

Ordinance No. _____

AN ORDINANCE CONCERNING LONG RANGE TRANSPORTATION PLANNING; ADOPTING THE EUGENE 2035 TRANSPORTATION SYSTEM PLAN; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN; AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA TRANSPORTATION PLAN (TRANSPLAN); AMENDING SECTIONS 9.0500, 9.8010, 9.9650 OF THE EUGENE CODE, 1971; AMENDING THE STREET CLASSIFICATION MAP; AMENDING ORDINANCE NO. 20528 (TO DELETE SECTION 67); REPEALING SECTION 9.9515 OF THE EUGENE CODE, 1971, REPEALING ORDINANCE NO. 20322 (2003 CENTRAL AREA TRANSPORTATION STUDY) AND PROVIDING FOR AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Volume I and Appendices A – D of Volume II of the Eugene 2035 Transportation System Plan, attached to this Ordinance as part of Exhibit B and incorporated herein by this reference, are hereby adopted as part of the Eugene-Springfield Metropolitan Area General Plan to serve as Eugene’s local transportation system plan.

Section 2. The Eugene Springfield Metropolitan Area General Plan is amended to add an Appendix E to the list of Appendices in Chapter I, Introduction, under the heading “Relationship to Other Plans, Policies, and Reports” by adding the following text after Appendix D:

The following Metro Plan appendix is available at the City of Eugene Planning and Development Department:

Appendix E Eugene 2035 Transportation System Plan

Section 3. The Transportation Element at Section III.F. of the Eugene Springfield Metropolitan Area General Plan is amended as described in Subsections A, B and C of this Section.

- A. A new bullet entitled “Eugene Transportation System Plan” is added to the list of topics under the “Findings and Policies” heading as follows:
- Land Use
 - Transportation Demand Management
 - Transportation System Improvements

- System-Wide
- Roadways
- Transit
- Bicycle
- Pedestrian
- Goods Movement
- Other Modes
- Finance
- ***Eugene Transportation System Plan***

B. Subsection b. of Policy F.15 is amended as follows:

- b. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:
- (1) ***Within Eugene’s transportation planning area, the [L]level of [S]service [F within Eugene’s Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***
 - ~~(2) Level of Service E within the portion of Eugene’s Central Area Transportation Study (CATS) area that is not within Eugene’s Downtown Traffic Impact Analysis Exempt Area; and~~
 - ~~([3]2) Level of Service D elsewhere.~~

C. A new topic and policy are added after Policy F.38 as follows:

Eugene Transportation System Plan

Policy

F.39 The Eugene 2035 Transportation System Plan, not including the transportation financing program, is the City of Eugene’s local transportation system plan and is included as Appendix E to the Metro Plan.

Section 4. Subsection 2 of TSI Roadway Policy #2 of the Eugene-Springfield

Transportation System Plan (TransPlan), is amended to provide as follows:

TSI Roadway Policy #2: Motor Vehicle Level of Service

2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:
- a. ***Within Eugene’s transportation planning area, the [L]level of [S]service [F within Eugene’s Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***

b. ~~Level of Service E within the portion of Eugene's Central Area Transportation Study (CATS) area that is not within Eugene's Downtown Traffic Impact Analysis Exempt Area; and~~

([e]b) Level of Service D elsewhere.

Section 5. Chapter 3, page 39 of the Eugene-Springfield Transportation System Plan (*TransPlan*), is amended to provide as follows:

~~[*TransPlan* serves as the bicycle plan for Eugene.]~~ ***The Eugene 2035 Transportation System Plan serves as the pedestrian and bicycle master plan for Eugene.*** The *Springfield Bicycle Plan* (1998) serves as the bicycle master plan for Springfield. To the extent that the cities of Eugene and Springfield wish to adopt, amend, or maintain bicycle master plans, those plans must be consistent with *TransPlan*. All bikeways and other bicycle system improvements will be designed to meet standards specified in the *Oregon Bicycle and Pedestrian Plan* (1995), whenever possible.

Section 6. Definition of Refinement Plan in Section 9.0500 of the Eugene Code, 1971, is amended to provide as follows:

Refinement Plan. A detailed examination of the service needs and land use issues of a specific area, topic, or public facility. Refinement plans of the Metro Plan can include specific neighborhood plans, special area plans, or functional plans (such as the ***Eugene 2035 Transportation System Plan and TransPlan***) that address a specific Metro Plan element or sub-element on a city-wide or regional basis.

Section 7. Subsection (3)(i) of Section 9.4930 of Eugene Code, 1971, is amended to provide as follows:

- (i) Construction of paved pathways of no more than 6 feet in width for passive recreation within the conservation area for Category A, B, or C streams or Category A wetlands, and no more than 12 feet for bike paths identified in ***the Eugene 2035 Transportation System Plan or TransPlan***. Subject to EC 9.4980 WR Water Resources Conservation Overlay Zone Development Standards (2) through (6) and (11).

Section 8. Table 9.8010 of Section 9.8010 of Eugene Code, 1971, is amended to provide as follows:

9.8010 **List of Adopted Plans.** The documents listed in the following Table 9.8010, including any adopted amendments, are the currently effective adopted plans that may be applicable to a particular land use application. The plans and adopted policies are

more particularly set forth beginning at EC 9.9500, and the boundaries for each are depicted on Map 9.8010 Adopted Plans.

