

## JANISCH Amy C

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**From:** Ron-Janet Bevirt <bezmys@gmail.com>  
**Sent:** Monday, May 18, 2015 6:47 AM  
**To:** HENRY Chris C; KNAPP Jennifer L  
**Subject:** The proposed development on Willamette St and 29th Ave.

We have seen and are experiencing an immense increase in traffic on W 29th Ave with an increase in constant noise experienced inside our homes located on Charnelton Street, Olive St, and the houses along W 29th Ave. When we have attended the meetings covering the topic of the Willamette area plan and brought up this issue we were told that it was only rush hour traffic for a half hour window of time in the early evening. This is not true. The increase in traffic has been significant over the past year and spans the entire day. In addition to the volume of the traffic the speed of the drivers greatly exceeds that of the posted 30 MPH speed limit. We have not had this issue until the city has taken notice of the area and decided to make 'positive' changes. This is a very negative change that is greatly unappreciated by the residents along our street. Something needs to be done to not only reduce the traffic but also regulate the speed to make drivers abide by the posted speed limit. First, a cop needs to be posted to bring the speed back down to the limit and ticket individuals who exceed it, and second, two traffic cameras need to be put up at both W 29th Ave and Willamette Streets main traffic lights to capture the people who are speeding through the area. This is still a residential neighborhood, first and foremost, and treating it otherwise is disrespectful to the residents.

In addition, we are also seeing the jam up of traffic from Lincoln Street all the way down to the Woodside Station entrance along W 29th Ave. Making it difficult for us and the people in our neighborhood to exit Charnelton Street, Olive street and the driveways along W 29th Ave. The added traffic congestion makes it harder for people to transition onto 29th with their cars, which makes people drive faster and react more competitively in order to make their way from side streets, onto side streets or into business parking lots. If an effort is made to reduce traffic it will help calm the traffic speed and make the area safer for pedestrians and cyclists. This will require redirecting traffic. So that the flow of traffic that should travel through the main artery of Willamette will not be flooded onto 29th and the surrounding neighborhood streets. The added traffic congestion, speeding and noise has greatly reduced the quality of the lovely neighborhood that my family resides in along Charnelton Street.

We want to limit any proposed massive housing zoning reassignments that will make this area more congested with traffic and not friendly to the pre-existing residents of the area or any future residents. People don't just walk or bike they also drive, especially when they are shopping for groceries. Its important to be realistic about how people travel through the area. There is more than enough multi-building Tax Subsidized housing units that are being built throughout Eugene. Most of these apartment units are predominantly empty and are changing the feeling and aesthetic of Eugene for the worse, besides being cheap construction with short longevity they will be dumped when the 10 year tax subsidy runs out. There is a significant amount of existing housing, with more housing comes more cars and more congested traffic.

We believe that the Willard School property should be exempt from the rezoning, because the property should remain a school and not be the future location of another massive ugly housing block or any other building project. My daughters attended elementary school at this property in the 90's, where we could easily walk them to school and back home after school. We have watched our neighborhood change over time from retired senior residents to young couples with babies and small children. These parents and their young children want to live in areas near a school. Its easier for transport and pickup and having a school here will attract more young families that will populate the area and sustain the businesses along Willamette. Families with children want to live in homes, not apartments. In addition, Eugene receives a good deal of rain throughout the year and covering land that absorbs the water will become a massive problem with drainage and flooding. This is a known issue. It's also important to protect and preserve the green open spaces in Eugene as public land for parks.

The Friendly concept plan that is being pushed forward will make things worse for the present residents who have occupied the area for decades. The proposed introduction of bike lanes on Willamette with the bus stopping all traffic each way is ridiculous planning, and will clearly be a problem for people traveling down the street. It will only add to traffic congestion in the area. The flow of traffic on Willamette will be awful and will back up onto W 29th Ave ruining the quality of life for the residents in the area and making it harder for people to exit the parking lots of the current businesses. Both businesses and residents will suffer as a result of these changes. The walkable district concept plan will not make things better in that area and will make things much worse, with increased traffic, pollution and noise in the surrounding areas.

Janet Bevirt  
Ron Bevirt  
Alida Bevirt

**From:** Danika Bevirt <paper.tigre@gmail.com>  
**Sent:** Monday, May 18, 2015 6:50 AM  
**To:** HENRY Chris C; KNAPP Jennifer L  
**Subject:** The Willamette Street walkable district

I have observed in the last year a significant increase in traffic flow with a complete disregard for the speed limit by many drivers on W 29th Ave and Willamette Street. This increase in traffic and speed has increased the decibel level of the traffic noise to the point where it is now heard inside my home at all times. Its not okay for people to speed at 40 to 50 miles an hour through a residential area especially at night when the posted speed is 30 MPH. If you think this is not a real issue, you have not been collecting accurate enough data of the increased traffic situation in the area over the past two years. The traffic increase is making the area more unlivable, not more livable. The city needs to address this and impose better speed regulation, not obstructions in the road but either a posted cop the pulls people over and resets the speed standard along the street as well as providing additional money for the city. Additionally, two speed cameras need to be put in place at a traffic light on both Willamette street and W 29th Ave, to photograph license plates and send out tickets to individuals who cannot manage to drive within the speed limit. It reduces the neighborhood property value to have constant traffic congestion in a neighborhood that was once quiet and peaceful up until about a year ago.

My concern is that by narrowing Willamette you are creating a significant bottle neck where there is a large traffic flow and this traffic will divert further onto W. 29th Ave and neighboring streets, creating nightmarish traffic in a once quiet flourishing residential community. The proposed plan is an unrealistic view of what will happen with the existing cars that pass through the area when traveling.

Its clear you have been collecting traffic data with the road cables posted on W 29th Ave and Willamette Street. This data should show that the traffic has significantly increased over time. I would like to see these numbers to see how much this has increased because I know road conditions were not like this previously.

The increase in traffic along W 29th Ave can be heard all the way up Charnelton street to Wayne Morris Park. The traffic is affecting the entirety of Charnelton street. If you are genuinely trying to create a walkable district the traffic should remain focused down Willamette street in order to maintain the neighborhoods in the surrounding area and decrease the 'overflow' of traffic. The residents would benefit from this, making the area more desirable for people to live in and shop in. At this point there has been a large number of people putting their homes up for sale because they can't stand what is happening to the area. This is very sad. As a resident we have all enjoyed living in quiet South Eugene, the concern is that the area is being made in the image of Downtown, which is inappropriate because its predominantly residential.

Does Arriving by Bike own the buildings on Willamette and 27th? They are the main proponent of the bike lane addition to Willamette. They are one new business out of the many longer term businesses who populate Willamette street. They can move on. Holy Cow was an advocate of the street change and they went out of business. The short term opinion of these businesses is minor compared the established residents who own homes in the area.

My family has biked around the area for many years and has never had any problems with the current layout. If there is an increase in traffic due to a bottle neck affect on Willamette the area will only be more hostile to pedestrians, cyclists and residents along the street.

Danika Esden-Tempski



BOB LARSON

38 W 30TH

ZONED R-1

WE HAVE OWNED OUR HOME FOR 14 YRS. WE PURCHASED BECAUSE OF THE NATURAL FEEL OF OUR HOME AND OTHER PROPERTIES IN THIS AREA. WE STILL HAVE ~~FEEL~~ DEER LIVING IN OUR AREA.

THE PROPERTY ACROSS 30TH (NORTH) STILL HAS A NEIGHBORHOOD FEEL. AND!! ONLY TWO BLOCKS AWAY WE HAVE A GREAT SHOPPING CENTER. A TRUE ~~AREA~~ NOBLE COMMUNITY.

THE PROPOSAL TO CHANGE ZONING ACROSS THE STREET TO AC (HEAVY DENSITY) WOULD CHANGE ALL THAT. I REQUEST YOU LOOK AT THE CURRENT CONSTRUCTION. IT LOOKS LIKE A MAMMOTH NORSUIG HOME. A 13TH AND PEARL BUILDING IN MY FRONT YARD.

I REQUEST NO CHANGE OF ZONING ON 29TH PLACE TO 29TH AVE ON PORTLAND BLVD AND USE THAT LOT FOR A BUFFER ZONE

RECEIVED

MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

Comments - Regarding Portland Street from 29th-30th St.

May 20, 2015

I live at 2971 Portland Street. I am concerned that my street is being both re-zoned and raising height restrictions. Currently Portland St. is a mix of single family homes, a small apartment building, condos, and a new 3-story building. It is unnecessary to raise a primarily residential street that has many single family homes to a 7-story limitation and increasing zoning. Currently the proposal will permit a segment of Portland Street, including my house, to build up to a 7-story building. Other than the market of choice commercial uses nothing in the entire zoning plan permits such large ~~use~~ development. Portland St. between 29th and 30th is the only ~~street~~ <sup>street</sup> that would permit this type of development. Portland St. is not wide enough for this type of development, would dramatically and arbitrarily change the character of the neighborhood, and could impact my property value. A residential street like Portland St. should not be designated differently than every other street in the zoning plan. Portland Street should be limited to 3-story developments and R-2 zoning. Please contact me if you have any questions.

fabonso3@yahoo.com Felipe Alonso III 512-299-4990

RECEIVED

MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

John Rude  
1207 Courtney Place

I'm very concerned about density issues that compromise nature. Eugene is not a Portland, Seattle, or Chicago where huge populations require greater density. Oregon and Eugene provide a quality of life that is hard to duplicate anywhere in the USA. Please be sensitive about nature and steer away from concrete, ~~blatant~~ blacktop and tall structures. We owe it to our founders and our offspring.

**RECEIVED**

MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

I would like to suggest the area facing  
E. 23<sup>rd</sup> Avenue between Willamette (past the alley going  
North and South) and Amazon Parkway be

a single family option designation. This is  
a small dead end street of homes that is  
currently R-1 and is the epitome of what a  
neighborhood should be. Most of us have  
lived here for over 20 years and take good care  
of our homes and each other. We have gardens  
and like our Southern exposure.

On the North side the lots are very small  
with a sewer main at the property line. Not  
good for big buildings or access to busy Amazon  
Parkway or Willamette St.

Lena Houston E. 23<sup>rd</sup> Ave  
541 912 8169

**RECEIVED**

MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

5-20-15

We are property owners @ 2910 Ferry St.  
I am strongly opposed to development that  
would allow an apartment to be erected  
on an adjacent property. This would devalue  
any investment that we made on our property.  
In addition, we would like the ~~the~~ zoning of the  
property to allow for a "tiny house" or secondary  
dwelling unit, which would serve to move toward  
the goal of higher density development without  
requiring adapting, or redeveloping the property  
as an apartment bldg.

Thank you for your consideration  
of these concerns,

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MAY 20 2015

Sincerely,  
Marg. Barkhart  
mbarkhart@gmail.com

CITY OF EUGENE  
BUILDING & PERMIT SVCS

Name - Marjellen Larson  
Address 38 W. 30th Ave

541-559 8997

1 - We are not pleased at the total change in our neighborhood i.e. the 3-story Apts. + 2 story Apts that occupy all nearby property.

2 - Bob & I would propose a buffer zone - we are in R-1 and R-3 directly across the street would be unacceptable.

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MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

Stan Hawn

2261 McMillan

541-501-5353

astance

ast.l.com

1. For the 1/2 block south of 24<sup>th</sup> avenue

I ask you to reconsider the allowable height  
down to 3 stories both sides of Willamette  
and leave MU.

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MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

I own a duplex, 285-295 E. 29<sup>th</sup>, for which the zoning has been proposed to change to rowhouses. Please let me endorse this decision. I'm a transplanted New York City person who has lived in Eugene since 1991. Much as I love Eugene as it is, it's clearly growing & I think the S. Willamette area should change accordingly. Increased density can increase the vitality of this small city.

A bit more about me - for 15 years I headed the library of the School of Architecture & Environmental Studies at the City U. of NY so I know something about the planning issues involved. I hope the Planning Commission & the City Council will approve these changes.

Sylvia Hart (Wright)

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MAY 20 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

**From:** FLOCK Gabriel  
**Sent:** Tuesday, May 26, 2015 11:40 AM  
**To:** KNAPP Jennifer L  
**Subject:** FW: South Willamette plan comment

For the record. GF

-----Original Message-----

From: Carolyn Bergquist [<mailto:cbgq@comcast.net>]  
Sent: Sunday, May 24, 2015 5:39 PM  
To: FLOCK Gabriel  
Subject: South Willamette plan comment

Dear Gabriel,

Thank you for walking through the South Willamette plans near my parents' home on Portland Street at the open house last week. I'm writing to contribute a comment to the Planning Commission's hearing by email, since I'm not able to be there in person at the June 2 meeting.

My concern is about the building height in the current plan at the southern end of the new plan for Willamette Street. My childhood home (3195 Portland St., for which I am the trustee) is on the east side of the street, and the back yard abuts the properties along Willamette street in the lots proposed for a zoning change. I am in general supportive of the plans to move to apartments along that street, but the height of the buildings currently proposed concerns me. Even with the step back from the eastern edge of the new zone, a five-story building in that position will have a significant and negative effect upon the homes uphill. A five-story building would in effect block the direct morning light that reaches the back yard, significantly limiting solar access for planting and thus the quality of life of the residents in the house. The hill is relatively steep, so the lot receives no western sun. Residents at the northern end of the redevelopment on the east side of Willamette raised similar issues, and the five-story height was reduced to three-stories in the plan. I am asking the Planning Commission to change the five-story height to a three-story at the south end as well, for the same reasons. This lower height would achieve a step-down effect from the taller buildings in the new zone down to the residential zone to the south, making the neighborhood more easily integrated into the new configuration along Willamette.

I appreciate the careful and thoughtful communication from your office about the proposed changes and hope that my comments will be favorably received. If difficulties making this change arise, I hope you will let me know.

Sincerely yours,  
Carolyn Bergquist

1955 Chambers Street  
Eugene, OR 97405

Residential Trustee  
3195 Portland Street  
Eugene, OR 97405

**Timothy Forester, PhD**  
Trillium Professional Building  
3003 Willamette St.  
Eugene, Oregon 97405  
(541) 484 - 4733  
(541) 953 - 3173  
stsf@mac.com

May 20, 2015

Eugene City Planning Commission  
Ms. Jennifer Knapp  
99 West 10 Ave.  
Eugene, Oregon 97401

RE: South Willamette Special Area Zone  
(CA 15-1, MA 15-2, RA 15-1, Z 15-4)

Dear Planning Commission:

South Willamette area is in need of diversity with new professional offices, cafes, and retail outlets. The stagnant development of the area demands new ideas and action to reinvigorate the area.

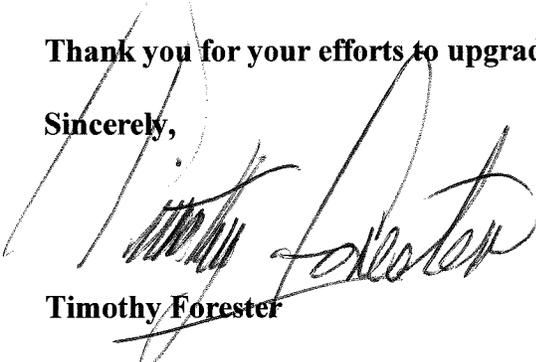
Adoption of the SPECIAL AREA ZONE & CONCEPT PLAN with ZONE changes is necessary for our area.

We have been waiting for these progressive measures for years.

We support your South Willamette Special Area Zone proposal.

Thank you for your efforts to upgrade our neighborhood.

Sincerely,

  
Timothy Forester

**RECEIVED**

MAY 26 2015

CITY OF EUGENE  
BUILDING & PERMIT SVCS

May 27, 2015

Dear Planning Commission Members:

We are writing to express our concerns regarding the proposed South Willamette Special Area Zone. Our home is located on West 23<sup>rd</sup> Avenue, near the northern boundary of the Special Area Zone. Our property is part of a neighborhood of single-family detached homes. The residential character of our street makes it a part of the larger College Hill residential neighborhood immediately west of the Special Area Zone boundary.

