth Bascom Riverfront Path and additional river access points, to serve the project area. Therefore, this policy is addressed.

- 3. The City shall investigate ways of financing public facilities in a timely manner, using techniques beyond traditional support from the general fund.**

This policy is aimed at the city, and therefore is not applicable to the proposal.

- 4. The City shall ensure that in the context of development in the Riverfront Park area, the existing bike-pedestrian facility is relocated closer to the river bank and sensitively integrated into the area. In addition, the primary transportation circulation system serving the area shall include illuminated bicycle-pedestrian facilities.**

This policy directs that the path be located between future development and the river. Staying true to this vision, the proposal provides two options for relocating the bike path between future development and the river. One option is an alternative to locate the bicycle path within the 100-foot conservation setback along the river to provide better public access to the river and its

viewshed. Therefore, this policy is addressed.

5. *As development occurs in the Riverfront Park area, privately financed amenities will be designed to supplement the amenities which are publicly financed.*

Future development will follow university processes and support will be designed to support public amenities. This policy is addressed to the greatest extent practicable.

(b) Based on technical analysis (particularly with respect to transportation facilities), planned public facilities shall be shown to accommodate the requirements of the proposed development.

Exhibit D is a preliminary trip generation analysis for the North Campus area. Trip generation was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The manual is updated on a regular basis, with the 4th edition being in effect in 1987 and the 10th edition now in effect. Universities (Land Use Code 550 – University/College) and research facilities (Land Use Code 760 – Research Center) are among the uses studied and reported in both editions of the Trip Generation Manual.

Following the approval of CU 88-16 in 1989, the UO secured approval to develop between 1.2 million and 1.8 million square feet within the North Campus area. At this time, enrollment at UO was approximately 17,600 students and the campus had approximately 4,919,000 gross square feet of development. This equates to a ratio of 3.578 students per 1,000 gross square feet of building area. Applying this ratio to the 1989 Long-term Development Plan produces an estimate of approximately 4,300 to 6,450 net new students in the 1.2 to 1.8 million square feet of planned development. Under each respective land use category (University Code 550; Research Center Code 760), the student population suggested a daily total of 10,350-15,550 trips, and the gross floor area suggested a daily total of 6,445-9,285 trips.

Under the current proposal, the UO's current student population of approximately 21,300 students is accommodated within approximately 6.642 million gross square feet of development, or a ratio of 3.207 students per 1,000 gross square feet. Applying this ratio to the long-range development plan suggests 3,600 more students could be accommodated, and ultimately suggests 7,035 daily trips could be expected.

After the previous CUP was approved in 1989, the North Campus area was the subject of extensive transportation analysis. Several improvement projects were required or recommended as a result of proposed development, all of which have been implemented:

- Franklin Boulevard and Onyx Street: Reconstruction of the intersection and signal;
- Franklin Boulevard at Agate Street: Reconstruction of the intersection and signal;
- Downtown/Franklin Boulevard signal systems: Implementation of optimal signal timings; including 18th Avenue and 19th Avenue in the system; and, new controllers at 18th Avenue and University Street at Alder Street;
- Agate Street at 18th Street: Reconstruction of the intersection;
- Agate Street at 15th Street: Reconstruction of the intersection;
- 11th Street and Kincaid Street: Construction of new signal.

The City and Lane Transit District have coordinated extensively to plan and construct the bus rapid transit system, EmX. Franklin Boulevard is currently served by an EmX line extending from Downtown Eugene to Springfield Station and the project area is adjacent to a primary transit station at Franklin Boulevard and Agate Street. Additional improvements to improve the capacity and function of Franklin Boulevard were conditioned and required as part of the approved Conditional Use Permit for Matthew Knight Arena and have also been implemented.

Based on the above findings, the trip generation resulting from the current proposal is less than was approved in CU 88-16, and the trip generation is further offset by improvements to facilities that have occurred since the approval of the last Conditional Use Permit. Along with implementation of planned improvements to accommodate proposed development of the North Campus area, planned public facilities will accommodate the requirements of the proposed development. Therefore, this criterion is satisfied.

(c) The proposed development shall protect visual access from main entry points from Franklin Boulevard to the river/riparian vegetation.

The proposal does not involve changes to the project area that negatively affect visual access from main entry points from Franklin Boulevard such as Riverfront Parkway.

The Applicant has established a Regulatory Plan, Sheet L01 Regulatory Plan Exhibit A, that applies more self-imposed, stringent development regulations than is required by code in order to facilitate riparian restoration, open space improvements, and for viewsheds to be protected. For example, the Applicant has established regulations regarding maximum building coverage. North of the tracks, the Applicant is proposing maximum building coverages well below what is allowed by the code. The applicable S-RP zone states that at least 40% of the portion of the development site shall be landscaped with living plant materials, requiring the building coverage and site elements to be contained within 60% of the development site (implying an allowed building coverage of 40% to 50%). To the west of the Millrace (Area 4), the Applicant proposes a maximum building coverage of 15%; to the east of Riverfront Parkway (Area 6), the Applicant proposes a maximum building coverage of 16%. Between the Millrace and the Riverfront Parkway (Area 5), the Applicant proposes a maximum building coverage of 0.5%, and maximum field coverage of 47%. The maximum building coverage to the south of the tracks is proposed to comply with existing S-RP coverage standards. By maintaining current access points from Franklin Blvd, as well as electing to impose height limitations, the Applicant demonstrates a commitment to protecting visual access through regulation of building mass and scale. Therefore, this criterion is satisfied

(2) Criteria for Development Within Willamette Greenway Boundaries.

(a) Compliance with the criteria in EC 9.3725(1) Criteria for all Development above.

Findings presented under EC 9.3725(1) satisfy this criterion, and are incorporated by reference herein.

(b) The height and bulk of the proposed development shall be designed to consider the impacts on public open space, especially the buffer strips along the Willamette River and Millrace, and to adhere to the

height limitations specified along the Willamette River. Building setbacks shall be varied to avoid the effect of a continuous wall along the minimum setback line and to adhere to the requirement for protection of designated features (i.e., Millrace and pedestrian linkage to the Autzen Stadium footbridge).

