

Master Plan identifies a future connector from the east end of McClure Lane to the riverfront path, farther to the south of the subject property. The development proposes an internal sidewalk system that terminates at the southeast property corner, which would enable a future connection through the abutting City parkland to the McClure system to the south. (Refer to Attachment C.)

The segment of the internal sidewalk system that is located between the most easterly building (a bike barn) and the east property line is shown as having a graveled, rather than a paved, surface. This unimproved surface is appropriate because there are no plans or funding for construction of a public path on the City property at this location. Residents of the development will naturally want to walk across the City parkland toward the river. Parks staff state no objections or concerns. This proposed path at least delineates a more confined direction of travel, rather than random wandering through the City's resource area. This portion of the City property has been cultivated as a filbert orchard, which has been maintained by the former owner of the subject property, as discussed in the applicant's written statement. There appears to be an informal path between the orchard and the subject property that would direct travelers to the southerly McClure Lane right-of-way. Public Works staff confirms that the planned bicycle and pedestrian connection through the City's parkland is from McClure Lane toward the easterly West Bank Bike Path, which is a regional facility that borders the west bank of the Willamette River.

The applicant's plans also show an informal path, along the north property line, from the existing end of Oakleigh Lane to the riverfront path system. On page 31 of the written statement, the applicant indicates that the path "will be improved and maintained by Oakleigh Meadow, LLC." The applicant does not propose to improve the path with pavement, but rather to keep its current conditions open to the public. The right-of-way dedication being required for Oakleigh Lane covers most of this informal path. Between this right-of-way and the east property line (24 lineal feet), a 13-foot wide public access way is necessary to provide for a future bike path connection from the approved turnaround and sidewalk in the direction of the West Bank Bike Path.

In order to ensure compliance with the standards of EC 9.6835 Public Accessways, EC 9.6820 Cul-de-Sacs and Turnarounds, and to implement the applicant's alternative street study, as required for an exception to EC 9.6815 Street Connectivity, the following conditions of approval are necessary:

- Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5 feet of right-of-way along the northerly boundary of the development, between the westerly boundary of the proposed development and a line that is 50 feet east of the westerly boundary, and also to show the dedication of 13 feet of right-of-way extending from the aforementioned line (the east end of the required 22.5 feet of right-of-way dedication) to a line that is 117 feet beyond (east of) the existing the existing right-of-way (for a total length of 199 feet). Additionally, the revised site plan shall show the dedication of a 13-foot wide Public Accessway along the northerly boundary, which extends from the east end of the aforementioned right-of-way to the easterly property boundary (for a total distance of 24 lineal feet).
- Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed which reflects the right-of-way as shown on the final site plan.

(Refer to Attachment B for a depiction of the required dedication areas.)

Constitutional Findings for Exaction:

It is in the public's interest to have Oakleigh Lane consist of 45 feet of right-of way through the development site's entry drive aisle and to consist of 33 feet beyond the drive aisle to the terminus of the street in order to ensure: safety for pedestrians, bicyclists and motorists traveling on Oakleigh Lane (a low-volume street); the efficient provision of emergency services; and that the proposed development and adjacent properties are accessible via Oakleigh Lane.

There is a nexus between the requirement to dedicate 22.5 feet of right-of-way west of the drive aisle and 13 feet east of the drive aisle and the public interest at issue. The 22.5 feet of right-of-way will result in one-half of the 45 feet of right-of-way which is necessary to construct Oakleigh Lane to the City's minimum street design standards which have been established for a low-volume street. The 13 feet of right-of-way will provide sufficient right-of-way on the south side of the centerline to construct emergency vehicle turnaround with adjacent sidewalks to City standards. Improving Oakleigh Lane to these standards will: allow for two-way vehicular and bicycle traffic; provide separation between vehicular traffic and pedestrians; and provide for emergency response and access to adjacent lots. Because 45 feet of right-of-way is the minimum amount of right-of-way necessary to construct Oakleigh Lane in this manner as a low-volume street, and because 33 feet of right-of-way is the minimum amount of right-of-way necessary to construct the turnaround at this location, the public interest in safe vehicular, pedestrian and bicycle travel and emergency response and access will be at risk if the 22.5 and 13 foot strips of right-of-way are not dedicated.

The requirement to dedicate 22.5 feet of right-of-way from the westerly boundary of the proposed development primary drive aisle and 13 feet from the drive aisle to a line that is 117 feet in length, as measured from east of the existing terminus of the right-of-way is roughly proportional to the impact that the proposed development will have on the City's transportation facilities. The proposed development will result in a 29 new residential units. These residential units will be accessible only from Oakleigh Lane. Currently, 25 lots, consisting of a mix of residential, general office and commercial zoning have structures that take access onto Oakleigh Lane; thus, the additional 29 residential units will increase the number of structures that access this Oakleigh Lane by over 100 percent. The construction of the new (structures will result in an increase of vehicular traffic onto Oakleigh Lane by approximately 164 new vehicular trips per day. See Trip Generation Manual from the Institute of Transportation Engineers (ITE) for Residential Condo / Townhouses (Category 230).

Without the additional right-of-way, Oakleigh Lane cannot be improved to the City's minimum street design standards and the 164 new vehicle trips per day generated by the proposed development, along with the additional pedestrian and bicycle traffic generated by the proposed development, will not be assured of safe access via Oakleigh Lane. This is the last opportunity that the City will have to require the dedication of the right-of-way prior to the City needing the right-of-way for street construction.

It is also in the public interest to have a connected street and bike path system that allows pedestrians and bicyclists to safely and efficiently use the public system as a means of travelling throughout the City and to use alternative modes of transportation when traveling between the commercial, residential and recreational areas of the City.

There is a nexus between the requirement to dedicate a 13 foot public accessway and the public interest at issue. The dedication of a 13 foot public accessway will allow for the construction of a 12 foot wide bike path connecting Oakleigh Lane to the West Bank Bike Path. The 13 foot public access way will also allow for the south edge of the bike path to be aligned with the south edge of the future Oakleigh sidewalk and provide an additional six inches on each side of the bike path for constructability purposes. Because 13 feet is needed to construct a bike path connector in this manner as a standard 12 foot wide bike path, the public interest in safe pedestrian and bicycle travel between Oakleigh Lane and the West Bank Bike Path and throughout the City will be at risk if the 13 foot public access way is not dedicated.

Dedication of the 13 foot public access way is roughly proportional to the impact that the proposed development will have on the City's transportation facilities. The proposed development will result in 29 residential units. By creating new residential units, the proposed development will increase the number pedestrians and bicyclists using the bike path system. Using LCOG's Metro Trans Model "EMME 2" to determine vehicular and non-vehicular components for the street system, projections for bike/pedestrian trips generated by a proposed residential development of 29 units would generate five percent of the estimated 168 Average Daily Vehicular Trips from the development, or approximately eight bike/pedestrian trips per day. However, based on the applicant's written statement and because of the proximity of this development to the West Bank Bike Path, it is safe to assume that the number of daily bike/pedestrian trips from this proposed development would be significantly greater than the projected eight trips. Regarding the size of the dedication in comparison to the size of the proposed development site, the total area of the public access way is approximately 312 square feet, or approximately 0.3 percent of the total development site. This development application is the last opportunity that the City will have to require the dedication of the public access way prior to the City needing the public access way for bike path construction.

The above findings and conditions demonstrate compliance with: EC 9.6805 Dedication of Public Ways; EC 9.6835 Public Accessways; EC 9.6870 Street Width; EC 9.6815 Street Connectivity; and EC 9.6820 Cul-de-Sacs and Turnarounds. Based on compliance with EC 9.6870, the street standards at EC 9.6850 Street Classification Map are also met. Public Works staff confirms that the following street standards do not apply: EC 9.6830 Intersections of Streets and Alleys, because no intersections are being created; EC 9.6810 Block Length, because no new local streets are proposed or required; EC 9.6840 Reserve Strips because, given the location of the required right-of-way, a reserve strip would not prevent access to adjacent properties, which would be the only purpose of a reserve strip in this case; EC 9.6845 Special Safety Requirements because the street is a dead-end and, therefore, discourages use by non-local motor vehicle traffic; EC 9.6855 Street Names, because no new streets are being created; EC 9.6860 Street Right-of-Way Map, because the proposal does not amend the adopted map; and EC 9.6875 Private Street Design Standards because the internal access is a driveway, rather than a private street.

Based on the above findings and conditions, the development will comply with the applicable street standards at EC 9.6800 through EC 9.6875.

- (b) Pedestrian, bicycle and transit circulation, including related facilities, as needed among buildings and related uses on the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks, provided the city makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can reasonably be expected to be used by bicyclists.**

The applicant's plans show pedestrian and bicycle circulation within the development via interconnected paths between the buildings and bicycle parking areas. The applicant notes that there is an existing worn path along the north property line, between the Oakleigh Lane roadway and the east property line, abutting the City parklands. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. The previous requirement for additional right-of-way dedication (13 feet wide and 24 feet long) will address this issue and satisfy the above criterion.

With regard to bicycles and pedestrians traveling westward on Oakleigh Lane toward transit services on River Road, referral comments from Public Works staff state that, for unimproved local streets in the River Road area (i.e., streets that lack sidewalks and have not been striped to identify dedicated travel lanes), the expectation is that pedestrians and bicyclists will share the paved surface with vehicles. Additionally, there is a tendency on dead end streets such as Oakleigh Lane, for motorists to travel at slower, more cautious speeds, because of the perceived narrowness of the street.

Public Works staff confirm that, until such time that property owners elect to improve Oakleigh Lane to full City standards (including sidewalks), the existing paved surface of Oakleigh Lane will continue to adequately provide for vehicle and pedestrian traffic, as well as for emergency vehicles and delivery services, provided the paved surface is not blocked by parked vehicles. With regard to public comments received about vehicle parking occurring on the shoulders of the roadway, Public Works staff notes that, technically, such parking is not allowed. The street could be signed for no parking as part of improving the street, but not before, because the City does not maintain unimproved streets.

Public Works staff states that the existing paved surface provides safe passage for two-way vehicular traffic, bicycles, pedestrians and emergency vehicles. As such, Public Works staff indicates that there is nothing to suggest that the impacts of the proposed development will result in unsafe conditions in Oakleigh Lane. Public Works staff confirms that it is appropriate to defer public improvements via an irrevocable petition.

Referral comments from Lane Transit District (LTD) staff also confirm that transit service is provided from River Road (i.e. 51 *Santa Clara* and 52 *Irving* routes), to the west. LTD staff states no objection to the proposed development.

- (c) The provisions of the Traffic Impact Analysis Review of EC 9.8650 through 9.8680 where applicable.**

The proposed development does not meet any of the thresholds established in EC 9.8650 through 9.8680. The creation of 29 dwelling units is estimated to generate an additional 29 peak hour trips, which is well below the 100-trip threshold for requiring a Traffic Impact Analysis. Referral comments from Public Works staff indicate no concerns related to traffic safety issues or poor service levels which will result from this development. Based on these findings, the above criterion does not apply.

EC 9.8320(6): The PUD will not be a significant risk to public health and safety, including but not limited to soil erosion, slope failure, stormwater or flood hazard, or an impediment to emergency response.

Regarding soil erosion and slope failure, the applicant's geotechnical analysis confirms that the site is geologically stable and adequate for development. The analysis provides construction techniques consistent with industry standards, none of which indicate the existence of unsafe sub-surface conditions. Public Works staff confirms that the analysis indicates no soil conditions that would otherwise require extensive construction to mitigate any significant geological hazards or soil drainage issues. Due to the size of the development, an erosion prevention permit will be required prior to any ground-disturbing activities.

With regard to flood hazard, the subject property is within a special flood hazard area; as such, development of the subject property is subject to the special flood hazard area development standards at EC 9.6706 through EC 9.6709, which is addressed in greater detail at EC 9.8320(11) and is incorporated here by reference. The development itself will not result in unreasonable risk of flood, per the stormwater management evaluation at EC 9.8320(11)(j).

With respect to the provision of emergency vehicle response, the applicant states the proposed access on Oakleigh Lane and the hammerhead turnaround within the development site is sufficient for the proposed development. Referral comments from Public Works staff indicate that this on-site turnaround must provide for emergency vehicle access by being within a temporary emergency access easement. The proposed turnaround area meets the dimension requirements for a hammerhead. Referral comments from the Fire Marshal state no concern with the turnaround. The permanent turnaround is anticipated at the end of Oakleigh Lane, when properties to the north further develop. As recommended previously at EC 9.8320(5)(a), the applicant is required to dedicate right-of-way for the portion of the future turnaround that would overlap the subject property. Based on these findings, the following condition of approval is necessary:

- Prior to final PUD approval, the applicant shall dedicate a temporary emergency vehicle access easement over the on-site hammerhead and the access drive from Oakleigh Lane, and show this easement on the final PUD plans.

Other public health concerns and necessary infrastructure improvements are otherwise addressed with respect to approval criteria at EC 9.8320(5)(b) and (11)(b). Given the available information, and based on the findings as set forth above, it is concluded that the proposed development will comply with this criterion.

EC 9.8320(7): Adequate public facilities and services are available to the site, or if public services and facilities are not presently available, the applicant demonstrates that the services and facilities will be available prior to need. Demonstration of future availability requires evidence of at least one of the following:

- (a) Prior written commitment of public funds by the appropriate public agencies.**
- (b) Prior acceptance by the appropriate public agency of a written commitment by the applicant or other party to provide private services and facilities.**
- (c) A written commitment by the applicant or other party to provide for offsetting all added public costs or early commitment of public funds made necessary by development, submitted on a form acceptable to the city manager.**

Public Works staff concurs with the applicant's statement that adequate public utilities and services, including wastewater service, are presently available to the site as indicated on the applicant's plans. Further findings at EC 9.8320(11)(b) and (j), regarding public improvements and stormwater respectively, are incorporated herein by reference as further evidence that these services are available to or can be retained on-site. The provision of water and electric services and other utilities is subject to review by the Eugene Water and Electric Board (EWEB) or other utility providers. Referral comments from EWEB staff confirm that the water system needs to be upgraded within Oakleigh Lane and looped through the subject property for a connection with the system in McClure Lane. Approval conditions related to water service are included below, at EC 9.8320(11)(b). The applicant's written statement also confirms their commitment to provide funds necessary for development. Given these findings, the proposal is in compliance with this criterion.

EC 9.8320(8): Residents of the PUD will have sufficient usable recreation area and open space that is convenient and safely accessible.

As shown on the applicant's site plan, common open space is provided at the center of the development that is convenient and safely accessible by all residents. Further, there is ample open space as part of the abutting City parkland, which abuts the east boundary of the subject property and includes regional bicycle facilities (i.e. the West Bank Bike Path). This criterion is met.

EC 9.8320(9): Stormwater runoff from the PUD will not create significant negative impacts on natural drainage courses either on-site or downstream, including, but not limited to, erosion, scouring, turbidity, or transport of sediment due to increased peak flows or velocity.

The site contours indicate that the subject property currently sheet drains to the east. The applicant proposes to maintain the existing drainage patterns by directing overflow from the proposed on-site stormwater management facilities toward the east property line, abutting the City parkland. The on-site stormwater management facilities consist of piped collection and conveyance systems that are interspersed with pollution-reduction facilities, which include filtration rain gardens abutting the dwellings and a vegetated swale in the common open space. The overflow to the parkland will be dispersed evenly toward the east property boundary with four outfalls that are designed to reduce flow volumes and velocities.

Referral comments from Public Works staff confirm that the overflow to the parkland is acceptable, provided the flow is not concentrated or otherwise cause damage to the City's property. The preliminary design information provided by SSW Engineers confirms that the development will meet this expectation, as well as the stormwater development standards at EC 9.6791 through EC 9.6797, which is addressed in detail at EC 9.8320(11)(j) and is incorporated here by reference.

Based on these findings, the development will comply with this criterion.

EC 9.8320(10): Lots proposed for development with one-family detached dwellings shall comply with EC 9.2790 Solar Lot Standards or as modified according to subsection (11) below.

This criterion does not apply because the development is for multiple-family dwellings, rather than one-family detached dwellings. Further, EC 9.2790 applies to the creation of lots in the R-1 zone, whereas the subject development is not creating any new lots. Nevertheless, the solar setback standards of EC 9.2795 apply to all structures on R-1 zoned lots, 4,000 square feet or greater, with a north-south dimension of at least 75 feet. The applicable solar setback standards are evaluated at EC 9.8320(11)(k).

EC 9.8320(11): The PUD complies with all of the following:

- (a) EC 9.2000 through 9.3915 regarding lot dimensions and density requirements for the subject zone. Within the /WR Water Resources Conservation Overlay Zone or /WQ Water Quality Overlay Zone, no new lot may be created if more than 33% of the lot, as created, would be occupied by either:
 1. The combined area of the /WR conservation setback and any portion of the Goal 5 Water Resource Site that extends landward beyond the conservation setback; or
 2. The /WQ Management Area.

The development is not creating residential lots; as such, EC 9.2760 Residential Zone Lot Standards do not apply. The subject property is not within a /WR or WQ area. With regard to density, based on the R-1 Low-Density Residential zoning and EC 9.2750 Residential Zone Development Standards, the subject property is permitted to have a maximum net density of 14 units per acre. EC 9.2751(1)(b) explains that net density is the number of dwelling units per acre of land in actual residential use and reserved for the exclusive use of residents in the development, such as common open space or recreational facilities. EC 9.2751(1)(c) states that, for calculating net density, the acreage of land considered part of the residential use shall exclude public and private streets and alleys, public parks, and other public facilities.

The subject property is 102,808 square feet (2.3 acres). The right-of-way dedications being required total 4,024 square feet: $(22.5 \times 50) + (13 \times 199) + (13 \times 24)$. Additionally, there is an existing public wastewater easement along the east property line that affects 3,230 square feet of the subject property (10 feet wide and 323 long). These areas $(4,024 + 3230)$ need to be subtracted from the gross density to establish the allowable density of 14 units per net acre $(102,808 - 7,254)$. With 95,554 square feet (2.19 acres) of net area, the allowable density is 30 units. The development includes 29 units (including the common house), which is within the

allowed net density. The proposed 29 units on 2.19 net acres translate to a density of 13 units per acre.

EC 9.8310(4)(a) Tentative PUD General Application Requirements confirm that easements benefiting the residents of the PUD may be included in the residential density calculations. As such, the proposed driveway is not excluded from this calculation. It is further noted that the shared driveway is not a private street, which is typically necessary to provide frontage for the creation of lots; the development is not creating additional lots. The on-site turnaround is also not a public facility in that it is not open to the general public (for those traveling on Oakleigh Lane), but only to provide emergency vehicle access to the development. Eugene Water and Electric Board (EWEB) staff has indicated that an off-site easement is needed to provide a looped water system prior to development of the subject property, but has not indicated that any easements are needed through the subject property.

Based on the above findings, the PUD complies with EC 9.8320(11).

(b) EC 9.6500 through EC 9.6505 Public Improvement Standards.

EC 9.6500 Easements

This section authorizes the City to require dedication of easements for wastewater sewers and other public utilities and access under certain circumstances. This section also prohibits obstructions within public easements. The applicant's survey and engineering plans indicate that there are no existing or proposed easements, other than the 20-foot wide public sewer easement that overlaps the east boundary of the subject property and an underground 72-inch wastewater trunk line. The applicant's plans show no encroachments within this public easement, other than the paths along the north and south property boundaries for bicycles and pedestrians.

Public Works staff notes that the applicant's title report identifies the following three easements, which are not shown on the tentative plans: (1) an easement recorded on August 6, 1947 at Book 353, Page 146 in favor of the United States for power lines and appurtenances; (2) an easement reserved in a deed recorded March 6, 1942 at Book 229, Page 60 from Nellie McClure, a single person, to H.H. Harris and Gladys M. Harris for a roadway; and (3) an easement recorded October 11, 1949 at Book 403, Page 285 in favor of the United States of America. The applicant's surveyor has confirmed that all these easements are shown on the survey map and do not impact the applicant's proposed development.

In regards to additional public easements, Public Works staff only identify the need for a temporary emergency vehicle access easement; see the prior findings and condition at EC 9.8320(5)(a); which are incorporated here by reference. Referral comments from the Eugene Water and Electric Board (EWEB) also indicate the potential need for additional easements, which will be more precisely determined when the service design is approved by EWEB; refer the findings and condition at EC 9.8320(11)(b) and the referenced water standards at EC 9.6505(1), which are incorporated by reference.

Based on the above findings, the proposed development will comply with EC 9.6500.

EC 9.6505 Improvements--Specifications

This section requires all public improvements to be designed and constructed in accordance with adopted plans and policies, the procedures specified in EC Chapter 7, and standards and specifications adopted pursuant to EC Chapter 7. Additionally, all developments are required to be served by and implement infrastructure improvements including water, sewage, streets, street trees, street lights, sidewalks, access ways, and stormwater drainage.

EC 9.6505(1) Water Supply

Water service for the proposed development must be provided in accordance with Eugene Water and Electric Board (EWEB) policies and procedures. Referral comments from EWEB staff are as follows:

The existing water infrastructure in Oakleigh Lane and McClure Lane is inadequate to serve any additional development or provide the necessary fire flows along Oakleigh Lane. Therefore, prior to any development of the site, significant upgrades of the water facilities in Oakleigh Lane and McClure Lane along with a loop connection between these streets through the project site will be required to serve the property. Easements will be required across private property to make the loop connection to McClure Lane to the south. The developer will need to fill out EWEB's standard design agreement prior to EWEB proceeding with design of the upgrades.

To ensure compliance with the water supply standards of EC 9.6505(1), the following conditions of approval are also necessary:

- Prior to final PUD approval, the applicant shall provide documentation from EWEB, confirming that water facilities are available for the proposed development.

As conditioned above, the PUD will comply with EC 9.6505(1).

EC 9.6505(2) Sewage

This standard requires all developments to be served by wastewater sewage systems of the City, in compliance with the provisions of EC Chapter 6. The applicant proposes to connect to the existing eight-inch public wastewater system within Oakleigh Lane, abutting the northwest property boundary. Public Works staff confirms that an eight-inch lateral was stubbed (under City Contract File No. 1992-0011) to the subject property from the manhole (structure number 49033) to the subject property. Public Works staff notes that there is a pending assessment for this wastewater infrastructure, which will become due at the time of development. Based on these findings, the applicant's proposed wastewater system conceptually complies with applicable sewage specifications, subject to a more detailed review during the subsequent site development and building permit processes.

EC 9.6505(3) Streets and Alleys and (4) Sidewalks

EC 9.6505(3)(b) requires the developer to pave streets adjacent to the development site to the width specified in EC 9.6870 Street Width with provision for drainage and construction of curbs and gutters, sidewalks, street trees and street lights adjacent to the development site according to the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways and standards and specifications adopted pursuant to EC Chapter 7 and other adopted plans and policies.

Public Works staff confirms that Oakleigh Lane is not improved to City standards because it lacks curbs and gutters, storm drainage, sidewalks, and street trees. The street does have existing street lights and the 19-foot wide pavement width provides safe passage for two-way traffic. As such, Public Works staff indicates that it is appropriate to defer public improvements via an irrevocable petition, with the following condition of approval:

- The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.

Irrevocable petitions enable the City to initiate a local improvement process and obligate the property owners to pay their proportional share of the street construction costs in the future. The City could construct the street when the majority of benefitting property owners agrees to pay for the improvements. Based on the above findings and condition, the development will comply with the applicable street improvement standards.

EC 9.6505(5) Bicycle Paths and Accessways.

Public right-of-way dedication is being required along the north property line, overlapping an existing worn path between the terminus of Oakleigh Lane and the easterly City parklands, to enable a future bicycle and pedestrian access way. Refer to the previous findings and condition at EC 9.8320(5), which are incorporated by reference.

(c) EC 9.6706 Development in Flood Plains through EC 9.6709 Special Flood Hazard Areas – Standards.

The subject property is within a Special Flood Hazard Area (SFHA), per the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) 41039C-1128-F, dated June 2, 1999. The applicant's topographical survey prepared by Poage Engineering and Surveying, Inc. delineates the SFHA boundaries and notes that the Base Flood Elevation (BFE) is 401.2 feet.

Development is allowed to occur within the SFHA, subject to review and approval for compliance with applicable development standards during the building permit process. These standards generally require structures to be located at least one foot above the BFE, among other requirements. At the time of development, these standards may be addressed through several alternatives, including elevated building foundations or, typically, placing fill on the building site.

Specific measures for compliance with SFHA standards will be subject to further City review and approval at the time of building permits.

Public Works staff does not concur with the applicant's floodplain delineation, but finds that it is relatively accurate. Buildings 1, 2, 4, the northernmost garage, the northernmost bike shed, and the bike barn are located entirely within the SFHA, whereas Buildings 3 and 7 are located partially within the SFHA. Staff notes that the highest BFE shall be used for the entire development site, unless each structure (including the bike barn) has a specific BFE determination that has been approved by City staff. To ensure compliance with the applicable SFHA standards, the following condition of approval is necessary:

- The final site plan shall delineate the Special Flood Hazard Area, identify Base Flood Elevation (for the entire site or for each building), and note that development of the site will be required to comply with the standards at EC 9.6707 through EC 9.6709.

As conditioned, the development will comply with the applicable SFHA standards.

(d) EC 9.6710 Geological and Geotechnical Analysis.

The geotechnical analysis requirements beginning at EC 9.6710 apply because the proposed development is a PUD that has slopes in excess of five percent. The applicant submitted a geotechnical analysis prepared by Foundation Engineering, Inc. Public Works staff confirms that the applicant's analysis meets the Level Three Analysis requirements of EC 9.6710(4)(c) and Administrative Order AO-58-02-25-F. The analysis includes the results of sub-surface investigation and testing, to establish soil types and distribution, and the characteristics of the site and soils, in relation to the proposed development. The analysis includes design recommendations for construction and inspection. Public Works staff confirms that the analysis confirms the suitability of the site for the proposed development and notes that the geotechnical recommendations are industry standards. Nevertheless, to ensure compliance as proposed, the following condition of approval is necessary:

- The final PUD site plans shall note that construction permits shall conform to the applicant's geotechnical analysis.

Based on the above findings and condition, the geotechnical standards at EC 9.6710 will be met.

(e) EC 9.6730 Pedestrian Circulation On-Site.

The development meets these standards by providing pedestrian connections between the dwelling units and common facilities.

(f) EC 9.6735 Public Access Required.

The development will have access onto a public street, Oakleigh Lane; consistent with this standard. Referral comments from Public Works staff confirm that the other requirements of this standard are also met.

(g) EC 9.6750 Special Setback Standards.

The applicant's plans show a 20-foot special setback from the north property line for future right-of-way for Oakleigh Larie. Public Works staff confirms that a special setback is not needed, based on the right-of-way needs being exacted as a condition of development; refer to the findings and conditions at EC 9.8320(5)(a), which are incorporated by reference.

(h) EC 9.6775 Underground Utilities.

To ensure compliance with this standard, the following condition of approval is necessary:

- The final PUD plans shall note that all on-site utilities will be placed underground consistent with EC 9.6775.

As conditioned, the development will comply with this standard.

(i) EC 9.6780 Vision Clearance Area.

This standard does not apply because the subject property is not located at a street intersection.

(j) EC 9.6791 through 9.6797 regarding stormwater destination, pollution reduction, flow control for headwaters area, oil control, source control, easements, and operation and maintenance.

In regards to EC 9.6791 Stormwater Destination, Public Works staff confirms that on-site management of stormwater runoff from the development is required because there is no public stormwater system available to serve the property. At the same time, the applicant's geotechnical analysis concludes that the site is not suitable for infiltration. Therefore, the applicant proposes to direct stormwater runoff from the proposed development to the abutting City parkland to the east. The site topography indicates that this is the natural drainage pattern. The applicant's on-site stormwater management system will include treatment facilities that also provide for some detention. The overflow toward the east property line will be released at pre-development levels, with rip-rap pads to disperse the flows at the discharge points. The applicant also indicates that level spreaders, consistent with the requirements of the City's Stormwater Management Manual, could be utilized, if required.

Public Works staff notes that many of the proposed rip-rap outfalls are located within the public wastewater easement along the east property line. As conditioned previously at EC 9.8320(11)(b), regarding prohibited uses in public easements, the stormwater infrastructure needs to be located outside the public easement. With regard to the acceptability of overflow onto City parklands, Neil Bjorklund, City of Eugene Parks and Open Space Planning Manager, confirms that this would be acceptable, provided the runoff is discharged evenly and not concentrated at one or more points along the shared property line. To meet this requirement, the following condition of approval is necessary:

- The final PUD plans shall note the requirement that, at the time of development, all stormwater discharge points directed toward the City's property shall be designed as level spreaders, consistent with the City's 2008 Stormwater Management Manual. All stormwater facilities shall be located outside the public wastewater easement along the east property line.

In regards to EC 9.6792 Stormwater Pollution Reduction, runoff from the proposed impervious surface areas will primarily be treated in planters (about 15 scattered throughout the development site). To ensure that the treated runoff will be discharged at pre-development levels, the rain gardens (planters) were sized using the City's Stormwater Surface Filtration/Infiltration Facility Sizing Spreadsheet. Runoff from the garage, driveway, and common house will be treated in a vegetated swale (approximately 10 feet wide and 58 feet long) located east of the common house. A proposed berm at the end of the swale will act as a weir to reduce flows to pre-development levels. As noted in the applicant's written statement, the swale was sized using the City's presumptive method.

Public Works staff confirms that the proposed facilities are adequately sized to provide both pollution reduction and destination from the development site. The actual facility sizes and design will be more precisely determined during the building permit process and may be smaller or larger, based on actual impervious surface area and any impervious surface reduction techniques or in-kind facilities that may be provided at the time of development, provided they are consistent with the City's 2008 Stormwater Management Manual, and are not materially inconsistent with the approved final site plan.

EC 9.6793 Stormwater Flow Control is not applicable because the subject property is below 500 feet in elevation and does not discharge to a headwaters stream. However, as discussed above, post-development flows will be limited to pre-development levels, in order to mimic existing drainage conditions. EC 9.6794 Stormwater Oil Control is not applicable because the proposed development will not generate high concentrations of oil and grease. EC 9.6796 Dedication of Stormwater Easements does not apply because the proposed stormwater facilities are to be privately operated and maintained.

EC 9.6797 Stormwater Operation and Maintenance applies to all facilities designed and constructed in accordance with the stormwater development standards. This section also specifies when, and under what conditions, the public will accept function maintenance. Consistent with these standards, the applicant proposes private operation and maintenance of the on-site stormwater management facilities. To ensure compliance with EC 9.6797(3)(c), as proposed, the following condition of approval is necessary:

- The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."

With the findings, conditions, and future permit requirements noted above, staff finds that this criterion will be met.

Based on these findings, the development will comply with this criterion.

- (k) All other applicable development standards for features explicitly included in the application except where the applicant has shown that a proposed noncompliance is consistent with the purposes set out in EC 9.8300 Purpose of Planned Unit Development.**

The applicable development standards for features explicitly included in the application, which have not already been addressed by other PUD approval criteria and related standards, are as follows: EC 9.2750 Residential Zone Development Standards; EC 9.2795 Solar Setback Standards; EC 9.5500 Multiple-Family Standards; EC 9.6105 Bicycle Parking Space Standards; and EC 9.6410 Motor Vehicle Parking Standards. Staff notes that EC 9.6205 Landscape Standards, EC 9.6730 On-site Pedestrian Circulation, and EC 9.6740 Recycling and Garbage Screening standards are referenced within the multiple-family development standards at EC 9.5500. The development complies with many of these standards, as noted below. Where the development does not comply with these standards, as described in greater detail below, the applicant requests a modification ("proposed non-compliance"), which is allowed through the PUD process, if the following PUD purpose statements are met.

EC 9.8300 Purpose of Planned Unit Development. The planned unit development (PUD) provisions are designed to provide a high degree of flexibility in the design of the site and the mix of land uses, potential environmental impacts, and are intended to:

- (1) Create a sustainable environment that includes:**
 - (a) Shared use of services and facilities.**
 - (b) A compatible mix of land uses that encourage alternatives to the use of the automobile.**
 - (c) A variety of dwelling types that help meet the needs of all income groups in the community.**
 - (d) Preservation of existing natural resources and the opportunity to enhance habitat areas.**
 - (e) Clustering of residential dwellings to achieve energy and resource conservation while also achieving the planned density for the site.**
- (2) Create comprehensive site plans for geographic areas of sufficient size to provide developments at least equal in quality to those that are achieved through the traditional lot by lot development and that are reasonably compatible with the surrounding area.**

With regard to EC Table 9.2750 Residential Zone Development Standards, the development complies with the following: density (below 14 units per net acre); building height (below 30 feet); interior yard setback (from the east property line only); and the maximum 50 percent lot coverage. The development does not comply with the front yard setback or the interior yard setback (along the south and west property lines).

The substandard front yard setbacks are due to the right-of-way dedications being required; refer

to the findings and conditions at EC 9.8320(5), which are incorporated by reference. Following right-of-way dedication, Buildings 1 and 2 will be below the minimum 10-foot front yard setback requirement, being about a half of a foot and eight feet away, respectively. The applicant requests a modification to this setback, stating that "...the dwellings abutting Oakleigh Lane do not exceed massing widths or heights inconsistent with the neighborhood single-family proportions. Along Oakleigh Lane, at the southern side of the street, townhouses address the residential street with covered porches as found in this and other neighborhoods of the River Road area. Internally, the site plan is pedestrian oriented with many places for children to play and residents to sit outside. By clustering the units keeping all the parking to one side of the site, more usable open space, free from vehicle traffic, was able to be conserved with open views to the river and bike path." (See page 26 of the applicant's June 14, 2013 written statement.)

The substandard interior yard setbacks are as follows: the concrete wall, garages and carports abutting the west property line and Tax Lots 10100 and 5700, respectively to the northwest and southwest; the concrete wall at the southwest property corner, abutting Tax Lot 5600; and Building 6, abutting Tax Lot 500. There is no explanation in the applicant's materials for the substandard building setback along the south property line; however, staff notes that the affected property owners (Mr. Adee of Tax Lot 500 and Mr. Campbell of Tax Lot 5600) submitted letters in support of the proposed development.

With regard to the west property line, the applicant explains that the garages and carports are located near the property line because it makes for a better site layout. The applicant claims that, if there were a setback, it would collect weeds and trash because it would be an unused portion of the site that serves no one. Staff understands that the design attempts to load most of the development on the western portion of the site because the eastern portion is in the floodplain and abuts a natural resource area. Staff's main concern is the potential impacts on the adjacent lands to the west.

In addition to aesthetics (i.e. screening and softening of the bulk and scale of the development along the property boundaries), the setback is intended to provide adequate separation between structures to meet fire code regulations. The setback regulation is five feet from property lines and ten feet between structures, which means that the abutting property would need to setback future structures ten feet from the common property line. The applicant proposes an eight-foot tall concrete wall along the west property line, not only to fulfill the screening function of the setback, but to fire-rate the wall as well, to meet fire code requirements. Staff notes that the appropriate fire rating cannot be determined at this time because the abutting property owners are not proposing to build abutting structures; rating depends on materials and the regulations change over time. Because the wall exceeds six feet, it too is considered a structure subject to setback requirements.

Staff believes the final determination as to acceptability of the concrete wall must include the participation of the affected property owners (Tax Lots 5700, 10100, and 5600). Even if the setback modification is granted, EC 9.2751(7) requires the developer to obtain an easement from the abutting property owners. Staff recommends the easement as a condition of PUD approval, which will ultimately determine whether the wall is acceptable to the abutting property owners. If the applicant is unable to obtain the off-site easements, then staff recommends an alternative

condition that the final PUD plans show the structures setback five feet from the west property line. These conditions also apply to Building 6 and Tax Lot 500. The recommended condition of approval is as follows:

- Prior to final PUD approval, the applicant shall obtain from the property owners of Tax Lots 500, 5600, 5700, and 10100, an easement abutting the proposed structures on the subject property that are located less than five feet from the interior property lines (i.e. the garages, carports, and wall along the west property line, and the portion of the wall and Building 6 abutting the south property line). The easement shall establish a 10-foot no-build zone, for fire code purposes, and, for at least the first five feet abutting the common property line, rights for the development to access and maintain the backside of their buildings. Alternatively, if the applicant is unable to obtain these off-site private easements from the adjacent property owners, then the final PUD plans shall show all structures setback at least five feet from the property lines.

Staff notes that a five-foot shift of the development plans to the east should not significantly affect other site features, as there is sufficient area within the common areas and along the east property line to accommodate the adjustment. With regard to the PUD purpose statements, the overall development achieves those; in regards to these specific setback issues, the PUD purpose statements are met, to the degree the proposed design is critical to the overall success of the development. Here, staff believes that the alternative of requiring compliance with the setback standards is both feasible and would not jeopardize compliance with any other approval criteria or applicable standards.

With regard to 9.2795 Solar Setback Standards, EC 9.2795(3) grants an exception to these standards because the buildings abutting the north property line (Buildings 1 and 2) would shade a non-developable area, namely right-of-way for Oakleigh Lane and the bicycle/pedestrian access way required along the north property line. For comparative purposes, absent the right-of-way, the required solar setback would be 20 feet from the north property line. Both buildings are setback at least 20 feet from the north property line. As such, it does not appear that a formal modification through the PUD process is required; however, one could be supported for the same reasons a modified front line setback, as discussed previously, would be granted.

With regard to EC 9.5500 Multiple-Family Standards, the development complies with all of the applicable standards, as follows:

- Street Frontage: 60 percent of the street frontage, which is 82 linear feet, is occupied by a building;
- Building Orientation and Entrance: only applies to Building 1, abutting the street, which has primary entrances facing the street;
- Building Mass and Façade: only applies to Building 1, abutting the street, which is less than 100 feet in length
- Articulation: the buildings have porches, windows, and offsets;
- Landscaping: the development exceeds the minimum requirement of 4,007 square feet;
- Open Space: the development has more than double the required open space, with 54,727 square feet instead of 20,037 square feet;

- Site Access and Internal Circulation: the proposed driveway is 22 feet wide, which is within the 20-foot minimum and 28-foot maximum;
- Vehicle Parking: is not abutting street frontage;
- On-site Pedestrian Circulation: provided between buildings and shared facilities, consistent with EC 9.6730;
- Recycling and Garbage Areas: not located in the front yard setback and has perimeter screening, consistent with EC 9.6740.

Based on the above findings, the development complies with the applicable multiple-family development standards at EC 9.5500. With regard to EC 9.6105 Bicycle Parking Space Standards, the development appears to exceed these requirements, subject to stall dimensions and security details being determined during the building permit process. EC 9.6105 requires one long-term bicycle parking space per dwelling unit. With 28 units plus the common house, 29 long-term bicycle parking spaces are required. Short-term bicycle parking is not required of residential development.

The applicant indicates that 52 spaces are proposed; the plans show four sheds scattered across the site and a "bike barn" near the southeast property corner. The plans do not provide enough specificity to determine whether the long-term space security requirements are met, but those can be addressed in greater detail during the building permit process. The PUD plans show ample room on the development site to accommodate the required bicycle parking. Additional bicycle parking (more than the 29 long-term spaces required) does not have to meet code standards, with regard to dimensions and security specifications. Based on these findings, the bicycle parking space standards of EC 9.6105 will be met.

With regard to EC 9.6410 Motor Vehicle Parking Standards, the applicant's plans show 16 covered spaces, as garages and carports along the west property line. The applicant's plans note that there are 31 additional open/surface parking spaces. The plans show approximately 29 gravel parking spaces abutting the paved driveway. The minimum number of vehicle parking spaces required is one per dwelling unit (or 29 in this case). It appears that the minimum requirement is met; there is no limitation on the maximum number of vehicle parking spaces for residential development. The actual number of spaces is difficult to determine because the applicant does not propose to stripe the spaces in accordance with the stall dimension standards of EC 9.6410; however, the scaled plans show sufficient areas to accommodate the required parking. Public Works staff notes that, due to the 22-foot wide drive aisle, all of the parking spaces are considered compact.

The applicant seeks a modification to the striping, surfacing, and landscaping requirements for the vehicle parking spaces. EC 9.6410 requires a durable and dust-free surface, whereas the applicant proposes gravel parking spaces. The applicant proposes filter fabric below the gravel surface to meet the durable and dust-free standard. The applicant also explains that the driveway will be paved, where durability and dust would be of greater concern associated with vehicle movements. To keep gravel in the parking stalls and off the driveway, the applicant states that the planned community can maintain this area and suggests keeping a broom nearby. The abutting concrete wall proposed along the west property line serves as mitigation to additional noise and dust associated with gravel.

The concrete wall is also proposed in-lieu of a seven-foot wide landscape bed between the parking stalls and the west property line, which would be required by EC 9.6410, unless modified through the PUD process. The concrete wall appears to meet the intent and function of the high-screen landscaping requirement, as it is eight feet tall with living plant material (espaliered trees). As such, staff recommends approval of the landscape modification. This design also meets the PUD purpose statements, with regard to clustering the development away from the easterly portion of the site.

As discussed previously, the wall is considered a structure subject to setback requirements. As conditioned previously, if the applicant is unable to obtain easements from the abutting property owners, the structures (wall included) will need to be moved five feet from the property line. Either with or without the five-foot setback, the wall meets the intent of the landscaping requirement for vehicle use areas adjacent to interior property lines.

Based on the available information and the findings and condition recommended above, staff believes the requested modifications could be approved as being consistent with the PUD purpose statements. Otherwise, the applicable development standards appear to be met. No signs or exterior lighting is shown on the plans, but staff notes that those features would be subject to the development standards at EC 9.6650 and EC 9.6725 at the time of development. Land Use Management staff recommends the following condition of approval:

- The final site plans shall note that compliance with the following development standards will be determined more precisely at the time of building permit review:
 - Landscape Standards beginning in EC 9.6200
 - Garbage Screening contained in EC 9.6740
 - Bicycle Parking Standards contained in EC 9.6105
 - Outdoor Lighting Standards contained in EC 9.6725

Based on the above findings, approval of the requested modifications and the condition for a more detailed review for compliance at the time of building permit, the PUD will comply with the above approval criterion at EC 9.8320(11)(k).

EC 9.8320(12): The proposed development shall have minimal off-site impacts, including impacts such as traffic, noise, stormwater runoff and environmental quality.

Traffic – Public Works staff confirm that the development will have minimal off-site traffic impacts, as only 29 additional peak hour trips will be generated by the development. Public Works staff state that Oakleigh Lane currently provides for safe passage of two-way and emergency vehicles. No street improvements are required of the development, although right-of-way dedication and an Irrevocable Petition are being required to enable future public improvements. Pedestrian safety is further addressed at EC 9.8320(5)(b); those findings are incorporated by reference. With regard to public comments about the accident at the intersection of Oakleigh Lane and River Road, this intersection is not on the City's inventory of intersections with high crash ratings that would otherwise warrant analysis to determine patterns that could be mitigated by infrastructure improvements. As such, nothing further is required of the development.

Noise – It is not expected the development would generate noise other than from a typical residential area. The common open space is located at the center of the development. An eight-foot tall concrete wall is proposed along the west property boundary. The design of this development should have minimal off-site impacts in regards to noise.

Stormwater – Off-site impacts of stormwater runoff is addressed as part of the applicant's proposed stormwater collection, conveyance, and treatment system, as discussed previously at criterion (11)(j) and incorporated herein by reference.

Environmental Quality – The subject property is not on any acknowledged Goal 5 natural resource inventory, but it is within the Willamette Greenway boundary. The applicant has submitted a concurrent Willamette Greenway permit application, which is evaluated later in this report; based on those findings, the proposed development is compatible with the Willamette River, which is located more than 200 feet east of the subject property. As discussed at EC 9.8320(4), the PUD is designed and sited to minimize impacts to the natural environment and includes tree preservation and additional tree planting; those findings are incorporated by reference.

Based on these findings, the proposed PUD will comply with the applicable criterion.

EC 9.8320(13): The proposed development shall be reasonably compatible and harmonious with adjacent and nearby land uses.

The proposed development is a low-density residential land use, within a low-density residential area. Given the similar residential uses, there do not appear to be any inherent conflicts that would keep the developments from being at least reasonably compatible and harmonious. The development complies with the low-density (R-1) residential development standards, with regard to density and building height. Although the development proposes attached single-family dwellings, rather than the detached nature of the surrounding neighborhood, the density is dispersed across the development site, with groupings of three to four dwelling units per building.

Further the east boundary of the development site abuts a swath of undeveloped City parkland, which contains Goal 5 riparian area associated with the Willamette River. The applicant's plans show the development clustered away from the resource area with open space adjacent to the east property line. As such, the development is reasonably compatible and harmonious with the adjacent parkland and nearby Willamette River.

The compatibility and harmony of the development is challenged most along the west property line, where the applicant proposes vehicle use areas and garages. The applicant proposes a concrete wall along the west property line to mitigate these impacts and to provide screening to adjacent lands. As discussed previously, staff recommends the applicant obtain an easement from the affected property owners, which will ultimately test whether the wall is acceptable mitigation. If the applicant is unable to obtain the easements, staff recommends the final PUD plans show the wall setback five feet from the property line. The applicant's plans show the wall with espaliered vegetation. These findings and conditions are detailed at EC 9.8320(11)(k), which are incorporated here by reference.

Staff notes that the northwest corner of the development site is the gateway to the neighborhood. The wall proposed along the west property line stops short of the north property line, to enable a landscaped bed with a tree and shrubs, which will help soften the entrance to the development. As noted at EC 9.8320(5)(c) in regards to traffic, EC 9.8320(9) in regards to stormwater runoff, and EC 9.8320(4) in regards to protection of natural features, which are also incorporated here by reference, the proposed development will have minimal off-site impacts related to traffic, noise, stormwater runoff and natural resources. Based on the above findings, the development is reasonably compatible with the nearby land uses.

EC 9.8320(14): If the tentative PUD application proposes a land division, nothing in the approval of the tentative application exempts future land divisions from compliance with state or local surveying requirements.

This criterion does not apply because the development does not include a future land division.

EC 9.8320(15): If the proposed PUD is located within a special area zone, the applicant shall demonstrate that the proposal is consistent with the purpose(s) of the special area zone.

The subject property is not located within a special area zone. As such, this criterion is not applicable.

Willamette Greenway Evaluation

As required by the Type III land use application procedures beginning at EC 9.7300, the Hearings Official must review any WG permit application and consider pertinent evidence and testimony as to whether the proposal is consistent with the criteria required for approval at EC 9.8815 (shown below in bold typeface). In this case, the proposal is being reviewed concurrently with the tentative PUD in accordance with EC 9.8005(2). Based on the available evidence and findings provided below, staff recommends conditional approval of the applicant's request:

EC 9.8815(1): To the greatest degree possible, the intensification, change of use, or development will provide the maximum possible landscaped area, open space, or vegetation between the activity and the river.

As previously noted, the Willamette River is located more than 200 to the east of the subject property. The land between the river and the subject property is owned by the City, as an undeveloped natural resource area that contains /WR Water Resource (Goal 5) conservation areas. In this area, there is no specific, pre-determined or adopted setback from the river under the City's implementing provisions of Goal 15 (Willamette Greenway).

While not the focus of the applicable WG permit approval criteria, staff notes that the applicable setbacks along the river in this area are based on the City's Goal 5 Adopted Riparian inventory, which is regulated with the /WR overlay zone (see EC 9.4920). The /WR conservation area at this location is greater than the typical 100-foot setback from top-of-bank along the Willamette River; here, the adopted riparian area boundary extends landward beyond the 100-foot setback from top of bank. For clarity, staff notes that the /WR conservation area does not extend onto the subject property. As shown on Attachment A, the subject property is at least 53 feet from the boundary of the regulated resource area.

Vegetation on the eastern portion of the subject property nearest the river consists of a cover crop of non-native short grasses, weedy forbs, and scattered and isolated fruit and fir trees. The location, species, and size of existing trees are shown on the applicant's topographical survey (see Attachment D-4). The eastern portion of the site, closest to the riparian area to the east, has few trees. The trees closest to the east property line include a row of fruit and filbert trees along the south property boundary, which the applicant proposes to preserve, and a row of cedars along the north property boundary.

Most of the northerly cedars are on adjacent lands to the north; the applicant proposes to preserve these trees, which is further conditioned in the PUD evaluation at EC 9.8320(3) and incorporated by reference. A 26-inch diameter cedar on the subject property, near the north property line, however, is proposed for removal to accommodate the location of Building 1. (The applicant's tree removal and preservation plan is provided on Sheet L3.) The cedar to be removed is about 50 feet from the east property line.

As for proposed landscaping between the development and the river, the applicant's landscape plan (Sheet L2) shows the eastern portion of the site as being planted with drought-tolerant native meadow grasses. The eastern portion of the site will primarily be open space, with the closest building being about 20 feet from the east property line (i.e. Building 2, abutting the north property line). Buildings to the south (i.e. Buildings 4 and 7) have greater setbacks from the east property line, by approximate 30 and 60 feet, respectively. As such, the development will provide the maximum possible open space and vegetation between the activity and the river. Additional landscaping along the east property boundary does not appear to be warranted, given the existing site conditions as an open meadow.

Based on the available information and the preceding findings, the above criterion is met.

EC 9.8815(2): To the greatest possible degree, necessary and adequate public access will be provided to and along the river by appropriate legal means.

The applicant's plans show pedestrian and bicycle circulation within the development via interconnected paths between the buildings and bicycle parking areas. The applicant notes that there is an existing worn path along the north property line, between the Oakleigh Lane roadway and the east property line, abutting the City parklands. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. Right-of-way dedication is required over this area, to enable continued public access, pursuant to the concurrent PUD approval criterion EC 9. 8320(5), the findings and conditions of which are incorporated by reference.

The applicant also proposes to stub a soft path to the southeast corner of the site. The segment of the internal sidewalk system that is located between the most easterly building (a bike barn) and the east property line is shown as having a graveled, rather than a paved, surface. This unimproved surface is appropriate because there are no plans or funding for construction of a public path on the City property at this location. Residents of the development will naturally want to walk across the City parkland toward the river. Parks staff state no objections or concerns. This proposed path at least

delineates a more confined direction of travel, rather than random wandering through the City's resource area.

This portion of the City property has been cultivated as a filbert orchard, which has been maintained by the former owner of the subject property, as discussed in the applicant's written statement. There appears to be an informal path between the orchard and the subject property that would direct travelers to the southerly McClure Lane right-of-way. Public Works staff confirms that the planned bicycle and pedestrian connection through the City's parkland is from McClure Lane toward the easterly West Bank Bike Path, which is a regional facility that borders the west bank of the Willamette River.

Based on the above findings, and the condition at EC 9.8320(5), public access will be provided to the river by appropriate legal means. Refer to Attachment B and C for visual representations of these findings.

EC 9.8815(3): The intensification, change of use, or development will conform with applicable Willamette Greenway policies as set forth in the Metro Plan.

Pages III-D-4 and 5 of the Metro Plan contain the Willamette Greenway policies. Of these, several policies provide direction to local governments regarding legislative decision-making and other long range planning efforts, and do not constitute mandatory approval criteria for the application. The following Metro Plan policy is potentially relevant to the proposed development, and is therefore addressed below.

Policy D.5: New development that locates along river corridors and waterways shall be limited to uses that are compatible with the natural, scenic, and environmental qualities of those water features.

The proposed use is appropriate in this location, as the Metro Plan designates the subject property for residential uses. The proposed development is an allowed use that requires PUD approval; staff has determined previously in this report that the proposed development is consistent with the PUD approval criteria. To the extent the above policy is applicable, the development is setback more than 200 feet from the river, with City parkland and riparian areas located between the subject property and the river which will not be impacted by the proposed development. Further, the development proposes open space along the eastern portion of the site, abutting the parkland, and has setback buildings by at least 20 feet from the east property line. As such, the proposed residential use is compatible with the natural, scenic, and environmental qualities of the river corridor.

Based on the above findings, the proposed development is consistent with the applicable Willamette Greenway policies set out in the Metro Plan. The above criterion is met.

EC 9.8815(4): In areas subject to the Willakenzie Area Plan, the intensification, change of use, or development will conform with that plan's use management considerations.

This criterion does not apply because the area of request is not within the boundaries of the Willakenzie Area Plan.

EC 9.8815(5): In areas not covered by subsection (4) of this section, the intensification, change of use, or development shall conform with the following applicable standards:

- (a) **Establishment of adequate setback lines to keep structures separated from the Willamette River to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette Greenway. Setback lines need not apply to water related or water dependent activities as defined in the Oregon Statewide Planning Goals and Guidelines (OAR 660-15-000 et seq.).**

Outside the Willakenzie Area Refinement Plan (WAP) and the Goal 5 Water Resource (/WR) riparian conservation area (neither of which affect the subject property), there is no regulatory setback from the Willamette River. For context, the WAP establishes a 35-foot setback and the /WR establishes a 100-foot setback from the top of the bank of the Willamette River. In this location, the /WR conservation area exceeds 100 feet from the riverbank, yet is still more than 50 feet from the subject property (see Attachment A).

The existing setback, of more than 200 feet from the ordinary high water line of the Willamette River, afforded by the intervening public park, is adequate to protect and maintain the natural and scenic qualities of the Willamette Greenway. The development plan preserves the natural and scenic qualities of the site by maintaining the existing open prairie conditions along the eastern portion of the site, by setting the buildings back from the east property line by at least 20 feet and by creating common open space that will be vegetated with native grasses.

- (b) **Protection of significant fish and wildlife habitats as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper. Sites subsequently determined to be significant by the Oregon Department of Fish and Wildlife shall also be protected.**

The Metropolitan Plan Natural Assets and Constraints Working Paper does not identify any significant fish and wildlife sites on the subject property. Although the Willamette River Corridor is an Anadromous Fish River that is designated as an essential Salmon Habitat by the Oregon Department of Fish and Wildlife (ODFW), the subject property is located more than 200 feet west of the ordinary high water line. No habitat protection measures appear to be required of the proposed development.

- (c) **Protection and enhancement of the natural vegetative fringe along the Willamette River to the maximum extent practicable.**

The proposal does not affect the vegetated fringe along the Willamette River, which is located more than 200 feet to the east. The regulated riparian resource conservation area is shown on Attachment A. The existing vegetation closest to the river will be maintained as an open prairie with native grasses in common open space.

- (d) **Preservation of scenic qualities and viewpoints as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper.**

The subject property is not identified as having scenic qualities or viewpoints on the Metropolitan Plan Natural Assets and Constraints Working Paper.

- (e) **Maintenance of public safety and protection of public and private property, especially from vandalism and trespass in both rural and urban areas to the maximum extent practicable.**

The applicant indicates that there is an existing dirt path along the north property line, between Oakleigh Lane and the City parkland. This indicates potential public trespass on private property. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. Right-of-way dedication is being required over this area, to enable continued public access, pursuant to the concurrent PUD approval criterion EC 9. 8320(5), the findings and conditions of which are incorporated here by reference. Overall, development of the subject property with dwelling units would increase public safety by providing more eyes on the City parkland.

- (f) **Compatibility of aggregate extraction with the purposes of the Willamette River Greenway and when economically feasible, applicable sections of state law pertaining to Reclamation of Mining Lands (ORS Chapter 517) and Removal of Material; Filling (ORS Chapter 541) designed to minimize adverse effects to water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, noise, safety, and to guarantee necessary reclamation.**

This standard does not apply because the proposal does not include aggregate extraction.

- (g) **Compatibility with recreational lands currently devoted to metropolitan recreational needs, used for parks or open space and owned and controlled by a general purpose government and regulation of such lands so that their use will not interfere with adjacent uses.**

Referral comments from Public Works staff indicate no concern with the proposed development's compatibility with the City's adjacent public open space.

EC 9.8815(6): When site review approval is required, the proposed development will be consistent with the applicable site review criteria.

This criterion does not apply because the subject property is not zoned with the /SR Site Review Overlay, nor does the subject development require Site Review approval.

EC 9.8815(7): The proposal complies with all applicable standards explicitly addressed in the application. An approved adjustment to a standard pursuant to provisions beginning at EC 9.8015 of this land use code constitutes compliance with the standard.

The concurrent PUD application has been evaluated against all applicable development standards. Based on the findings and conditions provided at EC 9.8320(11)(k), which are incorporated by reference, the above criterion will be met.

Staff Recommendation

Based on the available information and materials, and the findings and conditions of approval contained in this report, staff recommends that the Hearings Official grant tentative PUD approval subject to the following conditions of approval.

Conditions of Approval

1. The final PUD plans shall show Building 2 located outside (moved south) of the required right-of-way dedication along the north property line.
2. Prior to final PUD approval, the applicant shall submit a report from a certified arborist confirming that the row of cedars on adjacent lands to the north can survive the construction impacts of the proposed development (and include any necessary protection measures to ensure survival). The final PUD plans shall show the location of Building 2 and any related protection measures (e.g. construction fencing for protected CRZ areas) consistent with the arborist's recommendations.
3. Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5 feet of right-of-way along the northerly boundary of the development, between the westerly boundary of the proposed development and a line that is 50 feet east of the westerly boundary, and also to show the dedication of 13 feet of right-of-way extending from the aforementioned line (the east end of the required 22.5 feet of right-of-way dedication) to a line that is 117 feet beyond (east of) the existing the existing right-of-way (for a total length of 199 feet). Additionally, the revised site plan shall show the dedication of a 13-foot wide Public Accessway along the northerly boundary, which extends from the east end of the aforementioned right-of-way to the easterly property boundary (for a total distance of 24 lineal feet).
4. Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed which reflects the right-of-way as shown on the final site plan.
5. Prior to final PUD approval, the applicant shall dedicate a temporary emergency vehicle access easement over the on-site hammerhead and the access drive from Oakleigh Lane, and show this easement on the final PUD plans.
6. Prior to final PUD approval, the applicant shall provide documentation from EWEB, confirming that water facilities are available for the proposed development.
7. The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.

8. The final site plan shall delineate the Special Flood Hazard Area, identify Base Flood Elevation (for the entire site or for each building), and note that development of the site will be required to comply with the standards at EC 9.6707 through EC 9.6709.
9. The final PUD site plans shall note that construction permits shall conform to the applicant's geotechnical analysis.
10. The final PUD plans shall note that all on-site utilities will be placed underground consistent with EC 9.6775.
11. The final PUD plans shall note the requirement that, at the time of development, all stormwater discharge points directed toward the City's property shall be designed as level spreaders, consistent with the City's 2008 Stormwater Management Manual. All stormwater facilities shall be located outside the public wastewater easement along the east property line.
12. The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."
13. Prior to final PUD approval, the applicant shall obtain from the property owners of Tax Lots 500, 5600, 5700, and 10100, an easement abutting the proposed structures on the subject property that are located less than five feet from the interior property lines (i.e. the garages, carports, and wall along the west property line, and the portion of the wall and Building 6 abutting the south property line). The easement shall establish a 10-foot no-build zone, for fire code purposes, and, for at least the first five feet abutting the common property line, rights for the development to access and maintain the backside of their buildings. Alternatively, if the applicant is unable to obtain these off-site private easements from the adjacent property owners, then the final PUD plans shall show all structures setback at least five feet from the property lines.
14. The final site plans shall note that compliance with the following development standards will be determined more precisely at the time of building permit review:
 - a. Landscape Standards beginning in EC 9.6200
 - b. Garbage Screening contained in EC 9.6740
 - c. Bicycle Parking Standards contained in EC 9.6105
 - d. Outdoor Lighting Standards contained in EC 9.6725

Consistent with EC 9.7330, unless the applicant agrees to a longer time period, the Eugene Hearings Official shall approve, approve with conditions, or deny a Type III application within 15 days following close of the public record. The decision shall be based upon and be accompanied by findings that explain the criteria and standards considered relevant to the decision, stating the facts relied upon in rendering a decision and explaining the justification for the decision based upon the criteria, standards, and facts set forth. Notice of the written decision will be mailed in accordance with EC 9.7335. Within 12 days of the date the decision is mailed, it may be appealed to the Eugene Planning Commission as set forth at EC 9.7650 through EC 9.7685.

Attachments:

Attachment A: Vicinity Map

Attachment B: Right-of-Way Dedications

Attachment C: Bicycle/Pedestrian Connections

Attachment D: Reduced Excerpts Application Materials

D-1 Topography map by Poage Engineering

D-2 Site Plan A1.1

D-3 Detail of north property line setbacks

D-4 Tree Preservation and Removal Plan

D-5 Figure 1 Street Connectivity Study by Access Engineering

All record materials are available for review at the Planning Division. Copies or emails of these additional materials can be provided upon request. The Hearings Official will be provided a full set of the applicant's materials for review, and the full application file will be made available at the public hearing.

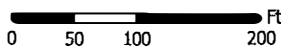
For More Information:

Please contact Becky Taylor, Assistant Planner, Eugene Planning Division, by phone at (541) 682-5437, or by e-mail, at becky.g.taylor@ci.eugene.or.us

Attachment A: Vicinity Map



Caution:
This map is based on imprecise
source data, subject to change,
and for general reference only.



September 19, 2013

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Attachment B: Illustration of Recommended Dedications
Right-of-Way Dedications



Willam River

TL 200

22.5' x 50' right-of-way for future street improvements

13' x 24' right-of-way dedication for future bike/ped connection

Existing West Bank Bike Path on City Parklands

117'

13' x 199' right-of-way dedication for future hammerhead turnaround

Subject Property

OAKLEIGH LN

September 12, 2013

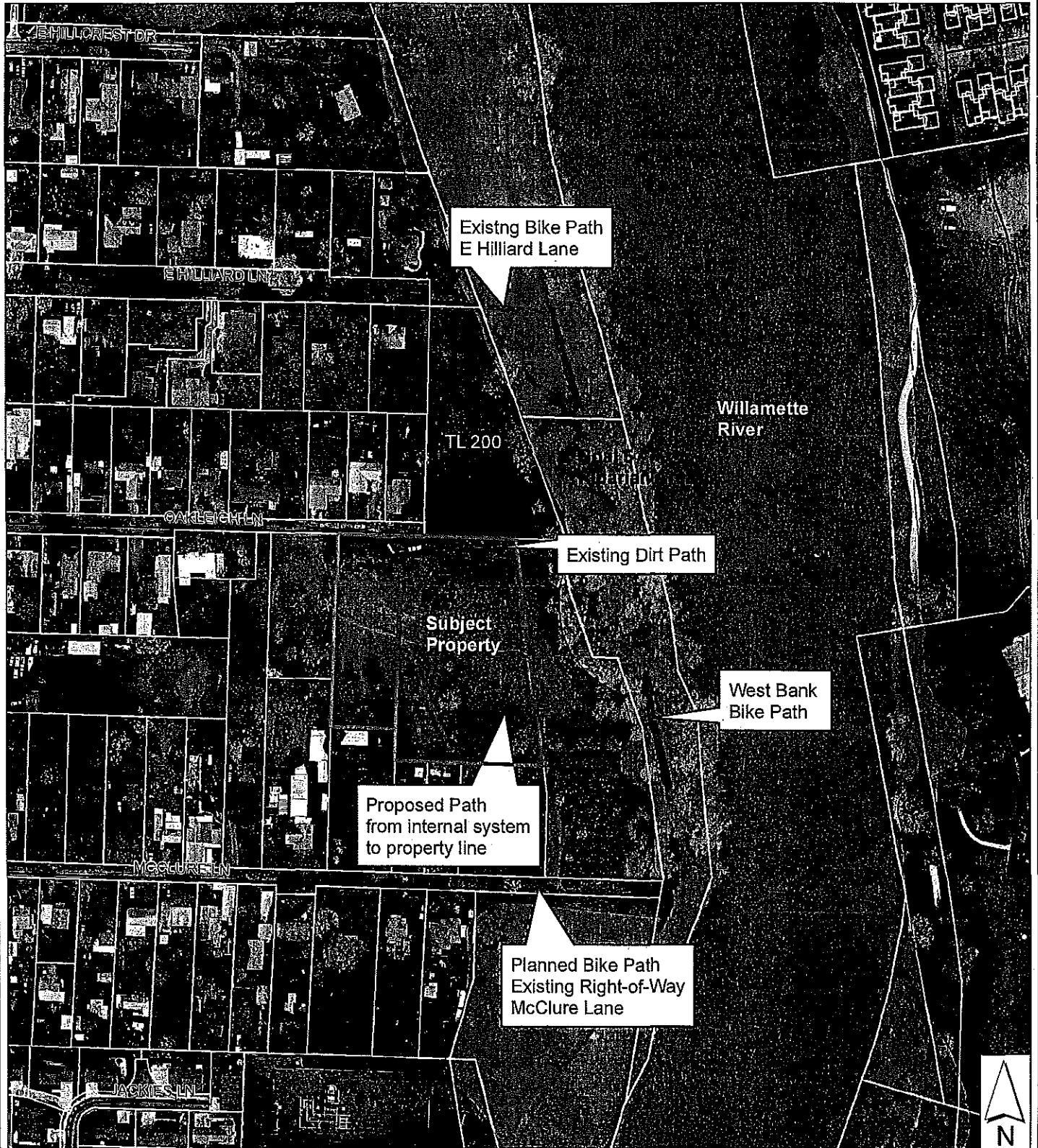
Caution:
This map is based on imprecise source data, subject to change, and for general reference only.



