

December 11, 1998

101 Fairway Loop

Planned Unit Development - Tentative Stage Application and concurrent Zone Change Application

for Lane County Assessor's Map No. 17-03-29-24, Tax Lot 5004

WRITTEN STATEMENT

A. LAND USE REQUEST

The Applicant proposes a Planned Unit Development (PUD) on a split-zoned site to develop 12 residential units within the R-2/10/PD zoning district and approximately 50,000 square feet of gross leaseable space in two buildings to support uses allowed in the GO/PD zoning district. Concurrent with this PUD is an application for a Zone Change. The requested Zone Change preserves the site's two zoning districts, subdistricts and proportions devoted to the respective districts, but moves the zoning boundary to create a more efficient configuration of uses consistent with the Willakenzie Area Plan (WAP).

The findings in this written statement and attached maps demonstrate that the land use applications submitted are consistent with applicable Eugene Code provisions (including approval criteria in EC 9.678 (2) and 9.512 (6)) and applicable policies and diagrams in the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and relevant refinement plans.

B. GENERAL INFORMATION

B.1. Applicant and Property Owner

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B.2. Applicant's Representative and Professional Coordinator

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B.3. Design Team

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C. SITE INFORMATION

C.1. Tax Lots

The project involves a single tax lot (Lane County Assessor's Map No. 17-03-29-24, Tax Lot 5004). A tax lot map, legal description, and warranty deed for the property are found in Attachments A, B and C, respectively.

C.2. Location and Site Context

The subject parcel is located in the Oakway Subarea of the Willakenzie neighborhood in north-central Eugene (see vicinity map, Attachment D). The site is roughly 4.8 acres in size, configured as shown in Attachment E. The property has 77.90 feet of frontage on Southwood Lane at the southeast corner, and 488.28 feet on Fairway Loop along the western border.

North of the site are 15 residential units built as Phase I of the Fairway Loop PUD (PD 78-7). East of the site is a commercial complex, which includes Reed & Cross, Gray's Garden Center, Edman Home Furnishings, Hi-Tech Cleaners, Emerald Lanes bowling alley, and the Norwalk furniture store. An undeveloped parcel, Southwood Lane, and I-105 are south of the site. The Elmwood Condominiums and Eugene Country Club are to the west.

C.3. Site Description, Current Use and Existing Conditions

The site is currently vacant. A driveway from Eastwood Lane through the abutting residential development extends into the site at the northern property line. The western property line abuts Fairway Loop. Fairway

Loop is a two-way local street up to the southwest portion of the subject property. Then the street narrows to a single, one-way northbound travel lane. A southbound bicycle lane is located on the west side of Fairway Loop between Eastwood Lane and the two-way portion of the street.

The southern property line follows the centerline of an unnamed slough with approximately 78 feet of frontage on Southwood Lane. Southwood Lane is classified as a minor arterial in the City's Revised Draft Arterial and Collector Street Plan (May 1998) and in the Willakenzie Area Plan (Transportation Element, Functional Classifications Map; pg. 84). Southwood Lane runs one-way westbound between the Oakway/Coburg intersection and Fairway Loop. Between Fairway Loop and Country Club Road, Southwood Lane is a two-way street. Although bracketed by signalized intersections on both ends, Southwood Lane is considered a part of the state highway system and is administered by Oregon Department of Transportation (ODOT). The Applicant is submitting an application for an access permit with ODOT for the proposed curb cut, joint access driveway and deceleration lane on Southwood Lane (see Attachment F). The eastern property line is fenced along its northern portion and unfenced along the adjacent west wall of the Norwalk Furniture building.

Zoning on the subject site is R-2/10/PD for the northern 1.25 acres and GO/PD for the southern 3.54 acres (see Attachment G, zoning map; also refer to City file Z 83-10). Surrounding properties are zoned as follows: R-2 to the north, C-2 to the east, R-A to the south, and R-2 and R-1 to the west. The Metro Plan Diagram identifies the site and surrounding area east of the Eugene Country Club as Medium Density Residential. The WAP Diagram and Oakway Subarea Diagram show the subject site as having two plan designations: Medium-Density Residential and Commercial (see Attachment H). The WAP designates land north and south of the subject site Medium-Density Residential; land to the east, Commercial; and to the west, Medium-Density Residential and Parks and Open Space.

The property is essentially flat. Existing vegetation includes cedar trees and arborvitae shrubs/trees near the northern property line, fir trees along Fairway Loop, firs along the eastern property line (all planted by the Applicant). There are also numerous small trees, blackberries and other invasive plantings located around a man-made drainage swale (created by the Applicant) in the center of the site. The slough along the site's southern boundary is heavily vegetated with mature deciduous trees, and represents the only significant natural vegetation on-site, as defined in EC 9.015. Existing trees were surveyed and are included on Sheets S1 and L3. A Tree Preservation Plan is included as a separate attachment.

Flood Insurance Rate Maps (FIRM Map # 410122 0006 B) identify the site as being in Zone A, within the boundaries of a 100-year flood (see Attachment I). Base flood elevation for the site is 415.55 feet. Site soils are classified in the Lane County Soil Survey as the Cloquato-Urban land complex (Soil unit #30 - see Attachment J), which is mainly used for urban development. The main limitation is the hazard of flooding, which will be addressed by locating finished floor elevations the required one foot above the base flood elevation.

There are no inventoried historic resources on the subject property. The draft Metropolitan Natural Resources Special Study (1992) and National Wetlands Inventory maps do not identify wetlands or other natural resources on-site. The slough on the southern property boundary is not listed as a waterway, minor drainage feature or wetland on the WAP's Proposed Storm Drainage Systems map (pg. 129). However, field assessments have determined that there are jurisdictional wetlands in the slough. A wetlands delineation map and letters of concurrence from the Oregon Division of State Lands and U.S. Army Corps of Engineers are attached (Attachment K). A complete Wetlands Delineation Report is included as a separate attachment. Aerial and ground photos illustrating current site conditions are found in Attachments L and M, respectively.

C.4. General Site Information

City Limits:	Inside Eugene city limits
Urban Growth Boundary:	Inside UGB
Jurisdiction:	City of Eugene
Utilities:	
Storm Sewer:	City of Eugene
Wastewater:	City of Eugene
Water:	Eugene Water and Electric Board
Electricity:	Eugene Water and Electric Board
Natural Gas:	Northwest Natural
Telephone:	US West Communications
Cable TV:	TCI Cable
Metro Plan Designation:	Medium Density Residential
Refinement Plan Designation:	Medium-Density Residential/Commercial
Zoning District:	R-2/10/PD, GO/PD

D. PROPOSED LAND USE

D.1. Specific Proposal

The Applicant is proposing a mix of residential and office uses in a Planned Unit Development (PUD) on approximately 4.8 acres of split-zoned property located east of Fairway Loop and north of Southwood Lane. 12 residential units are

proposed on 1.25 acres of the site within the R2-10/PD zoning district. Two general office buildings (one two-story and one three-story) totaling approximately 50,000 square feet are proposed on the 3.54 acres of the site within the GO/PD zoning district.

Concurrent with the PUD application, the Applicant is requesting a Zone Change to move the boundary between the site's two zoning districts. The requested change will facilitate a more efficient design; promote greater compatibility between uses; preserve existing zoning districts and sub-districts; retain relative densities and the proportion of the site allocated to each district; and align on-site zoning more closely with the site's depiction on the Willakenzie Area Plan (WAP) Diagrams.

Site design has undergone numerous iterations to accommodate access constraints, efficiently allocate usable space, meet density requirements, comply with various other Code provisions and WAP design guidelines, and assure compatibility with neighboring properties. The residential portion of the site abuts the existing Fairway Loop Phase I condominiums, and the southern portion of the site is devoted to general office uses. The location of planned residential development as a buffer between existing residential development and planned GO uses is consistent with the arrangement of uses in a previously approved PUD for the subject site (Fairway Loop Phase II and III PUD, PD 84-2, the approval of which has since lapsed). Distinct from the previous PUD, the 101 Fairway Loop PUD design uses an internal "boulevard" to both buffer residential and commercial uses and provide an attractive unifying landscape design element to the overall site plan.

The boulevard includes a barrier across Fairway Loop that will prohibit through vehicular traffic, as recommended in WAP Transportation Element Proposed Action 1.5. As an integral part of the overall design, the boulevard helps segregate residential and commercial traffic and provides physical separation of uses with two 12-foot wide, one-way driveways and a 9-foot wide landscaped median between the zoning districts. Currently secondary emergency vehicle access is provided between the proposed and existing residential area.

Residential traffic will primarily enter the site from northbound Fairway Loop to the boulevard, and exit along the boulevard to Fairway Loop north of the traffic barrier to reach Eastwood Lane and other local streets north of the development.

The Applicant proposes a right-in, right-out access off Southwood Lane to jointly serve the subject site and abutting businesses to the east. Eastbound traffic from Country Club Road can reach the site through two access points off Fairway Loop. The traffic barrier across Fairway Loop will serve as the terminus of the two-way boulevard between residential and commercial uses on-site. The potential for non-local, cut-through traffic around the barrier is greatly reduced by proposed design

elements such as raised crosswalks internal to the site, slower speeds through parking areas, and circuitous movements needed to negotiate through the site.

Independent of the boulevard barrier eliminating off-site through traffic, the relatively high volumes of non-local traffic currently using Fairway Loop to access the Oakway/Coburg area will soon be served by Cedarwood Road. This new street parallel to, and south of, I-105 will provide a more direct, safe and convenient access for motorists than existing routing via Fairway Loop and other local streets.

Proposed residential dwellings are attached, two-story units ranging from roughly 1,700 to 2150 s.f. in size, each with private outdoor living space greater than 10% of the gross floor area of each unit (see Sheet T1), in conformance with EC 9.567 and 9.510 (14). Each unit will have a one car garage and storage area to accommodate auto and bicycle parking in accordance with EC 9.586 (a)2. and EC 9.585 (b) and (c). Additional vehicle parking is provided in an 9 space bay proposed to be shared parking for residential and office use, and two parallel parking spaces are located on the boulevard for guest parking.

The office buildings will each have approximately 10,000 square feet of gross leaseable space per floor, or 20,000 s.f. in the west building and 30,000 s.f. in the east building. Buildings in the GO district farther than 50 feet from residential districts may go up to 45 feet in height per EC 9.534 (b)(3). While both office buildings are 54 feet from the proposed residential zoning boundary, neither exceeds the height limitation. The west building will be 25 feet in height, including parapet, and the east building will be 37 feet in height. Elevations for the proposed buildings are shown in Attachment N.

Adequate auto parking for the office development will be provided at 162 vehicle spaces, which includes 9 parking spaces shared with the residential development in conformance with EC 9.588 (b). Minimum parking standards in EC 9.586 (c)6. require only 152 spaces (based upon 50,000 s.f. gross leaseable space, at 1 space per 330 s.f. of gross floor area). The number of general office vehicle parking spaces provided is within the maximum number allowed in EC 9.586 (f).

Bicycle parking is provided near the north (employee) entrances of each office building. EC 9.586 (c)6. requires 17 bike parking spaces: 4 long term and 13 short term. The proposed PUD contains 20 spaces; 16 short term spaces outside the buildings and four long term spaces within. Per EC 9.585 (b), 50% of the short term spaces must be sheltered from rain. A sheltered bike rack is proposed for the ten spaces adjacent to the eastern building.

Consistent with EC 9.597, walkways and landscaping are proposed throughout the site, creating a pedestrian-friendly atmosphere. 5'-wide sidewalks are planned along the east side of Fairway Loop, the north side of the driveway between

Fairway Loop and Southwood Lane, and on both sides of the boulevard. 8'-wide sidewalks are proposed between and in front of the office structures, with raised crosswalks at parking areas, the boulevard and southern driveway. The crosswalks help form a strong axis between the office buildings, calm traffic, and link the residential area and the slough by leading pedestrians to two viewing platforms. A 6'-wide sidewalk is proposed along the east side of the eastern office building.