As noted, the Applicant has established a Regulatory Plan, Sheet L01 Exhibit A, that applies more self-imposed, stringent development regulations than is required by code in order to facilitate riparian restoration, open space improvements, and for viewsheds to be protected. For example, the Applicant has established regulations regarding maximum building coverage that limit the height and bulk of development in consideration of open space preservation. North of the tracks, the Applicant is proposing maximum building coverages well below what is allowed by the code. The applicable S-RP zone states that at least 40% of the portion of the development site shall be landscaped with living plant materials, requiring the building coverage and site elements to be contained within 60% of the development site (implying an allowed building coverage of 40% to 50%). To the west of the Millrace (Area 4), the Applicant proposes a maximum building coverage of 15%; to the east of Riverfront Parkway (Area 6), the Applicant proposes a maximum building coverage of 16%. Between the Millrace and the Riverfront Parkway (Area 5), the Applicant proposes a maximum building coverage of 0.5%, and maximum field coverage of 47%. The maximum building coverage to the south of the tracks is proposed to comply with existing S-RP coverage standards.

In addition, the Applicant has established maximum building heights north of the tracks that are well below the code allowance. The applicable S-RP zone states that there is no height limitation for a structure outside 75 feet of the top of the south bank of the Willamette River. As the Applicant proposes that all development occur outside the 100-foot setback, theoretically no building height maximums are applicable by code. The applicant proposes a 45-foot maximum building height to the west of the Millrace (Area 4), and a 37-foot maximum east of Riverfront Parkway (Area 6). In the land between the Millrace and Riverfront Parkway (Area 5), the applicant is proposing a 15-foot height limit to allow for the potential construction of recreation and outdoor classroom support facilities. For areas south of the tracks, the Applicant has established a maximum building height of 85 feet, which would allow for a range of building heights similar to campus buildings across Franklin Boulevard.

Outside of development regulations imposed by the Applicant, it is important to note that the open space preservation within the site is also supplemented by additional state regulations. The Willamette River adjacent to the development site is identified as a Goal 5 Water Resource. The Willamette River is a Category A resource, meaning it is designated for protection with a required 100-foot setback. In addition, the development site contains a Category A Wetland, labeled site WR-4 on the Goal 5 Inventory. This Riverfront Park/Millrace wetland requires a setback of 50 feet. Both of these setbacks have been incorporated in site design by the Applicant on Sheet L01 Regulatory Plan (Exhibit A). In addition, protection of significant riparian vegetation is ensured through existing established /WR protection provisions in EC 9.4900-9.4980, which are not affected by the proposal.

The above findings demonstrate that proposal includes varied setbacks, that building development will not result in a continuous wall along the setback, and that open space and riparian area conservation recommendations ensure protection of designated features. Therefore, this criterion is satisfied.

- (c) To the greatest possible degree, the intensification, change of use, or development will provide the maximum possible landscaped area, open space, or vegetation between the activity and the river.**

The Applicant has established regulations regarding maximum building coverage. As noted, the Applicant has established a Regulatory Plan, Sheet L01 Regulatory Plan Exhibit A, that applies more self-imposed, stringent development regulations than is required by code in order to facilitate riparian restoration, open space improvements, and for viewsheds to be protected. For example, the Applicant has established regulations regarding maximum building coverage. North of the tracks, the Applicant is proposing maximum building coverages well below what is allowed by the code. The applicable S-RP zone states that at least 40% of the portion of the development site shall be landscaped with living plant materials, requiring the building coverage and site elements to be contained within 60% of the development site (implying an allowed building coverage of 40% to 50%). To the west of the Millrace (Area 4), the Applicant proposes a maximum building coverage of 15%; to the east of Riverfront Parkway (Area 6), the Applicant proposes a maximum building coverage of 16%. Between the Millrace and the Riverfront Parkway (Area 5), the Applicant proposes a maximum building coverage of 0.5%, and maximum field coverage of 47%. The maximum building coverage to the south of the tracks is proposed to comply with existing S-RP coverage standards.

Through complying with maximum building coverage significantly under that allowed by code, the Applicant demonstrates a clear commitment to preserving open space to the greatest extent practicable. This finding, combined with the intent to continue to use the site for its intended range of uses permitted in the S-RP, such as university and research uses, demonstrates the proposal does not change the schedule of permitted uses on the site, and provides the maximum possible landscaped area. Therefore, the criterion is satisfied.

- (d) To the maximum extent practicable, the proposed development shall provide for protection and enhancement of the natural vegetative fringe along the Willamette River. This means protection and enhancement of trees and understory characteristic of native vegetation within the riparian strip along the Willamette River. It also means removal, and active management to prevent reintroduction of, disturbance vegetation such as Himalayan blackberries and English ivy. As used herein, the riparian strip means the area between the top of the river bank and the water's edge.**

By incorporating ecological and riparian restoration techniques along the riverbank, the proposed development shall provide for protection and enhancement of the natural vegetative fringe along the Willamette River. More explicitly, the *Riparian Assessment and Management Report* prepared by Mason, Bruce & Girard found that vegetated riparian areas within the development site were historically reduced to narrow strips along the river. In order to enhance the natural vegetative fringe, the Applicant seeks to incorporate as many applicable restoration techniques as possible as funding becomes available. Two techniques proposed in the report include large-scale invasive plant removal, and removal of concrete riprap along the shoreline.

The Applicant has also established self-imposed regulations regarding setbacks on the site. For example, the required conservation area setback within the site is 100 feet. However, the Applicant proposes a riparian enhancement setback of 200-foot for buildings and recreational

fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan (Exhibit A). It is important to note that since this 200-foot setback is determined from the top of bank, the setback equates to 250-300 feet as measured from the water's edge. This setback requirement preserves the riparian fringe and maximizes riparian restoration opportunities to the greatest extent possible.

- (e) **To the greatest possible degree, necessary and adequate public access will be provided to and along the river by appropriate legal means.**

As used in this section, the words “greatest possible degree” are drawn from Statewide Planning Goal 15 (F.3.b.) and are intended to require a balancing of factors so that each of the identified Greenway criteria is protected to the greatest extent possible without precluding the requested use. Goal 15 (C.3.j.) provides that “lands committed to urban uses within the Greenway shall be permitted to continue as urban uses.”

This policy recognizes that development should occur in concert with continued public access to the river. It directs that, where possible, development plans should maintain and improve physical access by the public to the river and its edge to the greatest possible degree. Physical access includes pedestrian and bicycle access along the river, pedestrian access to the river bank, and access to the riverbanks for swimming, fishing, and launching small paddle craft. Protection of the conservation area along the river will be balanced with the need for public access to the river. Through extensive feedback through public involvement, the proposal seeks to enhance the public's physical access to the river by improving the ecological quality of the site, public safety, ease of access of public facilities, and views, and by developing a cohesive bike path along the river. By including these aspects as key components of the proposal, this policy is sufficiently addressed.