0 25 50 100 Ft

1029

Attachment C
Bicycle/Pedestrian Connections



Caution:
This map is based on imprecise
source data, subject to change,
and for general reference only.



0 70 140 280 Ft

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1 OF 1

TOPOGRAPHIC SURVEY

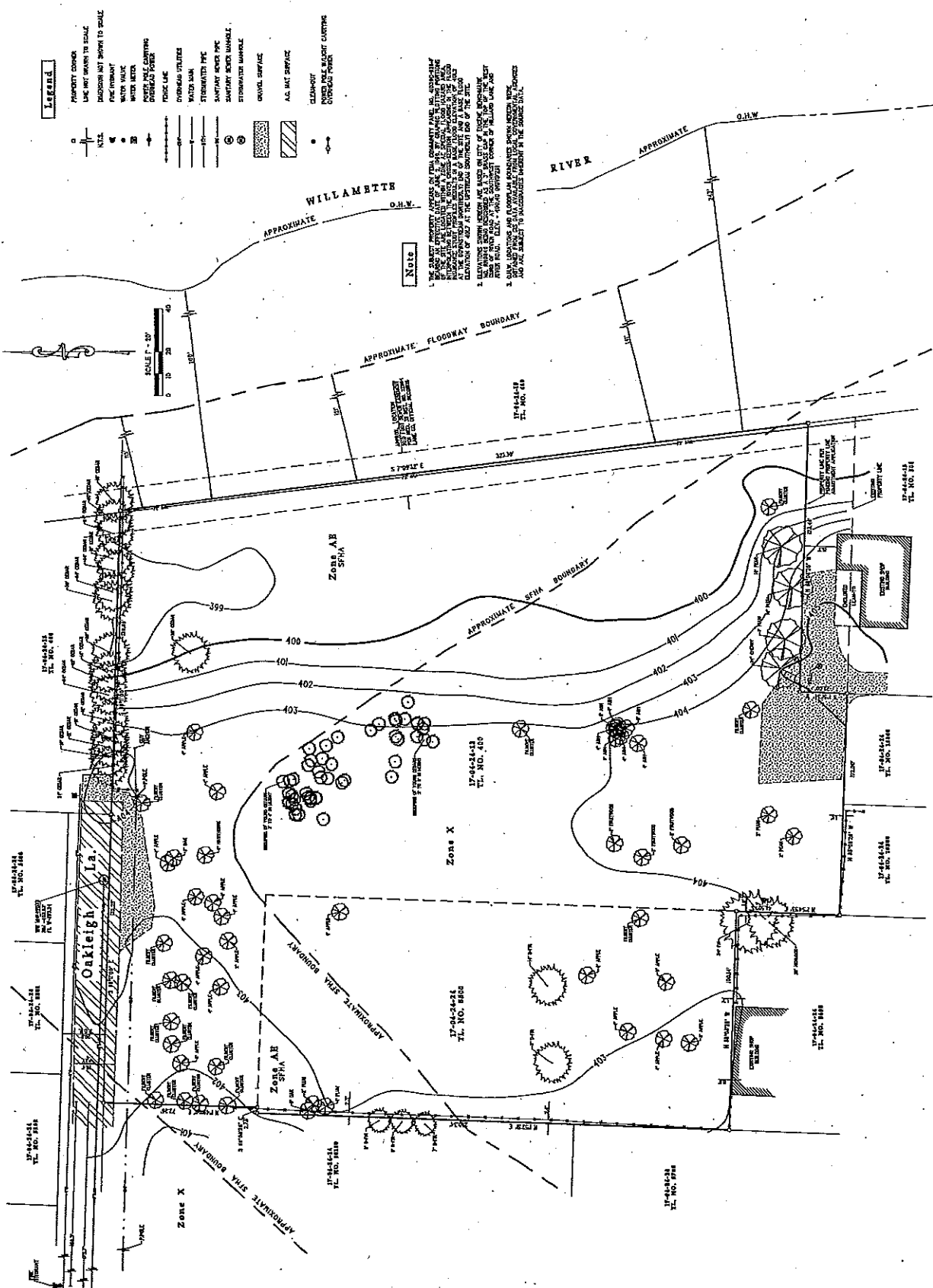
POAGE ENGINEERING & SURVEYING INC.
P.O. BOX 245
BUDEN, OREGON 97004
(503) 465-4545

PROJECT NO. 2409
DATE OF SURVEY: 10/1/03
DRAWN BY: J. POAGE

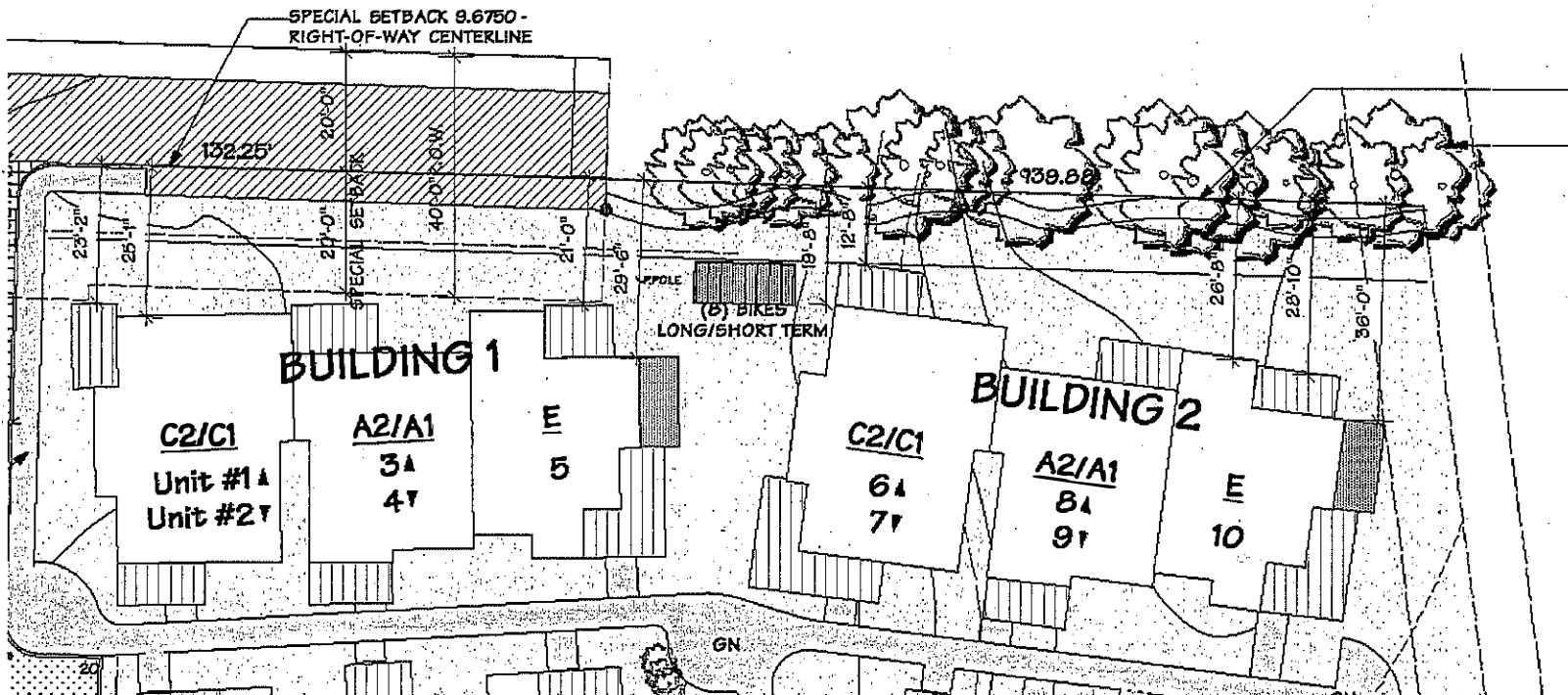
Topographic Survey
FOR
Oakleigh Meadows Co-Housing Project
N1/4 & NW 1/4 SEC. 24 T 17 S, R 4 W W.M.
BUDEN, OREGON

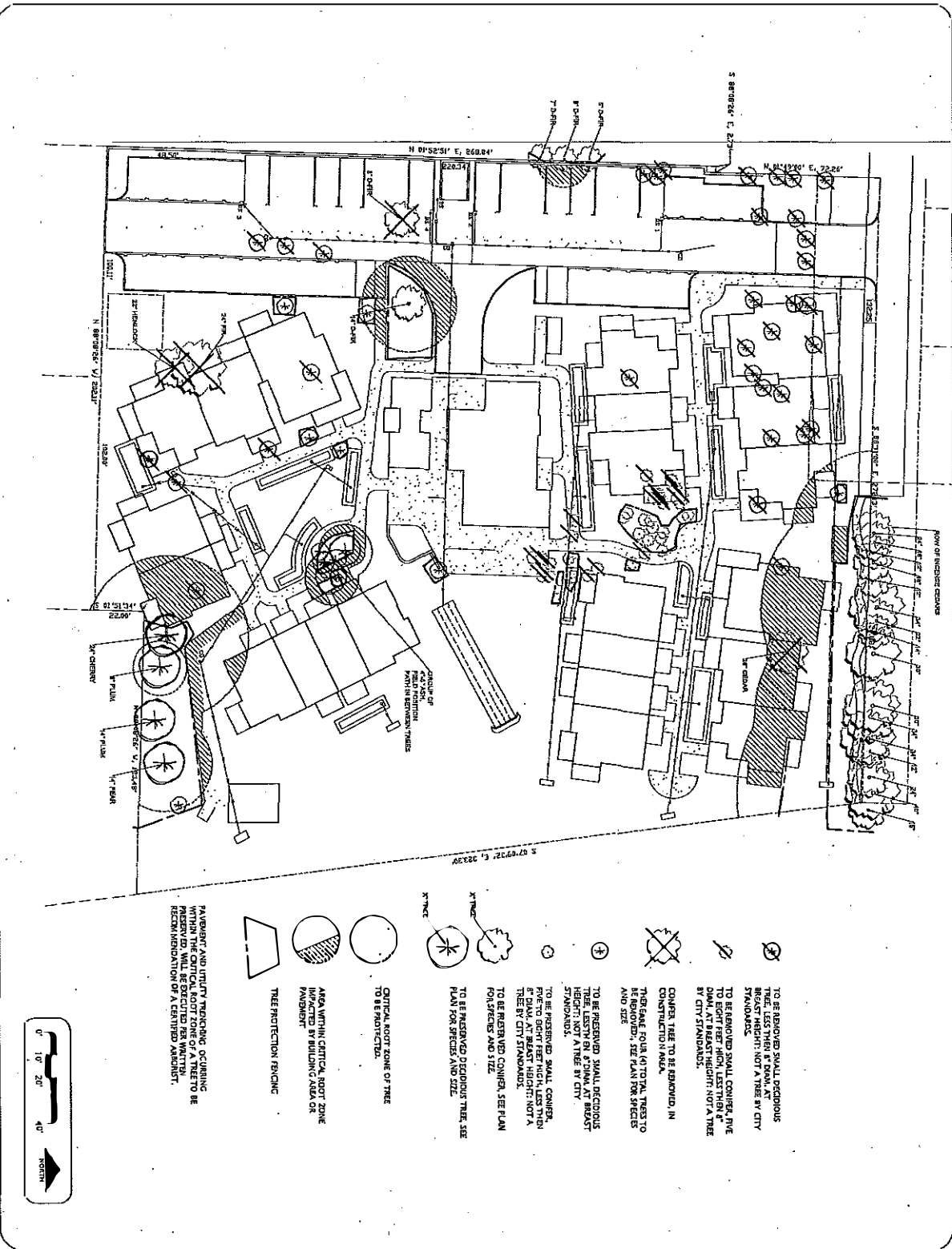
PROPERTY OWNERS:
LAND SURVEYING:
J. POAGE & ASSOCIATES
1000 N. BUDEN RD.
BUDEN, OREGON 97004











DATE	10/1/03
BY	J. POAGE
CHECKED BY	J. POAGE
SCALE	AS SHOWN
PROJECT NO.	2409
DATE OF SURVEY	10/1/03
DRAWN BY	J. POAGE

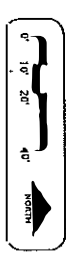


Attachment D-3 North Side Setback Detail





-  TO BE REMOVED SMALL DECIDUOUS TREE, LESS THAN 6" DBH, AT BRISTLE HEIGHT; NOT A TREE BY CITY STANDARDS.
-  TO BE REMOVED SMALL CONIFER, FIVE TO EIGHT FEET HIGH, LESS THAN 6" DBH, AT BRISTLE HEIGHT; NOT A TREE BY CITY STANDARDS.
-  CONIFER TREE TO BE REMOVED, IN CONSTRUCTION AREA.
-  TO BE PRESERVED SMALL DECIDUOUS TREE, LESS THAN 6" DBH, AT BRISTLE HEIGHT; NOT A TREE BY CITY STANDARDS.
-  TO BE PRESERVED SMALL CONIFER, FIVE TO EIGHT FEET HIGH, LESS THAN 6" DBH, AT BRISTLE HEIGHT; NOT A TREE BY CITY STANDARDS.
-  TO BE PRESERVED CONIFER, SIX FEET TO FOUR FEET HIGH, LESS THAN 6" DBH, AT BRISTLE HEIGHT; NOT A TREE BY CITY STANDARDS.
-  TO BE PRESERVED DECIDUOUS TREE, SEE PLAN FOR SPECIES AND SIZE.
-  CENTRAL ROOT ZONE OF TREE TO BE PROTECTED.
-  ALSO WITHIN CENTRAL ROOT ZONE PAVEMENT OR BUILDING FOOTPRINT.
-  TREE PROTECTION FENCING.




L3

TREE REMOVAL AND PRESERVATION

NO.	DATE	BY
▲		
▲		
▲		
▲		

PUD LANDSCAPE PLAN FOR:
OAKLEIGH MEADOWS
COHOUSING
MAP 17-04-24-13 TAX LOT 400
OAKLEIGH LANE
EUGENE, LANE COUNTY, OREGON

DATE: _____
 PROJECT #: 06.12.13
 DRAWN BY: _____
 CHECKED BY: NVA

REGISTERED

 LANDSCAPE ARCHITECT

LAND CURRENT

1746 Massachusetts Lane
 Eugene, OR 97405
 tel: 541.426.2588
 landcurrent.com

Attachment D-5 Street Connectivity

Figure 1

Oakleigh Meadows PUD Connectivity Study
Shadow Plat for T1200 on map 17042413

All dimensions are approximate

LOT 1



Right of way dedication

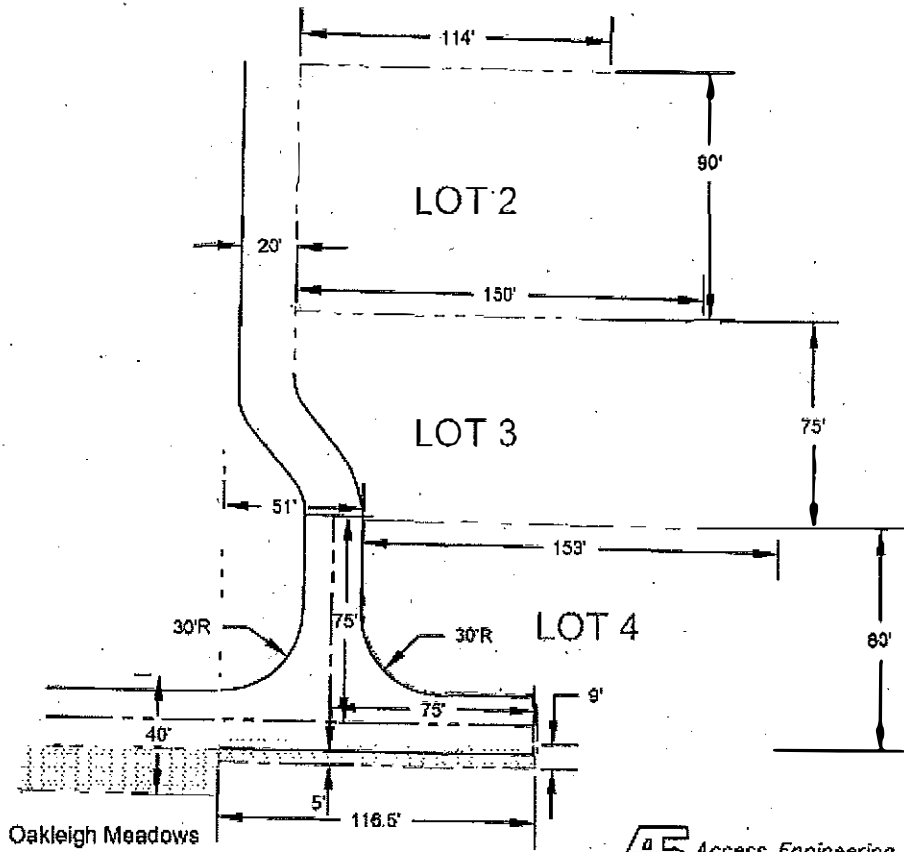


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KAREN AND SCOTT FLEENER-GOULD, CECELIA AND PAUL BAXTER-HEINTZ,
Petitioners,

and

PAUL CONTE, Intervenor-Petitioner,

vs.

CITY OF EUGENE, Respondent

and

OAKLEIGH MEADOWS CO-HOUSING, LLC, Intervenor-Respondent

LAND USE BOARD OF APPEALS NOS. 2014-001

The filed record may include black and white copies of maps/diagrams/photos originally submitted in color and/or maps and plans reduced from their original size. These materials, in their original color and/or size, will be included in the retained exhibits delivered to the Board on the date of oral argument. Retained exhibits are referred to as "RE."

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tt.	Letter from Jean Darian and Laurie and Simon Trautman, with attachments, received September 4, 2013 [Color copy of attachments at RE-W]	1308
uu.	Letter from Martin Henner, received September 2, 2013	1311
vv.	Letter from Steve Goldman, received August 31, 2013	1312
ww.	Referral comments from Daniel Ingram, Lane County Transportation, received August 29, 2013	1313
28.	Public sign posting, posted August 28, 2013 and September 6, 2013 [Color copy at RE-X]	1314
29.	Public hearing notice and mailing list, mailed August 27, 2013	1315
30.	North line detail submitted by Will Dixon, received August 27, 2013 [Color copy at RE-Y]	1320
31.	Letter from Antonia Lewis, received August 26, 2013	1321
32.	Referral comments from Will Mueller, LTD, received August 23, 2013	1322
33.	Referral comments from Christina Svetal and Brad Taylor, EWEB, received August 20, 2013	1323
34.	Letter from David Adee, received August 12, 2013	1325
35.	Letter dated May 6, 2013 from McCamant and Durrett Architects, received August 12, 2013	1327
36.	Willamette Greenway Applicant's written statement, received August 12, 2013	1336


<u>NO.</u>	<u>ITEM DESCRIPTION</u>	<u>PAGE</u>
37.	Planned Unit Development Applicant's written statement, received August 12, 2013.	1360
a.	Stormwater analysis from SSW Engineering, received August 12, 2013.....	1406
b.	Street Connectivity Study from Access Engineering, received August 12, 2013.....	1439
c.	Geotechnical Investigation from Foundation Engineering, received August 12, 2013.....	1444
d.	Non-compliance request from Will Dixon, received August 12, 2013	1472
e.	Site plans, received August 12, 2013.....	[RE-Z]
f.	Landscape plans, received August 12, 2013	[RE-AA]
g.	West line elevations, received August 12, 2013	[RE-AB]
h.	Civil plans, received August 12, 2013	[RE-AC]
i.	Detailed Grading Plan, received August 12, 2013.....	[RE-AD]
j.	Title report, received August 12, 2013	1481
k.	Adopted Willamette Greenway map, received August 12, 2013.....	[RE-AE]
38.	Willamette Greenway application form, received June 18, 2013	1490
39.	Affidavit of Mailing, Notice of Neighborhood meeting, received April 19, 2013	1491
a.	Exhibit A – Meeting Notice.....	1492
b.	Exhibit B – Mailing List	1493
40.	Affidavit of Posting.....	1498
41.	Summary Neighborhood meeting notes.....	1499
42.	Planned Unit Development application form and fee receipt, received April 19, 2013.....	1502

Exhibits Retained by City Under OAR 661-010-0025(2)

- RE-A DVD of December 16, 2013 Planning Commission meeting (Item 3)
- RE-B DVD of December 9, 2013 Planning Commission meeting (Item 5)
- RE-C Color map of site plan attached to Agenda Item Summary for December 9, 2013 Planning Commission meeting (Item 6)
- RE-D DVD of December 5, 2013 Planning Commission public hearing (Item 7)
- RE-E Color copy of neighborhood opposition report from Bryn Thoms, received October 9, 2013 (Item 22.a)
- RE-F CD of neighborhood opposition report from Bryn Thoms, received October 9, 2013 (Item 22.a)
- RE-G CD of opposition testimony of Lauren Regan received October 9, 2013 (Item 22.b)
- RE-H Color copy of Lower River Road Concept Plan attached to e-mail from Lauren Regan, received October 9, 2013 (Item 22.c)
- RE-I Color copy of Attachment C, map of Oakleigh Lane (Item 22.d)
- RE-J Color copy of submittal from Mark Conley, received October 9, 2013 (Item 22.e)

<u>NO.</u>	<u>ITEM DESCRIPTION</u>	<u>PAGE</u>
RE-K	Color copy of site plan attached to e-mail from Will Dixon, received October 9, 2013 (Item 22.r)	
RE-L	Color copy of photos attached to e-mail from Rachel Stedman, received October 8, 2013 (Item 22.s)	
RE-M	Color copy of photos attached to letter from Lara Bovilsky, received October 8, 2013 (Item 22.v)	
RE-N	Color cop of Applicants' slideshow from October 2, 2013 hearing, received October 8, 2013 (Item 22.z)	
RE-O	Color copy of illustration submitted by Will Dixon, received October 8, 2013 (Item 22.aa)	
RE-P	Color copy of attachments to staff report attached to Hearings Official agenda dated October 2, 2013 (Item 23)	
RE-Q	DVD of October 2, 2013 Hearings Official public hearing (Item 23)	
RE-R	Color copy of site plan submitted by Will Dixon, received October 2, 2013 (Item 24.a)	
RE-S	Color photos from Anne Love, received October 2, 2013 (Item 24.q)	
RE-T	Color copy of attachments attached to Hearings Official staff report dated September 25, 2013 (Item 26)	
RE-U	Color copy of attachments attached to letter from Bryn Thoms received September 24, 2013 (Item 27.c)	
RE-V	Color copy of attachments attached to letter from Bryn Thoms received September 17, 2013 (Item 27.dd)	
RE-W	Color copy of attachments attached to letter from Jean Darian and Laurie and Simon Trautman, received September 4, 2013 (Item 27.tt)	
RE-X	Color copy of public sign posting, posted August 28, 2013 and September 6, 2013 (Item 28)	
RE-Y	Color copy of north line detail submitted by Will Dixon, received August 27, 2013 (Item 30)	
RE-Z	Site plans, received August 12, 2013 (Item 37.e)	
RE-AA	Landscape plans, received August 12, 2013 (Item 37.f)	
RE-AB	West line elevations, received August 12, 2013 (Item 37.g)	
RE-AC	Civil plans, received August 12, 2013 (Item 37.h)	
RE-AD	Detailed Grading Plan, received August 12, 2013 (Item 37.i)	
RE-AE	Adopted Willamette Greenway map, received August 12, 2013 (Item 37.k)	

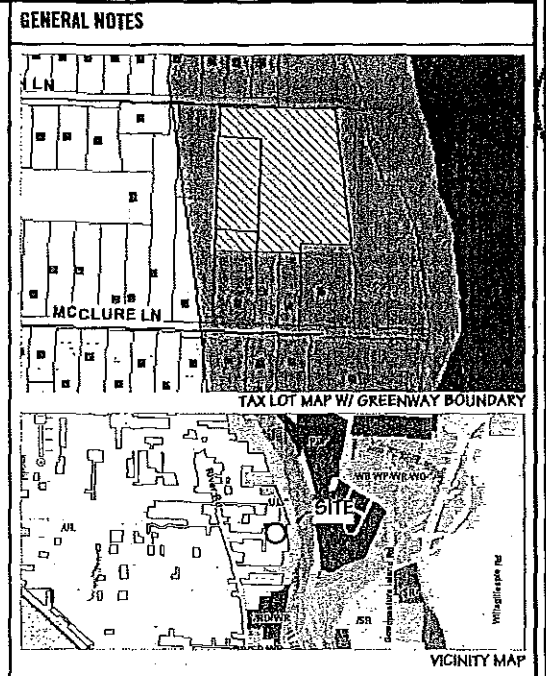
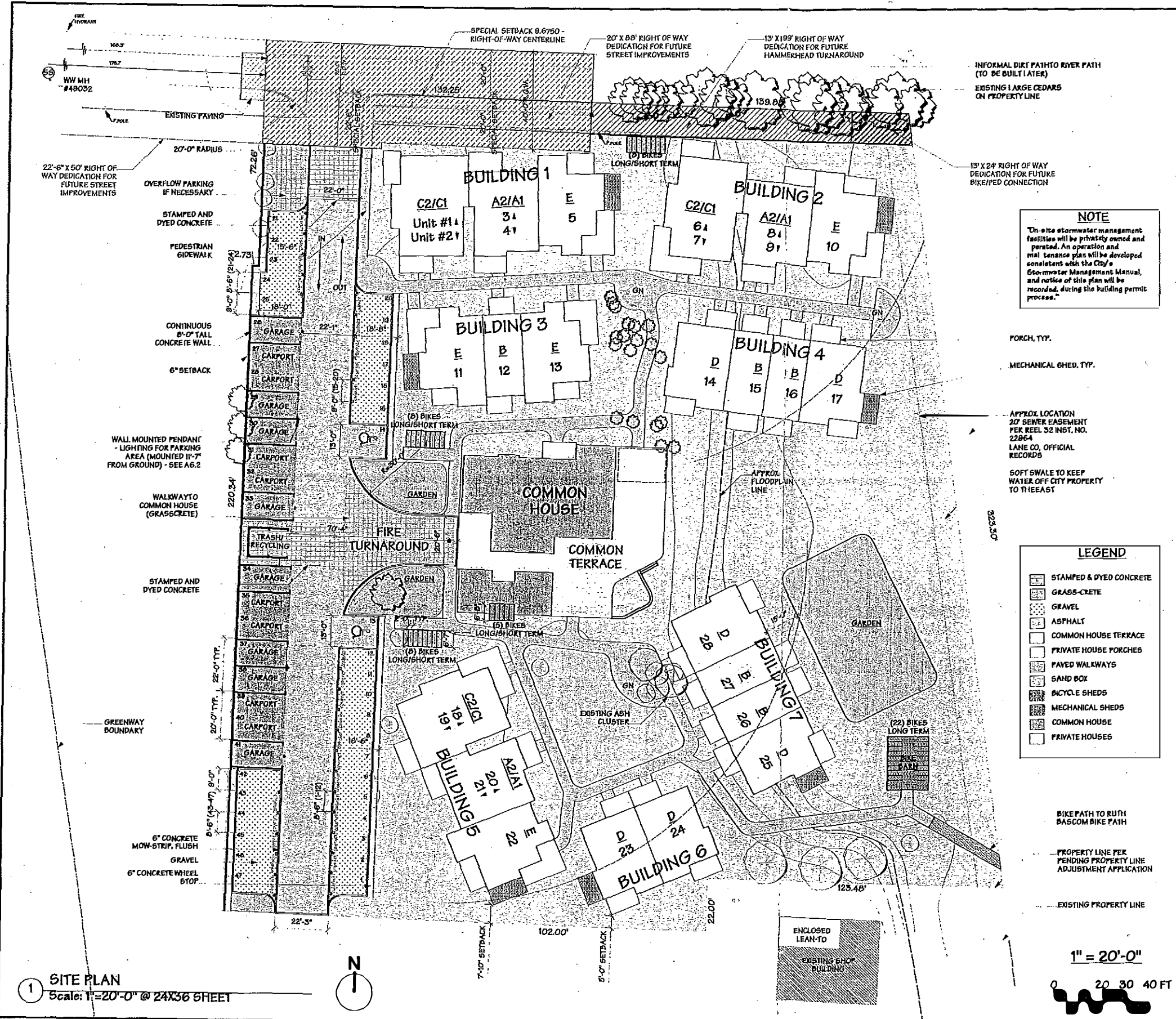
I, Anne C. Davies, certify that the items described above and included herein are true copies of the originals.



 Anne C. Davies, OSB #910149
 Assistant City Attorney for Respondent
 City of Eugene

HE-1

REC'D @ 01/12/13 FROM [unclear]
 "Plan showing compliance w/ staff conditions"



SITE COVERAGE

SITE COVERAGE	102,808.89 SF
BUILDINGS (Includes carports & garages)	33,879.52 SF (33%)
PARKING	14,202.31 SF (14%)
OPEN SPACE (Includes pathways)	54,727.06 SF (53%)

BUILDING TYPE MATRIX

BUILDING #	BUILDING TYPES	QUANTITY
6	D-D	1
3	E-B-E	1
4, 7	D-B-B-D	2
1, 2, 5	C-A-E	3
TOTAL		7

UNIT TYPE MATRIX

UNIT	BED	BATH	TYPE	QTY.	UNIT SF	UNIT TYPE SF
A1	2	1	FLAT	3	955	2865
A2	2	1	FLAT	3	955	2865
B	2	1.5	TOWNHOUSE	5	1088	5440
C1	3	2	FLAT	3	1218	3654
C2	3	2	FLAT	3	1218	3654
D	3	2	TOWNHOUSE	6	1305	7830
E	4	3	TOWNHOUSE	5	1632	8160
TOTALS				28		34,468

PARKING SUMMARY

TYPE	QUANTITY
GARAGES	8
CARPORTS	8
OPEN PARKING	31
TOTAL CAR PARKING	47
BIKE SHED PARKING	51 (788 SF)

PRELIMINARY DRAWINGS

McCamant & Durrett Architects
 14 Commercial Street, Nevada City, CA 95959
 Tel: 530.265.9960 Fax: 530.265.4398
 E-mail: mcd@mcadarch.com

OAKLEIGH MEADOW COHOUSING
 EUGENE, OREGON 97404

SITE PLAN

PLANNED UNIT DEVELOPMENT APPLICATION
 Date: 2/06/2013
 Scale: AS NOTED
 Drawn: MED
 Job: EUR
 Sheet: A1.1

1 of 1 sheets

1 SITE PLAN
 Scale: 1" = 20'-0" @ 24X36 SHEET

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HE-2

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.

I am also a member of the River Road Community Organization and submit my
comment on behalf of the RRCO as well.

Add anything else you would like:

Sincerely, *Joe E. Buschelman Bruce Buschelman*

Name *Jill & Bruce Buschelman*
Address *113 & 115 McClure Ln*
Eugene, Oregon
97404

Dear Eugene Hearings OFFICIALS,
We have lived on McClure Ln.
since 1980. Owned our home since
1979.

Until the official notice was
mailed out we were led to believe
that a small 7-10 "cohousing"
project was ^{going} into oakleigh meadow.

We were shocked to hear
that it has now become a large
condo development labeled "cohousing".
We have always planned to stay
here forever because McClure Ln
is a quiet dead end lane, we
have great neighbors both on McClure,
Oakleigh and surrounding neighborhood.
We never believed that something
of this size project could be
built here because of the greenway.

We are totally OPPOSED to a
development of this size.

We are totally OPPOSED to any
building in the greenway.

That (Greenway) was supposed to be set aside for the public to enjoy and environmentally for the river and wildlife.

The destruction they are planning in the greenway to build up the land is unconscionable!

It's too bad Joan and David bought a piece of property they couldn't afford. And now since it's too expensive for them to build their original 7-10 "cohousing" they have succumbed to some out of state developer and the almighty dollar. Not caring that they are stomping on the rights of the residents of Oakleigh & McClure Ln. and in fact all the people that enjoy the bike path trails and river. It's setting a precedent to disregard the whole greenway act.

I hope you take the opportunity to come to McClure Ln. and Oakleigh and talk to some of us and see what a great neighborhood we have. See how it will forever be changed ~~for~~ by allowing a development of this size. It really has been heartbreaking.

Sincerely,

Jill Buschelman

Bruce Buschelman

113#115 McClure Ln

Eugene, OR

97404

Jill E. Buschelman

Bruce Buschelman

HE-3

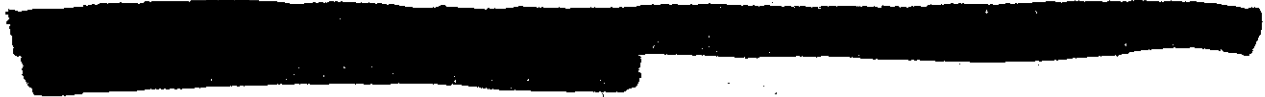
October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like:

Why should our 100 yr old next door neighbor
(111 McClure Ln) lady who still lives in her own home be
subjected to the noise, dust construction that extra traffic
and the ripping up of our street for new water lines to OMC
will bring. She still walks McClure Ln. when weather permits.
She walks with a walker and is deaf, the neighbors all know to look
Sincerely out for her. She will be house bound if this construction
happens. That's not fair to our longest neighborhood resident
Don't give OMC the permits to build lg condos on the greenway
and at the end of our quiet dead end access rd.

Name
Address
Eugene, Oregon

Sincerely Joe E. Buschelman

Bruce & Jill Buschelman
113 McClure Ln
Eugene, OR
97404

HE-4

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like:

~~Protect~~ please protect the greenway act,
protect the safety and character of our
existing Neighborhoods, Reasonable infill,
NOT cookie cutter california condominium
developments, see attachment

Sincerely,

Jill E. Buschelman

Name Jill E. Buschelman
Address 113 McClure Ln.
Eugene, Oregon 97404

Dear Eugene Hearing Official,

I grew up in this neighborhood. I've lived in River Road 51 years, 30+ of them on McClure Ln.

In my early teens and 20's I rode my horse and ran my dogs pretty much every day on the river paths. That was when it was nothing but a dirt trail.

It was great when all the improvements were made. It made it safer and now everyone has access to enjoy it. ~~I~~ I still walk it everyday.

The river path system has become a favorite of people from all over the world. People come to Eugene to walk, run and bicycle on our river path.

That brings a lot of money to Eugene and surrounding areas.

If you allow OMC this land use change, it will not only effect Oakleigh and McClure Ln but all of River Road, Eugene, and even the state. Giving OMC a permit to build on the Willamette Greenway sets up a very negative precedent environmentally and economically for both residents and visitors that come here to enjoy and spend money in our beautiful area.

I am, and I'm sure most residents and visitors are and will be opposed to seeing large Condos, Club Houses, 8ft walls and what ever else is allowed

to be built in the greenway all the way up and down the river, if this permit is allowed.

Please leave the Greenway alone!

Sincerely,

Jill Buschelman
113 McClure Ln
Eugene, OR
97404

HE-5

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like: I've lived on McClure Ln, most
of my life, I'm a 52yr old single man and I live with
my 100 year old Mother in a home my Uncles built for my
grandmother. I grew up playing on this quiet dead end lane and
on the river. Until recently my mothers sister lived 2 doors down
from us. It's a place where neighbors are family and always help
each other out. Building a development of this size will make our
lane unsafe with extra traffic and ruin the greenway.

Sincerely, *Jesse Thomas*

Name Jesse M. Thomas
Address 111 McClure Ln
Eugene, Oregon
97404

HE-6

TAYLOR Becky G

From: Debbie Polak <debbiepolak2000@yahoo.com>
Sent: Wednesday, October 02, 2013 11:55 AM
To: TAYLOR Becky G
Subject: RE: Oakleigh Meadows co-housing

Attention: Becky Taylor

Dear Ms. Taylor:

I will be working and will be unable to attend your meeting, so I am e-mailing my comments on the proposed Oakleigh meadows co-housing project.

I was impressed with this project for co-housing initially, but after viewing the facts I believe it would be detrimental to the neighborhood. It would make our comfortable area with the beautiful river and bike path more crowded and congested. It is too large a project to try and fit into a small compact area, such as they are suggesting. It is still a great idea, but better suited where it wouldn't interfere with a neighborhood as small as this one.

Thank you for your consideration of my position on this matter,

Sincerely,
Debra Polak
1050 Willa St.
Eugene, OR 97404

HE-7

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like:

*Having resided in close proximity to this proposed
Project since 1962, I TOO FIND IT TO BE OUT OF CHARACTER
WITH THE EXISTING MODEST, SINGLE FAMILY HOMES.*

*I AM IN AGREEMENT WITH ALL OF THE OBJECTIONS BEING
PRESENTED. ALSO, WE NEED TO PRESERVE THE GREENWAY.*

Sincerely,

Tom Sims

Name Tom SIMS
Address 395 Hawthorne Ave
Eugene, Oregon, 97404-3177

HE-8

TAYLOR Becky G

From: Thomas Baxter <tssimbax@yahoo.com>
Sent: Wednesday, October 02, 2013 3:51 AM
To: TAYLOR Becky G
Subject: Oakleigh Meadows

Hello, We are writing to you about the planned development of green space right next to the Willamette River, called Oakleigh Meadows. We are opposed to such a plan because it will create a precedent that will forever change OUR river's ecosystem and creates a condition where all green areas along the Willamette River will be exploited and destroyed. The point-source pollution entering the Willamette River has long been a problem since the people of Portland were forced to change their source of drinking water as people were getting sick and literally dying from drinking it. The Bull Run Reservoir was created because of the pollution in the Willamette River! This problem still exists today and is in fact much more polluted than it was 100 years ago! Destroying the green areas along the rivers riparian and adjacent green lands will cause more pollution.

For those whom first arrive to the City of Eugene, it is a place of healing energy. Of streets lined with nice large green trees and a beautiful river that flows through it. But, a closer look and one realizes that things on the surface are not what they appear to be. Toxic run-off from our paved streets and parking lots flow right into the river. Tons of herbicides, fungicides etc. are dumped on the ground annually and flow right into the river. Fish are unsafe to eat! The development of the Oakleigh Meadows lands is another chink in the protective armor that is stripped away from this once mighty river. Each time we allow greed to exist and allow money to win the day, we lose something that is dear to us all. Something fragile and sensitive. Years from now, this decision will have a great impact on our water quality. Please do not allow the destruction of our green areas along the Willamette River!

Sincerely, Thomas William Baxter
Sherrie Annette Sims
82535 Lost Creek Road
Dexter, OR 97431

HE-9

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like: I have lived on McClure lane
for the majority of my life. I have grown up
riding my bike, playing basketball, and having
water fights with my friends and family up
and down the street. Now as a teenager I
spend a huge amount of time either walking or
riding my bike up and down the bike path.
It is one of my favorite places to be and I
~~sincerely~~ would hate to see it rained by
a condo complex.

sincerely, Morgan
Name Morgan Sims - Buschelman Sims - Buschelman
Address 113 McClure lane
Eugene, Oregon

97404

HE-10

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

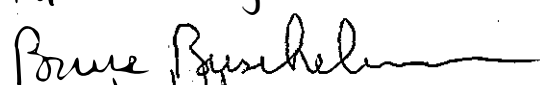

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like:

Metal Building Structures Inc.

Sincerely,  Pres. Bruce Buschelman
 vice Pres. David Weber

Name Metal Building Structure Inc
Address 440 W 1st ave
Eugene, Oregon
97401

HE-11

October 2, 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative
Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-
0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren
Regan and Bryn Thoms, and all additional objections incorporated by reference
into that Comment.



Add anything else you would like: I grew up on inclure Ln, and in
the ~~river~~ river road area all my life. I also still ride
my bike to my parents house on the weekends, and I
love the quiet and peaceful feel the neighborhood, and
the trail to the bike path from inclure is quiet and
peaceful and the most beautiful path on the entire
river. I have felt safe my entire life on this
street, and have fond memories of playing in the Filbert
orchards ~~with~~ with neighborhood kids. I hope someday my
kids can experience the same thing I did growing up
in friendly and connected neighborhood, but all that will
be ruined,

Sincerely,

Brandon Buschelman

Name Brandon Buschelman
Address 1800 SYMAN ST
Eugene, Oregon 97403

HE-12

TAYLOR Becky G

From: Jackie Marlette <jmarlette@gmail.com>
Sent: Wednesday, October 02, 2013 12:09 PM
To: TAYLOR Becky G
Subject: Pubic Comment for PDT 13-0001 and WG 13-0001

Eugene Hearing Official

Eugene Planning and Development

Atrium Building

99 West 10th Ave.

Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, Please include this letter as part of the Public Comments on this PUD.

I have lived on Oakleigh Lane for about 10 years and I urge you not to approve this PUD zoning change proposal.

I am a mother of a two year old son and a month old daughter. I grew up on a street that had very little traffic and always envisioned raising my family in a similar neighborhood. My husband and I purchased our house on Oakleigh Lane because the street offered everything we were looking for in a neighborhood: small dead-end street, close to the Willamette River and Greenway, and an incredible community of neighbors. We love that due to the low volume of traffic on our street, we currently do not worry about our son playing in the front yard. The Oakleigh Meadow Co-Housing project, if approved and built as proposed, will change all of this.

My husband and I, along with my neighbors, are deeply concerned about traffic increase in the street. Our street currently has 18 housing units. With an expansion of 28 to 32 additional housing units, our total will rise to 46 to 50 housing units on our street. Judging by numbers of households, our total traffic will rise two and a half times of what it is currently. This is only considering traffic increase caused by the residents of the units. The development is also planning to put in many additional parking spots to accommodate visitors. This will increase traffic volume considerably well beyond the level that our street was designed for.

I know I am not the only parent concerned about kids in the street. Our lane is very narrow and short. With increased traffic combined with parked cars in the street, we will lose safe access to our street for pedestrians. River Road has a 40 mile per hour speed limit. Cars, typically visitors, often pull into our street at

high speeds and tend not to slow down. This proposal will also result in an especially increased safety risk at the beginning of our road as the amount of cars pulling in increases.

There has been discussion about widening the road to accommodate the increased traffic. Our family also has concerns about that. When we purchased our home close to 10 years ago, we planted fruit trees, berry bushes, and gardens in our yard. Much of this is close to the road and would be destroyed if our yard were to be paved over to create the wider street. I don't know anyone on our street who would want to give up a portion of their yard to widen the street, especially since as the street is now, that is not necessary.

The proposed development is set to be at the end of Oakleigh Lane. If approved as proposed, the street and neighborhood community that makes up Oakleigh Lane will become a throughway to accommodate its residents. As a result, the proposed development does not take on the same risks and negative impacts that my family and the rest of the residents of Oakleigh Lane have to shoulder.

Another concern about the zoning change if it is approved, is that if the co-housing proposal falls through, any other developer can purchase the land and develop condos on it since the zoning was changed (if passed). It's a concern for our street and the larger impact that would have on the Greenway.

Once again, I urge you to not approve this zoning change proposal. Thank you.

Sincerely,

Jackie Marlette

19 Oakleigh Ln

Eugene OR 97404

10/2/2013

HE-13

To: Becky Taylor, city of Eugene Associate Planner
Citizen input re: Oakleigh Meadow Co-Housing

What higher use could there be for
this land zoned residential. The principles
and philosophy of co-housing makes this
an asset to the neighborhood.

I have visited the property and met
those committed to living there. I am not
planning to live in the community. I
believe it will be a development that enhances Eugene.

Given that the applicant complies with
the relevant criterion in a timely fashion.

I heartily endorse our fair city
approving the PUD and Greenway permit.

Signed,

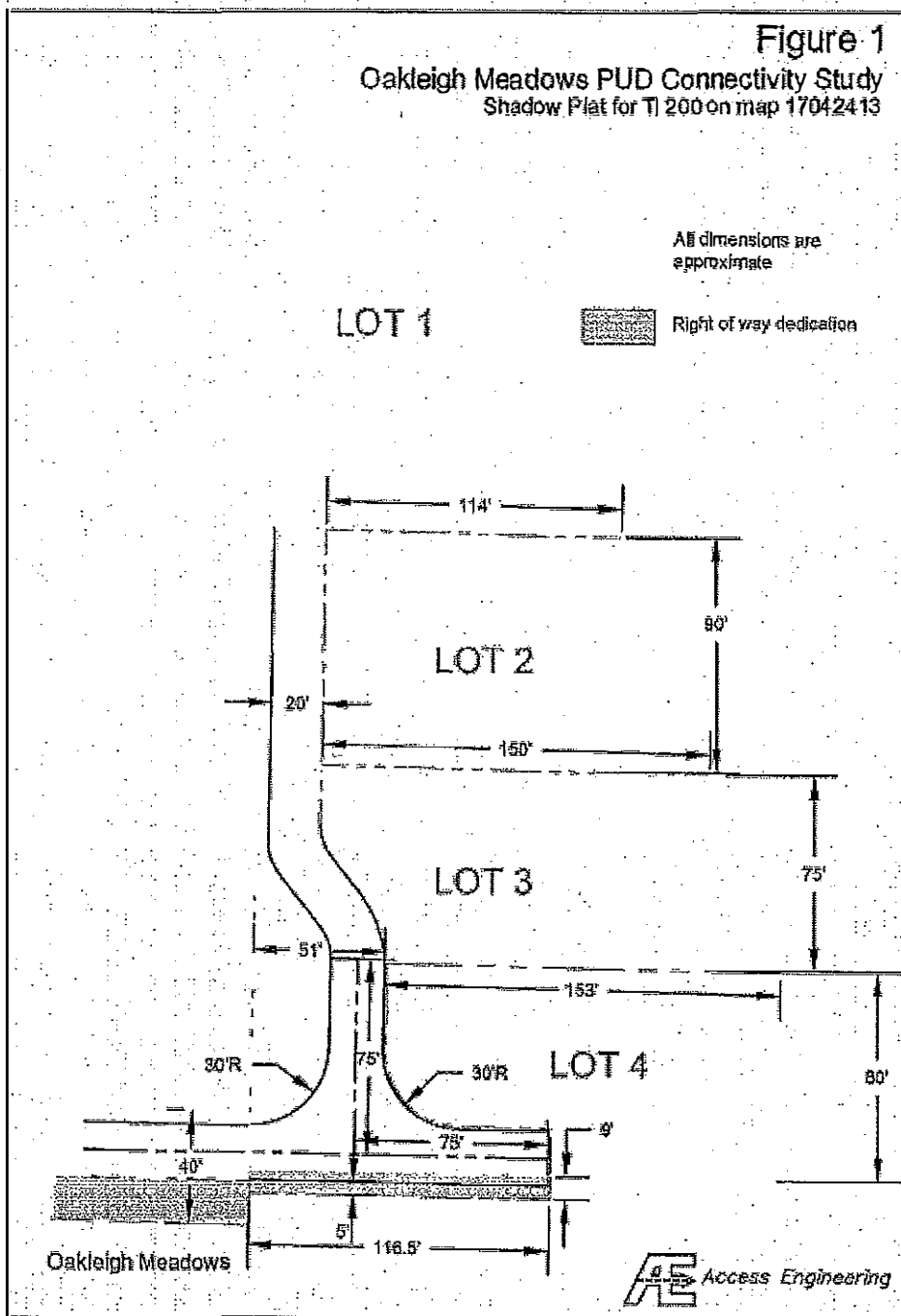
Kayleen A. Hanna

1280-B E 28th Ave

Eugene OR 97403

541 343 5201

Attachment D-5 Street Connectivity



October 2, 2013

Eugene Hearings Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Statement in opposition of the Oakleigh Meadows Tentative Planned Unit Development Permit (PDT 13-0001) and Willamette Greenway Permit (WG 13-0001)

To whom it may concern:

I believe that some of the data submitted to the City of Eugene Planning Department fails to account for significant historic Willamette river flows, elevations and on-site disposal of storm water.

I refer specifically to the document "Geotechnical Investigation" by Foundation Engineering dated 12 February, 2013. Page 2 of this document references "Ground Water" and certain tests performed on 30 January 2013 on the site. I quote from their report:

Ground water seepage was encountered in the test pits located within the floodplain (TP-2, TP-4, TP-7 and TP-10) at depths ranging from ±10 to 11 feet. The rate of infiltration was observed to be rapid. Based on the proximity of the site to the Willamette River and the presence of relatively permeable gravels at deeper depths, we anticipate the local ground water conditions correspond closely to the river elevation. (Emphasis mine) Areas of perched water may be encountered at relatively shallow depths during the wet winter and spring months due to the presence of fine-grained soils with low permeability.

According to the Army Corps of Engineers, the Willamette River level on this date measured approximately 13 feet. Historical data shows the river elevation on 28 December 1998 to reach a maximum of approximately 18 feet. This is a difference of approximately 5 feet. River level as of today is approximately 11.6 feet.

Thus in a high-water year we can reasonably expect river levels to be significantly higher than 13 feet with a corresponding higher level of groundwater infiltration. The same paragraph cited above gives passing reference to the presence of standing water "due to the presence of fine-grained soils with low permeability." Simply put, this means the site has poor drainage and will have large puddles of standing water after higher amounts of rainfall. This standing water can only increase since the project must treat all rainfall on-site and cannot discharge any of this water into the city storm sewers.

Their consultant agrees that the on-site disposal of storm water won't work because of the low permeability of the native soils. Reference is made to page 5 in the paragraph entitled "On-site Disposal

of Storm Water:"

As a result of the above considerations, it is our opinion the native soils are not suitable to dispose on-site storm water. (Emphasis mine.) Furthermore, the underlying gravels will also not be suitable material to dispose of storm water because of the hydraulic connection with the river (during flooding).

So where is all the water going to go?

Further, the site plan does not include worst-case scenario planning for the 100-year flood. This site is adjacent to the historic Willamette River floodplain and is unsuitable for the scale of the proposed development and should be rejected for reasons stated above. Perhaps a smaller, more ecologically conscious development that does not require massive reconstruction with up to 3 feet of compacted fill (see consultant's report "Settlement" page 5) would be more suitable to this space.

Rick Rubin
107 Hansen Lane
Eugene, OR 97404
Rick.rickr@gmail.com

TO: Eugene Hearing Official

Eugene Planning & Development

Atrium Building

99 West 10th Avenue

Eugene, OR 97401

RE: Citizen Comment Document Regarding the OAKLEIGH MEADOWS CO-HOUSING Tentative Planned Unit Development (PDT 13-0001) & Willamette Greenway Permit (WG 13-0001)

Dear Hearing Official,

I object to the proposed PUD for all of the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that comment.

Please Add . . .

Gentlemen, in the beginning this "Oakleigh Meadows Co-Housing" henceforth referred to as "OMC" was pitched to our Oakleigh Lane & McClure Lane neighborhoods as a 8 to 10 unit co-housing experiment. We had frequent; every week or two, contact with David Adee as he was trying to sell the concept and get "buy in" from the neighborhood. To me the project seemed plausible at that level of density. His tentative plan seemed reasonable to me though many in the neighborhood were opposed to it. As time went by we were no longer hearing from David and then come to find out he had handed off the project to a California Developer and a "Project Manager". Now, only by word on the grapevine, we find the project is planned at 28 to 32 units. Clearly a bait & switch by 3 times.

As time has gone on I have heard many descriptions of the project in less than a forthright way. 1.) An effort to bring the neighborhood together. Poppycock . . . OMC has not dealt with the neighborhood in an honest and honorable way. Though agreeing to "mediation" they have sent people who for the most part have stonewalled the process. 2.) OMC referred to having a development that was going to save the cedars along Oakleigh Lane. Turns out those cedars are not even on their property. 3.) Reference was made to a request for an easement on the West property line of OMC by the Brandts, the property

owner just west of the OMC property. Turns out the Brandts never did request an easement and in fact are totally against the project.

These are several of the "spins" or outright prevarications of the facts as OMC tries to swing the clear majority of the neighborhood mindset against the project to seeing it as a benefit.

Gentlemen, It is clear to me and others in the Oakleigh Lane, McClure Lane neighborhoods that outside influences have turned this project into a MONEY project with OMC's only goal to get approval from YOU. If you approve I believe there is no telling what you'll get. Profit over substance?? Please deny this application for the good of a good neighborhood!!

Thank you ~
Edward Jerry Love

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Barbara, Jan, Maj Hutchinson Tami, Antonio, Bryn Thoms David Adee and Shawn Johnson sat at two tables in a V-shape facing the audience.

On Sept. 27, 2013

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Most of the members live in south Eugene, so that is why they drive to the weekly or monthly meeting on Oakleigh Lane. OMC was say they don't have answers to the traffic issues.

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The street improvements would happen if in result of 50% or more neighbors wanting it once they knew the costs.

Dear Hearing Official,

My family has lived on Oakleigh Lane for 10 years, which is a great area for the country feeling, yet near the bike bath, the river, bus services, and shopping to support local business. I have included many factors of why Oakleigh Meadow Co-housing should not be so large. It is about land change and this project does not fit this neighborhood. I will be providing photos of this land so you have a visual which provides much better insight rather than Aerial photos. Pat Farr came out and saw the land and agreed with us neighbors. My family agrees with all documents have been filed on behalf of the Neighbor Group of SaveOakleighLane. Bryn Thoms and Lauren Regan have and will supply you with much more in depth information that we fully support as well as other concerned neighbors. I have already sent in some PUD concerns as well.

Thank you,

Anne Love

133 Oakleigh Lane

Greenway Issues 9.8800

Pages 2-6

#17 questioning devoted open space- No play structure for children, swings, or a sandbox.

#18 has not seen any solar criteria. Catch rain water, & conserve it for the gardens. It would be nice to see OMC include a greenhouse with local solar equipment. That does provide good tax benefits.

#19 cannot have all licensed professional team members to sign off this project when it is incomplete.

#23 OMC told us neighbors we could be included in the landscaping/buffering on the North side of Oakleigh Lane. I don't see documentation of meeting notes or who was present.

#28 Traffic flow is a concern due to one entry, emergency conflicts, is there enough turn around room when there are children in the area. There are 12 children living on Oakleigh Lane.

#30 The removing buffering due to curbs. Neighbors don't want curbs/sidewalks due to the expense and keeping the lane as is, and preservation of existing trees, blackberries. Neighbors expressed in mediation that cost was a major concern and needed to see bids in order to make a decision.

#34 No final plans on including neighbors with the landscaping facing Oakleigh Lane, which three homes will be looking at from Oakleigh Lane.

#35 No plan for irrigation; save rainwater, reuse in the gardens or in a greenhouse.

#37-47 Most of the two lots have trees more to the North and West. #47 the trees along the North, heading down to the river are on the other property, owned by the Thoms.

#52/53 Involves fill in great volume of gravel, dirt, what type of retaining wall will support w/o erosion and run off in the flood plain and in the Greenway.

Significant Fish and Wildlife Habitat 9.8815

Last year there was a beaver living on this property. The lodge was not preserved. Often we will see owls on trees or post, bald eagles, turkey vultures, red tail hawks, coppers hawks morning doves and osprey.

Key Points of Concern

TRAFFIC

OMC traffic study is not applies to this area of neighborhood. With 47 parking spaces allocated, that increases congestion to not only Oakleigh lane, yet to River Road. At peak times of the day, heavy flow of traffic heads north and we cannot get out onto River Road due to heavy traffic stopped at West/East Hilliard Rd. At times, the traffic is backed up to the bus stop in front of River RD. Second Hand Store. Some of the 10 paying members of the OMC don't own a bike to commute with. Most often, many drive to their weekly/monthly meetings. Some park in our area, not on the OMC property. Since most of us don't use or have garages, Oakleigh Lane is congested now, so current cars have to pull over for another car to go by. It is tricky for Garbage pickup days, local repair companies and emergency vehicles as well. Members of OMC drive to their meetings on Oakleigh Lane that lives in walking distance. OMC guest would park right in front of our house instead of parking in the meadow.

EMERGENCY VEHICLES

Fire Code 507.5.1

It is approximately 220ft. from #5 & 7 to the emergency vehicle turnaround. This is significance to safety of residents because the truck cannot drive right up to the unit, fire hose cannot reach from the existing fire hydrant on Oakleigh Lane. Buildings #2 and #7 exceed the maximum 400 ft. hose lay distance from the furthest point on each building. With a number of different types of dwellings, townhouse, condo, duplex, this makes it apply to a financial focus. With this number of dwellings, a new fire hydrant closer to this large complex would have a better chance of putting out a large fire than sprinklers.

WATERLINES/ROAD IMPROVEMENTS/HOUSE COSTS

If OMC is required to have a new fire hydrant, that supports does not support the waterlines that are currently operating. The waterlines will have to be upgraded to adequately serve this project. Many neighbors on Oakleigh Lane do not want to endure thousands/ ten thousands of dollars for this project. A civil engineer has told us figures are in the \$220 + linear ft. for road improvements. In addition to all of basic road improvements, there four people on Oakleigh Lane that have medical conditions that require these people to fall under the disability act. Please make sure road improvements are covered under Disability Act.

29.16 Accessible Spaces = The Minimum Number of Accessible Spaces

Total Parking in Lot = Required Minimum Number of Accessible Spaces 1-25 spaces=1 space and 26-50 spaces=2spaces

A complex of 28 plus units will take over a year to complete. The common house is 4,000 sq. ft. which is their main focus and that could be started first. OMC is not willing to downsize the common house due to it being the driving focal point. The last figures we have heard for condo cost, OMC wants to charge

\$250,000 for a 1250 sq. ft condo. \$350,000 for the 1650 sq. ft. condo. That is \$200-215 sq. ft cost to members. That is not in good faith to the members. Oakleigh Lane houses have costs of \$80-160 sq. ft.

EASEMENTS

On the West property line, the Brandts are not willing to grant an easement to OMC. A letter has been submitted to support this. Please clarify on the conversations of these two parties.

Here is some information on

Disability Act for Designing Sidewalks and Trail Access

Federal Highway Administration

4.4.3 Driveway Crossings

Driveway crossings permit cars to cross the sidewalk and enter the street, and they consist of the same components found in curb ramps. It is the driver's responsibility to yield to the pedestrian at the driveway-sidewalk interface.

Figure 4-32: Driveway crossings without landings confront wheelchair users with severe and rapidly changing cross-slopes at the driveway flare.

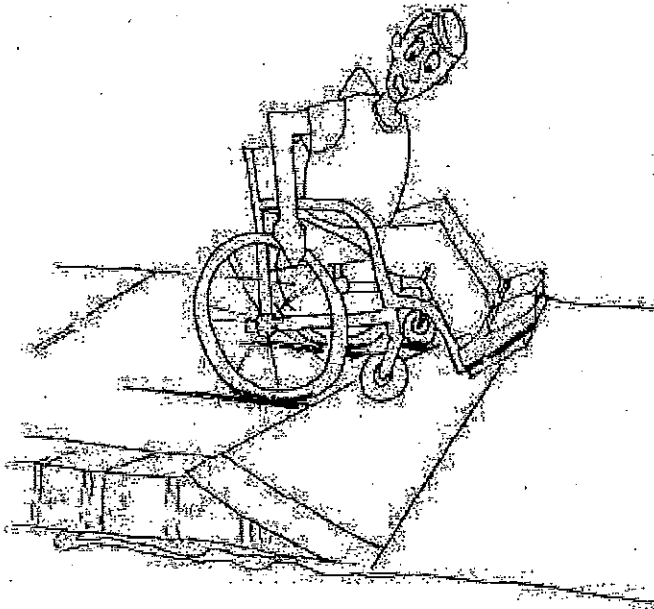
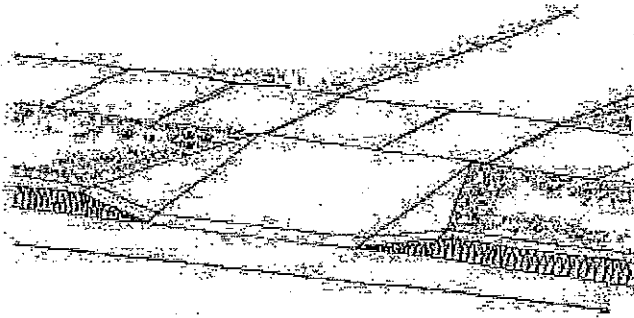


Figure 4-33: When sidewalks have a planter strip, the ramp of the driveway does not interfere with a pedestrian's path of travel.



29.4.1.3 Slope

- Cross Slope – Maintain 2 percent (maximum) or $\frac{1}{4}$ in. per ft. sidewalk cross slope towards the roadway. Cross slopes

exceeding 2% do not meet ADA requirements and require approval of the Director.

- Longitudinal Slope - Longitudinal slope shall not exceed the grade

of the adjacent roadway. Where longitudinal grades exceed 5%, it is desirable to provide level landings at regular intervals.

29.6 Under walk Drains (Chases) Under-walk drains shall not interfere with the pedestrian's use

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The street improvements would happen if in result of 50% or more neighbors wanting it once they knew the costs.

OMC concluded that they would do bend over backwards to make this project work using good practical ideas, yet understand there will be possibilities of negative impact.

IDEAS

More modest common house heart of motto concept

Address number of people needed for critical mass for common building in co-housing setting involving neighbors.

Pro-active regarding street improvements.

What can OMC offer regarding traffic concerns.

Foundation/ Land Trust to purchase property. Fundraise together

Keep open space

Phase the project and stop at a smaller size.

OMC just started the conversation to downsize, build time is one year is the goal.

Conversations on how to making process on delaying the hearing, no movement which may lead to no more mediation.

THINGS TO LOOK INTO

Would the neighbors need a 50% vote to have road improvements

Encourage OMC to meet more with the intent to put changes on the table to neighbors.

Ways to reduce unit count, not the overall cost.

Ideas to minimize fill in the lower meadow.

Many QUESTIONS that only were read, due to time conflicts.

What would the cost be for neighbors as far as the waterlines?

Why did the OMC website of Time Magazine article was not successful?

Project motto "building the community" What happened to that?

What is the plan for river path? Future building...

40 some people come to the OMC gatherings, Why do only 1-2 people ride bikes? Or why only 10 members?

Why not delay the hearing?

Car lights angle into homes now, why not use the vacant lot to the West?

What are OMC ideas to change due to the neighbors not happy?

News you bought property, how do you plan to save it?

