River Road – Santa Clara Neighborhood Plan
Adoption Phase Community Feedback Summary

This document summarizes community feedback received during the Adoption Phase of River Road – Santa Clara neighborhood planning. The intent of this summary is to inform recommendations to decisionmakers, including the Eugene City Council and Lane County Board of Commissioners, from the Community Advisory Committee (CAC), River Road Community Organization (RRCO), and Santa Clara Community Organization (SCCO).

Project Background

The River Road and Santa Clara (RRSC) neighborhoods are a patchwork of City of Eugene (incorporated) and Lane County (unincorporated) properties. For over 30 years, land use and development within the River Road and Santa Clara communities have been governed by the River Road-Santa Clara Urban Facilities Plan (1987). An updated and forward-looking plan was needed for this large part of the community with unique issues. The River Road and Santa Clara community organizations (RRCO and SCCO, respectively) dedicated innumerable volunteer hours developing a foundation of community input on which to build the neighborhood planning process through past community and planning efforts, such as the Santa Clara-River Road Outreach and Learning (SCRROL) and Santa Clara-River Road Implementation Planning Team (SCRRIPT) projects.

Launched in fall 2017, the neighborhood planning process has been a collaborative effort among community members, RRCO, SCCO, City of Eugene, Lane County, and other stakeholders throughout both neighborhoods. The process had six phases: Reaching Out, Neighborhood Visioning, Neighborhood Priorities, Policy Development, Action Planning, and Adoption, with opportunities for community and stakeholder feedback along the way.

Adoption Phase Public Outreach Strategy

Public outreach during the Adoption Phase built on extensive community engagement completed between 2017 and 2022 that shaped the development of both the Draft Neighborhood Plan and Draft Action Plan, as directed by the 2017 Public Involvement Plan. Throughout the planning process, project staff have been intentional in their use of different engagement tactics based on the internationally recognized Spectrum of Public Participation.[1] The adoption phase outreach strategy focused on **Informing**[2] and **Consulting**[3] with the River Road and Santa Clara communities and other project stakeholders. Prior phases prioritized **Collaboration**.[4]

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[1] The International Association of Public Participation (IAP2) designed the Spectrum to assist with the selection of the level of participation that defines the public's role in any public participation process.

[2] The goal of the Informing stage is to "provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions."

[3] The goal of the Consulting stage is to "obtain public feedback on analysis, alternatives and/or decisions."

[4] The goal of the Collaboration stage is to "partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution."

Outreach Goals

The Adoption Phase public outreach strategy established the following goals:

- Build community awareness of the Neighborhood Plan content ahead of the formal adoption process, including how to participate and provide feedback
- Inform community members about the extensive engagement, collaboration, and community volunteer hours dedicated to this planning effort over five years
- Solicit useful and meaningful feedback from community members to inform the CAC, RCCO, and SCCO recommendations. Provide a transparent response on how that feedback was or was not incorporated into the Adoption Package presented to the Eugene City Council and Lane County Board of Commissioners.
- Clarify how community members can influence other integrated City/County planning efforts to achieve the vision, goals, and policies of the Neighborhood Plan and advocate for future plan implementation

Outreach Activities

To achieve the goals established above, and in alignment with the Spectrum of Public Participation, the CAC and project staff worked together to organize a variety of outreach activities from March to June 2023, including:

Public Information Campaign: Project staff distributed information about neighborhood planning and the adoption process through a variety of digital media, including updates to the project website, Engage Eugene webpage, social media, and e-newsletters from the City Planning Division, RCCO, and SCCO. Project staff also developed summary documents that were available online as well as at in-person events, including the Neighborhood Plan and Action Plan Overview, Adoption Phase Summary, Proposed Code Amendments Summary, and graphics depicting the proposed code amendments.

Postcard Mailing: In early May, project staff mailed a postcard to all residents of the River Road and Santa Clara neighborhoods, approximately 16,800 people. The postcard featured ways to engage during the adoption phase, including virtual information sessions, community event, meeting toolkit, and online feedback form (described on the following page). One side of the postcard is included below.

Virtual Information Sessions: Project staff hosted two virtual information sessions to provide an opportunity for community members to learn about neighborhood planning, the draft adoption package, and ways to engage. A total of 21 people attended the two sessions on May 17 and May 18, including CAC members. A recording was posted to the Engage Eugene page, which had an additional 45 views as of June 5, 2023.

Facilitated Discussions with Community Organizations: Project staff participated in the May RRCO and SCCO meetings to provide an update on neighborhood planning and support small group discussions. The RCCO meeting was in-person only, while the SCCO meeting included an opportunity for virtual participation during the presentation followed by in-person small group discussions. Approximately XX people participated in the two meetings. [Need numbers from RRCO/SCCO]

In-Person Community Event: Project staff and the CAC hosted an evening, in-person community event at North Eugene High School on May 25. A total of 47 residents participated. Community members were invited to learn about the draft plan by visiting topic tables and reviewing maps and topic area summaries. Staff presented an overview of neighborhood planning and then participants joined small group discussions based on topic area. In addition to CAC members and City and County planning staff, other city departments including Parks and Open Space, Transportation Planning, and the Office of Equity and Community Engagement participated in discussions.