- (3) **Interpretation. In the event any of the terms used in these S-RP zone provisions require interpretation, the planning and development director shall be responsible for such interpretation.**

The Applicant acknowledges this criterion and accepts the planning and development director's interpretation should any provisions require interpretation.

8.2 Willamette Greenway Permit (EC 9.8815)

Statewide Planning Goal 15, Willamette River Greenway, provides that:

“The qualities of the Willamette River shall be protected, conserved, enhanced and maintained consistent with lawful uses present on December 6, 1974. Intensifications of uses, changes of use or developments may be permitted after this date only when they are consistent with the Willamette Greenway Statute, this Goal and [other standards].”

Regarding “other standards,” EC 9.8800-9.8825 provides that:

*“EC 9.8800 Purpose of Willamette Greenway Permits. Intensifications of uses, changes in use, or development require special consideration before being permitted within the boundaries of the Willamette River Greenway. * * * Urban uses may be allowed but conditions of approval may be imposed as are deemed necessary to carry out the purpose and intent of the Willamette River Greenway, and to ensure that any intensifications of uses, changes in use, or developments within the Willamette Greenway boundaries are compatible with nearby uses within the Willamette Greenway.”*

*“EC 9.8805 Applicability. Willamette Greenway permit applications are required for intensification of uses, changes in use, or developments within the boundaries of the Willamette River Greenway * * * .*

As illustrated on Sheet L01 Regulatory Plan (Exhibit A), approximately 74.2 acres of the subject site are within the boundaries of the Willamette River Greenway. As noted, the proposal requires special consideration and approval of a Willamette Greenway permit to allow development to proceed in accordance with the master plan vision and to ensure compatibility with nearby uses.

As used in this section, the words "the greatest possible degree" are drawn from Oregon Statewide Planning Goal 15 (F.3.b.) and are intended to require a balancing of factors so that each of the identified Willamette Greenway criteria is met to the greatest extent possible without precluding the requested use.

EC 9.8815 Willamette Greenway Permit Approval Criteria and Standards. Willamette Greenway permit approval may be granted only if the proposal conforms to all the criteria in subsections (1) through (4), and the applicable standards of subsection (5) as follows:

- (1) To the greatest possible degree, the intensification, change of use, or development will provide the maximum possible landscaped area, open space, or vegetation between the activity and the river.**

Findings of fact that address this standard are described under Criterion C for Development Within Willamette Greenway Boundaries. These findings are incorporated by reference herein.

- (2) To the greatest possible degree, necessary and adequate public access will be provided along the Willamette River by appropriate legal means.**

Findings of fact that address this standard are described under Criterion E for Development Within Willamette Greenway Boundaries. These findings are incorporated by reference herein.

- (3) The intensification, change of use, or development will conform with applicable Willamette Greenway policies as set forth in the Metro Plan.**

Findings of fact that address this standard are described under Criteria A-E for Development Within Willamette Greenway Boundaries. These findings are incorporated by reference herein.

- (4) In areas subject to the Willakenzie Area Plan, the intensification, change of use, or development will conform with that plan's use management considerations.**

The subject site is not within the boundaries of the Willakenzie Area Plan. Therefore, this criterion is not applicable.

- (5) In areas not covered by subsection (4) of this section, the intensification, change of use, or development shall conform with the following applicable standards:**
- (a) Establishment of adequate setback lines to keep structures separated from the Willamette River to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette Greenway. Setback lines need not apply to water related or water dependent activities as defined in the Oregon Statewide Planning Goals and Guidelines (OAR 660-15-000 et seq.).**

The subject property does not have an established Willamette Greenway setback line. As illustrated on Sheets L01 Regulatory Plan (Exhibit A), the Applicant proposes the establishment of a Willamette Greenway setback line to keep structures separated from the river and to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette Greenway. The proposed setback line is coterminous with the required 100-foot conservation area setback from the top of bank of the Willamette River as established by the /WR Conservation Overlay Zone.

Section C.3 of Goal 15 sets out use management considerations and requirements for local plans and implementing measures. Subsection (k) provides for the Greenway setback. Other relevant considerations include providing adequate public access to the river, protection of significant fish and wildlife habitat, and enhancing and protecting the natural vegetative fringe along the River. Through establishment of the setback line, this criterion is satisfied.

- (b) Protection of significant fish and wildlife habitats as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper. Sites subsequently determined to be significant by the Oregon Department of Fish and Wildlife shall also be protected.**

As noted, the majority of the subject site is within the Willamette River Greenway, a natural asset, as identified in the *Metro Natural Assets & Constraints Working Papers*. The Willamette River is adjacent to the site and is identified as a Goal 5 Water Resource by the *Goal 5 Water Resource Conservation Plan*. As identified on the *Adopted Protection Designations for the Eugene Goal 5 Wetland, Riparian, and Upland Wildlife Habitat Inventories Map* dated November 14, 2005, the Willamette River is categorized a Category A Stream. All parcels within the subject site that abut the Willamette River have /WR Water Resource Conservation overlay zoning. Pursuant to EC 9.4920(1)(c)(1.), Category A streams with a distinguishable high bank have a 100 foot setback applied to top of bank (TOB) as part of the /WR overlay zoning. The proposed amendments do not change protections established by the required 100-foot /WR conservation setback in EC 9.4920(1)(c)(1.) or affect inventoried Goal 5 Water Resources.