Natural features on the site will be left undisturbed to the greatest degree possible, and only one stormwater outfall to the slough is proposed. On-site approximately 10 existing trees greater than 10" dbh and limited portions of arborvitae hedge are proposed to be removed to accommodate development and associated features (i.e., to provide clear access for the boulevard, an unobstructed vision clearance triangle, and adequate room for development consistent with permitted uses and densities). As shown on the enclosed Tree Preservation Plan, 31 trees greater than 10" dbh are to be preserved—including all significant vegetation lining the slough—as well as the great majority of arborvitae hedges to screen the proposed development. The majority of existing vegetation serving as a buffer from adjacent residential development will remain. Undersized trees and blackberry briars interior to the site will be removed in order to utilize the site for permitted general office uses. Where trees or arborvitae are removed to accommodate development, replacement vegetation will be planted.

As shown on the Landscape Plan, approximately 128 new trees are proposed to be planted, including trees on Fairway Loop in parking areas, along the boulevard and other driveways. Trellises with climbing vines are proposed at the major building entrances. Arbors are proposed at the corners of the office buildings to frame the space between the structures and create a parking court with strong, visible pedestrian connections. These arbors will have low walls with similar materials as used on the lower portion of the office structures, to provide continuity between building and landscape elements. A trellis with climbing vines is proposed along with additional landscaping on the east property line. Various shrubs, lawn and groundcovers around the proposed buildings will provide a rich and colorful landscape palate, visually integrating the entire development area.

EC 9.510 (9) allows the Hearings Official to approve variations from certain standards in the zoning ordinance, including parking area design provisions if there is no hazardous condition created for pedestrian and vehicular traffic. Through this Code provision, the Applicant seeks a variation from the parking area design provisions in EC 9.584 (d) for the width of the two residential driveways immediately north of the boulevard. The Applicant is constrained by requirements for minimum density, setbacks, outdoor living space, and compatibility in scale for the residential portion of the site. The low traffic volumes associated with only four units at each driveway would effectively allow safe traffic movements by simple queuing, with little impact to other internal traffic movements or safe pedestrian

passage. The smaller driveway width allows for ample landscaping areas and buffering between residential entrances and the driveways and a smaller curb cut. These features enhance the livability of the residential area while allowing for residential development compatible with both planned general office structures and existing residential units to the north.

The Applicant also seeks a variation from the 10-foot front yard setback standard established in EC 9.540 (a) for the residential portion of the site. A 7-foot landscaped setback is proposed as part of the PUD, and is a consequence of required residential densities, outdoor living area, and square footages to retain compatibility with nearby residential areas.

Finally, the Applicant also seeks Hearings Official approval to vary from the height and site obscurance requirements of the setback standard for GO zoning districts when abutting residential districts, as set forth in EC 9.542 (b). This standard requires the setback area to be screened by a fence, wall or vegetation that is 75% sight obscuring and 6 to 8 feet high. The boulevard and intensive landscaping proposed will help assure the compatibility intended by the standard. The unusual instance in this case is that the two districts are on the same property. The 101 Fairway Loop PUD presents design elements that meet the intent of the standard, but seeks variation from the strict requirement of the Code.

D.2. Pertinent Planned Unit Development Application Information

General Information

- Map and Tax Lot: - Assessor's Map 17-03-29-2 4, Tax Lot 5004
- Vicinity Map: - Shown on Sheet T1 and Attachment D.
- Site/Parcel Dimensions and Size: - Site is approximately 4.8 acres in size. See Sheet S1 for dimensions.
- Existing Structures: - None.
- Proposed Structures and Height: - Two office buildings, 25 and 37 feet in height; 12 residential units, each no more than 25 feet in height (see Attachment N).
- Coverage Tabulation: - Total Site Area: 208,649 s.f. (4.79 acres)
GO Area: 154,323 s.f. (3.543 acres)
R-2 Area: 54,326 s.f. (1.247 acres)
- Building Coverage: 41,397 sf (19.8%)
GO Area: 25,752 s.f. (16.7%)
R-2 Area: 15,645 s.f. (28.6%)

- Impervious Coverage: 97,511 s.f. (46.7%)*
GO Area: 80,243 s.f. (52.0%)
R-2 Area: 17,268 s.f. (31.8%)
* Includes parking areas and walkways
 - Open Space Coverage: 69,741 s.f. (33.4%)
GO Area: 48,328 s.f. (31.3%)
R-2 Area: 21,413 s.f. (39.4%)
- Solar Criteria:
- Solar setbacks are met, per EC 9.510 (11) and 9.535; see findings in Section F.1.e. and Attachment N.
- Phasing Boundaries:
- Phase I: Two-story office building, associated parking, driveway between Fairway Loop and Southwood Lane, portion of boulevard, landscaping.
 - Phase II: Three-story office building, parking, residential units, remaining boulevard and landscaping. Phasing boundaries shown on Sheet L1.
- Street Lights:
- Existing street lights on Fairway Loop and Southwood Lane; none proposed.
- Street Trees:
- 5 new trees proposed along Fairway Loop, as shown on Sheet L3.
- Street Widths:
- Fairway Loop is 28' wide from Southwood Lane to the existing curb cut (two-way portion) and 20' wide from that point to Eastwood Lane (one-way north).
 - Southwood Lane is a 26' wide street with a single westbound travel lane from the Coburg/Oakway intersection to Fairway Loop, and two-way travel lanes between Fairway Loop and Country Club Rd.
- Existing and Proposed Easements:
- Existing slope easement conveyed to City of Eugene for Southwood Lane improvements.
 - Proposed drainage easement will be conveyed to the City for the slough to the top of bank.
 - Proposed 14' wastewater easement and 7' public utility easements bordering public

r.o.w. and along boulevard as shown on Sheet C1.

- Proposed Grading: - Grading Plan attached, Sheet L2.
- Flood Zone Information: - Entire site is in 100-year floodplain (Zone A). Base flood elevation is 415.55 feet. See narrative documenting methodology for determining the BFE in Attachment O.
- Secondary Access: - Primary access to be provided from Southwood Lane and Fairway Loop; currently secondary access from Eastwood Lane through Phase I Fairway Loop development

Public Access - Parking Area Development

- Proposed Parking: - Office development: 162 spaces total (109 standard spaces-including 5 designated for carpool/vanpool; 47 compact; 6 accessible spaces), includes 9 spaces shared with residential development.
- Residential development: 23 spaces total (12 spaces in garages-one per unit; plus two parallel parking spaces, and 9 shared spaces). See Sheets T1 and L1.
- Bicycle Parking: - 20 bicycle parking spaces (16 in front of office buildings, 4 long-term spaces within buildings). Short-term parking at east office building to be sheltered. Residential: within garage/storage areas. Shown on Sheet L1.
- Landscaping Protection: - Curbs around all parking area landscaping as shown on Sheets L1 and L3 per EC 9.589 (2)(e). Protection during construction as shown on Tree Preservation Plan.
- Landscaping and Screening: - Proposed landscaping and screening shown on Sheet L3.
- Parking Lighting: - Lighting with 20-foot tall standards and hooded lenses, also bollard lights on

walkways as shown on Sheet L1 consistent with EC 9.597 (e).

- Carpool/Vanpool Parking:
- 5 signed spaces near building entrances dedicated as carpool/vanpool spaces, as indicated on Sheet L1, per EC 9.584 (3).

Street and Utility Improvements

- Proposed Improvements:
- Proposed utility improvements shown on Sheet C1. Southwood Lane driveway access, deceleration lane, Fairway Loop curb cuts and barrier/boulevard design shown on Sheet L1.

- Public or Private Construction:
- All improvements to be privately constructed.

Water Supply

- Existing and Proposed
- Existing 12" main on Fairway Loop; 6" line extending from development to north.

- Water Mains:
laterals
- Proposed 8" extension from Fairway Loop and connection to existing 6" line, and as shown on Sheet C1.

- Existing/Proposed Fire Hydrants:
- Existing hydrants at northeast corner of site property line and at corner of Fairway Loop and Southwood Lane as shown on Sheet C1.
 - Office buildings to be equipped with sprinkler systems. No new hydrants proposed.

Public Access - Circulation

- Circulation Patterns/Travel Lanes:
- Boulevard: two 12'-wide travel lanes. South driveway: single 20'- wide travel lane. Parking lot lanes: 24 feet wide. Circulation as noted by arrows on Sheet L1.

- Existing/Proposed Curb Cuts:
- Existing curb cuts on Fairway Loop and on northern property line.
 - Proposed redesigned curb cut on Fairway Loop, additional curb cut farther north on Fairway Loop, and curb cut on Southwood Lane. See Sheet L1.

Ped. Walkways/Bicycle Paths: - 5-foot wide walkways on both sides of boulevard and residential drive, and on north side of driveway between Fairway Loop and Southwood Lane. 6-8-foot wide walkways elsewhere on site as shown on Sheet L1.

Public Sidewalks: - Existing sidewalk on Southwood Lane to be improved consistent with proposed access; new public 5-foot wide sidewalk on east side of Fairway Loop north of the slough, as shown on Sheet L1.

Landscaping

Location/Species/Size of Existing Vegetation: - Cedars, maples, cottonwoods, and firs of various sizes as shown on Sheet S1 and attached Tree Preservation Plan.

Proposed Landscaping: - New trees, shrubs, lawn, and ground cover as shown on Sheet L3.

Means of Irrigation: - An automatic irrigation system will be installed for all landscaping areas per EC 9.589 (2)(h) as noted on Sheet L3.

Open Space: - Slough will remain undisturbed; overlooks above the top of bank to provide viewpoints. Landscaped open space areas throughout site as shown on Sheet L3.

Storm Sewer Requirements

Existing Storm Lines/Elevation: - Open channel along southern property line with one existing outfall; 24-inch line in Fairway Loop. Shown on Sheet C1.

Proposed Connections: - Proposed connection to open channel shown on Sheet C1.

Contour Intervals

Benchmark Used: - City benchmark #78 used, located at southeast corner of Country Club Road and Southwood Lane. One foot contour intervals used.

Grading Plan for Streets: - No new streets proposed; site and driveway grading shown on Sheet L2.

Existing Vegetation to be Preserved: - Majority of on-site trees to be preserved. Shown on Sheets L1 and L3, and attached Tree Preservation Plan.

Sanitary Sewer Requirements

Existing Sewer Line/Elevation: - Existing 10" line in Southwood Lane and elevations shown on Sheet C1.

Proposed Sanitary Layout: - Proposed 8" wastewater service and laterals to connect to 10" main in Southwood Lane as shown on Sheet C1.

Wetland Requirements

Wetland Delineation: - Regulated wetlands are confined to the lower 3-4 feet of the slough bed. Delineation map and letters of concurrence in Attachment K. Complete wetlands report included separately.

Tree and Significant Vegetation Requirements

Existing Trees Over 8 Inches: - Existing maple, cedar, fir, and cottonwood trees over 8" dbh surveyed and shown on Sheets S1 and L3, and on Tree Preservation Plan.

Soils/Geologic Information: - Not applicable; no slopes over 15%.

Significant Vegetation: - Significant vegetation along slough will not be disturbed (see Sheets S1, L1 and L3, Attachment K, and Tree Preservation Plan). Tree removal will be minimized as much as practicable, in conformance with standards in EC 6.320 and other policies and guidelines.

Transit Facilities

Location of Transit Facilities: - Transit stops are on Oakway, Country Club, and Coburg Roads. No existing or proposed service on Southwood Lane or Fairway Loop.