In particular, we are concerned about the change in the Metro Plan designation for our property and the neighboring property to the west (Lot 2100 and Lot 2200). The proposed designation would change these properties from "Low Density Residential" to "High Density Residential." This change is not consistent with the single-family detached homes across the street from us (on the south side of W 23<sup>rd</sup>), and it is not consistent with the rest of the houses on the street up the hill and immediately west of the Special Area Zone boundary. The proposed change to "High Density Residential," would, over time, destroy the quality of our neighborhood. We oppose this change.

Planning for a mixed-use neighborhood includes preserving good stuff that is already in place. Our home was built in 1926 and is a well-preserved example of the Craftsman architectural style. Not many homes of this vintage and quality exist in Eugene. The house next door to us to the west was also built in the 1920s or earlier and may have historic ties to OSU. The home next to us to the east (on the corner of W 23<sup>rd</sup> and Willamette) is newer (perhaps built in the 40s or 50s). All three houses are single-family detached homes.

This is a treasured neighborhood that already has the seeds of what you seek to encourage. We are within walking distance of great grocery stores, eateries, a hardware store and many health service providers. This is a great neighborhood for "aging in place." Our block of homes along W 23<sup>rd</sup> is an example of single-family dwellings existing comfortably with an apartment complex directly behind us to the north (the Silver Lace Apartments). None of the Silver Lace buildings exceed 2 stories, and the complex has been well-managed to fit into the neighborhood.

Our hopes for this neighborhood include:

- The Metro Plan designation for the three lots fronting the north side of W 23<sup>rd</sup> (Lots 2000, 2100 and 2200) should be kept as "Low Density Residential" to reflect the current neighborhood of single-family detached homes.
- Building height limit in the adjacent blocks north and south of W 23<sup>rd</sup>: not more than 2 stories high.
- A plan to keep this neighborhood livable and consistent in character with adjacent single-family detached homes to the west of the Special Area Zone boundary.
- Consistent application of building code requirements, taking the existing neighborhood character into account. We understand that you want to allow flexibility in the rules to encourage creativity by builders, but we fear that this flexibility might be abused—for example, by waiving rules such as height restrictions. This could result in a "canyon effect" for single-family homes surrounded by tall apartment buildings.

We agree that a variety of housing types and proximity to professional offices and commercial establishments is a desirable mix. The variety in our neighborhood is part of its charm, but please do not overlook the "calming" value of existing neighborhoods of single-family dwellings. We also agree that poorly-maintained dwellings and deteriorating commercial buildings may have to be replaced, but existing, well-maintained homes and businesses have an important place in the community as well, which should be preserved.

Thank you for your consideration.

John & Nita White  
41 W. 23<sup>rd</sup> Avenue  
Eugene, OR 97405

**From:** annettegurdjian@gmail.com on behalf of Annette Gurdjian <agurdjian@msn.com>  
**Sent:** Thursday, May 28, 2015 12:05 AM  
**To:** KNAPP Jennifer L  
**Subject:** written statement for public hearing on South Willamette Special Area Zone

To the Planning Commission:

I take issue with the inclusion of Retirement Center apartments as an allowed use under Section 9.3840(3)(a) Multiple Family, #2. Retirement Center apartments are not apartments or condominiums in their normal sense and use. Retirement Center apartments come with a lot of staffing needs for their accessory services such as food service, dining rooms and housekeeping. They also require many daily deliveries of food items and daily garbage pick up for their day to day operations. These staffing needs and accessory services are very disruptive to a residential neighborhood of multi-family dwellings, condominiums or rowhouses. Multi-family dwellings, condominiums and rowhouses have minimal staffing needs, at the most occasional landscaping service and weekly garbage pickup. They do not require parking for "staff", only for residents. There may be an on-site manager, but more often than not management of multi-family dwellings or condominiums is handled by an off-site property management company.

Retirement center usage is better placed under Section 9.3840(4) Institutional Use which, as described in Section 9.3840(4) is for non-profit entities that provide a local service to the community. To quote the code "they provide the service on the site or have employees at the site on a regular basis". Providing living assistance to the elderly fits exactly this criteria.

Sincerely,

Annette Gurdjian  
PO Box 50083  
Eugene, OR 97405  
541-514-2360

**From:** Thor Maydole <thormay3329@gmail.com>  
**Sent:** Thursday, May 28, 2015 5:00 PM  
**To:** KNAPP Jennifer L  
**Subject:** Willamette St. Response

I have owned residential property at 39 W 24th Ave. for sixteen years and greatly appreciate the location and sense of neighborhood that exists there. It is exciting to anticipate the transformation along Willamette Street which is coming. In reading the proposal set for discussion on June 2, 2015 numbers one, five, six and seven highlight important areas of consideration for me. In general I see a desire for "a highly livable, balanced approach" to incorporating "higher density areas" with "safe, attractive pedestrian" characteristics. The picture this paints sounds perfect, and I want to encourage policy-makers and designers to include both W 24th Ave. and Portland St. when considering their designs.

There are many pedestrian walking by my house, especially at school beginning and ending times. Bicyclists use Portland St. a lot and traffic from Jefferson St. coming east over the hill has increased in amount and speed. The intersection at W. 24th and Portland St is disjointed and often causes confusion for all as a result.

Portland St. has no continuous sidewalks so lots of pedestrians end up walking in the street. The street parking is increasing and visibility is decreasing. I know I use Portland St. most of the time to avoid Willamette both walking and driving. I believe this kind of high use will only increase.

Thank you for the opportunity to share my concerns.

Constance R. Barr

**From:** Annie Fulkerson <annieful@comcast.net>  
**Sent:** Friday, May 29, 2015 10:34 AM  
**To:** KNAPP Jennifer L  
**Cc:** Doug Brown  
**Subject:** Testimony for Willamette Special Area Zone  
**Attachments:** Capella Draft.pdf; ATT00001.htm; Capella Existing.pdf; ATT00002.htm

**CATAMARAN TRADING, L.L.C.**

**DOUGLAS M. BROWN & ANN B. FULKERSON**

**PO BOX 50040**

**EUGENE, OR 97405**

**PHONE: 541 729-9475 EMAIL: [motovecchia@comcast.net](mailto:motovecchia@comcast.net)**

May 28, 2015

To: The Eugene Planning Commission

Re: Capella Market and the South Willamette Special Area Zone draft code

Dear Planning Commissioners,

As property owners on South Willamette we have been following with great interest the evolution of a new building code for the South Willamette Special Area Zone. We are generally supportive of the efforts of the Planning Department to develop changes to the existing building codes to accommodate an evolving neighborhood and provide for a more pedestrian friendly shopping district. We have attended many of the public meetings and met individually with Planning Department staff as the concepts have evolved.

Our property at 2489 Willamette Street has been the location of a neighborhood grocery store since 1949 when the main structure was built to house Pay N Take it Grocery, Griffins Quality Meats, Ted Wall Drugs and Helen Beauty Studio. It has been a neighborhood grocery store in continuous operation ever since and is, we believe, the longest existent continuously operated grocery store in the same location within the City of Eugene. It is therefore, quite likely, the highest, best use of this property for the neighborhood and the City. The property currently has a building of approximately 14,500 square feet housing Capella Market with 52 off street parking spaces. There are two single direction curb cuts for ingress/egress on Willamette Street, one on 25<sup>th</sup> Street and alley access for garbage, recycling and deliveries. There is currently no parking along the north side of 25<sup>th</sup> Street between the alley and Willamette Street. This space is currently a loading zone for delivery trucks. Capella Market receives hundreds of deliveries a week during weekdays and many on weekends as well.

With the help of Robin Hostick and Jennifer Knapp we were able to look at a couple of scenarios allowable under the new code if we choose to redevelop the site with the same sized building to house a new, modern single level grocery of the same size as our existing building. We did not look at options that utilized parking above or beneath the building because of the obviously prohibitive expense associated with incorporating a parking structure into the design. Robin and Jennifer were able to use the same design software and criteria

that they used on other locations chosen to provide examples of how the new code could be applied on existing properties. Those examples were incorporated into the public presentations the Planning Department made to business and property owners as well as neighborhood groups.

I think it's fair to say we were all a little surprised by the results of this exercise. The plan shows an overall reduction of 12 onsite parking spaces (more than 20%) and the anticipated increase in curb side parking would be virtually eliminated if the current bus stop on Willamette Street and the loading zone on 25<sup>th</sup> Street are to remain. The most desirable option for ingress to the parking area according to the new code is through the single lane dead end alley between Willamette and Oak. It is not wide enough to accommodate more than one vehicle. The alley is currently used by garbage, recycling and delivery trucks and there is no other provision in the plan to accommodate these activities. There is only provision for a single width curb cut for egress from the parking area to Willamette and even this is an exception to the best case scenario in the new code of no curb cuts on Willamette. A grocery store, even in a high density, pedestrian friendly neighborhood, is dependent upon adequate parking with safe and convenient ingress/egress for the simple reason that most people are unwilling or unable to carry the cumulative weight of their groceries much further than the adjacent parking area. This is especially true for an aging population.

Admittedly, the sample scenario that Robin and Jennifer prepared is not exhaustive and at our most recent meeting with them at the public roll out of the new code held at the Eugene Public Library they both told us they had asked another architect to look at our particular situation because it presents so many challenges.

We have been assured by Robin, Jennifer, Gabe Flock from Planning and Chris Henry from Traffic that we will be able to upgrade and remodel the existing facilities under existing code without being required to abide by new code provisions requiring a 15 foot set back from our property line along Willamette Street and new restrictions to the ingress/egress along Willamette so long as we don't fully redevelop the property. We have had many discussions with them about what would constitute redevelopment and trigger the requirement to work within the new code. Our understanding, at this point, is that it would take the complete demolition and removal of the existing building to accommodate the construction of a new building and/or the construction of a new, separate building on the property to constitute redevelopment.

A local neighborhood grocery like Capella Market is exactly the kind of business that makes Eugene a "quality of life" city and will be an asset to whatever neighborhood evolves within the South Willamette Special Area Zone. We have been told by planning staff that the type of development envisioned by this new code is not feasible in the current local economy because of generally low wages and high cost of living and it is primarily a vision of what new development should be when we have the economy to support it. Perhaps someday it will be economically feasible to build a multiple level building on our site that would include a grocery, parking structure and affordable housing all in a single location. Until that time it is a heavy burden to be required to hold off redeveloping our property with a state of the art neighborhood grocery utilizing the same parking ratios and accessibility demanded by businesses like Whole Foods and Market of Choice.

We understand and appreciate the demands that are placed on the City of Eugene Planning Department to design and implement building codes that provide for safe, livable high density neighborhoods and we sincerely hope that the economy in Eugene will someday support the vision for the South Willamette Special Area Zone. In the meantime, it seems reasonable that there should be some provision in the new code for quality redevelopment of property for existing, proven and desirable business models that would provide an economic stimulus to the overall neighborhood and community and help smooth the transition to a new, more livable, walkable neighborhood on South Willamette. We believe that the continued success of our business model is absolutely dependent on ingress/egress from and to Willamette Street and no reduction of onsite parking.

We appreciate all the effort from City staff that has gone into this project and, especially, that of Robin Hostick, Jennifer Knapp and Chris Henry in helping us come to grips with the unique challenges presented by our property.

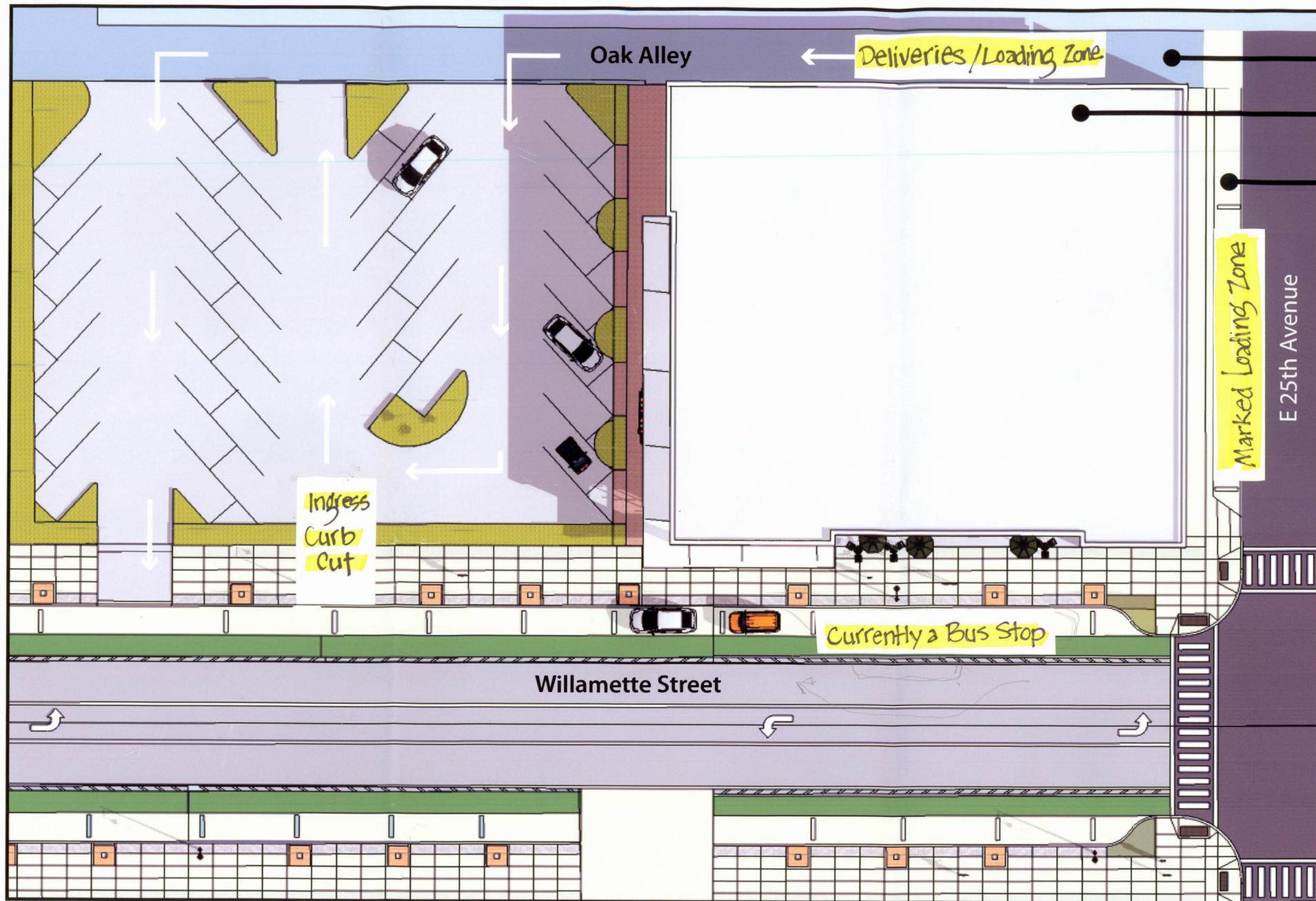
Please find attached drawings showing the existing Capella building pdf and parking arrangement on our property as well as the (edited) conceptual plan done for us by Robin and Jennifer.

Sincerely,

Douglas M. Brown and Ann B. Fulkerson

# Capella Market Redevelopment Study

DRAFT



## Quick Data - Proposed Code

Alley Access with exit on Willamette St.

Building  
13,800 sf

Street Parking ~~13 Spaces~~ **0 to 2 with Bus Stop and Loading Zone & Curb Cut**

Off-Street Parking  
39 Spaces

## Total Parking

~~52 Spaces~~ **39-41**

Required Parking - Proposed 13,800 sf  
21 Spaces (1 per 600 sf floor area)

Required Parking - Proposed plus  
9,500 sf second story  
40 Spaces (1 per 600 sf floor area)

## Quick Data - Existing

4 Access points

Building  
~~13,800~~ SQ. FT.

