Attachment B

RECOMMENDED THEME

Mixed-Use, New- and Re-Development along Transit Corridors and in the Downtown Area

MUD subgroup member votes

Support (10): Banks, Belcher, Conte, Finigan, Jacobs, Mitchell, Reilley, Schwetz, Vaughn, Walsh

Do not support (1): Bennett

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1. Plan a network of high-capacity, multi-modal transit corridors for Eugene. Create a list of the streets and their extents which are considered transit corridors desirable for mixed-use development. Include a process for adding or removing street segments from that list.

2. Plan for gradual development and redevelopment to create high-quality, economically-viable, multiple-use centers (including mixed-use buildings, where appropriate) within roughly one quarter to one half mile of identified transit corridors and within the downtown commercial area.

3. A primary purpose of this strategy is to achieve increased residential density while protecting and enhancing neighborhood livability. To that purpose, the development of multiple-use centers shall be consistent with the goals adopted by the Infill Compatibility Standards Task Team. (See Attachment C.)

4. These multiple-use centers should foster active, walkable community living by providing a mix of residential, commercial, retail, and public uses in close proximity to one another – in many cases within a single building. (This type of development is often referred to as "Transit-Oriented Development".)

5. These multiple-use centers should be clustered in discrete locations along transit corridors to facilitate distinct neighborhood identity and to avoid creating long strip developments. Additionally, each corridor has unique characteristics and should be given localized consideration and treatment in planning and, as necessary, in the land use code.

6. Focus attention on areas where success is most likely.

7. Development should embrace the unique character of the encompassing area, and endeavor to enhance the quality and livability of existing and new neighborhoods. Where appropriate, create transition zones between mixed-use development areas and adjacent neighborhoods. Respect the character and scale of existing low-density neighborhoods.

8. These new multiple-use centers should provide ample, active open space and gathering areas for community interaction.

9. Develop with a texture of building types, sizes, and local character.

10. Mixed-use buildings can play a key role in adding vibrancy and density to multiple-use centers and in transitioning to lower-density residential areas.

11. Encourage a variety of housing types, sizes, configurations, and affordability to facilitate diverse ownership and rental options.

12. Expand and improve walking and bicycling infrastructure to fill gaps and provide safe and convenient connections within and between the transit corridor, the transit-oriented development, and the neighborhoods close to the corridor.

13. Consider parking and traffic implications of proposed development patterns.

14. Consider design standards to better define the public realm and promote quality. Development standards should allow for a range of development proposals, with density ranges set at reasonable levels to allow for flexible growth over the coming years without being overly prescriptive.

15. Mixed-use development projects are more likely to occur with public sector participation. One form of public sector participation is enhancing infrastructure to support mixed-use development (an example is to improve the pedestrian character of Willamette Street from 24th Avenue to 30th Avenue). Another form of public sector participation is to facilitate development via incentives for developers.

16. Educate, provide incentives, and reduce unnecessary obstacles, so developers will embrace this theme.

17. Continually evaluate previous multiple-use center efforts to inform us of lessons learned.

18. When adopting Metro Plan amendments, rely only on those assumptions for projected housing capacity that ensure this theme can be accomplished.