Sept. 6th, 2013

Dear River Road Community Organization,

My family has lived on Oakleigh Lane for nearly 10 years. We choose this area because of many reasons; bike path, the quiet field across from us, dead end road, plenty of garden usage, many blackberries, large property lot size, and enjoyable neighbors and to be near schools. This allows us to enjoy the comfort of the neighborhood.

Two years ago, David and Joan purchased the meadow and had this small idea to help the community to have a small number of houses on their property, in the area of 7-10. Last July, David was out clearing the opening of the entrance of Oakleigh Lane Meadow. Before any approval from the city, David wanted to take out all the blackberries so the city could get a better picture of the area. That is one month before harvesting the berries; NOT REASONABLE TO THE COMMUNITY. David told us neighbors that we could have any kind of trees, shrubs where the berries were so we enjoy the landscape. NOT ANYMORE, WE HAVE NO SAY IN IT. One third of the property is in the flood plain, which creates concentrated construction closer to the North and West. OMC wants to butt up against the property. **You need 5 feet of clearance.**

When gatherings or meetings took place in the early months of this project, many people were encouraged to park on Oakleigh Lane in front of the blackberries. Well, cars were parked in front of our basketball hoops, and it was so congested it was hard to get out of our driveways. OMC took months to work with us. NOT REASONABLE. Then, the other property owner told them to not use the vacant lot for their parking, use your own land. NOT COMMUNITYTHOUGHTWORTHY.

For months many of us neighbors have suggested things to Joan and David, which have not been accepted. Examples are: Two entrances to reduce traffic flow on Oakleigh Lane and for emergency vehicles. Driveways off Oakleigh Lane to new dwellings, not screens to shade our property. That will impact my garden which reduces our food bill, and the sun provides heat to our home. **Reduce the quantity and size condominiums, to save the continuity of the neighborhood, and to put in sidewalks to ensure the safety of many children and pedestrians.**

David and Joan are not planning on living in Oakleigh Meadows or to be active members. It is because of financial reasons. NOT REASONABLE. OMC has hired Will Dixon to be the Oregon Representative to the project. Is that why Will Dixon became so involved in RRCO? David and Joan are not informing the neighbors who will be mostly affected by this project of changes, or updating how many active members are present. Many children live on Oakleigh Lane which is a big concern for more than

doubling traffic flow. In the middle of the lane, there is two units that have a number of visitors in a 24 hours period, which required the DEA, Law enforcement, Comcast, and emergency vehicles to visit frequently. OMC has not encouraged property owners to attend RRCO meetings. RRCO should be hearing more from the neighbors on how we feel about OMC. Communication has decreased overtime with David and Joan due to the gargantuan size of this co-housing. **The square footage costs will be over \$200 per foot. NOT REASONABLE** for this neighborhood. Most of the members drive to their meetings and gatherings, which creates strangled roads on either side of Oakleigh Meadow. Also, OMC wants to support the community, and then hire LOCAL CONTRACTORS.

We are asking you to hear property owners and renters on how we feel about Oakleigh Meadows. We all have a voice and need to be heard. We did not know of so many changes until the project became so large. Oakleigh Meadow members know how we feel, however they didn't share that with the RRCO. We as neighbors tried to compromise with David and Joan from the beginning. We all tried to be reasonable with their goals. **Only one sign has been posted which is standing just outside the opening to Oakleigh Meadows to inform people about the hearing. The other two signs went up after Becky was informed that the city was not in compliance. WE HAVE THE RIGHT TO A NEW HEARING DATE FROM THE TIME THE SECOND SIGN WAS PLACED, SEPT. 6TH.**

There are many children that live on Oakleigh Lane which is a huge concern to families that at least 29 more cars on Oakleigh Lane will increase accidents to our environment. Listed below are more concerns to Oakleigh Cohousing Project. Planning Unit Development ON Oakleigh Lane

TRAFFIC, ACCESS, AND ENVIRONMENT

9.8310(6) Impediments to emergency response, slope failure, and soil erosion. It is 220ft. from the fire turnaround to E10 unit. This distance could mean jeopardize a medical situation. Water mains are designed to meet Oregon Fire Codes with EWEB. Water lines will not support this size of construction. OMC talks about filling in, too much can have an impact on erosion.

9.8310(12) shall have minimal off site impacts. Storm water runoff must be to code 9.8310(9) Storm water runoff, with slope and erosion. How will the CO-housing support this? **PUD EXEMPTS SOLAR, YET NOT GREENHOUSE.**

DENSITY AND PHASING

9.8310/9.8320(4) #2 Density per acre (DPA), what about the guest house...Are they are over the DPA? That is considered a unit, so it is a total of 29. It is really adding up to 27 units on 1.9 acres. Local condos range from \$103K to \$130K, largely cost difference to \$203-\$220K in the OMC project. **There is no easement on the West side. Avoid unnecessary disruption or removal of attractive natural features & vegetation. OMC will need to removal most of the tress; EC.6.320**

ENVIRONMENT AND NATURAL RESOURCES/URBAN GROWTH BOUNDARY

9.9630 Significant visual impact. Example: Back of 28 ft. Condos, etc. Shading my property.

COMPATIBILITY/ZONING R1 w/ PUD Overlap

9.8320(13) Reasonable compatible and harmonious with adjacent and nearby land uses. Provide adequate urban services and streets. Ex: sidewalks maintenance: utilities and tree roots under sidewalks.

9.2751(7) Special Development Standards for Table 9.2750

Thank you for your time,

Anne Love 133 Oakleigh Lane.

HE-17

Rec'd @ 10/2/13 P17
From Anne Love

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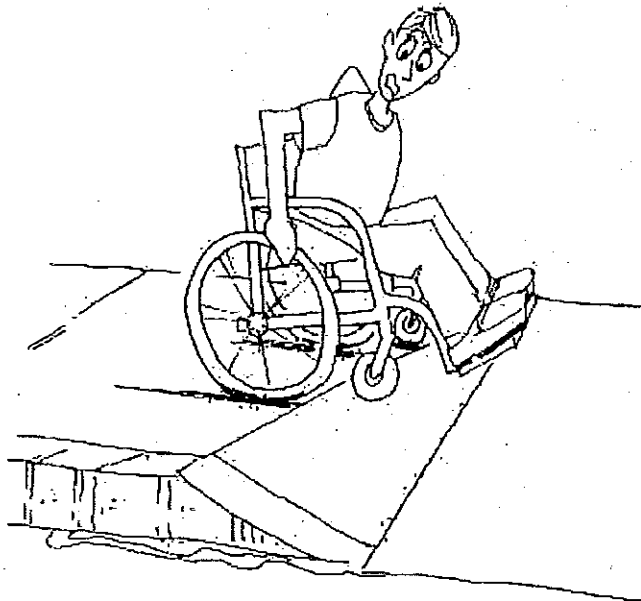
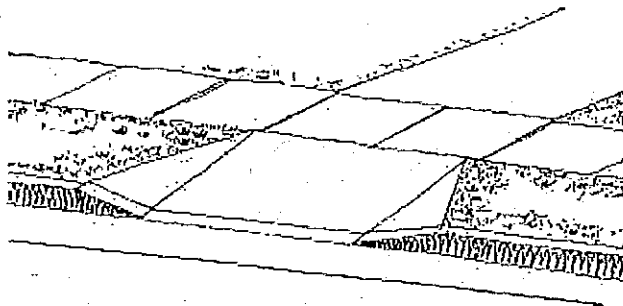


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29.4.1.3 Slope

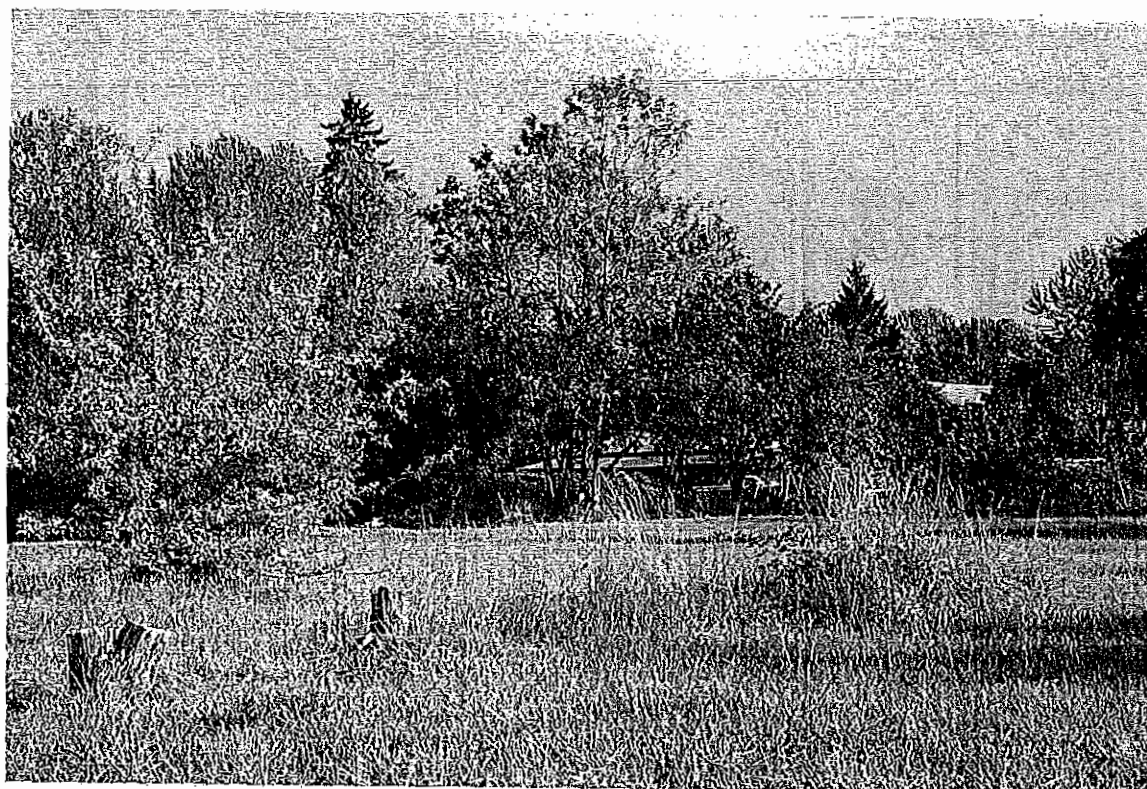
- Cross Slope – Maintain 2 percent (maximum) or ¼ in. per ft. sidewalk cross slope towards the roadway.

Cross slopes

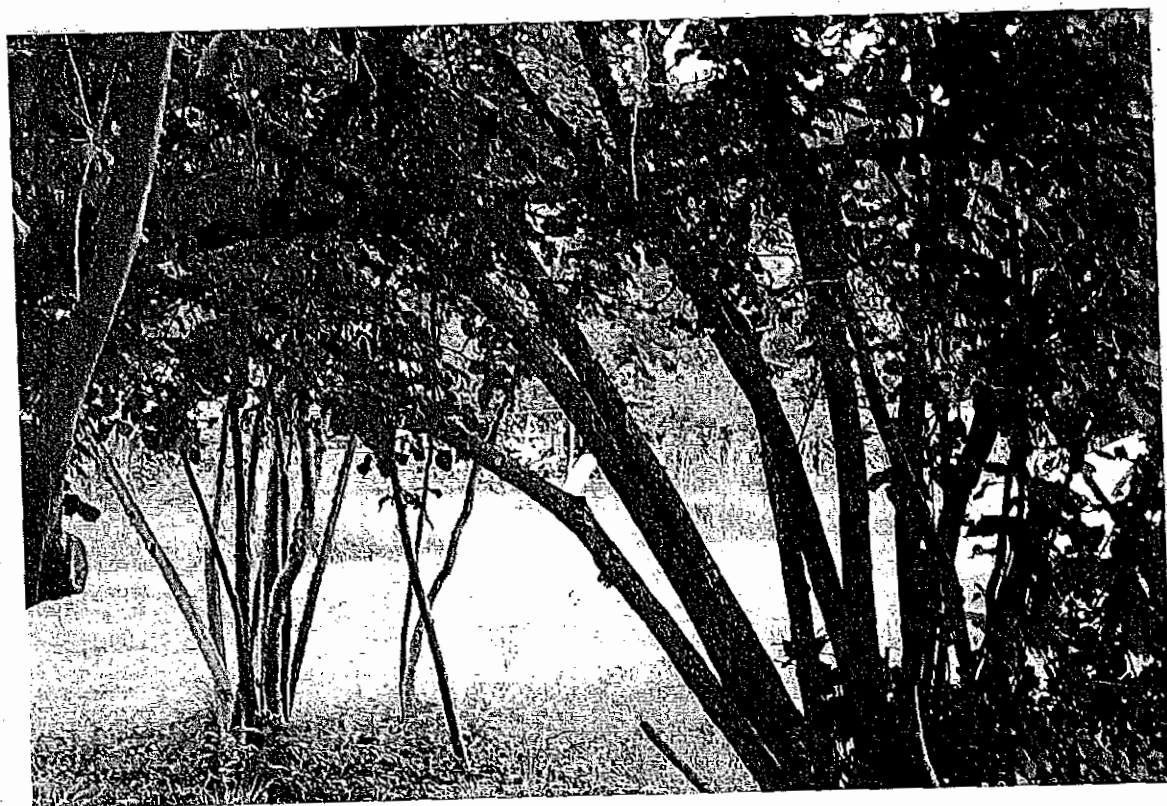
exceeding 2% do not meet ADA requirements and require approval of the Director.

- Longitudinal Slope - Longitudinal slope shall not exceed the grade

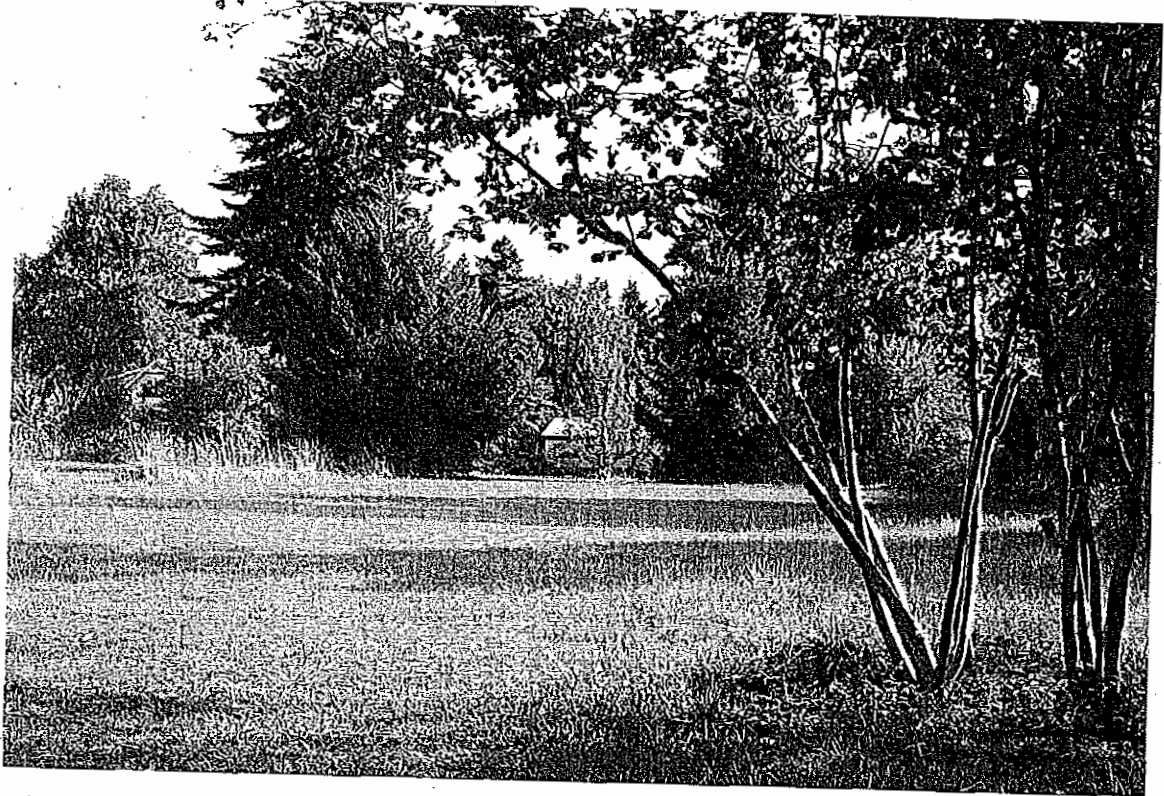
of the adjacent roadway. Where longitudinal grades exceed 5%, it is desirable to provide level landings at regular intervals.



Looking South to McClure Ln.
towards David Adee house



Opening To Oakleigh Meadow



Looking straight into the
Meadow

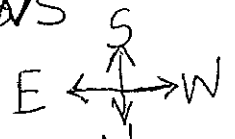
W →



Apple trees + Hazelnut Trees



Entrance to Oakleigh Meadows

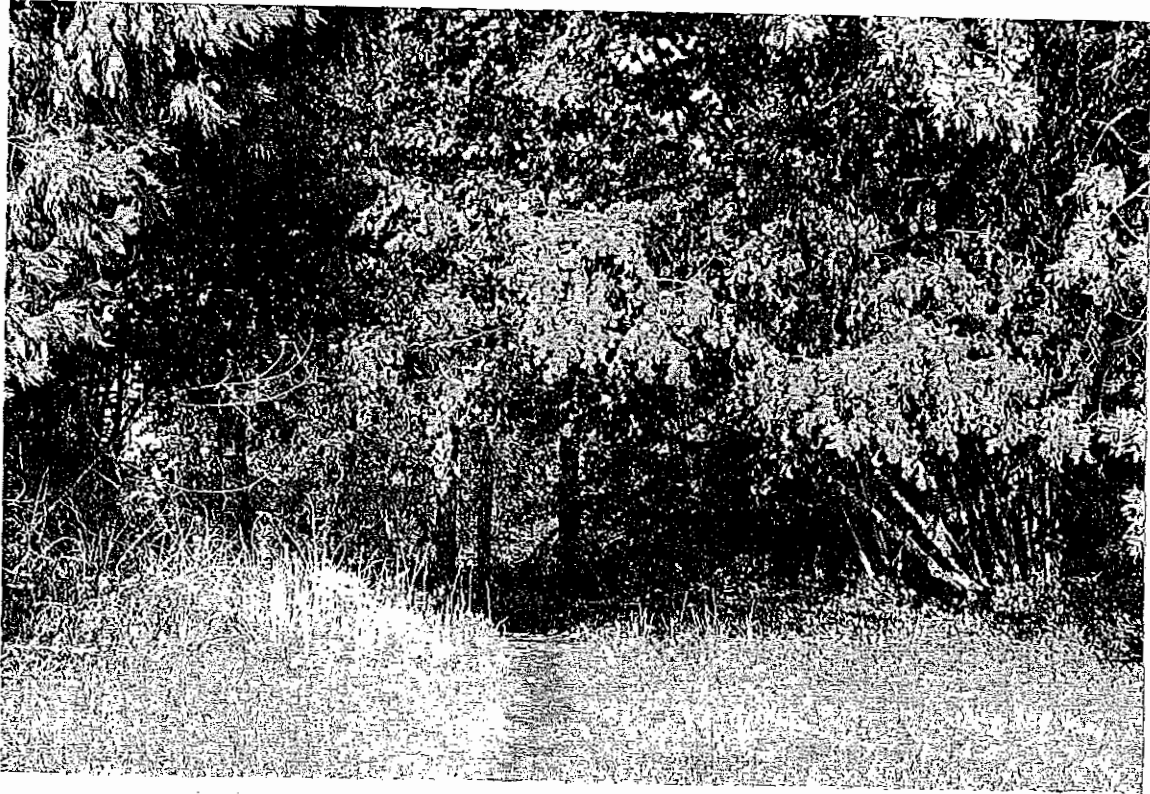




↑ Oakleigh Lane at the end
path to the bike path Blackberries



Behind blackberries, more berries
+ apple trees



path to the river - well used



← property line

This picture shows path to McClure Ln.

These trees are on the oil D 1



Cedar tree →

Looking onto the bare flood plain



Trees in the middle of the Meadow
Yellow tape is around 4-5 trees.



Nice cedars in the
Meadow



Trees in the Meadow



Trees in the middle of the
Meadow.

Oakleigh-concerns-PUDhearing.txt

Greetings-

We are homeowners at 111 Oakleigh Lane since 2007, and have lived in the neighborhood since 2005. While we moved to River Road somewhat randomly, after two years of renting (on E. Hilliard) we jumped at the opportunity to buy. The open and inviting character of the community here is what encouraged us to stay in the area, and it is our concerns about the future of this community that cause us to write now.

We've watched from a slight distance as the Oakleigh Meadow Cohousing effort has come together, initially excited by the potential of having more neighbors interested in sustaining what we see as the values, assets, and character of the neighborhood. At the onset of the project, the OMC group discussed a small, low-impact housing development anchored in neighborly relationships and collective stewardship---basically an extension of what we had experienced since buying our home in 2007. Over the past year and a half, the OMC project had shifted considerably in size and, consequently, impact. Informational meetings (hosted at the RROC Annex) and the public posting of the development plans/drawings occurred while we were out of the country, and we have spent the past month getting up to speed with the current efforts on the part of the OMC as well as the neighbors in the area who are not happy with the turn the development has taken. Living on the west end of Oakleigh Lane, our concerns about the impact are somewhat different from neighbors and friends living closer to the east end of the street, but we stand with all those on the street who feel that the current land use plans for the OMC development do not mesh harmoniously with the character or scale of our neighborhood.

Two section of the PUD code in particular offer framework for our concerns:

"9.8320 (12) The proposed development shall have minimal off-site impacts, including such impacts as traffic, noise, stormwater runoff and environmental quality."

Of specific interest to us here is the potential increase in automobile traffic; we are parents of two children (both under 12) and enjoy the freedom of riding bikes and such on our relatively low-traffic street. The

Oakleigh-concerns-PUDhearing.txt

potential doubling (or more) of automobile traffic up and down the street will certainly increase our concern over safety for our children as well as their friends and the kids of our neighbors. Furthermore, the increase in traffic on Oakleigh will likely lead to noticeable congestion at the intersection with River Road. A commercial parking lot at this intersection has an inlet/outlet on Oakleigh, and cars traveling to the two businesses here often turn from River Road (left) and make a quick right into the parking lot; while they are not on Oakleigh for long in this scenario, such traffic does impede exiting Oakleigh to travel south on River Road. This is especially noticeable because there is no traffic light at our intersection, so getting on to River Road in general at peak hours (either traveling south or north) can be challenging. More cars means a potential increase in the back-up of vehicles leaving our street. Additionally, over a year ago a neighbor of ours was involved in a serious car accident while turning left onto River Road from Oakleigh; another driver, turning left from Marion Lane (west side of River Road) did not stop properly at the stop sign before commencing her turn and struck our neighbor head-on (he was in the middle of his turn). This accident highlighted for us residents of Oakleigh the potentially dangerous intersection here (streets offset, with no traffic control device), and an increase in automobile traffic on our street is only going to increase the possibility of future incidents. While the increased number of daily trips that the development will bring to Oakleigh does not apparently trigger a formal traffic evaluation, there is no doubt that more cars going up and down the street will impact those of us who live here. We see these potential safety issues as examples of how the increased density presented by the OMC poses far more than minimal impacts on the neighborhood as it exists.

“9.8320 (13) The proposed development shall be reasonably compatible and harmonious with adjacent and nearby land uses.”

Our concerns with this section of the code have to do with the ways that the current development plan of 28 units spread across 7 residential buildings (more with a common house and sheds) and the attendant parking/infrastructure scale is inconsistent with the

Oakleigh-concerns-PUDhearing.txt

dominant character and flow of the existing housing on the street. More than doubling the number of residents on a street as narrow as Oakleigh Lane presents a serious challenge to "sustaining" the community, and is worthy of more in-depth and collaborative discussion with the neighbors already living here than the OMC has pursued. Furthermore, the physical size of the OMC units moves well beyond the average size of housing on Oakleigh (as well as McClure), which counteracts aspects of the 2009 Lower River Road Concept Plan (acknowledged by the Planning Commission). In particular, the LRRCP advocates for "single-family" housing to be closer to the river, while "higher density" development and larger structures are to be closer to River Road. Additionally, the LRRCP identifies a target of 8-12 units/acre in lower density areas (even those zoned as R-1) in order to provide continuity with the existing housing flow. From our perspective, the proposed OMC development, consisting of large multi-unit buildings and a significant "common house" skews the average size and footprint of buildings on Oakleigh and McClure and is neither incompatible nor harmonious with adjacent and nearby structures.

Incompatibility can also be seen with regards to relative values of property and houses, based on the proposed prices offered by OMC. Currently available estimates put the average value of a house on Oakleigh at \$177,028, with average value on McClure being \$208,774. The lowest priced unit in OMC is over \$200,000 (2br/1bth) while the highest price is upwards of \$350,000 (4br/3bth). This range is well beyond the housing values on the two adjacent streets, presenting an economic incompatibility that further disrupts the character of the neighborhood.

Finally, the significant size of the OMC proposed unit development pushes both Oakleigh and McClure toward needing "improvement" as far as street infrastructure (sidewalks, etc); current residents are all quite happy with the "county lane" nature and would like to see the streets stay that way for the foreseeable future. We certainly recognize, of course, that such improvement strategies are in large part at the city's discretion, but without the OMC development, our streets are unlikely to need attention for some time.

In addition to our own concerns (listed above) with

Oakleigh-concerns-PUDhearing.txt

the PUD, we concur with the issues raised by our neighbors on Oakleigh and McClure in public comment to the City of Eugene Planning division (specifically documents compiled by Bryn Thoms and Lauren Regan). We are also worried about impact on the Willamette Greenway that this development would have, especially when it comes to disrupting soil ecology, local flora and fauna, and setting a precedent for dense high-impact building in the Greenway. Voicing our concerns does not mean we are opposed to the idea or choice of "co-housing" as an approach to development in the area, and, in many ways, we welcome the perspectives and ideas about sustainability and community that drive the OMC group. However, we want to be assured that they move forward responsibly in alignment with the existing character of the neighborhood and with proper adherence to all relevant codes and protections.

Sincerely,
John Fenn and Lisa Gilman

October 2, 2013

Dear PUD Hearing official,

My name is Jen Carroll and I live on Fox Hollow Road in Eugene.

My Wife, Malia, and I have 2 kids, a 14-year-old boy and a 5-month-old baby girl. We are members of Oakleigh Meadow Cohousing.

I grew up in Eugene and received degrees from the University of Oregon.

I have since worked as a carpenter, designer, and owner of a design build construction company with my father. It's a family owned business that I'm proud of. It's also the first type of community that I've helped create.

Community can also take the form of neighborhoods. Right now we live in a nice single family home but we don't really know our neighbors. Sure we wave and smile but we don't share meals, share gardens, or share rides. Cohousing can break down these barriers, it's casual, it's easy, and that is on purpose.

We also have a dream for our children. We dream of a neighborhood where our kids can run out the door to play with friends nearby without needing a car ride to get to their friends. We plan on walking our children down Oakleigh Lane, hand in hand, and knowing it is safe to do so.

We have lived in many community situations but they all seem to lack stability. There was too much change over to create a long lasting community. This is where cohousing shines. The cohousing model brings plenty of community and combines it with home ownership.

This is what we are looking for:

- A stable community that is a safe place for our children.
- A stable community where we know and care about our neighbors.
- A stable community that care-takes the land and the surrounding greenway.

Please approve the Oakleigh Meadow Cohousing Proposal.

Thank you for your attention to this matter,

Jen Carroll
Malia Carroll

HE-20

10/2/13



Jenna L. Fribley, AIA, LEED AP
Principal, envelop design | architecture + interiors
Office: 134 East 14th Ave. Suite #2, Eugene
info@envelopdesign.com 541.914.0334

Hearings Official
c/o Becky Taylor
Attn: OMC
City of Eugene
Planning Division

Hearings Official:

This is a letter of support for the Oakleigh Meadow Cohousing project in Eugene. As a local architect I am excited for potential of this project to boost awareness of the cohousing lifestyle and inspire a broader interest among Eugene-area residents to take a more active role in their own communities. In my opinion, this project will be a great asset to the River Road area and is a very appropriate use of this site.

I hope the City is able to take a collaborative and visionary approach when reviewing this project.

Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read "Jenna Fribley".

Jenna Fribley, AIA, LEED AP

AntoniaLewis.txt

My name is Antonia Lewis, and I am 72 years old. I retired 3 years ago from a long career in

computer software development and technical writing. My work took me to several cities and

several countries, where I met many people and had the good fortune to experience various

cultures. I moved to Eugene over 2 years ago and have greatly enjoyed discovering more and more

about this city.

I have known about cohousing for over 30 years, but in Europe, where I had been living. So I was

delighted to learn about the Oakleigh Meadow Cohousing group, and joined as a member over a year

ago. As a single, retired older person, I look forward to knowing my neighbors and living in an

intergenerational environment. And I look forward to recapturing the neighborhood feeling I

experienced in Europe, with businesses, services, and other amenities nearby, within walking

distance.

One of my strong personal values is RESPECT, and the values of the Oakleigh Meadow group include

mutual respect, respect for the neighbors, the neighborhood, and for the environment.

The cohousing model allows residents to share resources, talents, and abilities. In fact, we will

undoubtedly have fewer cars than a similarly sized community, thanks to ride sharing. As an added

AntoniaLewis.txt

plus, the adjacent bike path and the good bus service along River Road will serve as

transportation corridors for many of us.

These are some of the reasons I feel that this project is a positive contribution to the city.

Thank you.

HE-22

10/2/13 HDM

Good Evening. My name is Katy Patton. I am a Geriatric Nurse Practitioner making house calls here in Lane County. I have lived in Oregon since 1973, currently living in Springfield. I am one of the member/developers of Oakleigh Meadow Cohousing. I believe cohousing offers a unique cooperative living arrangement different than the usual condominium. Eugene is the kind of city where cohousing really fits.

I have been putting a lot of my hard earned cash and sweat equity into this project for the past year. It is part of my retirement plan. I am going to sell my lovely 3 bedroom, 2 bath almost new 15 hundred square foot home. This is too much for a single gal to maintain. I want to down size. And I do not want to be so alone and isolated as I get older "Aging in place" is a buzz phrase, and studies show people who are connected stay healthy, live longer and contribute more to society. To do that it is best to be near a bus line and activities such as a bike path, and near convenient shopping and people. Relationships with friends and neighbors is deeply important for successful aging.

Also I value careful use of infill **inside** the Urban Growth boundary and have worked on several projects over the years to keep Oregon green and support Oregon Farm lands. It is a matter of perspective, how you see density and infill. I see this project as full filling the goal of appropriate development inside the UGB.

This new cohousing unit will allow me to walk to River Road to the core commercial areas that are there now and yet to be developed. I plan to walk to the dog groomer. There are 2 to pick from. There is a wonderful coffee shop just at the end of our street as well as a great Indian restaurant. The bus stop will be wonderful when I retire. This is just a few years away and one of the reasons I want to move from Springfield to Eugene.

This is an ideal location for a multi-unit development inside the urban growth boundary, near a main transportation artery, and adjacent to core commercial area.

Thank you for approving this wonderful project.

Katy Patton

3406 Watermark Dr

Springfield, OR 97477

HE-23

10/2/13

My name is R C Cross, I AM A MEMBER OF OAKLEIGH MEADOW COHOUSING. I came to Eugene about 40 years ago to attend the School of Architecture.

I first learned of co-housing about 25 years ago. Since then I have studied co-housing and have been a part of several groups attempting to form co-housing communities in Eugene. The concept seems to be a solution to the isolation, lack of community and dependance on cars in a typical conventional neighborhood.

One aspect I am REALLY looking forward to is to have a short, safe, FREE FROM TRAFFIC PATH for my five year old granddaughter to come visit her old grandfather.

If I thought that Oakleigh Meadow Co-Housing would NOT be a valuable addition to the River Road area and would NOT be a good neighbor to all I would have NO part in the present plan.

BUT I DO THINK IT WILL BE A VERY GOOD NEIGHBOR AND SO HERE I AM.

THANK YOU!

R.C. Cross
2472 Monroe St.
Eugene, Or
97405

crosscuts@q.com

Testimony from:

Eileen Adee
131 McClure Lane
Eugene, OR 97404

Hello, My name is Eileen Adee. I live at 131 McClure Lane, adjacent to Oakleigh Meadow. After 25 years on the Bear Creek Greenway Foundation Board in Jackson County I moved here to live on the Eugene Greenway. As a delegate to the National Park Law Enforcement Conference, I found that park rangers all over the U.S. agree that the greatest deterrent to vandalism and crime is to have lots of law-abiding citizens using the parks and trails.

I have met all of the Oakleigh Meadow Cohousing families. They are walkers, cyclists, and supporters of parks and greenways. Also in my years in the Rogue Valley I served on the Medford Transportation & Land Use Commission. We worked to promote infill and to avoid widening urban growth boundaries. This cohousing project does this. This is a good project for Eugene. These people will be good neighbors.

Thank you.

David Adee Oct2nd hearing notes

Hello, my name is David Adee. I have lived 10 years on Oakleigh and 4 years on McClure. I live at 131 McClure Lane with my wife Joan, my 8 yr. old daughter Corinna, and mom 80 yr. old mother Eileen. The parcel called Oakleigh Meadow adjoins the north side of our property.

I came to Eugene in 1997 to teach elementary music in the 4j schools.

I joined Joan in a little house on Oakleigh Lane in 1998. Our daughter was born in 2005. I teach music at River Road Elementary, our neighborhood school. I am also coordinator of elementary music for the 4j school district.

Our daughter attends River Road Elementary a dual immersion Spanish/English school. This progressive program expands young minds and gives opportunities for their Spanish and English speaking families to improve cross-cultural skills. We are all cheering the brand new school that will be built as a result of the recently passed bond measure. We have a deep and lasting commitment to the school and the neighborhood that supports it.

I am excited about living next to (and eventually *in*) Oakleigh Meadow Cohousing because it will provide a lot of new playmates for my daughter right next door, and because I think it will be great for River Road school. Cohousing attracts people who care about their community. This will bring more involved parents and retirees that can volunteer in our local schools.

We look forward to sharing, with neighbors, the work of bike path and river-front stewardship, neighborhood and traffic safety, support of local businesses, improvement of conditions on River Road, support of local schools (elementary, middle and high), support of safe routes to local schools including River Road and Howard (both of which are being re-built in the next 4 years and need community involvement to help them thrive).

We offer our active and enthusiastic support of Oakleigh Meadow Cohousing. It is the kind of neighborly place we want to live next to, and eventually live in. We look forward to collaborating with neighbors to weave-in cohousing as part of the larger neighborhood and we look forward to sharing meals, tools, child-care, celebrations, tomatoes and jam sessions.

Thank you.

October 1st, 2013

Becky Taylor
Associate Planner
City of Eugene Planning Division

Dear Ms Taylor and City Staff,

I've been a resident of the greater Eugene area since 1987 and have lived in many different places throughout the area including the River Rd. area in the early 90s, the University neighborhood, Crow and Springfield for periods of time. I've recently returned to the River Rd. area and have resided there for the past 4 years. I am very fond of the River Rd. area for many reasons, among them the river (!), the greenway, the bike path, the general feel of close in country and of course the neighbors. Older housing stock, mixed demographic, and large yards all add to the interesting mix and great potential for the future. I've biked the river loop hundreds of times, and hiked and kayaked it as well. The Green Way is a gem indeed.

'Development' is a mixed bag. Of course there's positive aspects to high density developments such as limiting sprawl atop our valuable farm land and natural areas, reducing infrastructure costs, increasing viability of mass transit and reducing vehicle miles travelled to name a few but there is also impact for the local area neighbors. I believe most if not all of the 'close neighbors' would be in favor of this type of development but when 'development' hits close to home it can be uncomfortable and downright daunting. I'm sure all of them appreciate being settled into what many of us consider a dream environment, a home in a low density neighborhood on a dead end road on the river's edge, with bike path access. That's truly an enviable place to call home. Then to have this potential change must feel unsettling. I can only wish that they can come to see the broader perspective and realize that they are at the nexus of a broader social movement of 'intentional' and more sustainable living. In modern times many developments seem to at least appear to lack intention and fall short of their occupants potential. Buildings are built and sold with little thought given to the cohesiveness of the occupants and little effort is put forth to help bind these 'micro communities' together. I'd like to hope that the local established residents would consider being a part of it and 'join the evolution' and realize that they will, by and large, benefit from the proximity of such an intentional community to their property. There will surely be deficits such as construction traffic and some associated noise, as well as more traffic on their street from the greater number of inhabitants but I think they'll find that the positive attributes outweigh the negative. Among other things, I believe there property values will increase giving them greater security and choice if they were to decide to move (in time we all do) out of the area or even into OMC.

Change, in all its forms, is always challenging. I hope the established neighbors of the Oakleigh Meadows neighborhood will choose to take on the challenge and aspire to see the positive benefits that will accrue to the local community. I also hope the meeting will be a time for clarification and perhaps mediation and could be followed by a 'take two' if necessary. I for one look forward to seeing this type of development in close proximity to our greenway. It is truly an inspiration! May there be many more.

Thanks for your time and consideration.

Newt Loken
860 Elm Drive
Eugene, OR 97404
541-543-3736c

HE-27

September 30, 2013

Dear Hearings Official

My name is Betty Grant. I currently live in River Road area. I am the mother of a 19-year-old son who graduated from North Eugene high school and now attends OSU. I retired this last year after working 38 years as a pediatric Physical Therapist.

Looking to my future, I am excited about living at Oakleigh Meadow Cohousing, where the structure itself encourages sharing resources, support, and the development of meaningful and lasting community relationships. Oakleigh Meadows fits perfectly with Envision Eugene's goal of new development occurring within the urban growth boundary, rather than a scattering of new housing intruding on farm land and open space. Oakleigh Meadow's plan is within Eugene's low-density guidelines. Our development plan provides offstreet parking both for residents and visitors in order to keep Oakleigh Lane as free as possible from parked cars. We have developed parking area fencing which shields neighbors from the noise and lights invariably associated with the coming and going vehicles. Buildings will be clustered together on the property in order to keep as much open meadow as possible for the enjoyment of residents and neighbors alike. Oakleigh Meadow's desire to build community with our neighbors means that we look forward to neighbors joining with us in enjoyment of the meadow. We will also provide valuable access to the Eugene's public Greenway, bike path and the river. I look forward to working with neighbors on adopting the care of our section of the Greenway and hopefully sharing passions in other ways to care for Eugene and the state of Oregon as a whole. Oakleigh Meadow's commitment to an environmentally friendly lifestyle and the focus on the development of community is what makes me so excited to be a member and future resident.

On a personal level, I can't wait to have a home on the bike path. Currently I live in the Santa Clara neighborhood. I frequently ride my bike downtown for errands and for classes at LCC and the U of O. Living at Oakleigh Meadow is going to shorten my bicycle commute by at least 20 minutes! This will increase the likelihood that I will commute by bicycle an even higher percentage of the time. I am very excited about easy access via the bike path both to downtown and also to safe recreational riding routes north of the city. At the same time, my commitment to supporting neighborhood businesses means that I will be pedaling *less* to haircut appointments, the neighborhood library, and bicycle repair shop - as these are all within easy walking distance of Oakleigh Meadow.

In closing, I believe that Oakleigh Meadow cohousing is definitely compatible and harmonious with the adjoining and surrounding neighborhood land-use. Yes, both Oakleigh Lane and nearby McClure Street are primarily single family housing, however within a three block radius there are several small apartment complexes and numerous small businesses. On the single block of Oakleigh Lane itself, there is a community library (of which I am a member), a doctors office - and on the corners with River Road, a shared small business parking lot on one side and used car sales lot on the other. I believe that the addition of Oakleigh Meadow Cohousing will enrich the diversity of the neighborhood, benefiting everyone. We may also be a tipping point in encouraging new small business development nearby to serve the area's day to day needs.

I appreciate your consideration of this inventive new neighborhood model for Eugene.

TAYLOR Becky G

From: Paul Conte <pconte@picante-soft.com>
Sent: Monday, September 30, 2013 8:22 AM
To: TAYLOR Becky G
Subject: Oakleigh PDT testimony
Attachments: CityAttorneyMemoOnNeededHousingDefinition.pdf

Becky,

Please enter this message and attachment into the record for PDT 13-1 (Oakleigh PUD).

On page 12 of the application statement dated June 14, 2013, the applicant states: "This project does not propose Needed Housing."

The PUD proposal does include multiple-family housing, which is "needed housing" according to the attached letter.

EC 9.8310(5) requires that:

"If the proposal includes needed housing, as defined by State statutes, the written statement submitted with the PUD application shall clearly state whether the applicant is electing to use the general approval criteria in EC 9.8320 Tentative Planned Unit Development Approval Criteria-General instead of the approval criteria found in EC 9.8325 Tentative Planned Unit Development Approval Criteria-Needed Housing."

I didn't find a clear statement in the application that the applicant is electing to use the general approval criteria in EC 9.8320. Therefore, the application should be evaluated against the approval criteria found in EC 9.8325.

-- Paul

Paul Conte
541.344.2552

CITY OF EUGENE
INTER-DEPARTMENTAL MEMORANDUM
CITY ATTORNEY – CIVIL DEPARTMENT

To: Heather O'Donnell, Associate Planner

Date: August 15, 2008

Subject: Needed Housing

You asked what types of housing constitute "needed housing" as that term is used in the Eugene Code. The Eugene Code relies on the statutory definition of "needed housing."

State statutes define "needed housing" as "housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels." The Land Use Board of Appeals has declared that once a city identifies a need for housing within its urban growth boundary at particular price ranges and rent levels, any housing types that the city determines are necessary to meet those needs are considered "needed housing."

The City of Eugene's housing needs projection is embodied in the Eugene-Springfield Metropolitan Area Residential Lands and Housing Study 1999 Draft Supply and Demand Technical Analysis and 1999 Draft Site Inventory Document. In addition to the housing identified in the housing needs projection, the City's "needed housing" also includes housing that has been statutorily defined as "needed housing:" whether it is included in the City's housing needs projection or not.

The City's housing needs projection identifies a need for:

1. Single-family detached housing, including manufactured dwellings on lots;
2. Single family attached housing;
3. Multi-family housing; and
4. Manufactured dwelling parks.

The statutorily defined "needed housing" types include:

1. Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
2. Government assisted housing;
3. Mobile home or manufactured dwelling parks; and
4. Manufactured homes on individual lots planned and zoned for single-family residential use.

The types of housing included in the City's housing needs projection and the types of housing statutorily defined as "needed housing" constitute the types of "needed housing" in Eugene.

Although "needed housing" is not synonymous with "all housing," between the types of housing identified in the statutes as "needed housing" and the "needed housing" identified in the City's housing needs projection, much, if not all, of the housing constructed in the City could be classified as "needed housing."

In accordance with state law, once an applicant establishes that the type of housing proposed for development is "needed housing," the applicant may opt to proceed under the Eugene Code's clear and objective approval standards. In order to establish that the type of housing proposed for development is "needed housing" an applicant must show that the proposed housing falls within one of the housing types identified in the City's housing needs projection or one of the types of housing identified in the statutes as "needed housing."

**HARRANG LONG GARY RUDNICK P.C. –
CITY ATTORNEYS**



Lauren Sommers

LAS:abm

00203375.DOC;2

HE-29

TAYLOR Becky G

From: Cecelia Baxter-Heintz <Cbph13@comcast.net>
Sent: Monday, September 30, 2013 12:29 PM
To: TAYLOR Becky G
Subject: Fwd: Attn: Becky Taylor: opponent of Oakleigh Meadows Co-housing statement

Begin forwarded message:

From: Michelle <mmpromo28@gmail.com>
Date: September 30, 2013 12:25:56 PM PDT
To: Cbph13@comcast.net
Subject: **Attn: Becky Taylor: opponent of Oakleigh Meadows Co-housing statement**

I am a concerned neighbor living near Oakleigh Lane. As I research this project I see that it is complicated.

I am opposed to this project in its current size. The number of units proposed (28) is too many for this small, dead-end street neighborhood. Adding 47 more cars to this street is too much in terms of traffic impact; it more than doubles the current number. The current size is also too big for this environment. If there were less units, they would not need to push so far down toward the river.

I am also concerned about the environmental impact this can have. I see well intentions but I strongly believe the cost is too high in so many ways. Please re-consider the location or the size of this project.

--
Sincerely,

*Michelle Featherston
1282 Golden Ave
Eugene OR 97404*

HE-30

TAYLOR Becky G

From: Cedar Star <cedarstar7@live.com>
Sent: Monday, September 30, 2013 8:17 AM
To: TAYLOR Becky G
Subject: Co housing

Hi I live at 1027 Custer Court and regularly walk down Mclure lane to the river path and then walk the river path.

I am very much in opposition to the proposed development. For one the Green way is very special to me in that you can be away from houses and be with nature so close to the city. The 2 houses about a quarter of a mile north from the proposed development already have intruded on the greenway. I am opposed to any more intrusions.

Also to me it is too large of a development for that area. Unfortunately I have heard it fits in with the current zoning.

Thanks

Cedar

HE-31

TAYLOR Becky G

From: Charlotte Maloney <cmaloneyotr@comcast.net>
Sent: Monday, September 30, 2013 8:47 PM
To: TAYLOR Becky G
Cc: TAYLOR Betty L; PIERCY Kitty; saveoakleigh@gmail.com
Subject: Revision of email I sent 9-22-13

Ms. Taylor:

This letter is to go on record to change my initial stance of opposing the permit application for the Oakleigh Meadow Cohousing project to be built on the Willamette River Greenway. I now support the application.

I wrote that I opposed reversing the principles which were the basis for the creation of the Greenway. Perhaps this project doesn't oppose those principles.

Allowing the Cohousing project of Oakleigh Meadow PUD is not a commercial development of the green space along the river, as I have learned since my first email.

After researching on-line, I understand that that this project will not decrease the area of the natural are of the Greenway, as I had misunderstood it would previous to my writing my first email.

Thank you for your reading and tallying my second comment,

Sincerely,

Charlotte Maloney
4391 Shadow Wood Dr., Eugene, OR 97405
Cell 541-953-0148

Charlotte Maloney
Cell 541-953-0148

HE-32

September 30, 2013

RE: Oakleigh Meadow Cohousing

To Hearings Official,

I want to support this cohousing project whole heartedly. I think it would be great for the city of Eugene to see a new type of condominium. There needs to be a successful cohousing community in Eugene.

The spirit and philosophy of cohousing fits the creative nature of the city. This multi-generational group of people wants to live an environmentally sound and socially conscious life style. The spirit of cooperation and sharing will allow members to create a unique living arrangement. It is said the math of cohousing is different where $1+1=3$. The design is compact. The common house is large for group functions and shared meals. Optional shared kitchen and meals in the common house creates a whole new level of freedom for working moms and dads, a meal to come home to rather than have to hustle to prepare. The open space is for food growing and child rearing near parents and caring adults. Shared laundry facilities will create social interaction. The location is ideal for bike rides down town or coffee with friends in the Whiteaker neighborhood. The individually owned condominium units are designed for both family living and seniors to age in place. I am buying a flat on the ground floor, mostly so my dog can go in and out while I am at work, but also, so I can get in and out when I am 90 years old.

I plan to walk to River Road to use the dog groomer. There are 2 to pick from. There is a wonderful coffee shop just at the end of our street as well as a great Indian restaurant, all easy walking distance. The bus stop will be wonderful when I retire. This is just a few years away and one of the reasons I want to move from Springfield to Eugene. This is an ideal location for a multi-unit development inside the urban growth boundary, near a main transportation artery, and core commercial area.

Thank you for approving this wonderful project.

Katy Patton

3406 Watermark Dr.

Springfield, OR 97477

HE-33

Gabriel Cross
Sustainability Consultant with New Axiom, LLC
180 E. 28th Ave, Eugene OR 97405
(949)278-1810
gabe.cross@gmail.com

To: Hearings Official with the Planning Department
Re: PUD Application #PDT 13-0001
September 30, 2013

My name is Gabriel Cross, and I am sustainability consultant and adjunct instructor at Lane Community College's Energy Management Program. I live between Amazon Park and Willamette St. in south Eugene. I am writing today to express my support for the Oakleigh Meadow Cohousing (OMC) project.

The OMC is the embodiment of the smart growth concept, and is closely in line with the goals and values held by the City of Eugene and the Envision Eugene program. It represents an opportunity to densify areas within the Urban Growth Boundary (UGB), near existing infrastructure. This is essential to accommodate growth in the City's future without having to expand the UGB. It also represents a way to densify while maintaining a sense of ownership for the residents and community pride. I live in an area in which single family residents butt up against apartment complexes, and the difference in attitude and community engagement between those who own property and those who rent is inevitable. By adopting the cohousing model, the neighborhood can get many of the benefits of increased density while avoiding some of the common pitfalls associated with it.

There have been many successful cohousing projects around the world, and they all share one common element: a community coming together to improve their assets and their lives. For this reason cohousing projects are usually responsible with their land and respectful of their neighbors, beautifully as well as functionally designed, and foster and strengthen the communities they inhabit.

For all of these reasons, I strongly support the OMC project, and believe that the city of Eugene should as well.

Sincerely,



Gabriel Cross

HE-34

TAYLOR Becky G

From: Cecelia Baxter-Heintz <cbph13@comcast.net>
Sent: Monday, September 30, 2013 7:37 AM
To: TAYLOR Becky G
Subject: Fwd: Oakleigh Meadow Co-Housing Development

Begin forwarded message:

From: Geri Baxter <geri@sandpiperimport.com>
Date: September 29, 2013 4:28:02 PM PDT
To: Cecelia Baxter <cbph13@comcast.net>
Subject: **Oakleigh Meadow Co-Housing Development**

Ms Taylor,

I writing to voice my opposition to the current plans for the Oakleigh Meadow Co-housing Development. The footprint of the plan is too large for the area and doesn't fit in the neighborhood. What is of greatest concern to me, as a user of the river bike path, is the proposed encroachment into the Greenway area. Once that environment is lost you can never get it back.

Thank you for your time,
Sincerely,

Geri Baxter
739 S. 4th Street
Springfield, Oregon
97477

HE-35

TAYLOR Becky G

From: Karen Hecht <khkarenhecht@gmail.com>
Sent: Sunday, September 29, 2013 1:00 PM
To: TAYLOR Becky G
Subject: Oakleigh COHO

I was surprised to read there were neighbors against having a COHO at the end of their street! My husband and I have lived on Marion Lane for 23 years and although we do not have that proximity to the land, welcome a COHO as neighbors. My brother is an original founder of COHO in Corvallis. The collective ideals of that group of people are exemplary. They live with daily support of their neighbors, we have visited my brother and all the residence for many years and met lots of the neighbors! They work on projects and share life activities together. COHO isn't a cult? After meeting the Oakleigh group, I see the same life philosophy. I wish I indeed had neighbors who chose to live gently and protecting the natural environment, growing food and living in peaceful collaboration. The neighbors will not have to worry about pesticides like Round Up being used on grass and vegetation, people screaming and arguing, out of control drug use, children unsupervised or minimally parented, trash cans filled with food wrappers, motors on ATVs and gas eating trucks ideling in driveways. I'll go out on a limb here and assume alternative energy cars and bikes would be the transportation choices of these residents. The goal of a COHO is to use consensus, live in harmony and be gentle on the land. I hope the group is able to develop their project, I wish everyone had such lofty life vision. There are new townhouses close by the bike path we use which have caused a lot more traffic than the COHO would. Please give visionaries a chance. People are only afraid of what they don't know.

Sincerely,
Karen Hecht, Dan Bessette River Road residents

HE-36



9/28/13

Dear Hearing Officials,

I understand that you are reviewing a Planned Unit Development application concerning the Oakleigh Meadows Cohousing project. Oakleigh Meadows will serve as a model for new development that addresses many of the problems inherent in more traditional suburban housing developments. Oakleigh will provide homes for a group of families working together to create not just housing, but also community. The cohousing model offers the potential to increase the density of our cities while retaining open space and providing opportunities for significant interaction between members of the community. The resulting density will better use our existing infrastructure, including public transit. Cohousing also results in significant interaction between neighbors, in contrast to the normative tendency for suburban neighbors to remain comparatively isolated from each other. Interaction of this kind will strengthen our community as a whole.

I encourage you to strongly consider approval of this application so that Oakleigh Meadows can be constructed as soon as possible. This is an opportunity to demonstrate our ability to reconsider ubiquitous development patterns that bring with them significant problems. As we face unprecedented environmental problems we must recognize that significant change is required. We soon will need to find other ways of inhabiting and moving through our cities. Oakleigh is a positive step towards substantive change that will help address some of the significant challenges we face.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Clarke", followed by a horizontal line.

Scott Clarke, AIA

HE-37

TAYLOR Becky G

From: Bryn Thoms <brynthoms@msn.com>
Sent: Saturday, September 28, 2013 4:58 PM
To: TAYLOR Becky G
Subject: Request to Extend the Record - PDT 13-1 and WG 13-1

Becky -

Persuant to ORS 197.830 and Chapter 227 of ORS. I'd like to formally request to extend the record for the above permit applications.

Thanks

September 28, 2013

Eugene Hearings Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment in Opposition of the Oakleigh Meadows Tentative Planned Unit Development Permit (PDT 13-0001) and Willamette Greenway Permit (WG 13-0001)

Dear Hearings Official,

My name is Sandy Thoms and I am the owner of 135 Oakleigh Lane, the property directly north of this planned unit development, and also the owner of TL200 and 150 East Hilliard Lane (immediately north of 135 Oakleigh). I would like to voice my strong opposition to the Oakleigh Meadow Cohousing (OMC) project in its current size and layout.

Early on in this process, David Adee, the property owner and Oakleigh Meadow Cohousing member, was in communication with my family and we stood out on Oakleigh Lane and discussed what our desires would be for how the project would look from our home and along the lane. I personally discussed with David that we would like to see smaller units along the road, the appearance of front yards like the rest of the homes along our street, and not feeling like we were looking at the backs of people's homes. We discussed that we knew we would have new neighbors someday and hoped that they would plan their cohousing development in a way that would allow us to feel like we had new homes and neighbors across the street and that it appeared to be a continuation of the current look of our lane. I went away from this conversation feeling good that David and OMC cared about the neighbors and the impact on our existing neighborhood. I felt they would make it look like three individual homes abutting the street across from my home and that the appearance would be a continuation of the lane.

The OMC application materials clearly state that they would like to "**Continue the Rhythm of the Lane**", just like David and I discussed.

To my dismay and that of the other neighbors, OMC's interpretation of this is to put the largest unit at a size of **80 feet wide and 30 feet tall** directly in front of the existing homes to the north. In addition, they are asking for special setbacks so that they can put this building as close to the right of way as physically possible. They have showed no evidence that this is necessary. This will put their building as far north as possible, in the small gravel shoulder of the current right of way, ignoring the standard setbacks of at least 10 feet from the new property line. This is NOT the appearance of front yards like David and I discussed or anything similar to the setbacks of every other home on Oakleigh Lane, McClure Lane, or any other neighboring lane. They chose to not honor any of the items that were discussed that day on the street. How will they plant screening to the neighbors to the north, in this asphalt and gravel, or

make it tall enough to significantly alter the appearance of a massive condominium? How will the current owners of these condos even feel about having a road less than 1 foot from their back porch? I question who will even want to purchase these units along Oakleigh.

The following are formal references to how the proposed development does not meet Eugene City Code.

Eugene City Code 9.8320 (13) The proposed development shall be reasonably compatible and harmonious with adjacent and nearby land uses

My children and the other children on the street currently spend hours riding bikes, skateboarding, playing basketball and street hockey, and just being kids, on our very narrow, low traffic, dead end street. We walk nearly daily to the nearby commercial businesses along River Road. The addition of 168 vehicle trips per day (as estimated by the Eugene Public Works report) will negatively impact the current uses of the nearby land, and the massive increase in traffic will not be reasonably compatible or harmonious with the way it is currently used. It will also increase the risk of serious accidents on the lane. I and my neighbors, will no longer feel safe letting our children continue their current activities, let alone feel safe with our children walking and riding bikes to their schools.

In addition, OMC has never in any of their documentation, presented what this project will look like from the east bordering city property. This property is in the flood plain and is owned by the City of Eugene as park land. In order to be elevated above the 100 year floodplain the buildings will need 3 to 4 feet of fill. This will make the building height about 35 feet above the surrounding public land and there is little room to provide full sized trees to screen. Will there be large retaining walls or rip rap, since the buildings are proposed to be within 5 feet of the public land? (which should not be receiving any fill). From the public land it will feel like the buildings will tower over the public land and feel like OMC will be watching over the people using it. No fences or screening are currently proposed on the east side of the proposed development.

Currently, many citizens all along River Road use the adjoining city property to walk their dogs, sit and enjoy the sun in the summer, or pick some filberts in the orchard. With the way the site plan is designed with the buildings facing this grassy area and no screening, it creates the illusion that the city property belongs to the OMC development. OMC has already made my children and the neighbor's child feel that they are no longer welcome riding their bikes on the bumps and jumps in the tree lined area along the river path. I don't think any neighboring citizens will feel like they are welcome to use this city property once it is developed, thus creating a negative impact to the current uses of this nearby land. I know I already don't feel welcome walking across this portion of city property anymore, and neither do my children.

This is not compatible nor harmonious with adjacent land uses.

Eugene City Code 9.8320 (3) The PUD will provide adequate screening from surrounding properties including, but not limited to, anticipated building locations, bulk, and height.

The large City-owned cottonwoods do not screen the open public land immediately adjacent to OMC property, which is suggested in OMC's PDT application. Those trees should not be considered adequate

screening. Also, trees can not be planted in the 20 foot sanitary sewer easement that is partially on OMC's property at the east. Per the code above, OMC should screen the east property boundary. In addition, the screening should also meet Willamette Greenway Code (9.880) and Statewide Planning Goal 15 (OAR 660-015-0005).

Eugene City Code 9.8320 (12). The proposed development shall have **minimal off-site impacts, including such impacts as traffic**, noise, stormwater runoff and environmental quality.

The addition of 47 cars and potentially an average of 168 automobile trips per day is NOT a minimal off-site impact to our neighborhood. Currently the people on the east end of Oakleigh Lane may have 3 to 5 cars drive by their home on a daily basis. The addition of 168 trips will have an enormous impact to the surrounding neighbors. In addition, the neighbors immediately north of OMC's access will now have 47 cars leaving their parking lot every morning with headlights flashing into the front windows. OMC has offered screening per Eugene City Code 9.8320 (3) but on the neighbor's property (not theirs). The neighbors should not have to give up a portion of their yard in order to appease OMC. You also, can't screen the access to a parking lot with plants. This negative impact will be unavoidable if approved at its' current size. We do not want to have to put screening in our front yards! We like to be able to look out our front windows and wave to a neighbor or watch our kids playing basketball. In addition, having our front yards screened with tall vegetation will only welcome opportunity for thieves to be screened from the public eye, creating security issues. Not to mention the decrease of sun to our yards if we need to add screening to avoid traffic headlights. These are huge negative impacts to our properties and way of life.

I would hope that based on the previously stated Eugene City Code Criteria that you would deny this request for a PUD in our neighborhood. However, we are realistic people and we understand that often complete denial is not the outcome in these situations. All too often "infill" becomes the priority above creating neighborhood compatibility or open space. If that should be the case, I would ask that you **please consider** the following reasonable requests from a neighbor who has lived here for the past 17 years and put a lot of time, emotion, and money into making this neighborhood what it is today.

Reasonable requests based on my conversations with the David Adey, the neighborhood representative for the applicants, and their own stated desires to **"Continue the Rhythm of the Lane"** and **Eugene City Code**.

- Units along the north property line of the Oakleigh Meadow Cohousing Development should be single family detached units. There is no evidence provided from OMC that states why they could not put smaller detached units along the north property line. This would be a small concession that would greatly impact how this development appears and affects the neighboring properties to the north.
- Units should have to be set back a distance from the north property line that is comparable to the setbacks for all of the existing homes on Oakleigh Lane and neighboring McClure Lane. Currently the average setback of homes along these 2 streets is approximately 35 feet. This is a very reasonable request based on the fact that they currently state that they are only building on 45% of the property.

This should give them plenty of land to shift buildings accordingly. They have sacrificed the neighboring properties in order create their OWN open space. There needs to be compromise from OMC, and their original desires of wanting to work with the neighbors. This would be one good faith gesture when we have not seen any.

- The number of units should be significantly decreased in order to decrease the negative impact on the current nearby land uses. Increasing the number of homes by 145% on Oakleigh Lane is an outrageous increase whether it is within the allowable 14 units per acre or not. In this situation, the negative impact and incompatibility on the surrounding neighborhood calls for some acts of reason and common sense, and not purely based on "what is allowable". I urge you to take into account the negative impacts a development of this size will have on a single lane unimproved access road that has no shoulders or sidewalks for pedestrians!

Thank you for taking the time to read my letter of opposition. I hope that you will be able to come up with some solutions that will make the neighbors feel like their concerns have been heard and that reasonable requests can be granted. We are reasonable people who welcomed change into our neighborhood and even worked with these people in the beginning. After a California architect and developer got involved, we feel like the original vision of what could have been great, was lost.

Sincerely,

Sandy Thoms, Oakleigh Lane homeowner since 1995
135 Oakleigh Lane,
Eugene, OR 97404

HE-39

TAYLOR Becky G

From: Nicole <nickolass19@yahoo.com>
Sent: Saturday, September 28, 2013 5:01 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadows Cohousing

Dear Ms. Taylor,

I live with my boyfriend there on Oakleigh. I don't know of any residents on the street who are happy with the cohousing coming to the meadow. It's not the cohousing, it is the size and the impact it will have to the street in terms of safety and services. Of course we love the meadow as is. But to have a small number of units is a good thing potentially. Filling in the flood plain like they plan to seems contradictory to "green" anything.

The OMC team, after 2 mediation sessions, seems unwilling to compromise. The division in the neighborhood between OMC and the current residents is not pretty. Compromise seems to be a good idea, but one side isn't willing.

Respectfully,
Nicole Lawless

HE-40

TAYLOR Becky G

From: Suzanne Kelley <kelley.suzanne@gmail.com>
Sent: Saturday, September 28, 2013 8:33 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Cohousing Development

Dear Ms. Taylor,

As a resident of Eugene, I'm deeply concerned about the development of Oakleigh Meadow in the Willamette Greenway. At a recent lecture for the Native Plant Society of Oreogn, Whitey Lueck, instructor for the U of O Department of Landscape Architecture, started out by reminding the audience about the obvious but frequently forgotten fact that there is only one Willamette Valley on the earth and, as he states on his website as well, "Every square foot (of the Willamette Valley) that is covered with buildings, pavement, mowed grass, bark mulch or non-native plants...is a square foot of once-productive habitat (grassland, savanna, or forest) that has been lost."

Please protect the Willamette River Greenway from losing precious square feet of riparian habitat by *not* approving the permit for the Oakleigh Meadow Cohousing development and thereby preventing a precedent for more development along the river's edge.

Sincerely,

Suzanne K. Kelley
3765 Kincaid Street
Eugene, OR 97405

HE-41

TAYLOR Becky G

From: Jim Swirczynski <swirz@cyber-dyne.com>
Sent: Saturday, September 28, 2013 5:08 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadows development project

Hi Becky,

I have to say that I am against the type of development that the Oakleigh Meadows project has morphed into. It was originally supposed to be a fairly small and low profile project but is becoming an out of control expansion in an area that should be left as natural as possible.

I live in the River Road area, and have been here since 1979. The reason I moved here was to get away from the out of control population explosion and housing construction stupidity of Los Angeles. If Eugene wants to replicate a smaller version of Los Angeles, I will move out of here to another place that holds similar values to myself and my wife.