**14,500**

Surface Parking  
~~51~~ Spaces

**52**

Required Parking - Current Code  
41 Spaces (1 per 330 sf floor area)

Site Design and Parking



1-Story Redevelopment

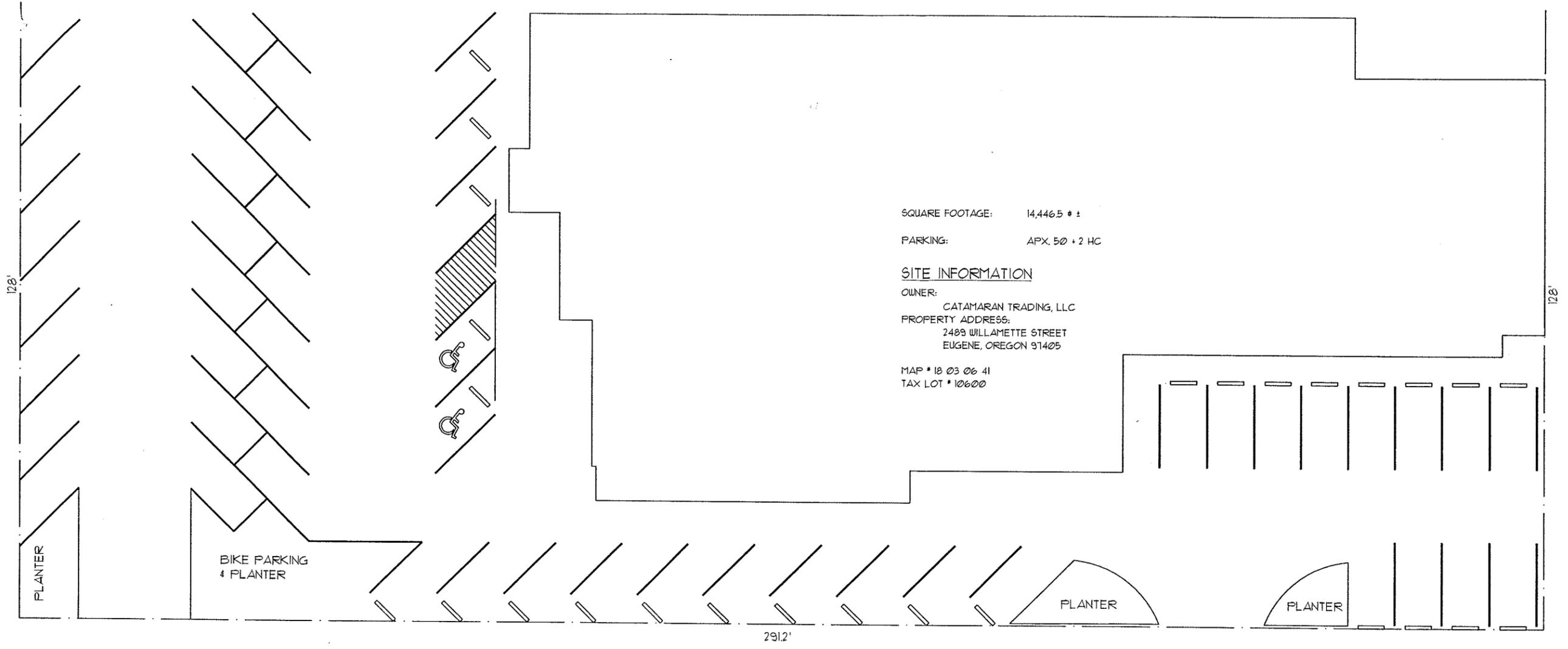


2-Story Redevelopment

NOTE: The proposed S-SW design code standards are subject to change. This site evaluation is conceptual and for learning purposes only.

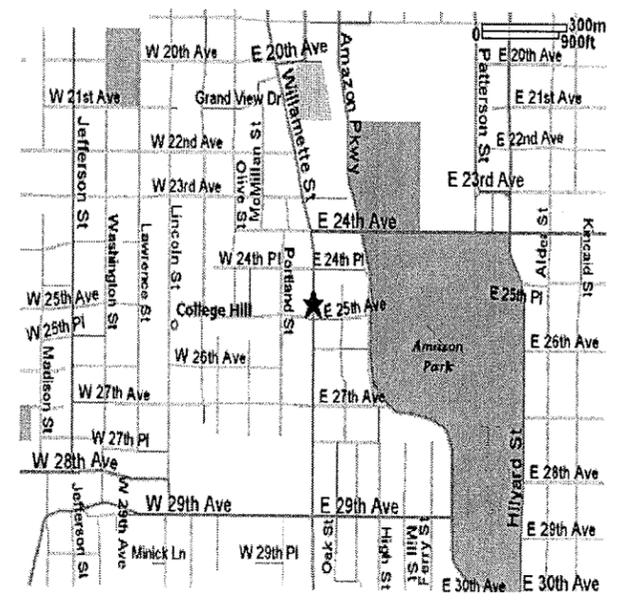
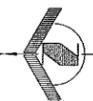


3/20/14 Tipping Point for Residential



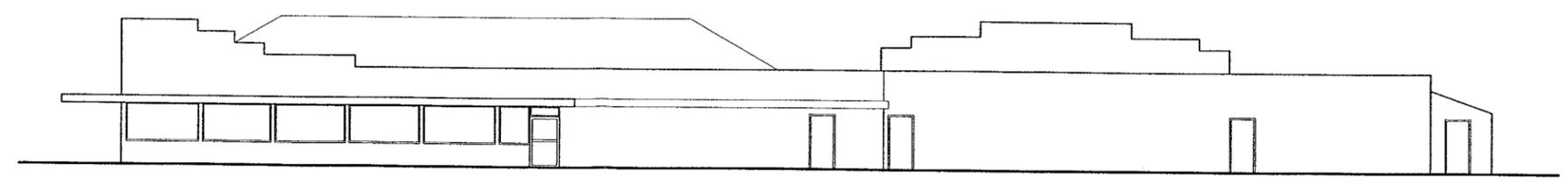
**SITE PLAN**

SCALE: 3/32" = 1'-0"



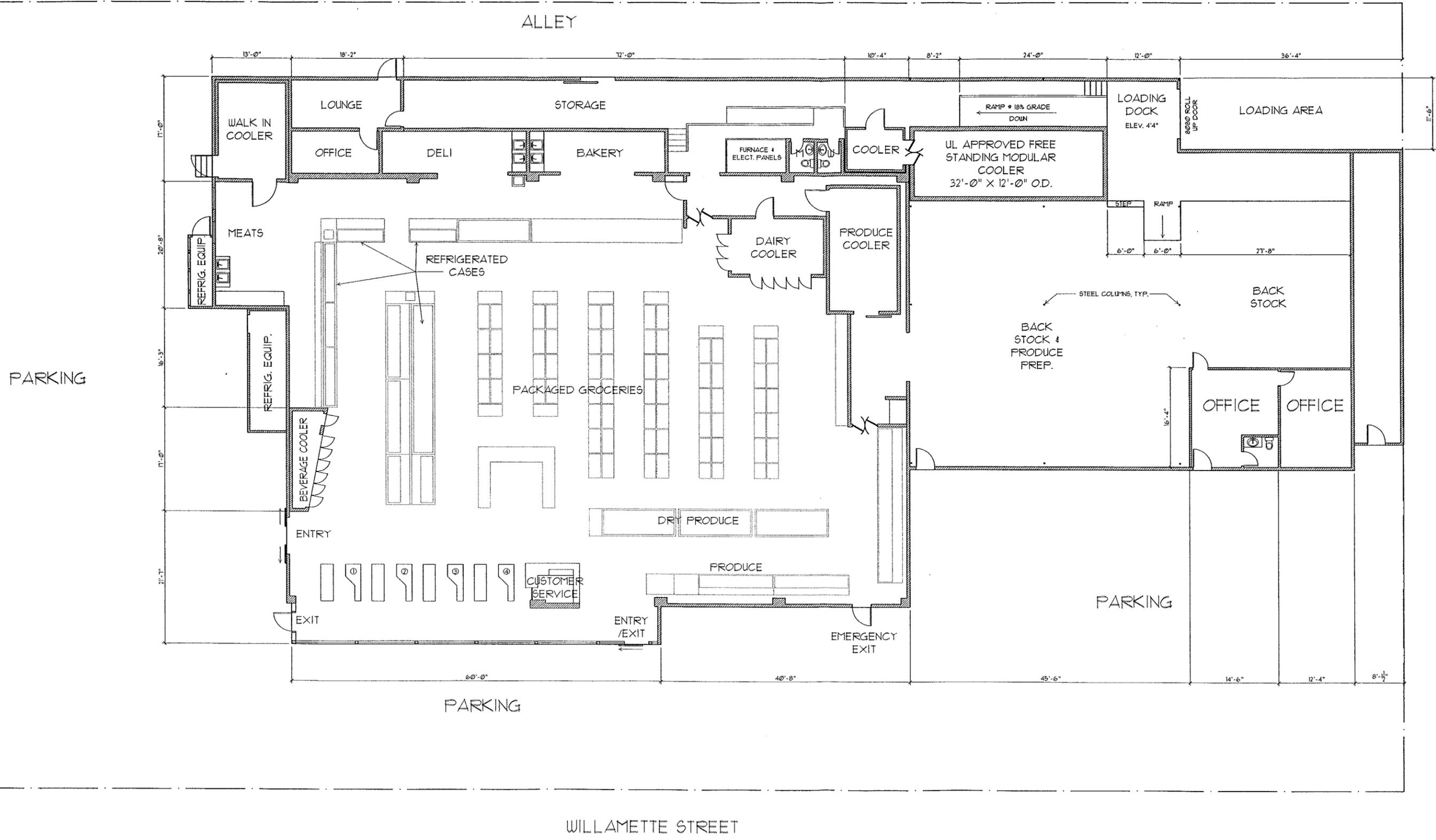
**VICINITY MAP**

SCALE: NOT TO SCALE



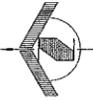
**WEST ELEVATION**

SCALE: NOT TO SCALE



FLOOR PLAN

SCALE: 1/8" = 1'-0"



## JANISCH Amy C

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**From:** Annie Fulkerson <anniefu@comcast.net>  
**Sent:** Tuesday, June 02, 2015 9:00 AM  
**To:** KNAPP Jennifer L  
**Subject:** Testimony for today's meeting  
**Attachments:** Untitled 4.pages.pdf.pdf; ATT00001.txt

Dear Jennifer,

Here is an article in TODAY'S Register Guard, a Guest Commentary article written by Eugene resident, Jim Patterson. Testimony that indeed when people commit to walking and cycling whenever possible, they rely on their cars for grocery shopping. Please add this to our public record.

Jim has been an active member of the cycling community that advocates for South Willamette traffic changes

Sorry for the late delivery but we just read the piece ourselves.

<http://registerguard.com/rg/opinion/33128220-78/going-carless-in-eugene-easier-than-it-might-seem.html.csp>

Today's Opinion stories  
More Opinion »

As an American male in his 70s, I grew up with cars. I got my first when I was 16, and have owned 21 cars to date. I've taken road trips across North America and Europe. After I retired from college teaching, I began writing articles for car magazines.

Now our two cars mostly sit in the garage. My wife Joby and I bought a new one four years ago, and have driven it only 3,000 miles a year. We've put it up for sale.

What happened? How do we get around? Do we get around? Are we shut-ins? Is the Internet better than real life? What's wrong with us?

Essentially, we found ourselves walking and bicycling a great deal more than before. Why?

One reason is that we moved to Eugene from Eastern Oregon, where we needed a car to get around at all, especially between towns and cities. In 29 years of living in La Grande, Joby or I — with kids or without — drove to Portland about every two months. We ended up making 174 round trips through the Blue Mountains, across the high desert and through the Columbia Gorge. We tried to take the train when practical, but with three children it wasn't easy. Then Amtrak discontinued the Pioneer that ran from Portland to Ogden, Utah. Car transport was all we had.

In 2000, we bought a house a mile and a half south of downtown Eugene, and a few blocks from the many services available on south Willamette Street. We discovered that we live in a neighborhood where we could easily walk to a bakery, coffee shops, grocery stores, a health club, a credit union, several restaurants, and even a bowling alley. We chose our dentist and doctors within walkable distances. We bought rain gear so we could get around on foot year-round. [We drive to the grocery or hardware store for heavy items, but mostly, we have adopted a habit of walking or riding our bikes.](#)

We also discovered that downtown is only a 20- to 25-minute walk away, and it became easy and fun to go on foot to concerts, meetings and restaurants. For us, working off a meal and wine while walking has become more satisfying than driving home.

After concerts at the Hult Center we make it home nearly as quickly as our neighbors who drive, due to the time it takes for them to get to their cars and leave the congested parking garage.

We found that biking on the region's bike paths is fun, especially in nice weather, and it is also good exercise. This has led to exploration of bike routes and rails-to-trails rides in Oregon and neighboring states. We do several longer recreational rides like these each summer.

To be sure, we are fortunate in that we live close to town, and have time to do all this walking and riding. But I taught for 29 years at Eastern Oregon University, and walked the mile from my home to the university four times a day (I went home for lunch) in all weather, and found it reasonable and fun. In Eugene, Joby found it impossible to park near the university and switched to riding her bike two miles to the UO for 10 years of teaching.

So getting around on foot and by bike has freed us from our previous car-dependence, kept us fit, and shown that it's feasible and satisfying to walk and ride for much of our local transportation. It seems that more and more of us in Eugene are realizing this, and taking advantage of everything that's good about the infrastructure that supports biking and walking.

It's liberating!

Jim Patterson, a professor emeritus of anthropology at Eastern Oregon University, is a member of the Eugene Bicycle and Pedestrian Advisory Committee. The views expressed here are his own. This is the second in an occasional series of essays about local transportation issues.

Anna Kate Malliris  
90 E. 23<sup>rd</sup> Avenue  
Eugene, OR 97405  
541/579-1654  
[mallirisa@lanecc.edu](mailto:mallirisa@lanecc.edu)

May 29, 2015

Planning Commission  
c/o Jennifer Knapp  
Eugene Planning Division  
99 West 10<sup>th</sup> Avenue  
Eugene, OR 97401

Dear Commissioners:

I am writing regarding the South Willamette Special Area Zone. As a resident of one of the streets dramatically affected, I feel strongly that the implementation of this plan (as it pertains to East 23<sup>rd</sup> Avenue between Willamette and Amazon) will both destroy an existing neighborhood and create traffic problems in the area. I outline the issues below:

1. The neighborhood: This is a street with houses that were built in the 1950s. My family moved onto the street in 1970 and my parents have lived in their house for the last 45 years. They chose this location because they wanted to be close to downtown (not in the quickly expanding suburbs), they wanted their children to be within walking distance and attend the local schools, and they did not have the resources to live in the houses on the other side of Willamette street. This street was one of only a few in the area with small starter homes on larger lots and within walking distance to schools, shopping and downtown. About 25 years ago, upon returning to Eugene, I also moved onto the street. Many of the residents even then were original builders of the homes in which they lived. I have raised my daughter on this street because it is a true neighborhood where everyone knows their neighbors and looks out for each other. Most of the residents of this street have lived in their homes for 20 plus years and plan to stay so long as the neighborhood retains its quiet character.

This will be destroyed by this zoning change. As apartments and condos take over the street, five story structures that cater to people who have little investment in the

neighborhood and whose average stay will be a year or less, the ability to know your neighbor will be lost. In addition, once the developers start building these high density housing units, the private and quiet little yards that we all enjoy will be lost to the hustle of traffic, the intrusion of people peering down at us from 4<sup>th</sup> story balconies, and the loss of sunlight that such structures block.

2. Traffic will be too large for the access provided: This little one block street has only two ingress and egress points. The street is closed to Amazon Parkway and open to Willamette Street. In addition to the 13 residences on the street, there are already several multi-resident units and a medical complex that use the exit onto Willamette Street. Where it is positioned, Willamette Street has only one lane in each direction and as a result, getting onto Willamette Street is already difficult and congested. Adding 40-60 new residences to the street would create a ridiculous ingress and egress problem for the residents. The only other access off of the street is through an alley that goes to 24<sup>th</sup> Street. It is a gravel road, always full of potholes, and already servicing 3-4 multi-residential units.

