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. The supporting documents include an existing conditions plan and conceptual plans for utilities.

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The Regulatory Plan represents the guiding component of the Master Site Plan. It is intended to establish restrictions that the university chooses to impose on itself beyond the code requirements. It delineates development sites and conservancies and describes the intent of each of these areas. It documents boundaries that have regulatory implications, including the Willamette River and railroad right-of-way. The Regulatory Plan concentrates most of the potential building development south of the railroad tracks and closely fits areas between the railroad tracks and the Millrace. The Regulatory Plan identifies the boundaries of potential development areas. It identifies proposed public facilities such as bike path options, trails, viewpoints, and paddle craft launching sites. Unserviced sites are protected in the S-RP and /WR Overlay.
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.

**TABLE L02-3: DETAILED SITE COVERAGE**

<table>
<thead>
<tr>
<th>AREA ID</th>
<th>EXISTING BUILDING FOOTPRINT</th>
<th>PROPOSED BUILDING FOOTPRINT</th>
<th>PROPOSED RECREATION FIELD</th>
<th>SITE ELEMENTS</th>
<th>CONSERVATION AREA</th>
<th>RIPARIAN ENHANCEMENT AREA</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10,405</td>
<td>2,24</td>
<td>1%</td>
<td>32,000</td>
<td>441</td>
<td>10%</td>
<td>74,740</td>
</tr>
</tbody>
</table>

1. Power station in Area 1 existed prior to May 11, 1987 and is excluded from coverage calculations per code. Some developments may occur on prior developed land as allowed per code.

**TABLE L02-2: PROPOSED NEW BUILDING GSF**

<table>
<thead>
<tr>
<th>AREA ID</th>
<th>MAXIMUM HEIGHT</th>
<th>GSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>107,000</td>
<td>990,000</td>
</tr>
<tr>
<td>2</td>
<td>80,000</td>
<td>500,000</td>
</tr>
<tr>
<td>3</td>
<td>100,000</td>
<td>600,000</td>
</tr>
</tbody>
</table>

1. Square Feet: Maximum Height: Feet

**TABLE L02-4: RESEARCH PARK BUILDING GSF**

<table>
<thead>
<tr>
<th>AREA ID</th>
<th>GSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>300,000</td>
</tr>
<tr>
<td>2</td>
<td>400,000</td>
</tr>
</tbody>
</table>

1. Square Feet: Gross Square Feet
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.
The Private Vehicle 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.

NOTES

1 General Location
2 Development Site: Area in which development can occur, subject to code standards and North Campus Regulatory Plan. Includes potential buildings, a comprehensive network of open spaces and pathways (i.e., the campus open-space framework), and all site elements associated with permitted uses, such as but not limited to landscape, pathways, site furniture, transportation circulation, utilities, and public art.
3 Riparian Enhancement Area and Setback: No buildings or recreational fields permitted within this setback.
4 Known Project

LAND USE SUBMITTAL

CAMERON MCCARTHY
1276 University of Oregon, Eugene, OR 97403

MASTER SITE PLAN - PRIVATE VEHICLE PRIMARY CIRCULATION PLAN

SHEET #04

Drawn By: CM

Checked: VS

Project #: 15

Date: Feb 9, 2018

STAMP

NORTH CAMPUS CONDITIONAL USE PERMIT PROJECT

UNIVERSITY OF OREGON

1276 University of Oregon, Eugene, OR 97403

PRIVATE VEHICLE PRIMARY CIRCULATION PLAN

1 0' 100' 200' 300' 400' 500'

L04

0.25" = 200'-0"
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.

The Service Vehicle Primary Circulation Plan includes:

- Primary routes
- Access points
- Crossings
- Service and delivery vehicles
- Police vehicles
- Emergency vehicles

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.