Community members learning about the Draft Neighborhood Plan
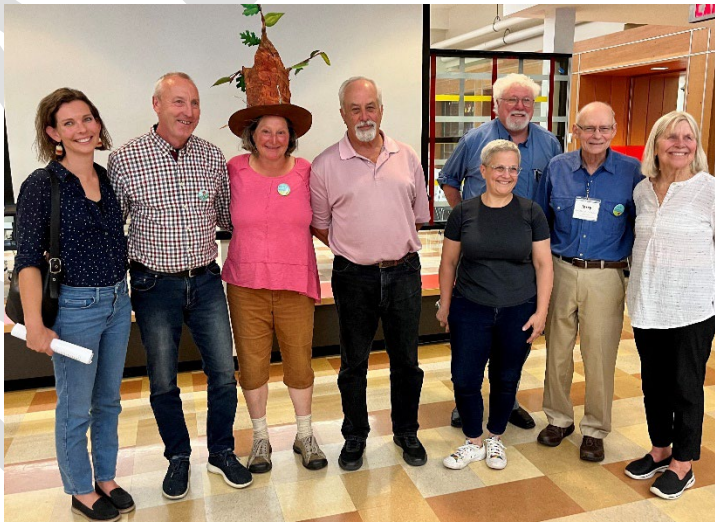
Community Advisory Committee members at the May Community Event

Meeting Toolkit: For community members who wanted to dive deeper into the plan, project staff provided a meeting toolkit. This toolkit offered guidance on hosting a small or medium-size group discussion with neighbors, family and friends, or existing groups. The same guidance was used by RRCO and SCCO for their meetings.

Summary of Community Feedback

Community members were encouraged to provide specific feedback to add or refine goals, policies, and actions and submit their comments through the online survey.

For each topic area, survey respondents answered two questions for each topic area:

- What is missing from this topic area?
- What changes, clarifications, or additions are needed to improve this topic area?

Survey feedback responding to these two primary questions is organized into five categories:

1. **Minor Revisions and Clarifications:** These are changes that can be made easily to the existing draft materials.
2. **Policy and Action Changes:** These are changes that could be made to the draft materials at this stage but require further discussion with the CAC and/or other stakeholders.
3. **General Feedback:** These are comments that were relatively general and could not be assigned to a specific goal, policy, or action.
4. **Already Addressed:** These are comments or recommendations that staff felt were adequately addressed in existing plan goals, policies, and actions.
5. **Outside the Plan Scope:** These are ideas or recommendations that are outside the scope of neighborhood planning or would require infeasible changes to the current draft materials.

All survey results organized into these five categories with staff commentary is available here (link to be added). After reviewing all the submitted comments, with particular attention to the minor revisions and clarifications (Category 1) and policy changes (Category 2), staff recommended the following plan revisions:

- Add revised/improved maps that are more readable (in progress)
- Add the City of Eugene's Office of Equity and Community Engagement as a partner on relevant actions under Policy 15.1.
- Add clarifying definitions for key terms included in policy statements, including:
  - "Amenities" as included in Policy 8.1
  - "Daily needs" as included in Goal 2 and supporting policies
  - "Cultural services" as included in Policy 17.3
  - "Community" in reference to implementation responsibilities in the Action Plan, clarifying that the community is inclusive of both residents and community and business organizations
- Add a policy or action related to supporting and incentivizing more food truck pods, including alongside special events.
- Revise Policy 8.1 or 8.3 or add an action to consider a dog park in the neighborhood, in alignment with the Parks and Recreation System Master Plan (Project RS16).

Neighborhood Plan Aspirations and Highlights

In addition to adding or refining goals, policies, and actions, community members shared their hopes for the Neighborhood Plan, as well as what they were most excited about. Some comments included:

What do you hope the River Road-Santa Clara Neighborhood Plan helps to achieve?

- Walkable, vibrant neighborhood with access to public transportation and shopping while still maintaining (and possibly expanding) green spaces and neighborhood character.
- A more coordinated approach to development that addresses the patchwork nature of the area. Bringing more city services into the area (like EmX and regular transit routes, affordable housing development).
- Provide a clear road map for future housing and commercial development, transportation planning, and provisions for additional parks.
- While growth (people, traffic, businesses) is inevitable in the River Road-Santa Clara area, I hope that this plan will guide that growth in such a way that the unique character of this neighborhood is retained. I am against that City of Eugene's plan to homogenize all neighborhoods in the name of a few saved dollars. What makes Eugene (or any city) special? Why do people choose to live there? Answer: The unique qualities of its neighborhoods and downtown area(s). The RRSC Neighborhood Plan incorporates elements that will guide the growth in this neighborhood while retaining its "River and Garden District" grace.
- Protecting & enhancing green spaces, esp. along the river. Protecting the farmland & farmer's markets and stands. Improving walkability including more sidewalks. Improving the appearance and appeal of River Road.
- Further 10-20 minute neighborhoods throughout the area with commercial development that meets residents' needs and wants with easy and safe multi-modal access to work, school, social activities and that commercial development. Preserving and improving access to the river is important.

What are you most excited about within the Draft River Road-Santa Clara Neighborhood Plan?