In addition to just the logistical problems that this kind of traffic creates for ingress and egress, it would have a hugely detrimental effect for the residents that wish to remain in their homes. We picked this street specifically because it is a dead end street with little traffic. We have small children who can actually ride their bikes up and down the street and play in their front yards. That will immediately come to an end when the first apartment or condos are built and traffic increases,

As I think about the proposal, I am perplexed by the choice to so dramatically change the nature of this one block. Some of my confusion comes from:

1. Why the city has chosen to only make changes to the East side of Willamette Street, especially on a one block dead end? I was told that this block was chosen because it is located between two corridors (Willamette and Amazon Parkway). This makes little to no sense since the access to Amazon Parkway is closed so, just like the West side of Willamette, it only has access to one of the corridors (Willamette). What seems obvious to me is that the only difference between East 23<sup>rd</sup> and West 23<sup>rd</sup> Avenues is the cost of the homes. Let me be clear: I think that if the city wants to embark on a pilot program for greater home density, the more logical option would be to develop on the West side of Willamette Street where there are no dead ends so that traffic can better disperse. However, given the average cost of the homes and the average income of the homeowners, that option is not being considered. It appears that only the one block on 23<sup>rd</sup> Avenue with affordable homes and middle income families should become part of this pilot project and be destroyed by development. If this is what Eugene's urban

planning is planning, you all should redefine your work. This is a blatant misuse of your power.

2. Why has the city chosen to destroy a neighborhood that already has multi-residential zoning and housing so that they can experiment with even more density housing on a street where the North side lots are so narrow that a developer would have to take most of the houses to even place a development there? This street already exemplifies multi-use housing coexisting in close proximity. There are duplexes, triplexes and multiplexes already on the street, and behind my house, there is a small apartment complex. There is no reason to take over the single family houses destroying the character of the neighborhood except for the potential greed by both developer and the city.
3. Why do we need more apartments in this area? The city has added a tremendous number of apartment units and although the newer, better apartments may be getting rented to the ever more privileged University of Oregon (predominantly out of state) students, the older units are struggling to remain rented and viable business endeavors. But here is the city trying to make development easier by rezoning a stable residential area at the expense of the citizens who have built their lives in this area; an area in which affordable single family homes are becoming a rare commodity.

Again, I strongly object to this plan as it pertains to the rezoning of this unique neighborhood on one small block of East 23<sup>rd</sup> Avenue between Willamette and Amazon Parkway. Leave our neighborhood alone. Former APA president Mitchell Silver said:

"What is the purpose of planning? The answer can be found in the 20th-century zoning and planning acts and the planner's code of ethics. Both served the profession for more than a century. Planning allows for the orderly growth and development of communities. Planners faithfully protect the public interest. Planners shall seek social justice by working to expand choice and opportunity for all. Planners are guardians of our common future and plan for the needs of present and future generations. Planning was intended to focus on 'place' and 'people.'" (<http://www.planetizen.com/node/64109>)

I say that this plan does not seek social justice as it only focuses on the lowest income, least expensive single family homes on this street and it certainly does not focus on the people- just ask my 80 year old mom who raised her children and grandchild on the street she has lived on for 45 years.

**From:** Christine Thompson <cthoms@uoregon.edu>  
**Sent:** Sunday, May 31, 2015 6:30 PM  
**To:** KNAPP Jennifer L  
**Subject:** South Willamette Special Area Zone - Pubic Comment

Jennifer-

Thank you for taking the time to answer my questions at the recent open house.

While I am a FAN Board member and campus planner, these comments are provided as an individual resident. Please add the following comments to the public record:

Overall, there are many positive aspects about the intent of the proposed code. The following are some recommended considerations to address prior to adoption (most are related to Metro Plan Policies A.23 and E.4 and, to some extent, G18):

**Intent Section** – It seems appropriate to add a new point to clarify that the code is intended to “Enhance/protect the quality of adjacent single family neighborhoods.” While I agree that there is room for improvement in the study area – especially along Willamette Street - it should not be at the expense of adjacent areas that already have established desirable neighborhood characteristics, but are eroding noticeably as auto traffic and nearby development increases.

**Alley Only Access and Side Street Access Requirements** – Carefully consider the resulting traffic patterns before adopting this proposal. Use of alleys and side streets may reduce congestion on Willamette but it may have unintended negative impacts on adjacent residential areas. Traffic calming measures may be needed to deter use of residential side streets for parking and/or through routes. Ensure that side street and alley access requirements do not make side streets more appealing for autos to use as a through route into the neighborhood, in particular in low density residential areas. 24th Avenue is of particular concern to neighbors. Any additional incentive for drivers to use 24th to travel west through the neighborhood would add to an existing serious safety problem created by drivers navigating very narrow residential intersections at 24th and Olive and 23rd and Olive.

**Side Street Design Requirements For Streets that are primarily low density residential** – Carefully consider the merits of the proposed new street design requirements for side streets that only extend a distance of 1/2 – 1 block and then transition to a single family neighborhood. How will this transition work?

- Ensure that the character of streets primarily zoned for low-density residential responds to the low density character.
- Ensure that the new street design does not make the road more appealing for autos to use as a through traffic route.
- Ensure that the new street design is not counter to the goal of limiting impervious surfaces. The proposed parking cutouts on smaller side streets do not outweigh the loss of existing planting strips and street trees.
- In some cases, it may not make sense to require street improvements. For example, it is my understanding that the existing street character will be retained for residential streets south of 29th Avenue (e.g. High, Oak, etc). Implement the same approach in similar situations such as the 1/2 block on the south side of 22nd Ave (only one side of the street is in the zone and this is a very steep road), on the 23rd (west side of Willamette), and elsewhere.

**Prohibited Materials and other Specific Design Requirements** – Carefully consider the implications of restricting specific materials (e.g. plywood and corrugated metal) and requiring specific features (e.g. corner entrances). Recognize the limitations embedding specific design requirements in a land use code that is unlikely to benefit from regular updates. Ensure that overly specific requirements do not deter good design and/or cause developers to do everything to avoid triggering the need to follow new code requirements.

**Civic Stadium** – The future of Civic Stadium was unclear during the visioning process and development of the code. Now that its future is known, ensure that proposed changes support the continued use of Civic Stadium as a historically significant property and as an outdoor sports/recreational venue. Carefully consider the maximum-allowed five story height immediately adjacent to (south of) Civic Stadium to ensure that the proposed scale of future development does not dwarf the historic stadium and/or block solar access to the outdoor field space. It may be appropriate to consider a transition requirement for adjacent development.

**Community Participation** – I appreciate the time and effort staff and Planning Commissioners have put into this project. As you move forward, please remember that proposed land use changes are still unclear to many affected residential neighbors. If aware at all, many do not understand that proposed changes affect properties beyond Willamette Street. Or they do not realize that the multiple-year process has progressed from the “visioning phase” to “metro plan/land use code amendment phase.” I encourage you to continue to carefully assess proposed changes from the neighbor’s perspective within (and adjacent to) to the study area.

As land use codes become more complex and replace neighborhood refinement plans, it is likely that community involvement will have to transition as well to ensure effective, knowledgeable input. Something to consider now and when future land use projects are initiated.

Thank you  
Christine Thompson  
FAN Resident, FAN Board Member, and UO Campus Planner

**From:** Margie James <margjam57@gmail.com>  
**Sent:** Monday, June 01, 2015 10:27 PM  
**To:** KNAPP Jennifer L  
**Subject:** South Willamette Special Area Zone Public Hearing- Comments

I don't do public speaking so am submitting my comments about the proposed Zone changes.

I live east of Willamette and just north of 29th St, in one lobe of the heart of the housing/home area, in the heart of the Amazon wetland. I have lived in my neighborhood for 26 years. Though I suspect that some would say I am slow to accept change, there have been changes in my neighborhood over the time I have lived here. These changes mostly have to do with an increasing number of students since families believe themselves to "need" bigger homes than exist down in these neighborhoods.

I love living in my neighborhood primarily because of my neighbors and secondarily because of the location.

- Neighbors

I have connections with my neighbors because we like living here, we want to live here. We connect as we work in our yards and as we walk the neighborhood, but it is yard work that affords the greatest connections. There are many long term neighbors who are vested in community and being in our local/neighborhood community.

By the same token, there is an increasing number of students in the neighborhood and they do not involve themselves in the neighborhood; they are transient and aren't real interested in engaging in the multi-generational flavor of the neighborhood, of what makes a community a community. The plan calls for more apartments which given the proximity to both Lane and UO, will continue to 'encourage' this demographic. If families aren't satisfied with the current homes, how will the suggested homes draw in that demographic? With increased number of homes in the same space, what about increased vehicles that don't have to be

I have concerns that a zoning change, that could significantly increase the number of people living in the area, could actually decrease this sense of connection, this sense of community. As the actual boundaries decrease around one's personal spaces, many humans put up higher personal walls, especially if not a planned community where they have a say in what it is going to look like. This will be a developer determined community with \$ being the bottom line, not what actually works.

- Location

Everything I need is within walking/biking distance: food, entertainment, hardware, bus, schools, parks, banking, exercise, shops (cars and bikes). The best part of that is that most of these businesses are small local businesses and I appreciate supporting local, supporting my neighbors.

So my overall concerns:

- that the protection and enhancement of the wetland area and amazon creek will be jeopardized
- negative impact on the open spaces we have in the area, Amazon Park and Community garden, as the population grows with less personal green space available. Will there be a plan in place that allows for maintenance/enhancement of these places with the imagined/planned increase in use in a climate with not enough money to support what we currently have?
- decrease in the feeling (and actual) sense of community with more people, especially if the demographic is heavily weighted to college students or youngsters that aren't looking for multi-generational community, only a place to live. Apartment style living, especially the close proximity of my neighborhood to both Lane and UO, tends to draw that demographic.
- increase in the number of vehicles
- obstructed views as housing is multi-storied
- no further increase in multi-generational communities since people want bigger homes
- decreased green space (since there would be less personal green space) without having to travel somewhere else, even if but 3-10 blocks away.
- the city will do 'give aways" to developers that aren't given to individual homeowners
- might property values actually go down because improvements made to a home won't matter if the home is just being torn down, the value then being in the land, not the structure?
- increasing addition of box stores, national chains that can actually threaten the small local businesses.

And probably much of my concerns is that to create the kind of community that I actually want to live in, that i currently live in, that this plan is trying lay out, takes changing attitudes of people, and Eugene is so very slow to change. We humans want to do what we want when we want. We want to interact with whom we choose. We still have the more/bigger is better attitude. And we want to drive because we don't spend an exorbitant amount of time getting from one place to another, nor on gas (and the bus system is not real efficient/sufficient). What are carts and what are horses? Will only business benefit with this change? Will the environment and those living in these neighborhoods actually pay the biggest cost? The housing areas that are in question is not a high end area, it is the "neighborhood at the bottom of the hill" so there are still some benefits from the hill houses. But most folks living down in these areas couldn't afford to move up into the hills, should they want to.

I support zone changes to the business area and a street or two on either side of Willamette but other parts of this plan feel so faddish and I really am concerned that it won't actually play out as anticipated and that there will be a loss of and to the community that already exists..

Margie James  
2860 Mill St  
541-345-7541

**From:** Pamela Wooddell <pjw@efn.org>  
**Sent:** Monday, June 01, 2015 4:27 PM  
**To:** KNAPP Jennifer L  
**Subject:** South Willamette SAZ

June 1, 2015

Pam Wooddell  
52 E 23rd Ave  
Eugene, Or, 97405  
541 343-6253  
[pjw@efn.org](mailto:pjw@efn.org)

Planning Commission  
c/o Jennifer Knapp  
Eugene Planning Division  
99 w. 10th Ave  
Eugene, Or.

re: South Willamette Special Area Zone

Dear Commissioners:

I have serious concerns that the proposed changes in zoning to area of South Willamette St will have a detrimental effect to some of the side streets involved, most notably to my street, east 23<sup>rd</sup> Ave. I fear that within only a few years this radical re-zoning of my street from the current R-1 to AC (apartment /condo) could start to erode our environment and be eventually devastating to those of us who have lived, dreamed, and invested here for years. A developer could buy one lot, hold it as a rental, allow it to decline, hope others move out or make an offer and buy another, then put up an apartment when it becomes possible. Our street has one access and the traffic will also be a problem.

My immediate neighborhood consists of one block of modest homes on a safe, quiet no-through street. The homes were solidly built in the 1950s and are predominately (75%) owner-occupied, kept in good condition and nicely landscaped. Residents are and have been middle/working class and professional individuals and families. Some are retired. We know each other, assist one another and keep an eye on things. Some earlier residents aged in place here with neighbors checking in. A number of the current residents plan to do the same and have made or are in the process of making major renovations with this in mind. Houses do not come up for sale often here but when they do young families looking for starter homes have been buyers, finding the calm street favorable for children and pets. Maturing or downsizing singles have also purchased here with the cozy homes and flat terrain being a plus. Most residents have been here a long time. There are a mature trees, lush gardens and active bird life.

With the proposed re-zoning these homes could become less desirable to these types of buyers given the restriction on home additions and the fear of living in the shadow of a large multi-unit building and a street getting busy with cars. The lots on the north side have very small backyards while the ones on the south side are large. A significant "disconnect" could happen between the type and character of buildings from one side to the other and the street would lose the sense of cohesiveness it now has. Houses on the north side could end up on a devalued, dispirited "island".

Although I feel very the best option is to just leave this street out of the special area, re-zoning us SFO as opposed to AC could increase density without dividing the neighborhood. The current zoning of R1 allows homes to be less restrictively enlarged, potentially adding some density by increasing the number of people in the home. I have been contemplating making my small home larger to accommodate two to three independent seniors sharing some space and resources while having adequate private areas. R2 designation already allows us to petition for a "mother in law" cottage in back. This would not affect the look of the street or the values of the north side houses. With AC zoning we would be limited to expansions of 30% or less, prohibiting a second floor or cottage in back, yet a developer could but up an apartment spoiling the street for

the neighbors. Please don't "fix" what not only isn't broken; but what is in fact a very good thing. There is a demand for these kinds of older, well-built, modest houses close to parks and schools. Many people can not or do not want to live in an apartment. Musicians, artists, and gardeners in particular need a bit of space. And, there are already many apartments in this vicinity. Additionally, from a sustainability point of view, it makes no sense to tear down solid, well-maintained homes. With basic upkeep, these homes can last a very long time.

I do understand the desire to improve the esthetics of the business areas along S Willamette St. Many people agree that the most unattractive features of Willamette St. are the phone poles and wires. I understand there is no plan to change these eyesores. Another unpleasant feature is the lack of trees and rain-absorbing surface where some stores have completely paved over from their door to the sidewalk. There can be deep pools of rainwater in the street between 26th Ave and 27th Ave where pedestrians can get splashed. Most of the apartment complexes already in place along S Willamette are not attractive, most need a good power wash and paint job. I didn't see anything encouraging improvements on existing apartments and businesses.

It makes more sense to me to fix the things that we know are problems at the core of the area, Willamette St., and allow the surrounding neighborhoods to develop and in-fill naturally. I have no objections to design stipulations that prevent unsightly features or the use of shoddy or unsustainable materials. I value individual creativity as it makes a place interesting over time. I am certainly not proud of some of the massive development projects that the city has promoted recently in downtown Eugene. I tremble to think of what could happen to my part of town even after reading the proposed design codes. Turning our town over to large developers has too often been tragic for the appearance of our city in general.

I have taken this proposal very seriously. I have explored it's 83 pages front to back and walked along the affected area with diagrams in hand. I have talked with homeowners not only on my street but also on Portland St and Oak St. Some of the new designations seem perfectly appropriate as part of a natural progression. Many of the incorporated design features would indeed seem to make the area more appealing and might encourage more walking, although most people I know who live here already walk a lot. I certainly would like Willamette St to be more beautiful, indeed I want the whole city to be more beautiful. Taken overall, however, I have to conclude that the current proposal and the way it has been processed is a not good for the people of this area. It seems clearly biased in favor of the wealthy and the larger developers. It has the look and feel of gentrification. The only types of homes affected appear to be occupied by middle and lower-income households. There is a noticeable notch in the SAZ map on the west side of Portland St. between 23<sup>rd</sup> and 24<sup>th</sup> so that these homes are excluded from being affected while the remainder of the west side of Portland street immediately to the south is slated for row-house only. What is obvious is that the homes in the "notch" are clearly more expensive. This block would be a better for apartments than mine given the street access.