My vote is against it.

Thank you,

Jim & Sophie Swirczynski
297 Hawthorne Ave
Eugene, OR 97404

541 688-7641 home

HE-42

28 September 2013

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
ATTN: Becky Taylor
99 West 10th Ave.
Eugene, OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-0001)

Dear Ms. Becky Taylor,

I object to the proposed PUD for the reasons stated in the comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that comment.

I moved to Eugene from Southern California three years ago after a visit to this area where I found it to be beautiful, friendly and not over populated by condos, apartments and other high density living. I moved to Eugene alone, I had no family and had no friends upon my move here for work. The residents on Mc Clure Lane welcomed me with open arms, and we have become family and a close knit group of friends.

Over the years and many BBQ's and celebrations combined with our neighbors on Oakleigh, we have become quite close and watch out for each other. We have keys to each others homes, watch each others kids and animals and feel very safe in our quiet neighborhood on our small lanes. I love this neighborhood for the people, beauty and ease of access to the gorgeous natural River Path that I enjoy everyday. I brag to my friends and family back in Southern California how lucky I am to live in such an amazing and beautiful city that puts high value on it's open green spaces. It would be a shame to allow building on the Greenway and turn it into a concrete Jungle from where I came from.

A development of this magnitude that devastates the Greenway, flood plain and the character of our small quiet neighborhood, not to mention the price of these high end condos does not fit with the character of our older middle class homes.

If you allow OMC this land use change it will not only effect Oakleigh and McClure Lane, but all of River Road, Eugene and even the state. Giving OMC a permit to build on the Willamette Greenway sets up **VERY NEGATIVE PRESCIENT ENVIRONMENTALLY AND ECONOMICALLY**, for both residents and visitors that come here to enjoy and spend money in our beautiful area. I'm sure most residents and visitors are and will be opposed to seeing large condos, club houses, eight foot walls and whatever else is allowed to be built in the Greenway up and down the river if this permit is allowed. Please do not allow building in the Greenway or a development of this size in our neighborhood.

Regards,

Daneen K. Justice

Daneen K. Justice
103 McClure Lane
Eugene, OR 97404

H: (541) 632-4133

HE-43

TAYLOR Becky G

From: christine robins <crobins76@hotmail.com>
Sent: Saturday, September 28, 2013 5:07 AM
To: TAYLOR Becky G
Subject: OMC

Dear Ms. Taylor:

I've been a neighbor of CoHo, a cohousing community here in Corvallis, for the last 5 years. I've read about the controversy over the Oakleigh Meadows Cohousing proposal. I'd like to share my experience.

I'm 67 and retired. I plan to stay in my present home for the rest of my life. I've lived in many different neighborhoods during my lifetime-- in the country, in suburbs, in big cities and small towns. I've always looked for neighborhoods that were safe and quiet. Here, having cohousing neighbors has not affected my sense of safety and peacefulness. The look and feel of the CoHo community is like a small village, not an apartment complex.

These folks have been a genuine asset to our neighborhood. I have friends there and participate in many of their activities, as do a lot of my neighbors.

If I ever were to sell my home, I'd list the presence of a cohousing community next door as one of its biggest pluses.

I'd be happy to talk to any Oakleigh neighbors about my experiences. My phone is 541-738-2610.

Sincerely,

Christine Robins

HE 44



Access Engineering LLC

September 27, 2013

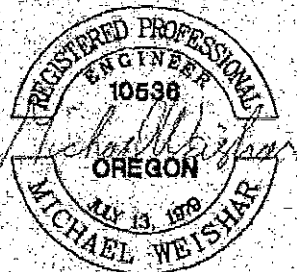
Hearings Official
c/o Steve Ochs, Planner
99 W. 10th Avenue
Eugene, OR 97401

RE: Oakleigh Meadows P.U.D. Co-housing Development

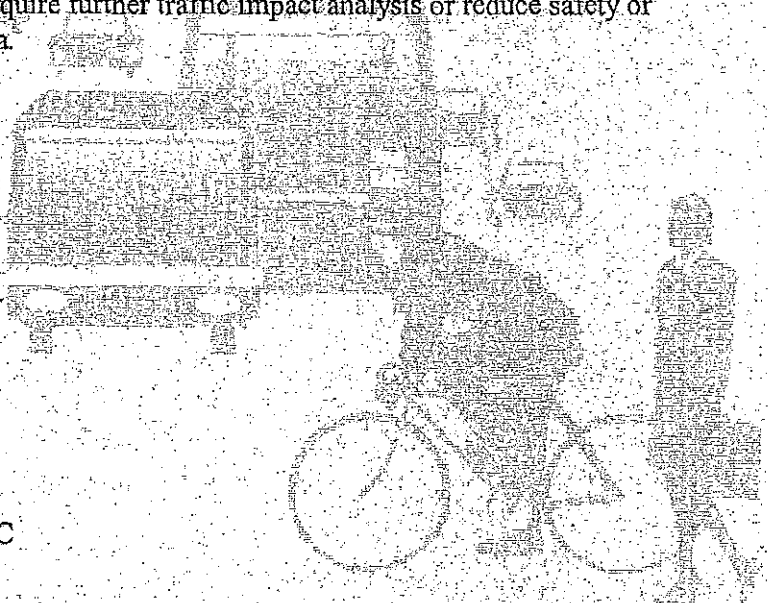
I am writing this letter in support of the proposed Oakleigh Meadows Co-housing development at the east end of Oakleigh Lane. This planned unit development will contain 28 dwelling units in seven buildings with a common house in the center of the development. The Ninth Edition of the Institute of Transportation Engineers Trip Generation Manual classifies this type of development as a "residential condominium/townhouse" development.

The City took a conservative approach and used a trip generation rate for single-family detached housing of one PM peak hour trip per unit and assumed 29 units. Since this development will actually be townhouses, the weighted average trip rate from the Trip Generation Manual would be 0.52 trips per unit or 15 PM peak hour trips. So whether one uses 15 or 29 peak hour trips, or some number in between, all are well below the City's threshold of 100 peak hour trips that would trigger a traffic impact analysis. I concur with the staff findings that this development will not require further traffic impact analysis or reduce safety or service levels in the area.

Yours very truly,



Michael Weishar, PE
Access Engineering LLC



134 E. 13th Ave, Suite 2
Eugene, Oregon 97401
Phone & Fax
541-485-3218
Info@accesseng.com

Transportation Engineering
Traffic Design
Trip Generation
Access Management
Traffic Counts
Street Lighting

HE-45



OAKLEIGH
MEADOW
COHOUSING

Oakleigh Meadow LLC
c/o Will Dixon, AIA
300 Blair Boulevard
Eugene, Oregon 97402-4150
(541) 689-3548

27 September, 2013

City of Eugene
Planning Division
Attn: Becky Taylor, Associate Planner
99 West 10th Avenue
Eugene, Oregon 97401
(541) 682-5437

Re: Solar Setback Compliance

Planned Unit Development - Tentative Plan supplemental information for the City of Eugene.

Applicant File: Oakleigh Cohousing (PDT 13-0001)

Applicant Name: Oakleigh Meadow, LLC

Dear Ms. Taylor,

This supplemental information describes the proposed development relevant to solar setback requirements and demonstrates that the proposal complies with the criteria set forth by the Eugene Code (EC).

Summary of Code Compliance

The following section is organized in order of applicable approval criteria and is presented under the *General Permit Criteria*. Applicable approval criteria are outlined below in *italics*, followed by proposed **Findings** of fact in normal text.

EC 9.0500 – DEFINITIONS. *As used in this land code, unless the context requires otherwise, the following words and phrases mean:*

SHADE POINT. *The part of a building that casts the longest shadow onto the adjacent northern lot(s) when the sun is at an altitude of 22.6 degrees and an azimuth ranging from 30 degrees east and west of true south; except a shadow caused by a narrow object such as a mast or whip antenna, a dish antenna with a diameter of 3 feet or less, a chimney, utility pole or wire. The height of the shade point shall be measured from the shade point to the lowest grade directly below the shade point. If the shade point is located at the north end of the ridgeline of a building oriented within 45 degrees of the true north-south line, the shade point may be reduced by 3 feet. If a structure has a roof oriented within 45 degrees of the true east-west line with a pitch*



that is flatter than 5 feet (vertical) in 12 feet (horizontal), the shade point will be the eave of the roof. If such a roof has a pitch that is 5 feet in 12 feet or steeper, the shade point will be the peak of the roof.

SHADOW PATTERN. A graphic representation of an area that would be shaded by 22.6 degrees and an azimuth ranging between 30 degrees east and west of true north-south axis.

SOLAR SETBACK. The shortest horizontal distance from the northern lot line to the shade point. (See Figure 9.2795 Solar Setback Standards, See Figure 9.2795(2) Shade Point Height (SPH) Measurement, Figure 9.2795(2)(a) R-1 Solar Setback Calculation, and Figure 9.2795(2)(b) R-2 Solar Setback Calculation.)

EC 9.2795(2) – SOLAR SETBACK REQUIREMENTS. Buildings shall be setback from the northern property line according to the standards in this section. An applicant for a development permit for a building subject to this section shall submit verification on a form approved by the city manager that shows either the solar setback or how the structure qualifies for an exemption. If buildings on separate lots are attached or connected at a common lot line, the solar setback standards apply as if the buildings are a single building on a single lot composed of both lots.

EC 9.2795(2)(A) – SOLAR SETBACK FOR R-1 ZONE.

THE SOLAR SETBACK OF THE SHADE POINT SHALL BE GREATER THAN OR EQUAL TO THE FOLLOWING FORMULA:

$$SSB = (2.5 \times SPH) + (N / 2) - 82.5$$

WHERE:

SSB= SOLAR SETBACK (THE SHORTEST HORIZONTAL DISTANCE BETWEEN THE SHADE POINT AND THE PLANE OF THE NORTHERN LOT LINE).

SPH= SHADE POINT HEIGHT (REDUCE THIS DIMENSION BY 3 FEET IF THE SHADE POINT IS RIDGELINE BETWEEN 45 DEGREES EAST OR WEST OF TRUE NORTH.)

N= NORTH-SOUTH LOT DIMENSION. MAXIMUM ALLOWABLE [VALUE FOR] "N" FOR PURPOSES OF CALCULATING THE SOLAR SETBACK SHALL BE 90 FEET.

Findings: The buildings that are closest to the North Property Line of the project site are Buildings 1 & 2 on Drawing A1.1 of Site Plans (under evaluation) 8/12/2013, and shall be used to calculate the required solar setback. The part of the buildings that cast the longest shadow onto the adjacent northern lot are the approximately 19'-6" tall northernmost eaves, except for a total of two approximately 12'-2" wide dormer gables, one per building, each with a ridge height of 23'-1", as measured directly above finish grade. All proposed roof pitches have a rise-run ratio of 3:12



and are all less than 5:12. The gable height will be the height that is used to calculate the shade point height.

The proposed development site has a north-south lot dimension greater than 90 feet, therefore, $N = 90$. The portion of the building that creates the longest shadow is the gable ridgeline with a height of 23'-1" directly above grade that is oriented 90 degrees relative to the north property line, therefore, $SPH = (23'-1" - 3'-0") = 20'-1"$.

$$\begin{aligned} SSB &= (2.5 \times 20'-1") + (90' / 2) - 82.5' \\ &= (50'-2 \frac{1}{2}'') + (45') - 82.5' \\ &= (95.2083') - 82.5' \\ &= 12.7083'; \end{aligned}$$

$SSB = 12'-8 \frac{1}{2}''$. Building 1 is proposed to be located 21'-0" away to the South of the northernmost lot line. The shadow casting point (ridgeline of gable) of Building 1 extends two feet beyond the building footprint to the North and is 19'-0" from the northernmost lot line, which is further away than the Solar Setback of 12'-8 $\frac{1}{2}$ ". As such, Building 1 complies with the criterion of this section.

EC 9.2795(3) – EXEMPTIONS TO SOLAR SETBACK REQUIREMENTS. *A building is exempt from the solar setback standards when any of the following conditions exist:*

(B) – EXISTING SHADE. *THE BUILDING WILL SHADE AN AREA THAT IS ALREADY SHADED BY ONE OR MORE OF THE FOLLOWING:*

3. *CONIFEROUS TREES OR BROADLEAF EVERGREENS THAT WILL REMAIN AFTER DEVELOPMENT OF THE SITE.*

Findings: Sixteen large, full, and tall coniferous trees, with a DBH range of 12 to 40 inches, populate the entire length of the South property line of Lot #200, which is approximately half of the length of the North property line of the development property, and are indicated in detail on Figure 03, Copy of the Topographic Survey, included with this letter.

According to the satellite aerial imagery provided, Figure 04, at approximately sometime before noon on August 24th, 2012, the average shadow length from the existing row of coniferous trees cast onto vacant Lot #200 is approximately 70'-3". The proposed location of Building 2 on the subject site is 19'-8" directly south of the northernmost lot line and the row of existing trees. The longest shadow Building 2 casts onto Lot #200, with an azimuth of 22.6 degrees, is approximately 30'-10" in length. The longest shadow created by Building 2 at the proposed



location will never cast onto the neighboring property longer than the longest shadow cast by the existing coniferous trees.

The existing trees shall remain after the development of the subject site. The criterion of this section applies to the portion of the development site that borders lot #200. As such, Building 2, as proposed, is exempt from Solar Setback Requirements.

(C) – INSIGNIFICANT BENEFIT. THE BUILDING WILL SHADE ONE OR MORE OF THE FOLLOWING:

- 1. A NON-DEVELOPABLE AREA, SUCH AS OPEN SPACE, A PUBLIC UTILITY EASEMENT, STREET OR ALLEY.*
- 2. NO MORE THAN 20% OF A SOUTH WALL OF AN EXISTING HABITABLE DWELLING.*

Findings: The portion of Building 1 that creates the longest shadow is proposed to be located 21'-0" away to the South from the subject site's northern lot line. Oakleigh Lane separates the development property from Lot #5400. The right-of-way at the street is 40'-0" wide. Lot #5400 has a two-story single family residence that is located approximately 20'-0" to the North of the property line. Please refer to enclosed Figures 05 and 06, Solar Section of Buildings 1 and 2, for reference.

The proposed shadow from Building 1 casts on the street and does not cast on the neighboring single family dwelling. As such, this criterion applies and Building 1 is exempt from solar setback requirements. The proposed location of Building 1, as shown above in this letter, is further away from the northern property line than the required solar setback distance. Therefore, the proposed PUD complies with all EC Solar Standards.

Conclusion

Based on the information and findings contained in this letter, associated drawings, images, surveys and attachments, and on the site and building drawings proposed for Oakleigh Meadow Cohousing, Planned Unit Development – Tentative Plan, application #PDT 13-0001, meets the criteria of Solar Setback approval contained in the Eugene Code and all relative subsequent codes. Therefore, the applicant requests the Hearing Official approve the supplemental information proposal as presented. Both the applicant and the applicant's representative are available for questions as necessary. We look forward to working with city staff to ensure this projects meets or exceeds the goals and objectives of the applicant, the city, and the greater community.



OAKLEIGH
MEADOW
HOUSING

Please direct any questions or clarifications regarding the above application to Will Dixon, AIA, Project Manager for the Owner/Applicant (541-689-3548 or at wcd@willardcdixon.com).

Thank you for your time and consideration.

Sincerely,

Willard C. Dixon, AIA



Ec: Portion of Typical North Elevation of Buildings 1 & 2, Proposed Building Setbacks plan, Copy of Topographic Survey, 2012 Google satellite aerial imagery, Solar Section of Building 1, and Solar Section of Building 2.

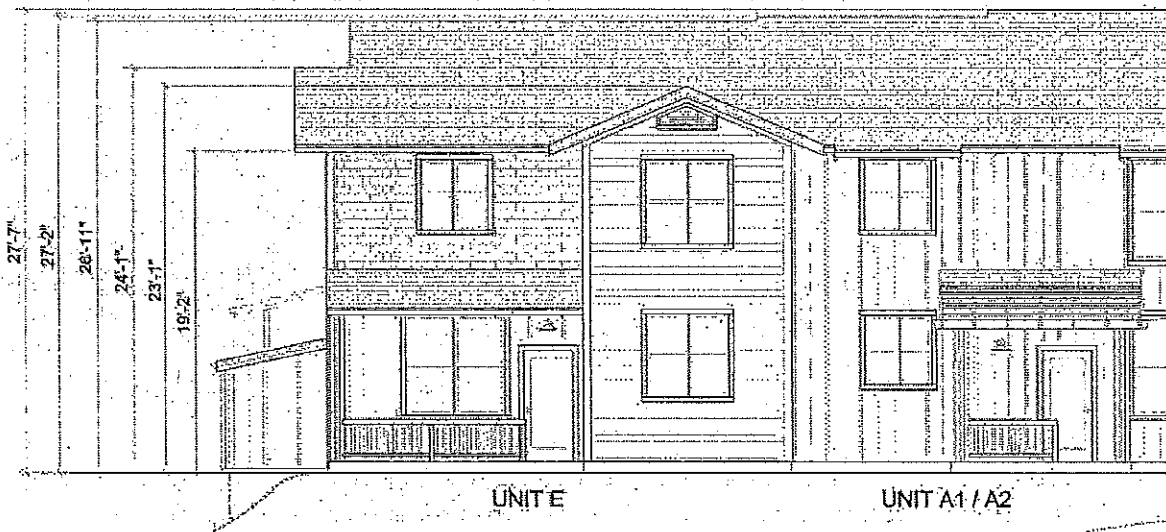


FIGURE 01. Portion of Typical North Elevation of Buildings 1 & 2 on lot #400 with proposed heights for the Oakleigh Meadow Cohousing project.

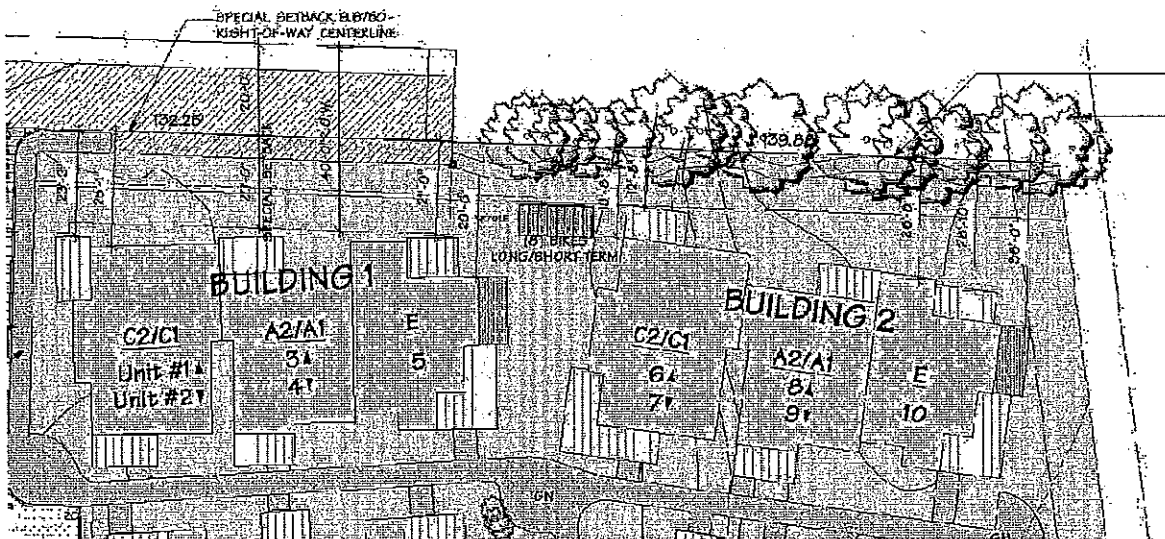


FIGURE 02. Proposed Building Setbacks with proposed heights for Building 1 and Building 2 of the Oakleigh Meadow Cohousing project on lot #400.

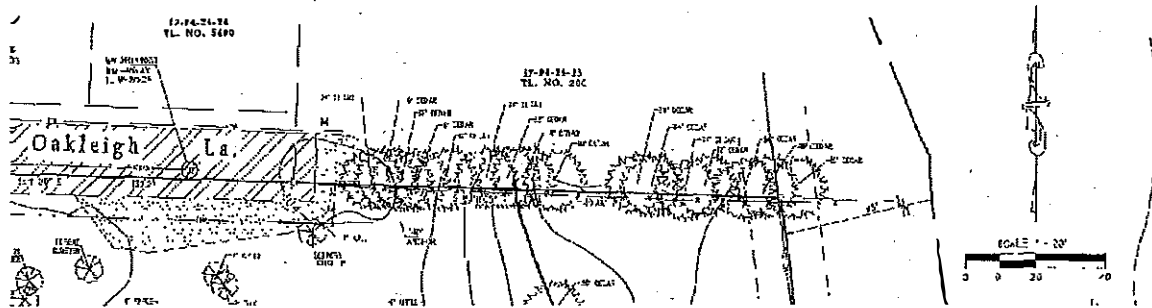


FIGURE 03. Copy of the Topographic Survey conducted for the Oakleigh Meadow Cohousing project as submitted to the City of Eugene, application #PDT 13-0001.



FIGURE 04. 2012 Google satellite aerial imagery showing location and approximate autumn noon shadow length of on- and off-site existing coniferous trees that will remain after development of the subject property.

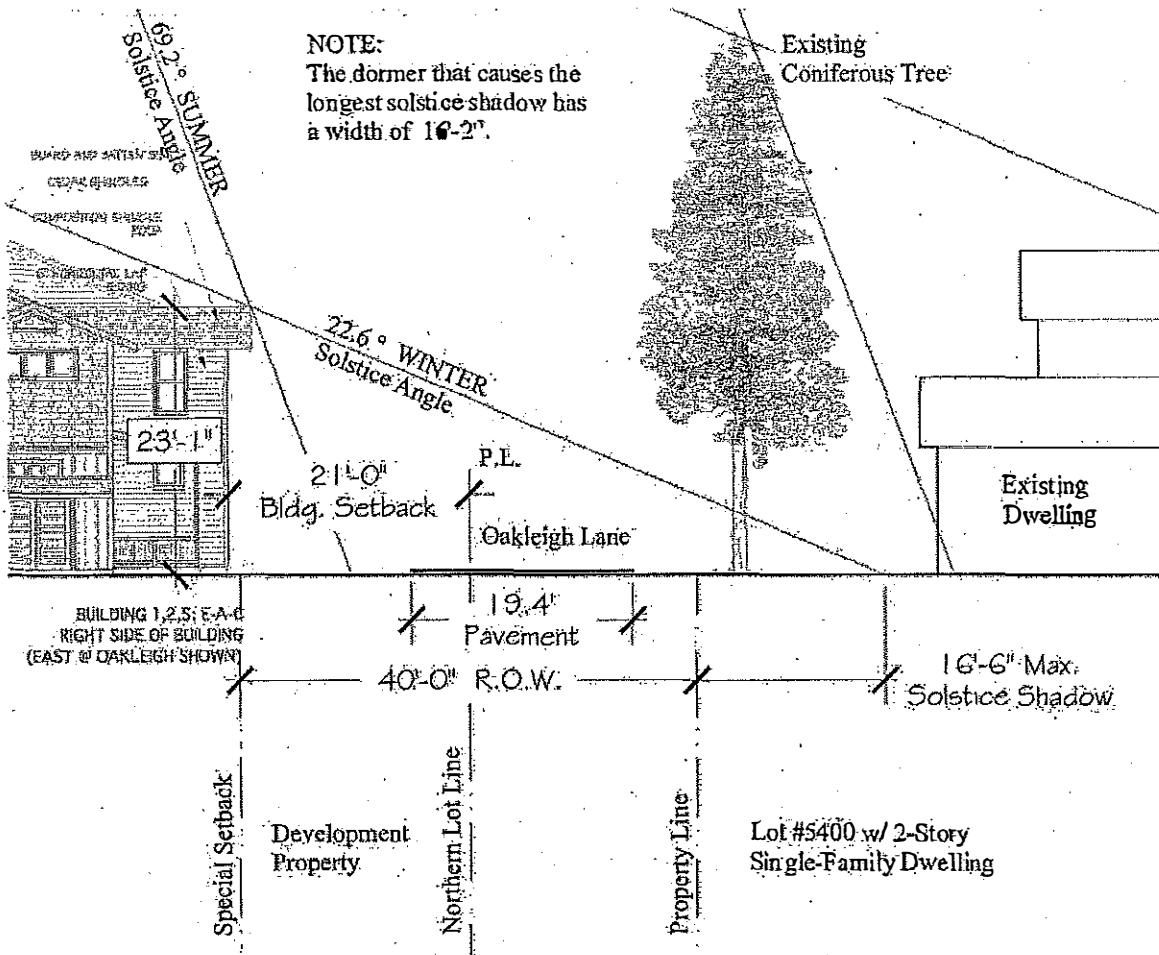


FIGURE 05. Solar Section of Building 1 showing the proposed building setback and effective shadow lengths relative to adjacent property lines, existing natural features, and existing dwellings.

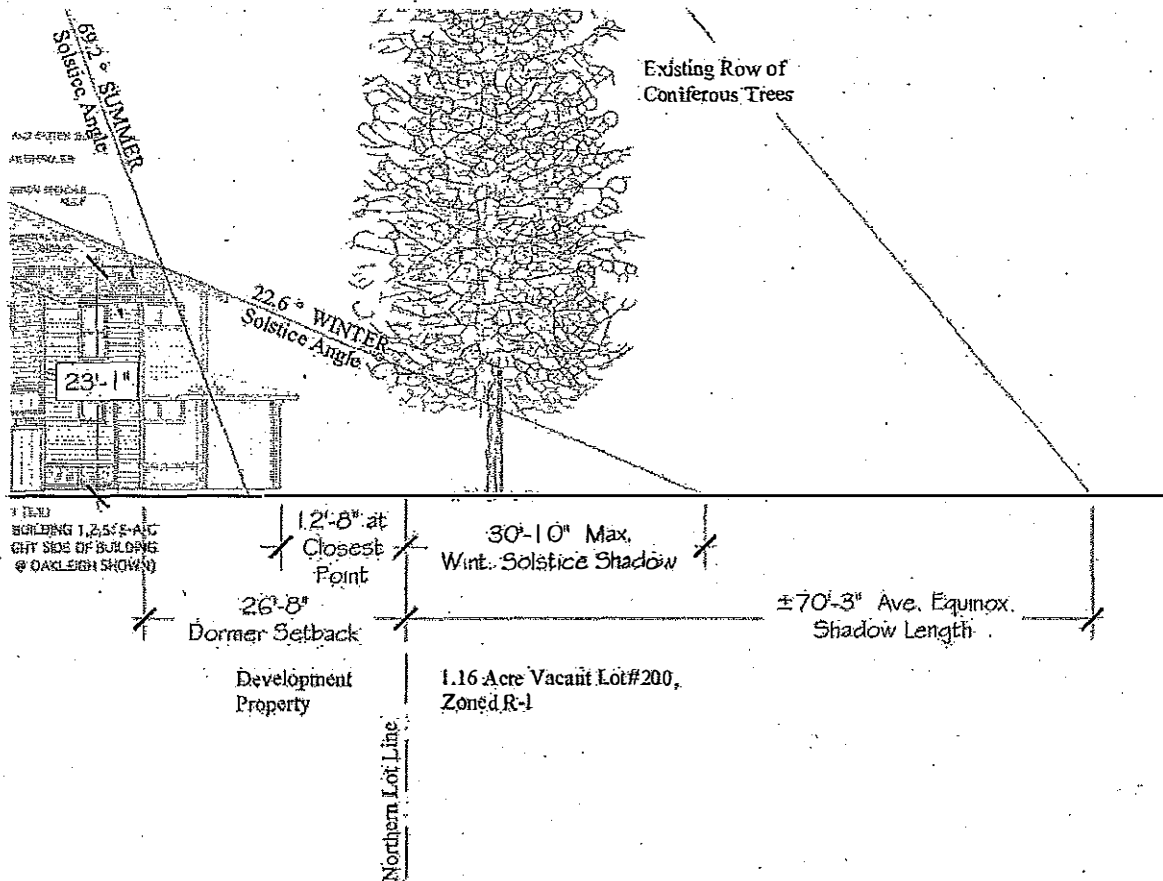


FIGURE 06. Solar Section of Building 2 showing the proposed building setback and effective shadow lengths relative to adjacent property lines and existing natural features.

Dear Hearings Official,

I am writing in support of Oakleigh Meadow Cohousing Development as I am an active member of the group. Yes, the land is on a small street in River Road area, and it will impact the people who live in the homes along Oakleigh Lane. It is our hope, that after the project is built, the neighbors will understand that our community of Oakleigh Meadow is committed to the same livability standards that they are trying to protect by opposing our project.

I have lived in Eugene for 35 years and have been very aware of the growth of our city and the continuing expansion of the Urban Boundary over this time. I attended the early community forums that were conducted by the City Planning Department on the new plan for growth that is entitled Envision Eugene, and have closely followed the progression of this proposal.

I agree with the principles that are going to guide the future growth of our city, and feel that Oakleigh Meadow Cohousing is a model project in sustainability as we enter a new paradigm for living with less reliance on fossil fuel, and more reliance on shared resources, and compact urban growth.

I believe that pushing people to develop homes in areas where there is currently no housing, and therefore no opposition to development, threatens our farm land and our ability to continue to provide locally for our citizens.

Maintaining the notion that the single family home is the only model of housing that fits into existing neighborhoods increases the demand for all natural resources. People interested in cohousing include families with children who prefer "the village model" of child rearing, as well as seniors who want the support of close neighbors for social interaction and where they can play a valuable mentoring role. Our community will be built to lessen energy costs with shared walls, shared garden space, shared tools, and a shared value of living in a way that respects our natural resources including the Greenway. Our need for automobiles will also be lessened due to the site's location next to the city bike path system, and within one block of the city transit system.

Please consider our proposal as we feel our Planned Unit Development complies and exceeds city code, and implements the larger goals of this community.

Maureen McCauley
1755 E. 23rd Ave.
Eugene

HE-47

Hearings Official
City of Eugene Planning Division
Atrium Building
99 West 10th Ave.
Eugene, OR 97401

RE: Support for Oakleigh Meadow
Cohousing, PUD application #PDT 13-0001

Friday, September 27, 2013

Travis Sheridan
31 N. Cedar St.
Eugene, OR 97402

Dear Hearings Official,

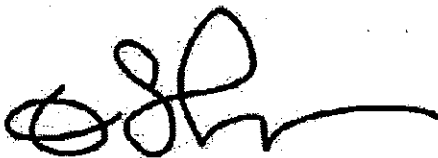
As a resident of Eugene, I would like to offer my strong support for the proposed Cohousing community on Oakleigh Lane near the Willamette River.

I believe Cohousing to be a much-needed building typology in Eugene, due mainly in part to Cohousing's proven record for improving the social and financial equity in neighborhoods and cities all across the United States. Cohousing also provides for healthier families and individuals by offering more than just a domicile in which to sleep, eat, and bathe. These planned communities engage the owners to be developers and managers *as well* as residents, and in doing so, create a safer and more productive environment for everyone to live and grow.

I also find the proposed location of this project to be an advantage for the city of Eugene. The Oakleigh Meadow cohousing group offers integrated ownership and proactive stewardship that counteracts the problems typical developments in the Greenway and along the Ruth Bascom Bike Path cause, such as under-maintained buildings, grounds, and access ways. Also, the group actively promotes alternative modes of transportation that will positively impact the area. The proposed project layout has respectfully placed the buildings away from the River and riparian zone, ensuring a useful sense of openness. Taking into consideration the need to preserve natural resources at the project site and surrounding vicinity, I feel that the owners of Oakleigh Meadow Cohousing will continue to protect the vegetation and habitat.

I urge you to approve the PUD-Tentative Plan application. When completed, this project will become a shining example for other multi-family developments. Thank you for your time and consideration.

My best,



Travis Sheridan
Eugene Resident

HE-48

TAYLOR Becky G

From: Stan Paulic <cspaulic@earthlink.net>
Sent: Friday, September 27, 2013 8:23 PM
To: TAYLOR Becky G
Cc: bovilsky2@gmail.com
Subject: Oakleigh Meadow Cohousing

Ms. Taylor:

A recent Viewpoint editorial by Lara Bovilsky in the Eugene Weekly called for opposition to the permit for the Oakleigh Meadow Cohousing project. I disagree and ask that you grant permission to OMC, unless you find a legal reason that it must be denied.

I've reviewed the website for OMC and find its a type of development that is worth supporting. Ten to fifteen years back, I looked closely at cohousing and found the concept very appealing. Were I not planning to leave Eugene in 3 years when I retire, I would jump on board with OMC. Thoughtful cohousing is a wise use of our land, and the types of folks who buy into it generally make great neighbors.

I bike on the path near this proposed development and see no problem with the proximity of OMC to the path. It won't interfere with the flow of the path, and Ms. Bovilsky's concerns about its visibility from the trail seem to be overwrought & melodramatic. That stretch of path will be just as pleasant with the development as it is without. When I ride there, the river provides as much view as I need, and that won't change.

This really seems to be an issue of neighbors on a dead end street who don't want to share with a group of people whose basic philosophy of living is that we should share. I side with OMC. Please grant them the permit.

Regards,

Stan Paulic

HE-49

9-27-13

Eugene Hearings Official:

I strongly support the proposed Oakleigh Meadow Cohousing project, and I believe Eugene will benefit by its existence.

I encourage you to rule favorably on the proposal.

Paul Edlund, Architect Emeritus
547. Ful-Vue Dr.
Eugene, OR 97405
(541) 343-1086

HE-50

9-27-13

To Hearings Official,

As a local architect involved in multifamily projects all over Oregon I support the concept and implementation of cohousing as a lifestyle and as a building/project type for many reasons.

Primarily the notion of community where upon a committed group of adults purposely decide to live together in a village like atmosphere.

As there are issues surrounding land use and zoning, perhaps even neighborhood concerns, I would in my expert opinion argue that this type of intentional responsible community centric living choice may in fact allow a more stable and enriched upbringing for children, a nurturing and cooperative environment for a group of families to pool resources for the good of all involved.

As a future thinking micro society, this co-housing/living arrangement allows the members to be more productive members of our society, share responsibilities for caring for their fellow housemates, assist in looking after children and more. There just does not seem to be a downside.

As for the size and configurations of the structures involved to implement this, well, it does require more thinking outside the box, it requires maybe some slightly different adjacencies, but that is part of making the design work.

I think the neighborhood surrounding this type of project will be enhanced and not diminished.

The architect for this project is sensitive and aware of the projects surroundings and will, in my opinion, take great care to appropriately integrate this project into the location.

I support without reservation Oakleigh Meadow Cohousing.

Regards,

Paul Dustrud, AIA
Dustrud Architecture
1699 Pearl St.
Eugene, OR 97401
541.338.8544

HE-51

TAYLOR Becky G

From: karlbennet@hushmail.com
Sent: Friday, September 27, 2013 2:13 PM
To: TAYLOR Becky G
Subject: Willamette Greenway and Oakleigh Meadow

Dear Ms. Taylor,

My wife and I are frequent users of the Riverbank pedestrian/bike paths, and we are concerned about the precedent being set(if approved), and the construction of the relatively large development proposed for Oakleigh Meadow. We've both visited the proposed site, and were "impressed" by how close it borders the bikeway/riverbank. While the intent of cohousing is laudable, unfortunately the proposed location is not. Please consider the concerns of Riverbank users like ourselves and reject the permit for this proposed development.

Regards,
Karl & Silvia Bennet

HE-52

TAYLOR Becky G

From: bknussbaum@comcast.net
Sent: Friday, September 27, 2013 7:11 PM
To: TAYLOR Becky G
Subject: Opposition to Oakleigh Meadows Co-Housing

September 27, 2013

City of Eugene
Planning and Development Department
Attn: Becky Taylor, Associate Planner
99 W. 10th Avenue
Eugene, OR 97401

Re: Opposition to the current Oakleigh Meadow Plan

I have lived with my family on McClure Lane, the next street south of Oakleigh, for the last 35 years. My husband and I bought our house because we loved the larger yards, the quiet dead-end street, and the beautiful river. The street, because it is a dead-end, was the gathering place for neighborhood kids and parents. Many an afternoon was spent building ramps to ride bicycles down and jumps to practice skateboard moves on, always knowing that any traffic coming down our street knew to watch out for their activities. The street became our own community because of its dead-end. Today, even though my kids are grown and living on their own, they still reminisce about the fun they use to have.

Even though Oakleigh Meadow Co-Housing project will not directly impact my property, **it still is NOT reasonably compatible and harmonious with adjacent and nearby land uses.** My friend and colleague, Rich Dambrov lives on Oakleigh with his wife and two young children and they want their kids to grow up with the same opportunity for play and creativity on their street that my kids had on ours. This will not be the case if a 28 unit co-housing development is allowed that includes a 4 guestroom common house that will add even more traffic anytime there are large gatherings.

We have always known that there would eventually be development on the land currently being called Oakleigh Meadows. When the property was owned by David Zarzycki, he had plans to build small cottage-type houses and when he told all of us of his plans to sell the property, he assured us that he would try very hard to make sure that the future buyers understood our neighborhoods and would honor the desire to keep any development on a small scale. When David and Joan bought the property, we were led to believe that they too believed in honoring this commitment to keeping things small.

To be clear, my opposition is not to development of the Oakleigh Meadow, it's to the largeness of its size. This area will be negatively impacted by a development of this size, starting with a few years of coping with the big construction trucks and equipment, moving up and down both McClure and Oakleigh, which will be needed to excavate and build the units. I would assume that Oakleigh traffic will more than double since the co-housing group wants to add 28 units and Oakleigh currently has only 17 households. This will take away the "quiet dead-end street" feeling that both of our streets have had for as long as our elderly residents can remember. Any development of this size would NOT be compatible with what neighbors on both streets consider the reasons why we live here.

Thank you for your consideration,

Bonita Kreider Nussbaum

HE-53

September 27, 2013

Eugene Hearings Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001) and Willamette Greenway Permit (WG 13-0001)

Dear Hearings Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment. I am also a member of the River Road Community Organization and submit my comment on behalf of the RRCO as well.

My additional questions and comments are as follows:

The current size of the proposed project of 29 units isn't what was originally discussed with the existing neighborhood. David and Joan, the current property owners of the proposed Oakleigh Meadows Cohousing (OMC) project, moved from Oakleigh Lane and purchased the house and land at the adjacent south street on McClure Lane. When David and Joan moved from Oakleigh Lane and purchased the house and property they told us they would love to see cottages and gardens (7-10 units). Now they have proposed developing the property with 7 large townhouses and 1 huge common house. Their application has many inaccuracies, the applicant has been deceptive, and OMC has ignored neighbor's concerns. The original vision is completely out of perspective.

It is sad that David and Joan fought for Razor Park to keep it in its natural state and opposed the Cell Tower at the end of Oakleigh but now they are trying to cram 29 units into a very small area on a quiet unimproved lane they no longer live on.

I understand code and I understand that it is legal to put 14 units on each acre of property in our area. I understand the concept of infill and I have never been against development of the OMC property. However, what I am opposed to is that we only have 20 homes total on our entire 1/2 mile lane and OMC will more than double the number of homes, all on an un-improved dead-end lane. The proposed development is not compatible with the existing neighborhood and the applicant has not shown substantial evidence that the increased traffic will have minimal impacts to the neighborhood. Doubling the traffic will have substantial impact to the neighborhood.

Hearings Official – Eugene Land Use Application PDT-13-1 and WG-13-1

Many of the home owners purchased our homes with the thought that we were buying into a small quiet low density residential zone and we thought the few empty lots would be developed like the rest of the houses on the lane (single-family detached).

Please help us develop OMC in a way that serves our community and our lane as it should be.
Not with mass and overcrowding.

Sincerely,



Sandy Thoms, home owner since 1995

135 Oakleigh Lane

Eugene, Oregon 97404

HE-54

9/27/13 for 10/2/13

Eugene Hearings Official
Eugene Planning and Development
Atrium Building, 99 West 10th Avenue
Eugene, Oregon 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-0001).

Dear Hearings Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment.

Re: PUD Code 9.8320 (12) The proposed development shall have minimal off-site impacts, including such impacts as traffic, noise, stormwater runoff and environmental quality.

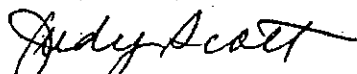
I believe if this proposed development is approved, the increased traffic on Oakleigh Lane and River Road would adversely affect the livability on this small, one lane street. The movement of children, animals and emergency vehicles would be greatly changed in terms of the complexion of the street and the relaxed approach to living here. The increased volume and frequency of traffic on this small lane may change what is now a very peaceful way of living to a chaotic, noisy and possibly unsafe narrow road.

I have lived in my home at McClure Lane, the street next to Oakleigh Lane for over 25 years and enjoy the same wonderful things about this area as my Oakleigh neighbors enjoy, one especially attractive, that of living on a dead-end street with minimal traffic. That is one of many reasons I bought my home in the first place. Another reason is being close to the river and being able to witness the beautiful habitat in the greenway area, the beaver, numerous birds, bald eagles and other animals which frequent this quiet area. The neighbors on both streets have always been very supportive of each other and have formed strong unions with each other, watching each other's children grow up and helping the elders as they move on.

With this proposed new development, my fear is that this all may change with the HUGE influx of traffic, noise and building closer to the river. All of this immense development would be very close to some of our Oakleigh neighbors, literally in their back yard as well with them possibly facing a huge concrete wall nearly on their property.

I am not against development. Development is essential in an appropriate way that does not negatively impact the neighborhood it surrounds and forever changes the livability and character of such neighborhood. I do believe this development could have the potential to affect the neighborhood character by introducing substantially different building size, height, bulk and pure number in such a way that would forever change it's wonderful personality.

Thank you for your time and attention to this issue,



Judy Scott, 105 McClure Lane, Eugene, Oregon

ME-55

TAYLOR Becky G

From: sabina@efn.org
Sent: Friday, September 27, 2013 9:58 AM
To: TAYLOR Becky G
Subject: OMC

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR97401

Re: Citizen Comment Document Regarding the Okleigh Meadow Tentative Planned Unit Development (PDT 13-0001),
Williamette Greenway (WG 13-0001) Dear Hearing Official, I object to the proposed PUD for the reasons stated in the
Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment
Sabine Wilke
114 McClure Ln
Eugene OR
97404

HE-57

9/27/13

Dear City of Eugene Planning Department, friends and neighbors:

I am writing to cast my vote to SAVE Oakleigh meadow and the Willamette River Greenway from the land use modification (Eugene City Code 9.8) applied for by Oakleigh Meadow Cohousing (OMC). Replacing the beautiful meadow and greenway with seven large condominiums, a large common house, garage buildings and an 8 foot block wall on the undeveloped land east of Oakleigh Lane decreases the livability of our community and sets a precedent to further develop private land in the greenway open spaces. The size, scale, location and impact of this proposed high-density development does not align with or protect the character and livability of the established neighborhood. Developing dense, lower-income housing negatively affects the market value of existing homes. Increasing traffic on the narrow, neighborhood lanes creates an unsafe environment for pedestrians. For these reasons I urge you to reject this proposal and preserve our neighborhood as the unique, cottage-style, single-family homes valued by so many in our community.

Problem: OMC Condominiums in our neighborhood do not align with or protect the character and livability of the established neighborhood and greenway.

Discussion: Condos do not make community, people do. For over 50 years this neighborhood has been inhabited by hardworking homeowners who respect the land and support the local community. I have lived on McClure Lane for over 20 years and enjoy the peaceful, unique location along the river – it is a rare, fragile environment worth preserving, like the eagles that nest in our neighborhood fir trees. High density development on this site is contrary to our community's expressed and adopted values in protecting the character and livability of established neighborhoods (see various Metro Plan residential policies, e.g., A.13 and A.23). This development would sit directly on and in the greenway and does not protect open space, especially natural storm water drainages and riparian areas. This is infill overkill!

Solution: Vote no and reject this land use modification proposal to change the zoning and protect the character of the established neighborhood.

Problem: OMC Condominiums in our neighborhood negatively impact the market value of existing homes.

Discussion: Our family has worked to improve the land and increase the value of our home with structural improvements (Jerry's loves seeing me), gardens, (I should own stock in Down to Earth), walkways and raised beds (you rock, Lane Forest Products!) and trees, (Decker's Nursery is fun, even in the pouring rain). Recently I asked a real estate agent to appraise our home; he stated in clear and certain terms that this development would negatively impact the value of the homes in our neighborhood for years to come, making it difficult to recover our investment. This is sad, depressing news indeed for homeowners struggling in tough economic times.

Solution: Vote no and reject this land use modification/rezoning proposal, support the value and protect the livability of the established neighborhood.

Problem: OMC Condominiums in our neighborhood create an unsafe environment for pedestrians.

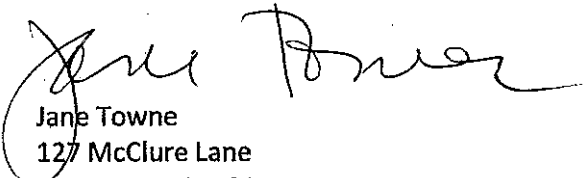
Discussion: The Webster's definition of "lane" is "a narrow road or path." Increased traffic at the scale proposed by this project, whether by car or bike will negatively impact the neighborhood, rendering it unsafe for current and future residents to travel on foot. By placing an additional 29 units (when only 20

currently exist) will increase the traffic by 145%. The city estimates the number of car trips increasing by 168 trips per day on a single lane road with no sidewalks or shoulders. Clearly this is unsafe for pedestrians, elders, children and pets that live on and around Oakleigh Lane. Increased bicycle traffic is also problematic for the narrow, unlit section of bike path that borders this proposed project. Our family also uses the bike path to commute to work and recreate. But it is not just a bike path! People of all ages enjoy walking here. My own personal experience with bikes and walkers on the path includes my 70-year-old father being plowed down, literally run over by a cyclist.

Solution: Vote no and reject this land use modification/rezoning proposal. Pedestrians, pets and children will thank you!

The Willamette River Greenway was created to protect open space, scenic views, native vegetation and public access. This development threatens our city's space, views and plants. It will take away habitat and could lead to the loss of much, much more space, views and vegetation elsewhere in the greenway in the future. For this most important reason we ask that you vote no to the land use modification/rezoning proposal and preserve current zoning for Oakleigh meadow and the Willamette River Greenway.

Thank you,



Jane Towne
127 McClure Lane
Eugene, OR 97404

HE-56

TAYLOR Becky G

From: Frerichs Barbara <barbara.frerichs@me.com>
Sent: Thursday, September 26, 2013 9:04 AM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Cohousing

Follow Up Flag: Follow up
Flag Status: Flagged

FROM:
Barbara L. Frerichs
1860 Olive Street
Eugene, OR 97401
541-915-8239
barbara.frerichs@me.com

September 25, 2013

TO:
Becky Taylor, Planning Division
City of Eugene

Dear Hearings Official:

I am writing with regards to the upcoming hearing on the Oakleigh Meadow Cohousing project. I am a resident and registered voter in Eugene. I have read extensively about this project, visited the proposed site, reviewed the materials prepared by the Oakleigh Meadow planning team, and spoken with a number of the members of the cohousing project.

I want to express my enthusiasm for this innovative project and to ask the Planning Department to support the plans for this smart, visionary and environmentally sensitive project for Eugene. In addition to the strength of this plan relative to thoughtful growth through infill, multifamily units, and shared common spaces, the project speaks directly to what we are learning about connected, multigenerational communities.

Thank you in advance for your serious and thoughtful consideration of this important and visionary plan for Eugene.

Sincerely,
Barbara Frerichs

Becky Taylor, Associate Planner
City of Eugene Planning Division

HE-58

Sept. 26, 2013

DEAR Ms. TAYLOR,

My name is Anthony Towne, I live at 127 McClure Lane, Eugene OR 97404. I married Jane Pfeiffer in 1999 and moved here. Jane owned a 600 sq ft. home.

The first thing I had to do was pay the 8000 dollar sewer hookup fee. We then built a 1200 sq ft addition to our home. We did pay permit fees as did several of our neighbors who also invested in this neighborhood. We all improved our homes. It is a nice place to live. There are single family homes and gardens.

The Oakleigh Co-housing project is something else. They have used the peace & beauty of the open space and our homes to sell the Co-housing idea. They speak of being stewards of the land but are going to cut down the beautiful old-growth evergreen trees that have shaded their gatherings. There are no buffers in their design. They are building as close to our live as they can — 2 condos and a woodshop looking into our garden. They are stuffing as many condos ⁱⁿ as they can fit. This is greed — they are not honoring the hardwork and investments of the folks who live here. Jane & I talked to a Windermere realtor who told us it devalues our home.

Our neighbor John Mancini is trying to finish his home to sell it and leave this neighborhood. Our other neighbors David and Barbara Campbell are selling the back of their lot to the development — it will help their retirement. I can understand that and it is their right. It leaves us alone in the middle of this mess.

I realize that these new folks will be new Eugene taxpayers, but what has made this a liveable place is that we have private gardens, single family homes, little traffic little noise and beautiful open space and the greenway. To lose this is a nightmare and a serious threat to the Greenway. For them to say they'll take care of the Greenway is a toe hold to trouble, they are building into it. Destroying open space.

I know they have the right to use their land. Please let that be single family homes - not High Density Condos.

The increased traffic will put children, pets and elders at risk. All for nice profit. Support Liveability and do not allow this land use change.

Sincerely,

Anthony Towne

Anthony Towne

127 McClure Lane

Eugene, OR 97404

541-689-6339

TAYLOR Becky G

From: majrafferty@gmail.com on behalf of Maj Hutchinson <majhutchinson@gmail.com>
Sent: Thursday, September 26, 2013 11:24 PM
To: TAYLOR Becky G
Subject: Opposition to OMC development
Attachments: OMC Unit Scenario numbers.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Ms. Taylor

I am a resident living on Oakleigh Lane who is very concerned about the excessively large Oakleigh Meadow Co-housing (OMC) development proposed at the end of our quiet, dead end street. We have entered into mediation with OMC to work toward a compromise of decreasing the size of the project (currently 29 units).

They have informed the neighbors that they are unwilling to reconsider the size and in recent talks cited two reasons for having such an oversized project: 1) the need for enough functioning adults to make the community run and 2) the need to spread the cost of the shared expenses among more members (such as the common house).

OMC has told the neighbors that they needed to have a large enough community to have "50 functional adults." They said they have been advised that they need to have this large scale size in order to have a successful, functioning co-housing community. I researched existing co-housing projects on 2 and 3 acre lots in the U.S. You can view this information at <http://www.cohousing.org/directory/view/6179>.

Listed on the site, there are twenty-one existing 2-3 acre co-housing sites (ranging in the number of units from 8-41). The average number of units 23. OMC is saying that they need 6 units above the average. What's more, 6 out of 21 (29%) of these 2 and 3 acres projects are **15 units or fewer**. These numbers point to the fact that there is no "magic number" needed, that OMC is asking for more than even the average co-housing group on land of their size. Further, that nearly a third of the co-housing projects are significantly smaller (15 units or less).

On the website of many of the larger sites (above 20 units), the setting is described as "urban." The OMC website describes their setting as "suburban (mixed, feels rural, on the river)." It feels "rural" because it's undeveloped green way, because there is nothing developed in that area all around it - for a reason.

The other argument that OMC has forwarded is that they need to increase the number of units to spread out the cost per family. They say that they are building modest units. However, even with these speculative numbers, they are more expensive than the houses in the neighborhood around them. They also finance a 4,000 square foot common house. One easy way to reduce the costs (and therefore, the number of units) is to significantly downscale the common house. There is a site in Portland under

current development called Cully Grove that seems very similar to OMC vision and neighborhood. They are building 16 units with a modest common house.

They shared a speculative spreadsheet of information with us (see attached). It states that the numbers are "based on the experience of our cohousing consultant" and are "based on a whole lot of assumptions" (their words). They stated that there were no further specific financial information. I have serious questions about how these numbers were generated that are, according to them, a critical foundation for the decision making on the project's current size.

I respectfully request that this project be is rejected in favor of a much smaller development.

Sincerely,

Maj Hutchinson

OAKLEIGH MEADOW COHOUSING
SALES PRICES EUGENE, OR

Very, very preliminary estimates based a whole lot of assumptions.

16 Unit Scenario

	Home Type	Size	No of Units	Base Sales Price	Comments
A	2 Bed/1 bath	800-900 sf	0	\$245,000 - \$265,000	Typically a 1- level stacked flat
B	2 Bed/1.5 bath	1050 - 1150 sf	6	\$315,000 - 335,000	2-story Townhouse
C	3 Bed/2 bath	1350-1450 sf	6	\$385,000 - \$405,000	2-story Townhouse
D	4 Bed/3 bath	1550 - 1650 sf	4	\$460,000 - \$480,000	2-story Townhouse
			16	Average \$290/sf	

20 Unit Scenario

	Home Type	Size	No of Units	Base Sales Price	Comments
A	2 Bed/1 bath	800-900 sf	5	\$225,000 - \$245,000	Typically a 1- level stacked flat
B	2 Bed/1.5 bath	1050 - 1150 sf	5	\$290,000 - 310,000	2-story Townhouse
C	3 Bed/2 bath	1350-1450 sf	5	\$360,000 - \$380,000	2-story Townhouse
D	4 Bed/3 bath	1550 - 1650 sf	5	\$425,000 - \$445,000	2-story Townhouse
			20	Average \$268/sf	

24 Unit Scenario

	Home Type	Size	No of Units	Base Sales Price	Comments
A	2 Bed/1 bath	800-900 sf	6	\$200,000 - \$220,000	Typically a 1- level stacked flat
B	2 Bed/1.5 bath	1050 - 1150 sf	6	\$260,000 - 280,000	2-story Townhouse
C	3 Bed/2 bath	1350-1450 sf	6	\$325,000 - \$345,000	2-story Townhouse
D	4 Bed/3 bath	1550 - 1650 sf	6	\$370,000 - \$390,000	2-story Townhouse
			24	Average \$240/sf	

28 Unit Scenario

	Home Type	Size	No of Units	Base Sales Price	Comments
A	2 Bed/1 bath	800-900 sf	6	\$190,000 - \$210,000	Typically a 1- level stacked flat
B	2 Bed/1.5 bath	1050 - 1150 sf	8	\$245,000 - 265,000	2-story Townhouse
C	3 Bed/2 bath	1350-1450 sf	8	\$305,000 - \$335,000	2-story Townhouse
D	4 Bed/3 bath	1550 - 1650 sf	6	\$360,000 - \$380,000	2-story Townhouse
			28	Average \$225/sf	

HE-60

TAYLOR Becky G

From: ethanc hutchinson <ethanog@gmail.com>
Sent: Thursday, September 26, 2013 10:52 PM
To: TAYLOR Becky G
Cc: Maj Hutchinson
Subject: Oakleigh Ln. Development hearing

Dear Ms Taylor

As a resident of Oakleigh Ln. and homeowner for the past twelve years I am concerned about plans for a 29 unit development at the end of our street. As a professional homebuilder myself I am in not opposed to sensible development and in fact believe in the mission and intent of the Oakleigh Meadow Cohousing Group and was initially enthusiastic about the project. However the size of the project as currently being considered seems untenable for our small narrow street and medium density neighborhood. The increased traffic load would significantly impact my family and my five year old daughter who rides her bike and crosses the street often to visit neighbors. The site plan as proposed calls for he infilling of a section of the lower flood plane within the Greenway natural area causing serious impact to the adjacent public land we enjoy nearly every day and sets a bad precedent for future projects within our cherished river corridor. I could support a project with less traffic impact and more sensitivity to the existing natural area but this project in its current form i can not support.

Sincerely,

Ethan Hutchinson

114 Oakleigh Ln

HE-61

September 26, 2013

Becky Taylor, Associate Planner

City of Eugene Planning

99 West 10th Avenue

Eugene, OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-0001)

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment.

I was present that summer of 2010 when the co-housing idea was introduced to the local homeowners. I thought it was an interesting idea, having eight (8) individual living quarters combined with a common garden, kitchen and laundry facility. I was not in favor of the project because it seemed to me to be nothing more than a commune and inappropriate in an urban location. Additionally, having that type of high occupancy housing at the end of Oakleigh Lane would not be harmonious to the neighborhood. Three years have gone by with virtually no information about this proposal. Now the project has re-surfaced and has been increased from eight (8) units to twenty-eight (28) units. It is obvious that the co-housing idea has gone out the window, and now what we have is nothing more than a huge condominium project, known as Oakleigh Meadows. This project does not belong here.

Thank you for your attention,

Hal G. Stedman

1978 N 165th Drive

Goodyear, AZ 85395

Sincerely,

Name
Address
Eugene, Oregon

HE-62

TAYLOR Becky G

From: scott stedman <scottbstedman@live.com>
Sent: Thursday, September 26, 2013 10:34 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Condos.

Follow Up Flag: Follow up
Flag Status: Completed

Dear Hearing Official,

I am writing to express my opposition to the planned Oakleigh Meadow Cohousing development. I live at 131 Oakleigh Ln, directly across from the proposed entry/exit of the condominium complex. I am a member of the River Road Community Organization. We heard of the cohousing idea three years ago, and were told it would be a 8 - 10 unit project with single story dwellings. It would be low impact on the natural environment, a way to preserve the meadow from big development. When we learned of the massive redesign and increased units, we were disappointed. We were told this was a group of neighbors and locals who wanted to invest time and money to live together. To my knowledge there are two local families invested, while many others are out of state folks with no connection to this area. Efforts were made to contact OMC and the developers, to express our feelings. Sadly, no correspondence were returned. The new 28 unit project is much too large for a small, quiet dead end street. We feel the increased traffic will be a safety concern for the many children, elderly and pets that walk our street daily. The character of our street are primarily single family residences on quarter acre lots. The high density condominiums are far out of character with the small homes from the forties, and will be an eyesore to those of us unfortunate enough to live in close proximity. The Willamette River Greenway runs through the proposed location, and will be irreversibly damaged by the tons of fill required to reach an acceptable height for construction. Native plants and animal life will be destroyed or displaced. This area needs to be preserved, and allowing a development of this size, so close to the river and bike path WILL set a terrible precedent. I humbly ask that you deny this proposed development plan. It is not suited for this neighborhood, and is unwanted by a majority of residents.

Thank you for your consideration,

Scott B Stedman.
131 Oakleigh Ln
Eugene OR 97404

I request that this be added to Public Record.

HE-63

TAYLOR Becky G

From: Rachel Stedman <dazzleshine@icloud.com>
Sent: Thursday, September 26, 2013 9:36 PM
To: TAYLOR Becky G
Subject: Regarding the Oakleigh Meadows Tentative Planned Unit

Hi Becky,

Will you please post this letter below to public record.

Thank you,
Rachel Stedman

October 2, 2013
Eugene Hearing Official

Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401

Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001),
Willamette Greenway Permit (WG 13-0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment. I am also a member of the River Road Community Organization and submit my comment on behalf of the RRCO as well.

I have a few development questions that I asked the property owners, Joan Connelly and David Adee from the very beginning of their project development. I went with my family to their first meeting held in the meadow when they told us that their development was low impact of 8 to 10 single attached dwellings with shared kitchen/common house. They said that it would not be like condos. They bragged about helping save Razor Park a few blocks away along the bike path. They told me that it was important to keep the meadow mostly natural. All of what they have said has now change into a major development using every square footage of the meadow.

My questions were never answered and I stopped asking after the February meeting this year at the River Road Annex. It was disappointing for me to see pictures of their new vision. Their supporters were mostly single older people, not all ages, no children, like they first talked about. They basically told me this is how they have to build it because of cost issues.

I own and live in the third house from the dead end of Oakleigh Lane. The Condo project will be built in front of my house. These are my unanswered personal questions and concerns that will directly impact my home:

We like our country charm of our Oakleigh Lane. Oakleigh residents need to know right now if the street will need side walks. Who will be paying for this? If each resident is responsible, what is the cost? Why does OMC want their neighbors to go into debt for their building greed?

OMC is planning on filling the flood plain. Our driveway on 131 Oakleigh fills up with water when ever it rains. Will OMC development make this worse?

Can the OMC driveway be build at an angle so the increase of 47 or more cars do not shine car lights directly into my house on 131 Oakleigh Lane?

OMC talks about being great example of living and community oriented, why is OMC causing so much negativity in our neighborhood?

Sincerely,

Rachel Stedman
131 Oakleigh Lane
Eugene, Oregon

TO: Hearings Official

RE: Opposition to OMC Size

My name is Shawn Johnson and I have owned my home on Oakleigh Lane for almost 10 years. I would like to voice my concern and opposition to the Oakleigh Meadow Co-Housing development as currently proposed.

The initial discussions regarding the development of Oakleigh Meadow 3 years ago started very positive as the planners did involve the local neighborhood and shared their vision of a small, communal type of living development. When the land was purchased there were several work parties to clean up the land, some of which I attended. We pulled blackberries, rusted equipment, and a variety of nasty trash out of the site resulting in the meadow as it stands today. There was an initial kick off meeting/potluck for the neighbors where information was shared and a question board was posted. Email addresses were also collected to encourage communication. I shared my concerns regarding street development, traffic and providing utilities to the site. My primary concern at that time was regarding how the construction traffic would be accommodated during the construction phase as that would be the peak volume for the 7-10 unit development as presented.

Fast forward two years and to my surprise we are nearing the land use change request hearing. The initial plan of a small cohousing development seems to have been abandoned in favor of a large condo complex. In reviewing the developer's website it appears there have been several iterations of the plan none of which have been directly communicated to me. I frequent the meadow often when walking my dog to the bike path and aside from the welcome sign, there was no additional information regarding the phase, scope or design of the development until just recently. It saddens me that the project has evolved from a small unique housing development to a full-scale condominium complex which seems to be completely against the philosophy initially presented by the developers. I understand that you must involve yourself to be informed in matters such as this but previously the developers were walking door to door and communicating their plan. Once concern was expressed the communication directly with the neighbors stopped.

At this point I have several concerns with the plan as presented in design A1.1:

- Street traffic
 - More than doubling the number of homes (current proposal is 29) will result in an extremely significant increase in traffic volume.
- Oakleigh Lane– River Road intersection congestion
 - As it stands today, during peak traffic hours there are occasional lines to get from Oakleigh Lane onto River Road as well as from River Road onto Oakleigh Lane or into the Burrito Boy/River Road Second Hand parking lot. These lines can extend up to three cars or more in my experience resulting in significant hazards to car, bicycle and pedestrian traffic.

- I have not seen any plan for a new traffic control plan for this intersection which is very concerning. A formula in a regulation states that no study is required but if you were to observe the conditions during peak hours, common sense would tell you differently.
- Parking
 - The majority of current homes on Oakleigh Lane do not have garages and limited on-property parking resulting in the need to utilize street parking. With the addition of 29 homes with only 47 planned parking spaces the probability of overflow parking onto the Lane is high. Note that on the OMC website it is suggested that the handful of garages can be used as storage units for those who are willing to purchase them. This would further reduce the available parking on the development site.
- Emergency traffic
 - With the on-street parking situation as it stands today, Oakleigh Lane is essentially a one-lane road in several areas where cars are parked directly across the lane from each other. With even one vehicle parked on the lane, neighbors yield to allow oncoming traffic right of way. In this multi-parked car scenario, there is barely room for passenger vehicles to pass; but could potentially prevent emergency vehicle access.
- Pedestrian traffic
 - There are no sidewalks on the Lane. All foot and bicycle traffic use the street. With vehicles parked on the street this results in pedestrian traffic using the middle of the lane. The significant increase of housing and resulting vehicle traffic would create a significant hazard to this pedestrian and bicycle traffic.
 - The likelihood of full development of the lane to meet city standards is highly probable with this increased traffic. If this were to be mandated it could literally force people from their homes as the cost to each home owner is beyond most neighbors budgets. Paying for street upgrades that the majority of homeowners do not want to accommodate a development that is simply too large for the location would create an even more divisive neighborhood.
- Property cost
 - As stated on the OMC website, the proposed cost for each new condo is \$200,000-\$400,000. This is inconsistent in that it is more than double the current value of the homes on Oakleigh Lane as well as it diverging from the original plan of an affordable cohousing community. It is obvious that these units are not for the average Eugenician.
- Utility access plan
 - EWEB staff have indicated that there are no utilities to the site and the entire neighborhood infrastructure on Oakleigh Ln and McClure Ln will need to be upgraded. This will

be required for any development on the property and I am willing to live with the disruption for a reasonably sized development.