- That it lays both concrete actions and an overall vision of what RRSC residents would want to see in our neighborhoods.
- 1) all the hard work and participation that it represents; 2) the potential for a bringing about a more cohesive and efficient neighborhood with enforceable laws, codes and requirements.
- Developing the empty piece of land adjacent to the Bus terminal on Hunsaker and River Road - - according the intentions of the plans and the comments made previously in this survey.
- Safer and quieter river road - the ability to actually walk on the sidewalk up to a community gathering place or public house to eat with friends (with good lighting, greenery, nice sidewalks, quieter and slower traffic), listen to music, etc and take a stroll on the river path.; the ability to let my kid bike down river road to his nanas house on his own without being worried about the fast traffic and very narrow and not protected bike lane.
- The overall vision and goals and suggested code amendments.
- The opportunity for residents of RRSC to truly influence the City of Eugene/Lane County's development of this neighborhood. I hope that the Neighborhood Plan will not just be a piece of paper that the City puts in a file cabinet, but rather a living active document that holds power in the face of pressure to make all neighborhoods exactly the same. RRSC is unique!

Appendices

The following appendices provide the comprehensive feedback received from the community and project stakeholders during the adoption phase, including through the online survey, RRCO and SCCO meetings, the in-person community event, and additional comments received via email.

- Complete Survey Results
- Notes from RCCO/SCCO Meetings
- Notes from Community Event
- Additional Public Comments

Appendix A. Complete Survey Results

This appendix includes a summary of 39 survey results submitted between May 1 and June 5, 2023, through the online feedback form available on RRSC Neighborhood Plan Engage Eugene page. Review the complete survey results online here.

Appendix B. Notes from the RRCO and SCCO Meetings

This appendix includes notes from small group discussions facilitated by CAC members during the May 4 SCCO meeting and May 8 RRCO meeting.

Santa Clara Community Organization – Thursday, May 4, 2023

Economic Development Breakout Group

- Santa Clara Station
    - It's the only true economic area because the north one is more about storage (pearls/neighborhood centers map)
    - Make station larger to make it more part of a cluster of activity
    - Idea for LTD land – more economic (farmers market, pub, mixed use development)
- Need to "court" economic development – new businesses
- Community support for small businesses
- City should buy the property (Santa Clara station) and do the incentive we want – need low income housing but not on the main road
- Promotion of entrepreneurs working in homes
- Housing tower – view tower housing mixed use – public roof top, coffee bar/restaurant
- Create a unique view point
- Put pickleball courts in each of the neighborhood centers
- LTD property – pickleball court, rooftop restaurant, first level local coffee shop, mixed retail
- A "filling station" for normal moms
- Behind 7-11, have food/beverage pop-up – who owns it
- Local coffee shop like new day bakery
- How do you court economic development to serve use – i.e., pub/restaurant on LTD property
- Promote small business development
- Frequent local businesses
- Encourage mixed retail of neighborhood centers
- Santa Clara Station land not used can the city buy property so we can use incentives – chain family restaurants, Saturday produce
- Build support from community for CENTER businesses

Parks and Natural Resources Breakout Group

- Appreciate developing Parks, keep doing it
- Concern for depth of water table for a well
- More parks and recreational areas
- Save natural resources
- Develop Riverloop Park
- Protect agricultural enterprises and good soil <u>around</u> the UGB too, just in case UGB expands

Community Breakout Group

- Opportunities:
    - Continued collaboration
    - How can we meet each other's needs?

- o Food truck event
- o Coffee shops
- o Shared resources
- o Know your neighbor events
- o Value of taking care of each other (better connections)
- o Access to libraries (cost effective – cost prohibits access for all0
- o Dog park (social impact)
- o Business park with businesses (restaurants) on first level and residential above with walkable and social spaces
- Challenges:
  - o Questions about cost to implement
  - o Imagining is difficult
  - o How do we create container (?) that accommodates our community to the best of our ability and more
  - o "disconnection" feeling
  - o Difficult to get a sense of "what is Santa Clara?"

Land Use Breakout Group

First Session

- Group was not sure what all is being proposed, most of the talk has been about the process rather than the content.
- Jon explained that the action plan is a wish list for future projects.
- Jon explained that one aspect that is in the proposed changes to Land Use would be height of a C2 building. It is currently 120' but would be lowered to 60'
- Question about what occupancies are allowed in a C2 building. Terri explained that it could be all residential under current zoning laws, and that this is more frequent due to there not being a large market for commercial spaces.
- There was support amongst the entire group for a proposed change that Jon discussed that would not allow any more storage units.
- There was support amongst the entire group for restrictions on boat/RV/car sales lots.
- Jon discussed that there was an idea to make the 1st floor of all C2 building be commercial while allowing the rest of the building to be residential. The table was divided on this and unsure what would be best.
- Jon discussed a new state mandate that would apply to River Road that would make it so commercial spaces within 1/2 mile of the corridor would not be required to build parking.
- The group discussed the proposed 60' max height for C2, table divided on if that was too high still.
- Discussion around mix use land that is next to each other, and the height restrictions that are in place.
- The group discussed and agreed that the area needed more restaurants and shops but did not have a concrete idea of how to do this.

Second Session

- Jon explained that Land Use was to impact things like the sizing of C2 structures, and that current zoning allowed these heights to be 120', but they are requesting that be reduced to 60'.
  - The group discussed this and at least one person stated that 60' was still too high and that it should be reduced to 30'
- Jon explained the new state mandate that would make it so any commercial space within ½ mile of a bus line would be allowed to be "zero parking".
- Jon explained that one parking issue that he sees is that the County currently handles parking enforcement for county streets, which there are many, but they do not generally enforce them. He would like to see it where the City would handle enforcement of parking on any street that is serving a City lot.
- One person said they would like to see no cars by 2030, but said they were half kidding.
- Jon explained the difference between C1 and C2.
- The group indicated that they would like to see more restaurants in the neighborhood, but do not know how to accomplish that.