Few people I met within the SAZ knew about the upcoming hearing or possible zone changes. I am sure many more still don't know. The public was given only 13 days from the open house May 20 until the hearing June 2 (this period included the Memorial holiday weekend ) to understand and respond to the proposal. The proposal is long and involved. Regular people with jobs and families need more time to understand it. Few were able to get to the single open house that occurred between 4 to 6 p.m. on a workday. This raises suspicion that limiting public awareness was intentional.

In summary my suggestions are:

1. Reduce the SAZ scope or at least phase it in starting with improvements to the core business area. Allow zoning for in-fill on the surrounding streets as already zoned; do not require changes only affordable by highly capitalized investors. Perhaps make allowances for tax exemptions for current owners to in-fill.
2. Start the SAZ at 24<sup>th</sup> Ave not 22<sup>nd</sup> Ave. It makes sense to start at the point Willamette St widens.
3. Bottom line for E 23<sup>rd</sup> Ave. If you cant just leave us out of this, include us in SFO area, not AC.

Allow more time for public access. Provide another open house on a Saturday for 3 or 4 hours with adequate staff to provide a presentation and Q and A.

Thank you,  
Pam Wooddell



## JANISCH Amy C

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**From:** Robilyn Eggertsen <reggerts@q.com>  
**Sent:** Tuesday, June 02, 2015 7:03 AM  
**To:** KNAPP Jennifer L  
**Cc:** reggerts@q.com  
**Subject:** Letter to Planning Commission - South Willamette Zoning Plans  
**Attachments:** IMG\_1236.JPG

Robilyn Eggertsen  
41 E 23rd Avenue  
Eugene, OR 97405  
541-513-6311

Planning Commission  
c/o Jennifer Knapp  
Eugene Planning Division  
99 W 10th Avenue  
Eugene, OR

Dear Commissioners,

I am a homeowner at 41 E 23rd Avenue, like many of my neighbors on our quiet dead-end street, I was devastated (shocked, saddened, angered) upon learning of the planned zoning change from R-1 to apartment/condo. This change will inevitably destroy our little community of WWII era homes. Even before the first apartment building is built, the threat of apartments being built will have a deadening effect on homeowners' plans to improve their property. It is already making me reconsider some of my maintenance plans - should I really spend all that money to repaint my house?

There is nowhere else I want to live; I had planned to grow even older here, but certainly not in the shadow of apartments with their accompanying congestion and noise. We have a wonderful street, neighbors talk to one another, cats wander back and forth to find a shady spot to sleep, and even the occasional deer strolls through to snack on our yards. How great is that for a street between Willamette and Amazon?

One of my neighbors, Pam Wooddell, shared with me a letter she sent to you.

I strongly concur with just about everything she said. She said it better than I can, so I'll just ask you to read it a second time as if coming from me.

I know they are just lines on a map to you, but to us they are our homes and our lives. Attached is a picture of my home; if you haven't taken a quick walk down our little street, I invite you to do so, even if just as an internet street view.

For a City that is proud of promoting sustainability, this seems a contrary plan. Sustainability begins at home, and I urge the City and its Planning Commission to promote it, by sustaining the homes and neighborhoods that give the city its character. I ask you to leave our street (East 23rd Avenue between Willamette and Amazon) out of the special area and have us zoned for single family residences.

Very truly yours,  
Robilyn Eggertsen



**From:** Ben Grieger <ben@thegislab.org>  
**Sent:** Tuesday, June 02, 2015 11:35 AM  
**To:** KNAPP Jennifer L  
**Subject:** Comments for June 2 Planning Commission Hearing

Jennifer,  
Please submit the following comments to the planning commission regarding the South Willamette Concept Plan:

I live within the area affected by the proposed plan, and I have attended a number of the public meetings and I have also, along with a small group of my neighbors, had a special meeting with representatives from the Planning Department about the South Willamette Concept Plan.

At that special meeting, we expressed great concern about changing the appearance, environment, use and future of the neighborhood where we bought our homes. We were assured that there were no plans to alter the zoning and that all portions of the Plan would occur within the existing zoning rules. Now, this was a couple of years ago, and I understand that things change, but I couldn't help feeling misled. I was further confounded by being told that by giving my e-mail address to receive updates, I was counted as a supporter and collaborator on the plan.

I do not support this plan. I do not know of anyone who owns a home in my neighborhood who supports this plan. Zoning is what protects the character of our neighborhoods and the value of our homes. Changing the zoning out from under us makes that protection worthless and puts our major investments at risk.

Additionally, specific tenets of this plan are ill-conceived and will worsen our quality of life. For example, the parking provisions for new development are inadequate and will result in apartments and cluster home dwellers being forced to use our neighborhood streets as permanent parking. Traffic will increase beyond the capacity of the small streets, trash and noise will increase, and the tall buildings will block the view and the sunlight.

At one of the meetings on this plan, I asked about noise studies and there apparently have been none. Increased car noise, garbage trucks banging dumpsters, slamming doors, amplified music, etc. will all be increased under the Plan. Apparently no one has considered the impact on the sewer system either. Our sewer system was designed to carry a certain load. If apartments are put at the head of our streets, it will more than double the number of toilets and sinks and washing machines draining to the sewer per street. If there is a back up, since the apartments will be elevated, it will overflow into the existing homes. The alternative is to dig up and replace the sewer line which will tear up many back yards and a few garden sheds and fences along the way.

At the meetings, planning personnel have emphasized maximum building heights in the plan. But they have not emphasized and even avoided discussing the special exceptions which allow builders to add additional stories beyond the maximum if they add elements like incremental green space (or even if they just ask to increase heights and the planners decide that what they want to do is pretty much consistent with their plan).

So some of us have been left with the feeling that we've been manipulated, if not tricked, and presented with a plan that does not serve our interests but rather the interests of developers.

If this plan passes, the result will likely be a worsening of quality of life in this neighborhood and a decline in property values for existing homes. In the face of those changes, homeowners like me will likely abandon the neighborhood.

Economically, it will not make sense to sell at break-even or loss, instead it will make more sense to take advantage of the strong rental market in Eugene. So we will turn our homes into decaying rentals interspersed among the new tightly packed cottage clusters and apartments (which will drag their values down also). The main thing that keeps us from doing that is that we like living in this neighborhood- that's why we bought here!

Therefore, I urge the commission to oppose the South Willamette Concept plan and the zoning changes it includes.

Thank you for your consideration of my comments,

Ben Grieger

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Ben Grieger  
The GIS Lab  
[541-525-0317](tel:541-525-0317)

## JANISCH Amy C

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**From:** Eliza Kashinsky <eliza@tastypie.org>  
**Sent:** Tuesday, June 02, 2015 11:40 AM  
**To:** KNAPP Jennifer L  
**Subject:** South Willamette Code Comments

Dear Planning Commission:

As someone who manages a business on South Willamette, and a former resident of the neighborhood, I believe that the proposed code changes for the South Willamette District do an excellent job of laying the groundwork for a more walkable, pleasant community in that area, creating more density without sacrificing a livable environment and the needs of businesses in the area. As a frequent pedestrian along Willamette as I walk to work and to businesses in the area for lunch or errands, the neighborhood as it is currently is inhospitable—the frequent driveways and separation of points of interest from the sidewalk by parking lots (frequently designed so that cars end up backing up onto the sidewalk) make it challenging and unpleasant to pop out on foot during my lunch break. The code changes pay careful attention to what is needed to make a successful walkable neighborhood and great, pedestrian friendly streets, including ensuring that buildings address the street and that parking is handled in a way that doesn't detract from other modes of transit. In addition, the new housing options proposed provide sound options for many different types of people—my husband and I, when seeking to purchase a home, would have preferred to live in a townhouse or other such building in the area, but that wasn't an option that was available, and so we ended up moving elsewhere in Eugene.

Eugene's longer term goals of reducing our emissions necessitates creating more walkable environments where cars are optional. I believe that the proposed code changes, as written, do an admirable job of moving Eugene in that direction, and I would urge that they be implemented.

Thank you.

Eliza Kashinsky  
Work- Friendly Neighborhood  
Home- Jefferson Westside

**From:** Kristin G <kristin1900@gmail.com>  
**Sent:** Tuesday, June 02, 2015 11:23 AM  
**To:** KNAPP Jennifer L  
**Subject:** Comments for planning commission

As a resident within one of the areas proposed to change to SFO (Mill, north of 29<sup>th</sup>), I am against the zoning change proposed. I bought my house based on the character of the neighborhood (zoned as R-1) and would like it to retain that character.

If the zoning changes are approved, the following is a comment regarding parking: At the planning commission open house, I asked about parking for the proposed row houses along 29<sup>th</sup> and single family option area. I am concerned that there is only one parking space required per residence. By building denser housing, more people (and their cars) will be brought to the area. Without garages or driveways, residences with more than one car (which seems very common) will turn to street parking. Street parking, which currently offers residents temporary parking options, would change to permanent parking for these extra vehicles. I feel a crowded street packed with cars takes away from rather than improves our neighborhood environment.

Additional comment: One of the posters displayed at the open house defined successful public spaces using several adjectives including "congested." I am concerned that congestion, "(of a road or place) so crowded with traffic or people as to hinder freedom of movement," is seen as a positive descriptor of the future of my community.

June 2, 2015

Lanie Millar and  
Felipe Alonso III  
2971 Portland Street  
Eugene, OR 97405

Planning Commission  
c/o Jennifer Knapp  
Eugene Planning Division  
99 West 10<sup>th</sup> Avenue  
Eugene, OR 97401

Dear Ms. Knapp –

We purchased our single-family home built in the 1940s at 2971 Portland Street in October 2013. We have reviewed the proposed plans for the South Willamette Special Area Zone (“Plan”) and have concerns regarding the proposals that would dramatically alter the character and livability of Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place.

**Primary Concerns –**

1. The Plan should be modified to set the maximum height on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place, to no more than three stories. This is our greatest concern. The current proposal would permit seven-story construction, which is inconsistent with the character and livability of the neighborhood (Eugene Code (“EC”) 9.0020(f) (Policy 6)), contrary to the purpose of the land use code (EC 9.0020), inconsistent with the Metro Plan, and inconsistent with other portions of the South Willamette Special Area Zone.
2. The Plan should be modified to allow no more than medium-density residential on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place. If density is increased, it should be done gradually in stages to avoid damaging the character and livability of neighborhood. The majority of the lots on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues are zoned low-density residential and the

remaining lots are zoned medium-density residential. There are no high-density residential lots on Portland St. between 29<sup>th</sup> and 30<sup>th</sup> Avenues, and Portland St. going south after West 30<sup>th</sup> Avenue is exclusively low-density residential. The current proposal would therefore damage the character and livability of the neighborhood (EC 9.0020(f) (Policy 6)), is contrary to the purpose of the land use code (EC 9.0020), is inconsistent with the Metro Plan, and inconsistent with other portions of the South Willamette Special Area Plan.

3. These two significant changes, in combination, would permit the construction of seven story buildings that are zoned for high-density residential on a street that is currently majority low-density residential that contains single-family homes and standard R-1 height restrictions. The Plan would dramatically and negatively alter the existing neighborhood and is contrary to the objections of the Plan at 9.3856(1), which requires new buildings with appropriate height and relation to the street, and 9.3856(2), which requires combining engaging street-side character with gradual building scale transitions between uses on greater and lesser intensity to foster residential livability. The Plan fails to accomplish these objections for Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place.

For example, the house directly across Portland St. from our single-family home is zoned low-density residential, R-1. According to EC Table 9.2750 a R-1 lot does not have a minimum lot density, can have no more than 14 units, and be no taller than 30 feet. The lot has a one-story duplex on it. The Plan would convert this property to high-density residential with a seven-story height allowance, which means a building could be up to 90 feet (Figure 9.3854(2.3)) and would have a minimum density requirement of 20 units per acre and a maximum of 56 units per acre.

This is entirely out of character for the neighborhood and Portland St., which is linked to the streets and neighborhoods south of West 29<sup>th</sup> Avenue and west of Willamette St. In other words, Portland St., unlike West 29<sup>th</sup> Avenue and Willamette St. is not a thoroughfare, transportation corridor, commercial center, or designated as high-density residential. It is a primarily low-density residential

street, with some medium-density residential mixed-in, and is only three-blocks long (West 29<sup>th</sup> Avenue to a dead-end barrier at approximately West 32<sup>nd</sup> St.). The Plan would convert Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues into something completely different than its current design and use (EC 9.0020), does not take into account the actual character of the neighborhood (EC 9.0020(f) (Policy 6)), is unlike anything else in the Plan (EC 9.0020(f) (Policy 6)), could irreparably damage the livability of the neighborhood (EC 9.0020(f) (Policy 6)), and may negatively and permanently damage the value and enjoyment of our property (EC 9.0020), is inconsistent with the Metro Plan, and inconsistent with other portions of the South Willamette Special Area Plan.

Below are more extensive comments regarding our concerns regarding the Plan's impact on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place:

**Building Height –**

The proposed plan allows some properties along Portland St., (including our house), between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, and West 29<sup>th</sup> Place, to build up to seven stories (90 feet). Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues is the only residential street in the Plan that permits the construction of seven story buildings. The only other property designated with a seven story allowance is the Woodfield Station shopping center. However, Portland St. and Woodfield Station are not comparable in design or use. Woodfield Station is commercially zoned and has numerous entrances and exits along the major travel corridors of Willamette St. and West 29<sup>th</sup> Avenue. The nature and purpose of the Woodfield Station is to provide a center of commerce and provides customers ample parking to shop at a variety of stores.

Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, and then continuing to 32<sup>nd</sup> Avenue, is a primarily low-density residential street, with some medium-density

residential mixed-in. It is zoned R-1 and R-2. It has nothing in common with Woodfield Station and should not be designated with the same height maximums. Eugene Code (“EC”) Table 9.2750 permits a R-1 maximum building height of 30 feet and a R-2 maximum building height of 35 feet. The Plan would permit these same properties on Portland St., currently zoned R-1 and R-2, to build up to a maximum of 90 feet. This change permits properties to triple in height and has no relationship to the current design and nature of Portland St. In fact it has the potential to irreparably harm the street and neighborhood.

The Plan is devoid of any explanation of why a small portion of Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues is the only residential street in the Plan that permits the construction of seven story buildings. For example, Portland St. between West 24<sup>th</sup> and 25<sup>th</sup> Avenue is currently entirely zoned R-2, except for one lot that is General Office. However, the plan limits the building height on Portland St. between West 24<sup>th</sup> and 25<sup>th</sup> Avenues to a maximum of 3 stories and requires special step-downs (Figure 9.3854(2)) between the bordering potential five story properties on Willamette St. and the three story properties on Portland St. There is no explanation or rationale that that it is appropriate to maintain Portland St. between West 24<sup>th</sup> and 25<sup>th</sup> Avenues at three stories, but permit Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues to go up to seven stories. It is unreasonable and arbitrary to treat similar properties and streets in completely different ways under the Plan and the Plan’s unusual treatment of Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues has done so.

**Density –**

The Plan raises height restrictions and simultaneously changes the properties to high-density residential condos and apartments on Portland St. between West 29<sup>th</sup> and

30<sup>th</sup> Avenues from their current designation as R-1 and R-2 properties. This means that instead of no minimum density and a maximum net density per acre of 14 units (R-1) or a minimum density of 10 units and a maximum of 28 units (R-2), the same properties now must build a minimum of 20 units per acre and can build up to 56 units per acre (9.3858(3)). This completely changes the nature of the properties and subsequent impact on the neighborhood is unexplained in the Plan.