In conclusion, there are significant concerns by the neighborhood regarding this condominium development. The scope is significantly larger than what was originally presented to the neighborhood, which at the time indicated support for the project. The plan was to develop a small cohousing project to prevent a developer from buying the land and putting in a large-scale condo development. It appears the project was misrepresented to the neighborhood from the beginning, leading to compliance and lack of involvement by the neighborhood.

I strongly encourage the denial of the applicants request based on the size of the development creates numerous issues ranging from safety to environmental. The neighborhood is willing to accept and support a cohousing development in our neighborhood but it needs to compliment the current property owners and not overwhelm the entire neighborhood.

Thank You,

Shawn Johnson

HE-65

TAYLOR Becky G

From: sharonbrandt44@q.com
Sent: Thursday, September 26, 2013 6:05 PM
To: TAYLOR Becky G
Subject: Oakleigh Lane Co-housing project

Sept. 26, 2013
To Lane County Planning & Development Division,

We will not be signing form "Maintenance Access Easement Agreement" that would allow for the Oakleigh Co-Housing Project to build closer than the 5' requirement.

We are the property owners to the west of the project.

James P. Brandt
Sharon I Brandt
PO Box 885
Sutherlin, Or 97479

HE-68

TAYLOR Becky G

From: James Bauer <rrregular@aol.com>
Sent: Wednesday, September 25, 2013 6:34 PM
To: TAYLOR Becky G

Follow Up Flag: Follow up
Flag Status: Flagged

Becky;

This communication is to let you know that we do not intend to grant a Maintenance Easement Agreement for the Oakleigh Co-housing development. If you need anything else for this please let us know.

Thanks

Jim and Ruby Bauer
121 McClure Lane
Eugene 97404

PH-1



Atrium Building, 99 West 10th Avenue
Eugene, Oregon 97401
Phone: 541-682-5377
Fax: 541-682-5572
www.eugene-or.gov/planning

TENTATIVE PLANNED UNIT DEVELOPMENT AND WILLAMETTE GREENWAY PERMIT STAFF REPORT

Application File Name (Number):

Oakleigh Meadow Cohousing (PDT 13-1) and (WG 13-1)

Applicant's Request:

Tentative Planned Unit Development and Willamette Greenway Permit approval for a 28-unit cohousing development.

Applicant

Oakleigh Meadow LLC

Subject Property/Location:

Tax Lot 5500 of Assessor's Map 17-04-24-24 and Tax Lot 400 of Assessor's Map 17-04-24-13;
Located at the east terminus of Oakleigh Lane

Relevant Dates:

Applications submitted on June 18, 2013; supplemental application materials submitted on August 12, 2013; application deemed complete on August 12, 2013; public hearing scheduled for October 2, 2013

Applicant's Representative:

Will Dixon, AIA (541-689-3548)

Lead City Staff:

Becky Taylor, Associate Planner, Eugene Planning Division, Phone: (541) 682-5437

Purpose of Staff Report

The Eugene Code (EC) requires City staff to prepare a written report concerning an application for tentative Planned Unit Development (PUD) and Willamette Greenway (WG) permit. In accordance with EC 9.7320, the staff report must be printed and available prior to the public hearing regarding this request to allow the applicant and citizens an opportunity to learn more about it and to review the staff analysis of the application. The staff report provides only preliminary information and recommendations.

The Hearings Official will consider additional public testimony and other materials presented at the public hearing before making a decision on the application(s). Pursuant to EC 9.7330, the Hearings

Official's written decision on the application is made within 15 days from the close of the public record, following the public hearing. The quasi-judicial hearing procedures applicable to this request are described at EC 9.7065 through EC 9.7095.

Site Characteristics

The subject property consists of 2.3 acres in two tax lots that are considered one development site under the current ownership. The property was recently annexed (see City File A 13-1) and is zoned R-1 Low-Density Residential. The east boundary of the subject property abuts undeveloped City parkland that contains Goal 5 Water Resources associated with the Willamette River, which borders the City property farther to the east. Otherwise, the surrounding properties primarily consist of single-family dwellings on individual lots or undeveloped lots that have potential for future residential development (i.e. at the north end of Oakleigh Lane and abutting the west boundary of the subject property.) Refer to Attachment A for a vicinity map.

Oakleigh Lane terminates near the midpoint of the northern boundary of the subject property, which will provide sole access to the development. Instead of extending the street along the entire length of the property, the applicant requests an exception to the street connectivity standards. To support the exception, the applicant has submitted a conceptual development plan for the undeveloped property to the north, to show how it could be further divided without necessitating an extension of Oakleigh Lane. Issues regarding Oakleigh Lane are addressed under approval criterion EC 9.8320(5).

Regarding the undeveloped property to the west, the applicant proposes a "green wall" as a buffer between the garages, recycling structure, vehicle use and parking areas abutting the west property boundary. EC 9.6420 requires vehicle uses areas to be setback seven feet from property lines with a landscape buffer. EC 9.2750 requires structures to be setback five feet from interior property lines or ten feet between buildings. The applicant seeks modifications to these code standards through the PUD process. Staff notes that if the Hearings Official approves the applicant's request, EC 9.2751(7) still requires the applicant to obtain an easement from the abutting property owner. Staff's recommendations are provided under approval criterion EC 9.8320(11)(k), in the following evaluation.

Summary of Land Use Applications

The applicant's proposal includes two concurrent land use applications which are summarized below. The following evaluation is also based on the most recent application materials submitted on August 12, 2013.

Tentative PUD – The applicant requests tentative Planned Unit Development (PUD) approval for the creation of a cohousing residential facility, with 28 dwelling units within seven buildings arranged around a community building. Staff notes that the community building includes bedrooms and a kitchen; therefore, it is also considered a dwelling unit included in the residential density of the subject property. The applicant indicates that the dwelling units will be divided as condominiums for private ownership, whereas the land and community building will be commonly owned and managed by a homeowners association. Refer to the applicant's materials for more information about their request. (Reduced plans, for pages that are referenced in this staff report, are provided as Attachment D.)

EC 9.2740 Residential Zone Land Use and Permit Requirements confirm that PUD approval is required for multiple-family (three or more dwellings on the same lot) development in the R-1 zone. The PUD process allows for a review of the specific location, design and intensity of a proposed multiple-family development in the R-1 zone to determine, among other things, whether the development is reasonably compatible with adjacent and nearby land uses. Multiple-family development is also required to meet specific development standards at EC 9.5500, which establish design regulations, such as building mass, orientation, and articulation.

At the same time, the PUD process allows for design flexibility, if the design meets the PUD purpose statements at EC 9.8300, which are intended to achieve flexibility in architectural design, clustering of buildings, and providing for economy of shared services and facilities. Accordingly, the applicant seeks several modifications to development code standards through the PUD process. The PUD approval criteria at EC 9.8030 are evaluated in the following staff analysis.

Willamette Greenway Permit – The property is within the City’s adopted Willamette Greenway boundary, which requires Willamette Greenway (WG) permit approval prior to development. (Refer to Attachments A and B for a depiction of the adopted Willamette Greenway boundary – the area in which WG permit approval is required for intensification, change of use or development according to EC 9.8805.) The WG permit approval criteria at EC 9.8815 are evaluated below, following the PUD analysis.

The Willamette River is located about 243 feet to the east of the subject property, according to the applicant’s topographical survey prepared by Poage Engineering & Surveying, Inc. (See Attachment D-1.) The land between the river and the subject property is owned by the City, as an undeveloped natural resource area that contains /WR Water Resource (Goal 5) conservation areas. In this area (outside Willakenzie Area Refinement Plan which has an adopted WG setback distance from the river of 35 feet), and in accordance the WG permit approval criteria EC 9.8815(4) and (5), there is no specific, pre-determined or adopted setback from the river under the City’s implementing provisions of Goal 15 (Willamette Greenway).

While not the focus of the applicable WG permit approval criteria, staff notes that the applicable setbacks along the river in this area are based on the City’s Goal 5 Adopted Riparian inventory, which is regulated with the /WR overlay zone (see EC 9.4920). The /WR conservation area at this location is greater than the typical 100-foot setback from top-of-bank along the Willamette River; here, the adopted riparian area boundary extends landward beyond the 100-foot setback from top of bank. For clarity, staff notes that the /WR conservation area does not extend onto the subject property. As shown on Attachment A, the subject property is at least 53 feet from the boundary of the regulated resource area.

Application Procedural Summary

Consistent with EC 9.7005 Pre-application Conference, the applicant met with staff on December 2, 2011 (LC 11-76). The applicant held a neighborhood meeting on February 16, 2013, in compliance with EC 9.7007 Neighborhood/Applicant Meetings. With regard to EC 9.8310 Tentative Planned Unit Development General Application Requirements, the applicant indicates that the proposed PUD includes all property under contiguous ownership. It is also noted that the applicant requests tentative PUD approval under the general approval criteria, rather than the needed housing criteria. The PUD

approval criteria are at EC 9.8030. The WG permit approval criteria are at EC 9.8815.

Public Notice – Public notice of the applications was mailed and posted on August 27, 2013, consistent with the requirements of EC 9.7315 Public Hearing Notice. As of the date of this staff report, written public testimony has been received from the following individuals and forwarded to the Hearings Official for consideration:

In Favor:	David Adee	Avis Eileen Adee
	Patricia Holtz	David Campbell
	Martin Henner	Jerry Carniglia
	Mark Goehring and Julie Hunn	Sheila Stein
	Charles Chisholm	Nora Davis
	Pat Bryan	Steve Goldman
	Antonia Lewis	Jim O'Connor & Pen Sand
	Otto Poticha	Susan Hyne
	Dennis Clark	Clare Strawn
	Carleen Reilly	Don Kahle
	Jodi Sommers	Patricia Parcels
	Shane MacRhodes	Mike van Mantgem
	Marshall Wilde	
Opposed:	Anne Love	Phyllis Temple
	Paul and Cecelia Heintz	Dean Nussbaum
	Judy Scott	Rich Dambrov
	Rachel Stedman	Bryn Thoms
	Maj Hutchinson	Planet Glassberg
	Nena Lovinger	Charlotte Maloney
	Dale Greenlee	David Cutting
	Sarah Adkison	
	Don McLean and Elizabeth Marshall	
	Jean Darian, Laurie Trautman, and Simon Trautman	

In response to comments opposed to the development, staff has evaluated the items of concern in the following evaluation. The adequacy of the transportation system is evaluated in the following staff report at approval criterion EC 9.8320(5). Density is addressed at EC 9.8320(11)(a). Floodplain development is addressed at EC 9.8320(11)(c). Natural resource impacts are addressed at EC 9.8320(4). Impacts to the Willamette River are evaluated in the concurrent Willamette Greenway permit application, under the approval criteria beginning at EC 9.8815, which follows the PUD evaluation, toward the end of this report. Emergency response is addressed at EC 9.8320(6). Water service is conditioned at EC 9.8320(11)(b). The adequacy of public facilities and services is evaluated at EC 9.8320(7). Stormwater runoff is addressed at EC 9.8320(11)(j). Visual impacts, building location, solar access, screening, and compatibility are evaluated at EC 9.8320(3), EC 9.8320(11)(k), and EC 9.8320(13). In response to testimony about public notice, staff confirms that signs were posted consistent with code requirements. When staff learned that some signs were no longer in place, staff reposted the area (although not required by code) and added an additional large sign at the end of McClure Lane (in excess of code requirements).

All of the testimony provided to date has been forwarded to the Hearings Official under separate cover. Any additional testimony received following this staff report, prior to the public hearing, will be presented to the Hearings Official at the hearing.

Referrals—The Planning Division provided information concerning the applications to other appropriate City and County departments, public agencies, service providers, and the affected neighborhood group. All referral comments received by the Planning Division on this application are included in the application file for reference, and addressed in the context of applicable approval criteria and standards in the following evaluation.

Tentative Planned Unit Development Evaluation

As required by the Type III land use application procedures beginning at EC 9.7300, the Hearings Official must review any PUD application and consider pertinent evidence and testimony as to whether the proposed use is consistent with the criteria required for approval at EC 9.8320 (shown below in **bold** typeface). According to EC 9.7330 and EC 9.8320, the Hearings Official shall approve, approve with conditions, or deny a tentative PUD application with findings and conclusions provided.

In this case, based on the available evidence and findings provided below, staff recommends conditional approval of the applicant's request.

EC 9.8320(1): The PUD is consistent with applicable adopted policies of the Metro Plan.

Metro Plan policies primarily guide local governments in legislative decision-making matters and other long-range planning efforts, and are not intended to be used as mandatory approval criteria for specific development proposals as a part of individual land use applications. In some cases, policies may apply as approval criteria, or at least must be considered as relevant. Text and other provisions of the Metro Plan may also be used in some circumstances to provide context to the meaning or application of the policies. In this case, while staff finds that there are several relevant policies and text that help to inform the decision-making process for this PUD application, none of the policies serve as mandatory approval criteria for the application.

The applicant has addressed several Metro Plan policies (pages 12 through 22 of the applicant's June 14, 2013 written statement), and to the extent that those additional findings and policies of the Metro Plan are also relevant here, staff generally concurs with the applicant's statements. Staff also notes that the proposal for clustered dwellings, which will be divided into condominiums, is consistent with Metro Plan Residential Policies A.17 and A.20, which encourage a range of housing types and home ownership. With regard to Environmental Policies, the subject property is within the floodplain and Willamette Greenway. Policy C.31 calls for development regulations within the floodway fringe to minimize damage to life and property; accordingly, the City has adopted special flood hazard development standards, beginning at EC 9.6706, which will apply at the time of development and are further discussed at approval criterion EC 9.8030(10)(c). With regard to the Willamette Greenway, Policies D.2 and D.3 require land use regulations and limit new development to uses that are compatible with the natural, scenic, and environmental qualities. The applicant has applied for concurrent WG permit approval, which is evaluated below, following the PUD evaluation.

Staff also notes that the City's R-1, Low-Density Residential Zone implements, and is consistent with, the low-density residential land use designation for the subject property in the Metro Plan. The subject property is zoned R-1, and the proposed PUD is therefore subject to the applicable R-1 zoning provisions as discussed throughout the following approval criteria and related standards. To the extent that the PUD is found to be consistent with those applicable zoning provisions and the PUD approval criteria, as is the case here, it is also consistent with the more general policies of the Metro Plan and the approval criterion here at EC 9.8320(1).

EC 9.8320(2): The PUD is consistent with applicable adopted refinement plan policies.

The River Road / Santa Clara Urban Facilities Plan (RR/SC UFP) serves as the applicable adopted refinement plan for the area included in this tentative PUD proposal. The property is designated Low-Density Residential on the Land Use Diagram in the refinement plan. Based on the prior findings at EC 9.8320(1), which are incorporated here by reference; the proposed development complies with the applicable plan designation as implemented through the R-1 zone. The applicant has also addressed several RR/SC UFP policies (pages 23 through 25 of the applicant's June 14, 2013 written statement). To the extent those policies are applicable or relevant to this request, staff generally concurs with the applicant's findings.

Further, the Residential Land Use Element Policy 2.0 provides for a diversity of housing types; the related action suggested by the RR/SC UFP at 2.1 calls for innovative residential development, such as planned unit developments, for new residential development on larger parcels (page 2-14). Based on the above findings, the PUD is consistent with the applicable criterion here, at EC 9.8320(2).

EC 9.8320(3): The PUD will provide adequate screening from surrounding properties including, but not limited to, anticipated building locations, bulk, and height.

Surrounding properties are primarily developed with single-family dwellings on individual lots. The abutting lands to the west and north are vacant lots designated for low-density residential use. City parkland abuts the east property boundary, which is zoned with the /WR Water Resource overlay that establishes a conservation area abutting the Willamette River, farther to the east.

West Property Line – With regard to building locations and screening along the west property line, the applicant's plans show a row of garages abutting the west property line, interrupted toward the midpoint of the property with a recycling building, and flanked to the north and south by gravel parking spaces. The residential development standards at EC 9.2750 require structures to be setback five feet from property lines and 10 feet between structures. The parking area standards at EC 9.6420 require vehicle parking spaces to be on a durable, dust-free surface, with a seven-foot wide landscape strip abutting the property line.

The applicant states that their proposed gravel parking spaces will be durable and dust-free because the gravel will be placed over drainage fabric, rather than dirt. Instead of a building setback and landscape strip, the applicant proposes a "green wall," a continuous eight-foot tall concrete wall with espaliered trees every ten feet, along the west property line. Since the proposed wall is over six feet in height, it is also considered a structure that is subject to the setback requirement. The proposed design requires a modification to code standards, which is

allowed by approval criterion EC 9.8320(11)(k) ("proposed non-compliance"); based on those subsequent findings and conditions, which are incorporated here by reference, the PUD will provide adequate screening along the west property boundary. Staff notes that, if the Hearings Official approves the modification, the applicant is still required by EC 9.2741(7) to obtain an easement from the abutting property owners (Tax Lots 100 and 5700).

North Property Line – With regard to the north property line, the applicant's landscape plan (Sheet L2) shows continuous landscaping, except for the driveway entrance, which is flanked by proposed landscape beds with new tree plantings. As shown on Sheet A1.1 of the applicant's plans (see Attachment D-2), Oakleigh Lane abuts the western portion of the north property line with 20 feet of right-of-way width. South of the existing 20-foot right-of-way, along the north property line, the applicant's plans show an additional 20 feet of special setback area to enable future right-of-way acquisition, should Oakleigh Lane need to be widened in the future.

The applicant's plans show private landscaping and stormwater facilities within the special setback, which is typically not allowed. The proposed buildings are just south of the special setback, which means that those buildings would not have sufficient setbacks from the street if it is widened in the future. Public Works staff indicates that the special setback is not necessary, which resolves the above concerns presented by the applicant's plans. Instead, Public Works staff recommends just enough right-of-way dedication to: (a) meet the minimum right-of-way width to enable future improvement of Oakleigh Lane, with an additional 22.5 feet of right-of-way along the north property line, between the west property line and the east margin of the proposed driveway (50 feet of lineal frontage); (b) provide right-of-way for a future hammerhead turnaround and sidewalk to enable further development of adjacent lands to the north (Tax Lot 200), for an area that is 13 feet wide and 199 feet in length, along the north property boundary; and (c) reserve an area for a future bicycle and pedestrian connection from the future hammerhead to the east property boundary, abutting the City parklands, for an area that is 13 feet wide and 24 feet long. (Refer to Attachment B.) The street right-of-way is evaluated in greater detail under approval criterion EC 9.8320(5).

Building 1, abutting the portion of Oakleigh Lane that is east of the proposed driveway, is setback by a minimum of 21 feet. (Refer to Attachment D-3 for a detail of the north line building setbacks.) The northwest corner of Building 1 is setback 23 feet from the existing north property line, which is just outside the 22.5-foot right-of-way dedication being required. Following the 22.5-foot wide and 50-foot long right-of-way dedication at the northwest property corner, the abutting portion of Building 1 would have a front yard setback of about half a foot. The required front yard setback is 10 feet. The northeast corner of Building 1 is setback from the existing northern property line by 21 feet, which is outside the abutting area of right-of-way dedication being required. The right-of-way requirement along the northeast portion of Building 1 is 13 feet; hence, the building setback would be about eight feet, which is also less than the 10-foot front yard setback requirement. The applicant requests a modification to the front yard setback requirements, in accordance with the PUD purpose statements. This issue is evaluated later in this report, under approval criterion EC 9.8320(11)(k).

The easterly portion of the north property line is bordered by a row of existing large cedars, which are primarily located on the property to the north. Three attached dwelling units (Building 2) are

proposed to be located south of these trees, with the closest part of the building being setback 12 feet from the north property line. With the 13 feet of additional right-of-way being required along this portion of the north property line, the northwest corner of Building 2 would be within the right-of-way, which is not acceptable. As such, the following condition of approval is necessary:

- The final PUD plans shall show Building 2 located outside (moved south) of the required right-of-way dedication along the north property line.

The above condition protects the right-of-way. Following right-of-way dedication, the required setback would be 10 feet; however, the building would have no setback if it were just moved south of the right-of-way, as conditioned above. Again, the applicant requests a modification to the setback standards, which is evaluated under approval criterion EC 9.8320(11)(k).

Another consideration for the north property line is the row of cedar trees on the abutting lands to the north. Although the applicant's plans (Sheet L3) show preservation of the trees (refer to Attachment D-4), the critical root zone (CRZ) of the cedars projects into more than half of Building 2. It is unclear whether this is an acceptable level of disturbance. As such, the following condition of approval is necessary:

- Prior to final PUD approval, the applicant shall submit a report from a certified arborist confirming that the row of cedars on adjacent lands to the north can survive the construction impacts of the proposed development (and include any necessary protection measures to ensure survival). The final PUD plans shall show the location of Building 2 and any related protection measures (e.g. construction fencing for protected CRZ areas) consistent with the arborist's recommendations.

Based on the above findings, conditions, and the subsequent findings provided at EC 9.8320(11)(k), which are incorporated here by reference, the PUD will provide adequate screening along the north property line.

East Property Line – The east property line abuts City parkland, which is an undeveloped natural resource area bordered by the Willamette River farther to the east. The distance between the subject property and the ordinary high water line of the Willamette River ranges between 200 and 243 feet, according to the applicant's topographical survey. The applicant's topographical survey also shows the approximate boundaries of the special flood hazard area, notes that the base flood elevation is about 401 feet, and indicates that about 100 feet of the eastern portion of the property is below the base flood elevation. Between the 401-foot contour and the east property boundary, the applicant's survey shows a 26-inch diameter cedar, to the north, and a filbert cluster to the south.

The applicant's tree removal and preservation plan (Sheet L3, Attachment D-4) indicates that the 26-inch cedar will be removed to accommodate three dwelling units abutting the north property line. This building is approximately 10 feet from the east property line. Buildings to the south are located farther from the east property line, with the closest building being a bike storage shed, which is about 20 feet from the east property line, near the southern property boundary. The applicant's tree removal and preservation plan shows that the filbert cluster, and a row of fruit

trees along the southern property boundary, will be preserved. Based on these findings, the PUD will provide adequate screening along the east property line.

South Property Line – As noted above, a row of fruit trees along the eastern portion of the southern property line will be preserved. The applicant's removal and preservation plans indicate that a 24-inch fir and a 22-inch hemlock need to be removed to accommodate three dwelling units near the western portion of the south property line. Sheet A1.1 of the applicant's plans (see Attachment D-2) show Building 5 and 6 setback seven and five feet from the southern property line, respectively, with the exception of the southeast corner of Building 6, which appears to be within a foot of the property line. It is noted that the affected property owner to the south submitted a letter in support of the proposed development (Mr. Adee). Further, as recommended at EC 9.8320(11)(k), the applicant will be required to obtain an easement from the abutting property owner for the substandard building setback. Sheet L2 of the applicant's plans shows a 30-inch fence along the south property line, abutting Building 6. As such, staff assumes there is sufficient screening along the south property line abutting Buildings 5 and 6.

The southwest corner of the site has a paved vehicle use area and gravel parking areas. The applicant proposes landscape planter beds between the parking spaces and the southern property line and an eight-foot tall concrete wall on the southern property line, abutting the vehicle use area. As discussed previously, the concrete wall is a structure subject to interior yard setback requirements, which is five feet. With the wall located on the property line, the applicant will be required to obtain an easement from the affected property owner (Tax Lot 5600), as conditioned at EC 9.8320(11)(k). It is noted that the owner of Tax Lot 5600, Mr. Campbell, submitted a letter in support of the proposed development. Based on these findings, the PUD will provide adequate screening along the south property line.

With regard to the overall bulk and height of the proposed buildings, the largest building is the common house, which is located toward the center of the site. None of the buildings exceed the maximum building height of 30 feet, established by the R-1 zone at EC 9.2750. The building dimensions are also within the maximums of the multiple-family development standards at EC 9.5500. Based on these findings, building bulk and height does not appear to necessitate further screening mitigation.

Based on the available information and the above findings and conditions, the PUD will comply with approval criterion EC 9.8320(3).

EC 9.8320(4): The PUD is designed and sited to minimize impacts to the natural environment by addressing the following:

- (a) **Protection of Natural Features.**
 - 1. **For areas not included on the City's acknowledged Goal 5 inventory, the preservation of significant natural features to the greatest degree attainable or feasible, including:**
 - a. **Significant on-site vegetation, including rare plants (those that are proposed for listing or are listed under State or Federal law), and native plant communities.**

- b. All documented habitat for all rare animal species (those that are proposed for listing or are listed under State or Federal law).
- c. Prominent topographic features, such as ridgelines and rock outcrops.
- d. Wetlands, intermittent and perennial stream corridors, and riparian areas.
- e. Natural resource areas designated in the Metro Plan diagram as "Natural Resource" and areas identified in any city-adopted natural resource inventory.

The subject property is within the Willamette Greenway boundary, and as noted previously, an adopted Goal 5 water resource conservation area is located east of the subject property, on the City parklands. (Refer to Attachment A.) There is no natural resource area designated in the Metro Plan or any other adopted natural resource inventory that includes protected resources on the subject property. The available information indicates that the subject property does not contain any rare plant or animal species, prominent topographical features, wetlands, streams, or riparian areas. With regard to significant natural features, the applicant states that the site is primarily a meadow, consisting of a cover crop of short grass with scattered fruit and fir trees. Tree preservation is evaluated below.

- (b) **Tree Preservation.** The proposed project shall be designed and sited to preserve significant trees to the greatest degree attainable or feasible, with trees having the following characteristics given the highest priority for preservation:
- 1. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 - 2. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 - 3. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 - 4. Trees that provide a buffer between potentially incompatible land uses;
 - 5. Trees located along the perimeter of the lot(s) and within building setback areas;
 - 6. Trees and stands of trees located along ridgelines and within view corridors;
 - 7. Trees with significant habitat value;
 - 8. Trees adjacent to public parks, open space and streets;
 - 9. Trees located along a water feature;
 - 10. Heritage trees.

The applicant states that there are approximately 135 existing trees on the subject property (see page 28 of the applicant's June 14, 2013 written statement). The applicant's tree removal and preservation plan is shown on sheet L3 (Attachment D-4). The applicant states that only four "significant" trees will be removed, according to the following definition:

EC 9.0500 Significant Tree: A living, standing tree having a trunk with a minimum cumulative diameter breast height of 8 inches, or, when there are multiple trunks, having a minimum cumulative diameter breast height of 8 inches, considering the 2 largest trunks measured at 4.5 feet above mean ground level at the base of the trunk or

trunks.

The location, species, and size of the trees on the subject property are also shown in the applicant's topographical survey, which confirms that most of the trees are fruit and filbert trees that are less than eight-inches in diameter. Most of those trees are proposed for removal. The larger fruit trees along the southeast property line are proposed for preservation, which complies with the above approval criterion as these trees provide screening and buffering functions. The applicant also proposes to preserve a group of ash trees, west of Building 7, and a cluster of young cedar trees between Buildings 3 and 4. Preservation of these trees complies with the above criterion because they are stands of trees, rather than isolated individuals. The most significant tree being preserved on the subject property is a 14-inch fir located in the southwest portion of the property. The applicant's plans delineate the critical root zone (CRZ) of the tree to show that it can survive construction impacts, which are primarily the surrounding vehicle use areas, rather than buildings.

The applicant's plans also show the CRZ of three fir trees on the adjacent property to the west to show that the proposed parking garages and concrete wall will not require their removal. As discussed previously at EC 9.8320(3), the applicant has not delineated the CRZ for the row of cedars abutting the north property line. Under the screening criterion at EC 9.8320(3), staff recommended a condition for the final PUD plans to show the CRZ of the row of cedars abutting the north property line, with either supporting documentation from a certified arborist that the trees could survive construction impacts or moving Building 2 farther to the south, outside the CRZ. Based on the condition established at EC 9.8320(3), which is incorporated by reference, approval criterion EC 9.8320(4) is also satisfied.

(c) Restoration or Replacement.

1. **For areas not included on the city's acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in criteria (a) and (b) above, through the restoration or replacement of natural features such as:**
 - a. **Planting of replacement trees within common areas; or**
 - b. **Re-vegetation of slopes, ridgelines, and stream corridors; or**
 - c. **Restoration of fish and wildlife habitat, native plant habitat, wetland areas, and riparian vegetation.**

To the extent applicable, restoration or replacement shall be in compliance with the planting and replacement standards of EC 6.320.

The area is not included on the City's acknowledged Goal 5 inventory. The applicant proposes to mitigate the removal of four trees by planting approximately 26 new trees within the common areas. Based on these findings, this criterion is met.

- (d) Street Trees. If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved, or approved with conditions according to the process at EC 6.305.**

No street trees are proposed for removal.

EC 9.8320(5): The PUD provides safe and adequate transportation systems through compliance with the following:

- (a) **EC 9.6800 through EC 9.6875 Standards for Streets, Alleys, and Other Public Ways (not subject to modifications set forth in subsection (11) below).**

Oakleigh Lane abuts the west half of the north boundary of the subject property. The applicant's survey shows that the portion of Oakleigh Lane abutting the subject property has 20 feet of right-of-way width, with approximately 19 feet of pavement width that partially overlaps the north boundary of the subject property, outside the public right-of-way. Instead of dedicating additional right-of-way to widen the roadway, the applicant proposes a 20-foot special setback from the north property boundary (which coincides with the official right-of-way centerline).

East of the roadway is a row of cedar trees, which are primarily on adjacent lands to the north. Hence, extending Oakleigh Lane to the east would necessitate right-of-way dedication from the northerly property owner and, potentially removal of the cedar trees. Instead of extending Oakleigh Lane to the east, the applicant submitted a street connectivity study prepared by Access Engineering, LLC, which shows how the adjacent lands to the north could be further divided with flag lot access off the existing 20 feet of right-of-way, with just an additional five-foot right-of-way dedication (as multiple flag lots require 25 feet of street frontage). (Refer to Attachment D-5.)

Referral comments from Public Works confirm that the proposed street layout provides a safe and adequate transportation system, subject to additional findings and conditions for compliance with EC 9.6805 through EC 9.6875 Street Standards, as provided below. With regard to EC 9.6805 Dedication of Public Ways, Public Works staff recommends right-of-way dedication west of the development's driveway, so that the abutting street, Oakleigh Lane, will comply with EC 9.6870 Street Width. Public Works staff also recommends right-of-way dedication, east of the driveway, to enable the construction of a hammerhead turnaround, consistent with EC 9.6820 Cul-de-Sacs and Turnarounds. Public Works staff confirms that no additional right-of-way or special setback is required based on the acceptability of the applicant's street connectivity study; Public Works staff recommends the exception to EC 9.6815 Street Connectivity be approved. Details of these findings, with the recommended conditions of approval, are provided below.

Pursuant to EC 9.6850 Dedication of Public Ways, as a condition of any development, the City may require dedication of public ways for bicycle and/or pedestrian use as well as for streets and alleys, provided the City makes findings to demonstrate consistency with constitutional requirements. The public ways for streets to be dedicated to the public by the applicant shall conform to the adopted right-of-way map and EC Table 9.6870. EC 9.6870 Street Width confirms that the required right-of-way width for Oakleigh Lane is 45 feet, based on the street functioning as a Low-Volume Residential Street. Public Works staff confirms that there are currently 25 residential tax lots along Oakleigh Lane, and with the addition of 29 dwelling units proposed by the subject development, the Average Daily Traffic (ADT) would be greater than 500 trips per day, which is within the expected 250-750 ADT range for low-volume streets.

The existing right-of-way width abutting the subject property is 20 feet, which was dedicated by properties to the north, per the Plat of Oakleigh in 1927. The southerly margin of this 1927 dedication

is the official right-of-way centerline for Oakleigh Lane. Any additional dedications required of the subject development would be based on this centerline. Based on the right-of-way requirement of 45 feet for a low-volume street, and the existing 20 feet of right-of-way width located north of centerline, an additional 22.5 feet of right-of-way dedication (half of 45 feet) from the subject property is necessary, for the portion of the street being impacted by the subject development (i.e. from the site driveway to the west property boundary, which is about 50 lineal feet).

Oakleigh Lane currently terminates near the proposed driveway. As noted above, the right-of-way width needs to be expanded by an additional 22.5 feet in width for a length of 50 feet, between the northwest property corner, over the proposed site entrance, and five feet east of the proposed driveway to accommodate the approach apron and sidewalk. Beyond that point, Public Works staff confirms that right-of-way is needed to enable further development of adjacent lands to the north, and to provide a future hammerhead turnaround and sidewalk at the east end of the street. The acceptability of not extending the street, further to the east, is based on an exception to EC 9.6815 Street Connectivity. Public Works staff confirms that the applicant's alternative street plan, along with their narrative that addresses the intent statements at EC 9.6815(1), an exception is warranted pursuant to EC 9.6815(2)(g)(1).

The applicant's alternate street study (Figure 1, Attachment D-5) identifies the amount of right-of-way necessary to construct an emergency vehicle turnaround at the end of Oakleigh Lane, and to provide the necessary frontage for flag lot development of undeveloped adjacent lands to the north (Tax Lot 200). Public Works staff indicates that the applicant's proposal is sufficient to accommodate the turnaround, but not the area necessary to extend the sidewalk along the south side of the turnaround, to separate pedestrians from vehicles and provide a safe public walking surface for the residents of the proposed development. The amount of right-of-way necessary to allow for the construction of the proposed turnaround and adjacent sidewalk would be a strip that is 13 feet wide by 199 feet in length. These dimensions assume that the turnaround would be 21 feet wide and that the north edge of the turnaround would match the existing edge-of-pavement in Oakleigh Lane, which is shown on the tentative plans as being six feet south of the existing right-of-way. The addition of a six-inch curb, five-foot sidewalk, and six inches behind the sidewalk, as necessary for construction purposes, results in the need for a total of 33 feet of right-of-way (for the future hammerhead turnaround at the east end of Oakleigh Lane), 13 feet of which is within the bounds of the proposed development (with the balance coming from the northerly property, whenever that property decides to develop). Construction of the hammerhead turnaround is not necessary or feasible at this time; the need will be based on further development of adjacent lands to the north. The right-of-way secured with this development will enable future development of that northerly property.

EC 9.6820 Cul-de-Sacs and Turnarounds require streets that are longer than 150 feet to terminate with a cul-de-sac bulb or an emergency vehicle turnaround (or hammerhead). The street connectivity exception also warrants an exception to the 400-foot maximum length of a dead-end street, pursuant to EC 9.6820(5)(b).

With regard to EC 9.6835 Public Accessways, Public Works staff notes that the nearest public accessway is located farther to the north, between the east terminus of East Hilliard Lane and the public bike path that runs along the west bank of the Willamette River. The Pedestrian and Bicycle

Master Plan identifies a future connector from the east end of McClure Lane to the riverfront path, farther to the south of the subject property. The development proposes an internal sidewalk system that terminates at the southeast property corner, which would enable a future connection through the abutting City parkland to the McClure system to the south. (Refer to Attachment C.)

The segment of the internal sidewalk system that is located between the most easterly building (a bike barn) and the east property line is shown as having a graveled, rather than a paved, surface. This unimproved surface is appropriate because there are no plans or funding for construction of a public path on the City property at this location. Residents of the development will naturally want to walk across the City parkland toward the river. Parks staff state no objections or concerns. This proposed path at least delineates a more confined direction of travel, rather than random wandering through the City's resource area. This portion of the City property has been cultivated as a filbert orchard, which has been maintained by the former owner of the subject property, as discussed in the applicant's written statement. There appears to be an informal path between the orchard and the subject property that would direct travelers to the southerly McClure Lane right-of-way. Public Works staff confirms that the planned bicycle and pedestrian connection through the City's parkland is from McClure Lane toward the easterly West Bank Bike Path, which is a regional facility that borders the west bank of the Willamette River.

The applicant's plans also show an informal path, along the north property line, from the existing end of Oakleigh Lane to the riverfront path system. On page 31 of the written statement, the applicant indicates that the path "will be improved and maintained by Oakleigh Meadow, LLC." The applicant does not propose to improve the path with pavement, but rather to keep its current conditions open to the public. The right-of-way dedication being required for Oakleigh Lane covers most of this informal path. Between this right-of-way and the east property line (24 lineal feet), a 13-foot wide public access way is necessary to provide for a future bike path connection from the approved turnaround and sidewalk in the direction of the West Bank Bike Path.

In order to ensure compliance with the standards of EC 9.6835 Public Accessways, EC 9.6820 Cul-de-Sacs and Turnarounds, and to implement the applicant's alternative street study, as required for an exception to EC 9.6815 Street Connectivity, the following conditions of approval are necessary:

- Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5 feet of right-of-way along the northerly boundary of the development, between the westerly boundary of the proposed development and a line that is 50 feet east of the westerly boundary, and also to show the dedication of 13 feet of right-of-way extending from the aforementioned line (the east end of the required 22.5 feet of right-of-way dedication) to a line that is 117 feet beyond (east of) the existing the existing right-of-way (for a total length of 199 feet). Additionally, the revised site plan shall show the dedication of a 13-foot wide Public Accessway along the northerly boundary, which extends from the east end of the aforementioned right-of-way to the easterly property boundary (for a total distance of 24 lineal feet).
- Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed which reflects the right-of-way as shown on the final site plan.

(Refer to Attachment B for a depiction of the required dedication areas.)

Constitutional Findings for Exaction:

It is in the public's interest to have Oakleigh Lane consist of 45 feet of right-of way through the development site's entry drive aisle and to consist of 33 feet beyond the drive aisle to the terminus of the street in order to ensure: safety for pedestrians, bicyclists and motorists traveling on Oakleigh Lane (a low-volume street); the efficient provision of emergency services; and that the proposed development and adjacent properties are accessible via Oakleigh Lane.

There is a nexus between the requirement to dedicate 22.5 feet of right-of-way west of the drive aisle and 13 feet east of the drive aisle and the public interest at issue. The 22.5 feet of right-of-way will result in one-half of the 45 feet of right-of-way which is necessary to construct Oakleigh Lane to the City's minimum street design standards which have been established for a low-volume street. The 13 feet of right-of-way will provide sufficient right-of-way on the south side of the centerline to construct emergency vehicle turnaround with adjacent sidewalks to City standards. Improving Oakleigh Lane to these standards will: allow for two-way vehicular and bicycle traffic; provide separation between vehicular traffic and pedestrians; and provide for emergency response and access to adjacent lots. Because 45 feet of right-of-way is the minimum amount of right-of-way necessary to construct Oakleigh Lane in this manner as a low-volume street, and because 33 feet of right-of-way is the minimum amount of right-of-way necessary to construct the turnaround at this location, the public interest in safe vehicular, pedestrian and bicycle travel and emergency response and access will be at risk if the 22.5 and 13 foot strips of right-of-way are not dedicated.

The requirement to dedicate 22.5 feet of right-of-way from the westerly boundary of the proposed development primary drive aisle and 13 feet from the drive aisle to a line that is 117 feet in length, as measured from east of the existing terminus of the right-of-way is roughly proportional to the impact that the proposed development will have on the City's transportation facilities. The proposed development will result in a 29 new residential units. These residential units will be accessible only from Oakleigh Lane. Currently, 25 lots, consisting of a mix of residential, general office and commercial zoning have structures that take access onto Oakleigh Lane; thus, the additional 29 residential units will increase the number of structures that access this Oakleigh Lane by over 100 percent. The construction of the new structures will result in an increase of vehicular traffic onto Oakleigh Lane by approximately 164 new vehicular trips per day. See Trip Generation Manual from the Institute of Transportation Engineers (ITE) for Residential Condo / Townhouses (Category 230).

Without the additional right-of-way, Oakleigh Lane cannot be improved to the City's minimum street design standards and the 164 new vehicle trips per day generated by the proposed development, along with the additional pedestrian and bicycle traffic generated by the proposed development, will not be assured of safe access via Oakleigh Lane. This is the last opportunity that the City will have to require the dedication of the right-of-way prior to the City needing the right-of-way for street construction.

It is also in the public interest to have a connected street and bike path system that allows pedestrians and bicyclists to safely and efficiently use the public system as a means of travelling throughout the City and to use alternative modes of transportation when traveling between the commercial, residential and recreational areas of the City.

There is a nexus between the requirement to dedicate a 13 foot public accessway and the public interest at issue. The dedication of a 13 foot public accessway will allow for the construction of a 12 foot wide bike path connecting Oakleigh Lane to the West Bank Bike Path. The 13 foot public access way will also allow for the south edge of the bike path to be aligned with the south edge of the future Oakleigh sidewalk and provide an additional six inches on each side of the bike path for constructability purposes. Because 13 feet is needed to construct a bike path connector in this manner as a standard 12 foot wide bike path, the public interest in safe pedestrian and bicycle travel between Oakleigh Lane and the West Bank Bike Path and throughout the City will be at risk if the 13 foot public access way is not dedicated.

Dedication of the 13 foot public access way is roughly proportional to the impact that the proposed development will have on the City's transportation facilities. The proposed development will result in 29 residential units. By creating new residential units, the proposed development will increase the number pedestrians and bicyclists using the bike path system. Using LCOG's Metro Trans Model "EMME 2" to determine vehicular and non-vehicular components for the street system, projections for bike/pedestrian trips generated by a proposed residential development of 29 units would generate five percent of the estimated 168 Average Daily Vehicular Trips from the development, or approximately eight bike/pedestrian trips per day. However, based on the applicant's written statement and because of the proximity of this development to the West Bank Bike Path, it is safe to assume that the number of daily bike/pedestrian trips from this proposed development would be significantly greater than the projected eight trips. Regarding the size of the dedication in comparison to the size of the proposed development site, the total area of the public access way is approximately 312 square feet, or approximately 0.3 percent of the total development site. This development application is the last opportunity that the City will have to require the dedication of the public access way prior to the City needing the public access way for bike path construction.

The above findings and conditions demonstrate compliance with: EC 9.6805 Dedication of Public Ways; EC 9.6835 Public Accessways; EC 9.6870 Street Width; EC 9.6815 Street Connectivity; and EC 9.6820 Cul-de-Sacs and Turnarounds. Based on compliance with EC 9.6870, the street standards at EC 9.6850 Street Classification Map are also met. Public Works staff confirms that the following street standards do not apply: EC 9.6830 Intersections of Streets and Alleys, because no intersections are being created; EC 9.6810 Block Length, because no new local streets are proposed or required; EC 9.6840 Reserve Strips because, given the location of the required right-of-way, a reserve strip would not prevent access to adjacent properties, which would be the only purpose of a reserve strip in this case; EC 9.6845 Special Safety Requirements because the street is a dead-end and, therefore, discourages use by non-local motor vehicle traffic; EC 9.6855 Street Names, because no new streets are being created; EC 9.6860 Street Right-of-Way Map, because the proposal does not amend the adopted map; and EC 9.6875 Private Street Design Standards because the internal access is a driveway, rather than a private street.

Based on the above findings and conditions, the development will comply with the applicable street standards at EC 9.6800 through EC 9.6875.

- (b) Pedestrian, bicycle and transit circulation, including related facilities, as needed among buildings and related uses on the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks, provided the city makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can reasonably be expected to be used by bicyclists.**

The applicant's plans show pedestrian and bicycle circulation within the development via interconnected paths between the buildings and bicycle parking areas. The applicant notes that there is an existing worn path along the north property line, between the Oakleigh Lane roadway and the east property line, abutting the City parklands. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. The previous requirement for additional right-of-way dedication (13 feet wide and 24 feet long) will address this issue and satisfy the above criterion.

With regard to bicycles and pedestrians traveling westward on Oakleigh Lane toward transit services on River Road, referral comments from Public Works staff state that, for unimproved local streets in the River Road area (i.e., streets that lack sidewalks and have not been striped to identify dedicated travel lanes), the expectation is that pedestrians and bicyclists will share the paved surface with vehicles. Additionally, there is a tendency on dead end streets such as Oakleigh Lane, for motorists to travel at slower, more cautious speeds, because of the perceived narrowness of the street.

Public Works staff confirm that, until such time that property owners elect to improve Oakleigh Lane to full City standards (including sidewalks), the existing paved surface of Oakleigh Lane will continue to adequately provide for vehicle and pedestrian traffic, as well as for emergency vehicles and delivery services, provided the paved surface is not blocked by parked vehicles. With regard to public comments received about vehicle parking occurring on the shoulders of the roadway, Public Works staff notes that, technically, such parking is not allowed. The street could be signed for no parking as part of improving the street, but not before, because the City does not maintain unimproved streets.

Public Works staff states that the existing paved surface provides safe passage for two-way vehicular traffic, bicycles, pedestrians and emergency vehicles. As such, Public Works staff indicates that there is nothing to suggest that the impacts of the proposed development will result in unsafe conditions in Oakleigh Lane. Public Works staff confirms that it is appropriate to defer public improvements via an irrevocable petition.

Referral comments from Lane Transit District (LTD) staff also confirm that transit service is provided from River Road (i.e. *51 Santa Clara* and *52 Irving* routes), to the west. LTD staff states no objection to the proposed development.

- (c) The provisions of the Traffic Impact Analysis Review of EC 9.8650 through 9.8680 where applicable.**

The proposed development does not meet any of the thresholds established in EC 9.8650 through 9.8680. The creation of 29 dwelling units is estimated to generate an additional 29 peak hour trips, which is well below the 100-trip threshold for requiring a Traffic Impact Analysis. Referral comments from Public Works staff indicate no concerns related to traffic safety issues or poor service levels which will result from this development. Based on these findings, the above criterion does not apply.

EC 9.8320(6): The PUD will not be a significant risk to public health and safety, including but not limited to soil erosion, slope failure, stormwater or flood hazard, or an impediment to emergency response.

Regarding soil erosion and slope failure, the applicant's geotechnical analysis confirms that the site is geologically stable and adequate for development. The analysis provides construction techniques consistent with industry standards, none of which indicate the existence of unsafe sub-surface conditions. Public Works staff confirms that the analysis indicates no soil conditions that would otherwise require extensive construction to mitigate any significant geological hazards or soil drainage issues. Due to the size of the development, an erosion prevention permit will be required prior to any ground-disturbing activities.

With regard to flood hazard, the subject property is within a special flood hazard area; as such, development of the subject property is subject to the special flood hazard area development standards at EC 9.6706 through EC 9.6709, which is addressed in greater detail at EC 9.8320(11) and is incorporated here by reference. The development itself will not result in unreasonable risk of flood, per the stormwater management evaluation at EC 9.8320(11)(j).

With respect to the provision of emergency vehicle response, the applicant states the proposed access on Oakleigh Lane and the hammerhead turnaround within the development site is sufficient for the proposed development. Referral comments from Public Works staff indicate that this on-site turnaround must provide for emergency vehicle access by being within a temporary emergency access easement. The proposed turnaround area meets the dimension requirements for a hammerhead. Referral comments from the Fire Marshal state no concern with the turnaround. The permanent turnaround is anticipated at the end of Oakleigh Lane, when properties to the north further develop. As recommended previously at EC 9.8320(5)(a), the applicant is required to dedicate right-of-way for the portion of the future turnaround that would overlap the subject property. Based on these findings, the following condition of approval is necessary:

- Prior to final PUD approval, the applicant shall dedicate a temporary emergency vehicle access easement over the on-site hammerhead and the access drive from Oakleigh Lane, and show this easement on the final PUD plans.

Other public health concerns and necessary infrastructure improvements are otherwise addressed with respect to approval criteria at EC 9.8320(5)(b) and (11)(b). Given the available information, and based on the findings as set forth above, it is concluded that the proposed development will comply with this criterion.

EC 9.8320(7): Adequate public facilities and services are available to the site, or if public services and facilities are not presently available, the applicant demonstrates that the services and facilities will be available prior to need. Demonstration of future availability requires evidence of at least one of the following:

- (a) **Prior written commitment of public funds by the appropriate public agencies.**
- (b) **Prior acceptance by the appropriate public agency of a written commitment by the applicant or other party to provide private services and facilities.**
- (c) **A written commitment by the applicant or other party to provide for offsetting all added public costs or early commitment of public funds made necessary by development, submitted on a form acceptable to the city manager.**

Public Works staff concurs with the applicant's statement that adequate public utilities and services, including wastewater service, are presently available to the site as indicated on the applicant's plans. Further findings at EC 9.8320(11)(b) and (j), regarding public improvements and stormwater respectively, are incorporated herein by reference as further evidence that these services are available to or can be retained on-site. The provision of water and electric services and other utilities is subject to review by the Eugene Water and Electric Board (EWEB) or other utility providers. Referral comments from EWEB staff confirm that the water system needs to be upgraded within Oakleigh Lane and looped through the subject property for a connection with the system in McClure Lane. Approval conditions related to water service are included below, at EC 9.8320(11)(b). The applicant's written statement also confirms their commitment to provide funds necessary for development. Given these findings, the proposal is in compliance with this criterion.

EC 9.8320(8): Residents of the PUD will have sufficient usable recreation area and open space that is convenient and safely accessible.

As shown on the applicant's site plan, common open space is provided at the center of the development that is convenient and safely accessible by all residents. Further, there is ample open space as part of the abutting City parkland, which abuts the east boundary of the subject property and includes regional bicycle facilities (i.e. the West Bank Bike Path). This criterion is met.

EC 9.8320(9): Stormwater runoff from the PUD will not create significant negative impacts on natural drainage courses either on-site or downstream, including, but not limited to, erosion, scouring, turbidity, or transport of sediment due to increased peak flows or velocity.

The site contours indicate that the subject property currently sheet drains to the east. The applicant proposes to maintain the existing drainage patterns by directing overflow from the proposed on-site stormwater management facilities toward the east property line, abutting the City parkland. The on-site stormwater management facilities consist of piped collection and conveyance systems that are interspersed with pollution-reduction facilities, which include filtration rain gardens abutting the dwellings and a vegetated swale in the common open space. The overflow to the parkland will be dispersed evenly toward the east property boundary with four outfalls that are designed to reduce flow volumes and velocities.

Referral comments from Public Works staff confirm that the overflow to the parkland is acceptable, provided the flow is not concentrated or otherwise cause damage to the City's property. The preliminary design information provided by SSW Engineers confirms that the development will meet this expectation, as well as the stormwater development standards at EC 9.6791 through EC 9.6797, which is addressed in detail at EC 9.8320(11)(j) and is incorporated here by reference.

Based on these findings, the development will comply with this criterion.

EC 9.8320(10): Lots proposed for development with one-family detached dwellings shall comply with EC 9.2790 Solar Lot Standards or as modified according to subsection (11) below.

This criterion does not apply because the development is for multiple-family dwellings, rather than one-family detached dwellings. Further, EC 9.2790 applies to the creation of lots in the R-1 zone, whereas the subject development is not creating any new lots. Nevertheless, the solar setback standards of EC 9.2795 apply to all structures on R-1 zoned lots, 4,000 square feet or greater, with a north-south dimension of at least 75 feet. The applicable solar setback standards are evaluated at EC 9.8320(11)(k).

EC 9.8320(11): The PUD complies with all of the following:

- (a) EC 9.2000 through 9.3915 regarding lot dimensions and density requirements for the subject zone. Within the /WR Water Resources Conservation Overlay Zone or /WQ Water Quality Overlay Zone, no new lot may be created if more than 33% of the lot, as created, would be occupied by either:
 1. The combined area of the /WR conservation setback and any portion of the Goal 5 Water Resource Site that extends landward beyond the conservation setback; or
 2. The /WQ Management Area.

The development is not creating residential lots; as such, EC 9.2760 Residential Zone Lot Standards do not apply. The subject property is not within a /WR or WQ area. With regard to density, based on the R-1 Low-Density Residential zoning and EC 9.2750 Residential Zone Development Standards, the subject property is permitted to have a maximum net density of 14 units per acre. EC 9.2751(1)(b) explains that net density is the number of dwelling units per acre of land in actual residential use and reserved for the exclusive use of residents in the development, such as common open space or recreational facilities. EC 9.2751(1)(c) states that, for calculating net density, the acreage of land considered part of the residential use shall exclude public and private streets and alleys, public parks, and other public facilities.

The subject property is 102,808 square feet (2.3 acres). The right-of-way dedications being required total 4,024 square feet: $(22.5 \times 50) + (13 \times 199) + (13 \times 24)$. Additionally, there is an existing public wastewater easement along the east property line that affects 3,230 square feet of the subject property (10 feet wide and 323 long). These areas $(4,024 + 3,230)$ need to be subtracted from the gross density to establish the allowable density of 14 units per net acre $(102,808 - 7,254)$. With 95,554 square feet (2.19 acres) of net area, the allowable density is 30 units. The development includes 29 units (including the common house), which is within the

allowed net density. The proposed 29 units on 2.19 net acres translate to a density of 13 units per acre.

EC 9.8310(4)(a) Tentative PUD General Application Requirements confirm that easements benefiting the residents of the PUD may be included in the residential density calculations. As such, the proposed driveway is not excluded from this calculation. It is further noted that the shared driveway is not a private street, which is typically necessary to provide frontage for the creation of lots; the development is not creating additional lots. The on-site turnaround is also not a public facility in that it is not open to the general public (for those traveling on Oakleigh Lane), but only to provide emergency vehicle access to the development. Eugene Water and Electric Board (EWEB) staff has indicated that an off-site easement is needed to provide a looped water system prior to development of the subject property, but has not indicated that any easements are needed through the subject property.

Based on the above findings, the PUD complies with EC 9.8320(11).

(b) EC 9.6500 through EC 9.6505 Public Improvement Standards.

EC 9.6500 Easements

This section authorizes the City to require dedication of easements for wastewater sewers and other public utilities and access under certain circumstances. This section also prohibits obstructions within public easements. The applicant's survey and engineering plans indicate that there are no existing or proposed easements, other than the 20-foot wide public sewer easement that overlaps the east boundary of the subject property and an underground 72-inch wastewater trunk line. The applicant's plans show no encroachments within this public easement, other than the paths along the north and south property boundaries for bicycles and pedestrians.

Public Works staff notes that the applicant's title report identifies the following three easements, which are not shown on the tentative plans: (1) an easement recorded on August 6, 1947 at Book 353, Page 146 in favor of the United States for power lines and appurtenances; (2) an easement reserved in a deed recorded March 6, 1942 at Book 229, Page 60 from Nellie McClure, a single person, to H.H. Harris and Gladys M. Harris for a roadway; and (3) an easement recorded October 11, 1949 at Book 403, Page 285 in favor of the United States of America. The applicant's surveyor has confirmed that all these easements are shown on the survey map and do not impact the applicant's proposed development.

In regards to additional public easements, Public Works staff only identify the need for a temporary emergency vehicle access easement; see the prior findings and condition at EC 9.8320(5)(a), which are incorporated here by reference. Referral comments from the Eugene Water and Electric Board (EWEB) also indicate the potential need for additional easements, which will be more precisely determined when the service design is approved by EWEB; refer the findings and condition at EC 9.8320(11)(b) and the referenced water standards at EC 9.6505(1), which are incorporated by reference.

Based on the above findings, the proposed development will comply with EC 9.6500.

EC 9.6505 Improvements-Specifications

This section requires all public improvements to be designed and constructed in accordance with adopted plans and policies, the procedures specified in EC Chapter 7, and standards and specifications adopted pursuant to EC Chapter 7. Additionally, all developments are required to be served by and implement infrastructure improvements including water, sewage, streets, street trees, street lights, sidewalks, access ways, and stormwater drainage.

EC 9.6505(1) Water Supply

Water service for the proposed development must be provided in accordance with Eugene Water and Electric Board (EWEB) policies and procedures. Referral comments from EWEB staff are as follows:

The existing water infrastructure in Oakleigh Lane and McClure Lane is inadequate to serve any additional development or provide the necessary fire flows along Oakleigh Lane. Therefore, prior to any development of the site, significant upgrades of the water facilities in Oakleigh Lane and McClure Lane along with a loop connection between these streets through the project site will be required to serve the property. Easements will be required across private property to make the loop connection to McClure Lane to the south. The developer will need to fill out EWEB's standard design agreement prior to EWEB proceeding with design of the upgrades.

To ensure compliance with the water supply standards of EC 9.6505(1), the following conditions of approval are also necessary:

- Prior to final PUD approval, the applicant shall provide documentation from EWEB, confirming that water facilities are available for the proposed development.

As conditioned above, the PUD will comply with EC 9.6505(1).

EC 9.6505(2) Sewage

This standard requires all developments to be served by wastewater sewage systems of the City, in compliance with the provisions of EC Chapter 6. The applicant proposes to connect to the existing eight-inch public wastewater system within Oakleigh Lane, abutting the northwest property boundary. Public Works staff confirms that an eight-inch lateral was stubbed (under City Contract File No. 1992-0011) to the subject property from the manhole (structure number 49033) to the subject property. Public Works staff notes that there is a pending assessment for this wastewater infrastructure, which will become due at the time of development. Based on these findings, the applicant's proposed wastewater system conceptually complies with applicable sewage specifications, subject to a more detailed review during the subsequent site development and building permit processes.

EC 9.6505(3) Streets and Alleys and (4) Sidewalks

EC 9.6505(3)(b) requires the developer to pave streets adjacent to the development site to the width specified in EC 9.6870 Street Width with provision for drainage and construction of curbs and gutters, sidewalks, street trees and street lights adjacent to the development site according to the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways and standards and specifications adopted pursuant to EC Chapter 7 and other adopted plans and policies.

Public Works staff confirms that Oakleigh Lane is not improved to City standards because it lacks curbs and gutters, storm drainage, sidewalks, and street trees. The street does have existing street lights and the 19-foot wide pavement width provides safe passage for two-way traffic. As such, Public Works staff indicates that it is appropriate to defer public improvements via an irrevocable petition, with the following condition of approval:

- The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.

Irrevocable petitions enable the City to initiate a local improvement process and obligate the property owners to pay their proportional share of the street construction costs in the future. The City could construct the street when the majority of benefitting property owners agrees to pay for the improvements. Based on the above findings and condition, the development will comply with the applicable street improvement standards.

EC 9.6505(5) Bicycle Paths and Accessways.

Public right-of-way dedication is being required along the north property line, overlapping an existing worn path between the terminus of Oakleigh Lane and the easterly City parklands, to enable a future bicycle and pedestrian access way. Refer to the previous findings and condition at EC 9.8320(5), which are incorporated by reference.

(c) EC 9.6706 Development in Flood Plains through EC 9.6709 Special Flood Hazard Areas – Standards.

The subject property is within a Special Flood Hazard Area (SFHA), per the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) 41039C-1128-F, dated June 2, 1999. The applicant's topographical survey prepared by Poage Engineering and Surveying, Inc. delineates the SFHA boundaries and notes that the Base Flood Elevation (BFE) is 401.2 feet.

Development is allowed to occur within the SFHA, subject to review and approval for compliance with applicable development standards during the building permit process. These standards generally require structures to be located at least one foot above the BFE, among other requirements. At the time of development, these standards may be addressed through several alternatives, including elevated building foundations or, typically, placing fill on the building site.

Specific measures for compliance with SFHA standards will be subject to further City review and approval at the time of building permits.

Public Works staff does not concur with the applicant's floodplain delineation, but finds that it is relatively accurate. Buildings 1, 2, 4, the northernmost garage, the northernmost bike shed, and the bike barn are located entirely within the SFHA, whereas Buildings 3 and 7 are located partially within the SFHA. Staff notes that the highest BFE shall be used for the entire development site, unless each structure (including the bike barn) has a specific BFE determination that has been approved by City staff. To ensure compliance with the applicable SFHA standards, the following condition of approval is necessary:

- The final site plan shall delineate the Special Flood Hazard Area, identify Base Flood Elevation (for the entire site or for each building), and note that development of the site will be required to comply with the standards at EC 9.6707 through EC 9.6709.

As conditioned, the development will comply with the applicable SFHA standards.

(d) EC 9.6710 Geological and Geotechnical Analysis.

The geotechnical analysis requirements beginning at EC 9.6710 apply because the proposed development is a PUD that has slopes in excess of five percent. The applicant submitted a geotechnical analysis prepared by Foundation Engineering, Inc. Public Works staff confirms that the applicant's analysis meets the Level Three Analysis requirements of EC 9.6710(4)(c) and Administrative Order AO-58-02-25-F. The analysis includes the results of sub-surface investigation and testing, to establish soil types and distribution, and the characteristics of the site and soils, in relation to the proposed development. The analysis includes design recommendations for construction and inspection. Public Works staff confirms that the analysis confirms the suitability of the site for the proposed development and notes that the geotechnical recommendations are industry standards. Nevertheless, to ensure compliance as proposed, the following condition of approval is necessary:

- The final PUD site plans shall note that construction permits shall conform to the applicant's geotechnical analysis.

Based on the above findings and condition, the geotechnical standards at EC 9.6710 will be met.

(e) EC 9.6730 Pedestrian Circulation On-Site.

The development meets these standards by providing pedestrian connections between the dwelling units and common facilities.

(f) EC 9.6735 Public Access Required.

The development will have access onto a public street, Oakleigh Lane, consistent with this standard. Referral comments from Public Works staff confirm that the other requirements of this standard are also met.

(g) EC 9.6750 Special Setback Standards.

The applicant's plans show a 20-foot special setback from the north property line for future right-of-way for Oakleigh Lane. Public Works staff confirms that a special setback is not needed, based on the right-of-way needs being exacted as a condition of development; refer to the findings and conditions at EC 9.8320(5)(a), which are incorporated by reference.

(h) EC 9.6775 Underground Utilities.

To ensure compliance with this standard, the following condition of approval is necessary:

- The final PUD plans shall note that all on-site utilities will be placed underground consistent with EC 9.6775.

As conditioned, the development will comply with this standard.

(i) EC 9.6780 Vision Clearance Area.

This standard does not apply because the subject property is not located at a street intersection.

- (j) EC 9.6791 through 9.6797 regarding stormwater destination, pollution reduction, flow control for headwaters area, oil control, source control, easements, and operation and maintenance.**

In regards to EC 9.6791 Stormwater Destination, Public Works staff confirms that on-site management of stormwater runoff from the development is required because there is no public stormwater system available to serve the property. At the same time, the applicant's geotechnical analysis concludes that the site is not suitable for infiltration. Therefore, the applicant proposes to direct stormwater runoff from the proposed development to the abutting City parkland to the east. The site topography indicates that this is the natural drainage pattern. The applicant's on-site stormwater management system will include treatment facilities that also provide for some detention. The overflow toward the east property line will be released at pre-development levels, with rip-rap pads to disperse the flows at the discharge points. The applicant also indicates that level spreaders, consistent with the requirements of the City's Stormwater Management Manual, could be utilized, if required.

Public Works staff notes that many of the proposed rip-rap outfalls are located within the public wastewater easement along the east property line. As conditioned previously at EC 9.8320(11)(b), regarding prohibited uses in public easements, the stormwater infrastructure needs to be located outside the public easement. With regard to the acceptability of overflow onto City parklands, Neil Bjorklund, City of Eugene Parks and Open Space Planning Manager, confirms that this would be acceptable, provided the runoff is discharged evenly and not concentrated at one or more points along the shared property line. To meet this requirement, the following condition of approval is necessary:

- The final PUD plans shall note the requirement that, at the time of development, all stormwater discharge points directed toward the City's property shall be designed as level spreaders, consistent with the City's 2008 Stormwater Management Manual. All stormwater facilities shall be located outside the public wastewater easement along the east property line.