In order to support wildlife habitat, the proposal draws from the findings of the *Riparian Assessment and Management Report* (Exhibit B), which found several key sensitive aquatic species, and rare species historically documented within one mile of the site:

Sensitive Aquatic Species

- Chinook salmon (*Oncorhynchus tshawytscha*) – federally threatened (Federal ESA)
- Chinook salmon (*Oncorhynchus tshawytscha*) – federally threatened (Federal ESA)
- Steelhead (*Oncorhynchus mykiss*)
- Steelhead (*Oncorhynchus mykiss*)
- White sturgeon (*Acipenser transmontanus*)
- Western brook lamprey (*Lampetra richardsoni*)
- Pacific lamprey (*Lampetra tridentate*) – species of concern (Federal ESA)

Rare Species (ORBIC)

- Western pond turtle (*Actinemys marmorata*) – sensitive critical (State ESA)
- Retorse sedge (*Carex retrorsa*)
- Painted turtle (*Chrysemys picta*) – sensitive critical (State ESA)
- Townsend's big-eared bat (*Corynorhinus townsendii*) – sensitive critical (State ESA)
- Bald eagle (*Haliaeetus leucocephalus*) – sensitive vulnerable (State ESA)
- Bradshaw's lomatium (*Lomatium bradshawii*) – endangered (State ESA)
- Oregon chub (*Oregonichthys crameri*) – sensitive critical (State ESA)
- Bull trout (Coastal population) (*Salvelinus confluentus*) – sensitive critical/vulnerable (State ESA)

There are no other documented occurrences of sensitive or rare wildlife species within the subject site. Per the report findings, the site contains the appropriate aquatic, upland, and riparian habitat to support all eight of the rare species listed above. However, significant on-site habitat for riverbank species is limited to the riparian corridor and is shown on Sheets L02 Site Plan and S01 Existing Conditions (Exhibit A). Additional measures that can improve the habitat and subsequent proliferation of historically-present species, as well as generally improve the river corridor include the aforementioned restoration techniques in C.31. There has not been any other subsequent determinations of significant sites on the subject property. Based on these findings, this criterion is satisfied.

(c) Protection and enhancement of the natural vegetative fringe along the Willamette River to the maximum extent practicable.

Outside of aforementioned development regulations imposed by the Applicant, the site's preservation is supplemented by state regulations. The Willamette River adjacent to the development site is identified as a Goal 5 Water Resource. The Willamette River is a Category A resource, meaning it is designated for protection with a required 100-foot setback. In addition, the development site contains a Category A Wetland, labeled site WR-4 on the Goal 5 Inventory. This Riverfront Park/Millrace wetland requires a setback of 50 feet. Both of these setbacks have been incorporated by the Applicant on Sheet L01 Regulatory Plan (Exhibit A) which protects natural vegetative fringe, and the Applicant proposes an additional 200-foot riparian setback for buildings and recreational fields to allow for expanded riparian restoration. When this 200-foot setback is measured from the water's edge, the setback equates to 250-300 feet. In addition, protection of significant riparian vegetation is ensured through existing established /WR protection provisions in EC 9.4900-9.4980, which are not affected by the proposal. Therefore, this policy is satisfied.

(d) Preservation of scenic qualities and viewpoints as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper.

The *Metropolitan Natural Assets and Constraints Working Paper* does not identify any scenic qualities or viewpoints on the subject site. This criterion does not apply.

- (e) Maintenance of public safety and protection of public and private property, especially from vandalism and trespass in both rural and urban areas to the maximum extent practicable.**

As provided by Goal 15, Willamette River Greenway, Section J (OAR 660-015-0005):

“Nothing in this Goal is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired in allowance with law to authorize such use.”

The Applicant (University of Oregon) is a public institution and owns all parcels within the subject site. The proposal does not encourage trespass on private property. All public improvements will be constructed in accordance with standards specified in EC 9.6505 and EC 9.3715. S-RP Zone development standards are consistent with those in the land use code and will contribute to foster public safety and protection of public and private property. Based on these findings, this criterion is satisfied.

- (f) Compatibility of aggregate extraction with the purposes of the Willamette River Greenway and when economically feasible, applicable sections of state law pertaining to Reclamation of Mining Lands (ORS Chapter 517) and Removal of Material; Filling (ORS Chapter 541) designed to minimize adverse effects to water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, noise, safety, and to guarantee necessary reclamation.**

The proposal does not involve aggregate extraction nor will it have any impact on existing aggregate resources. This criterion does not apply.

- (g) Compatibility with recreational lands currently devoted to metropolitan recreational needs, used for parks or open space and owned and controlled by a general purpose government and regulation of such lands so that their use will not interfere with adjacent uses. As used in this section, the words "the greatest possible degree" are drawn from Oregon Statewide Planning Goal 15 (F.3.b.) and are intended to require a balancing of factors so that each of the identified Willamette Greenway criteria is met to the greatest extent possible without precluding the requested use.**

The proposal includes new facilities that, when not in use by the university, can be made available for community use through partnership with the University of Oregon Department of Physical Education and Recreation. Additional facilities open to the public include the realigned bike path, improved access to the river via soft trails and view points, and a proposed personal paddle craft launch point. Therefore, this policy is satisfied.

- (6) When site review approval is required, the proposed development will be consistent with the applicable site review criteria.**

The proposal does not involve or require Site Review. This criterion does not apply.

- (7) The proposal complies with all applicable standards explicitly addressed in the application. An approved adjustment to a standard pursuant to provisions beginning at EC 9.8015 of this land use code constitutes compliance with the standard.**

The above findings demonstrate compliance with applicable standards explicitly addressed in this application. No adjustment to standards are requested or needed. Based on these findings, this criterion is satisfied.

8.3 S-RP Riverfront Park Special Area Zone Development Standards

Demonstration of compliance with the S-RP developments standards is not an explicit requirement of the Conditional Use Permit or Willamette Greenway Permit approval criteria. The proposal addresses said criteria, to the greatest extent practicable, and in recognition of the nature of the proposal, a Master Site Plan, in order to demonstrate that future development will be consistent with development standards.

EC 9.3715 S-RP Riverfront Park Special Area Zone Development Standards. In order to allow an overall development that is consistent with the purpose and intent of the S-RP Riverfront Park Special Area Zone as well as its unique location adjacent to the Willamette River and Millrace, the following development standards shall prevail. In the event the development standards here conflict with the general standards of this land use code, the standards provided here supersede any conflicting provisions.

- (1) Parking Requirements.** The parking requirements for new construction provided here attempt to balance encouragement of use of alternative travel modes with the need for automobile storage; more parking than the minimums specified here may need to be provided. Parking and off-street loading areas shall be designed, laid out, and constructed in accordance with the parking area design, improvements, buffering, and dimensions as specified in EC 9.6420 Parking Area Standards. Required parking shall be determined for each separate occupancy within a building or on a development site. For example, in a combined industrial and office business, parking shall be required for the industrial use at a ratio of one space per 500 square feet and the office portion at one space per 400 square feet. Required parking shall be located within 400 feet of structures to be served unless a greater separation is specifically approved through the master development plan approval process. For that portion of the special area zone located between the Willamette River and the railroad tracks, up to 50 percent of the required parking may be provided north of the Willamette River if approved through the master site plan approval process as outlined in EC 9.3725 S-RP Riverfront Park Special Area Zone Review Procedures. Required parking may be provided through joint use of parking facilities, subject to the requirements of EC 9.6430 Shared Off-Street Parking.

