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**WEDNESDAY, FEBRUARY 1, 2017**  
**(5:00 p.m.)**

**I. PUBLIC HEARING**

**CRESCENT PLACE APARTMENTS (PDT 16-3/TIA 16-4/ARA 16-18)**

- Request:** 252 unit multi-family development, in 8 buildings, and a community recreation room/pool.
- Location:** Crescent Avenue  
(Assessor's Maps/Tax Lots: 17-03-16-23/05500, 05600, 05700, 05800, 05900)
- Applicant:** Arlie & Company
- Representative:** Scott Reiter, Reiter Design
- Lead City Staff:** Nick Gioello, Associate Planner  
Telephone: (541) 682-5453  
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**Public Hearing Format:**

1. Staff introduction/presentation.
2. Public testimony from applicant and others in support of application.
3. Comments or questions from neutral parties.
4. Testimony from opponents.
5. Staff response to testimony.
6. Questions from Hearings Official.
7. Rebuttal testimony from applicant.
8. Closing of public hearing.

The Hearings Official will not make a decision at this hearing. The Eugene Code requires that a written decision must be made within 15 days of close of the public comment period. To be notified of the Hearings Official's decision, fill out a request form at the public hearing or contact the lead City staff as noted above. The decision will also be posted at [www.eugene-or.us/hearingsofficial](http://www.eugene-or.us/hearingsofficial)



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## TENTATIVE PLANNED UNIT DEVELOPMENT STAFF REPORT

**Application File Name (Number):**

Crescent Place Apartments (PDT 16-3, TIA 16-4, ARA 16-18)

**Applicant's Request:**

Tentative Planned Unit Development, Traffic Impact Analysis and Adjustment Review approval for the creation of 252 unit multi-family development in 8 buildings, with four stories of living space, a separate club house recreation building with outdoor pool/spa, outdoor open spaces and associated parking areas.

**Applicant/Owner:**

Living Strong, LLC

**Applicant's Representatives:**

Scott Reiter, Reiter Design Group Architects, Inc. Phone: 503-574-3036

**Subject Property/Location/Zoning:**

Tax Lots 5500, 5600, 5700, 5800 and 5900 of Assessor's Map 17-03-16-23; on the north side of Crescent Avenue and east of Coburg Road. The site is zoned General Office (GO) with Nodal Development (ND) overlay and Planned Development (PD). The proposed site includes approximately 7.36 acres of developable land.

**Lead City Staff:**

Nicholas Gioello, Associate Planner, Eugene Planning Division, Phone: 541-682-5453

**Relevant Dates:**

A pre-application meeting was held with staff on February 25, 2016. Application submitted on August 3, 2016; supplemental application materials submitted on September 2, 2016, October 14, 2016 and December 13, 2016. Application deemed complete on December 13, 2016.

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**Purpose of Staff Report**

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

The Hearings Official will consider additional public testimony and other materials presented at the public hearing before making a decision on the application. Pursuant to EC 9.7330, the Hearings Official's written decision on the application is made within 15 days from the close of the public record. The quasi-judicial hearing procedures applicable to this request are described at EC 9.7065 through EC 9.7095.

### **Summary of Planned Unit Development Request**

The applicant requests tentative PUD approval for the development of approximately 252 residential living units in 8 buildings with 4 stories of living units above partially buried structured parking, a clubhouse recreation building including a large exercise facility, indoor community gathering spaces, and an outdoor pool/spa area, outdoor open spaces, parking areas with 444 spaces and perimeter landscaping, and public improvements including the extension of Suzanne Way and Tennyson Avenue.

The subject site is currently vacant and undeveloped. The area is relatively flat throughout with no distinguishing features and was historically used for agricultural purposes.

The proposal requires adjustments to four areas of the Eugene Code as follows:

- Adjustment to EC 9.5500(6)(a), the maximum building length standard since four of the buildings are proposed to exceed the 150 foot maximum length between 14 and 15 percent;
- Adjustment to EC 9.5500(11)(b)(2), parking drives designed as to not permit through motor vehicle movements
- Adjustment to EC 9.5500(12)(b), the limitation of no more than three connected parking courts;
- Adjustment to EC 9.6105(2), bicycle parking space and rack standards in order to utilize a hydraulically assisted double stack rack system.