In regards to EC 9.6792 Stormwater Pollution Reduction, runoff from the proposed impervious surface areas will primarily be treated in planters (about 15 scattered throughout the development site). To ensure that the treated runoff will be discharged at pre-development levels, the rain gardens (planters) were sized using the City's Stormwater Surface Filtration/Infiltration Facility Sizing Spreadsheet. Runoff from the garage, driveway, and common house will be treated in a vegetated swale (approximately 10 feet wide and 58 feet long) located east of the common house. A proposed berm at the end of the swale will act as a weir to reduce flows to pre-development levels. As noted in the applicant's written statement, the swale was sized using the City's presumptive method.

Public Works staff confirms that the proposed facilities are adequately sized to provide both pollution reduction and destination from the development site. The actual facility sizes and design will be more precisely determined during the building permit process and may be smaller or larger, based on actual impervious surface area and any impervious surface reduction techniques or in-kind facilities that may be provided at the time of development, provided they are consistent with the City's 2008 Stormwater Management Manual, and are not materially inconsistent with the approved final site plan.

EC 9.6793 Stormwater Flow Control is not applicable because the subject property is below 500 feet in elevation and does not discharge to a headwaters stream. However, as discussed above, post-development flows will be limited to pre-development levels, in order to mimic existing drainage conditions. EC 9.6794 Stormwater Oil Control is not applicable because the proposed development will not generate high concentrations of oil and grease. EC 9.6796 Dedication of Stormwater Easements does not apply because the proposed stormwater facilities are to be privately operated and maintained.

EC 9.6797 Stormwater Operation and Maintenance applies to all facilities designed and constructed in accordance with the stormwater development standards. This section also specifies when, and under what conditions, the public will accept function maintenance. Consistent with these standards, the applicant proposes private operation and maintenance of the on-site stormwater management facilities. To ensure compliance with EC 9.6797(3)(c), as proposed, the following condition of approval is necessary:

- The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."

With the findings, conditions, and future permit requirements noted above, staff finds that this criterion will be met.

Based on these findings, the development will comply with this criterion.

- (k) All other applicable development standards for features explicitly included in the application except where the applicant has shown that a proposed noncompliance is consistent with the purposes set out in EC 9.8300 Purpose of Planned Unit Development.**

The applicable development standards for features explicitly included in the application, which have not already been addressed by other PUD approval criteria and related standards, are as follows: EC 9.2750 Residential Zone Development Standards; EC 9.2795 Solar Setback Standards; EC 9.5500 Multiple-Family Standards; EC 9.6105 Bicycle Parking Space Standards; and EC 9.6410 Motor Vehicle Parking Standards. Staff notes that EC 9.6205 Landscape Standards, EC 9.6730 On-site Pedestrian Circulation, and EC 9.6740 Recycling and Garbage Screening standards are referenced within the multiple-family development standards at EC 9.5500. The development complies with many of these standards, as noted below. Where the development does not comply with these standards, as described in greater detail below, the applicant requests a modification ("proposed non-compliance"), which is allowed through the PUD process, if the following PUD purpose statements are met.

EC 9.8300 Purpose of Planned Unit Development. The planned unit development (PUD) provisions are designed to provide a high degree of flexibility in the design of the site and the mix of land uses, potential environmental impacts, and are intended to:

- (1) Create a sustainable environment that includes:**
 - (a) Shared use of services and facilities.**
 - (b) A compatible mix of land uses that encourage alternatives to the use of the automobile.**
 - (c) A variety of dwelling types that help meet the needs of all income groups in the community.**
 - (d) Preservation of existing natural resources and the opportunity to enhance habitat areas.**
 - (e) Clustering of residential dwellings to achieve energy and resource conservation while also achieving the planned density for the site.**
- (2) Create comprehensive site plans for geographic areas of sufficient size to provide developments at least equal in quality to those that are achieved through the traditional lot by lot development and that are reasonably compatible with the surrounding area.**

With regard to EC Table 9.2750 Residential Zone Development Standards, the development complies with the following: density (below 14 units per net acre); building height (below 30 feet); interior yard setback (from the east property line only); and the maximum 50 percent lot coverage. The development does not comply with the front yard setback or the interior yard setback (along the south and west property lines).

The substandard front yard setbacks are due to the right-of-way dedications being required; refer

to the findings and conditions at EC 9.8320(5), which are incorporated by reference. Following right-of-way dedication, Buildings 1 and 2 will be below the minimum 10-foot front yard setback requirement, being about a half of a foot and eight feet away, respectively. The applicant requests a modification to this setback, stating that "...the dwellings abutting Oakleigh Lane do not exceed massing widths or heights inconsistent with the neighborhood single-family proportions. Along Oakleigh Lane, at the southern side of the street, townhouses address the residential street with covered porches as found in this and other neighborhoods of the River Road area. Internally, the site plan is pedestrian oriented with many places for children to play and residents to sit outside. By clustering the units keeping all the parking to one side of the site, more usable open space, free from vehicle traffic, was able to be conserved with open views to the river and bike path." (See page 26 of the applicant's June 14, 2013 written statement.)

The substandard interior yard setbacks are as follows: the concrete wall, garages and carports abutting the west property line and Tax Lots 10100 and 5700, respectively to the northwest and southwest; the concrete wall at the southwest property corner, abutting Tax Lot 5600; and Building 6, abutting Tax Lot 500. There is no explanation in the applicant's materials for the substandard building setback along the south property line; however, staff notes that the affected property owners (Mr. Adee of Tax Lot 500 and Mr. Campbell of Tax Lot 5600) submitted letters in support of the proposed development.

With regard to the west property line, the applicant explains that the garages and carports are located near the property line because it makes for a better site layout. The applicant claims that, if there were a setback, it would collect weeds and trash because it would be an unused portion of the site that serves no one. Staff understands that the design attempts to load most of the development on the western portion of the site because the eastern portion is in the floodplain and abuts a natural resource area. Staff's main concern is the potential impacts on the adjacent lands to the west.

In addition to aesthetics (i.e. screening and softening of the bulk and scale of the development along the property boundaries), the setback is intended to provide adequate separation between structures to meet fire code regulations. The setback regulation is five feet from property lines and ten feet between structures, which means that the abutting property would need to setback future structures ten feet from the common property line. The applicant proposes an eight-foot tall concrete wall along the west property line, not only to fulfill the screening function of the setback, but to fire-rate the wall as well, to meet fire code requirements. Staff notes that the appropriate fire rating cannot be determined at this time because the abutting property owners are not proposing to build abutting structures; rating depends on materials and the regulations change over time. Because the wall exceeds six feet, it too is considered a structure subject to setback requirements.

Staff believes the final determination as to acceptability of the concrete wall must include the participation of the affected property owners (Tax Lots 5700, 10100, and 5600). Even if the setback modification is granted, EC 9.2751(7) requires the developer to obtain an easement from the abutting property owners. Staff recommends the easement as a condition of PUD approval, which will ultimately determine whether the wall is acceptable to the abutting property owners. If the applicant is unable to obtain the off-site easements, then staff recommends an alternative

condition that the final PUD plans show the structures setback five feet from the west property line. These conditions also apply to Building 6 and Tax Lot 500. The recommended condition of approval is as follows:

- Prior to final PUD approval, the applicant shall obtain from the property owners of Tax Lots 500, 5600, 5700, and 10100, an easement abutting the proposed structures on the subject property that are located less than five feet from the interior property lines (i.e. the garages, carports, and wall along the west property line, and the portion of the wall and Building 6 abutting the south property line). The easement shall establish a 10-foot no-build zone, for fire code purposes, and, for at least the first five feet abutting the common property line, rights for the development to access and maintain the backside of their buildings. Alternatively, if the applicant is unable to obtain these off-site private easements from the adjacent property owners, then the final PUD plans shall show all structures setback at least five feet from the property lines.

Staff notes that a five-foot shift of the development plans to the east should not significantly affect other site features, as there is sufficient area within the common areas and along the east property line to accommodate the adjustment. With regard to the PUD purpose statements, the overall development achieves those; in regards to these specific setback issues, the PUD purpose statements are met, to the degree the proposed design is critical to the overall success of the development. Here, staff believes that the alternative of requiring compliance with the setback standards is both feasible and would not jeopardize compliance with any other approval criteria or applicable standards.

With regard to 9.2795 Solar Setback Standards, EC 9.2795(3) grants an exception to these standards because the buildings abutting the north property line (Buildings 1 and 2) would shade a non-developable area, namely right-of-way for Oakleigh Lane and the bicycle/pedestrian access way required along the north property line. For comparative purposes, absent the right-of-way, the required solar setback would be 20 feet from the north property line. Both buildings are setback at least 20 feet from the north property line. As such, it does not appear that a formal modification through the PUD process is required; however, one could be supported for the same reasons a modified front line setback, as discussed previously, would be granted.

With regard to EC 9.5500 Multiple-Family Standards, the development complies with all of the applicable standards, as follows:

- Street Frontage: 60 percent of the street frontage, which is 82 linear feet, is occupied by a building;
- Building Orientation and Entrance: only applies to Building 1, abutting the street, which has primary entrances facing the street;
- Building Mass and Façade: only applies to Building 1, abutting the street, which is less than 100 feet in length
- Articulation: the buildings have porches, windows, and offsets;
- Landscaping: the development exceeds the minimum requirement of 4,007 square feet;
- Open Space: the development has more than double the required open space, with 54,727 square feet instead of 20,037 square feet;

- Site Access and Internal Circulation: the proposed driveway is 22 feet wide, which is within the 20-foot minimum and 28-foot maximum;
- Vehicle Parking: is not abutting street frontage;
- On-site Pedestrian Circulation: provided between buildings and shared facilities, consistent with EC 9.6730;
- Recycling and Garbage Areas: not located in the front yard setback and has perimeter screening, consistent with EC 9.6740.

Based on the above findings, the development complies with the applicable multiple-family development standards at EC 9.5500. With regard to EC 9.6105 Bicycle Parking Space Standards, the development appears to exceed these requirements, subject to stall dimensions and security details being determined during the building permit process. EC 9.6105 requires one long-term bicycle parking space per dwelling unit. With 28 units plus the common house, 29 long-term bicycle parking spaces are required. Short-term bicycle parking is not required of residential development.

The applicant indicates that 52 spaces are proposed; the plans show four sheds scattered across the site and a "bike barn" near the southeast property corner. The plans do not provide enough specificity to determine whether the long-term space security requirements are met, but those can be addressed in greater detail during the building permit process. The PUD plans show ample room on the development site to accommodate the required bicycle parking. Additional bicycle parking (more than the 29 long-term spaces required) does not have to meet code standards, with regard to dimensions and security specifications. Based on these findings, the bicycle parking space standards of EC 9.6105 will be met.

With regard to EC 9.6410 Motor Vehicle Parking Standards, the applicant's plans show 16 covered spaces, as garages and carports along the west property line. The applicant's plans note that there are 31 additional open/surface parking spaces. The plans show approximately 29 gravel parking spaces abutting the paved driveway. The minimum number of vehicle parking spaces required is one per dwelling unit (or 29 in this case). It appears that the minimum requirement is met; there is no limitation on the maximum number of vehicle parking spaces for residential development. The actual number of spaces is difficult to determine because the applicant does not propose to stripe the spaces in accordance with the stall dimension standards of EC 9.6410; however, the scaled plans show sufficient areas to accommodate the required parking. Public Works staff notes that, due to the 22-foot wide drive aisle, all of the parking spaces are considered compact.

The applicant seeks a modification to the striping, surfacing, and landscaping requirements for the vehicle parking spaces. EC 9.6410 requires a durable a dust-free surface, whereas the applicant proposes gravel parking spaces. The applicant proposes filter fabric below the gravel surface to meet the durable and dust-free standard. The applicant also explains that the driveway will be paved, where durability and dust would be of greater concern associated with vehicle movements. To keep gravel in the parking stalls and off the driveway, the applicant states that the planned community can maintain this area and suggests keeping a broom nearby. The abutting concrete wall proposed along the west property line serves as mitigation to additional noise and dust associated with gravel.

The concrete wall is also proposed in lieu of a seven-foot wide landscape bed between the parking stalls and the west property line, which would be required by EC 9.6410, unless modified through the PUD process. The concrete wall appears to meet the intent and function of the high-screen landscaping requirement, as it is eight feet tall with living plant material (espaliered trees). As such, staff recommends approval of the landscape modification. This design also meets the PUD purpose statements, with regard to clustering the development away from the easterly portion of the site.

As discussed previously, the wall is considered a structure subject to setback requirements. As conditioned previously, if the applicant is unable to obtain easements from the abutting property owners, the structures (wall included) will need to be moved five feet from the property line. Either with or without the five-foot setback, the wall meets the intent of the landscaping requirement for vehicle use areas adjacent to interior property lines.

Based on the available information and the findings and condition recommended above, staff believes the requested modifications could be approved as being consistent with the PUD purpose statements. Otherwise, the applicable development standards appear to be met. No signs or exterior lighting is shown on the plans, but staff notes that those features would be subject to the development standards at EC 9.6650 and EC 9.6725 at the time of development. Land Use Management staff recommends the following condition of approval:

- The final site plans shall note that compliance with the following development standards will be determined more precisely at the time of building permit review:
 - Landscape Standards beginning in EC 9.6200
 - Garbage Screening contained in EC 9.6740
 - Bicycle Parking Standards contained in EC 9.6105
 - Outdoor Lighting Standards contained in EC 9.6725

Based on the above findings, approval of the requested modifications and the condition for a more detailed review for compliance at the time of building permit, the PUD will comply with the above approval criterion at EC 9.8320(11)(k).

EC 9.8320(12): The proposed development shall have minimal off-site impacts, including impacts such as traffic, noise, stormwater runoff and environmental quality.

Traffic – Public Works staff confirm that the development will have minimal off-site traffic impacts, as only 29 additional peak hour trips will be generated by the development. Public Works staff state that Oakleigh Lane currently provides for safe passage of two-way and emergency vehicles. No street improvements are required of the development, although right-of-way dedication and an Irrevocable Petition are being required to enable future public improvements. Pedestrian safety is further addressed at EC 9.8320(5)(b); those findings are incorporated by reference. With regard to public comments about the accident at the intersection of Oakleigh Lane and River Road, this intersection is not on the City's inventory of intersections with high crash ratings that would otherwise warrant analysis to determine patterns that could be mitigated by infrastructure improvements. As such, nothing further is required of the development.

Noise – It is not expected the development would generate noise other than from a typical residential area. The common open space is located at the center of the development. An eight-foot tall concrete wall is proposed along the west property boundary. The design of this development should have minimal off-site impacts in regards to noise.

Stormwater – Off-site impacts of stormwater runoff is addressed as part of the applicant's proposed stormwater collection, conveyance, and treatment system, as discussed previously at criterion (11)(j) and incorporated herein by reference.

Environmental Quality – The subject property is not on any acknowledged Goal 5 natural resource inventory, but it is within the Willamette Greenway boundary. The applicant has submitted a concurrent Willamette Greenway permit application, which is evaluated later in this report; based on those findings, the proposed development is compatible with the Willamette River, which is located more than 200 feet east of the subject property. As discussed at EC 9.8320(4), the PUD is designed and sited to minimize impacts to the natural environment and includes tree preservation and additional tree planting; those findings are incorporated by reference.

Based on these findings, the proposed PUD will comply with the applicable criterion.

EC 9.8320(13): The proposed development shall be reasonably compatible and harmonious with adjacent and nearby land uses.

The proposed development is a low-density residential land use, within a low-density residential area. Given the similar residential uses, there do not appear to be any inherent conflicts that would keep the developments from being at least reasonably compatible and harmonious. The development complies with the low-density (R-1) residential development standards, with regard to density and building height. Although the development proposes attached single-family dwellings, rather than the detached nature of the surrounding neighborhood, the density is dispersed across the development site, with groupings of three to four dwelling units per building.

Further the east boundary of the development site abuts a swath of undeveloped City parkland, which contains Goal 5 riparian area associated with the Willamette River. The applicant's plans show the development clustered away from the resource area with open space adjacent to the east property line. As such, the development is reasonably compatible and harmonious with the adjacent parkland and nearby Willamette River.

The compatibility and harmony of the development is challenged most along the west property line, where the applicant proposes vehicle use areas and garages. The applicant proposes a concrete wall along the west property line to mitigate these impacts and to provide screening to adjacent lands. As discussed previously, staff recommends the applicant obtain an easement from the affected property owners, which will ultimately test whether the wall is acceptable mitigation. If the applicant is unable to obtain the easements, staff recommends the final PUD plans show the wall setback five feet from the property line. The applicant's plans show the wall with espaliered vegetation. These findings and conditions are detailed at EC 9.8320(11)(k), which are incorporated here by reference.

Staff notes that the northwest corner of the development site is the gateway to the neighborhood. The wall proposed along the west property line stops short of the north property line, to enable a landscaped bed with a tree and shrubs, which will help soften the entrance to the development. As noted at EC 9.8320(5)(c) in regards to traffic, EC 9.8320(9) in regards to stormwater runoff, and EC 9.8320(4) in regards to protection of natural features, which are also incorporated here by reference, the proposed development will have minimal off-site impacts related to traffic, noise, stormwater runoff and natural resources. Based on the above findings, the development is reasonably compatible with the nearby land uses.

EC 9.8320(14): If the tentative PUD application proposes a land division, nothing in the approval of the tentative application exempts future land divisions from compliance with state or local surveying requirements.

This criterion does not apply because the development does not include a future land division.

EC 9.8320(15): If the proposed PUD is located within a special area zone, the applicant shall demonstrate that the proposal is consistent with the purpose(s) of the special area zone.

The subject property is not located within a special area zone. As such, this criterion is not applicable.

Willamette Greenway Evaluation

As required by the Type III land use application procedures beginning at EC 9.7300, the Hearings Official must review any WG permit application and consider pertinent evidence and testimony as to whether the proposal is consistent with the criteria required for approval at EC 9.8815 (shown below in **bold** typeface). In this case, the proposal is being reviewed concurrently with the tentative PUD in accordance with EC 9.8005(2). Based on the available evidence and findings provided below, staff recommends conditional approval of the applicant's request:

EC 9.8815(1): To the greatest degree possible, the intensification, change of use, or development will provide the maximum possible landscaped area, open space, or vegetation between the activity and the river.

As previously noted, the Willamette River is located more than 200 to the east of the subject property. The land between the river and the subject property is owned by the City, as an undeveloped natural resource area that contains /WR Water Resource (Goal 5) conservation areas. In this area, there is no specific, pre-determined or adopted setback from the river under the City's implementing provisions of Goal 15 (Willamette Greenway).

While not the focus of the applicable WG permit approval criteria, staff notes that the applicable setbacks along the river in this area are based on the City's Goal 5 Adopted Riparian inventory, which is regulated with the /WR overlay zone (see EC 9.4920). The /WR conservation area at this location is greater than the typical 100-foot setback from top-of-bank along the Willamette River; here, the adopted riparian area boundary extends landward beyond the 100-foot setback from top of bank. For clarity, staff notes that the /WR conservation area does not extend onto the subject property. As shown on Attachment A, the subject property is at least 53 feet from the boundary of the regulated resource area.

Vegetation on the eastern portion of the subject property nearest the river consists of a cover crop of non-native short grasses, weedy forbs, and scattered and isolated fruit and fir trees. The location, species, and size of existing trees are shown on the applicant's topographical survey (see Attachment D-4). The eastern portion of the site, closest to the riparian area to the east, has few trees. The trees closest to the east property line include a row of fruit and filbert trees along the south property boundary, which the applicant proposes to preserve, and a row of cedars along the north property boundary.

Most of the northerly cedars are on adjacent lands to the north; the applicant proposes to preserve these trees, which is further conditioned in the PUD evaluation at EC 9.8320(3) and incorporated by reference. A 26-inch diameter cedar on the subject property, near the north property line, however, is proposed for removal to accommodate the location of Building 1. (The applicant's tree removal and preservation plan is provided on Sheet L3.) The cedar to be removed is about 50 feet from the east property line.

As for proposed landscaping between the development and the river, the applicant's landscape plan (Sheet L2) shows the eastern portion of the site as being planted with drought-tolerant native meadow grasses. The eastern portion of the site will primarily be open space, with the closest building being about 20 feet from the east property line (i.e. Building 2, abutting the north property line). Buildings to the south (i.e. Buildings 4 and 7) have greater setbacks from the east property line, by approximate 30 and 60 feet, respectively. As such, the development will provide the maximum possible open space and vegetation between the activity and the river. Additional landscaping along the east property boundary does not appear to be warranted, given the existing site conditions as an open meadow.

Based on the available information and the preceding findings, the above criterion is met.

EC 9.8815(2): To the greatest possible degree, necessary and adequate public access will be provided to and along the river by appropriate legal means.

The applicant's plans show pedestrian and bicycle circulation within the development via interconnected paths between the buildings and bicycle parking areas. The applicant notes that there is an existing worn path along the north property line, between the Oakleigh Lane roadway and the east property line, abutting the City parklands. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. Right-of-way dedication is required over this area, to enable continued public access, pursuant to the concurrent PUD approval criterion EC 9.8320(5), the findings and conditions of which are incorporated by reference.

The applicant also proposes to stub a soft path to the southeast corner of the site. The segment of the internal sidewalk system that is located between the most easterly building (a bike barn) and the east property line is shown as having a graveled, rather than a paved, surface. This unimproved surface is appropriate because there are no plans or funding for construction of a public path on the City property at this location. Residents of the development will naturally want to walk across the City parkland toward the river. Parks staff state no objections or concerns. This proposed path at least

delineates a more confined direction of travel, rather than random wandering through the City's resource area.

This portion of the City property has been cultivated as a filbert orchard, which has been maintained by the former owner of the subject property, as discussed in the applicant's written statement. There appears to be an informal path between the orchard and the subject property that would direct travelers to the southerly McClure Lane right-of-way. Public Works staff confirms that the planned bicycle and pedestrian connection through the City's parkland is from McClure Lane toward the easterly West Bank Bike Path, which is a regional facility that borders the west bank of the Willamette River.

Based on the above findings, and the condition at EC 9.8320(5), public access will be provided to the river by appropriate legal means. Refer to Attachment B and C for visual representations of these findings.

EC 9.8815(3): The intensification, change of use, or development will conform with applicable Willamette Greenway policies as set forth in the Metro Plan.

Pages III-D-4 and 5 of the Metro Plan contain the Willamette Greenway policies. Of these, several policies provide direction to local governments regarding legislative decision-making and other long range planning efforts, and do not constitute mandatory approval criteria for the application. The following Metro Plan policy is potentially relevant to the proposed development, and is therefore addressed below.

Policy D.5: New development that locates along river corridors and waterways shall be limited to uses that are compatible with the natural, scenic, and environmental qualities of those water features.

The proposed use is appropriate in this location, as the Metro Plan designates the subject property for residential uses. The proposed development is an allowed use that requires PUD approval; staff has determined previously in this report that the proposed development is consistent with the PUD approval criteria. To the extent the above policy is applicable, the development is setback more than 200 feet from the river, with City parkland and riparian areas located between the subject property and the river which will not be impacted by the proposed development. Further, the development proposes open space along the eastern portion of the site, abutting the parkland, and has setback buildings by at least 20 feet from the east property line. As such, the proposed residential use is compatible with the natural, scenic, and environmental qualities of the river corridor.

Based on the above findings, the proposed development is consistent with the applicable Willamette Greenway policies set out in the Metro Plan. The above criterion is met.

EC 9.8815(4): In areas subject to the Willakenzie Area Plan, the intensification, change of use, or development will conform with that plan's use management considerations.

This criterion does not apply because the area of request is not within the boundaries of the Willakenzie Area Plan.

EC 9.8815(5): In areas not covered by subsection (4) of this section, the intensification, change of use, or development shall conform with the following applicable standards:

- (a) **Establishment of adequate setback lines to keep structures separated from the Willamette River to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette Greenway. Setback lines need not apply to water related or water dependent activities as defined in the Oregon Statewide Planning Goals and Guidelines (OAR 660-15-000 et seq.).**

Outside the Willakenzie Area Refinement Plan (WAP) and the Goal 5 Water Resource (/WR) riparian conservation area (neither of which affect the subject property), there is no regulatory setback from the Willamette River. For context, the WAP establishes a 35-foot setback and the /WR establishes a 100-foot setback from the top of the bank of the Willamette River. In this location, the /WR conservation area exceeds 100 feet from the riverbank, yet is still more than 50 feet from the subject property (see Attachment A).

The existing setback, of more than 200 feet from the ordinary high water line of the Willamette River, afforded by the intervening public park, is adequate to protect and maintain the natural and scenic qualities of the Willamette Greenway. The development plan preserves the natural and scenic qualities of the site by maintaining the existing open prairie conditions along the eastern portion of the site, by setting the buildings back from the east property line by at least 20 feet and by creating common open space that will be vegetated with native grasses.

- (b) **Protection of significant fish and wildlife habitats as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper. Sites subsequently determined to be significant by the Oregon Department of Fish and Wildlife shall also be protected.**

The Metropolitan Plan Natural Assets and Constraints Working Paper does not identify any significant fish and wildlife sites on the subject property. Although the Willamette River Corridor is an Anadromous Fish River that is designated as an essential Salmon Habitat by the Oregon Department of Fish and Wildlife (ODFW), the subject property is located more than 200 feet west of the ordinary high water line. No habitat protection measures appear to be required of the proposed development.

- (c) **Protection and enhancement of the natural vegetative fringe along the Willamette River to the maximum extent practicable.**

The proposal does not affect the vegetated fringe along the Willamette River, which is located more than 200 feet to the east. The regulated riparian resource conservation area is shown on Attachment A. The existing vegetation closest to the river will be maintained as an open prairie with native grasses in common open space.

- (d) **Preservation of scenic qualities and viewpoints as identified in the Metropolitan Plan Natural Assets and Constraints Working Paper.**

The subject property is not identified as having scenic qualities or viewpoints on the Metropolitan Plan Natural Assets and Constraints Working Paper.

- (e) **Maintenance of public safety and protection of public and private property, especially from vandalism and trespass in both rural and urban areas to the maximum extent practicable.**

The applicant indicates that there is an existing dirt path along the north property line, between Oakleigh Lane and the City parkland. This indicates potential public trespass on private property. The applicant proposes to keep this path open, but does not explicitly show any dedications to the public to enable continued access. Right-of-way dedication is being required over this area, to enable continued public access, pursuant to the concurrent PUD approval criterion EC 9. 8320(5), the findings and conditions of which are incorporated here by reference. Overall, development of the subject property with dwelling units would increase public safety by providing more eyes on the City parkland.

- (f) **Compatibility of aggregate extraction with the purposes of the Willamette River Greenway and when economically feasible, applicable sections of state law pertaining to Reclamation of Mining Lands (ORS Chapter 517) and Removal of Material; Filling (ORS Chapter 541) designed to minimize adverse effects to water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, noise, safety, and to guarantee necessary reclamation.**

This standard does not apply because the proposal does not include aggregate extraction.

- (g) **Compatibility with recreational lands currently devoted to metropolitan recreational needs, used for parks or open space and owned and controlled by a general purpose government and regulation of such lands so that their use will not interfere with adjacent uses.**

Referral comments from Public Works staff indicate no concern with the proposed development's compatibility with the City's adjacent public open space.

EC 9.8815(6): When site review approval is required, the proposed development will be consistent with the applicable site review criteria.

This criterion does not apply because the subject property is not zoned with the /SR Site Review Overlay, nor does the subject development require Site Review approval.

EC 9.8815(7): The proposal complies with all applicable standards explicitly addressed in the application. An approved adjustment to a standard pursuant to provisions beginning at EC 9.8015 of this land use code constitutes compliance with the standard.

The concurrent PUD application has been evaluated against all applicable development standards. Based on the findings and conditions provided at EC 9.8320(11)(k), which are incorporated by reference, the above criterion will be met.

Staff Recommendation

Based on the available information and materials, and the findings and conditions of approval contained in this report, staff recommends that the Hearings Official grant tentative PUD approval subject to the following conditions of approval.

Conditions of Approval

1. The final PUD plans shall show Building 2 located outside (moved south) of the required right-of-way dedication along the north property line.
2. Prior to final PUD approval, the applicant shall submit a report from a certified arborist confirming that the row of cedars on adjacent lands to the north can survive the construction impacts of the proposed development (and include any necessary protection measures to ensure survival). The final PUD plans shall show the location of Building 2 and any related protection measures (e.g. construction fencing for protected CRZ areas) consistent with the arborist's recommendations.
3. Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5 feet of right-of-way along the northerly boundary of the development, between the westerly boundary of the proposed development and a line that is 50 feet east of the westerly boundary, and also to show the dedication of 13 feet of right-of-way extending from the aforementioned line (the east end of the required 22.5 feet of right-of-way dedication) to a line that is 117 feet beyond (east of) the existing the existing right-of-way (for a total length of 199 feet). Additionally, the revised site plan shall show the dedication of a 13-foot wide Public Accessway along the northerly boundary, which extends from the east end of the aforementioned right-of-way to the easterly property boundary (for a total distance of 24 lineal feet).
4. Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed which reflects the right-of-way as shown on the final site plan.
5. Prior to final PUD approval, the applicant shall dedicate a temporary emergency vehicle access easement over the on-site hammerhead and the access drive from Oakleigh Lane, and show this easement on the final PUD plans.
6. Prior to final PUD approval, the applicant shall provide documentation from EWEB, confirming that water facilities are available for the proposed development.
7. The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.

8. The final site plan shall delineate the Special Flood Hazard Area, identify Base Flood Elevation (for the entire site or for each building), and note that development of the site will be required to comply with the standards at EC 9.6707 through EC 9.6709.
9. The final PUD site plans shall note that construction permits shall conform to the applicant's geotechnical analysis.
10. The final PUD plans shall note that all on-site utilities will be placed underground consistent with EC 9.6775.
11. The final PUD plans shall note the requirement that, at the time of development, all stormwater discharge points directed toward the City's property shall be designed as level spreaders, consistent with the City's 2008 Stormwater Management Manual. All stormwater facilities shall be located outside the public wastewater easement along the east property line.
12. The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."
13. Prior to final PUD approval, the applicant shall obtain from the property owners of Tax Lots 500, 5600, 5700, and 10100, an easement abutting the proposed structures on the subject property that are located less than five feet from the interior property lines (i.e. the garages, carports, and wall along the west property line, and the portion of the wall and Building 6 abutting the south property line). The easement shall establish a 10-foot no-build zone, for fire code purposes, and, for at least the first five feet abutting the common property line, rights for the development to access and maintain the backside of their buildings. Alternatively, if the applicant is unable to obtain these off-site private easements from the adjacent property owners, then the final PUD plans shall show all structures setback at least five feet from the property lines.
14. The final site plans shall note that compliance with the following development standards will be determined more precisely at the time of building permit review:
 - a. Landscape Standards beginning in EC 9.6200
 - b. Garbage Screening contained in EC 9.6740
 - c. Bicycle Parking Standards contained in EC 9.6105
 - d. Outdoor Lighting Standards contained in EC 9.6725

Consistent with EC 9.7330, unless the applicant agrees to a longer time period, the Eugene Hearings Official shall approve, approve with conditions, or deny a Type III application within 15 days following close of the public record. The decision shall be based upon and be accompanied by findings that explain the criteria and standards considered relevant to the decision, stating the facts relied upon in rendering a decision and explaining the justification for the decision based upon the criteria, standards, and facts set forth. Notice of the written decision will be mailed in accordance with EC 9.7335. Within 12 days of the date the decision is mailed, it may be appealed to the Eugene Planning Commission as set forth at EC 9.7650 through EC 9.7685.

Attachments:

Attachment A: Vicinity Map

Attachment B: Right-of-Way Dedications

Attachment C: Bicycle/Pedestrian Connections

Attachment D: Reduced Excerpts Application Materials

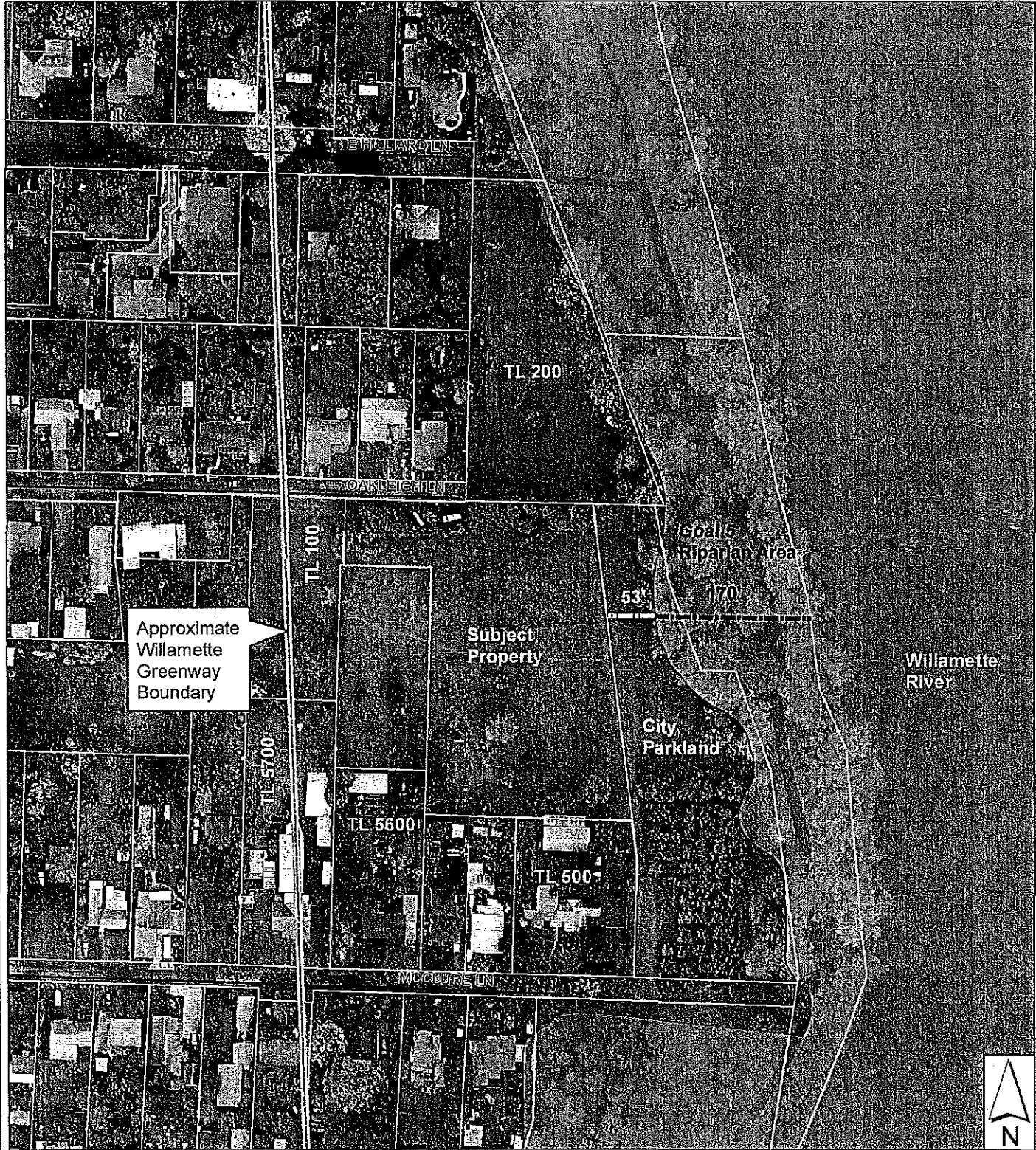
- D-1 Topography map by Poage Engineering
- D-2 Site Plan A1.1
- D-3 Detail of north property line setbacks
- D-4 Tree Preservation and Removal Plan
- D-5 Figure 1 Street Connectivity Study by Access Engineering

All record materials are available for review at the Planning Division. Copies or emails of these additional materials can be provided upon request. The Hearings Official will be provided a full set of the applicant's materials for review, and the full application file will be made available at the public hearing.

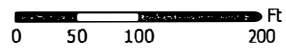
For More Information:

Please contact Becky Taylor, Assistant Planner, Eugene Planning Division, by phone at (541) 682-5437, or by e-mail, at becky.g.taylor@ci.eugene.or.us

Attachment A: Vicinity Map



Approximate
Willamette
Greenway
Boundary

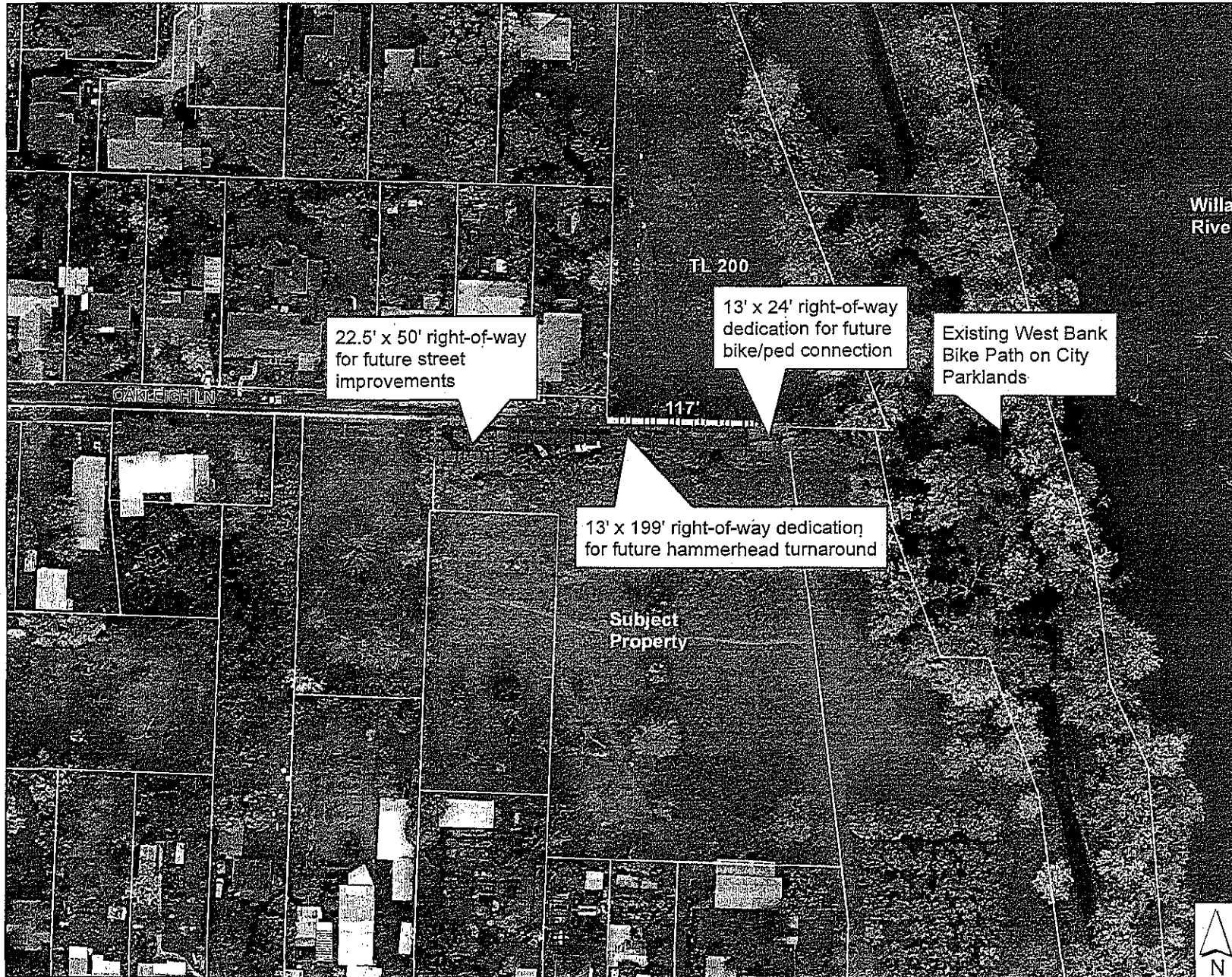


Caution:
This map is based on imprecise
source data, subject to change,
and for general reference only.



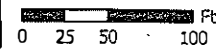
September 19, 2013

Attachment B: Illustration of Recommended Dedications
Right-of-Way Dedications



September 12, 2013

Caution:
This map is based on
imprecise source data,
subject to change, and for
general reference only.

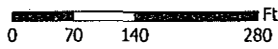
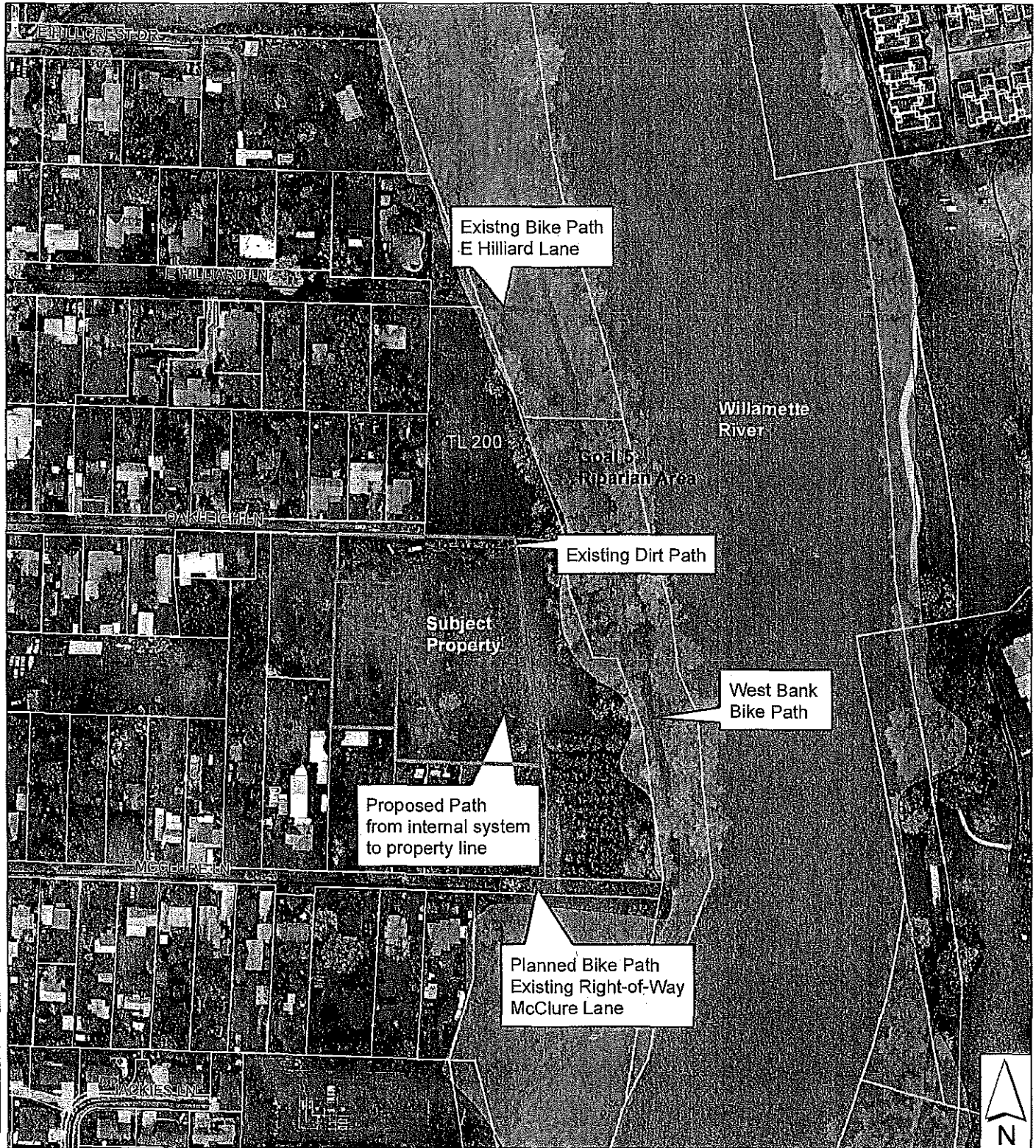


PH-1.B

1197

Attachment C

Bicycle/Pedestrian Connections




Caution:
 This map is based on imprecise
 source data, subject to change,
 and for general reference only.



September 12, 2013

HO Agenda Page 50



PRELIMINARY DRAWINGS

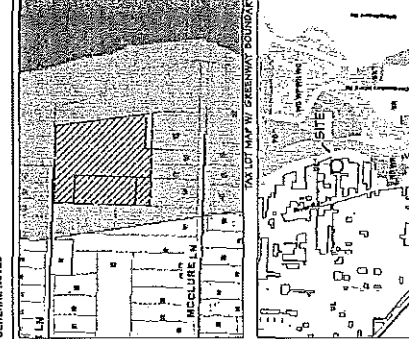
EMERGENCY MEADOW CONHOUSING

EMERGENCY MEADOW

SITE PLAN

A1.1

GENERAL NOTES



EXISTING LOT MAP BY GREENWAY BOUNDARY

EXISTING LOT MAP BY GREENWAY BOUNDARY

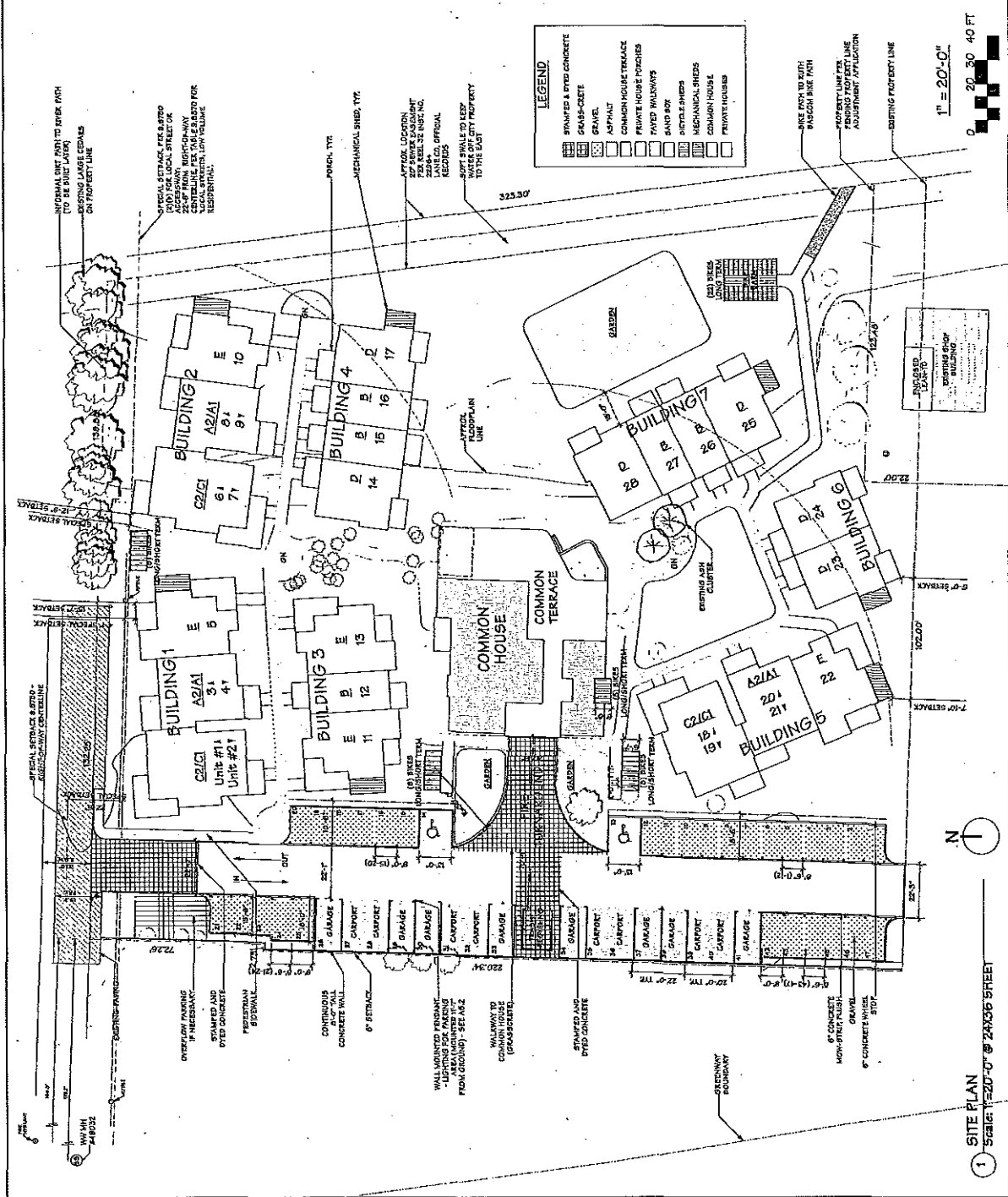
SITE COVERAGE

SITE COVERAGE 102,808.89 SF

BUILDINGS (includes carports & porches) 33,879.52 SF (33%)

PARKING 14,202.31 SF (14%)

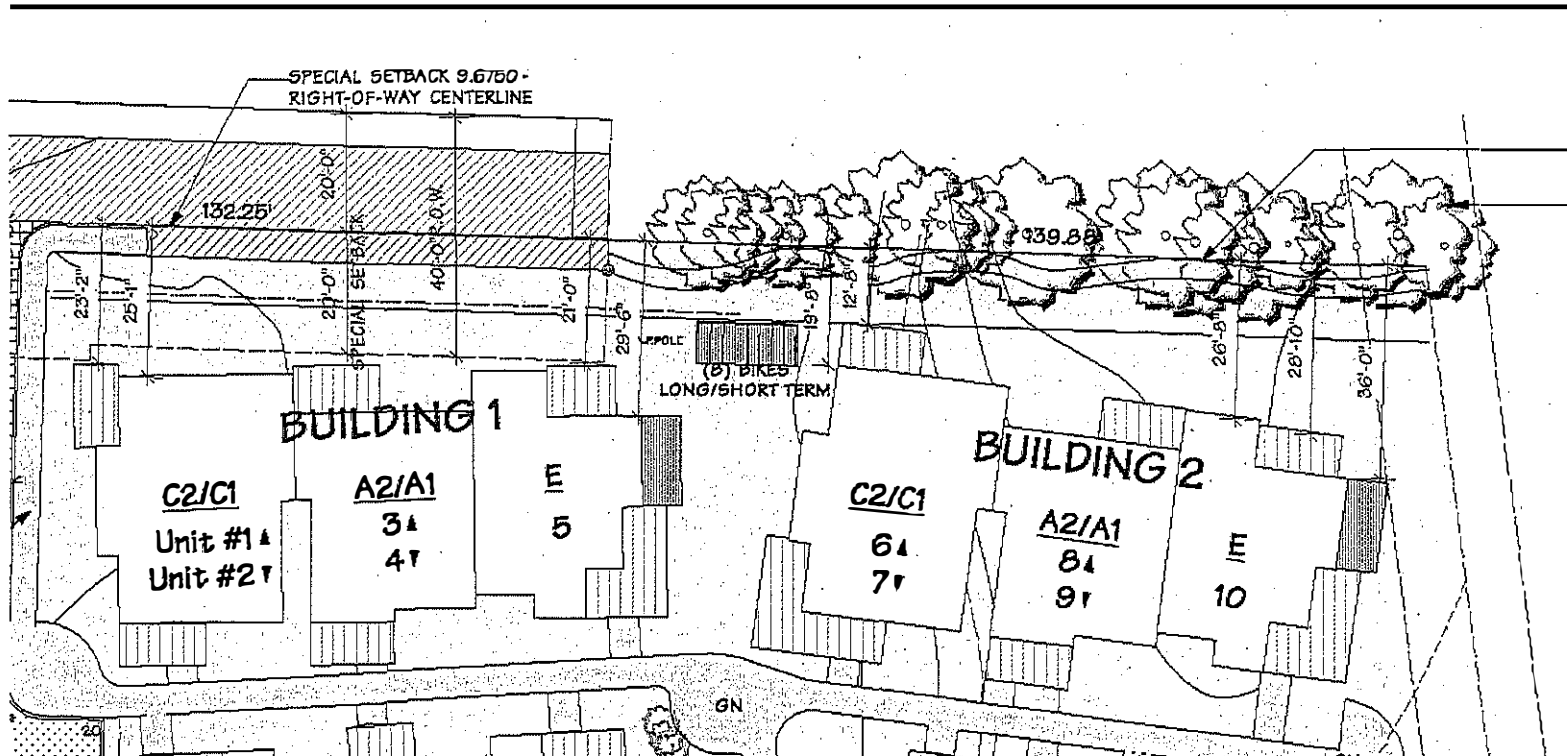
OPEN SPACE (includes setbacks) 54,727.06 SF (53%)



Attachment D-2 Site Plan

1 SITE PLAN
Scale: 1"=20'-0" @ 24X36 SHEET

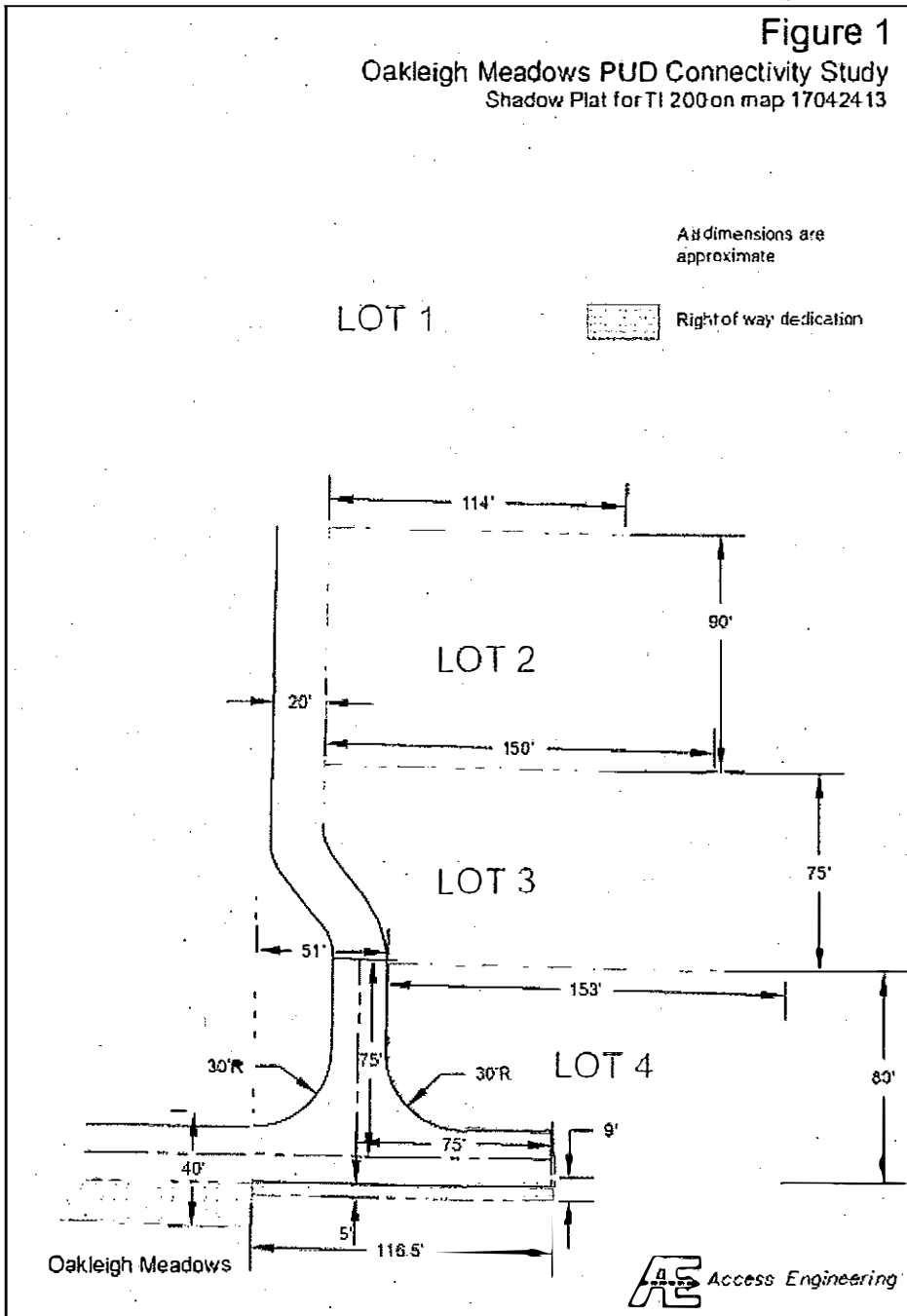
Attachment D-3 North Line Setback Detail



1201

PH-1, D-3

Attachment D-5 Street Connectivity



HE-67

Eugene Hearing Official
Eugene Planning and Development
Atrium Building
99 West 10th Ave.
Eugene OR 97401
Re: Citizen Comment Document Regarding the Oakleigh Meadows Tentative Planned Unit Development (PDT 13-0001), Willamette Greenway Permit (WG 13-0001)

Dear Hearing Official,

I object to the proposed PUD for the reasons stated in the Comments of Lauren Regan and Bryn Thoms, and all additional objections incorporated by reference into that Comment. I am also a member of the River Road Community Organization and submit my comment on behalf of the RRCO as well. Please include this letter as part of the Public Comments on this PUD.

I live with my partner and 1 year old son at 116 Oakleigh Ln, where we have resided for 3 years. I would like to express a number of my concerns regarding the Oakleigh Meadow Cohousing (OMC) project.

Upon first hearing of a cohousing project being planned on Oakleigh, I was intrigued. While not a method of housing I think I would thrive in, I think such ideas are interesting and worthy of consideration. My partner and I attended an early outreach event, and learned that the property would be developed into 7-10 houses. At such a level, I felt that the project, being low density, would have minimal impact on the street, and perhaps even be a nice addition. I continued in this belief until very recently, when the public hearing notices came out. I was surprised and concerned that this project I had believed to be low-density had suddenly ballooned to 28 units, 3 to 4 times the size we had originally been told. My subsequent further understanding of the issues related to the project has only served to deepen my concern.


Regarding the Greenway (OAR 660-015-0005): It was only recently that I realized the project actually falls in the Willamette River Greenway. Had I known when I first heard about OMC, I would have had serious reservations about the development. Knowing that now, and knowing that the development is much, much larger than first proposed, I think the idea of using Greenway land for this project is unconscionable. The Greenway is an expression of Oregonians' long-standing and deep belief that the Willamette River and its watershed are both a resource to be treasured, and something we as a community must protect. The huge amount of excavation and fill the development requires in order to mitigate flood risk due to being in the Greenway, surely does not fall in line with the ideas of protecting the resource and preserving native soils and species. Further, this would be some of the highest impact, highest density development ever to occur in this portion of the Greenway. Precedent is a powerful thing. Once the door to such significant development in this part of the Greenway is opened, it will be difficult to shut.

Regarding Neighborhood character (PUD Code 9.8320.13): The neighborhood character issue is a simple one. This street and those surrounding it consist of small, almost exclusively single-family dwellings. The addition of such a massively dense, multi-story, multi-family development flies in the face of decades of architectural precedent seen on the street. The Lower River Road Concept Plan, created by the neighborhood organization, RRCO, recommends that in keeping with the current character of the neighborhood, this area should see commercial development along River Road near Oakleigh, "Medium Density" Residential development South of McClure and "Low Density" Residential in the Oakleigh-McClure area. Twenty-eight units and 47 cars on 2 acres is not low-density in this area. Typical homes on Oakleigh and McClure are on about a quarter acre, or about 4 homes per acre. Compare that to the OMC plan of 14 per acre, and it's clear that the development is not in keeping with neighborhood character.

Regarding traffic (PUD Code 9.8320.12): The application from OMC states that their development will not increase the traffic load on our street to a threshold that requires a formal traffic study. There are 20 houses on Oakleigh currently. The idea that more than doubling the population of this one-block street by adding 28 units will not significantly increase traffic is simply astonishing. The OMC application refers to Oakleigh as having a "country lane" feel. Well, apparently that means a small dead end street, with no sidewalks, barely enough width for two cars to park opposite each other, a doctor's office, a used car dealership and small strip mall at the top of the street. Having that commercial cap on the street significantly increases the traffic on Oakleigh, particularly in regard to left turns onto the street, a fact seemingly ignored in the OMC traffic calculations. OMC's plans call for 47 parking spaces on the site, not quite two per unit. If there are 47 parking spaces, there will be 47 cars. If there are 47 additional cars, logic dictates that those cars will, at some point, be driven up and down the street.

In conclusion, the fact that the vast majority of Oakleigh residents (and a number of McClure residents), those most directly affected by this development, are opposed to this development should make obvious that there is a serious issue here. Further, that a number of those now opposed originally worked alongside OMC members in helping clear and clean up the meadow should show that we are not opposed to the idea of cohousing, or development in general. I hold no ill will whatsoever toward the concepts of cohousing, or the individuals involved in the project. I simply think that their plans are not compatible with this neighborhood, and previous planning that has taken place for this area in the forms of the Lower River Road Concept Plan, the River Road/Santa Clara Refinement Plan, and the Statewide Planning Goals.

Sincerely,

 9/24/13

Terrence S. Killian
116 Oakleigh Ln
Eugene OR 97404

HE-68

TAYLOR Becky G

From: Adrienne Borg <aplusr@earthlink.net>
Sent: Tuesday, September 24, 2013 6:58 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Cohousing

Dear Ms Taylor,

I am writing in support of the Oakleigh Meadow Cohousing project. I live a few blocks from the site of the proposed development. I frequently walk down McClure to get to the bike path, and I have looked at the site and the proposed plan. I am very impressed by how well designed it is. In sharp contrast to the development that is going up directly across the river, this project is designed to preserve the greenway and wildlife habitat. It looks as though the designers have worked very hard to minimize impact on the neighborhood. Although I am not involved with this project, I also think that Cohousing is a great way to build better communities. I feel the recent article in the Eugene Weekly is alarmist and misleading and I hope that the project gets a fair hearing.

Thanks for your time,
Adrienne Borg
945 Fairway Drive
Eugene, OR 97404

September 24, 2013

City of Eugene
Planning and Development Department
attn: Becky Taylor, Associate Planner
99 West 10th Avenue
Eugene, OR 97401

Re: Solar Setback Calculation for the Proposed Land Use Change for the Oakleigh Meadow Cohousing Project - Application PDT 13-0001.

Dear Ms. Taylor:

The following letter presents information regarding the solar setback calculation provided to you on about September 17, 2013 by the applicant of PDT 13-0001. The calculation was done improperly. The horizontal setback was presented as the distance from the current north property line to a point at grade directly beneath the ridge of Building 1. There are two problems with that calculation.

- The roof pitch is less than 5/12 (per elevations sheet A3.1 of application), thus according to Eugene City Code (EC) Solar Setback Definition (EC 9.05) for shade point, the eave or more accurately, the north facing dormer-style ridge located on the north wall of Unit 5 of Building 1 is the proper shade point. The effective pitch from the dormer ridge to the ridge of Building 1 ridge is still less than 5/12. Also the dormer ridge would cast the longest shadow at the azimuth on the winter solstice and the dormer is greater than 3 feet wide (shade point definition). The applicant stated that the ridge of Building 1 is the Shade point, which is inaccurate. Shade point definition is presented below. Ridgelines and eaves of Buildings 1 and 2 are oriented almost directly east-west.
- The property line used in the setback measurement is the existing north property line, yet with the approval of the Planned Unit Development, the right-of-way (ROW) of Oakleigh Lane will be widened to 45 feet (22.5 feet each side of the centerline). The centerline will be the current north property line of tax lot 400 (map 17.04 24 13) because the full 20 foot ROW of Oakleigh Lane was partitioned out of the original Oakleigh plat. Additional information regarding street connectivity and diminished value of TL 200 due to anything less than a 45 foot ROW extending to end of the existing Oakleigh street ROW, will be presented in follow-up public testimony.