River Road Community Organization – Monday, May 8, 2023
Parks and Natural Resources Breakout Group

- Goal 10 – land use decisions made by people with money. People who want to provide space for local agricultural can't compete (to buy land).
- Policy 10.1 – need to preserve farmland; is there any size guidance? What about inside the UGB?
- Willamette River Greenway Code Amendments – concern about discretionary track
- Land conservation easement program at local level (Action 10.1.4 – high priority)
  - Are there example parcels? West of Duck Pond, off of Mary Lane
- Permeable pathways? – improved gravel, etc.
- Sense of pride in the plan – put forward or values as a neighborhood, good action items, comprehensive
- Conflicting priorities between Transportation and Parks
- Policy 8.2 – what does that mean?
- Disappointment with loss of Special Area Zone – specifically preservation of Greenway, not enough protection
- Mandating urbanization of people outside the City Limits?
- Want to keep parks accessible, no camping (leads to loss)
- No loss of greenspace to housing
- Want to develop community garden space, buy property for that use
- Loss of trees – EmX and Middle Housing
- Howard Ave – safety issues
- Sewer connection for ADU – needlessly destroying natural resources, can only do it if annexed (which is too expensive), cost prohibitive to do partition
- Greenspace is at a premium – maintaining and supporting our 2 parks is a priority
- Bike path extension to Santa Clara

- Clarifying what it means to have an adopted land use plan
- Public parks should not be living/sleeping spaces
- Any project that disrupts the entire community needs to be put to vote by the entire community – example: EmX

Transportation Breakout Group

- Survey: getting kids to school (NEHS) – what is the need as far as students are concerned? How many would bike across bridge?
- Explore other ways to get kid to NEHS than via bridge
- Fuel tanks, (farms?) – what happens is they have an issue?
- Belt Line North and South for pedestrians/bikes not safe
- Pedestrian bridge connection to NEHS not best location
- River Road needs a "road diet"
- Protected bike lanes – need a barrier
- Widen Northwest Expressway to get more efficiency for Santa Clara from south (work or shopping) to north (home)
- Electric bikes and scooters do not belong with pedestrian traffic
- Enhance Northwest Expressway and limit access from lower River Road side streets
- Consider another exit from bike/ped bridge other than Sterling Drive or Court. Too many cars on streets, sidewalks needed for walkers from nearby streets without sidewalks.
- What are the safety laws regarding the use of electric bikes?
- Traffic calming – diet, speed bumps, alternative routes for cars
- South Willamette design – creative design that works
  - o Good design can change minds
- Positively describe the benefits of EmX
  - o Community-led campaign to promote why EmX is good for community
  - o Don't want to lose the positives of EmX
  - o Road design important for transit
- Do more protected bikeways like 13th Avenue
- Make Northwest Expressway a more major corridor
- Eliminate/re-evaluate LTD hub and spoke system
- Other cities pedestrian/bicycle bridges
- Safety
- Electric bikes – speed limit guidance, zooming across the bridges and path, slow down design
- More transportation – LTD
- Annexation?
- Maintenance of signage
- Local police station – watch traffic speeds
- River Road is not bikeable to commercial areas around Beltline – add that in Transit Plan
- Relocate Fuel Tank Farm away from population (Maxwell and Prairie Road)
- Goal 4 – change to… system that is designed to prioritize safety and increases in most vulnerable street users – walk, bike, people with ability/mobility challenges
- LTD – River Road to Gateway area?

- Smaller but more frequent buses, bus stops
- LTD – plan for 4J transportation
    - Students on time? LTD match school time for each area?
    - Accessible to all?
    - Rural?
    - Students thoughts?
- Land Use and Transportation – transparency in design, design issues, haste in design makes waste
- Design standardized – bike lanes designed, speed limits
- With transportation requires enforcement of laws
- I'm pregnant and have a toddler, if I'm in a hurry and don't have time to bike to the River Path, I get in my car and will not bike on River Road without protected bike lanes.

Community Breakout Group

- Confusion about service provision
- Off-street parking in neighborhoods degrades neighborhoods. Concerned about minimum parking for multi-family.
- Outreach to Latinx community – cross pollination
- PTA – make NEHS anchor for community
- Youth and minorities not represented in these meetings
- Socioeconomic differential – renters less likely to feel part of community, more transitory
- Events not meetings bring people together
- Dearth of gathering spaces
- Private transit to connect folks to bus stop
- Middle housing seems unfair – shouldn't build 33ft building 6ft from neighbor

Economic Development Breakout Group

- Rebranding RRCO – River and Garden District
- More local businesses – incentives for locally owned
- Walkability – crosswalks, traffic circles?
- Inventory – what is the list of businesses – can we incentivize what is missing?
- Can we interest individuals with economic development interest?
    - Ex. Brian Obie?
- Latino population – 25% of River Road area – need to do more to drive business success and incentivize community to be in RRCO and neighborhood plan discussion
- Can we court … to boost economic resources
    - Training centers, retirement communities
- Restaurants, office services
- Cultural diversity missing
- "Village" concept
- "Dentist Row"
- Incubators/common workplaces
- Seats in outdoor areas

- Signage – you are entering the River Road Community or River and Garden District
- Reality Kitchen