The general application requirements for this request are established at EC 9.7000 through EC 9.7030. The Type III application procedures apply, which are provided at EC 9.7300 through EC 9.7340. Application requirements specific to the tentative PUD are listed at EC 9.8310. The relevant approval criteria are addressed at EC 9.8320. Adjustment Review criteria are addressed at EC 9.8030 and Traffic Impact Analysis Review criteria are addressed at EC 9.8680.

Consistent with EC 9.7005 Pre-application Conference, the applicant met with staff on February 25, 2016. The applicant also held a neighborhood meeting on May 4, 2016 in compliance with EC 9.7007 Neighborhood/Applicant Meetings. With regard to EC 9.8310 Tentative Planned Unit Development General Application Requirements, the applicant indicates that the proposed PUD includes all property under contiguous ownership. With regard to the design team requirements prescribed by EC 9.8310(2), the applicant has met the met the code requirements.

It is noted that the applicant requests tentative PUD approval under the general approval criteria, rather than the needed housing criteria.

## **Public Notice/Referrals**

In accordance with local code requirements, on December 30, 2016, the Planning Division mailed notices to adjacent property owners and signs were posted on the property with a public hearing scheduled for February 1, 2017. To date, planning staff has received no inquiries regarding this proposal. Any testimony received following this staff report, prior to the public hearing, will be presented to the Hearings Official at the hearing.

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

## **Section 1: Tentative PUD Evaluation (PDT 16-3)**

As required by the Type III land use application procedures beginning at EC 9.7300, the Hearings Official must review any PUD application and consider pertinent evidence and testimony as to whether the proposed use is consistent with the criteria required for approval (shown below in **bold** typeface). Based on the evidence available as of the date of this staff report, the following findings and recommendations are presented.

The Hearings Official shall approve, approve with conditions, or deny a tentative PUD application with findings and conclusions. Decisions approving an application, or approving with conditions shall be based on compliance with the following criteria at EC 9.8320:

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

The subject property is designated for Commercial/Nodal Development in the Metro Plan. The applicant's proposal to construct multi-family residential units on this portion of the site is consistent with the GO zoning of the site since it is an allowed use, and the GO zoning is consistent with the property's commercial designation.

The Metro Plan land use diagram shows the subject property as part of a nodal Development Area and underlying plan designations of High Density Residential, Commercial and Mixed Use that comprise the original boundary of Crescent Village PUD. The Metro Plan identifies the fundamental characteristics of Nodal Development as:

- a) Design elements that support pedestrian environments and encourage transit use, walking and bicycling;
- b) A transit stop which is within walking distance (generally ¼ mile) of anywhere in the node;
- c) Mixed uses so that services are available within walking distance;
- d) Public spaces, such as parks, public and private open space, and public facilities, that can be reached without driving; and
- e) A mix of housing types and residential densities that achieve an overall net density of at least 12 units per net acre.

The applicant's written statement provides findings of consistency with regard to these characteristics and policies of the Metro Plan. To the extent that those additional findings and policies of the Metro Plan are relevant and applicable to this request, staff generally concurs. Staff has determined that the following policies from the Metro Plan are also applicable to this proposal:

*Require improvements that encourage transit, bicycle and pedestrians in new commercial, public, mixed-use, and multi-unit residential development. Transportation Element: Land Use Policy F.4, Page III-F-5.*

*Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking. Transportation Systems Improvements: Pedestrian: Policy F.26, Page III-F-11.*

*Provide for a continuous pedestrian network with reasonably direct travel routes between destination points. Transportation Systems Improvements: Pedestrian: Policy F.27, Page III-F-11.*

The proposed planned unit development is consistent with these policies, as it provides for a transit facility along Crescent Avenue and a continuous pedestrian network throughout the development site. Public sidewalks are proposed along all of the streets within the PUD, and pedestrian paths are proposed between the buildings. The public sidewalks provide connections within the development site and to the adjacent street system and adjacent land uses.

Based on the available information, there are no policies or other provisions in the Metro Plan that conflict with the proposed PUD. The proposed development is consistent with the above policies.

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

The Willakenzie Area Plan (WAP) serves as the applicable adopted refinement plan for the area included in this tentative PUD proposal. The property is located within the Coburg-Crescent Subarea and is designated General Office on Inset Map D in the refinement plan.

