

**City of Eugene, City of Springfield and Lane County
REGIONAL COORDINATION WORKSHOP
July 9, 2008**

Comment Sheet Responses

A regional coordination workshop was held at the Eugene Public Library on Wednesday, July 9th from 4:30 to 6:30 pm. Staff were on hand from the Cities of Eugene and Springfield, Lane County, and Lane Council of Governments. Approximately 60 members of the public attended the open house to ask questions and to provide input regarding three primary regional topics, including Land Supply and Demand Assessments; Population Projections; and Transportation Planning. The following report summarizes written feedback that participants provided on comment sheets.

REGIONAL PLANNING ISSUES

Participants stated that the following **regional planning issues are important:**

GENERAL

- Transportation and land use – and they cannot realistically be separated – they must be considered in conjunction with each other.
- Coordinated planning around water and protection of the McKenzie Watershed for future use.
- Sustainability – how do we make things green?
- Collaboration with Eugene, Springfield, smaller communities around.

LAND USE

- Economic development in cities and rural areas;
- Zoning regulations – relationship of living/working areas influences sustainability and livability or community;
- Get a 20 year supply of land so good growth planning can actually take place. Stop using land use system to stop all growth;
- Seems important to consider the social environment when looking at land use;
- Farmland preservation – shrinking of UGB's; and
- Creating small (hamlet sized) local economies based on us meeting our own needs by using resources from within our neighborhoods.

POPULATION

- Population, UGB expansion, buildable lands and transportation;
- What are people coming to the region for? That would help shape planning to support the influx; and
- Not letting population projections determine growth of area.

BUILDABLE LANDS/URBAN GROWTH BOUNDARIES

- Available buildable residential land inside Cities of Eugene and Springfield.
- Urban growth boundary.
- Economic Development in cities and rural areas! Continue residential, commercial and industrial land inventories.
- Population, UGB expansion, buildable lands and transportation.

- Accurate assessment of available buildable land for commercial, residential, and industrial land – a 20 year supply adequate public transportation.
- Get a 20 year supply of land so good growth planning can actually take place. Stop using land use system to stop all growth.
- Farmland preservation – shrinking of UGB's.

TRANSPORTATION

- Transportation for those working outside of primary employment cities such as Eugene and Springfield;
- Population, UGB expansion, buildable lands and transportation;
- Bike/Bus transportation – many areas are poorly served;
- Need for pattern of public and private transport;
- Fast, efficient, equitable, and environmentally responsible public transportation design and systems;
- Transportation of people in the suburbs to and from Eugene;
- Adequate public transportation;
- Transportation – pedestrian, bike, bus, train;
- Consider the social environment when looking at transportation needs;
- Create sane methods of transport;
- Decrease vehicle miles traveled (VMT's)—create small, hamlet sized local economies based on meeting our own needs using resources from within our neighborhoods;
- Noise walls to block the freeway noise;
- Beltline-I-5 interchange;
- I-5 Willamette bridge; and
- Vehicle taxation.

FUTURE URBAN GROWTH

Participants had the following questions about land use for **future urban growth**:

- How do we get an objective study done—by an outside firm?
- What are the assumptions? Everything must start with valid assumptions; the future we face is clearly not the same as the past.
- How will we protect agricultural lands?
- Will Eugene plan for residential growth beyond their density goals?
- What are the assumptions driving planning for growth in rural lane county and urban areas?
- What precautions are being taken that ensure citizens have a meaningful voice in how their communities grow and that they understand the implications of such growth.
- What are your assumptions and how can citizens influence these early on in the process?
- What will cooperation between Eugene and Springfield look like now that the common/single urban growth has been eliminated?
- How are we determining land is viable to build on – is it based on restrictions or practical limitations?
- Why has it taken so long to analyze this important asset? You can't manage what you don't track?

- How do we grow responsibly? How do we encourage the kind of development we want to see? How do we maintain diversity (economic) to keep communities healthy and prevent “monoculturization”?
- Can we create ways to prohibit urban growth on Class I & II soils and where it causes unsustainable forms of transportation?
- Can we maintain the current boundary?