Land Use Breakout Group

- Can "anything" be done within the R1 Zone? Is there room for design standards that meet housing needs?
- Would this allow lower income housing to surround the area?
- Equitable design standards around city are missing (i.e. lower income clustered in some areas).
- What is the housing dispersal policy?
- Definition of affordable?
- Does the City value the opinions of the community?
- What is proposed in place of special area zones?
- What will happen to all this work? Will it just be "another document on the shelf" like so many other studies?
- What are the standards around the greenway? Are there more provisions in code to close the gap between what is here and what was in the special area zone?
- Concern re: meeting the needs of those with ambulatory issues with reductions in parking requirements.
- How will cars parking on streets with no sidewalks be monitored (an issue for pedestrians)?
- What is the vehicle for advocating for the action items?
- Is there a way to incentivize ADUs as opposed to subdividing?
- Concern with maintaining the ambiance of the neighborhoods.
- Concern with not allowing commercial as we have more housing where more commercial is needed (i.e. easy access to basic services).
- Can we encourage commercial below/housing above as a way to increase housing, but not lose necessary services?
- Confusion over who is responsible to changes. The County seems to be missing in these discussions.
- Encourage pedestrian scale design.
- Walkability paramount.

Appendix C. Notes from the Community Event

This appendix includes notes from the May 25 Community Event at North Eugene High School. For each topic, notes include comments collected at topic tables as well as from small group discussions.

Land Use

What's missing?

- Pedestrian access, moveability and safety
- Rooftop garden spaces/more community gardens
- Water cache giveaways
- Affordable housing – urgent rentals
- Keep building heights lower
- No pan handling
- Greenway access map

What can be improved?

- International gardens
- Amphitheater on River
- Tree-lined streets – well watered, save old growth
- Community access points to River and Parks
- Access to get from Santa Clara to River Road via walk and bike
- Clean, improve, create a better space in the jurisdictionally challenged west bank of Willamette under the Beltline Highway.
- Transition Option #3

Table Notes

- Greenway/access map
- On-ramp/access and dealing with traffic
- Working to align ag housing on ag land – in higher density areas
- Beltline/River Road – not safe to walk from home to business
- Would like to walk to shops
- Wider sidewalks
- Difficult to cross River Road
- Need to plan for more ways to get over the river
- Pleasant and enjoyable area to shop
- Slower traffic on River Road (enforcement)
- Transportation system not planned for population growth
- What's happening with Greenway
- More parking access (especially ADA)
- Only one way onto Beltline

Community

What's missing?

- Community gathering places
- Beauty
- Restaurants
- Murals, historical art, sculptures, cultural center – mini museum honoring River Road history
- River rentals
- Farm tours/stands
- Ecological markers
- Bus from Eugene to Eugene Airport

What can be improved?

- More ways to gather and connect by the river
- Community gathering space on the River
- I appreciate these great ideas in the Neighborhood Plan
- Need some strategically placed trash cans for those citizens who pick up street trash. These trash cans need to have large enough openings for medium-sized trash bags (larger than some along RR). I recognize that the trash dumping has to be considered.

Table Notes

- Proximity – if you want something nice, you have to go downtown (economic development – local, small businesses, gathering spaces)
- Belief that no more storage units allowed
- What's happening with Santa Clara School?
- Hubs for arts and crafts
- Farmers market
- Urgent care or hotels
- Access to things that don't require driving
- Affordability crisis
- 40% of neighborhood are renters
- Enjoy life as community
- Start doing things out of the box
- Sidewalks – make it nice to walk and meeting/converse with people
- Trade schools and volunteers
- Stability and function

Parks and Natural Resources

What's missing?

- Flowing water through the whole East Santa Clara waterway
- Student agriculture gardens and education
- Children

- Wood fire pizza oven
- Goats
- Fenced dog parks
- Parking and access to river, especially for handicapped
- Street trees size and characteristics standards – too many large trees tearing up sidewalks and limit street parking for large trucks (garbage, bus, deliveries)

What can be improved?

- Its's pretty darn nice – reduce mowing to minimum
- Native soil/ local seed bank/ tree planting
- Gathering space in parks
- Picnic tables
- QR code scanning on river conditions/environmental ecology features

Table Notes

- More permeable surfaces for new development
- Policy 7.5 – postcard about planting trees, list of trees were huge! Maybe a Friends of Trees resource. Maybe add "of appropriate size and character"
- More coherence, coordination between programs (i.e., Friends of Trees and City)
- Can't access City services as County resident
- Policy 7.3 – what are habitat corridors? Good north/south connection, less east/west connection
- Blackberries near river (County or State property?)
- Working with community service organizations
- City can organize volunteer work
- Policy 9.1 – E-bikes on the River… clarifying rules and speeds? Signage? What is define as a motorized vehicle?
- Stormwater – protecting waterways, clean them out, clear blackberries, work parties
- Policy 7.1 – Enhance and restore (those that have been filled)
- Conflict – taking out trees on River Road? Transportation vs. Parks (mitigation)
- Concern about costs – who is paying for the Santa Clara parks?
- Coordination with Santa Clara Community Foundation, work parties

Economic Development

What's missing?

- Riverfront gathering pace = gazebo
- Historical walking trails
- Indigenous (tribe?) markers
- A central community space – town square
- Pedestrian bridge linking River Road & Santa Clara
- Community gardens
- Encourage local food production and processing

What can be improved?