(a) Required parking shall be provided at the following ratios, rounded up to the nearest whole number:

- 1. Industrial uses - 1 for each 500 square feet of gross floor area.**
- 2. Retail uses - 1 for each 300 square feet of gross floor area.**
- 3. Office uses - 1 for each 400 square feet of gross floor area.**
- 4. University uses - 1 for each 400 square feet of gross floor area.**
- 5. Multiple-family dwellings - 1 for each dwelling unit, plus 1 guest parking space for each 3 units.**

The proposal involves University uses and includes 1,343,300 gross square feet of new buildings, as shown in Table L02-2 Proposed Building Coverage (Exhibit A). Based on the proposed gross floor area, and the ratio provided for University uses above, 3,424 parking spaces would be required to serve the full North Campus build-out.

In July 1997, the City of Eugene accepted a study that concluded the university was in compliance with applicable city codes regulating the supply of automobile and bicycle parking. This study included justification for a 50% reduction in the required automobile parking, as described in the EC 9.8030(10). Based on the application of the 50% reduction to the number of parking spaces required by EC 9.3715(1)(a), 1,712 parking spaces are required to serve the complete North Campus build-out, for most of which there are no definitive development plans or dedicated funding to construct improvements.

Exhibit G City of Eugene Parking Code Compliance Report contains the annual analysis of student enrollment and automobile parking spaces on campus during calendar year 2016 with the intent of measuring continued compliance with City codes regulating required parking. One of the provisions of the study is that the university compare enrollment from the previous year with the amount of parking supply to ensure continued compliance. Following is the analysis:

- Average full-time enrollment, 2016: 20,079
- Parking spaces required: $(20,079 / 3.5) \times .5 = 2,869$ spaces
- Parking spaces supplied on the Eugene campus: 3,607 spaces

The analysis shows that the campus currently contains a surplus of 738 parking spaces. Sheet L02 Site Plan (Exhibit A) identifies two future parking structures planned for construction in the North Campus area. The proposed structures are located in Area 2, east of Riverfront Parkway and north of Millrace Drive, and are planned to have a combined capacity of 1,110 parking spaces.⁴⁰ Some of the planned parking supply in North Campus is intended to address Knight Campus requirements per the Walnut Station Special Area Zone (S-WS) requirements, and other parking supply is intended to replace existing surface parking displaced by future Knight Campus and North Campus development and provide additional capacity for future parking removal.

⁴⁰ University of Oregon Campus Physical Framework Vision. Appendix A: Coverage and Capacity; page A-18. March 15, 2016.

In addition to the future North Campus parking structures, the Campus Physical Framework Vision proposes additional future parking facilities located in other areas of campus that are intended to provide capacity to serve the needs of up to 34,000 student full-time equivalents.

Compliance with (1)(a)4. above will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that parking standards will be met on a project by project basis. Based on these findings, this standard is satisfied.

Based on the above findings, this standard is satisfied.

(b) Bicycle parking: Bicycle spaces shall be provided as follows:

- 1. Non-residential uses - the minimum number of spaces shall equal 15 percent of the number of required automobile spaces.**
- 2. Multiple-family dwellings - 1 space per unit.**
- 3. Locking and cover shall be provided for all required spaces.**
- 4. Required spaces shall be located no farther than 2 times the distance between building entrances used by automobile occupants and the automobile parking spaces closest to those entrances.**
- 5. Each required space must be at least 6 feet long and 2 feet wide, with a minimum overhead clearance of 6 feet.**

As noted, 1,712 vehicle parking are required to serve the complete North Campus build-out, for most of which there are no definitive development plans or dedicated funding to construct improvements. Based on the ratio specified at (1)(b)1. above, 257 bicycle parking spaces are required for development that entails entirely non-residential uses. Future development could include student housing, a multiple-family use, which will be assessed per (1)(b)2. above as one required space per dwelling unit. Sheet L02 Site Plan (Exhibit A) demonstrates that there is sufficient space within the development sites to accommodate the required number of bicycle parking spaces.

The North Campus area is within the boundaries of the university's Bike Management Program, which regulates bicycle parking campus-wide. The requirement for campus bicycle parking is 1 space per 5 average full-time equivalent students and the ratios for the entire campus are 50% short term open; 25% short term covered; and, 25% long term.

Compliance with (1)(b)1. above will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that bicycle parking standards, including type, location, and design characteristics, will be met on a project by project basis. Based on these findings, this standard is satisfied.

(2) Setback Requirements. Development within the S-RP zone shall comply with the following setbacks:

- (a) All structures, parking areas, streets, and access drives shall maintain a minimum setback of 35 feet from the top of the south bank of the Willamette River. A map indicating the location of the top of the south bank is on file with the city's planning and development department.**

EC 9.3715 specifies that the development standards in the S-RP Zone supersede any conflicting provisions with the general standards. The /WR Water Resources Conservation Overlay Zone applies a 100-foot conservation setback to the Willamette River and a 40-foot conservation setback to the Millrace, as measured from the top of bank. According to the provisions at (2)(a) above, the Applicant could propose development, including structures, parking areas, streets, and access drives, beginning at 35 feet from the top of bank of the river.

As illustrated on Sheet L01 Regulatory Plan (Exhibit A), the proposal includes a required 100-foot conservation setback extending from the Willamette River and Millrace top of bank lines. Further, the Applicant proposes a riparian enhancement setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan. Since this 200-foot setback is determined from the top of bank, the setback equates to 250-300 feet as measured from the water's edge. Based on the above findings, and because the proposal does not involve development within 35 feet of the top of bank, this standard is satisfied.

- (b) All structures, parking areas, streets, and access drives shall maintain a minimum setback of 15 feet from the south side of the bicycle path located (or as to be relocated) adjacent to the top of the river bank. If the setback specified herein requires a greater distance than the 35 feet specified under Section 9.3715(2)(a), the greater distance shall be maintained.**

As illustrated on Sheet L02 Site Plan (Exhibit A), the proposal includes two options for realignment of the bicycle path referenced in (2)(b) above. Sheet L02 Site Plan further illustrates that all proposed structures, parking areas, street, and access drives are more than 15 feet from the south side of the alignment options. Therefore, this standard is satisfied.