E. ZONE CHANGE CRITERIA / SUPPORTING FINDINGS

E.1. Supporting Findings

There are similar criteria of approval for Zone Changes and Planned Unit Developments that require conformance with the Metro Plan (EC 9.678 (2)(b) and EC 9.512 (6)(b), respectively) and Willakenzie Area Plan (EC 9.678 (2)(c) and EC 9.512 (6)(a), respectively). The following findings demonstrate that the project is consistent with these criteria for both the requested Zone Change and the proposed 101 Fairway Loop PUD.

E.1.a. Criterion: EC 9.678 (2)(a)

(a) The uses and density that will be allowed in the location of the proposed change (1) can be served through the orderly and efficient extension of key urban facilities and services prescribed in the Metropolitan Area General Plan, and (2) are consistent with the principles of compact and sequential growth.

The Applicant proposes a mix of residential and commercial development consistent with the site's split residential and general office zoning. The proposal retains the site's split zoning districts and sub-districts, seeking to change only the district boundary to provide the most efficient use and appropriate design of the site. The site currently has both R-2/10/PD and GO/PD zoning districts. A previous zone change (Z 83-10) established the relative proportion of these two districts on the site. A metes and bounds legal description of the area rezoned for office uses was included as Attachment A in Ordinance No. 19183 approving the rezone. The dimensions of the existing and proposed split zoning are illustrated on the Site Plan. The relative proportions of the two zoning districts are such that currently 1.247 acres of the entire 4.79-acre site are within the R-2/10/PD district, and 3.543 acres are within the GO/PD district. The proportions would remain virtually the same with the proposed realignment of the zoning boundary on-site.

EC 9.546 requires net densities of 10 to 20 dwelling units per acre in the R-2 zoning district. In the R-2/10/PD zoning designation established through prior zoning action, the residential portion of the site is limited to 10 dwelling units per acre. The Applicant proposes developing 12 residential units on the 1.25 acres zoned R-2/10/PD, or 10 units per acre.

For the GO portion of the site, the Applicant proposes general office uses and other uses allowed in the GO zoning district per EC 9.439. The Applicant is proposing approximately 50,000 square feet of gross leaseable space; 20,000 s.f. in a two-story building closest to Fairway Loop and 30,000 s.f. in a three-story building located further east on the site. The approximate square footage of buildings proposed for the GO portion of the site is actually 5,000 square feet less than in the previously approved PUD for the site (PD 84-2).

The previously approved PUD also proposed only six dwelling units for a residential density of 4.8 units per acre, well below the 10 units per acre density required by current zoning regulations. Given that the Applicant will retain the site's split zoning and the proportion of the two districts, the proposal will not alter residential densities or allowable uses established by the site's current zoning.

Orderly and Efficient Extension of Services

The Metro Plan contains a Growth Management and the Urban Service Area Element. This element identifies the minimum level of key urban facilities as being the provision of sanitary sewers, solid waste management, water service, fire and emergency medical services, police protection, parks and recreation programs, electric service, land use controls, communication facilities, and public schools (pg. II-B-4). The subject property is entirely within the Eugene urban growth boundary and corporate limits. As shown on the accompanying plans, the subject site can be served through the orderly and efficient extension of key urban facilities as required in the Metro Plan.

As shown on the Utilities Plan, Sheet C1, future development will connect via 8" pipe to a 10" diameter wastewater line in the Southwood Lane right-of-way along the southeastern property boundary. As shown on Sheet C1, a 14' wastewater easement will be conveyed to the City.

As shown on Sheet C1, on-site stormwater will be directed to a drywell system with only a single overflow outfall onto the slough, which is part of the City's stormwater system. The existing stormwater drainage and outfall to the slough will be removed. A stormwater drainage easement will be conveyed to the City as shown on C1.

The Eugene Water and Electric Board provides electrical service to the area, which will be extended underground to the site. Water service will be provided by a 8" main connected to a 12" main in the Fairway Loop right-of-way and a 6" line extending south from the abutting residential development. A 7' public utility easement for phone, cable and other utilities will be conveyed along abutting public street rights-of-way as shown on Sheet C1.

Solid waste services will be provided by local franchised recyclers and waste haulers. As the property is wholly within the corporate limits of the City of Eugene, the site is currently within the service area for fire, police and emergency medical services and future development will be provided with these services as are surrounding developments. In accordance with Uniform Fire Code and Uniform Building Code provisions, the two buildings proposed for the GO portion of the site will be equipped with overhead sprinklers.

The City of Eugene provides public park and recreation services for the area, and the site is located less than a half-mile from Oakmont Park, the Willamette River Greenway, Alton Baker Park, and the riverside trail system. Several private recreation providers are located in the area, including the adjacent Eugene Country Club.

Eugene School District 4J provides public educational services to the area. Nearby public schools include Willagillespie Elementary School, Meadowlark Elementary School and Buena Vista Spanish Immersion School, Monroe Middle School, and Sheldon High School.

Communication facilities are provided by U.S. West Communications; numerous long distance telephone, internet, cellular telephone and wireless telecommunications providers; and TCI Cable for cable television. Overhead telephone lines are located along Fairway Loop. The City of Eugene Planning and Development Department administers and enforces land use policies and provisions for the subject area.

Compact and Sequential Growth

The Metro Plan Growth Management and the Urban Service Area Element promotes the concept of compact and sequential growth and outlines findings illustrating the benefits of compact urban growth. Objective 8 of this Element is to: "Encourage development of suitable vacant, underdeveloped, and redevelopable land where services are available, thus capitalizing on public expenditures already made for these services." (pg. II-B-3)

Development of the currently vacant site as proposed is consistent with this objective. As illustrated above, the proposed development can be served with key urban facilities as required in the Metro Plan, and the proposal is consistent with the uses and densities allowed in the two zoning districts found on the subject site.

Conclusion

The above findings demonstrate that the proposal meets the above criterion because the uses and density proposed can be served by all key urban facilities, and is consistent with the principles of compact growth.

E.1.b. Criterion: EC 9.678 (2)(b)

(b) The proposed change is consistent with the Metropolitan Area General Plan (1) applicable text, and (2) specific elements related to the uses listed in the proposed zoning districts, and (3) applicable land use designations. The written text of the Plan takes precedence over the Plan diagram where apparent conflicts or inconsistencies exist.

The Metro Plan and Metro Plan Diagram seek to “achieve maximum efficiency of land uses within ... the existing urban area.” (pg. II-E-14) The Applicant is proposing a zone change and PUD that would better arrange the uses on-site to implement this objective by achieving the maximum efficiency of land uses, consistent with allowable zoning and compatible with adjacent uses.

Applicable Text

The following findings demonstrate the proposed project’s consistency with applicable Metro Plan text and policies.

Environmental Design Element

- *Policy 2: “Natural vegetation, natural water features, and drainageways shall be protected and retained to the maximum extent practicable, considering the economic, social, environmental, and energy consequences in the design and construction of urban developments and landscaping shall be utilized to enhance those natural features.” (pg. III-E-3)*

The predominant natural features on the site are the slough and the large trees bordering it along the southern boundary of the site. The lower 3-4 feet of the slough has been delineated as a jurisdictional wetlands; no other wetlands exist on-site. Arborvitae hedges near the north property boundary and fir and cedar trees near the north, northwest, and northeast property boundaries are not native to the site and were planted by the Applicant some 12-15 years ago.

The site design preserves the slough and associated trees and seeks to retain as much of the vegetation along the north property boundary as possible. In order to develop the site, particularly at the residential densities required and to meet other Code and design constraints, some existing vegetation will need to be removed. However, building placement, driveway widths and other design factors have been considered to minimize vegetative removal. Where vegetation is removed, replacement vegetation of comparable type and quality will be installed to screen new development and enhance remaining features.

The site development and landscape plan enhances the relationship to natural features on-site by generously landscaping parking areas and building perimeters. The design includes plantings, sidewalks, and raised crosswalks to two slough overlook areas to form physical and visual access to these natural features and enhance them through the overall project design. Arbors, trellises, climbing vegetation, trees, shrubs, and groundcovers will

accentuate the proposed office development to give the parking area between structures more the feel of a courtyard. These design features strengthen visual and physical links between development areas and the site's primary natural features.

The proposal enhances the ability to arrange land uses that preserve as much of the existing vegetation and natural features as practicable, and otherwise incorporates design elements to enhance natural vegetation and features in conformance with the above policy.

- *Policy 3: "The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping areas (where feasible) and new streets and reconstruction of major arterials within the urban growth boundary." (pg. III-E-3)*

While the development proposes no new public streets, five street trees are proposed in accordance with EC 7.280 and Administrative Rule R-7.280, as shown on Sheet L3. The proposed boulevard will also be lined with trees and serve the function of street trees by providing shade and visual amenity.

- *Policy 4: "Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity." (pg. III-E-3)*

Desirable features predominately defining the development area include the open space offered by the Eugene Country Club golf course and the large trees lining the slough along the southern property boundary. The development proposal preserves these large trees and seeks to take advantage of the site's visual access to the golf course's greensward. Public and private facilities, such as entryways, the boulevard and the associated barrier across Fairway Loop, all accentuate and strengthen the relationship between the site and these desirable features to give 101 Fairway Loop a more defined sense of place. The requested zone change and PUD offers a better arrangement of uses and superior site design to take the greatest advantage of these desirable attributes.

- *Policy 5: "Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents." (pg. III-E-3)*

The site is relatively undistinguished visually except for the large trees along the slough bordering the property to the south, and the greensward offered by the Eugene Country Club golf course to the west. Parking is clustered between the two office structures internal to the site, and between the eastern

office building and the adjacent commercial area to promote pedestrian access to the site, preserve views of the greensward, and enhance the streetscape along Fairway Loop.

Through the requested zone change, the PUD will preserve and maximize these visually attractive elements by integrating them into the site and landscape design for the benefit of future residents, employees, and guests.

Transportation Element

- *Policy 5: "New developments shall include consideration of improvements which would accommodate urban public transit and other alternative modes." (pg. III-F-6)*

The proposal is for a mix of residential and general office uses on a single site that promotes a possible live-work environment. The project design also incorporates features to encourage pedestrianism between the two developments and to the site from adjacent roadways.

Lane Transit District does not route buses along Southwood Lane, but the project design provides safe and efficient pedestrian access to LTD transit stops on Country Club Road and Oakway Road. The project also provides pedestrian access to the adjacent commercial area fronting Southwood and Oakway to the east. Ample bicycle parking will be provided on-site and will complement bicycle lanes on Fairway Loop and Southwood Lane. The proposed zone change moves the boundary between GO and R-2 zoning districts near the proposed boulevard, which terminates at a barrier across Fairway Loop. The barrier will be designed to allow for through movement for pedestrians and cyclists, but restrict through vehicular traffic on Fairway Loop, as called for in the Willakenzie Area Plan (Transportation Element, Major Streets Proposed Action 1.5). The requested zone change is integral to the layout of the boulevard, which in turn is critical to the overall PUD design, and therefore demonstrates conformity with the above policy.

Specific Elements

A portion of Section E.1.a. above demonstrated the proposal's conformance with the Metro Plan's Growth Management and the Urban Service Area Element. The following are findings demonstrating conformance with Metro Plan policies in the specific Plan elements relating to the uses listed in the existing residential and general office zoning districts.

Residential Land Use and Housing Element

- *Policy 5: "Establish specific density ranges within zoning ordinances that are consistent with the broad density categories of this plan." (pg. III-A-5)*

The City of Eugene established specific residential density ranges consistent with the Metro Plan and these density ranges are outlined in EC 9.546 (1). The site has split zoning, with 1.25 acres of the parcel within the R-2 zoning district. EC 9.546 (1)(b) establishes net residential densities allowing 10 to 20 units per acre in the R-2 district. Consistent with provisions in EC 9.268 (b) and (c), the residential portion of the parcel carries a suffix limiting residential development to 10 units per acre and overlaying a planned unit development sub-district, respectively.