It is not reasonable, and was not foreseeable, that the property directly across the street from our single-family home that is currently R-1 and has R-1 properties on two sides, would be converted in one-step to a seven story, high-density residential condo and apartment property, that can have up to 56 units per acre. That massive alteration is not justifiable, and would dramatically, and irreparably damage the character and livability of our neighborhood and negatively impact our property value. Portland St. starting at West 29<sup>th</sup> Avenue is a three-block long dead-end street that is primarily R-1, with some R-2 along one section of the street. There are no R-3 or R-4 properties.

Putting aside the current construction on West 29<sup>th</sup> Place, Portland St. between West 29<sup>th</sup> and 32<sup>nd</sup> Avenues has approximately 40 residences on the three blocks. A change to high-density residential condos and apartments would permit the construction of a single property that would outnumber all residences currently on Portland St. between West 29<sup>th</sup> and 32<sup>nd</sup> Avenues. The newest construction, which is primarily on West 29<sup>th</sup> Place, will add multiple units to the neighborhood, however the property abuts a commercial property, combined five lots, is subject to R-2 building restrictions, and is primarily situated along West 29<sup>th</sup> Place, and not Portland St. Additionally the side of the building that faces south towards our home and the rest of the neighborhood is only two

stories high. The back side of the building that overlooks the commercial zone is three stories high. Although the project is relatively large, the project's impact on the neighborhood is somewhat limited because it is directly next to the commercial zone, only two or three stories, and is still bordered by single-family homes and R-1 or R-2 zoning.

However, the Plan's proposal to change parts of Portland St. to high-density residential apartments and condos, with an accompanying seven-story height accommodation, would permanently and detrimentally alter the character of the neighborhood. Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place, should remain low or medium-density residential as currently designated. However, if the density designations are changed, the change should only happen one step at a time. In other words, low-density residential would only go to medium-density residential. A step-by-step approach to increasing density is the better course of action and can take into consideration future facts and circumstances. There is no reason to jump from R-1 zoning to seven-story, high-density residential apartments and condos in one step. Such a large leap does not permit a gradual and careful analysis of the changing needs and character of a neighborhood over time and could result in damaging results to the neighborhood on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues.

As can be seen with the recent construction along West 29<sup>th</sup> Place, the existing R-1 and R-2 mix of zoning along Portland St. permits increased density, growth, and development, but not at the expense of the existing neighborhood. The density along Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place, should remain as it is currently designated. However, if density is increased, it should only be

one step at a time, and R-1 lots and R-2 lots should not be treated in the same manner, but instead adjusted on an individual basis.

**Traffic –**

The construction of a seven story building with a high-density residential apartments or condos designation will cause additional traffic congestion that Portland Street cannot adequately address because the street is not designed for high-density residential, seven story buildings. The Plan's treatment of this section of Portland St. does not encourage the creation of transportation-efficient land use patterns or implement nodal development concepts (EC 900.20(j)). It actually does the opposite. It pushes more traffic onto side streets and off major thoroughfares and transportation corridors.

As stated previously, our house is on a segment of Portland St. that is only three blocks long. It begins at West 29<sup>th</sup> Avenue and dead ends at approximately West 32<sup>nd</sup> Avenue (Portland St. curves and actually dead ends at a barrier before Willamette St.). Portland St. is not a thoroughfare or transportation corridor because the street is not connected to another street going southbound. Portland St. going northbound towards West 29<sup>th</sup> Avenue ends at T-intersection that has a stop sign. The intersection is too close to 29<sup>th</sup> Avenue and Willamette St. for another stoplight and therefore traffic must stop and then attempt to turn eastbound or westbound onto a busy West 29<sup>th</sup> Avenue.

This portion of Portland St., as currently configured and zoned, already has excessive traffic for a minor residential street. It is used as a cut-through by cars to avoid the intersection at West 29<sup>th</sup> Avenue and Willamette St. and because of this has a disproportionate amount of traffic for a residential street. The prospect of adding seven story buildings that are zoned for high-density residential apartments or condos will only

exacerbate the current excessive traffic. Once again, Portland St. is not a thoroughfare or a transportation corridor, so placing tall, dense residential structure on the street will make Portland St. more congested, it will be more difficult for pedestrians, cyclists, and automobiles to safely navigate the neighborhood, and will reduce the livability of the neighborhood.

**Parking –**

Street parking on Portland St. is already problematic. If cars are parked on each side of the street it is not possible for two cars to safely drive past each other. If the Plan is approved it will exacerbate an existing problem without providing any solutions. The Plan designates this portion of Portland St. as Street Type I, Figure 9.3850(3)(i). The plan calls for 10 feet of sidewalks and 7 feet of parking on each side of the street for a total of 34 feet of right-of-way without accounting for travel lanes for cars. However, Portland St. in front of our house is only 27 feet wide. This indicates the Plan for parking on Portland St. is not based on the existing street limitations, and will not address current parking issues, or future parking issues created by the Plan.

**Neighborhood –**

The change to the maximum height restrictions to Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place, would change the character and livability of our neighborhood contrary to EC 9.0020 and 9.0020(f) (Policy 6). Portland St. between 29<sup>th</sup> and 32<sup>nd</sup> Avenues is entirely zoned R-1, except for parts of Portland St. between 29<sup>th</sup> and 30<sup>th</sup> Avenues that are zoned R-2. However, most properties currently zoned for R-2, such as our single-family house, are not being used to their maximum density or height capacity. It is important to take into consideration how a neighborhood actually exists

and not merely look at it in terms of what theoretically can be built on a property. The neighborhood, including Portland St., is linked to the streets and neighborhoods south of West 29<sup>th</sup> Avenue and west of Willamette St. Unlike West 29<sup>th</sup> Avenue and Willamette St., Portland St. is not a thoroughfare, transportation corridor, commercial center, or designated as high-density residential. It is a primarily low-density residential street that is only three-blocks long.

The tallest current structure on Portland St. between 29<sup>th</sup> and 32<sup>nd</sup> Avenues is two stories. As stated above, a new building is being constructed along West 29<sup>th</sup> Place that is two and three stories. The two stories face West 29<sup>th</sup> Avenue and the rest of the neighborhood, including our house, and the three stories face out towards Willamette St. and overlook a commercial zone. However, that building is an outlier, and does not define the character of the neighborhood on Portland St. from West 29<sup>th</sup> to 32<sup>nd</sup> Avenue. Unlike a high-density residential apartments or condos that are seven stories, the new construction can still fit into the general character of the neighborhood. The neighborhood has primarily single-family homes, but does mix in a duplex and a four-plex and therefore has a increased amount of density compared to a neighborhood that only has single-family housing.

Portland St. is close to commercial zones, but it is not a commercial zone. It is close to major thoroughfares, but it is not on a major thoroughfare. It is near transportation corridors, but it is not on a transportation corridor. Portland St. should not be treated as if it were on a major thoroughfare, a transportation corridor, part of a large commercial zone, or downtown. The Plan should maintain the character and livability of our neighborhood, and should do so by limiting the lots along Portland St. from West 29<sup>th</sup>

to West 30<sup>th</sup> Avenues, including West 29<sup>th</sup> Place, to low and medium-density residential, R-1 and R-2, and not allow construction over 3 stories.

**Property Value –**

We own a single-family home and are concerned about the impact of the Plan on our property value. Under the Plan a seven-story building, zoned for high-density residential apartments or condos, could be built directly to the east, north, and west of our property. This would likely decrease the value of our property, as it would be difficult to find a buyer interested in a single-family home surrounded by high-density residential, seven-story buildings. It would also dramatically decrease our enjoyment and use of our property. The Plan's selective change to our portion of Portland St. is even more problematic because this small segment would be treated differently than any other street in the Plan and possibly in Eugene. The Plan's unreasonable, and disparate treatment of our property, and the surrounding portions of Portland St., would likely lead to irreparable damage to the value of our property and cause us direct financial harm.

**Summary –**

Our greatest concern is the dramatic increase in the height allowances permitted under the Plan. The Plan should only permit a maximum of three story construction on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including 29<sup>th</sup> West Place. This maximum height restriction is consistent with other aspects of the Plan, the Eugene Metro Plan, and the character and livability of the neighborhood.

The plan should not increase the density on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including 29<sup>th</sup> West Place. The lots should remain R-1 and R-2 with the standard building restrictions. However, if the density designations are changed, the

modification should only be one step at a time, instead of the current proposal to jump from R-1 to high-density residential. That means that current low-density residential should be increased to no more than medium-density residential. Zoning changes on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including 29<sup>th</sup> West Place, should undergo a gradual process that permits opportunities to check-in along the way, and assess if it is appropriate to make additional adjustments to zoning in the neighborhood.

That way the Plan's actual impact on the neighborhood could be assessed and future recommendations and possible modifications could be based on how and if the neighborhood changes and whether other changes are necessary, wanted, or appropriate. The Plan's proposal to permit construction on Portland St. between West 29<sup>th</sup> and 30<sup>th</sup> Avenues, including 29<sup>th</sup> West Place, of seven story buildings, that are also zoned for high-density residential apartments and condos, is inconsistent with other aspects of the Plan, the Eugene Metro Plan, would undermine the character and livability of the neighborhood, would increase traffic congestion, make parking more difficult, impact our enjoyment of our property, and decrease property values.

Thank you for your attention to this matter. Please contact us if you have any questions.

Best regards,

Lanie Millar and Felipe Alonso III

To: The Board of Commissioners  
From: Bob and Maryellen Larson

I am against changing the zoning to permit additional high density residential housing to be built in my neighborhood.

The first additional units built several years ago by Cascade Manor have proven to be a burden to our neighborhood. The developers took out 200 trees in a park-like area on 29<sup>th</sup> Street and replaced them with high-rise apartments. Now there is no green area available and the residents of that facility have to walk their pets and themselves on the street.

This has also had the following effect on my neighborhood:

- 1) Require more parking for additional employees.
- 2) Our visitors at times have to park 1-2 blocks away.
- 3) More large service vehicles daily on our narrow street
- 4) More emergency vehicles as many as 3-times a day.

They are now in the second phase of their development. I do not know the number of units they are building, but it is many. I estimate the height of the north building to be approximately 50'. This is the size they would like to put across the street from my home. Needless to say this type of building would change the entire feel and livability of our neighborhood. It would be like living across the street from the 13<sup>th</sup> and Olive Building or some other commercial business. I am also concerned that this new phase will tax our recourses beyond their capabilities.

The above second phase is "water under the bridge". It is done, approved and being built and we haven't felt the full impact yet. When the second phase was in for a zone change, I expressed my concerns for all the additional needs for this development and also the impact visually. I was assured that the new building would be low in height and would be a welcome addition to the community. I took their word for this. I will not do so this time. This proposed high-density change is not good for anyone, except the owners of Cascade Manor.

My proposal is to have a "buffer" area created on 30<sup>th</sup> Ave. between Portland Ave and the original Cascade Manor. As you are aware this was done in the University Area to protect the homeowners living there. We need that protection.

This buffer would be for all the lots along 30<sup>th</sup> Ave to be R-1. The lots north of those on the same block would be R-2. There would be no more R-3, R-4 or AC zoned lots from Portland Ave going west and between 30<sup>th</sup> Ave and 29<sup>th</sup> Pl.

This could provide the additional parking and much needed green space, although it would be up to the developer to agree.

I also request a height limitation in the area to be not over two stories.

I am also concerned that this kind of development is not needed. Residential care and assisted care facilities have been built all over our city at an alarming rate just like the apartment boom. A few years ago the State of Oregon put a moratorium on any new residential and assisted living homes being built in the state. That restriction has expired and the floodgates are again open.

As far as a positive economic impact to our community, most of the jobs created are service type and are minimum wage, not family wage. Also, the owners are not local.

I am available at any time to continue this conversation.  
Thank you for your time and consideration.



Bob Larson and Maryellen Larson  
38 W 30<sup>th</sup>, Eugene Oregon  
541-520-5438

## JANISCH Amy C

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**From:** Eric Parsons <ericp@dladesign.com>  
**Sent:** Tuesday, June 02, 2015 2:22 PM  
**To:** KNAPP Jennifer L  
**Cc:** 'Leslie Cooper-Parsons'  
**Subject:** South Willamette Special Area Zone

Jennifer,

I live at 2855 High Street and have a few questions and comments.

1. Will developers be allowed to combine lots to create large cottage clusters?
2. I'm concerned about the requirement for one parking space per cottage? I'm in favor of increased density but, if we are adding impermeable surface, I want that area to be for people and not for cars.
3. I've been informed that my block of High Street is slated for one side parking only (currently parking on both sides). I am opposed to this. Increased development density will cause more competition for on street parking. Parking on both sides of our narrow street acts as traffic calming. People are already using our street for cut-through from the parkway to 29<sup>th</sup> and this will increase with the Willamette restriping. We want to keep speeds down. There is a recent precedent for retaining parking on both sides – 24<sup>th</sup> east of Friendly.

Either my wife, Leslie, or I plan to attend the hearing tonight. I have participated in two work sessions and one focus group on this project to this point.

Thanks for considering my concerns.

Eric Parsons  
541-525-5839

To: Planning Commissioners; Planning Department Staff  
Subject: South Willamette Special Area Zone and Design Code update  
To be included in Public Comments relating to any aspect of this Plan.

Having studied the South Willamette Concept Plan, and various plat maps and tax records, I find some “disconnections” between the Plan and the realities. The following is based on records to which the Planning Staff and the Planning Commission have full access (more easily than me, in fact) so I have not included them here. The information is not difficult to check.

The most pointed insight is that all the properties on the east side of Willamette between 23rd and 24th are 51’ wide, except for the southernmost lot which is slightly wider (54.2’). Given that development on this section of Willamette Street is:

- 1) limited to Rowhouse Character Only, and that
- 2) the criteria required for rowhouses is: minimum 3 units, minimum width 15’ per unit, (and with separate walkways to the sidewalk),  
then
- 3) nothing can be built on any of the 51’ lots by itself because there would not be enough side clearance for safety (even if the rules governing clearance were waived, **safety** is a concern). That means that no individual property owner can develop their property in any way. Given that two properties already have apartments with 5 units, those are unlikely to be torn down and rebuilt in the near term for economic reasons.

On the west side of Willamette (same block) there has been a good amount of recent development, meaning a lot of recent investment, so the likelihood of that changing is very limited for the next 40 years or so, with the exception of the southernmost lot on that side.

The result is that this section of the Plan will never be realized, development will be impeded, density will be the same or more likely reduced, and individual property owners are prevented from doing almost *anything* — all for the sake of the idea (or “vision”) that that block on Willamette Street should be “Rowhouse

Character Only”. That makes no sense to me.

I do have a personal stake in this, as I am one of the few individuals (perhaps the only one) that will inherit a lot on that block (in fact, between 2 established apartment complexes). So from a personal standpoint I am trapped between established developments which are unlikely to change for decades, and the visions of planners which restrict what I can do to essentially nothing. Even if I did not have a personal interest, it is still an unrealistic plan which I believe will inhibit development.

The current apartment/condominium/house/commercial mix (“mixed use” ?) that exists now on Willamette Street between 23rd to 24th Avenues should be maintained. Furthermore, that mix should also be maintained in the block to the north (Willamette Street between 22nd and 23rd Avenues) for *some* of the same reasons. That would also, in my opinion, provide a smoother transition to the area south of 24th Avenue.

South of 24th, between 24th and 24th Place, the arguments given above cannot be made (for the east side of Willamette Street), as there is not the same pattern of development; but there are no restrictions there either. The “facts on the ground” are, in fact, more favorable for restrictions for most of that block (east side only), but the restrictions aren’t there, and it’s designated as mixed use.

In doing planning of this sort, “vision” easily turns into “fantasy”. Planning cannot be done just by imagining what one would like to see, but rather planners have to take into account all details of the current situation and the likelihood of those details changing within the timeframe of the planning. (In this case, the timeframe is 20 years, as stated by the City, but is admitted to be longer in the Concept Plan, which states “perhaps 30 or 40 years or more”). A substantial building which has been recently built can be expected to last at least 40 years (and it should be longer). If substantial investments have been made, one has to decide if it is realistic, or likely, that those investments will be written off for the sake of whatever gain can be expected, especially if that gain is marginal. Of course, writing off investment can be greatly encouraged by City (i.e., taxpayer) subsidies.