- (c) Solar access shall be provided to at least 60 percent of the following designated areas:**
- 1. The south bank of the Willamette River.**
 - 2. The bicycle path located (or as to be relocated) adjacent to the top of the river bank.**
 - 3. The Autzen Stadium footbridge protection area defined in Section 9.3715(2)(e) below.**
 - 4. Active recreation areas defined in the master site plan.**

The solar access required herein shall be provided at noon from February 21 to October 21 of any year. If building setbacks necessary to ensure this solar access are greater than would otherwise be required, the greater setback shall be required.

As illustrated on Sheet L02 Site Plan (Exhibit A), the proposal does not include any proposed structure that impact solar access to the features listed in (2)(c) above. Therefore, this standard is satisfied.

- (d) The Millrace shall be maintained as an open channel through the S-RP zone with the following setbacks:**
- 1. No structure, street, access drive, or parking area shall be located adjacent to the east Millrace outfall within the area defined by the bicycle path as it existed on May 11, 1987. This area is indicated on the map referenced in subsection (2)(a) of this section.**
 - 2. No structure, street, access drive, or parking area shall be located within 15 feet of the top of the banks of the Millrace in all areas within the S-RP zone except for the area described under EC 9.3715(2)(d)1. above where a greater setback is required. Except for the east Millrace outfall area described under EC 9.3715(2)(d)1. above, street or access drive crossings that are needed for circulation may be approved as part of the master development plan.**

As illustrated on Sheet L01 Regulatory Plan (Exhibit A), the proposal does not include any structures, streets, access drives, or parking areas located adjacent to the east Millrace outfall or within 15 feet of the top of banks of the Millrace, with the exception of proposed crossings that are needed for pedestrian, bicycle, and service vehicle circulation, as illustrated on Sheets L03 Pedestrian and Bicycle Primary Circulation Plan and L05 Service Vehicle Primary Circulation Plan (Exhibit A). Based on these findings, this standard is satisfied.

- (e) All structures and parking areas shall maintain a setback of 50 feet on both sides of a straight line between the existing pedestrian underpass under the railroad tracks and the Autzen Stadium footbridge to provide visual linkage between the two structures. This area is indicated on the map referenced in subsection (2)(a) of this section.**

As illustrated on Sheet L01 Regulatory Plan (Exhibit A), the proposal does not include any structures or parking areas located within 50 feet of a straight line between the existing pedestrian underpass under the railroad track and the Autzen Stadium (Frohnmayr) footbridge. Therefore, this standard is satisfied.

- (f) Multiple-family dwellings shall have interior yards of not less than 10 feet between buildings, without regard as to the location of the property line, or no interior yards required if the buildings abut or have a common wall, except where a utility easement is recorded adjacent to an interior lot line, in which event there shall be an interior yard of no less than the width of the easement.**

As noted, there are no definitive development plans or dedicated funding to construct improvements. Future development could include university-owned housing, a multiple-family use. Compliance with (2)(f) above will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that interior yard standards will be met on a project by project basis. Based on these findings, this standard is satisfied.

- (g) Except as provided above, all structures other than multiple-family dwellings shall have no setback requirements.**

Public improvements, including pedestrian and bicycle trails, public plazas, and similar amenities, but excluding roads and parking areas, are exempt from the setback requirements specified above.

Compliance with (2)(g) above will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that this will be met on a project by project basis. Based on these findings, this standard is satisfied.

- (3) Required Building Separation and Profile Offsets. All buildings located within 75 feet of the top of the south bank of the Willamette River shall observe the following profile and separation requirements:**

- (a) The maximum building profile as seen from end to end of the side(s) facing the river shall not exceed 200 lineal feet in total horizontal length.**
- (b) Any building elevation parallel to the river shall not continue along an uninterrupted, continuous plane for more than 100 feet. For the purpose of this requirement, an uninterrupted, continuous plane is a wall having no variation in exterior surface along its length of more than 5 feet as measured at a perpendicular line from the plane of the wall.**
- (c) Each building shall be separated by at least 50 feet from an adjoining building, measured parallel to the river.**

No building shall have a total horizontal length of more than 300 feet as measured on its longest axis.

As noted, EC 9.3715 specifies that the development standards in the S-RP Zone supersede any conflicting provisions with the general standards. The /WR Water Resources Conservation Overlay Zone applies a 100-foot conservation setback to the Willamette River and a 40-foot conservation setback to the Millrace, as measured from the top of bank. According to the provisions at (2)(a) above, the Applicant could locate buildings within 75 feet from the top of bank of the river.

As illustrated on Sheet L01 Regulatory Plan (Exhibit A), the proposal includes a required 100-foot conservation setback extending from the Willamette River and Millrace top of bank lines. Further, the Applicant proposes a riparian enhancement setback of 200-feet for buildings and recreational fields along most of the length of the property, as shown on Sheet L01 Regulatory Plan. Since this 200-foot setback is determined from the top of bank, the setback equates to 250-300 feet as

measured from the water's edge. Based on the above findings, and because the proposal does not involve development within 75 feet of the top of bank, this standard is satisfied.

- (4) Coverage Requirements. Coverage requirements within the S-RP zone shall be as follows:**
- (a) For that portion of a development site allocated for multiple-family residential use, the maximum permitted coverage by buildings and structures shall be 50 percent.**
 - (b) For that portion of a development site allocated for all uses other than multiple-family residential, at least 40 percent of that portion of the site to be developed shall be landscaped with living plant materials. Natural areas (e.g., along the Millrace or from the top of the bank along with the Willamette River south) may be included in the 40 percent computation. The amount of open space may be reduced to 30 percent if 40 percent of the required parking for the development or phase thereof is provided either below grade, at grade but under a structure, or in a parking structure.**

Public amenities such as plazas, pedestrian or bicycle trails, and similar improvements shall be considered open space when computing coverage. When computing coverage within the S-RP zone, structures owned by the Oregon State System of Higher Education and in existence as of May 11, 1987 shall not be included.

Sheet L01 Regulatory Plan (Exhibit A) is a tabulation of site coverage does not allow building coverage to exceed the above limits. The proposed building and field coverage limitations demonstrate that the coverage requirements in (4) above can be met in all development areas. The nature of this proposal is a long-range Master Site Plan. Compliance with this standard will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that the standard will be met as development occurs. Based on these findings, this standard is satisfied.