TRANSPORTATION PLANNING

Participants provided the following comments and questions specific to **transportation planning**:

COMMENTS

- Include state of the art research regarding impact of fuel cost;
- Increase bus service to rural population centers;
- Very interested in West Eugene/Veneta transportation issues and would like to see the rail line used for light rail.
- Pursue tax plan which hits vehicles.

QUESTIONS

- Will the City of Eugene support a plan for West Eugene from the West Eugene Collaborative (WEC)?
- What provisions for bicycle/skateboard/alternative transport are planned?
- What is the deployment timeline for additional EMX lines that link Eugene/Springfield in both the existing east-west and additional north-south lines inside Eugene and Springfield?
- Why can't we use the railroad tracks or the easement space aside of the tracks to provide rail service for Veneta and Cottage Grove?
- How can we ensure funding for LTD and continue to expand EmX?
- How can I be involved in transportation planning, i.e., Blair Bike Boulevard?
- Can we create ways to discourage long commutes, refrain from building on urban fringes, and create liveries for a future of animal powered transportation?

COMMUNITY INVOLVEMENT

Participants provided the following ideas for **involving community members** in future planning discussions:

- Always from the ground up – where assumptions are established.
- Send representatives to general meetings of the Harlow Neighbors Association;
- Receive notice of public meetings via email.
- I would like to be able to give input early and have it taken seriously.
- Involve the Eugene BPAC (bicycle/pedestrian advisory committee).
- I would like to participate in workshops and study groups that analyze needs and present solutions to those needs; within financial limits of course.
- Through a committee of neighborhoods, developers, community members, businesses.
- I would like to lead the charge for a much more sustainable future.
- Continue on Lane County Roads Advisory Committee.

ADDITIONAL COMMENTS

Participants provided the following additional questions and comments on the back of the comment sheet:

QUESTIONS

- Why are Eugene and Springfield pursuing “safe harbor,” when they know that the county is planning a much more accurate coordinated county forecast?
- What’s your plan for considering the effect of permanently raised gas prices?
- What are you going to do about revising the Metro Plan, in light of HB3377, and today’s decision by the county to terminate the urban transition agreement? Isn’t it time for a re-write?

COMMENTS

- Nothing in state rules precludes reliance on a new variety of assumptions. The requirement for a 20-year supply of buildable land doesn’t mandate reliance on antiquated policies of limitless growth, subsidized energy and fuel costs, and national and international economies. Now is the time to gather information and input concerning the full range of assumptions, i.e., climate change, the need to have an economy based on CO2 reductions, peak oil/increasing worldwide demand, and sustainability. The necessity of growing an economy is based on local and regional manufacturing, production, and distribution.
- Consider a regional look at water supplies and future projections to ensure adequate supply of safe, clean water while protecting ground water and critical habitats around the source. Independent access, treatment and distribution is not cost effective and may lead to over-allocation or shortages in the future.
- If we want to increase civic participation and volunteerism, I think we need to encourage industry and work that shifts from primarily full-time work to considerably more part-time work. I think this is related to who’s coming here and why and how our planning efforts can serve these people and their lifestyle.
- Assumptions being used to project the future are often based on our outmoded past. Massive subsidies directly and indirectly given through a false fossil fuel economy. That kind of continual growth will only leads to demise. A healthy local economy can be one that focuses its efforts on meeting our needs from within our community.
- Everything must start with valid assumptions; the future we face is clearly not the same as the past – and the recent subprime mortgage lending crisis fiasco can not be used to justify a future of growth that mirrors the 1990’s, or early 2005; oil is past peak demand from 3rd world and emerging rations is increasing and climate change and CO2 emissions are going to force business as usual up against a wall; rather than continuing to pretend that we benefit as a community business as usual, it is past time to get real. We need to figure out how to make do with what we have inside our UGB’s, and establish economic development plans based on reduced CO2 emissions and local and regional markets especially agricultural markets.
- I want to make something happen. I’d love to see neighborhood commercial in residential zones and elimination of auto parking requirements, especially in alternative transportation neighborhoods.