I don't believe that is the proper way to go about development, although the City has shown ample willingness to use it in the past. [Pay a developer, or most individuals, enough and they will be willing to tear down anything and rebuild. If the City paid full price for the property, and then gave it back *free* with the stipulation that a certain kind of profitable development would take place, developers would probably be willing to take on the cost of demolition. Of course, that shouldn't happen.]

I suspect that I could find similar disconnects elsewhere in this very long plan, but that's what the Planning Department staff should be doing. I'm dealing with the area with which I am most familiar and in which I admittedly have an economic and personal interest. Without dealing with the reality of what's there, problems will arise, the Plan will not be met, and people will look back upon the Plan with amused curiosity, something like looking today at the spacecraft of the 1930's "Buck Rogers", or worse, with the chagrined head-shaking of looking at the "urban redevelopment" of downtown Eugene circa 1970, which turned the city center into a pedestrian walkway that was torn up 25 to 30 years later. Apparently that plan was decided to be a mistake by the next generation of planners. We can't, as a society, afford that sort of cost. We can't even keep up the infrastructure.

There will inevitably be some mistakes, but don't make obvious ones by ignoring present realities.

Will Eaton

PO Box 51616, Eugene, OR 97405

**To:** Eugene Planning Commission (Public Hearing June 2, 2015)

**From:** Brian Wanty

**Date:** May 26, 2015

**Re:** Proposed South Willamette SAZ - Statement in Opposition (For the Record)

The flaw in the [*compact development*] heaven is that the heavenly chorus sings with a strong [*big developer*] accent.

– Adapted from *The Semisovereign People* by E.E. Schattschneider.

Please deny your recommendation to the City Council to adopt the South Willamette Special Area Zone (S-SW Zone). This gentrification would result in a net loss of affordable housing in the zone. It could also trigger a backlash from excessive urbanization of these existing suburban neighborhoods that could jeopardize future compact development. Ignoring impacts doesn't make them go away. Don't make the S-SW Zone the poster child for compact development gone wrong.

## **AFFORDABLE HOUSING**

### Loosing My Affordable Home

Since 2004, I've lived at 2974 Portland Street within the proposed (S-SW Zone). My home is a 700 square foot two bedroom house zoned R-1 in good repair that I rent for \$800/month. I have a perfect rent payment history and good relations with the owners.

A developer has been trying to buy my house for several years to tear down so he can build a large luxury apartment building. Of the nine parcels the developer needs, he already owns five, including those on either side of me. My home was surveyed for redevelopment last winter even though the developer doesn't own it.

I've known about the proposed S-SW zone for several years and have been looking for a new place to live during that time. My finances are modest, and I haven't found anything of equal cost and quality. I face the dilemma of lower quality housing or higher rent. In addition, I have some money coming in 2018 that will allow me to purchase a home. So, if you pass the S-SW Zone I will probably have to move before 2018 and it will cost me about ten thousand dollars in higher rent payments and moving costs to get the equivalent quality of housing. That's money that I won't have to buy a house.

The owner of my house has said that she will hold off selling as long as possible. However, as the price offered increases and the neighborhood degrades from development; I'm concerned that I will have to move before 2018. Worst, the developer could become my landlord if the house is sold during my lease term. I find no mention anywhere of impacts on existing tenants in the proposal nor an understanding of how hard it is to find good quality affordable housing in Eugene.

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**



(My home at 2974 Portland Street.)

Metro Plan Policy A.33

In the *Envision Eugene Implementation: Findings for Adoption of the South Willamette Special Area Zone (Findings)*, Metro Plan Policy A.33 requires you to “consider local zoning and development regulations impact on the cost of housing.” The claim is not realistic that the S-SW Zone “increases the opportunity for a variety of housing types, sizes, and densities, thereby reducing certain barriers to housing options that are affordable to more households.”

The *Findings* don’t consider that all new housing costs more than existing housing in Eugene. So, redevelopment will increase the cost of housing. On my street, the new apartment building under construction at 45 West 29th Place consists of luxury units with almost three times the square footage each of my house. Pacific Retirement Services, the parent corporation of the local developer lists the average cost of a unit at \$4,616/month on their Home Cost Calculator web page including one meal a day and housekeeping services. But, at about twice my income, it’s hardly affordable. Won’t market forces favor expensive housing over affordable housing?

The *Findings* also make no consideration of the affordable housing that will be demolished. To build the new apartment building, at least three small houses and a

## **Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**

duplex were torn down. So, at least five units of affordable housing were lost to create thirty units of expensive housing. The developer also tore down a small house across the street at 46 West 29th Place and is using a duplex at 2960 and 2962 for storage in preparation for another luxury apartment building. Won't this pattern of tearing down affordable housing prevail throughout the S-SW Zone?

Redevelopment will increase the cost of housing and result in a net loss of affordable housing. Property owners and developers will get a windfall, and tenants will lose their homes and face higher rents. I find the entire S-SW Zone proposal to be contrary to *Metro Plan Policy A.33*. At a minimum, no part of the S-SW zone proposal should be enacted that results in a net loss of affordable housing.

### Ban Against Inclusionary Zoning Close to Being Repealed

With inequity and the need for affordable housing growing, and the repeal of the ban on inclusionary zoning (HB 2564) pending in the Oregon Legislative Assembly, now is not the time for a wholesale rezoning of the S-SW Zone. Consideration of the S-SW Zone should be delayed until the Oregon Legislature repeals the ban against inclusionary zoning and the S-SW Zone is revised to maximize the amount of affordable housing developers' are required to build. Mayor Piercy testified in favor of HB 2564 that repeals the ban and the bill passed the House on April 14, 2015. It's very possible that the ban will be repealed this session. It would be an enormous giveaway to developers to pass the S-SW Zone without affordable housing requirements. Once rezoning passes, the opportunity to require affordable housing in this area will be gone forever. Even if HB 2564 doesn't pass this session, the S-SW Zone should still be tabled. Instead, developers should have to file a land use application for individual developments until the S-SW Zone can be reworked with affordable housing requirements.

## **IMPACTS OF APARTMENT BUILDING CONSTRUCTION AT 45 WEST 29TH PLACE**

In October 2014, the large apartment building mentioned above commenced construction 150 feet from my home. Nowhere in the land use documents was the enormous impact of construction on the neighborhood explained. My neighbors and I deeply regret not vigorously fighting the land use application and rezoning. Construction has fundamentally degraded the quality of life on Portland Street.

### Walking

A primary selling point in both the *Findings* and the *Code Amendments* is the creation of a "pedestrian-friendly" and "walkable district." Yet, the very first step in redevelopment on my street was to close the main sidewalk without a safe pedestrian bypass. The sidewalk on the west side of Portland Street was closed in October 2014 for an entire year (Right of Way permit 14-05896-01). This sidewalk serves all pedestrian traffic south and west of the development with no viable alternative. However, the staff member who issued the permit failed to require any pedestrian bypass.

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**



(Closed only sidewalk on Portland Street that connected neighborhood to shopping.)

This sidewalk is heavily used and pedestrians now must dodge large trucks and construction equipment in the street at the development site. The sidewalk on the east side of Portland Street did not exist in front of two parcels across from the development. After I complained, the staff member arranged to have sidewalk installed in front of one of the parcels on the east side at the developers expense. However, no bypass was built nor is promised in front of 2955 Portland Street. How does closing the main sidewalk for a year without any safe bypass foster a pedestrian-friendly neighborhood?

I've been walking the area for a decade. Many streets in the S-SW Zone lack basic sidewalks now. There is no sidewalk from my house to the bus stop on Willamette Street, the Post Office, or Wayne Morse Park. Please note the street improvements in the proposal are completely within the S-SW Zone. Bordering streets such as West 30th Avenue near my home will not be improved, so the destinations above won't get sidewalks. Where is the map of existing and proposed pedestrian routes in the SW-Zone proposal?

Biking

Much of the proposed S-SW is easily bikeable to downtown and the University. However, increased parking and traffic is making biking much more dangerous. My neighbors complain of almost being clipped by the large garbage and freight trucks that

## Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty

travel our narrow streets. With more parking, the risk of collisions is increasing. Again, nowhere in the proposal are there any details about proposed bike routes.



(Seven-days a week dumpster emptying garbage truck.)

### Parking

Prior to the construction of the new apartment building on Portland Street, there were only a few vehicles parked on a typical weekday. Most residents have off-street parking on their properties.

During a weekend in October 2014, a 27-space gravel parking lot was excavated and built next door to me at 2976 Portland Street only 12 feet from my bedroom. Employees of the developer then began using the lot 24x7 with morning shifts starting at 6 AM and night shifts ending at midnight. Cars driving on the new gravel along with blasting radios, bad mufflers, car alarms, and slamming doors made it impossible to sleep. I used ear plugs, but they caused ear infections. As a gentleman, I contacted the developer resolve the problem, but he ignored me and left town for a conference. He later explained that he thought I had no right to complain because I don't own my home. Desperate to sleep, I filed a land use complaint and the parking lot was closed ten days later (Order to Correct 14-1435). The property is zoned R-1 and employee parking lots are not permitted in an R-1 zone.

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**



(Illegal parking lot at 2976 Portland Street. My home and bedroom at right.)



(Another view of illegal parking lot on R-1 land from West 30th Avenue.)

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**

Several City staff members have claimed that the parking that usually occupies all the available spaces on my street weekdays now is temporary during construction. However, the apartment building is being built on top of the former employee parking lot. In order to make room for construction parking, the developer has temporarily rented parking at nearby businesses. But, those employee vehicles will return to Portland Street after construction and the new apartments will require more employees. The Eugene Code doesn't require residential facilities to provide any off-street employee parking. According to the developer's 2013 IRS Form 990, it has 148 employees and probably more after construction is completed.



(Typical weekday parking on Portland Street looking north from 30th to 29th before.)

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**



(Illegal weekday parking on Portland Street by non-resident employees last fall.)

Staff in Neighborhood Services also asserted the employees have a right to park on the street. However, many vehicles are parked in yellow zones, in front of the fire hydrant, too close to driveways and intersections, and on the wrong side. Parking Services has sent out an officer several times, but they will only issue warnings and refuse to do any regular patrol. I can no longer safely back out of my driveway, so I must back in to avoid collisions with pedestrians, bicycles, and vehicles. There is no parking signage on Portland Street and the few sections of yellow paint on the curb are almost completely faded away. I finally got Traffic Maintenance to mark the curb next to my driveway for yellow paint. They will paint sometime this summer, nine months after the problem began. Employers should not be allowed to use on-street parking spaces for employee parking. This is a public subsidy to employers at the expense of residents.

Now that construction is in full swing, contractor vehicles fill all the available on street parking weekdays. However, they also park illegally. Contractors should be required to park legally on streets. Parking patrols should be provided instead of requiring residents to file complaints for months on end without results.



(Recent illegal parking on Portland Street showing contractors in yellow zones.)

#### Illegal Construction Staging Area

Over the same weekend in October, the developer installed construction office trailers and storage pods on the vacant lot that was 46 West 29th Place. Without an electrical permit, a high-amperage 240-volt extension-cord connection to power the trailers was hardwired into the service panel at the duplex owned by the developer at 2960 Portland Street (Order to Correct 14-01469). The use of this lot for construction staging is not allowed (Order to Correct 14-01483). The developer appealed and lost the appeal in early February. They complied with the order for a couple of months, but began using the lot for parking and construction storage again. Civil penalties were levied on May 11, 2015 (Civil Penalty Notice 15-00450). Another storage pod that was never moved at 2960 Portland Street was claimed to be being used by tenants. However, the property has been vacant for at least six months (Order to Correct 15-00456). Developers should be required to set aside legal space for construction staging. If there isn't enough legal space for staging, isn't the City allowing developers to overdevelop their properties?

**Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**



(Illegal construction office trailers and parking near occupied home behind.)

Tire Slashing

A few days after obtaining the stop use order on the office trailers, a tire was slashed on my car while it was in my driveway (Eugene Police Report 14-002073). The culprit was never identified, but it's an extraordinary coincidence. The developer claimed it must of been one of my neighbors. The Eugene Police Department records show an average of six cases of vehicle vandalism in the Crest Drive neighborhood each year. With six thousand households, that makes the odds of a random tire slashing at a particular residence happening once every one thousand years.

Construction

For the first months, the apartment building excavation shook my house starting at 7 AM like an earthquake. My doors rattled, the burners on my stove and dishes in my cupboards bounced. The excavator made a screeching sound like Godzilla. Next came the parade of gravel trucks.

Now, they are near finishing the framing. Framing crews are working twelve hours weekdays and half a day some Saturdays. There is a constant din of hammers, nail guns, saws, air compressors, construction equipment, backup beepers, trucks, yelling, and music. As you know, there are no restrictions in the Eugene Code on the amount of noise a construction project may create during the hours of 7 AM to 7 PM seven days a week. Construction starts promptly at 7 AM. The project is halfway through it's projected 13 months. I can only write this statement because I'm wearing hearing

## Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty

protection earmuffs. More restrictions on construction noise are needed such as only on weekdays.

Even if the final result of redevelopment is perfect, expect a lot of blowback from neighbors during construction because the City takes no action to mitigate the impacts of development on the neighborhood without persistent complaints. Code Compliance Services has been helpful from the start except for the 10 weeks it took to get a ruling on the appeal. At a minimum before construction begins, the City should ensure that safe pedestrian routes remain open and there is adequate parking regulation and enforcement along with legal construction staging and parking areas.

### PORTLAND STREET REDEVELOPMENT

Page 24 of the *South Willamette Concept Plan* shows a vision for the S-SW Zone. In the center, one block north of Willamette, are two “C” shaped apartment buildings facing each other. The one on the left is on top of my house! Apparently, it was decided early in the process that I would lose my affordable home to build luxury apartments. The building on the right is the one currently under construction and is completely out of character with the neighborhood. How did the developer’s wishes trump residents’ needs so early in the process?

In my block of Portland Street, the *Metro Plan* designation would change from Medium Density Residential to High Density Residential. My home is currently zoned R-1 and all adjacent parcels are R-1 except those behind that are R-2. The entire block will be changed to Apartments or Condominiums(AC), which will require 20 units per acre and allow up to 56 units (*Code Amendment 9.3858(3)*). Given that all existing buildings on the block are currently typical of low density neighborhoods except the apartment building under construction, this change is fundamental and I don’t want it.

The proposed building height for the parcel next to me and across the street is outrageous at seven stories. It’s even contrary to the findings for Goal 12 - Transportation on page 10 of the *Findings*. Seven stories is the maximum height in the proposal yet the *Findings* state “the S-SW zone allows for multi-story buildings throughout the entire subject area, with the *greatest height allowance along the primary corridors* [emphasis added].” At 27 feet wide, Portland Street is a local street on the *City of Eugene Street Classification Map* and certainly not a “primary corridor.” How did Portland Street become a “primary corridor?” How was the decision made to zone for several seven story towers on Portland Street to favor a particular developer?

The street right-of-way(ROW) in front of my house is only 40 feet. (The ROW on my block changes three times from 40’ to 45’, then back to 40’ and finally 50’ near West 29th Avenue.) In S-SW Figure 9.3850(2) my block of Portland Street is classified as Type I. The Type I Street Design Standard (*Code Amendment Figure 9.3850(3)(i)*) has 10 foot sidewalks and 7 feet of parking on both sides of the street for a total of 34 feet. This leaves only six feet of road for cars to travel in both directions making the Type I Street Design Standard physically impossible for my block. Planning Staff told me that

## Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty

the Street Design Standards are only conceptual where not feasible. However, *Code Amendment* 9.3850(3)(b)(3) says the street designs will be required. Why were street designs proposed that are physically impossible? Why are the street improvements that are the primary benefit to neighborhoods optional?