- (5) Height Limitation. No portion of a structure located within 75 feet of the top of the south bank of the Willamette River shall exceed 45 feet in height above grade (not to exceed 3 stories). There is no height limitation for a structure or a portion thereof outside the area described above.**

As noted, the proposal does not include any structures located within 75 feet of the Willamette River top of bank. As illustrated on Sheet L01 Regulatory Plan (Exhibit A), the Applicant proposes height limitations in all development areas in order to ensure that development is compatible with the existing campus and scenic qualities of the Willamette River. Based on these findings, this standard is satisfied.

- (6) Signs. Signs within the S-RP zone shall conform to the provisions of EC 9.6670 Central Commercial Sign Standards, except for any area located within 200 feet of the centerline of Franklin Boulevard in which area the provisions of EC 9.6675 Highway Commercial Sign Standards shall apply.**

No signs facing the river shall be permitted within 75 feet of the top of the south bank of the Willamette River, except identity signs not exceeding 12 square feet in surface area which are not more than 5 feet above grade if ground-mounted or 10 feet above grade if wall-mounted.

Compliance with this standard will be evaluated at the time of development and the City's land use review component of the Construction Permit approval process ensures that the standard will be met as development occurs. Based on these findings, this standard is satisfied.

8.4 S-RP Public Facilities (EC 9.3720)

Demonstration of compliance with the S-RP Public Facilities standards is not an explicit requirement of the Conditional Use Permit. The proposal addresses said criteria, to the greatest extent practicable, and in recognition of the nature of the proposal, a Master Site Plan, in order to demonstrate that future development will be consistent with public facility standards.

EC 9.3720 S-RP Riverfront Park Special Area Zone Public Facilities. Within the S-RP zone, the following standards shall govern installation of improvements that are of benefit to the public and ensure public access:

- (1) A continuous, two-way (Class I) bicycle path shall be provided through the development along the river and at other locations designated in the Eugene Bikeways Master Plan.**

The Pedestrian and Bicycle Primary Circulation Plan (Sheet L03, Exhibit A Plan Set) illustrates primary circulation routes, access points, and crossings that the university proposes to facilitate improved access to the North Campus area. The proposal includes two proposed alignment options for the Ruth Bascom Riverfront Path, a continuous, two-way bicycle path through the development site. One option shows the path further north closer to the river's edge, and one option shows it further south. These options provide several key benefits:

- The northern alignment proposes a new bridge crossing over the mouth of the Millrace Slough, which is intended to enable future removal of the existing culvert and crossing and more comprehensive restoration of the slough. The alignment extends under the south abutment of the Frohnmayer Bridge and extends eastward in order enable a future extension to Knickerbocker bridge on the north side of the railroad tracks. The alignment allows for bank layback and riparian restoration, but not to the extent proposed in the southern alignment. The alignment responds to desires for public access along the river, enhanced safety by activating the river's edge and improving sightlines, and improved ecological function.
- The southern alignment utilizes the existing culvert crossing within the Millrace Slough to transverse this feature. The alignment does not extend east, and connects to Riverfront Parkway and Millrace Drive, which is the current eastward travel pattern for pedestrians and bicyclists. Shifting the bike path further from the river allows for more area devoted to bank layback and riparian restoration, and lessens the steepness of the proposed transition from the ordinary high water line to top of bank line. The alignment responds to desires to expand the riparian area, improve ecological function, and minimize conflicts between recreation and habitat uses.

Based on the proposal's intent to implement of one of the aforementioned options for bike path realignment, this standard is satisfied.

(2) Pedestrian-scale lighting shall be provided along the bicycle paths required above.

Provisions of the S-RP Zone inherently ensure high-quality public amenities along the riverfront including bike parking, ample setbacks to protect the riverbank, and adequate lighting. Pedestrian-scale lighting will be provided along the bicycle path as required, and will be reviewed by the city through the standard development review process for a future bike path alignment. As discussed later, bike path lighting will comply with code standards for outdoor lighting. In addition, the university will implement other best practices to mitigate adverse impacts of the lighting toward the river. Therefore, this standard is satisfied.

(3) Street lights shall be provided along all public streets within the S-RP zone.

Streetlights are provided along all existing public streets. No additional public streets are proposed. Therefore, this standard is satisfied.

(4) Street trees shall be provided along all public streets within the S-RP zone.

Street trees are provided along all existing public streets. No additional public streets are proposed. Therefore, this standard is satisfied.

(5) Setback sidewalks shall be provided along all public streets within the S-RP zone, unless an alternative pedestrian circulation system of substantial equivalency is specifically approved as part of the master site plan approval process.

The proposal does not involve new public streets. Existing public streets within the subject site include Riverfront Parkway and Millrace Drive. The portion of Riverfront Parkway between Millrace Drive and the Millrace has setback sidewalks. Millrace Drive and other portions of Riverfront Parkway have curbside sidewalks. As illustrated on Sheet L03 Pedestrian and Bicycle Primary Circulation Plan, the proposal includes an expanded and improved pedestrian circulation system.

The Applicant requests flexibility to develop curbside sidewalks along Millrace Drive, in conjunction with future building development, in order to match existing conditions and respond to site constraints. Millrace Drive is a low-volume and low-speed public street. The construction of curbside sidewalks enable the ability to create a larger landscape area, as opposed smaller landscape areas on either side of the sidewalk). In consideration of the request for flexibility and the above findings, this standard is satisfied to the greatest extent practicable.

(6) Provision shall be made for security, such as lighting, between any parking areas located outside the boundaries of the S-RP zone and the development site the parking is intended to serve.

Provisions for security, such as lighting, will be provided between any parking areas located outside the boundaries of the S-RP zone and the development site, and will be reviewed by the city through the standard development review process. Therefore, this standard is satisfied.

- (7) All utilities shall be installed underground unless specifically exempted through the master site plan approval process. Exceptions shall be made for such features as padmounted transformers, switch cabinets, back flow prevention devices and closures needed to safely operate and maintain utility systems.**

All existing utilities that serve the subject site are provided underground. Any additional utilities needed for the site, aside from those excepted above, will be installed underground and reviewed through the standard development review process. Therefore, this standard is satisfied to the maximum extent practicable.

8.5 Outdoor Lighting Standards (EC 9.6725)

Proposed development within the North Campus area is subject to Outdoor Lighting Standards at EC 9.6725 and will require Lighting Permits, as specified in EC 9.6725(6)(a). This section identifies applicable standards that apply to distinct areas within the subject site based on the establishment of outdoor lighting classifications (EC 9.6725(8)). All lighting fixtures are required to be cutoff with additional shielding, as necessary to direct light within the boundaries of the development site. There are three distinct lighting classification areas within the subject site: conservation areas, general development areas, and the recreation fields' development area.