The R-2/10/PD zoning designated for 1.25 acres of the site currently would continue in the Applicant's proposal. The requested zone change would simply adjust the line between the residential and GO zones to allow for a more efficient and compatible allocation of uses on the site. The zone change would also modify the split zoning on-site to be more consistent with that depicted on the Willakenzie Area Plan Land Use and Oakway Subarea diagrams.

- *Policy 12: "Promote compatibility between residentially zoned land and adjacent areas." (pg. III-A-5)*

The subject site was originally part of a 6.88-acre PUD approved in 1979. Only the 15 residential dwelling units in the Phase I portion of that PUD, 2.08 acres on the south side of Eastwood Lane, were developed. In 1984, the remaining 4.8 acres was rezoned to its current configuration of two zoning districts with the attached PD suffix. The requirement that the site be designed as a planned unit development is intended to address concerns regarding the compatibility of proposed general office development with proposed residential development on-site and existing residential development nearby.

The Applicant's proposed site design includes residential development buffering the existing residential area off Eastwood Lane to the north. The proposal retains as much existing vegetation near the north property boundary as is practicable to buffer proposed development. To promote compatibility between GO development and the proposed residential development, the Applicant has proposed a generously landscaped internal boulevard between the two uses.

The boulevard includes a landscaped median appointed with trees and groundcover. The boulevard will calm traffic on-site and be an integral component of the barrier to through traffic on Fairway Loop (as called for in the Willakenzie Area Plan; Transportation Element, Major Streets Proposed Action 1.5). The boulevard will provide spatial separation between uses

while knitting together the entire development through compatible landscaping and design throughout the site. Using the boulevard to tie residential and GO uses together in a PUD also separates proposed residential traffic from the existing Phase I Fairway Loop residential development. Currently a secondary emergency access is proposed between the two residential areas.

The proposed buildings in the GO zone are set back from the residential portion of the site to promote compatibility and to meet Eugene Code standards. EC 9.534 (b) establishes maximum building heights of 45 feet in the GO district, and that no building may exceed 25 feet when within 50 feet of an abutting residential district. Office buildings will be 54 feet from the proposed zoning boundary, thereby meeting height limits and the solar access standards in 9.510 (14) and 9.535 (a).

Extensive landscaping and design elements such as arbors, trellises, wide sidewalks and raised crosswalks all further promote compatibility between residential and commercial uses. The proposed development will blend in well with the mix of uses in the larger neighborhood (i.e., commercial uses to the east, residential uses to the north). Development on the GO portion of the site will preserve the large vegetation along the slough and otherwise help buffer existing residential development from I-105.

These many design elements and the efficient allocation of uses on-site will retain the integrity of the existing residential development and promote compatibility between GO uses and adjacent residential uses. The requested zone change retains the existing zoning on-site (including the zoning subdistricts) in the same relative proportions. The proposed PUD and change in zoning boundary promotes compatibility between uses consistent with the above policy.

- *Policy 15: "Investigate and when advisable, implement mixed use zoning, particularly in established neighborhoods where compatible and functional mixes already exist." (pg. III-A-6)*

The Applicant proposes a mix of residential and general office uses consistent with the site's existing split zoning and the current proportion of the site devoted to each zoning district on site. The request for a zone change simply moves the boundary between the two districts to permit a more efficient allocation and design of uses. Through the PUD application and concurrent zone change, the development proposal will result in an integrated development combining residential and GO uses on a single site.

The Applicant investigated the possibility of rezoning the property to the MU Mixed-Use zoning district, but discarded the notion because the criteria for establishing a MU district cannot be met, and are not necessary to successfully integrate the proposed uses with existing development. The criterion in EC 9.478 (b) requires the completion of a special study. No special study has been done for this area other than the Willakenzie Area Plan, which does not designate any mixed use areas within the refinement plan area. EC 9.478 (c) requires that at least 50% of the parcel is already developed with structures, whereas the site is entirely vacant. EC 9.478 (d) also refers to existing development which does not exist, and EC 9.478 (e) requires that “the uses and development standards of conventional residential, commercial, or industrial zoning districts are not capable or suitable for promoting the internal computability and integration with the surrounding area prescribed the area special study.” As stated above, no special study has been performed for the area other than the Willakenzie Area Plan, which recognizes the site’s split zoning and carries it forward in a split plan designation. Moreover, the proposed PUD demonstrates that the uses and development standards in the conventional R-2/10 and GO zoning districts can be, and are, met.

- *Policy 26: “Encourage in-filling and utilizing existing undeveloped subdivision lots in urban areas.” (pg. III-A-7)*

The project constitutes an in-fill development on 4.8 acres of vacant land in the heart of a highly developed urban area. Approval of the requested zone change and requested variations to selected Code requirements enables a more efficient allocation of uses on the site through the PUD process, consistent with the Willakenzie Area Plan text and diagram provisions.

Economic Element

- *Policy 15: “Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or reuse in a comprehensive rather than piecemeal fashion.” (pg. III-B-5)*

The Eugene Code lists General Office zoning districts among other commercial zoning district designations (EC 9.406-9.440). Allowable uses within the 3.5 acres of the site zoned GO are outlined in the EC with other commercial uses, such that the GO portion of the site is considered “commercially zoned” and the above policy and specific element are applicable to this application. The consideration of the GO zoned portion of the site as “commercially zoned land” is codified in Oakway Subarea Policy 6 of the Willakenzie Area Plan. This policy states: “The City shall

recognize the area east of Fairway Loop and south of Eastwood Lane (the southerly portion of Tax Lot 5004--Assessor's Map 17-03-29-2 4), as depicted on the Willakenzie Land Use Diagram, as being appropriate for commercial development. This area shall be limited to General Office zoning." (pg. 33)

The site's residential and general office zoning designations both contain PD suffixes requiring review through planned unit development procedures (EC 9.508-9.518). Through the established PUD process and local controls afforded through that process, the application provides a holistic approach facilitating the development of a vacant 4.8-acre site. The proposal comprehensively designs the site for commercial and residential uses consistent with the site's zoning and compatible with surrounding uses.

Applicable Land Use Designations

The 1987 Metro Plan Diagram designates the subject site and surrounding area east of the Eugene Country Club as Medium Density Residential. However, the site was identified through the 1992 Eugene Commercial Lands Study as having a possible Plan/Zone conflict (i.e., the portion of the site zoned GO in 1984 was not consistent with its Plan designation). After studying the issue a determination was made through the Commercial Lands Study that the GO acres should still be considered part of the commercial land supply and that the site's zoning should not be considered conflicting with its Plan designation: "Because the site is less than five acres, do not consider the GO General Office zoning in conflict with the Medium-Density Residential designation on the Metro Plan Diagram." (pg. Appendix C-11)

Plan diagrams in the neighborhood refinement plan, the Willakenzie Area Plan, illustrate that the site has two refinement plan designations analogous to its existing split zoning. The Willakenzie Area Plan Land Use Diagram and Oakway Subarea Diagram both indicate the site is designated for two uses: Medium-Density Residential and Commercial (see Attachment H). Text in the Willakenzie Area Plan also supports the site's existing zoning. Oakway Subarea Policy 6 states: "The City shall recognize the area east of Fairway Loop and south of Eastwood Lane (the southerly portion of Tax Lot 5004--Assessor's Map 17-03-29 2 4), as depicted on the Willakenzie Land Use Diagram, as being appropriate for commercial development. This area shall be limited to General Office zoning." (pg. 33) As stated previously, the GO zoning district is considered a commercial district in the Eugene Code.

The proposed zone change will move the boundary between GO and R-2 uses on-site to make the split zoning designations more consistent with the refinement plan diagrams. The zone change will not alter the proportion of

these two uses or the allocation of uses such that the change will result in any corresponding density changes, but will only modify the arrangement of uses on-site.

Conclusion

The above findings demonstrate that the proposed zone change and PUD are consistent with the Metro Plan's applicable text, specific elements relating to the proposed residential and commercial (general office) uses, and the site's land use designations and is therefore consistent with the above criterion.

E.1.c. Criterion: EC 9.678 (2)(c)

(c) The proposed change is consistent with applicable adopted neighborhood refinement plans, special area studies, and functional plans. In the event of inconsistencies between these plans or studies and the Metropolitan Area General Plan, the latter is the prevailing document.

Willakenzie Area Plan

The site is located within the Oakway Subarea of the Willakenzie Area Plan (WAP), the applicable adopted neighborhood refinement to the Metro Plan.

WAP Land Use Policies and Proposed Actions

- *Policy 1: "The City shall use the Land Use Diagram and accompanying text and policies of the Willakenzie Refinement Plan, as well as other applicable City goals, policies, and plans, to provide policy direction for public decisions affecting the plan area." (pg. 15)*

The WAP Land Use Diagram, Oakway Subarea Diagram, and text and policies outlined below all demonstrate that the requested zone change and proposed PUD are consistent with the WAP. Findings demonstrating consistency with other applicable plans and policies are found elsewhere in this written statement.

- *Policy 2: "The City shall ensure that future commercial development and redevelopment in the Willakenzie planning area is sensitive to and compatible with existing and planned development in the surrounding area." (pg. 15)*

The prior application of a PD suffix to the site's zoning districts assures that future residential and commercial/general office development on-site will be reviewed under a process that addresses compatibility issues. The proposed zone change does not alter the existing zoning designations, subdistricts, or PD suffixes, or the relative proportions of the areas zoned R-2 and GO. Rather, the proposed zone change alters the arrangement of zoning districts

on the single site so the layout of uses on-site may be designed consistent with zoning in a more logical configuration through the PUD process. As demonstrated in this written statement and illustrated on the attached plans, the proposed development is consistent with Willakenzie Commercial Siting/Development Guidelines (see pg. 29), Code PUD requirements, and this policy.

- *Policy 3: “Retain existing significant vegetation whenever possible to provide buffering between residential and nonresidential uses, as well as between low-density and higher density residential uses.” (pg. 15)*

As shown on the attached Tree Preservation Plan, the proposal preserves all significant native trees along the slough to help buffer existing and proposed residential uses from noise and visual impacts associated with I-105.

Vegetation planted by the Applicant some 12 years ago will be retained to the greatest extent practicable to buffer existing residential uses from those proposed, although both the subject site and the abutting site to the north contain multiple family uses within the R-2 zoning district and have similar densities. None of this vegetation is significant pursuant to EC 9.015, in that plantings are not native to or environmentally appropriate for the site, and are not particularly unique or old. However, to provide ample buffer between the subject site and adjacent properties, the Applicant proposes retaining existing vegetation and installing generous landscape buffering as shown on Sheet L3 and as proposed in the Tree Preservation Plan.

- *Policy 5: “Site review procedures or special development standards shall be considered for properties which abut or face one another, when the uses permitted on those properties are potentially incompatible.” (pg. 15)*

To assure internal compatibility between differing uses within the site and externally with surrounding uses, the site’s zoning designations were previously amended to include the PD suffix. The requested zone change conforms with this policy because it retains this suffix and is submitted concurrently with a PUD application addressing the applicable standards outlined in the Eugene Code (EC 9.508-9.518) and special development standards outlined in the WAP Commercial Siting/Development Guidelines (see Section F.1.a. of this written statement, pg. 29).

- *Policy 6: “Minimize land use conflicts by promoting compatibility between low-density and higher-density residential land uses as well as between residential and nonresidential land uses.” (pg. 15)*

The proposed zone change allows for a more logical arrangement of land uses and zoning districts on a single site, consistent with the property's depiction on the Willakenzie Area Plan diagrams. Abutting property to the north is zoned R-2, as is the northern portion of the subject property. To promote compatibility between residential districts, previously a zoning subdistrict limiting density to 10 dwelling units per acre was applied to the residential portion of the subject property. The above policy would therefore be applicable only to compatibility between the portion of the site zoned for residential use and the portion zoned for nonresidential uses (although residential uses are allowed in the GO zoning district).