The following General Policy of the WAP appear to apply to this request:

**7. Mixed-use developments that combine living, working, and shopping opportunities shall be encouraged in the study area.**

The original approved PUD included a mixed use development that combined living, working and shopping opportunities. Existing commercial development has been constructed as part of an earlier phase and includes restaurants and other small scale commercial services on Shadow View Drive and Tennyson Avenue.

The following Residential Policies of the WAP also appear to apply to this request:

**4. Encourage a mixture of housing densities and types to address the housing needs of a diverse population.**

The proposal provides additional housing options for Crescent Village. Currently, housing options in the previously constructed portion include two or three story single family homes on small lots on Lord Bryon Place, duplexes on Lord Byron and studio, one, two and three bedroom apartments. The Crescent Place Apartments Tentative PUD will offer a variety of one, two and three bedroom apartments, and therefore adding additional housing options to address housing needs.

**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.**

The proposed high-density residential use is addressed through the application of the /PD overlay and is specifically addressed under EC 9.8320(3) and (13).

The following Coburg/Crescent Sub Area Policies appear to apply to this request:

- 5. The City of Eugene shall require that planned unit development procedures be required for all residential developments within the Coburg/Crescent subarea. The intent of this requirement is to ensure adequate review of the following factors:**
- A. Development of a comprehensive street network;**
  - B. Provision of pedestrian and bicycle linkages between residential, commercial, industrial, educational, and recreational areas;**
  - C. Encouragement of a variety of dwelling types, heights, and setbacks;**
  - D. Provision of adequate and attractive buffering between residential, commercial, and industrial developments; and**
  - E. Provision of pedestrian linages to transit stops where practical.**

The above policy is implemented through the /PD overlay zoning that is attached to the subject property. Therefore, compliance with the criteria identified throughout this report constitutes compliance with this policy.

- 6. The City shall recognize that the area adjacent to the north side of Crescent Avenue, designated as Commercial on the Willakenzie Coburg-crescent Subarea Land Use Diagram shall be zoned General Office.**

The area is zoned GO General Office and therefore constitutes compliance with this policy.

- 7. The City shall encourage the development of commercial uses which provide direct services to employees and residents of the surrounding areas. Examples include restaurants, financial institutions, day-care centers, health clubs, grocery stores, delicatessens, drug stores, and recreational facilities. As part of an approved PUD, a drive-through facility may be permitted, but only for pharmaceutical prescription dispensing or financial services.**

The Crescent Village area is partially developed with commercial uses that provide direct services to employees and residences of the surrounding areas, which includes restaurants, salons, and fitness facilities. Other nearby areas to the south of the site are mostly commercially developed with various retail, offices, financial services, personal services and restaurants. The pattern of development within the vicinity constitutes compliance with this policy.

- 9. The land use plan diagram for the Coburg/Crescent Subarea indicates general locations for parks/open space and low-, medium-, and high-density residential uses. The City shall allow for the consideration of a different arrangement of residential and park/open space uses subject to the following criteria:**
- A. Provision shall be made for an eastern access to the School District 4J school site;**
  - B. Provision shall be made for a park site immediately adjacent to the 4J school site;**
  - C. Low-density residential uses shall border North Game Farm Road;**
  - D. The future parks site must have adequate street frontage (as determined by the City);**
  - E. High - density residential development proposed for areas to the east of the Kinney Loop subdivision and west of Crescent Meadows subdivision must be sensitive to the low-density residential development within these subdivisions, while allowing for the development of the site; and**
  - F. Provision shall be made for design elements which ensure compatibility between residential and industrial land uses.**

Subsection E of the above policy is applicable given when the policy language was adopted it did not describe the area south of Kinney Loop since the PUD at that time did not show high-density residential in this area. As noted previously, the applicant has addressed compatibility between the proposed residential development and adjacent low-density development through the concentration of density to the south of the site adjacent to Crescent Avenue and as far away as possible from the residences on Kinney Loop. As also previously noted, landscaping, fencing and secondary non-residential buildings have been strategically placed along the north property line to help screen the development and act as a transition between the high-density development and the low-density existing residential. Compatibility between the proposed high-density residential and the existing low-density residential development is further addressed under EC 9.8320(3) and (13). Those findings and conclusions are incorporated herein as evidence that the proposal is consistent with the policy.