Conservation Areas (Area 3 and 7)

Conservation areas are identified as Areas 3 and 7 on Sheet L01 Regulatory Plan (Exhibit A) and are within the Intrinsically Dark Areas (O-1) classification. Within this area, lighting is discouraged except where it is desirable to illuminate walkways, bike paths or other areas to be used after dark. The following standards apply. In addition, the university will implement other best practices to mitigate adverse impacts of the lighting toward the river.

- *“Except for pedestrian/bike tunnels, the walkway or pathway shall be illuminated to a minimum average maintained luminance of .3 foot-candle and not to exceed a maximum average maintained luminance of .9 foot-candle.*
- *The pedestrian/bike tunnel shall be illuminated to a minimum average maintained luminance of 4.0.*
- *Any other lighting fixtures not illuminating walkways, bike paths, or tunnels shall be designed to direct light downward, and light sources shall have an initial output of no more than 1,500 lumens.”*

General Development Areas (Area 1, 2, 4, and 6)

General development areas are identified as Areas 1, 2, 4, and 6 on Sheet L01 Regulatory Plan (Exhibit A) and are within the High Ambient Light Areas (O-4) classification, which applies to:

“[P]ortions of colleges and universities, high schools, the fairgrounds, and other areas zoned PL determined by the planning director to have a high level of nighttime activity.”

Recreation Fields Development Area (Area 5)

In addition, the proposed recreation fields will be used for intramural sports and similar activities that have unique lighting needs, consistent with EC 9.6725(12) Lighting of Outdoor Performance Facilities use. The following standards apply. In addition the university will implement other best practices to mitigate adverse impacts of field lighting toward the river.

- *“Design Plan: A lighting design plan shall be submitted which shows in detail the proposed lighting installation. The design plan shall include a discussion of the lighting requirements of various areas and how those requirements will be met.*
- *Dual System: The main lighting of the event (spotlighting or floodlighting, etc.) shall be turned off no more than 60 minutes after the end of the event. A low level lighting system shall be installed to facilitate patrons leaving the facility, cleanup, nighttime maintenance, etc. The low level lighting system shall provide an average horizontal illumination level, at grade level, of no more than 3.0 foot-candles with a uniformity ration (average to minimum) not exceeding 4:1.*
- *Primary Playing Areas: Where playing fields or other special activity areas are to be illuminated, lighting fixtures shall be specified, mounted, and aimed so that their beams fall within the primary playing area and immediate surroundings, and so that no direct illumination is directed off the site.*
- *Parking Areas: Lighting for parking areas shall comply with EC 9.6725(9).*
- *Pedestrian/Bike path Areas: Lighting for pedestrian and bike pathways shall comply with EC 9.6725(8)(b).”*

As noted, all outdoor lighting is subject to a Lighting Permit issued by the building and permit services manager. Proposed lighting associated with development will be reviewed through the Lighting Permit and Application Approval Process as specified in EC 9.6725(7). This review process ensures that any proposed outdoor lighting will be consistent with the above standards based on the applicable lighting classification and use.

8.6 Duration of Approval

EC 9.7340(2) contains the following provision concerning the duration of a Conditional Use Permit approval:

“Unless the hearings official designates otherwise, a conditional use permit approval shall expire 18 months after the effective date of approval unless actual construction or alteration has begun under a required permit, or in the case of a permit not involving construction or alteration, actual commencement of the authorized activity has begun. However, the applicant may submit a modification application at any time before the 18-month period has expired, requesting an extension of the approval period. The applicant may request more than one extension. Under no circumstances, however, can the total combined extension periods exceed 36 months from the original expiration date.” (emphasis added)

EC 9.7340(4) contains the following provision concerning the duration of a Willamette Greenway permit approval:

“Unless the decision specifies otherwise, a Willamette Greenway permit approval shall expire 18 months after the effective date of approval unless actual construction or alteration has begun under a required permit, or in the case of a permit not involving construction or alteration, actual commencement of the authorized activity has begun. However, the applicant may submit a modification application at any time before the 18-month period has

*expired, requesting an extension of the approval period. The applicant may request more than one extension. Under no circumstances, however, can the total combined extension periods exceed 36 months from the original expiration date. * * *.” (emphasis added)*

When CU 88-16 was approved, the hearings official designated a 20-year completion timeline. Given the precedent from the prior approval and duration of estimated timeline for completion, the Applicant requests that the hearings official recognize this unique aspect of the proposal and prevent the need for repeated extension requests in the future by granting a 30-year completion timeline. This Conditional Use Permit request is unique because it is for a vast area of land (77 acres), for most of which the university has no definitive plans and/or funding to improve yet. This land use approval is required by the S-RP zone and needed by the university so that it can move forward with current planned projects and accommodate future projects as the needs arise. The typical timeline for university capital projects is three to six years to secure funding and complete construction. Even if multiple projects were underway at once (which would be unlikely), full buildout for the number of projects and improvements possible in the Master Site Plan would take at least 30 years or longer.

CU 88-16 did not involve a request for a Willamette Greenway permit, as those provisions did not exist in the EC at the time of application. Therefore, the Applicant request that the planning director specify a 30 year completion timeline in the decision in order to align with the completion timeline requested of the hearings official for the Conditional Use Permit.

8.7 Conclusion

Based on the preceding findings and criteria, and the evidence incorporated herein, this request for concurrent Conditional Use and Willamette Greenway permit approval for a project permitted under the purview of the S-RP Zone demonstrates compliance with all applicable approval criteria and standards.

EXHIBITS

**EXHIBIT A
PLAN SET**

EXHIBIT B
RIPARIAN ASSESSMENT AND MANAGEMENT REPORT

EXHIBIT C
CONCEPTUAL INFRASTRUCTURE ANALYSIS REPORT

EXHIBIT D
TRIP GENERATION STUDY REPORT

EXHIBIT E
NEIGHBORHOOD/APPLICANT MEETING MATERIALS

EXHIBIT F
LEGAL DESCRIPTION

EXHIBIT G
PARKING CODE COMPLIANCE REPORT

**EXHIBIT H
OUTREACH SUMMARY**

EXHIBIT I
CAMPUS PLANNING COMMITTEE MEETING RECORD

EXHIBIT J
COMMUNITY OPEN HOUSE MATERIALS