Attached is the applicant's email with redline revisions indicating the above mistakes.

The shade point [SPH] (dormer on north wall) is 22.5 feet above existing grade according to A3.1 (see attached excerpt). $N > 90$ feet so $N = 90$, thus:

Ms. Becky Taylor
Solar Setback Calculation – PDT 13-0001

$$SSB = (2.5 \times SPH) + (N/2) - 82.5 \text{ or}$$

$$SSB = (2.5 \times 22.5) + (90/2) - 82.5 \text{ or}$$

$$SSB = 56.25 + 45 - 82.5 \text{ or}$$

$$\underline{SSB = 18.75 \text{ feet}}$$

The proper setback from the existing north property line is (22.5 feet [ROW width] + 18.75 feet [setback to shade point] + 2 feet [eave depth from wall] = 43.25 feet). Thus the distance from the existing north property line to the north wall of proposed Building 1 (at the dormer) should be 43.25 feet.

Building 2 setback should follow the same calculation for solar setback, yet the ROW width would be different. EC 9.2790 (4)(b) Existing off-site shade would apply to TL 200 (Map 17 04 24 13) because of the large cedar trees located at the southern edge of the lot, if the trees were to remain. However, if the proposed PUD is approved, the same type of PUD would be possible on TL 200, which would likely consist of an access road along the south property line. The cedar trees would need to be removed for the most appropriate street access. The value of the neighboring property, TL 200, will be diminished by the increased shade from Building 2, if the solar setback was not applied. Even if an access road was not continued eastward from the end of Oakleigh Lane, several of the cedar trees will likely need to be removed because of a southerly lean and potentially may need to be removed due to illness or from distress from the proposed construction of the OMC development.

Building 2 should have a setback from the North Property line of 18.75 feet to the shade point (dormer-type ridge line on north wall of Unit 10) which would put the north wall of Building 2 (at the dormer) at 20.75 feet south of the property line between TL 200 and TL 400. The PUD application presents a public access path along the north of TL 400 which would provide access to the public land east of TL 400. The City of Eugene has stated on Page 2 of the Public Works Referral response that the proposed bike path connector will require ROW dedication, 13 feet in width. If the bike path were to be City ROW, then the new north property line of TL 400 would be 13 feet south of the existing north property line. This would put the north wall (at the dormer) of Building 2 at 33.75 feet south of the existing property line, (13 feet [ROW width] + 18.75 feet [setback] + 2 feet [eave depth from wall] = 33.75 feet).

Shade point definition from EC 9.05

Shade Point. The part of a building that casts the longest shadow onto the adjacent northern lot(s) when the sun is at an altitude of 22.6 degrees and an azimuth ranging from 30 degrees east and west of true south; except a shadow caused by a narrow object such as a mast or whip antenna, a dish antenna with a diameter of 3 feet or less, a chimney, utility pole or wire. The height of the shade point shall be measured from the shade point to lowest grade directly below the shade point. If the shade point is located at the north end of the ridgeline of a building oriented within 45 degrees of the true north-south line, the shade point may be reduced by 3 feet. If a structure has a roof oriented within 45 degrees of the true east-west line with a pitch that is flatter than 5 feet (vertical) in 12 feet (horizontal), the shade point will be the eave of the roof. If such a roof has a pitch that is 5 feet in 12 feet or steeper, the shade

Ms. Becky Taylor
Solar Setback Calculation – PDT 13-0001

point will be the peak of the roof. (See Figure 9.2795(2) Shade Point Height (SPH) Measurement, Figure 9.2795(2)(a) R-1 Solar Setback Calculation, and Figure 9.2795(2)(b) R-2 Solar Setback Calculation.)

In addition, I see no reason to exempt the solar setbacks, so I urge the City planning staff and Hearings Official to require the proper solar setbacks along the north property line.

Sincerely,



Bryn Thoms, Oakleigh Lane Resident

Encl: Redline Revisions of Applicant's Email with Figure Showing Proper Setback Distance
Excerpt of Building 1 and 2 Elevation Showing Dormer

TAYLOR Becky G

To: TAYLOR Becky G
Subject: Solar Setback
Attachments: OMC_Dist Ridge to N PL.JPG

BWAlreadyEdited: Yes
BWMessageAction: Forward

Elevations show pitch less than 5/12, so the ridge of the dormer on north wall is the shade point, not the east-west trending ridge of Building 1

$SSB = (2.5 \times SPH) + (N \text{ divided by } 2) - 82.5$

Note: since roof slope is less than 5/12, SPH (Solar Point Ht) is height to eave = 19'-2" 22.5 feet

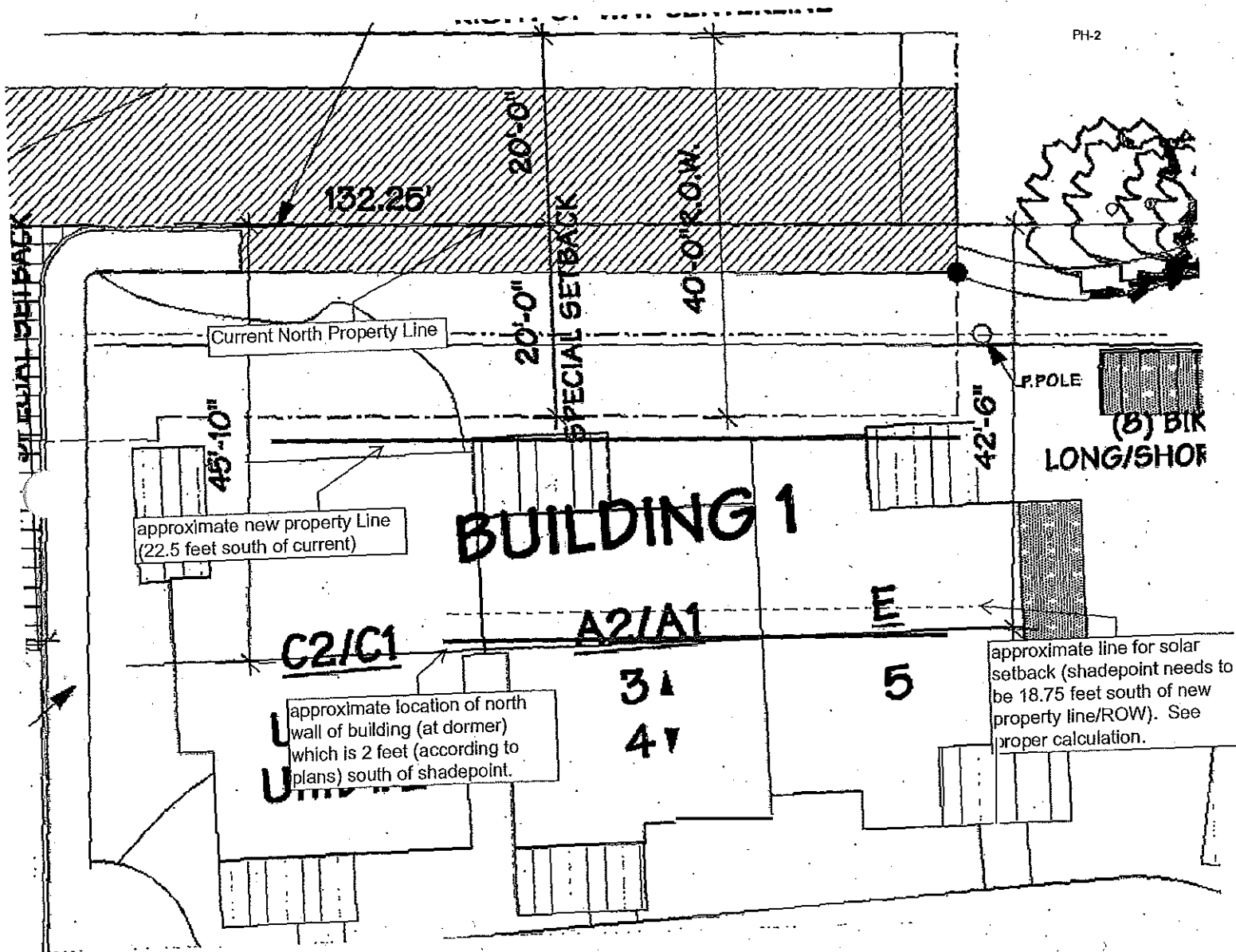
Note: N = North - South Lot Dimension (max is 90') $SSB = (2.5 \times 19.167) + (90 / 2) - 82.5$ $SSB = (47.9175) + (45) - 82.5$ $SSB = 10.4175$ Feet 18.75

Horizontal setback from north property boundary to point at grade directly beneath shade point (Eugene City Code Definitions - Chapter 9

So, the distance from the (ridge) to the North Property Line needs to be at least 10.4 feet, and we're at 42'-6" at the nearest at Building #1 (please see attached). And Bldg#2 is in the clear as per this formula, but it's also fronting the huge cedar trees and the neighbor's vacant lot.

Should be ridge of dormer on north wall, which is the shade point

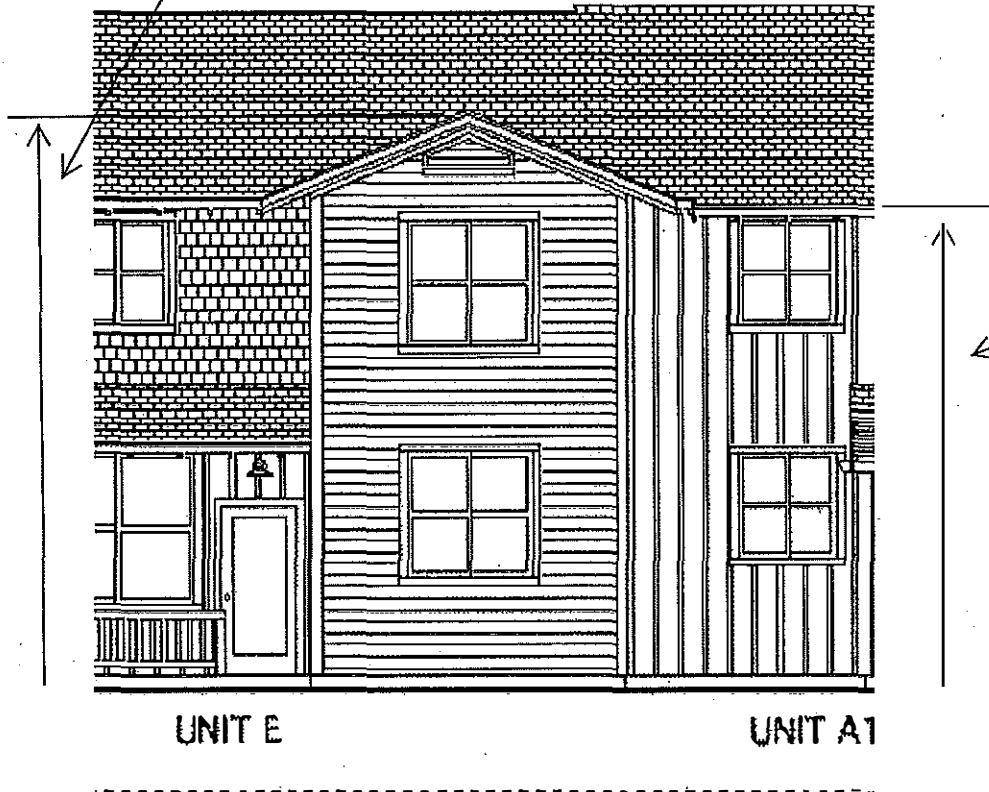
The current property line is invalid, it should be the new property line once the development is approved, which is 22.5 feet south of the current property line.



From Sheet A3.1, North wall of Building 1 at Dormer

22.9 feet at ridge of dormer on north wall = SPH

19.2 feet at east-west trending eave



PH-3

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:21 AM
To: JANISCH Amy C
Subject: FW: Opposition to current Oakleigh Meadow Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record.

From: dnussbaum@comcast.net [<mailto:dnussbaum@comcast.net>]
Sent: Monday, September 23, 2013 9:06 PM
To: TAYLOR Becky G
Subject: Opposition to current Oakleigh Meadow Plan

Please add this to the public record - PDT 13 - 1

September 23, 2013

City of Eugene
Planning and Development Department
Attn: Becky Taylor, Associate Planner
99 West 10th Avenue
Eugene, OR 97401

Re: Opposition to the current Oakleigh Meadow Plan

My wife and I have lived on McClure Ln, the next street south of this proposed development, for over 35 years.

There are reasons why those of us in this community have chosen to live on quiet dead end streets. And there is a reason that there are land use laws to protect compatibility.

We all know and expect that the parcel will be developed. And, I am not opposed to co-housing. In fact, I like to think we have developed our own coincidental co-housing neighborhood over the years. When we first heard about the possibility of a 10-12 unit intentional community, it seemed it could be a formal extension of the existing community.

But, that was then and this is now. A 28 unit condo-style complex is not in keeping with the existing neighborhood character. If the current proposal is allowed to go forward, the volume of traffic alone would greatly and negatively alter the established neighborhood.

Interesting that these developers want us to think they are doing us a favor and protecting us from "developers" by constructing a mega development. They tell us they could be building 32 units, but just because they could do something larger, doesn't mean that what they are proposing is the right thing for this location.

There is something ironic about a group that would purport to create a community by ignoring and decimating one that is already there.

The current 28 condo proposal is not right for Oakleigh Lane and it is not right for the existing community.

Thanks for your consideration,

Dean Nussbaum

PH-4

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:22 AM
To: JANISCH Amy C
Subject: FW: condos letter

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Rachel Stedman [<mailto:dazzleshine@icloud.com>]
Sent: Monday, September 23, 2013 8:24 PM
To: TAYLOR Becky G
Subject: Fwd: condos letter

Hi Becky,

Please add this letter below to public record.
Thank you,
Rachel Stedman

Sent from my iPad

Begin forwarded message:

From: sage@cruzio.com
Date: September 21, 2013 at 8:33:25 PM PDT
To: Rachel Stedman <dazzleshine@icloud.com>
Subject: condos letter

This letter is regarding the planned co-housing condo development on Oakleigh Ln.

My daughter, Rachel Stedman is a home owner near the river end of Oakleigh, across the street from the entrance to the project.

I traveled to Eugene about eight years ago to help her with some home hunting. We found a great place on Oakleigh and bought it. The next day I had a slight panic attack when I thought about the open space across the street. I drove down to the county building and was told that the zoning on that property was for single family residence. Panic attack over, now it's back.

Here are a few reasons why I oppose this development.

The street is too narrow for all the planed traffic.

Project way too large and tall for the neighborhood.

Project is building on a flood zone with plans to bring in tons of fill dirt.

No guarantee that it will remain co-housing and not some day be changed to something less desirable.

Property is now a beautiful meadow and it would be turned into high density housing and parking lots. It's silly to name the project Oakleigh "Meadows".

Finally, the current residents do not want it, please support them.

Sincerely, William Heinze Santa Cruz, CA

PH-5

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:25 AM
To: JANISCH Amy C
Subject: FW: Public comment on the proposed Oakleigh Meadow Co-housing development

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: majrafferty@gmail.com [<mailto:majrafferty@gmail.com>] **On Behalf Of** Maj Hutchinson
Sent: Monday, September 23, 2013 5:28 PM
To: TAYLOR Becky G
Subject: Public comment on the proposed Oakleigh Meadow Co-housing development

Dear Ms. Taylor,

I want to let you know that I'm very concerned about the Oakleigh Meadow Co-housing project under consideration at the Oct. 2nd hearing. I am a concerned neighbor living on Oakleigh Lane. My family has been here for the past seven years. Our family has a young child who rides her bike in the street and crosses the street to visit neighbors. The disagreement regarding the proposed Oakleigh Meadow Co-housing project and the neighborhood is complicated.

My husband and I were excited about the initial idea of a small co-housing project. We were looking forward to having a few more families on the street. We attended many of the OMC gatherings during the summer and met the people involved. We've been impressed with the community building among the group and what heart-ful and lovely folks are involved with it. I have lived in co-housing for five years and I'm a fan of this community-focused living arrangement. I am not anti-development. I am opposed to this project in its current size.

The number of units proposed (28) is too many for this small, dead-end street neighborhood. Adding 47 more cars to our street is almost unthinkable in terms of traffic impact; it more than doubles the current number. The current size is also too big for this environment. If there were less units, they would not need to push so far down toward the river. It may well be (as they have stated) that this group needs to build 28 units to generate enough income to make units affordable for members and to make mortgages low enough for banks to approve them. I understand that. But that doesn't mean that this is the appropriate setting for a project of this size.

This is privately owned land that will ultimately be developed. I understand and accept that fact. The question is how will that happen? Will it be in a way that takes into account the existing community on the street and works to find compromise? Some of the responses to opposition from OMC on the

issue of decreasing the size of the project have been, "we could have asked for 32 units" or "this could have been developed by an out of town developer who doesn't care about the neighborhood." As a community, we can do much better than that.

The neighbors and OMC have begun a mediation process. I am involved in it and believe in mediation. However, OMC has said that they will not postpone the hearing or decrease the number of units proposed. I think this is a sad beginning for a project with so much heart and potential, that is focused on building a cohesive community with positive impacts on the environment. I hear a loud contradiction in the vision and how it is being expressed in the existing neighborhood. If I were a future member of OMC, I would have misgivings about joining a community, the size of which, is strongly opposed by the existing neighborhood.

As I said, this is a difficult and complicated situation with all good people involved. We strongly oppose the development in its current size.

--
Maj Hutchinson
114 Oakleigh Lane
Eugene, OR 97404

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:54 AM
To: JANISCH Amy C
Subject: PDT 13-1

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Hopsbran [<mailto:hopsbran@aol.com>]
Sent: Monday, September 23, 2013 7:39 AM
To: TAYLOR Becky G
Cc: *Eugene Mayor, City Council, and City Manager; bovilsky2@gmail.com; CONTE Paul (SMTP2); FARR Pat M (LC); SORENSON Pete; tim@forestcouncil.org
Subject: (No subject)

The Greenway in Eugene should be retained and protected as a green riparian edge to the Willamette River. As such, it serves many important functions, as a "parkland" for all of Eugene, a place of rich wildlife diversity, and a filter for water runoff during times of rain. Its trees help cool the environment on warm days and generally help mitigate adverse climatic conditions. The Greenway is wondrous and beautiful in its natural state.

It would be ill-advised and shortsighted to allow the development the proposed Oakleigh Meadow Cohousing complex in the Greenway. If realized, the complex would set a irresponsible precedent for the river's edge.

As Lara Bovilsky expressed in her September 19th viewpoint in the *Eugene Weekly*, "The Willamette Greenway should be our legacy, a treasury of protected natural space." YES. I hope you agree.

Sincerely,
Nena Lovinger, Board Member
LandWatch Lane County

PH-7

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:43 AM
To: JANISCH Amy C
Subject: FW: Oakleigh Meadow CoHousing

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Planet Not Pluto [<mailto:butohandbeyond@gmail.com>]
Sent: Monday, September 23, 2013 1:23 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadow CoHousing

Dear Becky Taylor,

"In the 21st century, we will have to learn to cherish all creatures, in the commonwealth of sentient beings if we are going to preserve our fragile environment." ~ Sam Keen

I'm all in favor of cohousing in the Eugene area, but, Oakleigh Meadow Cohousing project will actually do more damage and long-term destruction to the area. I don't see this project as being environmentally beneficial to the area or to the people who live there. Developments (of any kind) which destroy the essence of having a greenway space for all beings and living things to enjoy is not appropriate for the area.

I urge you, and others involved with the Oakleigh Meadow Cohousing permit process, to not allow this to happen to our precious habitat. Thank you for your time and consideration.

Sincerely,
Planet Glassberg

PO Box 11011
Eugene OR 97440-3211
(541) 461-2695

From: TAYLOR Becky G
To: JANISCH Amy C
Subject: Please add to PDT 13-1 Record
Date: Tuesday, September 24, 2013 9:39:15 AM

This is the second letter submitted by Cecilia. Can you try printing this for me as well? (The margins expand beyond the print boundaries.) Thanks!

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Cecelia Baxter-Heintz [mailto:cbph13@comcast.net]
Sent: Monday, September 23, 2013 2:32 PM
To: TAYLOR Becky G
Subject: Sharing another letter about OMC



To whom it may concern,

Please consider the following issues surrounding the Oakleigh meadow cohousing (omc) development project.

- **Size.** A 2.7 acre parcel with 7 condominium/townhouses, a large common house, a 47 car parking garage and a 300 foot concrete wall. Complete with a garden and a large meadow (which is part of the greenway along the bike path) A wood shop is planned for later.
- **Habitat.** Presently the meadow is home to several species of plants and animals. The construction process will destroy the land and encroach into the sensitive riparian area along the river.
- **Construction.** According to EWEB "there are no electric facilities adjacent to this proposed development. Underground electric facilities will need to be extended to service this development. The

existing water infrastructure within Oakleigh lane and McClure lane is inadequate to serve any additional development or provide the necessary fire flows along Oakleigh Ln. Therefore, prior to any development of the site, significant upgrades of the water facilities in Oakleigh Lane and McClure Lane along with a loop connection between these streets through the project site will be required to serve the property."

- Traffic. Oakleigh and McClure Lanes are single block, dead end streets with relatively small, unassuming houses. It is quiet here and our neighbors are closely knit and familiar. Please consider the impact caused by construction, vehicle, and pedestrian traffic.
- Floods. The proposed development site is located in the Eugene special flood hazard area. The plan is to bring in an unprecedented amount of gravel to mitigate flooding concerns.
- Government/political deal making. The OMC developers have not been forthright with their plans for the property. What began as a "small environmentally friendly, sustainable community" is now maximum density for maximum profit. The last meeting held at the River Rd. annex allowed for only one voice in favor and one voice against and each were only given two minutes to speak. We felt Railroaded!

Please know that the neighborhoods of Oakleigh and McClure Lanes are nearly unanimous in our opposition and that we will not accept this proposed development.

If you care for the habitat along the greenway, empathize with anti-development, or just think it's not a good idea to build in a flood plain, please help by contacting the city of Eugene planning

Dept. @ 541-682-5086 and show up for
the meeting on Oct. 2nd at 5p in the
Atrium.

Thank-you,

heintz

Paul and Ceelia

118 McClure Lane

PH-9

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:41 AM
To: JANISCH Amy C
Subject: FW: Oakleigh Meadows Support

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Shane MacRhodes [mailto:shanerh@mac.com]
Sent: Monday, September 23, 2013 1:47 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadows Support

Dear City of Eugene Planning Department,

I am writing in support of the Oakleigh Meadows Cohousing application. As an active community member working to increase active transportation and improve Eugene's sustainability and livability I believe this project would be a great asset to the community. As a third generation Eugeniean and a father raising three of the next generation I have seen Eugene change over the decades and have worked and advocated for a Eugene that will be an even better place for my kids to grow up. Oakleigh Meadows Cohousing so peaked my families interest that we had discussed becoming a part of the project but currently have no ties or connections beyond attending a couple open house events to find out more information about the project. We were excited about the sustainable aspects of the project, especially the ability to access the wonderful river path system, the local neighborhood school (River Road), and the resources that surround this area of the River Road neighborhood. Creating a higher density housing development is in line with plans such as Envision Eugene and creating a cluster of homes that is focused on building community is the exact type of development that should be encouraged throughout our city. I believe building near the river path is actually an asset to that section of the path. As someone who has led hundreds of students from Kelly Middle School along the West Bank path as part of our SRTS Bike Safety Education program I believe that having a development that is focused on community will help to improve the feeling of safety and comfort along the path. I was impressed with the work the community had already done to clear out the invasive species that were choking out a filbert orchard next to their property. By adopting and cleaning up this area they not only cleaned out invasive species and garbage but they created a more open, inviting, and safe feeling space along the path.

As someone who has lived in a housing cooperative similar to cohousing I know the amount of work that goes into building community and I know that the people who buy into cohousing are dedicated individuals who want to improve their neighborhood and city. I am confident that the people in homes surrounding the development could not find better neighbors. As a dad who encourages his kids to "play in the street" I also understand the fear of more traffic on a neighborhood street. Yet, I truly believe that Oakleigh Meadows Cohousing would actually be better than leaving the land vacant and certainly better than having it developed in

a much less sustainable manner with a few large houses that take much more resources per square foot or another large development that is not created with community or sustainability in mind. Yes there will be an impact on the number of cars traveling on the neighboring streets but that is what growth of a city looks like. What matters is HOW you grow and a community like this will be more likely to have people choosing other modes of transportation and driving safely through a neighborhood they are connected with.

This is exactly the kind of development we need to encourage and exactly the kind of area we need to be encouraging it in; it's easy to choose active transportation & transit (Pedestrian & Bicycle Master Plan), resources are close in (Envision Eugene; 20-minute neighborhoods), and the development is sustainable (Climate and Energy Action Plan).

I hope that as the development moves forward that Oakleigh Meadows Cohousing works to encourage active transportation by building safe & secure bike parking as a key element of their design process and encourages members to choose healthy and active forms of transportation by providing incentives as well as good infrastructure. Since infrastructure dictates behavior it will be essential that driving is less convenient than walking or biking when it comes time to plan the layout of bike parking, paths, and path connections. If you build a facility that shows that active transportation is the number one mode then more people will choose those modes. I also hope that the community continues to reach out to the River Road neighborhood to work on improving the area for safe pedestrian, bicycle, and transit access throughout the area since our transportation system is large network that still needs improvements to make it safer and easier for families to choose the transportation modes they want.

I do not believe approving this application encourages any additional developments along the Willamette River Greenway, it simply approves *this* development; one that meets city goals on many levels. I encourage the City of Eugene to approve the application of Oakleigh Meadows Cohousing.

Thank You,

Shane MacRhodes
1920 Garfield St.
Eugene, OR 97405

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 9:45 AM
To: JANISCH Amy C
Subject: FW: Oakleigh Meadow cohousing

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record and IP list.

Becky Taylor, Associate Planner
 City of Eugene Planning
 99 West 10th Avenue
 Eugene, OR 97401
 541-682-5437

From: Clare Strawn [mailto:clarestrawn@gmail.com]
Sent: Monday, September 23, 2013 12:35 PM
To: TAYLOR Becky G
Cc: rletters@registerguard.com; bovilsky2@gmail.com
Subject: Re: Oakleigh Meadow cohousing

Please note changes to original letter in text below. Apologies to Ms. Taylor for referencing her name instead of the article's author, Ms. Bovisky.

Clare

Dear Ms. Taylor -

I am speaking up to support Oakleigh Meadow Cohousing. The proposed cohousing should be supported as a project for ecologically and socially sustainable dense cooperative housing, which, as a PhD in urban studies, I can say is a model being adopted widely around the world as an alternative to sprawling growth. I live in the neighborhood and have been active in creating a sense of community and place here. OMC organizers live adjacent to the property and are invested in the quality of life of the community -- I have met them while volunteering to improve the filbert grove, but have never seen constructive contributions from Ms. Bovisky. The property is not owned by a for profit property development corporation but by members of the community and Ms. Bovisky's neighbors. Ms. Bovisky's objections, as articulated in the Weekly, appear to be driven by fears rather than dialogues with the community. A review of the OMC project website reveals that they are not property developers along the lines that Ms. Bovisky fears. They are not erecting ugly infill housing like other properties in the area, nor are they proposing huge low income apartment buildings such as those planned for River Road or the big construction currently being erected just across the river on the greenway.

The only objection that I think has merit is the need for 50 parking spaces to serve 28 units. I don't know if this is required by housing regulations, but I would suggest that the city support the community to adopt a car sharing model that limits the number of cars needed.

Please show up to the hearing on October 2nd to support this progressive project.

Clare Strawn

465 Horn Lane
5410285-4504

On Fri, Sep 20, 2013 at 3:16 PM, TAYLOR Becky G <Becky.G.Taylor@ci.eugene.or.us> wrote:

Just as a point of clarification, I did not write the article. I am the City staff planner evaluating the land use applications for the project. The person who wrote the article cited my contact information for purposes of collecting public comments regarding the land use applications.

Becky Taylor, Associate Planner

City of Eugene Planning

99 West 10th Avenue

Eugene, OR 97401

541-682-5437

From: Clare Strawn [mailto:clarestrawn@gmail.com]

Sent: Friday, September 20, 2013 10:30 AM

To: TAYLOR Becky G; letters@eugeneweekly.com; rgletters@registerguard.com

Cc: bovilsky2@gmail.com

Subject: Oakleigh Meadow cohousing

Dear Ms. Taylor -

I am speaking up to support Oakleigh Meadow Cohousing. The proposed cohousing should be supported as a project for ecologically and socially sustainable dense cooperative housing, which, as a PhD in urban studies, I can say is a model being adopted widely around the world as an alternative to sprawling growth. I live in the neighborhood and have been active in creating a sense of community and place here. OMC organizers live adjacent to the property and are invested in the quality of life of the community -- I have met them while volunteering to improve the filbert grove, but have never seen constructive contributions from Ms. Taylor. They own the property, it is not owned by the city or county as part of the Willamette River Greenway. It is not owned by a for profit property development corporation.

Ms. Taylor's objections, as articulated in the Weekly, appear to be driven by fears rather than dialogues with the community. A review of the OMC project website reveals that they are not property developers along the lines that Ms. Taylor fears. They are not erecting ugly infill housing like other properties in the area, nor are they proposing huge low income apartment buildings such as those planned for River Road.

The only objection that I think has merit is the need for 50 parking spaces to serve 28 units. I don't know if this is required by housing regulations, but I would suggest that the city support the community to adopt a car sharing model that limits the number of cars needed.

Please show up to the hearing on October 2nd to support this progressive project.

Clare Strawn

465 Horn Lane
5410285-4504

PH-11

TAYLOR Becky G

From: Mike van Mantgem <mike@forewordedit.com>
Sent: Monday, September 23, 2013 9:24 AM
To: TAYLOR Becky G
Subject: In Support of Oakleigh Meadows Cohousing

Dear Becky Taylor,

As a concerned, long-time resident of Eugene, I urge you to support and approve the permit for Oakleigh Meadow Cohousing.

Oakleigh Meadow Cohousing is a smart, green, community-based infill housing project. It represents the sort of housing project that the City of Eugene has championed in the past, is supporting now, and says it wants in the future.

Oakleigh Meadow Cohousing will consist of privately owned homes plus extensive common areas. It is co-designed by its residents who have chosen to live in a close-knit neighborhood that features a healthy blend of privacy and community.

Oakleigh Meadow Cohousing addresses affordability by enabling residents to significantly downsize their homes due to the extensive common facilities available to them. Cohousing is inherently more sustainable than traditional single-family housing options. Cohousing lowers each family's footprint and enables and encourages sharing and cooperative behavior. Preservation of existing green spaces, food gardens, construction practices that exceed LEED standards, shared vehicles, and other amenities ensure that this project is green today and will be for the long term.

Research shows that cohousing brings many direct benefits not only to its residents, but to the broader neighborhood. Cohousing properties do more than hold their value in all economic conditions. Cohousing also generates significant social capital because its residents learn and practice cooperative decision-making processes, develop supportive relationships, and are more civically engaged. Cohousing is a powerful response to important issues our city faces, such as loneliness, isolation, and corrosion of neighborhood trust.

Locally, there are successful cohousing communities in Corvallis and Portland. Many hundreds of others have been built across Canada, the U.S. and Europe.

Cohousing is right for the City of Eugene. I would gladly welcome a cohousing development in my neighborhood. Again, I urge you to support and approve the permit for Oakleigh Meadow Cohousing.

Sincerely,

Mike van Mantgem
1188 Tyler St.
Eugene, OR 97402
541.206.9918

TAYLOR Becky G

From: patriciaparcels@aol.com
Sent: Monday, September 23, 2013 3:42 PM
To: wcd@willardcdixon.com; TAYLOR Becky G
Subject: supporting Oakleigh Meadow Cohousing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Hearings Official,

I am an across-the-street neighbor to an existing cohousing community, Coho Ecovillage, in Corvallis. Frankly, these are the best neighbors an aging woman can have! They share, pitch in, and welcome at every turn! Community overflows their borders into our entire neighborhood!

A few years ago, for instance, our elderly cat had died in the dry heat of August, and I was struggling to dig a hole where we could bury him. I put out a call to Coho, and one of the men came over and dug that hole for a kitty he'd never met.

And last week, when I needed dill to pickle some beans, I was offered the excess from a Cohoot's plants.

I've been welcomed into the Coho madrigal singing group. We joined the "Friends of Coho" group and are now welcome at their community meals. My excess juice jars have a use when they do cider pressing. Some of them garden on our excess land, keeping it weed-free and their tables laden. Our excess tomatoes and zucchini have been served up at Coho community meals.

They have made their common house meeting room available for a variety of community talks and entertainments.

Their land use planning is a model for anyone wishing to integrate food production and native plant habitats into their property. I'm forever consulting one or another of them about plants they have, and walking interested friends over for tours.

Frankly, if the plans for Oakleigh Meadow have any resemblance to Coho, they'll be an asset to their neighborhood. Please approve their application. And I would be happy to talk with any prospective abutters who are worried. Cohousing communities function very differently from, say, the apartment complex half a mile down the road from us. They actively want to be part of a community and work very well with others!

Sincerely,

Patricia Parcels
1165 SE Alexander Ave.
Corvallis, OR 97333

September 23, 2013

Letter of Reference: Oakleigh Meadow Cohousing

To: Hearings Official

I have been a River Road resident for more than 35 years. If I were planning a move from my present home, Oakleigh Meadow Cohousing (OMC) project would be my first choice.

I have been fully apprised of OMC activity for at least two years. Their efforts to communicate with the neighborhood have been extensive with at least monthly e-mails, monthly events to which the neighborhood and interested parties could participate, and some interviews on the radio with underwriting messages on Jefferson Public Radio. There have been articles and announcements in *The Eugene Weekly*, *The Register-Guard*, and *The Tribune News*. A publicly noticed presentation was available for all to view and ask questions earlier this year. I have seen them at Home Shows, Eugene Celebration, and other public events. My husband and I attended a picnic on the OMC property during the summer of 2012. Several presentations and announcements were made at the River Road Community Organization.

I am favorably impressed with their work to build community between the people planning to buy into OMC and their effort to build community between OMC and the neighborhood and beyond. It would be a dream come true to live in a thoughtful community that plans for the long term to steward the land by providing open space for common enjoyment and gardens. It is refreshing to see OMC's concern about building energy-efficient homes, minimizing the use of cars, and supporting the rest of the community in growing a 20-minute neighborhood with businesses that will provide the goods and services needed within walking and biking distance.

I strongly recommend approval of Oakleigh Meadow Cohousing with its thoroughly well thought out approach to living more lightly on the land and providing housing for a multi-generational community of people striving to live in a supportive environment.

Most cordially,

Carleen Reilly
395 Marion Ln.
Eugene, OR 97404
541-689-8561
carleenr@gmail.com

PH-14

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 10:02 AM
To: JANISCH Amy C
Subject: PDT 13-1

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Marshall Wilde [<mailto:m|wilde@gmail.com>]
Sent: Sunday, September 22, 2013 5:41 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadows Cohousing

Hi Becky -

I won't be able to make the Oct 2 meeting, but I hope that I can still weigh in in favor of the Oakleigh Meadows Cohousing project. I have read about the greenbelt concerns, but the site plan addresses them well. Additionally, lets face it, the kind of folks who like to live in cohousing aren't exactly the "pave it all over" crowd. They'll do a good job preserving the greenbelt. More formally, the plan meets the high density goal, among others.

As for the opponents, NIMBYism is understandable, but misguided in this case. We would all like our neighborhoods to be preserved unchanged for eternity just the way we like them, but growth happens. This is growth that meets our community ideals.

Sincerely,

Marshall L. Wilde
3390 Potter Street
Eugene, OR 97405

PH-15

Sunday, September 22, 2013

to: Hearings Official
from: Don Kahle
re: Oakleigh Meadow Cohousing

Governor Kitzhaber and others have famously remarked that there are only two things Oregonians will not abide: density and sprawl. I've seen the OMC plan and I believe they have found the sweet spot between those two.

Yes, there will be concerns about the number of units, although the number is fewer than what zoning would allow. What's remarkable about their plan is the amount of open space that is preserved. This is accomplished with several design innovations that rise from the mutual trust OMC's members have built between themselves.

- Buildings can be clustered because residents aren't seeking as much distance as possible from their neighbors.
- Units are smaller than they might otherwise be, because all residents will share some common facilities.
- Open space is likewise to be shared, promoting neighborliness in the most natural way possible.

I've gotten to know many of the OMC members and have watched them develop their processes to build that trust and open communication. I've known Will and Lynn Dixon for many years.

I applaud the group's vision and determination. I believe once the project is a reality, there will be no detractors because there's nothing to detract. What they want to build sounds new until you think about it, and then you realize it's very, very old. It's a true neighborhood, where people will more naturally look out for one another and share what they have.

When and how did it become difficult to knock on a neighbor's door to ask for a cup of sugar? These folks want to return to that lifestyle. Their willingness to risk may point a way forward for many of us that doesn't require too much density or any sprawl.

Thank you for your consideration.

Don Kahle, 400 E. 32nd Ave, Eugene, OR 97405 -- 541-424-2424

PH-16

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 10:03 AM
To: JANISCH Amy C
Subject: PDT 13-1

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Charlotte Maloney [<mailto:cmaloneyotr@comcast.net>]
Sent: Sunday, September 22, 2013 12:10 PM
To: TAYLOR Becky G
Cc: TAYLOR Betty L; PIERCY Kitty
Subject: Oakleigh Meadow permit

Ms. Taylor:

This letter is to go on record as opposing the permit application for the Oakleigh Meadow Cohousing project to be built on the Willamette River Greenway. I oppose reversing the principles which were the basis for the creation of the Greenway. Allowing the commercial development of the green space along the river violates the reason for the existence of the Greenway in the first place.

Eugene needs more natural areas for our residents, especially our children- not less!

Thank you for your reading and tallying my comment,

Sincerely,

Charlotte Maloney
4391 Shadow Wood Dr., Eugene, OR 97405
Cell 541-953-0148

PH-17

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 10:41 AM
To: JANISCH Amy C
Subject: FW: Oakleigh Meadow Cohousing

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record & IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Don McLean [<mailto:donmclean@pacbell.net>]
Sent: Saturday, September 21, 2013 9:11 AM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Cohousing

Dear Ms. Taylor

We are reside at 109 E. Hillcrest Drive, owner since 1992, approximately 100 yards as the duck flies from Oakleigh Meadow. We love the meadow and grove, and walk through it at least five days a week.

Allowing the cohousing project would be a shame --intrusive, violating the peace and tranquility and beauty of the greenway. We strongly oppose it, and look to you to deny this project.

Thank you.

Don McLean and Elizabeth Marshall

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 10:22 AM
To: JANISCH Amy C
Subject: FW: opposed ot Oakleigh Meadows development

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Dale Greenlee [<mailto:dalegre1@gmail.com>]
Sent: Saturday, September 21, 2013 6:42 PM
To: TAYLOR Becky G; saveoakleigh@gmail.com
Subject: opposed ot Oakleigh Meadows development

Hello Becky,

My name is Dale Greenlee. I have been an owner and full time resident at 108 Oakleigh Ln since 1995. I moved to Oakleigh Ln because of the proximity to the Greenway Path and the quiet nature of the one block, dead end street.

I believe in keeping the entire Greenway as free from development as possible and certainly do not want to see the additional vehicle traffic on Oakleigh that would result if the Oakleigh Meadows project is approved.

As much as I am concerned about my small street I think the ability of a developer to degrade the appeal of the Greenway for all citizens is the real issue. Is this a riverfront greenway or a condo corridor?

I hope the city planners consider what decision will be in the best interest of all city residents and visitors to this area.

PH-19

POTICHA

A R C H I T E C T S

Friday, September 20, 2013

Hearings Official
Eugene City Planning Division

Re; Oakleigh Meadow Co-Housing PUD application

Dear Hearings Official;

This letter is as strong support for the proposed co-housing project being proposed for by the Oakleigh Meadow Community. I have followed this project for a number of years and offer the following comments. I believe that I can offer these comments as a long term resident of Eugene and a proven expert in urban design, land use planning and single family and multifamily housing design. I have practiced architecture for the past 50 years in Eugene and throughout the U.S. and have taught Architectural Design at the University of Oregon for 52 years.

Having watched the progress of this project's development, I can say the planning, programming and design by those active in the process have learned from this long and tedious internal design process. A process that has required the participants to seek consensus, explore and understand a slightly different lifestyle. They have come away with a special understanding and regard for each other, the surrounding neighbors and the land. This is a sustainable project because all involved have had a part in making it together, it is theirs and they will protect it. They have made a working and sharing "urban sub community" connected and within a part of a larger community. They have focused on how "sub communities" are important and what a resource they offer to themselves and to the larger community.

The proposed number of units is within the prescriptive land use density for low density housing. It certainly satisfies the intent of the PUD ordinances, which was adopted to encourage and allow for imaginative land uses and site configurations beyond prescriptive ordinances. This proposed development from an urban design standpoint is certainly much better than a string of houses all with the prescriptive setbacks, like a string of beads along a street or a spaghetti system of developer streets lined with the same houses dropped into place. Rather this is a community with buildings attached to form useable spaces that contribute to the community needs and uses. Not simply something to mow between separated houses. The portions of the site that are common will be maintained and cared for by the members of the community as one would care for the shared spaces and outdoor rooms that are a part of their individual house units.

Assuming the role of land use planning is to protect the past and to examine and support the future, this project is the future and provides for the City an example for others to study, watch and follow. It demonstrates an approach to housing and land use options, at this scale, not currently found in the City.

This is a project that typifies the intent of the PUD ordinance and the goals of the City of Eugene. It is a project and design that should be encouraged and strongly supported.

Sincerely
Otto P. Poticha FAIA NCARB
Architect and Adjunct Associate Professor.

POTICHA ARCHITECTS
Otto P. Poticha, FAIA, NCARB
Email: op@poticha.net

:: Studio 1820 Kona Street
:: Eugene, Oregon 97403

:: T 541.686.9466
:: F 541.686.9371

PH-20

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 10:43 AM
To: JANISCH Amy C
Subject: FW: Oakleigh Meadows

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record and IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: davidwcutting@gmail.com [mailto:davidwcutting@gmail.com]
Sent: Friday, September 20, 2013 8:11 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadows

...

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

From: davidwcutting@gmail.com
To: becky.g.taylor@ci.eug.or.us
Sent: Fri, 20 Sep 2013 8:06 PM
Subject: Oakleigh Meadows

Hi Becky,
Please register my opposition to the Oakleigh Meadows cohousing as currently envisioned. I believe the unit density is incompatible with the neighborhood and natural setting.
David Cutting
126 McClure Ln
Eugene 97404

...

PH-21

September 20, 2013

Dear Hearings Official:

I've had the opportunity to do a bit of research on the proposed Oakleigh Meadow Cohousing project. I've looked at preliminary plans, visited their website and facebook pages, along with visiting the site itself and meeting several members of this aspiring cohousing community.

First I'd like to say that I support the concept of cohousing in general, and this cohousing development in particular. I believe that the developers and architects of Oakleigh Meadow have done an exceptional job of integrating these new dwellings on the site, in a way that will not negatively impact the surrounding neighborhood. As I understand it, the architects have worked on many cohousing communities throughout the country. This past experience will ensure that our first cohousing community will benefit from all the previous lessons learned by the architects.

Oakleigh Meadow fits with the concepts of sustainable development that Eugene embraces. It brings density within the urban growth boundary. It is situated in an area where residents can access alternative modes of transportation including the bus system and bike paths. I also believe the residents of this neighborhood will be good stewards of the land in and around the site.

From meeting the potential community members I get the sense that they do not want to close off their community from their surrounding neighbors. I believe they will be good, courteous and friendly neighbors, and will enhance the surrounding neighborhood.

I think that Oakleigh Meadow Cohousing will be a positive addition to Eugene, and I believe this will be a model community that others will want to emulate. It fosters community, which is something we all need.

Sincerely,

Jodi Sommers

PH-22

Jim O'Connor & Pen Sand
1430 Willamette St #240
Eugene OR 97401
773 / 420 - 7972

September 20, 2013

Hearings Official

City of Eugene

This letter is in support of the planned Oakleigh Meadow cohousing project.

We discovered cohousing while traveling in Arizona. To find a group in Eugene was exciting. We joined Oakleigh Meadow having every intention of buying a unit and living in the community. We want to live in a multi-generational community where we know our neighbors, enjoy shared activities and are entertained by the antics of the children nearby.

We were especially pleased with the location of Oakleigh Meadow. We currently live across the river from Oakleigh Lane. We know the value of the river front trail and want to continue to live along the river.

Our lives have taken a different path and Oakleigh Meadow is no longer an option for us. Though we won't be living there, we strongly believe that the Oakleigh Meadow project will be a great asset to the neighborhood.

With best wishes for Oakleigh Meadow

Jim O'Connor and Pen Sand

PH-23

JANISCH Amy C

From: TAYLOR Becky G
Sent: Thursday, September 19, 2013 12:04 PM
To: JANISCH Amy C
Subject: FW: Oakleigh proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Please add this public testimony to the record for (PDT 13-1).

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

From: Phyllis Temple [<mailto:phyllistemple@gmail.com>]
Sent: Thursday, September 19, 2013 11:55 AM
To: TAYLOR Becky G
Subject: Oakleigh proposal

Dear Ms. Taylor,

I will be unable to attend the October second hearing, so send this now.

I write to oppose the Oakleigh development. Co-housing is a wonderful model, and if six families wish to develop the site, I believe the neighborhood could handle that amount of infrastructure and traffic. However, the current proposal of 29 condominiums and 47 parking spaces is far too much for the neighborhood to bear. The general principles of co-housing suggest a neighborly and respectful use of resources -- but Oakleigh development co-housing project has clearly turned a blind eye to the people already living nearby. It bodes ill. In addition, there is no guarantee that the co-housing project will be sustainable, and then the neighborhood will be left with a complex of 29-plus rental properties, a lousy prospect for immediate neighbors, and for all those who walk and pedal by on the river path.

Ms. Taylor, please see that my opinion is expressed at the hearing. If this should go to a different office, please let me know.

Sincerely,
Phyllis Temple
244 Loretta Way
Eugene, OR 97404

--
phyllis

"No one can possibly know what is about to happen. It is happening each time, for the first time, for the only

time."
James Baldwin (1924-1987)

PH-24

9/19/13

Dear Hearing Official,

This e-mail is in support of the Oakleigh Meadow Cohousing unit development. I was part of the development of CoHo Ecovillage in south Corvallis and still live there. We had a long development process which included conversations with neighborhood residents. To this end we held a couple south Corvallis meetings and met with individuals to discuss their concerns. They were, as I remember, loss of open space (that some of their children played in), more traffic and or people, and a fear the we would park on neighboring streets.

We were successful in our negotiations and, I think if surveyed, area residents would now say we're great neighbors. We are involved in the greater area activities, host some event for everyone here, and have not created traffic or parking problems. Several folks have become friends of CoHo and join in working and play at our development.

Concern about change is natural, but the arrival of cohousing will only be positive for the neighborhood.

Dennis Clark
1975 SE Crystal Lake Dr. #161
Corvallis, OR 97333
541-908-3325
(former Eugene resident for 27 years)

PH-25

JANISCH Amy C

From: TAYLOR Becky G
Sent: Tuesday, September 24, 2013 11:06 AM
To: JANISCH Amy C
Subject: FW: Oakley Meadows.

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to PDT 13-1 record & IP list.

Becky Taylor, Associate Planner
City of Eugene Planning
99 West 10th Avenue
Eugene, OR 97401
541-682-5437

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

From: Sarah Adkinson [<mailto:saraha@camascountrymill.com>]
Sent: Thursday, September 19, 2013 6:28 PM
To: TAYLOR Becky G
Subject: Oakley Meadows

Hi Becky. I just read the article in The Weekly about Oakley Meadows. I was interested in being a part of this development, in the beginning. I went to a number of potluck dinners with other interested people. It's a beautiful piece of land.

I was dissuaded from continuing my involvement with this group when our vision differed. I wanted something simple with few people.

It occurred to me that the people who bought the property- were DEEPLY in debt and needed a bailout. Thus, too many people, cars, pavement and ugliness for that area became their goal.

I urge you to look with a critical eye at this endeavor. If it were simply, tastefully done, with the input of the neighborhood, it MAY work- as it stands, their vision is not appropriate for that space.

Thanks, Sarah Adkison

Sent from my iPhone

PH-26

TAYLOR Becky G

From: Jon Oakes <oakes@poage.net>
Sent: Thursday, September 19, 2013 8:55 AM
To: TAYLOR Becky G
Cc: Will Dixon
Subject: Oakleigh Meadows Cohousing Easements

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Becky

This correspondence is to confirm to you that three of the easements listed in the title report submitted with the PUD application for the Oakleigh Meadows Cohousing project do not actually impact the OMC site. The easements granted to the United States of America on Aug. 6, 1947 in Book 353, Page 146 and on October 11, 1949 in Book No. 403, Page 285 of the Lane County Oregon Deed Records are adjacent to the west bank of the Willamette River and are located wholly within the boundaries of Assessor's Map No. 17-04-24-13 TL No. 600. The road easement reserved in an instrument recorded March 16, 1942 in Book 229, Page 60 is located along the south boundary of Assessor's Map No. 17-04-24-13 TL No. 500, adjacent to McClure Lane. Please don't hesitate to contact me if you require any additional information in order to move forward with your review of the pending application.

Regards,

Jonathan A. Oakes PLS 2105

Dear Hearings Official,

I am writing in support of Oakleigh Meadow Cohousing. I'm a resident of CoHo Ecovillage in the southtown neighborhood of Corvallis.

Because a cohousing community is a "neighborhood of neighborly neighbors," residents have a strong commitment to being good neighbors. We have invested a great deal of time and energy to live in a setting where we communicate openly and work together.

With our southtown neighbors, we work together on community projects, plus share garden space and other resources. CoHo's common house has been a meeting space for neighborhood gatherings. Our annual Halloween celebration down our central path attracts lots of folks from the neighborhood.

We have an active Friends of CoHo program and Associate Member program. These families take part in our weekly meal program and some serve on CoHo teams and help out at work parties.

Based on our experience in southtown Corvallis, I believe that living close to a cohousing community can be a positive experience for everyone.

Susan Hyne
CoHo Ecovillage
1975 SE Crystal Lake Drive
Unit 111
Corvallis, OR 97333
541-753-4453
susanhyne@gmail.com

Date: September 18, 2013
To: Hearings Official
From: Susan Hyne
Resident, CoHo Ecovillage, Corvallis
1975 SE Crystal Lake Drive, Unit 111
Corvallis, OR 97333
541-753-4453
susanhyne@gmail.com

Attention: OMC

I am writing in support of Oakleigh Meadow Cohousing. I'm a resident of CoHo Ecovillage in the southtown neighborhood of Corvallis.

Our site had to be annexed to the city through a vote before our project could be built. The overwhelming support we received from Corvallis residents was wonderful. In sharing our dream and talking about the annexation, we emphasized our strong commitment to being good neighbors. Cohousers invest lots of time and energy to live in a close-knit neighborhood and that takes open communication and the willingness to work together.

We now enjoy collaborating with our southtown neighbors on community projects, plus sharing garden space and other resources. CoHo's common house has been a meeting space for neighborhood gatherings. Our annual family-friendly Halloween celebration down our central path attracts lots of folks from the neighborhood.

We have an active Friends of CoHo program and Associate Member program. These families take part in our weekly meal program and some serve on CoHo teams and help out at work parties.

Based on our experience in southtown Corvallis, I believe that a cohousing community can be a positive addition to a neighborhood.

--

Susan Hyne

September 17, 2013

City of Eugene
Planning and Development Department
attn: Becky Taylor, Associate Planner
99 West 10th Avenue
Eugene, OR 97401

Re: Preliminary Information in Opposition to the Proposed Land Use Change for the Oakleigh Meadow Cohousing Project - Application PDT 13-00001.

Dear Ms. Taylor:

The following letter presents information regarding the inequitable comparison of three cohousing projects from California, recently publicized in letters of support for the public comment record. In addition, this letter presents reasons why The City of Eugene (City), and the Hearings Official should not be persuaded to approve this project simply because of the predominant emphasis on a lifestyle choice (e.g. cohousing) presented in the application.

Inequitable Comparison of the California Projects

Oakleigh Meadow Cohousing (OMC) is proposed as a 28 unit, 7 townhouse condominium complex on 2.3 acres of land situated wholly within the Willamette Greenway at the east end of a dead end lane (Oakleigh) in a 1950s single-family-detached-home neighborhood. The area is predominantly zoned as R-1 (low density residential) with a maximum allowable density of 14 units per acre. Figure 1 presents a Google satellite image and the City's zoning map for the proposed project location with surrounding neighborhood. The Satellite image shows very little asphalt or concrete, moderate amount of space between buildings, detached middle income homes, access on a dead-end unimproved lane, and significant open space and vegetation associated with the riparian zone of the Willamette River.

The three projects used for comparison are the Nevada City Cohousing project, Doyle Street/Emeryville, Cohousing project, and the Wolf Creek Cohousing Project. These projects were referenced in letters of support uploaded to the City's application webpage on September 10, 2013. On the attached figures the red circle denotes the approximate project locations. Scales are not consistent, but each of the images was presented with north at the top of the page.

Ms. Becky Taylor
Oakleigh Meadow Cohousing Project

Figure 2 presents the Nevada City project which is zoned as R-2 (medium density) as well as most of the conterminous parcels. The access to the project site is off of a main arterial which is very close to a state highway. The satellite image shows quite a bit of undeveloped land around the project site.

Figure 3 presents the Doyle Street/Emeryville Cohousing project located on the east side of San Francisco Bay. The satellite image presents significant asphalt/concrete and very dense housing as well as a very large office/mixed use complex immediately west across Doyle street. Doyle Street is located to the west of the project location and it provides access to the north off a main thoroughfare as well as connection to collector streets in the neighborhood to the east. There are no low density residential zones in Emeryville. The Project is located in a medium density residential zone.

Figure 4 presents the Wolf Creek Cohousing project in the southern portion of Grass Valley California. The satellite image shows a significant amount of asphalt/concrete and large buildings associated with the neighboring commercial zone (C-2). The project is located within R-3 and has a moderate buffer of undeveloped land between the project site and the neighboring low density residential to the south. Also, the project location has a decent access off of a short arterial that feeds a major highway.

In summary, the projects referenced in the letters of support for the OMC project are not comparable to the Oakleigh Lane neighborhood/area. The main inequities are existing land use, zoning, neighborhood character, and access.

Lifestyle vs Land Use

The letters of support for the OMC project are well focused on one theme, cohousing. Because of that, there has been little opposition from anyone who lives far from the project location. OMC has done a great job marketing the project as being sustainable, green, neighbor-friendly, and supported by the surrounding neighborhood, when in fact, the majority of the surrounding neighborhood opposes the project because of its size, poor fit with neighborhood character, and concerns with traffic on a one-lane dead-end road. The OMC application relies on the term "cohousing" and the associated perceived sustainability that cohousing provides. The problem with this is that the application fails to adequately address actual issues of land use, such as traffic increase/safety, neighborhood character, open space in the Greenway, green construction, construction duration, and potential decrease in property value, as well as several other factors.

Based on a review of other Planned Unit Developments in Eugene, there is always opposition from the neighbors. It should be no surprise to OMC that there would be opposition. Ironically, a supporting factor for OMC that seems to be forgotten is that the neighborhood generally supported the project when it was small. That's not the case anymore, due to the size.

I suspect that if the OMC proposal did not have cohousing as part of the theme, the same supporters of OMC would be fighting it because it would simply be another condominium complex, which is proven with every PUD. To add, there is nothing that institutionally binds OMC or future land owner to be a

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cohousing community, thus the applicant's continual use of "cohousing" in the application, is irrelevant when it comes to future land use of the property. This project could easily be owned by a non-cohousing organization in the future. Once again, this is about land use, not lifestyle. I urge the City and the Hearings Official to be mindful of this when reviewing the application and supporting documentation.

Sincerely,



Bryn Thomas, Oakleigh Lane Resident

Encl: Figures 1 through 4

Figure 1 - OMC Project Area Satellite Image and Zoning

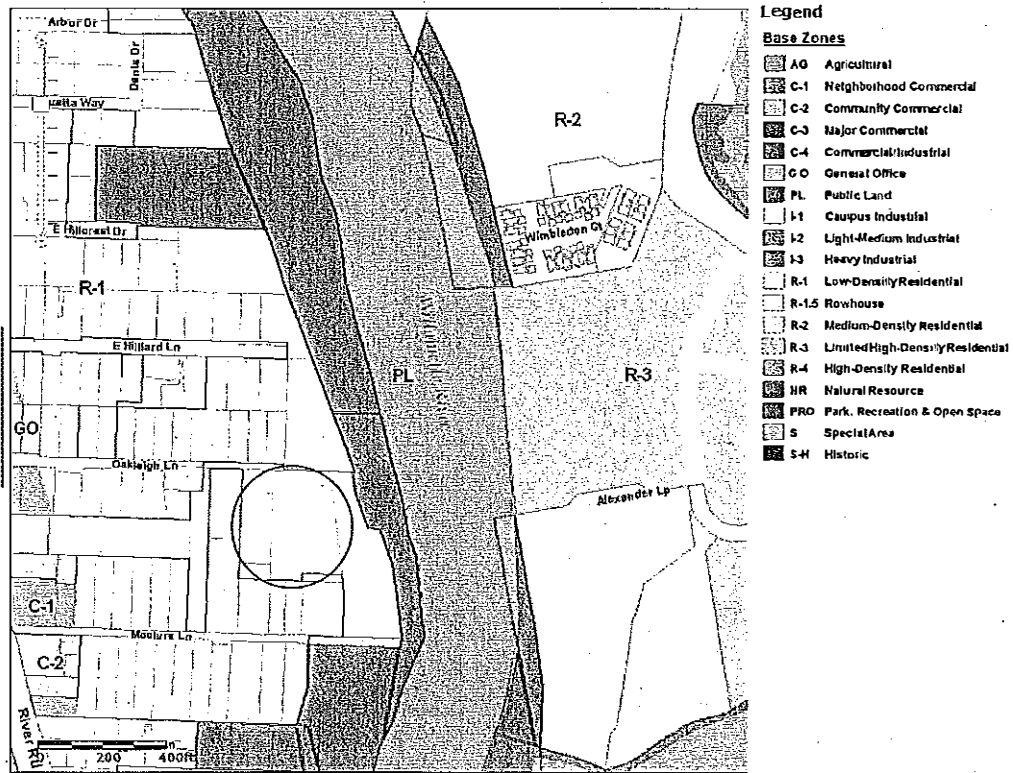


Figure 2 - Nevada City Cohousing Satellite Image and Zoning

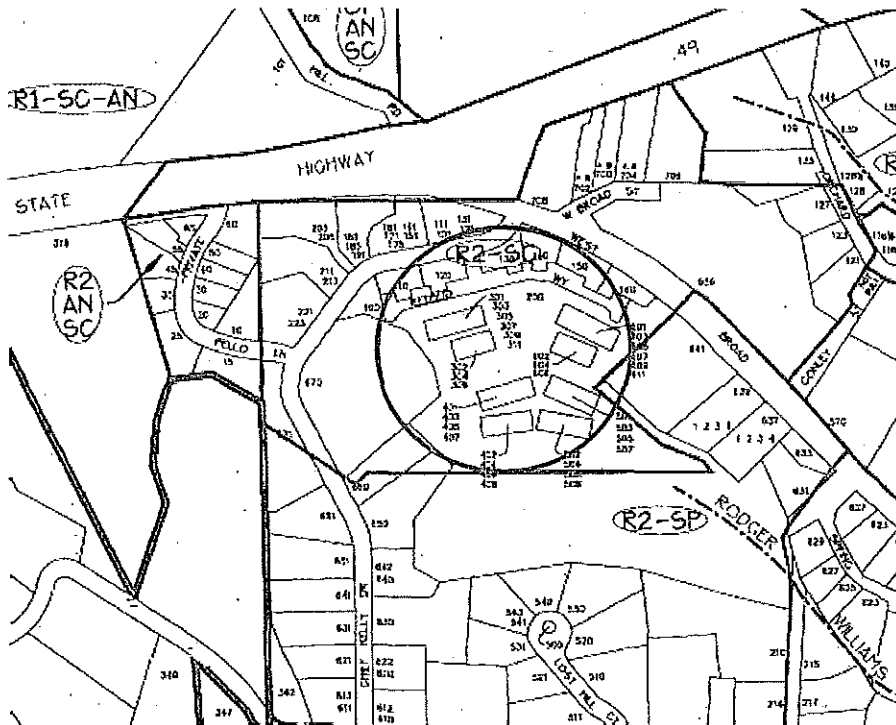


Figure 3 - Emeryville Cohousing Satellite Image and Zoning



ZONING MAP

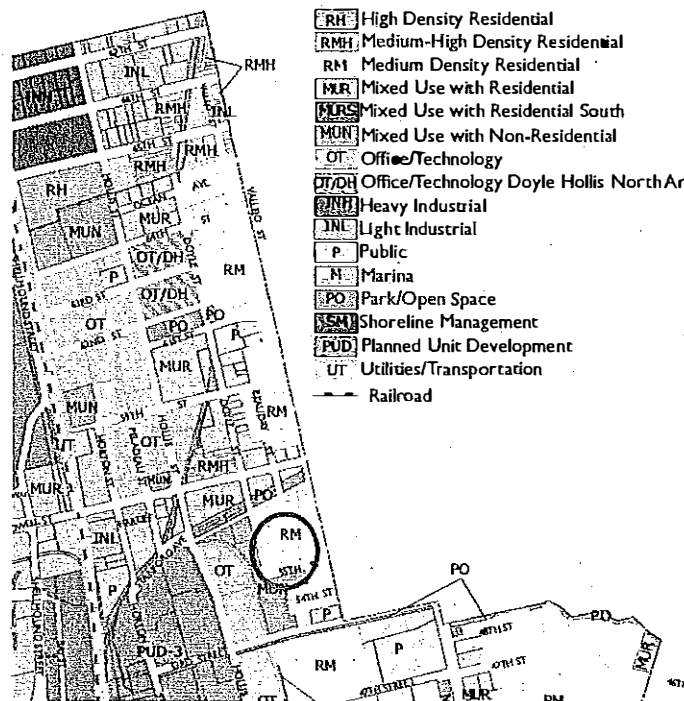
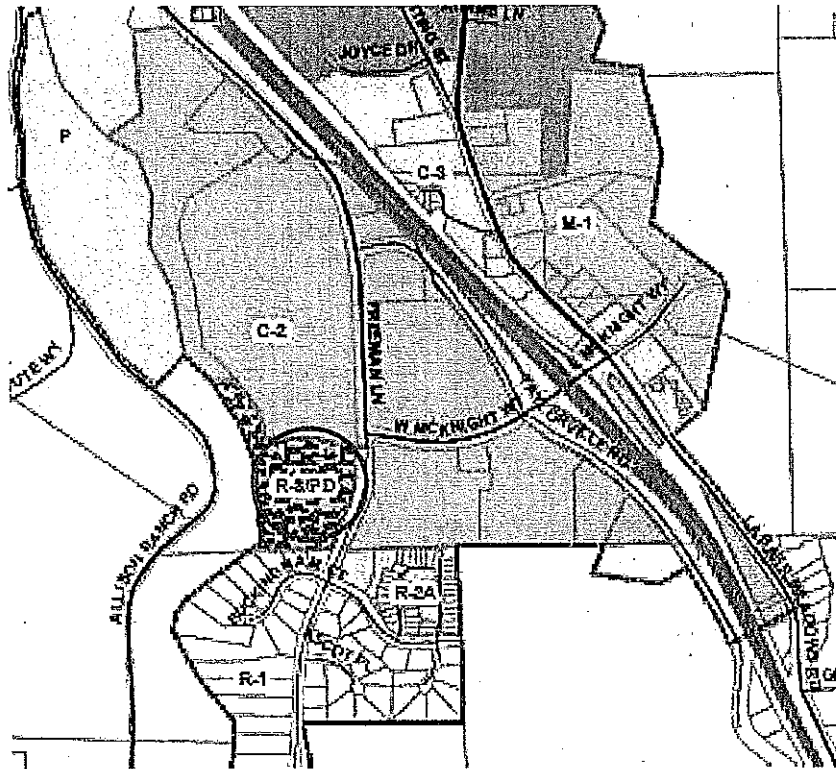
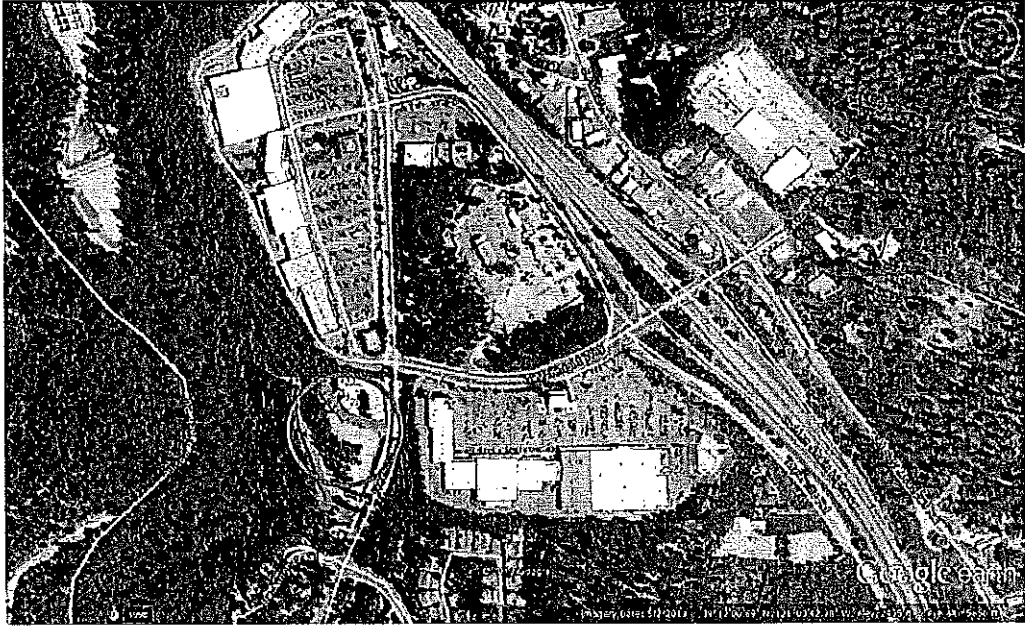


Figure 4 - Wolf Creek Cohousing Satellite Image and Zoning



**Public Works Referral Response
Tentative Planned Unit Development – General Criteria**

Date: 9/17/13
To: Becky Taylor, Planning
From: Ed Haney, Public Works
Subject: PDT13-01 Oakleigh Cohousing PUD

Disclaimer: The following referral comments from Public Works staff reflect a preliminary evaluation of compliance with applicable approval standards and criteria – specific to Public Works issues; the criteria not included in the below are presumed to be evaluated by Planning staff. These referral comments include draft findings and recommended conditions of approval as well as related informational items, relevant to surveying, engineering, transportation, and maintenance issues identified by Public Works staff in the context of the applicable standards and criteria. These referral comments are intended for review by planning staff, for incorporation into the City's written decision on the subject application; however, they do not represent a final determination of compliance with the applicable approval standards and criteria. It is acknowledged that these referral comments are subject to revision upon further coordination with other affected City departments and utility providers.