The proposal reconfigures the boundary between R-2 and GO zoning districts to allow for development of the boulevard. This interior driveway promotes compatibility between uses by providing physical setbacks and landscape buffering within the median. The boulevard helps to segregate traffic between commercial and residential uses, while still allowing for necessary access and shared parking. The landscaped boulevard and generous parking area landscaping on the GO portion of the site also provides visual screening and physical buffering between residential and nonresidential uses as recommended in WAP Proposed Action 6.1.

- *Policy 7: "Mixed-use developments that combine living, working, and shopping opportunities shall be encouraged in the study area." (pg. 15)*

As defined in the Willakenzie Area Plan, mixed-use developments "contain a variety of uses within one project, on a single site, or very close to one another. The mixing of office, residential, and retail uses reduces the need to travel to shop or work and results in a reduction in the use of the automobile for work trips or lunch hour and after-work shopping trips. Mixed-use developments also permit greater opportunities for shared parking and corresponding reduction in the number of required parking spaces." (pg. 89)

Project design integrates residential and general office development on a single site to create the potential for a live-work environment, and utilizes efficiency mechanisms such as shared parking and allowable reductions in the number of required parking spaces. The requested zone change does not alter allowable uses or zoning districts, but retains the split zoning currently on-site and arranges the uses to allow for a more efficient allocation of space and a complementary relationship of multiple uses. The project does not currently envision retail as being a part of the mix of uses proposed for the site, nor is mixed-use zoning being sought. Rather, the PUD exploits the site's split zoning to achieve a mixed-use development as defined in the WAP and encouraged in the above policy.

Residential Policies and Proposed Actions

- *Policy 2: “Require new medium-density residential development in the Willakenzie area to achieve a minimum density level of 10 dwelling units per acre ...” (pg. 16)*

Consistent with the above policy, EC 9.546 establishes that development in the R-2 zoning district must have net residential densities of 10 to 20 units per acre. Through prior zoning action and in conformance with EC 9.268 (b), the portion of the site with R-2 zoning carries a sub-district density maximum of 10 dwelling units per acre. The Code and above policy directs a minimum of 10 units per acre and also limits the site’s zoning density to that same 10 units per acre. The proposed zone change does not alter the acreage of the site devoted to residential uses, nor does it change the site’s zoning sub-districts or suffix. Therefore the requested zone change and concurrent PUD proposal to develop 12 residential dwelling units on 1.247 acres (9.6 dwelling units per acre, which rounds to 10 dwelling units per acre), is consistent with the above policy and the Eugene Code.

- *Policy 3: “Ensure that development plans include street sizes adequate to meet future demands.” (pg. 16)*

The Applicant proposes to utilize the existing street network which is sufficiently sized to accommodate future traffic demands from the proposed development.

Recent traffic counts indicate average traffic volumes (p.m. peak, 4:00-5:00 p.m. weekdays) of 511 vehicles westbound on Southwood Lane between Oakway and Country Club Road, and 317 vehicles eastbound on Southwood Lane between Country Club Road and Fairway Loop. Since Southwood Lane is one-way westbound east of Fairway Loop, virtually all of these 317 vehicles during the p.m. peak turn northbound onto Fairway Loop past the subject property. Based upon current traffic demands, the Southwood Lane/Fairway Loop intersection operates at a Level of Service “B” (see Attachment P).

Area traffic volumes estimated for the year 2015 by the City of Eugene include the addition of Cedarwood Road, which would run parallel with Southwood Lane on the south side of I-105. Cedarwood Road is anticipated to provide a convenient and more direct connection to Oakway and Coburg Road, reducing the number of vehicles cutting through the area north of the subject site.

Data from the City Transportation Division projects Fairway Loop traffic will reduce from the current 317 vehicles during the p.m. peak to only 60 vehicles, not including traffic generated by the proposed development. Projected p.m. peak hour traffic generated by the proposed development is outlined in Attachment P. The 12 residential units are anticipated to generate only 6 additional trips and the general office uses are likely to generate an average of only 135 trips during the p.m. peak hour., only a fraction of which will use Fairway Loop northbound.

The proposed barrier terminating at the west end of the boulevard and the development of Cedarwood Road will substantially alleviate existing traffic on Fairway Loop. Even at build-out the development planned for 101 Fairway Loop will not generate nearly the traffic volumes currently experienced on Fairway Loop road. Moreover, the proposal disperses traffic principally through the southwestern Fairway Loop access and the direct access onto Southwood Lane. The PUD proposes ingress-egress points on the two-way portion of Fairway Loop south of the barrier, and right-in/right-out access onto Southwood Lane at the southeastern portion of the site. The vast majority of traffic generated from the site will utilize these two accesses leading to Southwood Lane, which is identified as a minor arterial street in the City's draft Arterial and Collector Street Plan and Willakenzie Area Plan (pg. 84). Given anticipated traffic volumes generated on-site and the fully improved status of abutting streets, the existing street system has adequate capacity to handle projected traffic volumes. Therefore, the requested zone change and concurrent PUD conforms with this policy.

- *Policy 5: "Encourage medium- and high-density residential uses in areas which have good access to commercial services, public open space, schools, parks, transit and other alternative modes of transportation." (pg. 16)*

Approval of the proposal is consistent with this policy because the residential portion of the site has excellent access to commercial services within walking distance located on abutting properties and across Oakway Road at the Oakway Center. Ample public open space and parks are available within a quarter-mile walk at Oakmont Park (off Oakmont Terrace), Alton Baker Park, and the riverside trail system. Several schools are conveniently located within the area, including Willagillespie Elementary School, Meadowlark Elementary School and Buena Vista Spanish Immersion School, Monroe Middle School, and Sheldon High School. Transit stops can be found nearby on Country Club Road, Oakway Road, and Coburg Road, and bicycle lanes exist on all three roads, as well as on Southwood Lane and a portion of Fairway Loop.

General Commercial and Industrial Policies and Proposed Actions

- *Policy 3: “Encourage the consolidation of parking lots, development of joint access, and use of access controls on commercial and industrial developments.” (pg. 17)*

The proposed PUD will use 9 parking spaces as shared parking for residential and office uses on-site as a means of consolidating and maximizing the efficiency of parking areas. The peak hours of parking for the two uses are generally opposite one another so as to be complementary, in conformance with EC 9.588 (b). The PUD also proposes a joint access from Southwood Lane for the subject property and abutting commercial development, thus consolidating turning movements in compliance with the above policy.

Oakway Subarea Policies and Proposed Actions

- *Policy 1: “This area shall continue to be recognized as appropriate for commercial, general office, and medium-density and low-density residential uses.” (pg. 31)*

Findings in the WAP state that “approximately half of the subarea is designated for medium-density residential uses. A substantial portion (66 percent) of the total dwelling units in the area are in multiple-family structures.” (pg. 31) The proposed PUD would develop general office and medium-density residential uses consistent with the site’s zoning districts and plan designations. Through the Commercial Lands Study, it was determined that the portion of the site zoned GO did not conflict with the entire parcel’s Medium Density Residential Metro Plan designation. The requested zone change and PUD will be consistent with this policy by retaining the proportions of the site zoned for residential and general office uses and creating a planned unit development consistent with allowable uses in the zoning districts on-site.

- *Policy 2: “The City shall limit commercial and general office development to those areas currently zoned for commercial and general office uses.” (pg. 31)*

The zone change requested concurrently with the PUD application does not increase the amount of acreage zoned for general office uses. Approval of the proposed zone change would retain 154,323 square feet (3.543 acres) of the site in the GO zoning district, which is actually 3 s.f. less than the current proportion of the entire 4.79-acre site. The difference is so negligible that the acreage devoted to R-2 and GO uses on-site will remain unchanged. The zone change merely rearranges the boundary between the two zoning

districts that exist on the single subject parcel. The proposal therefore is consistent with the above policy because it does limit the acreage devoted to general office uses to the site's existing amount.

The change in zoning would enable the revised split zoning on-site to be more consistent with the refinement plan diagrams than the current zoning boundary configuration. No change in uses or density is proposed through the requested zone change. Therefore, the proposal is consistent with the above policy.

- *Policy 6: "The City shall recognize the area east of Fairway Loop and south of Eastwood Lane (the southerly portion of Tax Lot 5004-- Assessor's Map 17-03-29-2 4), as depicted on the Willakenzie Land Use Diagram, as being appropriate for commercial development. This area shall be limited to General Office zoning." (pg. 33)*

As stated above, the zone change retains the site's GO zoning and its relative proportion of the total site area, and only seeks to change the arrangement of GO and residentially zoned portions of the site. This revised arrangement is consistent with this policy and will depict a split in the site's zoning that more accurately reflects the depiction on the Willakenzie Lane Use Diagram and Oakway Subarea Diagram. The proposal is consistent with the above policy.

Transportation Element Policies and Proposed Actions

- *Proposed Action 1.5: "Close Fairway Loop to through traffic between Southwood and Eastwood Lanes." (pg. 97)*

As part of the proposed zone change and PUD, the Applicant is proposing to install a barrier across Fairway Loop as part of the landscaped boulevard median. This barrier would physically prevent through automobile traffic, while allowing for bicycle and pedestrian access, in accordance with the above recommended action.

- *Policy 2: "The City shall maintain and encourage the safe and efficient operation of major streets by limiting private, direct access to these streets where necessary." (pg. 97)*

The requested zone change is consistent with the above policy because the proposed PUD limits direct private access to major streets via a single shared driveway access located on the subject property off Southwood Lane.

The Willakenzie Area Plan contains a map entitled "Special Driveway Access Control Streets" that depicts Southwood Lane as "streets

recommended for addition to map.” WAP Proposed Action 2.1 states: “Amend the map entitled “City of Eugene Streets Requiring Special Driveway Approach Control” by adding those streets indicated as requiring special access controls.”

Southwood Lane is identified as a minor arterial street in both the Willakenzie Area Plan (Functional Classifications map, pg. 84) and the draft Arterial and Collector Street Plan, so this street is a “major street” relative to the above policy. Although bracketed by signalized intersections at Oakway/Coburg and Country Club Road, Southwood Lane is formally a part of the state highway system and access control is administered by ODOT under statutory authority found in OAR 734, Division 50. Pursuant to ODOT requirements and standards, the Applicant has submitted an application for a grant of access to Southwood Lane (Attachment F).

An existing driveway access from Southwood Lane to the adjacent property is considered temporary and not a legal access by ODOT. The Applicant is proposing that a single driveway along Southwood Lane between the Oakway/Coburg intersection and Country Club Road be located on the subject site to serve the proposed PUD and abutting commercial development.

As shown on the Site Plan, the driveway is proposed as a right-in, right-out joint access with a deceleration lane at the entry off Southwood Lane. The design does not result in a reduced number of parking spaces on the adjacent property, and the entries and exits align with proposed internal driveways. The single driveway off Southwood Lane improves overall traffic safety and operational efficiency by reducing traffic pressures and conflicts on Oakway and at the Oakway/Coburg intersection. No traffic accidents have been reported since the existing temporary access has been in effect on Southwood Lane. The proposal meets all traffic safety design, driveway spacing, and visual clearance standards and is anticipated to continue to relieve safety and congestion problems existing associated with the Oakway/Coburg intersection.

The proposal to share a single driveway access to the two properties is consistent with the above policy. Other access points for the proposed development do not constitute direct private access to a major street.

- *Proposed Action 12.4: “Encourage new residential developments to be designed in a manner that reduces walking distances for potential transit users.” (pg. 101)*

Existing and proposed transit service is accessed along Country Club Road and Oakway Road. The requested zone change and concurrent PUD will support the above recommended action by providing safe, efficient and pleasant pedestrian access through, to and from the site. An extensive system of internal, private sidewalks linking the residential area and proposed office buildings will connect to new public sidewalks are proposed along Fairway Loop and existing sidewalks along Southwood Lane.