- Food courts, music venues
- Walkability plazas
- Any type of "central" community space – town square
- Light, local shops
- Financial (tax) incentives for useful commercial (groceries, restaurants, shopping), especially south of Beltline (10-20 minute neighborhood)
- Especially around schools (community centers, places to gather, eat, listen to music)
- Lessen barriers for business new and old
- Develop the land adjacent to LTD station as a vibrant business/community center for Santa Clara
  - Farmers market, housing, park

Table Notes

- Use the Santa Clara LTD land as a community center (6.5 acres)
  - Seating
  - No anchor – not a SC center
  - Local community
  - Park area
- Make like "Cottage Grove" to create more community
- Incentives by City Council
- Smaller businesses that can support the building
- Lending issues for community
- City supported loans for smaller community businesses
- Idea: St. Vinnies on east end to park and amphitheater and units to make low income housing with support because LTD is there – less parking
- Small shops surrounding a central area
- Swale – fills up its rain but rest is usually a park
- We want Public House!
- Why aren't we more like a Whitaker for farm/garden/green/cottage crafts
- Can we create a "zone" like at the Whit for a day of the week market
- Coffee shop in a church
- Need business association
- Restaurants – need parking
- Santa Clara Community Foundation working on the school house project
- We need a Public house
- 700 businesses in the area
- Junction City has more than we do
- Finland example – they build homes, mixed retail and services
- Bike parking – needed too

Transportation Table

What's missing in Transportation?

- Flexible human beings willing to respond in great numbers to the dual needs of our time, 1) reduce single vehicle occupancy travel 2) reduce vehicles to take pressure off our busy roads
- A sound wall on Beltline to Stirling
- Slow south River Road down, especially between Park and Hillyard, there are lots of kids and bikes

What do we need in Transportation?

- Public transportation needs to be better, more smaller busses with more frequency, like every 5 to 10 mins
- Transparency of LTD plans, better plans, and better dialogue between LTD, City, and people
- The 55 bus needs to go back to before pandemic schedule. If you don't live right on RR, you basically have no bus service right now
- Contractors need to respect the right of way of bike/peds and be held accountable for it!!!
- Ways to bike and walk to schools
- Bike ride to junction city was ruined last year by poor paving. That should be repaired so we can bike from town to country!
- Small collector shuttles to take people to River Road
- Create a user-friendly electric sustainable trolley used on main roads across Eugene. Something users are drawn to and visitors would love. Could be a bus that's like a trolley. Have a fun catchy name
- E-bikes on River Path go too fast and are dangerous to pedestrians. Clarify with signs with what a motorized vehicle is. They're not allowed but e-bikes are motorized and too fast. New signs with speed limit and enforcement.

Table Notes

- Beltline is the Wall of China, find a way to bridge it. Bridge under or over beltline.
- Protected bike lanes
- Small Collector buses on River Road, bus service out here is too infrequent
- River Road needs reliable transit! Consistent and frequent!
- Emx on RR would be good! Issues with getting from the neighborhoods to RR
- Need continuous sidewalks for walking to schools, also more safety infrastructure such as flashing lights at crosswalks
- Better traffic control plans
- Need corridors for walking to school, need flashing lights at Audrey Park
- Signal timing on RR needs to be better
- Traffic calming versus traffic movement on RR
- Metering onto beltline causes a backup when there isn't much car traffic on Beltline. Maybe we only need the metering for 1/2 hour out of the day.
- Pedestrian bridge, might be nice to have a tunnel?

- We like green bike lanes! We should paint all the bike lanes green (many people at the table agreed with this)
- Moving ahead, traffic concerns on RR
- Make the buses nicer! We like trolley like things
- Easy transit is needed from RR to the Whit
- Sidewalk tripping hazards are bad
- Need more safer crossings on RR
- Maintaining ped/bike access in traffic control plan
- Sidewalk access to schools and transit stops
- RRFBs in school areas
- Signal timing, hit a lot of queuing (worst around interchange)
- Support for green pavement
- Sidewalk tripping hazard by Hawaiian restaurant and high school?
- Bus 55 needs to have more frequency
- Sidewalks on neighborhood streets
- Residents want clearer understanding of what city maintains versus what county maintains
- Park Terrace (Sunnyside to Park) is a private road with potholes from cut-through
- Talk to ODOT about wrapping in soundwall section into bike-ped bridge project
- Speeding traffic on Silver lane, support for traffic calming on streets adjacent to schools
- Rob and Logan will talk to Chris about crossing safety on Silver
- Make Beltline go under River Road with ramps going up
- Build separate ped/bike lanes next to roadway
- Speed bumps on Hunsaker! No one drives the posted 25 mph speed limit
- Sound wall along beltline! Can the city talk to ODOT
- Between Stoltz Ave and Owasoo Bridge bikes go too fast!
- Speed bumps on Sterling
- Speed bumps on Silver Ln, river road to grove street due to reckless driving at all hours in a school zone!
- River Road needs protected bike lanes and traffic calming! Fix the sidewalks and more greenery

Table #2 Notes

- Q: What does transportation include; bikes, cars, etc.?) A: all of the above
- Bus 55 is not what is used to be. Better busses and bus routes reduce emissions
- How do sidewalks fir in to this? No sidewalk on portions of River Road; many pedestrians walk on wrong side of street against traffic in this area
    - Staff Response: City and County collab on sidewalks in various areas (Hunsaker, Spring Creek Dr, N Park Ave)
- Issue of who to call with issues when there is a city road but county lands along it
- Questions on tree removal and new River Road centerline landscaping/separations
- Residents concerned about not having parking available for family gatherings or holidays etc., if off street parking was eliminated on River Rd for bike lanes on both sides.
- Issue of a private road being used as a public through road without the associated public maintenance. Park Terrace connects Sunnyside to Park.