### ZONE-WIDE ISSUES

*Metro Plan Policy A.13* requires consideration of “impacts of increased residential density on historic, existing and future neighborhoods” The *Findings* make no mention of any impacts on existing neighborhoods. However, as detailed below, the impacts on existing neighborhoods are substantial and require extensive mitigation.

#### Huge Proposal

The S-SW Zone proposal is enormous and complicated. The *South Willamette Concept Plan* is 82 pages, the *Findings* are 37 pages and the *Code Amendments* are 83 pages long. The rezoning covers 122 acres and 474 land parcels. This land is intensely used and not vacant. Many long time residents live here. As I read the proposal, I’m struck by how little the authors know about the facts on the ground. 27 days notice an extremely short period of time to provide well considered testimony. It’s taking several hours a day to prepare this statement since receiving the notice. The short period has the effect of overwhelming neighborhood opposition. Clearly, developers have been working with the City on this proposal for years.

#### Too Fundamental a Change that Risks a Backlash

The S-SW Zone risks a statewide backlash against compact development if it is done wrong. Three-quarters of the zone is bordered by R-1 parcels with most of the proposed High Density Residential adjacent to Low Density Residential. This is a recipe for conflict. All High Density Residential designations in the *Metro Plan* amendments and any zoning changes allowing structures taller than three stories should be removed. While it is good public policy to relieve small developers from the land use application process to encourage redevelopment, large developers should have to present specific plans before obtaining *Metro Plan* and zoning changes.

#### Density and Building Heights

The leapfrogging of areas in the proposal from low density to high density is too much. The S-SW Zone should be reduced to a more human scale. Most of the buildings in the great cities of Europe are three stories or less. All change to the *Metro Plan* designating high density residential and all zoning changes allowing buildings over three stories should be removed from the proposal. Eugene is a garden city. Even medium density development covers most of the land leaving little or no open space. I don’t share this vision of towering buildings and little green space. Redevelopment may be necessary to accommodate population growth, but canyons of towering buildings are out of scale for this suburban area.

## Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty

### Street Designs

Examining the typology and designs for residential streets, one-third of the proposed street designs lacked sufficient ROW for the designated typology to allow any travel lanes. I couldn't find any minimum width for street travel lanes in the Eugene Code, so I used the widths for parking lots of 12 feet for one-way and 20 feet for two-way travel. Another one-third of the residential streets would need to be changed to one-way travel. Unless the City will be acquiring more ROW, two-thirds of the proposed residential street designs are physically impossible. Didn't anyone check the ROW widths?

### Traffic Congestion

OAR 660-012-0060(1) exempts this proposal from "applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time." However, *Metro Plan Policy B.23* requires you to "(c) consider the potential for increased traffic congestion." With parking on both sides of Portland Street, travel is reduced to one-way. We also have excessive traffic in the afternoons from vehicles skipping the light at 29th and Willamette. In general, traffic has gotten worse since I moved here. No consideration of traffic congestion will surely result in a large impact on residents. Further, we have an existing problem that is not exempt with freight traffic to and from the loading dock at 30th and Olive. As mentioned in the biking section above, freight and garbage trucks travel Portland Street and West 30th many times every day. So many trucks travel the streets that their vibration may have caused the two water main breaks we've had in the last few years. Except for the Minor Arterials, Willamette and West 29th, our streets are too narrow for the proposed density and resulting traffic. Traffic and parking capacity should be considered first before density.

### Parking

The proposed densities coupled with cutting the requirement for residential off-street parking from 1 per unit to .5 per unit will clog our street with cars. Unlike downtown, there are no parking structures in the area. Unlike campus, there are no large employee parking lots. With little parking regulation and no regular enforcement, on-street parking will be scarce. The increase in commercial activity will also increase the number of non-resident employee vehicles. Mr. Petry's parking memo to the Planning Commission dated May 11, 2015 makes no mention of neighborhood parking impacts.

At a minimum, yellow curb striping should be done before development and patrols be set up to protect existing neighborhoods. Proposed densities that currently only exist in downtown and on campus. Those areas have strict parking regulations with designated spaces along with regular patrols. The entire zone and surrounding neighborhoods should be designated a parking permit zone. Otherwise, the City will be subsidizing businesses by providing free on-street parking. On-street employee parking permits could be made available when the spaces are not needed by residents. The employee permit fee should exceed the fee for a LTD bus pass to encourage transit use.

### Transit

The *Findings* state that the "area is currently served by the Lane Transit District bus routes 24 and 73." Route 24 has a good 7-day schedule to downtown that I use.

## **Statement in Opposition to S-SW Zone for Eugene Planning Commission by Brian Wanty**

However, Route 73 to the UO is only a Monday through Friday commuter schedule. Route 73 also only serves the southern third of the zone because it turns at 29th Avenue. Unlike downtown and campus, the proposed S-SW Zone doesn't have buses traveling to multiple destinations. So, the buses are much less convenient. Unless bus service is expanded, transit is a poor substitute for car ownership in the proposed zone.

### Stormwater

*Metro Plan Policy G.18* requires the City to “[i]nclude measures in local land development regulations that minimizes the amount of impervious surface in new development in a manner that reduces stormwater pollution, reduces the negative affects [sic] from increases in runoff, and is compatible with Metro Plan policies.” Construction increases the amount of sediment in stormwater as happened while building the new apartments on Portland Street (Code Compliance Complaint 14-01511). High density development creates larger buildings and therefore more impervious surfaces. Institutional owners tend to use more herbicides than at owner occupied residences. Redevelopment will increase stormwater pollution and runoff.

### Noise

Construction creates a great deal of unregulated noise. More density will place people in closer proximity and create more noise. In addition, greater density means more corporate ownership. This means more use of landscaping services. These services use large equipment to maximize profit. I had to complain twice about the simultaneous use of three large commercial leaf blowers next door (Code Compliance Complaint 14-01514). Currently, there are no restrictions on the using leaf blowers to clean parking lots. Woodfield Station runs large gasoline powered leaf blowers at 1 AM three days a week to clean their lot. I've been awakened by this noise one block away several times. All leaf blower use should be prohibited between 7 PM and 7 AM.

### Create a New South Willamette Neighborhood Association

The proposed S-SW Zone encompasses parts of three neighborhood associations (Friendly, Southeast, and Crest Drive). With the intersection of the associations at 29th and Willamette, it divides and defuses the potential for South Willamette residents to work together to protect our interests. My street's problems are far more like those of nearby folks across 29th or Willamette than the rich neighborhoods up in the hills. The current configuration of neighborhood associations in the S-SW Zone is a gerrymander that cracks residents, diluting the representation of residents of the proposed zone to minorities in all three organizations to the benefit of developers.

The new association should include all residents within the proposed S-SW Zone along with those within 500 feet. This new group would be in a much better position to represent the interests of residents of the S-SW Zone than the existing associations. Empowering neighbors with an association may not be the most expedient way to redevelop the area, but it will reduce conflict and produce better results in the long run.

“The first duty of government is to protect the powerless from the powerful.”

— Code of Hammurabi 1772 B.C.

**To:** Eugene Planning Commission (Public Hearing June 2, 2015)

**From:** Brian Wanty

**Date:** June 2, 2015

**Re:** Proposed South Willamette SAZ - Statement (For the Record)

This is a supplement to my statement dated May 26, 2015.

I don't want my home at 2974 Portland Street rezoned to apartments and condos from its current R-1 low density residential zoning. Also, I don't want any of the nearby properties on Portland Street and West 30th Avenue rezoned to apartments and condos. In addition, I don't want the Metro Plan designation for these properties changed to High Density Residential. Further, please remove these properties from the South Willamette Special Area Zone entirely. (Tax map 18-03-07-11: lots 8700, 8800, 9100, 9200, 9201, 9500, 9600, 9601, 9900, 10000, 10001; map 18-03-07-11: lots 700, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1601, 1602, 1800)

Rezoning these properties would fundamentally degrade the neighborhood. I'm already experiencing many negative impacts from Cascade Manor such as excessive daily freight and garbage truck traffic to and from the loading dock on West 30th Avenue at Olive Street. Non-resident employees and contractors fill all available parking on my street and often encroach my driveway. Emergency vehicles also travel to Cascade Manor several times a week, often with the Manor's fire alarm blaring.

Construction of Cascade Manor's new apartment building at 45 West 29th Place has been a major annoyance for over six months and is only half done. The noise, vibration, trucks, and parking fundamentally degrades my neighborhood from 7 AM to 7 PM five or six days a week including holidays.

Space is so tight here that Cascade Manor tried to use an R-1 lot for construction staging and was fined by Code Compliance Services. The Manor also tried to use the R-1 parcel next to me for a 27-space employee parking lot 24x7. I obtained a stop use order after ten sleepless nights. Would rezoning 2976 Portland Street to apartments and condos allow the Manor to reopen this property as a parking lot?

Lastly, I absolutely don't want a seven story apartment tower next door or across the street as allowed in S-SW Zone land use application. Portland Street is classified as a local street and is too narrow for such high density development. The construction and operation of an apartment tower would fundamentally degrade the livability of my affordable home and drive me out.

## JANISCH Amy C

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**From:** KNAPP Jennifer L  
**Sent:** Wednesday, June 03, 2015 11:36 AM  
**To:** KNAPP Jennifer L  
**Subject:** FW: South Willamette Area Design Code - Public comment

-----Original Message-----

From: BRIAN [<mailto:brian1813@msn.com>]  
Sent: Tuesday, June 02, 2015 5:43 PM  
To: KNAPP Jennifer L  
Cc: Eugene Planning Commission  
Subject: South Willamette Area Design Code - Public comment

Hi Jennifer,

I can not attend the Planning Commission Public Hearing tonight, but would like to give my public comment in this email.

Specifically, I found the proposed design code for Willamette to be a knee-jerk reaction to the looming and much contested three lane trial configuration, to satisfy the over-represented biker community. I also found the summarized DC (on the city's website) to be confusing, convoluted, and would probably discourage any business or property owner from developing, redeveloping, or relocating within the prescribed boundary. I also believe this proposal downplays too much that Willamette Street is a very busy thoroughfare, used by 16,000 commuters and shoppers per day.

This area is already developed. Its too late for the city to now have "buyers remorse" due to poor planning in the past, and try to implement such a plan.

Generally, this type of "wishful" design is being applied to other areas of Eugene, as well, which I do not believe will produce the advertised results.

One example is the West Eugene EmX extension.

The mayor claimed that the WEE is the city's response to "scads" of emails about the congestion on West 11th, and that ODOT agreed it would offer a solution. The Eugene Transportation Manager has incorrectly described to the council that the WEE would pull turning traffic out of the through lanes. Both Kitty Piercy and Rob Inerfeld are WRONG. Adding 80+ EmX bus trips per day to the existing traffic and traffic lanes will probably be the next planner's remorse.

On-top-of-that, the city has refused to listen and consider the public's views on the WEE. (I mention this due to the comment you made at last night's council meeting, of how disappointed you were about the lack of public comment on the proposed design code.) Maybe the public can't make any sense of this silly proposal in a developed area of town, and maybe they also feel the city "will arrogantly do it anyway". It certainly seems that is what has become of the Planning Commission.

Thank you,  
Brian Weaver

June 2, 2015

Eugene Planning Commission  
c/o Gabe Flock, Senior Planner  
99 West 10<sup>th</sup> Ave.  
Eugene, OR 97401

**RE: South Willamette Special Area Zone (CA 15-1/MA 15-2/RA 15-1/Z 15-4)  
S-SW Comments for Cascade Manor**

Planning Commissioners,

This written testimony is submitted into the record for CA 15-1/MA 15-2/RA 15-1/Z 15-4 on behalf of Cascade Manor and Pacific Retirement Services. Cascade Manor operates a retirement center campus at 29<sup>th</sup> Avenue and Portland Street and owns several other parcels that have redevelopment potential under the proposed zoning. Generally, we support the proposed code, plan, and zoning amendments and the adoption of the South Willamette Special Area Zone.

Cascade Manor is preparing a Master Plan to guide future additions to and expansions of the retirement center campus. The preliminary Master Plan contemplates the siting of additional independent and assisted living residential units and accessory services such as memory care, dining rooms, and recreation centers on Cascade Manor owned-properties to the east of the main campus. The draft S-SW code was reviewed against future redevelopment envisioned by the preliminary Master Plan.

Following is a summary of key findings and recommended changes to the draft code:

**Permitted Uses**

The proposed amendments change the zoning of Cascade Manor owned-parcels from R-1, R-2, and R-3 Residential to S-SW/AC Apartment/Condo and S-SW/AC/RC Apartment/Condo with Rowhouse Character. EC 9.3840(3)(a)2. permits "Retirement Center Apartments" and accessory services in the S-SW/AC subdistrict and S-SW/AC/RC overlay subdistrict. We support defining retirement centers as permitted uses in S-SW Apartment/Condo subdistricts.

**Street Zone Typology**

EC 9.3850 applies the street zone typology in Figure EC 9.3850(2) to the transportation network. The draft code applies Type I street design standards to segments of Portland Street (south of 29<sup>th</sup> Avenue) and W. 29<sup>th</sup> Place. Both streets abut portions of the Cascade Manor campus. The Type I street design standards include 10' sidewalks and 7' vehicle parking (on both sides) and travel lanes of an undefined width.

The existing sidewalk on the north side of W. 29<sup>th</sup> Place is 5' in width and the property line is set back another 2' (7' total) from the sidewalk. Z 13-9/ARA 13-13 included an approved setback standards adjustment that located a portion of the Cascade Manor Addition (currently under construction) at the property line.

The existing pavement section on W. 29<sup>th</sup> Place, including travel lanes and parking is 25 feet in width. The existing right-of-way width is 39 feet. Assuming 9' travel lanes, 10' sidewalks, and 7' vehicle parking, the proposed right-of-way width under Type I is 42'. The future right-of-way width can be reduced by restricting the travel lane width to 8'.

In order to minimize or eliminate future right-of-way takings, we recommend applying the Type G street design standards to W. 29<sup>th</sup> Place. Type G provides 8' sidewalks and 7' vehicle parking. This typology and overall width appears most consistent with the existing character and future use characteristics of W. 29<sup>th</sup> Place. Other streets with similar operational characteristics that have the Type G street design standards applied include 28<sup>th</sup> Avenue, 24<sup>th</sup> Place, and Oak Street.

**Recommendation 1: Modify Figure 9.3850(2) to apply the Type G street typology to W. 29<sup>th</sup> Place instead of Type I street typology.**

**Building Height**

The S-SW Zone Regulating Plan (EC 9.3854(2)) limits building height to 8 stories, 7, stories, 5 stories, and 3 stories respectively on the various parcels under Cascade Manor ownership. For the majority of affected parcels, permitted height limits will remain consistent or will increase. However, for parcels currently zoned R-3 and R-2 Residential that are within the 3 Story Max, Building height regulating area, the proposed amendments will result in a reduction in permitted building heights.

The preliminary Master Plan for campus additions/expansion contemplates 4 to 5 story rowhouse- or townhouse-style apartments fronting W. 30<sup>th</sup> Avenue. The proposed 3 Story building height limit will function to limit redevelopment and reduce the number of dwelling units and overall density of future projects. We acknowledge the intent of the height restrictions to minimize the impacts of increased residential density on existing R-1 zoned properties. However, we contend that the approach is shortsighted and inconsistent with Metro Plan Residential Density policies A.10, A.11, A.12, and A.13 that seek to:

- Promote higher residential density inside the UGB that utilizes existing infrastructure;
- Locate higher density residential development near commercial services and in proximity to major transportation systems;
- Increase overall residential density in the metropolitan area by creating more opportunities for in-fill and redevelopment.

Therefore, we recommend increasing the height limit to 5 Story Max for the parcels affected by the amendments.

**Recommendation 2: Modify Figure 9.3854(2) S-SW Zone Regulating Plan to increase the 3 Story Max height limit applied to parcels between Portland Street and the West boundary of the Cascade Manor campus, and between W. 30<sup>th</sup> Avenue and 29th Avenue, to 5 Story Max.**

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. McArthur', with a long horizontal flourish extending to the right.

Colin G. McArthur, AICP  
Principal