TransPlan

The 1986 TransPlan contains no transit, bicycle, or roadway projects that relate to the subject site or streets abutting the proposed development area. The following findings demonstrate that the proposed PUD and requested zone change is consistent with applicable TransPlan policies.

Land Use and Development Patterns

- *Policy LU5: "Minimize the adverse impact of the automobile on local residential streets through the selective use of alternative street designs and application of traffic management techniques." (pg. 4)*

Consistent with the above policy and Willakenzie Area Plan Transportation Element Proposed Action 1.5, the Applicant is proposing installation of a traffic barrier restricting through vehicular traffic on Fairway Loop. The barrier forms the western terminus of, and is integral to, the boulevard proposed through the PUD. As the boulevard is approximate to the relocated boundary of the two zoning districts on-site, the requested zone change and PUD facilitate implementation of the above policy.

- *Policy LU6: "Provide paved bicycle/pedestrian connections between and within adjacent developments through capital planning, refinement planning and local development review processes." (pg. 4)*

Both zoning districts on-site currently have a planned unit development suffix that establishes the local development review process to implement the above policy. The requested zone change does not alter the PD suffix and is therefore consistent with the above policy. As proposed, the 101 Fairway Loop PUD provides safe and efficient pedestrian connections within the development, and enhances bicycle and pedestrian linkages to other destinations off-site.

Commercial Lands Study

- *Policy 2.0: "Provide greater certainty regarding the development of commercial land by resolving major conflicts between the Metro Plan designations and local zoning of land planned or zoned for commercial use." Implementation Strategy 2.1: "Initiate Metro Plan amendments or*

zone changes to correct significant plan/zone conflicts. Provide for public review as part of this study review and adoption process or through a subsequent implementation phase and select the appropriate alternative to resolve the plan/zone conflicts for each site identified in the Appendix on page C-3.” (pg. III-3)

The 1992 Eugene Commercial Lands Study identified the subject property as Site No. 2-10 in specific references on pp. Appendix C-5 and C-10-11, and in map on pp. C-4 and C-25. Through approval of the Commercial Lands Study, it was determined that the GO portion of the site would “continue to be considered part of the supply of vacant commercial land” and that “because the site is less than five acres, do not consider the GO General Office zoning in conflict with the Medium-Density Residential designation on the Metro Plan Diagram.” (pg. C-11)

The acreage identified for the entire site is somewhat less than our current, accurately surveyed computer data files indicate (4.67 acres in the Commercial Lands Study, as opposed to the 4.79 acres identified herein). The Study nonetheless resolved the potential Plan/Zone conflict and retained the portion of the site zoned GO for continued commercial use. The Study also stated its relationship to the then-pending Willakenzie Area Plan, stating: “The draft Willakenzie Area Plan recommends designating that portion of the site zoned GO commercial on the Willakenzie Plan Diagram and limiting the zoning to the existing GO General Office.” (pg. C-11)

Surveys and site plan mapping conducted as part of this requested zone change and concurrent PUD were based on metes and bounds descriptions from the original rezone (Z 83-10) for a portion of the site from R-2 to RP, the precursor to the GO zone. 3.54 acres of the 4.8-acre site is within the GO zoning district. Given the above directives through the Commercial Lands Study and consistent with policies and plan diagrams in the Willakenzie Area Plan, the GO zoning on the site must be limited to that amount of acreage currently zoned GO. The requested zone change retains the limited GO acreage and moves the boundary between the two zoning districts on-site consistent with policies, plan diagrams, and implementation strategies.

- *Policy 18.0: “Identify appropriate areas within the Willakenzie subarea to accommodate office development and address neighborhood commercial needs. In identifying commercial sites, evaluate impacts on traffic patterns and surrounding land uses.” (pg. III-19)*

As discussed above, the Commercial Lands Study concluded that the subject site should retain its GO zoning and that “it is likely that the site will develop with office use and thus should continue to be considered part of the supply

of vacant commercial land.” (pg. C-11) Also, as was testified in the Study’s adoption process: “The GO zoning is appropriately located to buffer and separate existing and planned residential development from adjoining uses such as the bowling alley and the I-105 freeway.” (pg. C-10) The requested zone change retains the site’s zoning designations and the relative proportions of areas designated as called for in the Commercial Lands Study. The PUD proposes commercial development appropriately zoned, sited, configured and designed to maximize compatibility and minimize impacts to surrounding uses in conformance with the above policy.

Conclusion

The above findings demonstrate that the PUD and concurrently requested zone change are consistent with the applicable adopted neighborhood refinement plan, the Willakenzie Area Plan and with applicable functional plans.

F. PUD CRITERIA / SUPPORTING FINDINGS

F.1. Supporting Findings

F.1.a. Criterion: EC 9.512 (6)(a)

(a) The proposed development is consistent with related policies and development standards in applicable, adopted refinement plans and special area studies.

Willakenzie Area Plan

The site is located within the Oakway Subarea of the Willakenzie Area Plan (WAP), the applicable adopted neighborhood refinement to the Metro Plan.

See Section E.1.c. of this written explanation (pp. 20-28), which provides affirmative findings demonstrating 101 Fairway Loop’s consistency with applicable WAP policies. The following findings demonstrate consistency with the applicable special development standards contained in the WAP.

Willakenzie Commercial Siting and Development Guidelines

- *Guideline 1: “Front and interior yard setbacks should be appropriate to the scale of the proposed development and should be sufficient to provide for generous landscape buffers when the development is adjacent to residential areas or streets. In general, front yards and yards adjacent to streets should be a minimum of 15 feet in depth and interior yards should be minimum of 10 feet in depth. Where interior yards are developed with head-in parking and are adjacent to residential uses, the minimum yard requirement should be increased to limit the negative impacts resulting from locating the parking area next to the residential use.” (pg. 146)*

Whereas the above guideline recommends 15-foot front yard setbacks, EC 9.540 (a) and (b) establish 10-foot front yard setbacks for the R-2 and GO zoning districts, respectively. The PUD slightly exceeds the recommended 15-foot front yard setback for the GO portion of the site fronting Fairway Loop. Pursuant to EC 9.510 (9), the Applicant requests a modification of the front yard setback provisions for the R-2 portion of the site to allow a 7-foot landscaped setback. The setback modification requested is minor, and does not conflict with other PUD regulations. A 6-foot tall wood fence is proposed along the property line, but is consistent with provisions in EC 9.544 (c)1. The area in question fronts Fairway Loop north of the proposed barrier to through traffic. Although the rear of the two western-most residential units will be 3 feet closer to the property boundary than the established setback, there will be significantly less traffic on this leg of Fairway Loop to create a substantial conflict. Moreover, west-facing windows from these units will be that much closer to panoramic views overlooking the greensward of the Eugene Country Club golf course.

With interior side yard setbacks ranging from over 17' to almost 20', the proposal meets or exceeds all interior yard standards established in EC 9.542 (a) and (b) and in the above guideline for the portion of the site zoned R-2/10/PD. There is no interior yard requirement for the GO portion of the site abutting commercially zoned property to the east, per EC 9.542 (b). A landscape strip along the east property line ranging from 7 to 10.5 feet in width is proposed to meet parking area landscaping requirements in EC 9.589 (4)(a).

EC 9.542 (b) requires a 10-foot interior yard setback for GO zoning districts when abutting residentially zoned districts, and the setback area is to be screened by a fence, wall or vegetation that is 75% sight obscuring and 6 to 8 feet high. The Applicant requests a modification from the height and sight obscurance components of this setback standard.

The boundary line between the two zoning districts, and the required setback area, is just north of the proposed boulevard median. The alternative submitted by the Applicant provides a physical setback that far exceeds the standard in Code or in the guideline. The boulevard will have two 12-foot wide travel lanes (in accordance with width standards in EC 9.584 (1)(d)), and a 9-foot wide landscaped median. However, the landscaping proposed for the boulevard median and parking areas cannot meet the Code requirement outlined above. Nor should it. Strict adherence to the above landscaping standard could literally have the effect of walling off one zoning district from the other. Instead, the boulevard design facilitates efficient access for commercial and residential uses, while providing physical

separation and visual screening. Code PUD regulations are intended to provide for attractive and compatible designs, and the 101 Fairway Loop does just that by creating a pedestrian-friendly integration of uses on a single site with two zoning districts. As shown on Sheet L3, a significant number of large-canopied trees, parking area landscaping, an arbor with climbing vines, and physical setbacks all help meet the intent of the above standard.

The proposal is consistent with the above guideline as it provides generously landscaped buffers and setback areas appropriate to the scale of development and compatible with abutting uses.

- *Guideline 3: "Required setbacks should maintain landscaping with lawns, trees, shrubs, and living ornamental ground covers as primary materials." (pg. 146)*

Generous, attractive landscaping will appoint all setback areas and building foundation areas in conformance with the above guideline, as shown on Sheet L3.

- *Guideline 4: "Exterior site lighting should serve safety, functional, and aesthetic purposes and should be considered within the overall architectural and landscape theme for the development. Parking area light standards should be in proportion to the building mass and generally should not exceed 20 feet in height. All on-site lighting should be directed downward with no splay of light off the site." (pg. 147)*

Although EC 9.589 (2)(f) allows parking light standards up to 25 feet tall, as shown on Sheet L1, parking area lighting will have standards 16-20 feet tall with hooded lenses to assure minimize glare. Sheet L1 also shows use of low-level lighted bollards to provide pedestrian-scale parking area lighting consistent with EC 9.597 (e).

- *Guideline 5: "Commercial structures adjacent to residential development should be in scale with the height of existing or planned residential structures. Where commercial development is adjacent to any use other than a residential use, the height limit should be consistent with the limit in the adjacent district." (pg. 147)*

General office buildings proposed will be two (25' in height, including parapet) and three (37' in height) story structures. Existing residential development north and southwest of the site consists of two story condominiums. The proposed structures are in scale with the height of these developments and the two-story residential units planned on-site, as shown on Attachment N. Planned structures on the GO zoned portion of the site are

54 feet from the proposed new boundary with the R-2 zoned portion of the site, conforming with commercial building height standards in EC 9.534 (b)3. There is no building height limitation for the adjacent C-2 zoning, except where it abuts residentially zoned property, so the fact that the planned structures are less than the 45-foot height limit in the GO zone assures that the height of the proposed buildings is consistent with the limit in the adjacent nonresidential district.

- *Guideline 6: "Site planning that creates interesting and varied building forms rather than flat, void surfaces should be encouraged. Building forms can be positively influenced by varying setbacks, breaking buildings into segments or clusters, and by incorporating landscaping into the architectural design." (pg. 147)*

As shown on Sheet L1, the building footprints and situation on the lot for the proposed residential dwelling units is varied to provide greater visual appeal and interest. Building setbacks from sidewalks along the boulevard will vary from 3 to 13 feet, and the building forms themselves will be designed with differing volumes and layouts. As shown on the commercial building elevation drawings, these structures will use architectural and landscaping elements to provide a sense of rhythm, distinction, and variation to the otherwise rectangular building footprints.

- *Guideline 7: "Pedestrian and vehicular safety should be maximized by carefully siting the driveways. Combined driveway entries serving more than one parcel are strongly encouraged." (pg. 147)*

101 Fairway Loop proposes to have a joint access driveway entry onto the subject property from Southwood Lane for uses on-site and on the adjacent commercially zoned property. This access is proposed as the only driveway access on Southwood Lane between the Oakway/Coburg intersection and the Country Club Road intersection. A temporary access has been located on the adjacent property for several years and there have been no traffic accidents associated with this access. The proposed access on the subject site will allow both properties to have safe and efficient access off Southwood Lane. The proposal meets City and ODOT driveway design standards and includes a deceleration lane on Southwood Lane to further promote traffic safety. No parking spaces are lost on the adjacent property as a result of this design.