Table 9.8010 List of Adopted Plans	
Bethel-Danebo Refinement Plan (Phase II)	River Road-Santa Clara Urban Facilities Plan
Bethel-Danebo Refinement Plan	Riverfront Park Study
Comprehensive Stormwater Management Plan	South Hills Study
Downtown Riverfront Specific Area Plan	South Willamette Subarea Study
Eugene Commercial Lands Study	TransPlan (Metro Area Transportation Plan)
Eugene Downtown Plan	Walnut Station Specific Area Plan
Eugene-Springfield Metropolitan Area General Plan (Metro Plan)	West University Refinement Plan
<i>Eugene 2035 Transportation System Plan</i>	Westside Neighborhood Plan
Fairmount/U of O Special Area Study	Whiteaker Plan
Jefferson/Far West Refinement Plan	Willakenzie Area Plan
Laurel Hill Neighborhood Plan	Willow Creek Special Area Study
19 th and Agate Special Area Study	

Section 9. Map 9.8010 of Eugene Code, 1971, is amended as shown on Exhibit C attached to this Ordinance.

Section 10. Section 9.9515, Central Area Transportation Study (CATS) Policies, of Eugene Code, 1971, is deleted in its entirety.

Section 11. Subsection (3)(b) of Section 9.9650 of the Eugene Code, 1971, is amended to provide as follows:

9.9650 TransPlan Policies.

(3) Transportation System Improvements: Roadways. Motor vehicle level of service policy:

(b) Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions:

(1) ***Within Eugene’s transportation planning area, the [L]level of [S]service [F within Eugene’s Downtown Traffic Impact Analysis Exempt Area] set forth in the Eugene 2035 Transportation System Plan;***

~~(2) Level of Service E within the portion of Eugene's Central Area Transportation Study (CATS) area that is not within Eugene's Downtown Traffic Impact Analysis Exempt Area; and~~

([3]2) Level of Service D elsewhere.

Section 12. The City of Eugene Street Classification Map adopted by Ordinance No. 20181 on November 22, 1999, and subsequently amended by Ordinance No. 20423 and Ordinance No. 20429, is hereby amended as depicted in Exhibit D attached to this Ordinance to reflect the streets constructed since 1999 and to change the classification of the streets described in the chart below:

Northwest Expressway (UGB to River Road)	Minor Arterial to Major Arterial
1 st Avenue (Seneca Rd to Bertlesen Rd)	Major Collector to Minor Arterial
West Amazon Drive (Hilyard Street to Fox Hollow Road)	Minor Arterial to Major Collector
Olive Street (13 th Avenue to 18 th Avenue)	Major Collector to Neighborhood Collector
Kinsrow Avenue (MLK Blvd to Commons Drive) Commons Drive (Kinsrow Avenue to South Garden Way)	Neighborhood Collector to Major Collector
Willakenzie Road (Bogart Lane to Kingston Way) Spectrum Avenue (Coburg Road to Shadow View) Shadow View Drive (Spectrum Avenue to Chad Drive)	Local Street to Neighborhood Collector

Section 13. Ordinance No. 20322 (May 24, 2004), adopting the policies in the 2003 Central Area Transportation Study (CATS) as a refinement to the Eugene-Springfield Metropolitan Area General Plan, is repealed. Resolution No. 4369 and the Central Lane Eugene Parking and Traffic Circulation Plan adopted therein, which were repealed by Ordinance No. 20322, remain repealed.

Section 14. The limitation on the use of the land (trip cap) set forth in Section 67 of Ordinance No. 20528 is hereby repealed.

Section 15. The legislative findings set forth in the attached Exhibit A are adopted in support of this Ordinance.

Section 16. Effective Date:

A. Except as otherwise delayed pursuant to Subsection C of this Section, for purposes of its application to land located inside the city limits of the City of Eugene, the provisions of this Ordinance shall become effective 30 days from the date of passage by the City Council and approval by the Mayor.

B. Except as otherwise delayed pursuant to Subsection C of this Section, for purposes of their application to land located outside the city limits of the City of Eugene, the provisions of Sections 1 through 5 of this Ordinance shall take effect 30 days from the date of passage by the City Council and approval by the Mayor, or upon the date the Lane County Board of Commissioners has adopted an ordinance containing provisions substantially identical to those in Sections 1 through 5 of this Ordinance, whichever is later.

C. The change to motor vehicle levels of service for the ODOT facilities described at Table 4.1 of the Eugene 2035 Transportation System Plan and the repeal of the trip cap described in Section 14 of this Ordinance shall become effective upon the Oregon Highway Commission's written acceptance of the changed levels of service for the ODOT facilities described in Table 4.1 of the Eugene 2035 Transportation System Plan. Such written acceptance may, but is not required to, take the form of an action of the Oregon Highway Commission that amends the Oregon Highway Plan to change levels of service for the ODOT facilities to those described in Table 4.1.

Passed by the City Council this
____ day of _____, 2016

Approved by the Mayor this
____ day of _____, 2016

City Recorder

Mayor