- Question on what topic area sound walls/barriers would fit in to?
- Concerns with safety and speeding around schools; add speed bumps.
- Sterling Drive (5-6 people from this one road came out all against the proposed pedestrian bridge being placed in their location)
  - They heard the on/off entrance/exit may be in their cul-de-sac
  - Have there been actual studies done to show the need?
  - They did not think residents of the southern area will use it to get to Parks in the norther area of the RR-SC community.
  - Said that majority of folks drive kids to school, even just one block away.
  - Concerns about safety for kids using the bridge in relation to transient and unhoused populations
  - Is there any plan for bike route dissemination on either side of the bridge?
  - Gentleman has been hit by a car in the crosswalk when walking to Anytime Fitness near Alberton's. This man said the real problem is the $129 million arterial bridge over Beltline to connect Division Ave to Green Acres; wonderful but expensive.

Appendix D. Additional Public Comments

This appendix includes public comments submitted in May and June 2023 via email.

Sent: Saturday, May 06, 2023 5:19 PM
Subject: RRSC Neighborhood plan

[EXTERNAL ⚠]

The plan is well written as are all the policy statements. Several concerns:

Please put specific, measurable, actionable and time bound objectives for implementation in the final plan so that all residents can determine the progress being made on the plan when implemented.

The number of high rise buildings should be limited to a specific number. Otherwise you are creating the opportunity for all of River Road to be a high rise corridor that completely obliterates the residential atmosphere of the area from the Northwest Expressway all the way to Beacon Road.

Need to see more info on the traffic plan including additional traffic lights, speed limit changes, etc., as River road is already a traffic nightmare many times a day. High rises bring more traffic and a very increase in congestion.

Will LTD input be sought be sought before the final plan if not already included and more specifically will LTD increase routes and frequencies of buses to meet what will certainly be larger demand?

Thank you

Sent: Friday, May 12, 2023 12:03 PM
Subject: River Road Santa Clara Neighborhood Plan EM EX

[EXTERNAL ⚠]

I have lived in Santa Clara for 39 years, and am appalled that the Santa Clara neighborhood was excluded from voting on the EmEx project. River Road is a main connector for Santa Clara and Eugene. We should have been included in the vote on whether or not to move forward with EmEx.

   The Northwest Expressway and River Road are both already used heavily for commuting and Belt Line/Delta Hwy is consistently a traffic jam during commuting hours. We don't need an EmEx bus system that will take away a lane of auto traffic!! I read that LTD is the grant-funded tool for this plan, but **WE DON"T WANT EM EX on River Road.**

What we need is another bridge from North Eugene to the central city in addition to Belt Line to move a substantial amount of traffic over the river. How can we divert the LTD funds to assist in a real solution and get a new secondary bridge?

Good afternoon!

Thank you for all the work you have done on during the course of this very long River Road/Santa Clara neighborhood planning process. The outcome demonstrates all the work that went in, and I only have one piece of feedback to provide at this time.

Upon reviewing the draft code amendments for River Road/Santa Clara, I had a concern/suggestion surrounding the methodology of identifying the area where the changes apply, specifically:

9.2161(11) "Prohibited Uses in River Road and Santa Clara. Use is prohibited on property located within the city of Eugene and within the city-recognized boundaries of the River Road Community Organization or the Santa Clara Community Organization." (underline added)

Similar language tying allowed uses/standards to the boundaries of the neighborhood associations also appears at 9.2170(3)(d), 9.2170(4)(c)3, 9.2170(13), and 9.2741(9). I would suggest finding a different methodology to identify the area where these standards apply, or at minimum adding language such as "city-recognized boundaries as of [Date Code Changes Approved] of the River Road Community Organization or the Santa Clara Community Organization, as depicted on figure [standard reference to figures]" and include a map that shows the current boundaries of the River Road/Santa Clara neighborhood organizations.

The reason for my concern is that it seems like language as written may inadvertently make a change in the boundaries of the neighborhood organizations into a Land Use Decision, with all that entails.

Changes in zoning and land use have a large number of specific process requirements surrounding them-- depending on the type of change, there are notice requirements, public hearing requirements, requirements surrounding how and who can approve the change, requirements (or strong suggestions, in the case of legislative processes) to produce findings show compliance with goals and other items, and the ability to appeal decisions to LUBA.

By contrast, the process to change the city-recognized boundaries of a neighborhood association is much looser. The boundaries are defined in the specific neighborhood association charter, and the charter can be amended by a process defined in the individual neighborhood's charter (which aren't always consistent between neighborhoods-- River Road and Santa Clara require a majority of members present at a meeting to vote in favor of the amendments, while Trainsong, Bethel, and Jefferson Westside, for example, require 2/3rd of members present at a meeting in favor, and there are also some minor differences in methodologies to introduce and notice charter changes.) The process by which the City then "recognizes" the charter amendments/potential boundary changes is a little fuzzy to me. The Neighborhood Association Recognition Policy indicates that the City will recognize new neighborhood associations and their charters (and boundaries) via resolution, but approval of changes to the charter after that initial recognition, including changes to the geographic boundaries, have been handled in a variety of ways, including Resolutions, Council consent calendar items, or administrative processes that don't involve specific Council approval at all.