The Applicant contends that approval of the Southwood Lane access will improve the safety and function of the Oakway/Coburg intersection by reducing the conflicts associated with turning movements off Oakway near the intersection to access these properties. The Southwood Lane access would also allow for entering and exiting traffic to the subject site to disperse

between the Southwood and Fairway Loop accesses, thereby reducing the potential for traffic congestion at any given point. The access also provides an additional safe, direct emergency access point, and safe and convenient pedestrian access from planned uses on the site to nearby commercial services and transit facilities.

Driveway access at the southwestern portion of the site off Fairway Loop is predicated on the fact that only this portion of Fairway Loop is accessible to two-way traffic at this time. The 20-foot wide two-way driveway linking the Fairway Loop and Southwood Lane accesses will have two raised crosswalks that will provide pedestrian access and serve as traffic calming devices. The crosswalks are connected to 8-foot wide sidewalks adjacent to the proposed general office buildings and provide pedestrian connections for employees, residents, and visitors through the site to the two proposed slough overlooks.

The boulevard's two 12-foot wide travel lanes are separated by a landscaped median that terminates at the western end as a barrier across Fairway Loop. This barrier is directed by WAP Proposed Action 1.5 and improves pedestrian and vehicular safety in the area by eliminating non-local through traffic that currently uses Fairway Loop. The two raised crosswalks should further discourage the unlikely potential for cut-through traffic leaving the public right-of-way, going through the GO parking area, around the boulevard median, and back to Fairway Loop.

With the exception of the two 14-foot wide driveways proposed north of the boulevard, all driveway widths conform with standards in EC 9.584 (1)(d) and planned pedestrian ways are consistent with City and ADA standards. The Applicant requests approval by the City public works department and the Hearings Official to reduce the 20-foot wide driveway standard for these two driveways. The residential portion of the site is constrained by virtue of requirements for specific densities, setbacks, landscaping and open space, outdoor living areas, and compatibility with adjacent development. Proposed dwellings are designed in size, scale, and massing to be consistent with existing residential development to the north. The two reduced driveway widths would impact only four units each; vehicular and pedestrian safety would not be compromised by brief, occasional queuing as an ingressing vehicle waits for an egressing vehicle to clear the driveway aisle. The variation allows for retention of more pervious surface and landscaping area, greater buffering and setbacks from dwelling unit entries to the edge of the driveway, and reduced width of curb cuts to enhance pedestrianism.

The proposed design measures maximize pedestrian and vehicular safety through careful siting and shared access, as called for in the above guideline.

- *Guideline 8: "Traffic circulation patterns and site access should be designed so as to minimize the impacts of commercially generated traffic on the adjacent neighborhood and to limit ingress and egress points on local residential streets." (pg. 148)*

101 Fairway Loop proposes access to the general office portion of the site from Fairway Loop and Southwood Lane. The southern access on Fairway Loop is located on the two-way portion of the street and provides both ingress and egress to the site, as does the Southwood Lane access. The northern access on Fairway Loop is solely for incoming northbound traffic south of the proposed barrier across Fairway Loop that is part of the boulevard. No access to the site is available on Fairway Loop south of Eastwood Lane.

The great majority of vehicles entering and exiting the GO portion of the site will use access points that are most convenient, accessible and direct, namely, Southwood Lane directly or Southwood Lane via the two-way driveway on Fairway Loop. The boulevard and associated raised crosswalks are designed to separate residential and commercial uses on-site and provide access to planned uses while minimizing impacts to neighboring streets. The boulevard as a barrier across Fairway Loop will eliminate through traffic that has been plaguing the residential area to the north. As outlined earlier in this written statement, peak traffic volumes are projected to drop from 317 to 60 vehicles as a result of this barrier. The proposed design assures that traffic from planned uses that will use northbound Fairway Loop as an egress will be comparatively minimal, and is therefore consistent with the above guideline.

- *Guideline 9: "Convenient pedestrian walkways should be provided, as needed, around commercial sites to promote pedestrian safety and convenience." (pg. 148)*

In addition to a public sidewalk along Fairway Loop, the proposed PUD includes pedestrian walkways throughout the site for the safety and convenience of employees, residents, and visitors to the site. Five-foot wide sidewalks will be provided along both sides of the boulevard, and along the interior driveway bordering the slough. Eight-foot wide sidewalks trending north-south will be provided along office building frontages, linking residential areas across raised crosswalks to the slough and two planned overlooks. A six-foot wide sidewalk is proposed on the east side of office Building 2. Sidewalks and raised crosswalks will be provided consistent with provisions in EC 9.589 (2)(a) and EC 9.597. All sidewalks will be designed and constructed to meet local and federal standards for safety and accessibility in conformance with the above guideline.

- *Guideline 10: "Commercial area entrance driveways should be provided with a minimum eight-foot-wide planting strip between the entry drive and the parking area. The purpose of the planting strip is to heighten entryway visibility and improve parking area circulation." (pg. 148)*

All planting strips between entrance driveways to the GO portion of the site and parking areas meet or exceed the 8-foot standard outlined in this guideline and the 7-wide standard established in EC 9.589 (b), as shown on Sheets L1 and L3.

- *Guideline 12: "Auxiliary structures such as refuse collection areas, transformers, utility meters, and other utility and mechanical equipment on the ground, should be screened from public view with plant materials or other screening materials that are compatible with the adjacent buildings. Screening enclosures for refuse collection areas should completely screen all collection bins and refuse." (pg. 149)*

Dumpster and other auxiliary structures will be screened and landscaped as shown on Sheet L3 in conformance with fencing standards in EC 9.544 (c) and the above guideline.

- *Guideline 14: "Parking areas should be designed and landscaped to provide shading during the summer months and to reduce the visual impact of large paved areas. Large-scale, high-canopied tree species are encouraged in island planters and parking-lot perimeter screening areas to create a canopy which reduces glare and excessive heat." (pg. 150)*

As shown on Sheet L3, parking areas have been designed to provide generous landscaping to achieve the above objectives in accordance with this guideline and consistent with provisions in EC 9.589.

- *Guideline 15: "Parking lots should be screened from the street and from adjacent property by berms, low walls, low fences, and/or dense landscaping with trees, shrubs, and ground covers to provide for visual enclosure and screening." (pg. 150)*

As shown on Sheet L3, ample landscaping in all required setback areas, as well as building masses, will screen and buffer parking areas from streets and adjacent properties.

- *Guideline 16: "The dimensions and design of interior planting islands within parking areas should be sufficient to protect all plant material from damage by vehicles and mechanical equipment. In general, the width of*

interior planting areas should not be less than eight feet to allow car doors to open and bumpers to overhang into the landscaped area without damaging plant materials.” (pg. 151)

Proposed interior planting islands within parking areas are 8-feet wide in conformance with the above guideline and exceeding the standard in EC 9.589 (3)(a)2. The parking area abutting the commercially zoned property to the east is buffered by a 7 to 10.5-foot wide planting strip, conforming with EC 9.589 (4)(a).

- *Guideline 17: “Curbing should be installed around landscaping areas, especially those adjacent to parking or circulation areas, to contain landscape material and to provide protection from vehicles.” (pg. 151)*

All landscaping and parking area planting areas will be protected by integral curbing in conformance with the above guideline and EC 9.589 (2)(e).

- *Guideline 18: “Where commercial development is adjacent to residential uses, the common property lines should be separated by a sight-obscuring fence or wall. The interior yard adjacent to this fence should be generously planted with trees, ground covers, and shrubs capable of attaining a minimum height of eight feet within five years.” (pg. 151)*

The subject site’s split zoning is such that proposed commercial (general office) development adjacent to residential uses are on the same parcel. There is no “common property line” between commercial and residential uses to screen as called for in this guideline. Nonetheless, the zoning boundary is heavily landscaped by the proposed median.

- *Guideline 19: “Plant materials, other than ground covers, should be sized so that a mature appearance will be attained within two years of planting. In general, trees should be a minimum of 1.5 inches caliper, shrubs not used as ground covers should be a minimum five gallons in size, and ground cover should be spaced to provide for complete infill within one year of the date of planting. Shrubs, when used as parking-lot perimeter screens, should be evergreen and spaced to achieve the desired screening height of three feet within two years.” (pg. 152)*

The Landscape Plan demonstrates conformance with this guideline and/or with the provisions in EC 9.589 (2)(b) and (d) and EC 9.589 (3)(d), whichever is greater.

- *Guideline 20: “Plant material, including street trees within the right-of-way, should be served by City-approved automatic underground irrigation systems.” (pg. 152)*

As noted on Sheet L3, planting areas will be served by an automatic underground irrigation system in accordance with this guideline and the provisions in EC 9.589 (2)(h).

- *Guideline 21: “All landscaped areas shall be maintained in a healthy growing condition. Maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning, fertilizing, and regular watering. All trees, shrubs, ground covers, and other plant material shall be replaced if they die or become unhealthy.” (pg. 152)*

As noted above, all planting areas will be regularly watered by means of an automatic underground irrigation system. All landscaping areas will be maintained as directed in the above guideline and as required in EC 9.589. Ultimately, maintenance responsibilities for landscaping on the residential portion of the site will be divested to a homeowner’s association.

- *Guideline 22: “Bark, wood chips, rock, and similar materials should not substitute for ground cover plantings on a majority of the site.” (pg. 152)*

As shown on Sheet L3, such materials will not substitute for ground cover plantings and will be used only as mulch in bedding areas.

Conclusion

The above findings demonstrate that the proposed PUD conforms with applicable policies and development standards in the Willakenzie Area Plan, the applicable adopted neighborhood refinement plan.

F.1.b. Criterion: EC 9.512 (6)(b)

- (b) *The proposed development is consistent with the Metropolitan Area General Plan (1) applicable land use references, (2) text related to the development, and (3) specific elements related to the development.*

See Section E.1.b. of this written explanation (pp. 14-20), which provides affirmative findings demonstrating 101 Fairway Loop’s consistency with applicable Metro Plan text, elements, and land use designations.

F.1.c. Criterion: EC 9.512 (6)(c)

- (c) *The proposed development’s general design and character, including but not limited to anticipated building locations, bulk and height,*

location and distribution of recreation space, parking, roads, access and other uses, will:

1. Be set back or screened as necessary to ensure privacy to adjoining properties, and

The proposed development meets or exceeds screening and setback standards relative to adjoining properties in accordance with WAP Commercial Siting and Design Guidelines and EC provisions. Interior yard setbacks between the R-2 portion of the site and the abutting R-2 property are at between 10 and 20 feet, thus meeting or exceeding the 10-foot minimum in EC 9.542 (a). Although there is no interior yard setback requirement between GO and abutting commercial zoning districts per EC 9.542 (b), the PUD still proposes a landscaped setback ranging from 7 to 10.5 feet in width. Setback areas will be screened to ensure privacy as illustrated on the Landscape Plan.

2. Avoid unnecessary disruption or removal of attractive natural features and vegetation, and

The most significant natural and attractive natural features on the site are the slough and associated mature trees along the southern property boundary. Trees greater than 8" dbh were surveyed and are shown on Sheet S1. Trees to be removed are indicated in the Tree Preservation Plan and on Sheet L3.

As shown on the Tree Preservation Plan and on Sheet L3, the proposed development will not impact the significant vegetation along the slough or require removal of any of these trees. The Plan further identifies measures to protect these significant trees through the construction process, as well as the means by which other vegetation to remain will be protected through subsequent phases of development.