Summary: Public Works staff recommends conditional approval of the proposed tentative planned unit development based on the following evaluation.

Evaluation: Eugene Code (EC) 9.8320 Tentative Planned Unit Development Approval Criteria

(4) The PUD is designed and sited to minimize impacts to the natural environment by addressing the following:

If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved, or approved with conditions according to the process at EC 6.305.
EC 9.8515(7) (d) If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved, or approved with conditions according to the process at EC 6.305 of this code.

The proposed subdivision does not explicitly involve the removal of existing trees located within the public rights-of-way. Therefore, this criterion is not applicable.

(5) The PUD provides safe and adequate transportation systems through compliance with the following:

The proposed street layout within the development provides a safe and adequate transportation system, subject to additional findings and conditions for compliance with EC 9.6805 through EC

9.6875, as provided below. Based on these findings, Public Works staff confirms that the proposed development complies with this criterion.

(5)(a) Standards for Streets, Alleys, and Other Public Ways (EC 9.6800 - 9.6870)

EC 9.6805 Dedication of Public Ways

EC 9.8215(1)(b) requires that the applicant comply with the Streets, Alleys and Other Public Way standards set forth in EC 9.6800 through 9.6875. Pursuant to EC 9.6805, as a condition of any development, the City may require dedication of public ways for bicycle and/or pedestrian use as well as for streets and alleys, provided the City makes findings to demonstrate consistency with constitutional requirements. The public ways for streets to be dedicated to the public by the applicant shall conform with the adopted right-of-way map and EC Table 9.6870.

As discussed in EC 9.6815 and EC 9.6870, which are incorporated by reference, the required right-of-way width in Oakleigh Lane is 45' through the east side of the development's entry drive aisle and 33' beyond the development's entry drive aisle in an easterly direction to a line that is 117' beyond the end of the existing right-of-way. These required right-of-way widths are consistent with the applicant's alternate street plan and are the minimum right-of-way widths necessary to ensure that development of the neighboring TL 200 is not precluded. Additionally, as discussed in EC 9.6835, which is incorporated by reference, a 13' wide public accessway is necessary to provide for a future bikepath connection from the approved turnaround and sidewalk in the direction of the West Bank Bike Path. In order to ensure compliance with these minimum right-of-way widths and the requirement for a public accessway, the following conditions are warranted:

- Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5' of right-of-way along the northerly boundary of the development between the westerly boundary of the proposed development and a line that is 50' east of the westerly boundary, and also to show the dedication of 13' of right-of-way extending from the aforementioned line to a line that is 117' beyond the existing the existing right-of-way. Additionally, the revised site plan shall show the dedication of a 13' Public Accessway along the northerly boundary which extends from the end of the aforementioned right-of-way to the easterly property boundary.
- Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed and a public accessway deed which reflects the right-of-way and public accessway as shown on the revised final site plan.

It is in the public's interest to have Oakleigh Lane consist of 45 feet of right-of-way through the development site's entry drive aisle and to consist of 33 feet beyond the drive aisle to the terminus of the street in order to ensure safety for pedestrians, bicyclists and motorists traveling on Oakleigh Lane (a low-volume street), to ensure the efficient provision of emergency services

and to guarantee that the proposed development and adjacent properties are accessible via Oakleigh Lane.

There is a nexus between the requirement to dedicate 22.5 feet of right-of-way through the drive aisle and to dedicate 13 feet of right-of-way east of the drive aisle to the end of the proposed turnaround and the public interest at issue. The 22.5 feet of right-of-way will result in one-half of the 45 feet of right-of-way which is necessary to construct Oakleigh Lane to the City's minimum street design standards which have been established for a low-volume street. The 13 feet of right-of-way will provide sufficient right-of-way on the south side of the centerline to construct an emergency vehicle turnaround with adjacent sidewalks to City standards. Improving Oakleigh Lane to these standards will allow for two-way vehicular and bicycle traffic, will provide separation between vehicular traffic and pedestrians and will also provide for emergency response and access to adjacent lots. Because 45 feet of right-of-way is the minimum amount of right-of-way necessary to construct Oakleigh Lane in this manner as a low-volume street, and because 33 feet of right-of-way is the minimum amount of right-of-way necessary to construct the turnaround at this location, the public interest in safe vehicular, pedestrian and bicycle travel and emergency response and access will be at risk if the 22.5 foot and 13 foot strips of right-of-way are not dedicated.

The requirement to dedicate 22.5 feet of right-of-way from the westerly boundary of the proposed development through the primary drive aisle and 13 feet from the drive aisle to a line that is 117 feet east of the existing terminus of the right-of-way is roughly proportional to the impact that the proposed development will have on the City's transportation facilities. The proposed development will result in a 29 new residential units. These residential units will be accessible only from Oakleigh Lane. Currently, 25 lots, consisting of a mix of residential, general office and commercial zoning have structures that take access onto Oakleigh Lane; thus, the additional 29 residential units will increase the number of structures that access this Oakleigh Lane by over 100 percent. The construction of the new structures will result in an increase of vehicular traffic onto Oakleigh Lane by approximately 168 new vehicular trips per day. See Trip Generation Manual from the Institute of Transportation Engineers (ITE) for Residential Condo / Townhouses (Category 230). Without the additional right-of-way, Oakleigh Lane cannot be improved to the City's minimum street design standards and the 168 new vehicle trips per day generated by the proposed development, along with the additional pedestrian and bicycle traffic generated by the proposed development, will not be assured of safe access via Oakleigh Lane. This is the last opportunity that the City will have to require the dedication of the right-of-way prior to the City needing the right-of-way for street construction.

It is also in the public interest to have a “connected” street and bikepath system that allows pedestrians and bicyclists to safely and efficiently use the public system as a means of travelling throughout the City and to use alternative modes of transportation when traveling between the commercial , residential and recreational areas of the City.

There is a nexus between the requirement to dedicate a 13 foot public accessway and the public interest at issue. The dedication of a 13 foot public accessway will allow for the construction of a 12’ wide bikepath connecting Oakleigh Lane to the West Bank Bike Path. The 13 foot public accessway will also allow for the south edge of the bike path to be aligned with the south edge of the future Oakleigh sidewalk and provide an additional 6” on each side of the bike path for constructability purposes. Because 13 feet is needed to construct a bike path connector in this manner as a standard 12’ wide bike path, the public interest in safe pedestrian and bicycle travel between Oakleigh Lane and the West Bank Bikepath and throughout the City will be at risk if the 13 foot public accessway is not dedicated.

Dedication of the 13’ public accessway is roughly proportional to the impact that the proposed development will have on the City’s transportation facilities. The proposed development will result in 29 residential units. By creating new residential units, the proposed development will increase the number pedestrians and bicyclists using the bikepath system. Using LCOG’s Metro Trans Model “EMME 2” to determine vehicular and non-vehicular components for the street system, projections for bike/ped trips generated by a proposed residential development of 29 units would generate 5% of the estimated 168 Average Daily Vehicular Trips from the development, or approximately 8 bike/ped trips per day. However, based on the applicant’s written statement and because of the proximity of this development to the West Bank Bikepath, it is safe to assume that the number of daily bike/ped trips from this proposed development would be significantly greater than the projected 8 trips. Regarding the size of the dedication in comparison to the size of the proposed development site, the total area of the public accessway is approximately 312 S.F., or approximately 0.3% of the total development site. This development application is the last opportunity that the City will have to require the dedication of the public accessway prior to the City needing the public accessway for bikepath construction.

EC 9.6810 Block Length

Block length standards are not applicable because no new local streets are proposed or required.

EC 9.6815 Connectivity for Streets

In order to meet Street Connectivity standards, the proposed development must, at a minimum, provide extensions of the public way which are consistent with subsections (2)(b), (2)(c) and (2)(d). EC 9.6815 (2)(b) requires street connections in the direction of any planned or existing streets

within ¼ mile of the development site and connections to any streets that abut, are adjacent to, or terminate at the development site. EC 9.6815(2)(c) requires that the proposed development include streets that extend to undeveloped or partially developed land adjacent to the development site in locations that will enable adjoining properties to connect to the proposed development's street system. EC 9.6815(2)(d) requires secondary access for fire and emergency vehicles.

To the north, the proposed development is bordered by a 20' right-of-way, *i.e.*, Oakleigh Lane and an undeveloped 1.2 acre vacant lot, *i.e.*, TL 200. The proposed development is also bordered by partially vacant property (TL 10100) and an underdeveloped tract (TL 5600) to the west, parklands to the east and existing residential development to the south. Existing streets within ¼ mile of the proposed development include McClure Lane to the south, which is separated from the development by existing residential development and East Hilliard Lane which is located approximately 370 to the north. Staff notes that there are no existing or topographical constraints within the adjacent TL200 that would prevent the extension a street connection from Oakleigh Lane to Hilliard Lane, however the existing 20' right-of-way is not adequate to allow for the extension of a public street into TL 200, therefore additional right-of-way is necessary from the proposed development to ensure extension of Oakleigh Lane and to ensure that future development of TL 200 will not be precluded. Without the approval of a street connectivity exception, in order to comply with the street connectivity standards, the applicant would need to extend 22.5' feet of right-of-way (*i.e.*, ½ width south of centerline) to the easterly boundary of the proposed development. However, the applicant is requesting an exception to the requirement to extend Oakleigh Lane based on EC 9.6815 (2)(g)(1), and has submitted a shadow plat (*i.e.*, *alternate street plan*) showing how TL 200 could be developed with the minimal widening of Oakleigh Lane together with a narrative showing how the alternate street study meets the intent statement of EC 9.6815(1).

Per Figure 1 of the alternate street plan, TL 200 could be developed with 4 Lots, with Lots 1-3 being created as flag lots from the terminus of the public right-of-way, *i.e.* an emergency vehicle turnaround, and Lot 4 having frontage along the right-of-way. Per Fig. 1, a minimum right-of-way dedication would be 9', however as discussed at EC 9.6870, a right-of-way width of 13' would be necessary to ensure the construction of a public sidewalk adjacent to the south side of the turnaround. Staff confirms that the proposed turnaround would adequately meet the future frontage requirements for development of TL 200.

Public Works staff confirms that the proposed development complies with the intent statements of subsection (1) in the following manner.

(1) Purpose and Intent.

The street connectivity standards of EC 9.6815(2) Street Connectivity Standards are established to

ensure that all of the following are met:

- (a) Streets are designed to efficiently and safely accommodate emergency fire and medical service vehicles.

Staff concurs that the shadow plat has shown how an emergency vehicle turnaround can be provided upon the development of TL 200 and further notes the potential for future emergency vehicle access through the site which would connect West Hilliard to Oakleigh Lane.

- (b) The layout of a street system does not create excessive travel lengths.

Staff concurs that the development of TL 200 would result in a direct connection to River Road via Oakleigh Lane and notes that development of TL 200 could potentially result in a direct connection to River Road via West Hilliard Lane. It is also noted that because TL200 is located at the terminus of 2 public streets, the provision of a public connecting street through TL 200 would not serve to decrease existing travel distances to River Road.

- (c) The function of a local street is readily apparent to the user through its appearance and design in order to reduce non-local traffic on local residential streets.

Staff concurs that the local function of the existing street system is readily apparent to the motor vehiclists and will continue to be so upon improvement of the existing streets to local street standards, which by design are intended to discourage non-local traffic.

- (d) Streets are interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utility and emergency services, and provide for more even dispersal of traffic.

The applicant notes that because of existing development, the only possibility for interconnectivity between Oakleigh Lane and West Hilliard Lane is at the end of the two existing streets and that a public street at this location would not change the travel distances or usage of either street. Staff notes that this is particularly true with respect to the requirement for "more even dispersal of traffic". Staff also notes that the proposed shadow plat does not preclude future bike-ped or emergency vehicle connections through the site.

- (e) New streets are designed to meet the needs of pedestrians and cyclists and encourage walking and bicycling as transportation modes.

The applicant notes that while new public streets are not being provided, the proposed development site provides connections to the existing public street system and in the direction of the existing West Bank Bike Path. Likewise, similar connections to the public street system and in the direction of the West Bank Bike Path can be provided upon development of TL 200.

- (f) The street circulation pattern provides connections to and from activity centers such as schools, commercial areas, parks, employment centers, and other major attractors.

Staff concurs with the applicant's assertion that connections to the West Bank Bike Path are available within the existing street system and that access to nearby attractors to the west is provided by the Oakleigh Lane connection to River Road.

- (g) Street design is responsive to topography and other natural features and

avoids or minimizes impacts to water-related resources and wildlife corridors. The applicant notes that the adjacent TL 200 is open with a line of trees along the east and south boundaries and states that the shadow plat shows that access to the flag lots avoids impacts to natural features. Staff concurs that there would be no impacts to water-related resources or wildlife corridors, but respectfully disagrees that the proposed turnaround would not impact the cedar trees located on the south boundary. Staff notes that other options would be available at the time of development of TL 200 that would minimize impacts to trees along the south boundary.

(h) Local circulation systems and land development patterns do not detract from the efficiency of adjacent collector streets or arterial streets which are designed to accommodate heavy traffic.

Staff concurs with the applicant's assertion that neither the proposed development nor the conceptual development of TL 200 would change existing travel patterns in River Road, which is the nearest arterial or collector street.

(i) Streets identified as future transit routes should be designed to safely and efficiently accommodate transit vehicles, thus encouraging the use of public transit as a transportation mode.

Staff concurs with the applicant's assertion that that the nearest transit route is located on River Road and that no changes are foreseen.

(j) Where appropriate, the street system and its infrastructure should be utilized as an opportunity to convey and treat storm water runoff.

As noted by the applicant, the private roadways of the proposed development and for the future development of TL 200 will be constructed to City standards for stormwater management.

Based on these findings, an exception to subsection (2)(b), (2)(c) and (2)(d) is warranted. The remaining street connectivity standards at (2)(a), (2)(e) and (2)(f) are not applicable.

Given the available information and based on the foregoing findings, exception and future permit requirements; the proposed development complies with the street connectivity standards.

EC 9.6820Cul-de-Sacs and Turnarounds

On p. 30 of the written statement, the applicant indicates that no cul-de-sac is proposed, however these standards do apply since the existing right-of-way is being required to be extended.

By providing for the dedication of right-of-way in that portion of the emergency vehicle turnaround that is shown in the applicant's alternative street study, the proposed development complies with subsection (1) which requires that any street is longer than 150 feet and terminates shall be designed as a cul-de-sac bulb or emergency vehicle turnaround.

Subsection (2) does not apply as the applicant is providing right-of-way that will accommodate an emergency vehicle turnaround.

An exception to the maximum cul-de-sac length of 400' proscribed in subsection (3) is warranted per EC 9.6820(5)(b) because any connecting street between Oakleigh Lane and East Hilliard Lane or McClure Lane is precluded due to existing residential development.

The need for and timing of a public accessway from the end of Oakleigh Lane is discussed at EC 9.6835, which is incorporated herein by reference.

EC 9.6830 Intersections of Streets and Alleys

This standard is not applicable as no new intersections are proposed or required.

EC 9.6835 Public Accessways

This standard requires developments to dedicate and improve public accessways for pedestrian and bicyclist use to connect the development site to an adjacent cul-de-sac or to an adjacent site that is undeveloped, publicly owned, or developed with an accessway that connects to the subject site, provided the city makes findings to demonstrate consistency with constitutional requirements. Public accessways must be designed and constructed in accordance with the City's adopted Design Standards and Guidelines.

Staff notes that there are several connecting paths from the nearby dead end streets east to the West Bank Bike Path, with the nearest existing connector being located to the north at East Hilliard Lane. Additionally, the Pedestrian and Bicycle Master Plan identifies a future connector from the east end of McClure Lane to the riverfront path. The proposed development identifies an internal sidewalk system that ultimately connects to the McClure system to the south, which will be available for private use only. Additionally, as depicted on Sheet A1.1, there is an existing informal path which extends from the existing end of Oakleigh Lane to the riverfront path system. Staff notes that an improved bike-ped connection to the West Bank Bike Path would benefit the residents of the proposed development as well as provide public benefit to a number of residents living on Oakleigh that would otherwise need to travel north or south on River Road to access the East Hilliard and McClure Lane connections.

On page 31 of the written statement, the applicant indicates that the path "will be improved and maintained by Oakleigh Meadow, LLC. Referral comments from Parks Planning staff indicates that POS staff would support a publicly accessible path through the park to the bike path, but that there are no funds to build the connection at this time. Although this standard provides for dedication and improvement of connection to the bike path, staff concludes that the timing is not correct for the construction of a bike path at this location because the precise design of a future bike path is not known and because funding is not currently available.

Regardless, the dedication of a Public Accessway will ensure that the bike path can be constructed in the future. Therefore, per the findings at EC 9.6805, which is incorporated herein by reference, as a condition of approval, the applicant shall be required to dedicate a 13' public accessway from the end of the proposed turnaround to the easterly property boundary.

Based on these findings, the proposed development complies with this standard.

EC 9.6840 Reserve Strips

Since access beyond the end of the existing terminus of Oakleigh Lane is not currently controlled by a reserve strip, a reserve strip placed along the margin of the required dedication would not serve to prevent access to adjacent properties; therefore there is no requirement for a reserve strip.

EC 9.6845 Special Safety Requirements

There are no special safety requirements necessary to discourage use of the streets by non-local motor vehicle traffic.

EC 9.6850 Street Classification Map

The proposal complies with this standard as discussed in EC9.6870 Street Width, which is incorporated herein by reference.

EC 9.6855 Street Names

This standard does not apply as there are no new streets.

EC 9.6860 Street Right-of-Way Map

The proposal does not amend the right-of-way map. This criterion is not applicable.

EC 9.6870 Street Width

Pursuant to EC 9.6870, when a street segment right-of-way width is not designated on the adopted Street Right-of-Way map, the required street width shall be the minimum width shown for its type in Table 9.6870 Right-of-Way and Paving Widths, although a greater width can be required based on adopted plans and policies, adopted Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways or other factors which in the judgment of the planning and public works director necessitate a greater street width.

Oakleigh Lane, which is not identified on the adopted Street Classification Map or the adopted Right-of-Way Map (Fig. 60-61 of the Arterial and Collector Street Plan (ACSP)), is a local street. Staff concurs with the applicant's assessment on page 43 of the written statement that Oakleigh Lane is a low-volume local street. There are currently 25 residential tax lots along Oakleigh Lane and with the addition of 28 units as a result of the proposed development, the ADT would be greater than 500 trips per day, which is within the expected 250-750 ADT range for low-volume streets. The low-volume classification is consistent with the determination for other similar dead end streets located east of River Road and north or south of Oakleigh, that were also identified as low-volume streets in recent land use decisions. Staff acknowledges that the existing pattern of development on Oakleigh Lane, which is described by the applicant on page 30 & 40 as "having a country lane feeling" includes a number of structures that were constructed close to the existing pavement and right-of-way, may result in the need for creative street design when the street is improved through a future LID process.

Per Table 9.6870 the minimum right-of-way width for low-volume streets is 45'. The existing right-of-way in Oakleigh Lane is 20', which was dedicated by the properties to the north per the *Plat of Oakleigh* in 1927. Staff notes that the southerly margin of this 1927 dedication forms the centerline of Oakleigh Lane and that any additional dedications would necessarily be based on this centerline.

Based on the right right-of-way requirement of 45' and the existing right-of-way width (which as noted, is located entirely north of centerline), an additional 22.5' south of the centerline is required. This dedication would satisfy the right-of-way requirement for the properties south of centerline, with the remainder of the 45' right-of-way being required from the properties on the north side of the centerline.

However, per the findings at EC 9.6815, the applicant qualified for an exception to the street connectivity requirements. The alternate street study identified the amount of right-of-way necessary to construct an emergency vehicle turnaround beyond the end of the existing Oakleigh Lane, which would also provide the necessary frontage for flag lot development of TL 200. The proposed turnaround would straddle the common property line between the proposed development and TL 200. The portion of the right-of-way that is located within the proposed development is identified on Fig. 1 of the alternative street study as being a strip that is 9' wide x 116.5' long. (Staff notes that the length should be 117' to allow an extra 6" for constructability issues).

Staff notes that while the applicant's proposal is sufficient to accommodate the turnaround, the proposal does not include a sidewalk along the south side of the turnaround which would be necessary to separate pedestrians from vehicles and provide a safe public walking surface for the residents of the proposed development. The amount of right-of-way necessary to allow for the construction of the proposed turnaround and adjacent sidewalk would be 33' or 13' on the south side of the existing centerline, which as previously noted is co-incident with the property line. These dimensions assume a 21' wide paved surface that is shown on the tentative plan as

being located 6' south of the existing northerly right-of-way line, a 6" curb, a 5' sidewalk and a 6" area adjacent to the sidewalk for construction and maintenance purposes.

Staff further notes that as a result of the approved street connectivity exception, Oakleigh Lane, east of the development's entry drive aisle will effectively function as a cul-de-sac, with traffic volumes falling well below the 250 ADT threshold for low-volume streets. Therefore, the nominal right-of-way width beyond the entry drive aisle of the proposed development will be reduced to 33' (13' south of centerline), consistent with the approved street connectivity exception.

EC 9.6875 Private Street Design Standards

These standards do not apply because no private streets are proposed or required.

(5)(c) The provisions of the Traffic Impact Analysis Review of EC 9.8650 through 9.8680 where applicable.

The development and existing street system do not warrant review under this criterion, pursuant to the applicability criteria at EC 9.8670. The applicant notes that the development will generate roughly 15 PM peak hour trips, which is well below the 100 trip threshold of these standards. Further, staff has no concerns related to traffic safety issues or poor service levels which will result from this development. The traffic generated by this site will not result in routine heavy truck traffic.

(6) The PUD will not be a significant risk to public health and safety, including but not limited to soil erosion, slope failure, stormwater or flood hazard, or an impediment to emergency response.

Due to the size of the development, an erosion prevention permit will be required prior to any ground-disturbing activities.

Based on the recommendations made by the Geotechnical Engineer, the site appears to be geologically stable and adequate for development. Per the Level 3 Geotechnical report submitted with the application, the Geotechnical Engineer recommended construction techniques consistent with industry standards, none of which indicate the existence of unsafe sub-surface conditions or soil conditions requiring extensive construction to mitigate any significant geological hazards or soil drainage issues.

With regard to risk of stormwater or flood hazard, per the findings at EC 9.8320(11)(c), any structures placed within the identified flood hazard area will be required to comply with EC 9.6707 through EC 9.6709. The development itself will not result in unreasonable risk of flood per the stormwater management evaluation at EC 9.8320(11)(j).

With respect to the provision of emergency vehicle response, the applicant notes that the single vehicular access and hammerhead turnaround accommodates the required drive aisle width and turning radii for emergency vehicles. The configuration of the turnaround and Temporary Easement shall be subject to review and approval by the Fire Marshal's Office. Also, in order to guarantee that public emergency vehicles will have the legal right to utilize the emergency access route provided by the applicant, at the time of the building permit, the applicant will be required to submit an Emergency Access Easement on a standard City form for review and approval prior to recording at Lane County.

Other public health and other necessary infrastructure improvements have been previously addressed with respect to EC 9.8320(5)(b) and (11)(b). Given the available information, and based on the findings as set forth above, it is concluded that the proposed subdivision will comply with this criterion.

- (7) Adequate public facilities and services are available to the site, or if public services and facilities are not presently available, the applicant demonstrates that the services and facilities will be available prior to need. Demonstration of future availability requires evidence of at least one of the following:**
- (a) Prior written commitment of public funds by the appropriate public agencies.**
 - (b) Prior acceptance by the appropriate public agency of a written commitment by the applicant or other party to provide private services and facilities.**
 - (c) A written commitment by the applicant or other party to provide for offsetting all added public costs or early commitment of public funds made necessary by development, submitted on a form acceptable to the city manager.**

Public Works staff concurs with the applicant's statement that adequate public utilities and services, including wastewater service, are presently available to the site as indicated on the applicant's plans. Further findings at EC 9.8320(11)(b) and (j), regarding public improvements and stormwater respectively, are incorporated herein by reference as further evidence that these services are available to or can be retained on-site site. Given these findings, the proposal is in compliance with this criterion.

The provision of water and electric services and other utilities is subject to review by EWEB or other utility providers.

(9) Stormwater runoff from the PUD will not create significant negative impacts on natural drainage courses either on-site or downstream, including, but not limited to, erosion, scouring, turbidity, or transport of sediment due to increased peak flows or velocity.

Per the stormwater management evaluation at EC 9.8320(11)(j), post-development flows will be limited to pre-development levels and stormwater will be discharged on-site in order to mimic existing conditions. Based on these findings the development will comply with this criterion.

**(11)(b) The PUD complies with EC 9.6500 through EC 9.6510 Public Improvement Standards
9.6500 Easements**

This section authorizes the City to require dedication of easements for wastewater sewers and other public utilities and access under certain circumstances. This section also prohibits obstructions within public easements.

The tentative plans identify a 20' wide sewer easement recorded February 11, 1954 at Reel 32 Instrument 22964 in favor of the City of Eugene which appears to be centered on the easterly boundary. A 72" trunk line is located within this easement. Otherwise, per the title reports that were submitted with the application, the following three easements, which are not identified or located on the tentative plans are disclosed as encumbering the property:

- An easement recorded on August 6, 1947 at Book 353, Page 146 in favor of the United States for power lines and appurtenances.
- An easement reserved in a deed recorded March 6, 1942 at Book 229, Page 60 from Nellie McClure, a single person, to H.H. Harris and Gladys M. Harris for a roadway.
- An easement recorded October 11, 1949 at Book 403, Page 285 in favor of the United States of America.

PW staff notes that it is the applicant's responsibility to determine whether the proposed development is consistent with and authorized within the area of the above easements.

Otherwise, the applicant does not propose nor has Public Works staff identified the need for additional public easements to address present or future development of the area.

As an informational item, pursuant to EC 9.6500(3), if any public utility easements are included on the final plat, the plat shall note the following restriction: No building, structure, tree, or other obstruction shall be placed or located on or in a public utility easement.

Based on these findings, the partition complies with EC 9.6500.

9.6505 Improvements – Specifications

EC 9.6505 Improvements-Specifications requires that all public improvements be designed and constructed in accordance with adopted plans, policies, procedures and standards specified in EC Chapter 7. No public improvements are proposed or required off this partition; however, all developments are required to make and be served by the infrastructure improvements described below.

1) Water Supply

Water service for the proposed development must be provided in accordance with Eugene Water and Electric Board (EWEB) policies and procedures.

2) Sewage

This standard requires all developments to be served by wastewater sewage systems of the city, in compliance with the provisions of Chapter 6 of this code. The applicant proposes to connect to an existing 8" public lateral that was stubbed from public wastewater manhole no. 49033 under City Contract File No. 1992-0011.

As an informational item, staff notes that all existing City liens or assessments must be paid at the time of site development. Per the City Lien Docket, there is currently an outstanding ON-HOLD assessment identified for TL 400.

Based on these findings, the applicant's proposed wastewater system conceptually complies with applicable sewage specifications, subject to a more detailed review during the subsequent site development and building permit processes.

3) Streets and Alleys and 4) Sidewalks

EC 9.6505(3)(b) requires the developer to pave streets adjacent to the development site to the width specified in EC 9.6870 Street Width with provision for drainage and construction of curbs and gutters, sidewalks, street trees and street lights adjacent to the development site according to the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways and standards and specifications adopted pursuant to Chapter 7 of this code and other adopted plans and policies.

With the exception of street lights, Oakleigh Lane has an approximate 19 foot wide paved surface, but has not been improved to city standards, lacking curbs and gutters, storm drainage, sidewalks, and street trees. As is typical for unimproved local streets in the River Road area, i.e., those streets which do not have paving, curb & gutter and sidewalks or which have not been striped to identify dedicated travel lanes; the expectation is that pedestrians and bicyclists will share the paved surface with vehicles. Additionally, there is a tendency on dead end streets such as Oakleigh; for motorists to travel at slower, more cautious speeds, because of the perceived narrowness of the street. Until such time that property owners elect to improve Oakleigh Lane to full City standards, including sidewalks, the existing paved surface in Oakleigh Street will continue to adequately provide for motorized and foot traffic, as well as for emergency vehicles and delivery services, provided the paved surface is not blocked by parked vehicles. Since the existing paved surface provides safe passage for two-way vehicular traffic, bicycles, pedestrians and emergency vehicles, and since there is nothing to suggest that the impacts of the proposed development will result in unsafe conditions in Oakleigh Lane, it is appropriate to defer public

improvements via an irrevocable petition. Based on these findings, the following condition is warranted:

- The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.

Irrevocable petitions enable the City to initiate a local improvement process and obligate the property owners to pay their proportional share of the street construction costs in the future. The City could construct the street when the majority of benefitting property owners agrees to pay for the improvements.

5) Bicycle Paths and Accessways

No bicycle paths or public access ways are required per the previous findings at EC 9.6835, which are incorporated by reference.

(11)(c) The PUD complies with Special Flood Hazard Area development standards (EC 9.6705 through EC 9.6709)

A significant portion of the site is within the Special Flood Hazard Area (SFHA) Zone AE as identified on the Flood Insurance Rate Map 41039C and Panel 1128F. Staff disagrees with the floodplain boundary as depicted on the proposed plan, *i.e.*, Sheet 2; however the differences are relatively insignificant. Buildings 1, 2, 4, the northernmost bike shed and the bike barn in their entirety and portions of buildings 3 and 7 and the garage / carport structure are located within the SFHA. It has been noted that the bike barn has not been elevated. The upstream most Base Flood Elevation shall be used for the entire development site unless each structure has a separately determined BFE which is confirmed by City staff.

Development is allowed to occur within the SFHA, subject to review and approval for compliance with applicable development standards during the building permit process. All development within the SFHA is required to comply with the standards at EC 9.6707 through EC 9.6709. These standards generally require, for areas located in Zone AE, that structures be located at least one foot above the BFE among other requirements. At the time of development (*i.e.* building permits), these standards may be addressed through several alternatives, including elevated building foundations or, typically, placing fill on the building site. Specific measures for compliance with SFHA standards will be subject to further City review and approval at the time of building permits.

In order to ensure compliance with this standard the following condition is warranted:

- Prior to final PUD approval, the applicant shall submit for City review and approval, two paper copies of the final PUD plan, (*i.e.*, Sheet 2), which includes the SFHA

boundary and floodplain declaration.

Example language for the floodplain declaration is included below. Alternative language must be submitted for review.

AS OF THE RECORDING DATE OF THIS PLAT A PORTION OF THIS DEVELOPMENT SITE LIES WITHIN THE SPECIAL FLOOD HAZARD AREA ZONE 'AE' AS DETERMINED FROM THE ADOPTED FLOOD INSURANCE RATE MAP NUMBER 41039C AND PANEL 1128. THE FLOOD INSURANCE RATE MAP HAS AN EFFECTIVE DATE OF JUNE 2, 1999. THE BASE FLOOD ELEVATION HAS BEEN DETERMINED TO BE 401.7 FEET 1929 NGVD PER THE ADOPTED FLOOD INSURANCE STUDY.

Questions related to the floodplain boundary, floodplain declaration or other question related to development within the floodplain should be addressed to Quentin Blattler at (541) 682-8130.

11)(d) The PUD complies with Geological and Geotechnical Analysis (EC 9.6710)

The geotechnical analysis requirements beginning at EC 9.6710 apply because, pursuant to EC 9.6710(2)(a), because the proposed development is a PUD that has slopes in excess of 5%. The applicant submitted a report that is entitled Geotechnical Investigation – Oakleigh Meadows Cohousing – Eugene, Oregon, dated February 12, 2013, which was prepared by Foundation Engineering, Inc. and stamped by James K. Maitland, P.E, G.E. Public Works staff confirms that the applicant's analysis, meets the Level Three Analysis requirements of EC 9.6710(4)(c) and Administrative Order AO-58-02-25-F The report includes an analysis of site characteristics, sub-surface investigation and testing to establish soil types and distribution, and a report that includes site and soil characteristics in relation to the proposed development identification of potential problems, and design recommendations for structures and paved surfaces, foundations, compacted fill, earthwork, construction measures for backfill, compaction, drainage, weather limitations; and inspection requirements during and following construction.

(11)(f) The PUD complies with Public Access (EC 9.6735)

EC 9.6735 Public Access Required.

(1) Except as otherwise provided in this land use code, no building or structure shall be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this land use code.

The proposed development has frontage on and will access Oakleigh Lane. This criterion is met.

(2) Access from a public street to a development site shall be located in accordance with EC 7.420 Access Connections – Location. If a development will

increase the development site's peak hour trip generation by less than 50% and will generate less than 20 additional peak hour trips, the development site's existing access connections are exempt from this standard.

The proposed development site is subject to this standard. Public Works staff confirms that the proposed development complies with subsection (1)(a) since the proposed access connections will not encompass a municipal utility with subsection (3)(a) the access connection will be located more than 20 feet from the end of a curb radius and subsection (3)(b) since there is only one proposed access connections. The remaining requirements of this subsection are not applicable.

(3) The standard at (2) may be adjusted if consistent with the criteria of EC 9.030(28).

Based on the foregoing findings, the development complies with these standards and no adjustment is necessary.

(11)(g) The PUD complies with Special Setback Standards (EC 9.6750)

No special setbacks are required for future right-of-way or public utility easements as the applicant is being required to dedicate right-of-way within Oakleigh Drive that is consistent with the findings at EC 9.6805 and EC 9.6870, which are incorporated herein by reference.

(11)(i) The PUD complies with Vision Clearance Area (EC 9.6780)

These standards do not apply because the subject property is not located at an intersection.

(11)(j) The PUD complies with Stormwater Development Standards (EC 9.6791 – 9.6797)

EC 9.6791 Stormwater Destination and EC 9.6792 Stormwater Pollution

In regards to EC 9.6791 Stormwater Destination, Public Works staff confirms that on-site management of stormwater runoff from the development is required because there is no public stormwater system available to serve the property. Further, as noted in the written statement, infiltration is not advisable. Therefore, the applicant proposes that treated stormwater will be released at pre-development levels, using rip rap pads to disperse the flows at the discharge points. The applicant also indicates that level spreaders, consistent with the requirements of the Stormwater Management Manual, could be utilized if required. Based on a letter from Neil Bjorklund, City of Eugene Parks and Open Space Planning Manager, dated July 11, 2013, the discharge of runoff from the development site in the direction of the City parkland would be acceptable provided, in addition to other conditions, that the runoff is discharged evenly and not concentrated at one or more points along the shared property line.

In order to more closely mimic existing conditions and ensure that the requirement for spread flows is satisfactorily addressed, the following condition is warranted:

- The applicant shall include level spreaders, consistent with the requirements of the Stormwater Management Manual at all discharge points from the storm drainage system.

Staff also notes that the placement of storm drainage facilities, i.e. outfalls and level spreaders is inconsistent with the purpose of the existing sewer easement located along the easterly property line (Reel 32, Instrument 22964). In order to avoid future damage to private storm drainage facilities resulting from maintenance of the trunk line, the applicant is encourage to locate the proposed stormwater facilities outside of the easement.

In regards to EC 9.6792 Stormwater Pollution Reduction, the applicant proposes to utilize pervious pavement surfaces for the parking stalls, site entryway and fire turnaround. For treatment of runoff from impervious surfaces, the runoff from the site sidewalks and roofs will be treated in 15 rain planters. In order to ensure that the treated runoff will be discharged at pre-development levels, the rain gardens were sized using the City of Eugene Stormwater Surface Filtration/Infiltration Facility Sizing Spreadsheet. Runoff from the automobile garage, drive strip and Common House buildings will be treated in a 10 foot wide by 58-foot long vegetated swale located adjacent to the Common House to the east, with a berm at the end of the swale acting as a weir to reduce flows to pre-development levels. As noted in the written statement, the swale was sized using the presumptive method.

Public Works staff confirms that the proposed facilities are adequately sized to provide both pollution reduction and destination from the development site. The actual facility sizes and design will be more precisely determined during the building permit process and may be smaller or larger, based on actual impervious surface area and any impervious surface reduction techniques or in-kind facilities that may be provided at the time of development, provided they are consistent with the City's 2008 Stormwater Management Manual, and are not materially inconsistent with the approved site review plan.

EC 9.6793 Stormwater Flow Control

This standard is not applicable as the subject property is below 500 feet in elevation and does not discharge to a headwaters stream, however as discussed above, post-development flows will be limited to pre-development levels in order to mimic existing conditions because a public stormwater system is not available and on-site infiltration is not recommended strategy.

EC 9.6794 Stormwater Oil Control

This standard is not applicable because the proposed development will not generate high concentrations of oil and grease.

EC 9.6796 Dedication of Stormwater Easements,

This standard does not apply because the proposed stormwater facilities are to be privately operated and maintained.

EC 9.6797 Stormwater Operation and Maintenance

The purpose of this standard is to ensure that stormwater management facilities are operated and maintained in a manner consistent with the stormwater development standards. This standard applies to all facilities designed and constructed in accordance with the stormwater development standards. This section also specifies when, and under what conditions, the public will accept function maintenance. Consistent with these standards, the applicant proposes private operation and maintenance of the on-site stormwater management facilities. To ensure compliance with EC 9.6797(3)(c), as proposed, the following condition of approval is recommended.

- The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."

With the findings, conditions, and future permit requirements noted above, staff finds that this criterion will be met.

(11)(k) All other applicable development standards for features explicitly included in the application except where the applicant has shown that a proposed noncompliance is consistent with the purposes set out in EC 9.8300 Purpose of Planned Unit Development.

Features explicitly included in the application that triggers review of other development standards, are the parking area, which requires compliance with EC 9.6420 Parking Area Standards, and the configuration of the proposed access connection, which requires compliance with EC 7.410 Access Connections Number, Width and Shared.

The development includes 47 parking spaces, including 8 garage spaces, 8 carport spaces and 31 graveled open parking spaces. Public Works staff confirms that the stall and aisle dimensions comply with the parking area standards at EC 9.6420(1), however based on the 22' wide drive aisle, all of the parking spaces will be compact spaces. Therefore, for compliance with EC 9.6420(1), the following condition is warranted:

- Prior to final site review approval, Sheet A1.1 shall be revised to show striping for each parking space and to designate each parking space as "compact".

Additionally the proposed parking lot complies with the parking lot drainage requirements at EC9.6420(2) and the drive aisle requirements of EC9.6420(5).

Per EC 7.410(3) the city engineer or engineer's designee may approve a request for an exception to subsection (2) of this section. Staff notes the proposal for 22' wide access connections implicitly includes a request for an exception to required maximum width 20 feet for the proposed access connections. Staff concludes that the addition of 2' to the minimum access connection width will provide safe ingress and egress to the development site, will not negatively impact the efficiency of the right-of-way and will not result in traffic hazards to bicycle, pedestrian or vehicular traffic using the right-of-way. Based on these findings the Alternative Traffic Safety Study (ATSS) requirements of subsections EC 7.410 (3)(b) are satisfied and there is no further need for an ATSS at the time of site development. Additionally, the proposal complies with the standards at subsections (3)(c) and (3)(d).

- (12) The proposed development shall have minimal off-site impacts, including such impacts as traffic, noise, stormwater runoff and environmental quality.**

The development will have minimal off-site traffic impacts per the findings provided previously at criterion (5)(c) regarding traffic generation and pursuant to the street standards beginning at EC 9.6805 regarding the street system. Off-site impacts of stormwater runoff is addressed as part of the applicant's proposed stormwater collection, conveyance, and treatment system, as discussed previously at criterion (11)(j). Based on these findings, staff concludes that the proposed PUD will comply with the applicable criterion.

- (14) If the tentative PUD application proposes a land division, nothing in the approval of the tentative application exempts future land divisions from compliance with state or local surveying requirements.**

This criterion is not applicable as the proposed development will not require a subsequent land division.

Public Works staff recommends the following conditions of approval:

- Prior to final PUD approval, the applicant shall revise the final site plan to show the dedication of 22.5' of right-of-way along the northerly boundary of the development between the westerly boundary of the proposed development and a line that is 50' east of the westerly boundary, and also to show the dedication of 13' of right-of-way extending from the aforementioned line to a line that is 117' beyond the existing the existing right-of-way. Additionally, the revised site plan shall show the dedication of a 13' Public Accessway along the northerly boundary which extends from the end of the aforementioned right-of-way to the easterly property boundary.
- Prior to final PUD approval, the applicant shall submit for review and approval by City staff and recording at Lane County Deeds and Records, a street deed and a public accessway deed which reflects the right-of-way and public accessway as shown on the revised final site plan.

- The applicant shall submit an Irrevocable Petition for public improvements in Oakleigh Lane to include paving, curbs and gutters, storm drainage, sidewalks, and street trees.
- Prior to final PUD approval, the applicant shall submit for City review and approval, two paper copies of the final PUD plan, (*i.e.*, Sheet 2), which includes the SFHA boundary and floodplain declaration.
- The applicant shall include level spreaders, consistent with the requirements of the Stormwater Management Manual at all discharge points from the storm drainage system.
- The final site plan shall note: "On-site stormwater management facilities will be privately owned and operated. An operation and maintenance plan will be developed consistent with the City's Stormwater Management Manual, and notice of this plan will be recorded, during the building permit process."
- Prior to final site review approval, Sheet A1.1 shall be revised to show striping for each parking space and to designate each parking space as "compact".

Informational Items:

- Per the title reports that were submitted with the application, three easements which have not been identified or located on the tentative plans are disclosed as encumbering the property. It is the applicant's responsibility to determine whether the proposed development is consistent with and authorized within the area of the above easements.
- All existing City liens or assessments must be paid at the time of site development. Per the City Lien Docket, there is an outstanding ON-HOLD assessment identified for TL 400.
- The configurations of the main aisle drive connection to Oakleigh Lane and any pedestrian facilities within the Oakleigh right-of-way are not specifically approved, but are subject to further review at the time of the building permit review.
- At the time of the building permit, the applicant will be required to submit an Emergency Access Easement on a standard City form for review and approval prior to recording at Lane County.
- The placement of storm drainage facilities, *i.e.* outfalls and level spreaders is inconsistent with the purpose of the existing sewer easement located along the easterly property line (Reel 32, Instrument 22964). In order to avoid future damage to private storm drainage facilities resulting from maintenance of the trunk line, the applicant is encouraged to locate the proposed stormwater facilities outside of the easement.

- Based on this decision, the Alternative Traffic Safety Study (ATSS) requirements of subsections EC 7.410 (3)(b) are satisfied and there is no further need for an ATSS at the time of site development.

PH-31

TAYLOR Becky G

From: artifex3 <artifex3@efn.org>
Sent: Wednesday, September 11, 2013 7:16 PM
To: TAYLOR Becky G
Subject: Oakleigh Meadow Endorsement

This e-mail is a formal expression of approval for the Oakleigh Meadow Cohousing Project. My property at 125 McClure Lane, where I live, borders on the land intended for the project. From my point of view I see it on balance as a positive use of that piece of land.

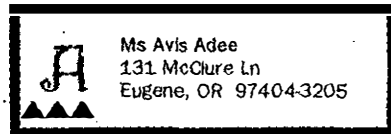
David Campbell

To: Eugene Hearing Official
Re: Oakleigh Cohousing

Having attended a number
of the 3rd Sunday picnics, games,
& singalongs, I have now met
all of the families who are
members of the cohousing group.

I live on property adjoining
Oakleigh Meadow & eagerly
look forward to having these
families as neighbors.

Avis Eileen Adee



541-461-0890

TAYLOR Becky G

To: TAYLOR.Becky G
Subject: Solar Setback
Attachments: OMC_Dist Ridge to N PLJPG

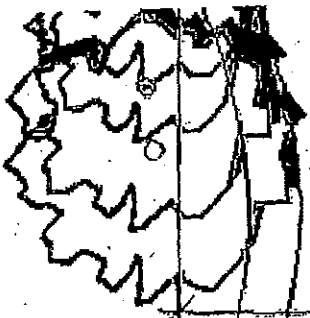
BWAlreadyEdited: Yes
BWMessageAction: Forward

$$SSB = (2.5 \times SPH) + (N \text{ divided by } 2) - 82.5$$

Note: since roof slope is less than 5/12, SPH (Solar Point Ht) is height to eave = 19'-2"

$$\text{Note: } N = \text{North - South Lot Dimension (max is 90')} \quad SSB = (2.5 \times 19.167) + (90 / 2) - 82.5 \quad SSB = (47.9175) + (45) - 82.5 \quad SSB = 10.4175 \text{ Feet}$$

So, the distance from the ridge to the North Property Line needs to be at least 10.4 feet, and we're at 42'-6" at the nearest at Building #1 (please see attached). And Bldg#2 is in the clear as per this formula, but it's also fronting the huge cedar trees and the neighbor's vacant lot.



(8) BIK
LONG/SHOF

F POLE

42'-6"

40'-0" R.O.W.

SPECIAL SETBACK

20'-0"

20'-0"

BUILDING 1

E 5

A2/A1

3' 4'

C2/C1

Unit #1

Unit #2

45'-10"

132.25'

of UNIT SETBACK

SPECIAL SETBACK

PH 33

45'-10"

Unit #1
Unit #2

C21C1

BUILDING 1

20'-0"

20'-0"

SPECIAL SETBACK

3
4

A21A1

40'-0" R.O.W.

5

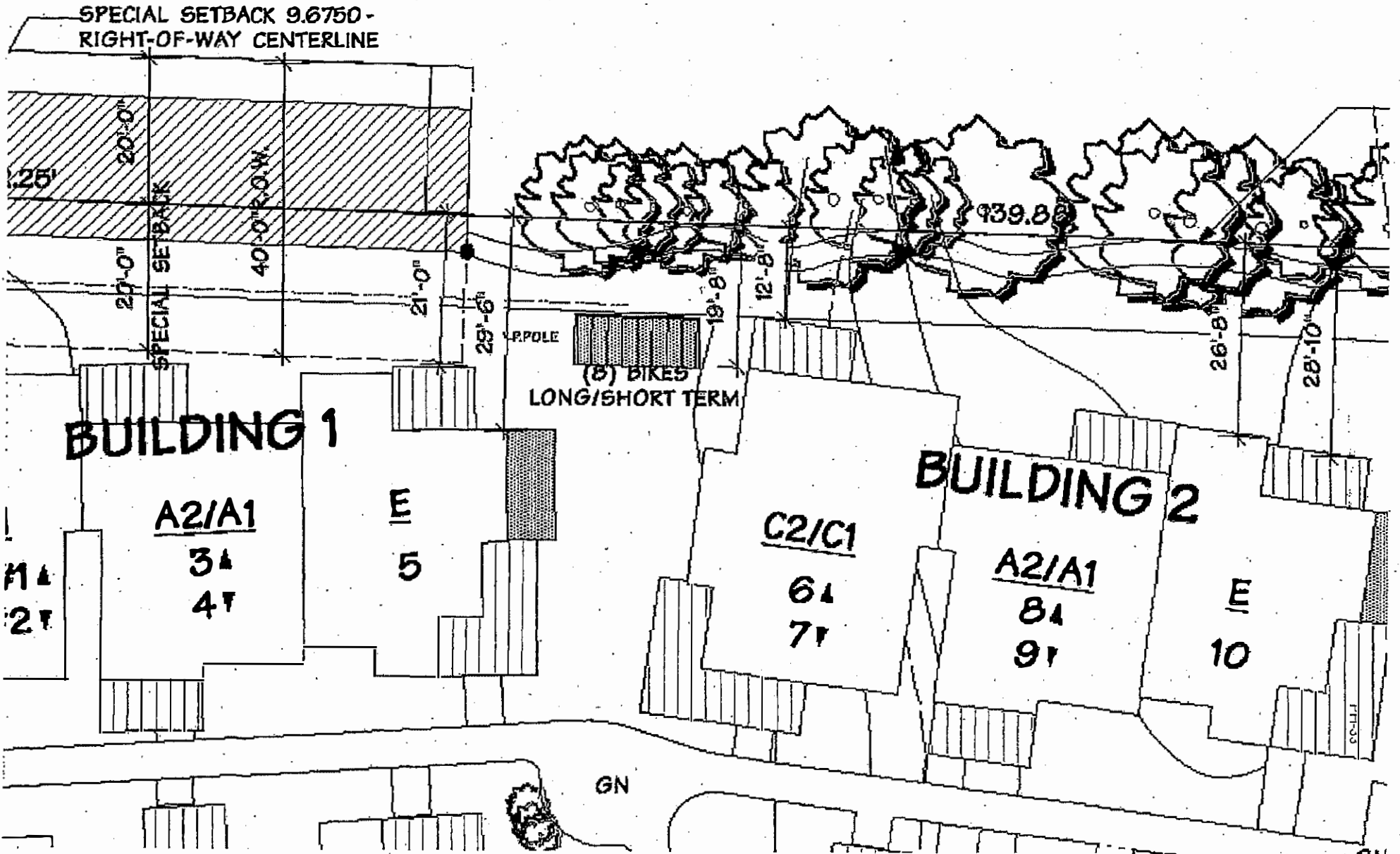
E

42'-6"

P. POLE

LONG/SHOR

(8) BK



SPECIAL SETBACK 9.6750 -
RIGHT-OF-WAY CENTERLINE

BUILDING 1

A2/A1
3A
4'

E
5

H1
2'

20'-0" 20'-0"
SPECIAL SETBACK

40'-0" R.O.W.

21'-0"

25'-6"

POLE
(8) BIKES
LONG/SHORT TERM

18'-8"

12'-8"

C2/C1
6A
7'

BUILDING 2

A2/A1
8A
9'

6A
7'

E
10

26'-8"

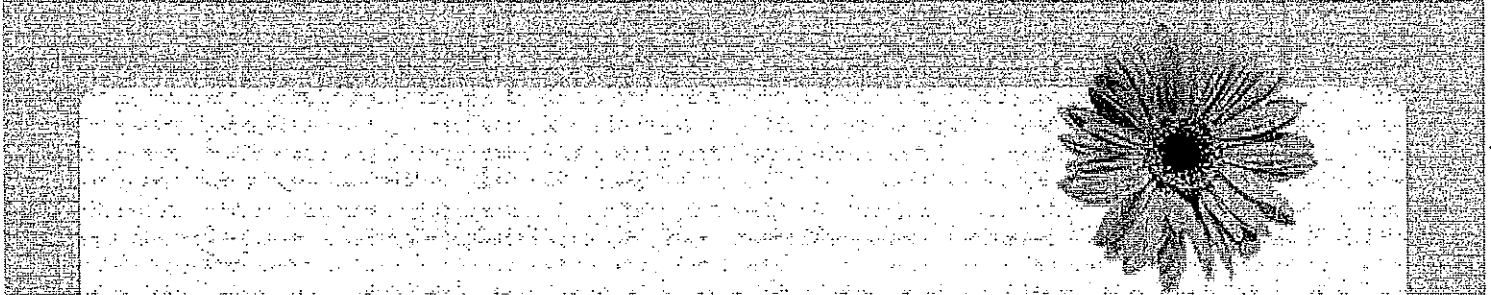
28'-10"

439.8

GN

TAYLOR Becky G

From: Cecelia Baxter-Heintz <cbph13@comcast.net>
Sent: Tuesday, September 10, 2013 9:23 AM
To: TAYLOR Becky G
Subject: Oakleigh Meadow



Dear Becky

We are writing to voice our concerns for the development on Oakliegh Ln. called "Oakliegh Meadow". We live on McClure Lane, the next street south, which is tucked away on the East side of busy River Rd., where relatively small, unassuming houses line a single lane, dead end street. It is quiet here and our neighbors are closely knit and familiar. We invite you to visit us anytime, have a cup, and see for yourself.

As you are now well aware, "Oakleigh Meadow" plans to build a 28 unit housing development with 7 condominium buildings, a very large common house, and a 47 unit parking garage, at the end of our street; only yards away from the bicycle path and the lovely Willamette river. We have

seen the plans and we believe that this new development complex will create several detrimental problems. Primarily, the construction process will destroy the meadow, and encroach into the sensitive riparian area of the river (home to osprey, eagles, beavers, and river otters). With it comes trucks and noise, as well as issues involving water, sewage, and electrical. Also, please consider the impact caused by both pedestrian and vehicle traffic. Meanwhile, our entire neighborhood environment suffers.

Last night our neighbors on both sides of the street and many others from McClure and Oakleigh Lanes met at the River Rd. annex to express our opposition to this planned development. Whereupon we were informed that only one voice in favor and one voice against would be given two minutes to speak. We all felt railroaded !

This has been a covert assault. The

developers have not been upfront and honest with their plans about the property. Please know that our neighborhood is nearly unanimous in sharing our opinion and that we will not accept this proposal.

We ask for your help in appealing the decision of this new development not just for us but for the environment that will feel the impact for years to come.

Thank you for helping , Paul and Cecelia Heintz

please feel free to contact us at:

541-736-6658

cbph13@comcast.net

February 8, 2007

Grass Valley City Council,
Planning Commission Members
125 E. Main Street
Grass Valley, CA 95945

RE: Wolf Creek Village

Honorable Members:

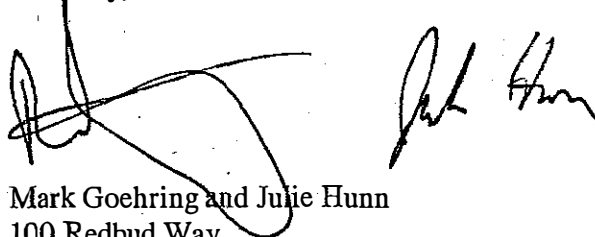
I am writing you to assure you that the proposed Wolf Creek Village Cohousing communities will not destroy the property values of the surrounding residential neighborhood.

My husband and I just purchased one of the single-family lots directly adjacent to the Nevada City Cohousing Community. We chose this site to build our custom family home where we look forward to raising our two children. Given what we paid for the property, I can assure you that the cohousing community did not devalue it. In fact, we were particularly attracted to this property because it is adjacency to such a neighborly development where we know there are other full time homeowners that care about the neighborhood and the City.

I urge you to support the communities proposed for Grass Valley and have no doubt that you will find them a wonderful addition to your town.

Thank you for your consideration.

Sincerely,

The image shows two handwritten signatures in black ink. The signature on the left is a large, stylized cursive signature, likely belonging to Mark Goehring. The signature on the right is a smaller, more legible cursive signature, likely belonging to Julie Hunn.

Mark Goehring and Julie Hunn
100 Redbud Way
Nevada City, CA 95959



CITY OF EMERYVILLE

INCORPORATED 1896

1333 PARK AVENUE
EMERYVILLE, CALIFORNIA 94608-3517

TEL: (510) 596-4300 FAX: (510) 658-8095

February 21, 2007

Supervisor Roberta MacGlashan
County of Sacramento
700 H Street, Suite 2450
Sacramento, CA 95814

Dear Supervisor MacGlashan:

I was the Mayor of Emeryville, California (population approximately 7,000) in 1991, when a cohousing community designed by Chuck Durrett and Katie McCamant was approved to be built in our town. I have been the Mayor and a Councilmember for the past 19 years. As is so often the case with multi-family housing, there was considerable concern about the project. In fact, it was originally denied by the Planning Commission and only approved on appeal to the City Council.

The cohousing neighbors have been a great plus to our town. The residents are particularly good citizens. They participate in local issues. One resident ran for and won a seat on the School Board. At the time, the School District was in disarray, with a corrupt Superintendent. Now the test scores are improving; I attribute a lot of that improvement to the participation and leadership of the cohousing members. The City and School District are working closely to provide a better educational experience for our children.

Other residents have been involved in schools, volunteered for various City Committees, and have participated in a wide variety of City activities. They have modeled how to accomplish environmentally sensitive, appropriately scaled multi-family developments. I can assure you that they have been a great contribution to our town.

Moreover, their cohousing community has been a catalyst to improve their local neighborhood. They took an old, abandoned warehouse and remodeled it to create Doyle Street Cohousing (www.emeryville-cohousing.org). Their homes are now selling for more than twice the original prices. The cohousing community has revitalized the local neighborhood.

Please feel free to call me at (510) 652-2199 if you have any questions. I urge you to support the cohousing community being proposed in Orangevale.

Sincerely,


Nora Davis
Emeryville Mayor

SHEILA STEIN
610 Chief Kelly Drive
Nevada City CA 95959
530.913.9377

March 18, 2007

Grass Valley City Council,
Planning Commission Members
City of Grass Valley
125 Main Street
Grass Valley, CA 95945

Honorable Members:

Nevada City Cohousing is now considered a fabulous project for Nevada City, but CoHousing creators Durrett & McCamant had to overcome mountains of opposition from city planners, officials and neighbors in order to build it.

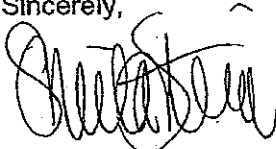
Nestled in a neighborhood amongst expensive homes, the architects McCamant & Durrett take great care to make sure their communities fit into the existing neighborhood. Once the Nevada City CoHousing project is complete, the community will be surrounded by 7 custom homes and will appear as a traditional neighborhood. I personally perceive the project as a charming self-contained village with a delightful ambiance and close-knit sense of community. What a wonderful opportunity for home ownership. I feel very strongly that this tastefully planned and creative innovation has not in any way diminished the value of my home or other more expensive homes in the area.

In spite of initial opposition and fear in Nevada City, I feel that not only has the development been accepted but is also appreciated as a vibrant contribution to the Nevada City landscape.

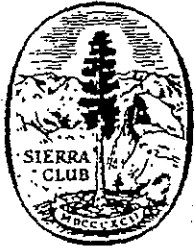
It appears the developer's plans for Grass Valley contain the same dedication for flair and taste with creative consideration for privacy and independence providing an extra buffer for all the existing homes in the area past the Kmart retail center.

In closing, I think fears should be set aside. All communities have differing social and economic levels and all should work together in harmony and spirit that allows opportunity to all. This community spirit has been a vital element in the beautifying and development of this special town and may it continue with your acceptance and blessing for a vital and necessary element of specialized housing.

Sincerely,



Sheila Stein
Neighbor to Nevada City CoHousing
Nevada City Council Member



SIERRA NEVADA GROUP

MOTHER LODE CHAPTER
January 5, 2007

SIERRA CLUB

Grass Valley City Council,
Planning Commission Members
125 Main Street
Grass Valley, CA 95945

Honorable Members of the Grass Valley City Council and Planning Commission:

This letter is to express the support of the Sierra Nevada Group, the local sub-chapter of the Sierra Club, for the proposed **Wolf Creek Village** cohousing project.

The Sierra Club advocates smart growth generally, and the local group is in favor of cohousing in particular. We understand the concerns of some people who would prefer to see no additional development in the City of Grass Valley, but acknowledge the reality that new homes will continue to be built here. The characteristics of smart growth in general and cohousing specifically are key to a more vibrant future for Grass Valley.

The Wolf Creek Village cohousing project exemplifies smart growth qualities as articulated by the Sierra Club. The qualities include, but are not limited to:

- *Close-in location allows for walking/biking to shopping and restaurants which will help alleviate traffic congestion*
- *Infill development that will not contribute to sprawl*
- *Compact development with clustered residences and open space*
- *Built using sustainable green building practices*

We encourage the City of Grass Valley to embrace and support this visionary project and enjoy the value it will add to the community for years to come. Your "yes" vote approving this project will send a positive message about our desires for smart growth--for beautifully designed, sustainable home development in Grass Valley.

Thank you all for your careful consideration in this matter.

Sincerely,

Charles Chisholm, Chair
Sierra Nevada Group, Sierra Club
P. O. Box 1042
Nevada City, CA 95949
Phone # 272-1168