By my reading at least, if the boundaries of the River Road or Santa Clara community organizations changed, that would then apply the standards and use restrictions contained in these code amendments to the properties that are now within the boundaries of the community organization (or depending on the nature of the change, remove the properties from the area subject to the use limitations/standards.) I'm not 100% sure of my analysis of what constitutes a land use decision for the purposes of the various requirements/jurisdictional questions, but I think that there is at least the potential for the language in question to turn charter amendments/neighborhood association boundary changes into a land use decision that would be subject to all the rules and requirements surrounding land use decisions. (ORS 197.015(10) defines a land use decision as "a final decision or determination made by a local government that concerns the adoption, amendment or application of... A land use regulation." I don't think there is any doubt that the regulations contained in Chapter 9 of the Eugene code are land use regulations, and recognizing a charter amendment that would adjust where particular land use regulations are applicable seems like it would concern the application of a land use regulation.)

I don't believe that requiring Santa Clara or River Road (or for that matter, the Amazon, Fairmount and South University neighborhood associations, which is the only other place I'm aware of in the code where zoning regulations seem to be tied to neighborhood association boundaries) to go through a land use process to change their boundaries is the intent of this amendment. While it is true that changes to neighborhood associations boundaries are not overly common, they do happen. For example, the Jefferson Westside neighborhood association was formed in 2002 when two separate neighborhood associations combined (the charter of the newly combined neighborhood association appears to have been passed via a simple motion on the consent calendar. It is unclear to me as to if this was considered the recognition of a new neighborhood association, or a charter/name/boundary change for a previously recognized neighborhood association.) In 2011/12, through resolutions 5048 and 5047 and an administrative charter amendment process, the Cal Young Neighborhood Association was split into three separate neighborhood associations (Northeast Neighbors and Goodpasture Island and their boundaries were recognized via the resolutions; Cal Young's charter amendments revising the boundaries was amended via an "administrative process" with no separate Council vote.)

If, at some point in the future, there was a desire for, say, the River Road Community Organization to absorb the frequently inactive Trainsong Neighbors in order to increase the likelihood that residents of that area would receive the benefits of an active neighborhood association, I believe would that become substantially more complex and/or controversial that it might be otherwise because that action would also have the impact of prohibiting Boat and Watercraft Sales/Service in the Trainsong area. For that matter, would we have to do some land use code amendments to ensure that Boat and Watercraft Sales/Service remains prohibited in the River Road area if instead of absorbing Trainsong into the existing chartered River Road Community Organization, a completely new neighborhood association-- the River Road Trainsong Community Neighborhood Organization or something-- was formed, like happened in Jefferson Westside? Or if, like Cal Young, River Road or Santa Clara decided to split into separate neighborhood associations-- they both cover fairly large geographic areas with growing populations-- would that then allow Boat and Watercraft Sales/Service in the area that was split off barring additional zoning code amendments? Neighborhood Associations should be able to change their boundaries if it would benefit the neighbors in question, without having to worry that it has potentially become a de-facto zoning change.

I'm not overly fond in general of using neighborhood association boundaries as a methodology to delineate what land uses are allowed or prohibited where, and what standards apply-- at least overlay zones and special area zones show up on the zoning maps. But if using the neighborhood association boundaries is the only way to accomplish the goals of the project, it seems like making it clear in the code that the use limitations and standards apply in the boundaries of those neighborhood associations as they stand at the time of the adoption of the code, and the area would not be impacted by future changes in the boundaries or status of the neighborhood associations might save some potential future headaches.

This is overly long, I apologize, but once I get into the historic City Council records, I tend to get a little too far into the weeds. And thank you again for all your work on this project.

Sent: Tuesday, May 16, 2023 2:15 PM
Subject: Comment on RR scco plan

Hello All

I am generally supportive of the plan and grateful for all the thoughtful hard work that went into it.

However there are caveats. I believe the plan is too open ended regarding C-2. I oppose the height restriction believing it is too much and I oppose the way it allows C2 occupants to not have to have a street facing signage/appearance. In short, the plan seems good but you've got c-2 wrong.

The current plan allows buildings up to 5 stories. Three stories seems like plenty to me if we want to maintain the character of the neighborhood. Also this can always be changed later to allow more height if needed. You can't go back and take a couple of stories off a building but you can always add. Let's be incremental instead of a free for all.

Also (and I don't have the technical jargon) but letting businesses move into street side c2 without facing and being open to the streets sort of defeats the purpose of c2 which is to concentrate retail development. The current proposal would allow a patchwork of and piecemeal commercial spaces so critical mass is harder to achieve. Why have c2 zoning if you are going to let people put Day cares and offices etc.street side? The River Road corridor has so little C2. Let's make it count not dilute it.

Also the build a five story building and you don't have to provide ANY parking seems problematic Let's try to learn from portlands mistakes regarding parking and commercial development and not repeat them.

Thanks for your time and work.

Sent: Friday, June 2, 2023 12:14 PM
Subject: Re: Feedback Form Closes on June 5 for the RRSC Neighborhood Plan

What's the point?

No cars. No parking. Homes for homeless.

I give up.