Although planted by the Applicant only some 12 years ago, the proposal avoid impacts to the great majority of the established vegetation located along the northern property boundary. The development proposal also avoids impacting other trees planted by the Applicant at the northeastern portion of the site. Trees and hedge vegetation identified for removal will be required to construct residential dwellings to meet density requirements, construct the boulevard, and keep clear vision clearance triangle areas per EC 9.538 (b). The Applicant has gone through many iterations of site planning, layout and design to accommodate the often competing needs outlined in the Code. The design solution presented as this application minimizes tree removal and maximizes the preservation of existing vegetation to serve as a buffer for existing development to

the north. The residential component of the site is constrained by requirements for densities proscribed, setbacks, outdoor living area, and compatibility with neighboring uses in terms of size, height, scale, and massing. Final designs for the 101 Fairway Loop PUD does avoid disruption or removal of vegetation to the maximum extent practicable and will remove existing vegetation only as necessary to utilize the site for allowable uses while meeting other Code development criteria.

As shown on Sheet L3, the Applicant is proposing to install similar vegetation to screen on-site development from the abutting residential property.

3. Disperse motor traffic from planned unit developments onto more than one public local street when: (1) the planned unit development exceeds 19 lots (or units); or (2) the sum of proposed planned unit development lots (or units) and the existing lots (or units) utilizing a public local street would exceed 19 lots (or units), and that public local street is the single means of ingress and egress; unless a finding is made that it is not feasible due to physical constraints, such as topography, the previous layout of the surrounding area, or similar constraints.

Fairway Loop is the only local public street abutting the subject property. Southwood Lane, while identified as a minor arterial street in the WAP and draft Eugene Arterial and Collector Street Plan, is technically part of the state highway system and access onto Southwood Lane is administered by ODOT. The 101 Fairway Loop PUD does not propose splitting the subject property into separate lots and proposes only 12 residential units, such that the 19 lot (or unit) standard does not apply. Nonetheless, the proposal seeks to disperse motor traffic onto more than one street via access from Fairway Loop and Southwood Lane. The applicant is submitting a grant for access from ODOT for the proposed joint access onto Southwood Lane.

The barrier across Fairway Loop is integral to the proposed boulevard and the successful design of residential and general office uses on the site. While the barrier prohibits off-site through traffic on Fairway Loop in conformance with WAP Proposed Action 1.5, the boulevard does allow traffic from 101 Fairway Loop to exit via northbound Fairway Loop.

In the event that the grant of access onto Southwood Lane is denied, or that ODOT should revoke the City's ability to connect a local public street (i.e., Fairway Loop) to a component of its system, then Fairway

Loop would be the sole means of ingress and egress for the site. The latter circumstance would require that all traffic from 101 Fairway Loop, as well as that from the Elmwood Condominiums, would have to use Fairway Loop and other local streets to the north as their sole means of ingress and egress.

The PUD as proposed disperses traffic in conformance with this criterion to utilize higher ordered streets and minimize impacts to the surrounding area.

4. *Avoid conversion of natural resource areas designated in the Metropolitan Area General Plan to urban uses when alternative locations on the property are suitable for development as otherwise permitted.*

There are no natural resource areas on the site designated in the Metro Plan, the draft Metropolitan Natural Resources Special Study, or any other adopted refinement or functional plan. Independent analysis has determined the presence of jurisdictional wetlands in the slough, but the proposal does not impact these wetland resources.

5. *Be in compliance with the street connectivity standards of section 9.045. If the application of this subparagraph (c)5. and (c)3. to a development proposal results in a conflict, the more restrictive provision shall control.*

Consistent with EC 9.045 (b)1., the PUD proposes connecting to the public right-of-way for Southwood Lane, which is identified as an arterial street in the WAP and the draft Eugene Arterial and Collector Street Plan. This connection is proposed as a joint use access for the abutting commercial area. Secondary emergency access is provided from the existing driveway extending from the Phase I Fairway Loop development.

There are no other abutting street stubs or street connections proposed in the Eugene Local Street Plan abutting the subject property. The proposal uses frontage on otherwise fully improved streets for driveway access and therefore is in compliance with the above criterion.

F.1.d. Criterion: EC 9.512 (6)(d)

- (d) *Public services and facilities are available to the site. If the public services and facilities are not presently available, an affirmative finding may be made if evidence indicates that they will be available prior to need by reason of:*

1. *Prior commitment of public funds or planning by the appropriate public agencies, or*
2. *A commitment by the applicant to provide private services and facilities acceptable to the appropriate public agencies, or*
3. *Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development.*

As demonstrated on the Utilities Plan and described elsewhere in this written statement (Section E.1.a., pp. 12-14), public services are available to the site or otherwise will be provided by the Applicant in conformance with the above criterion.

F.1.e. Criterion: EC 9.512 (6)(e)

- (e) *Developments must provide for solar access to lots and south-facing building walls at noon on December 21 as specified in sections 9.510 and 9.535.*

Dwelling units proposed for the R-2 portion of the site are proposed to be within the 25-foot height limitation established in EC 9.534 (a). Exceeding the 80% standard in EC 9.510 (11)(a)1., all of the proposed residential units will have their long axis oriented along the true east-west axis and all of the south-facing walls will be protected from shade cast because of commercial building setbacks, as shown on Attachment N. The 25-foot and 37-foot tall office buildings are each 54 feet from the proposed relocated zoning boundary, in conformance with EC 9.534 (b)2.

As shown on Attachment N, 101 Fairway Loop meets the solar setback standard established in EC 9.535 (4)(a). Using Table 1A or the formula in subsection (a), the solar setback of the shade point for each proposed office building is equal to the specified setback (32.5' for the west building; 62.5' for the east), as are residential structures.

F.1.f. Criterion: EC 9.512 (6)(f)

- (f) *Proposed buildings, road, and other uses are designed and sited to assure preservation of significant on-site vegetation, topographic features, and other unique and worthwhile natural features, and to prevent soil erosion or flood hazard.*

The proposal is designed to assure preservation of the site's significant on-site vegetation and natural feature, namely, the slough and associates trees bordering the southern end of the site. The design and siting of buildings, driveways and other uses seeks to preserve significant and other existing vegetation as much as practicable.

Vegetation outside of the slough area, however, was almost entirely planted by the Applicant some 12 years ago and is largely comprised of small trees, ornamental hedges and evergreens that are not native or environmentally appropriate to the site. Where possible, the development proposal avoids disturbance of this vegetation, but removal in some instances is necessary to develop allowed uses, meet required residential densities or other standards, provide needed parking or driveway access, or is within vision clearance areas. The Tree Preservation Plan inventories existing trees 12" dbh or greater, outlines which trees will remain and which will be removed, assesses the condition of trees, identifies the reasons for tree removal, and details the standards and measures that will be taken to protect remaining vegetation from potential construction impacts. Erosion control measures, such as hay bales and silt fencing, will be installed during the construction phase to mitigate potential erosion and sedimentation from entering the slough.

The entire site is within the 100-year floodplain and all structures will be built at least one foot above the base flood elevation to prevent flood hazard in accordance with EC 9.607 (e)2.

F.1.g. Criterion: EC 9.512 (6)(g)

(g) There will be adequate on-site provision for utility services, emergency vehicle access, and, where appropriate, public transportation facilities.

The proposed PUD will provide adequate utility services on-site, as illustrated in the attached Utility Plan and as described in Section E.1.a. of this written statement (pp. 12-14).

Primary emergency vehicle access will be adequately provided by access off Southwood Lane or from two access points off Fairway Loop. Secondary emergency vehicle access will be available from Eastwood Lane and the Phase I Fairway Loop development. Bollards secured with a public works/emergency access lock will be placed at the boundary of the subject site to restrict non-emergency vehicular traffic. Since neither Southwood Lane nor Fairway Loop support transit service, no public transportation facilities are proposed on the subject site.

F.1.h. Criterion: EC 9.512 (6)(h)

(h) Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development.

The PUD proposal meets the requirements for usable outdoor living area as established in EC 9.510 (14), by providing at least 40% of the area as semi-

private or private outdoor living space, with private space equaling at least 10% of the gross floor area of each unit. As calculated on Sheet T1, the total private and semi-private outdoor living space for residential development is proposed to be 44.8% of the total residential site area. As noted on Sheet T1, each dwelling unit will have private outdoor living space, with sizes ranging from 12 to 40% of the estimated gross floor area of each unit.

Each of the twelve proposed residential units will have safe and convenient parking. In conformance with the requirement in EC 9.586 (a)2. to provide one auto parking space per unit, each unit will have a single car garage with an indoor storage area (of approximately 5' x 14') at the rear of each garage. Also, 2 parallel parking spaces will be provided along the boulevard, as well as a parking bay with 9 spaces for shared residential and general office use.

Plentiful recreation facilities and usable open space areas are available within convenient walking distance (a quarter-mile or less) at Oakmont Park (off Oakmont Terrace), Alton Baker Park and the riverside trail system, and the abutting Eugene Country Club.

F.1.i. Criterion: EC 9.512 (6)(i)

(i) A sub-district designation, a refinement plan, or special area study requires planned unit development approval, or the proposed development cannot be constructed using conventional standards or other provisions of the zoning ordinance.

The planned unit development application submitted herein is based upon the PD sub-district designation on each of the site's two zoning districts: R-2/10/PD and GO/PD.

Prior to rezoning the commercial portion of the site in 1983 (Z 83-10), the entire site was zoned R-2/10/PD. The 1983 rezone initially requested a change from R-2/10/PD to RP/SR, or Residential Professional district with a Site Review sub-district. In response to initial Planning Commission concerns, the property owner withdrew the application and resubmitted the rezone request, changing the SR sub-district to the PD, planned unit development, sub-district. The Residential Professional district subsequently was renamed the GO General Office district.

The residential portion of the site contains a sub-district suffix establishing a density maximum of 10 dwelling units per acre. The Applicant's request for rezoning submitted herein retains the PD sub-district suffix and is being processed concurrently with this PUD. The application therefore meets the above criterion by seeking planned unit development approval in accordance with the site's zoning sub-district designations.

F.1.j. Criterion: EC 9.512 (6)(j)

(j) There will be adequate provision of public pedestrian and bicycle connections to and from nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas and office and industrial parks. At a minimum, "nearby" is interpreted to mean uses within 1/4 mile which can reasonably be expected to be used by pedestrians, and uses within one to two miles which can reasonably be expected to be used by bicyclists.

Pedestrian walkways will be provided internally throughout the site as shown on the attached plans. Public sidewalks will be provided on the property frontage along Fairway Loop and Southwood Lane, providing safe and convenient pedestrian access to nearby transit stops on Oakway Road and Country Club Road, the adjacent commercial area and Oakway Center, other office parks on Country Club Road, other residential areas, and public and private recreational areas.

Bike lanes on Southwood Lane and Fairway Loop will provide convenient access to other bicycle facilities on Country Club Road, Oakway Road, and the Willamette River trail system. These existing connections provide access to all of the nearby uses mentioned above, as well as Valley River Center and downtown Eugene.

F.1.k. Criterion: EC 9.512 (6)(k)

(k) There will be adequate provision for bus shelters or other transit facilities.

Lane Transit District has no current or proposed bus service along either Fairway Loop or Southwood Lane. These streets are also not listed on the Willakenzie Area Plan's Existing & Planned Transit Routes map or on the TransPlan Transit System map. Bus stops exist on Country Club Road, Oakway Road and Coburg Road, within easy walking distance of the proposed development. Therefore, there is no need to provide bus shelters or other transit facilities on-site.

Conclusion

The above findings demonstrate the 101 Fairway Loop PUD's consistency with PUD requirements, WAP policies and guidelines, Metro Plan policies, and EC requirements (save those for which the Application seeks a variation from in order to create a more compatible design).

The Applicant has presented a comprehensive development plan that blends a mix of uses creatively while retaining significant natural features and vegetation and promoting compatibility with surrounding uses.

101 Fairway Loop will contribute to the overall livability and vitality of the Oakway neighborhood, and provides high quality in-fill development consistent with City objectives and policies. We look forward to collaborating with the Hearings Official, Staff, neighbors, and the community at-large on this exciting project and its successful outcome.