- 13. Development of the area depicted as “Crescent Village” on Inset Map D (page 65) shall only be permitted pursuant to a single final PUD that includes a master plan for all property within the Crescent Village boundaries. The City shall apply the /PD Planned Unit Development overlay zone to all property within the Crescent Village boundaries, and remove the /SR Site Review overlay.**

The /PD overlay zone was applied to the subject property, and the /SR Site Review overlay was removed, through a past zone change (reference City file Z 03-3), which was consistent with this policy. The current application for a new Tentative PUD (PDT 16-3) will be reviewed for consistency

with the Eugene Code and the maximum land use intensities and trip cap as established with the original approval (and depicted in the following policy #14). Since the Tentative PUD is not proposed in phases, a single final PUD is anticipated to be submitted, therefore the proposal will be consistent with this policy.

**14. Except as provided in this Policy, the intensities of uses otherwise permitted within the Crescent Village boundaries shall not exceed any of the intensities listed in Table 1.**

**Table 1**  
**Crescent Village Maximum Permitted Land Use Intensity**

Development Type	Maximum Intensities
<b>Apt/Rowhouse/Condo*</b>	<b>631 dwelling units</b>
<b>Specialty Retail*</b>	<b>32 KSF</b>
<b>Shopping Center (commercial)</b>	<b>115 KSF</b>
<b>Grocery Store (supermarket)</b>	<b>50 KSF</b>
<b>General Office</b>	<b>102 KSF</b>
<b>Medical-Dental Office</b>	<b>30 KSF</b>

**KSF = 1,000 square feet**

**\*Includes 4 flex unit buildings of 4,000 square feet per building – retail, office or living space permitted.**

**As part of a PUD approval, the City may vary the allowed intensities from those in Table 1 if the developer demonstrates based on the Institute of Transportation Engineers’ Trip Generation Manual: (a) those proposed uses and intensities are otherwise consistent with the applicable zoning and land use standards; and (b) the projected peak hour trips from the combination of the proposed uses will be less than or equal to 845 trips into the Crescent Village area and 885 trips out of the area.**

The proposed site is currently zoned GO. The GO zone allows both office and multi-family developments as permitted uses. The proposed development of approximately 252 units at 34.78 units per acre is consistent with the above policies. Table 1 limits the maximum overall Apt/Rowhouse/Condo density of the properties located within the overall Crescent Village development to 631 dwelling units. The applicant is proposing a total of 685 dwelling units at full build-out of the Crescent Village development. The above policy allows for changes to the Maximum Intensities provided the proposed intensities are consistent with applicable zoning standards and the total peak hour trips for all uses will not exceed 845 trips into, and 885 trips out of, the area. The proposed multi-family use and density is consistent with the applicable GO zoning and land use standards with a few minor site plan adjustments. At full build-out of the entire Crescent Village PUD area with the proposed total of 685 residential units, the projected peak hour trips will be 669 trips into and 742 trips out of the area. The proposed change on the GO zoned property from office to multiple-family decreases the number of peak hour trips. While the proposed number of dwelling units exceeds the 631 noted in table 1, other more intense commercial uses are reduced and the net result is less peak hour trips than the original Crescent Village PUD.

The proposed increase in dwelling units is therefore consistent with this policy.

**15. If requested as part of an application for development, the City shall reduce the minimum floor area ratio (FAR) within the Crescent Village boundaries to .40 for the commercially zoned portion of that area.**

The ND Nodal Development Overlay Zone (**EC 9.4290 Density and Development Standards**) has a density standard for the GO base zone of a minimum Floor Area Ratio (FAR) of 1.0. The above policy allows for the applicant to request a reduction of the FAR to .40 for the commercially zoned portion of Crescent Village.

With the proposed Crescent Place Apartments land area, the total building area of the developed commercially zoned lots will be approximately 335,084 square feet. The developed commercially zoned land will consist of about 378,336 square feet, with a FAR of approximately 0.90.

Within the entire Crescent Village PUD, there is a total of approximately 533,845 SF of commercially zoned area. With the addition of the proposed Crescent Place Apartments, the FAR of the entire commercially zoned portion of the Crescent Village PUD will be approximately 0.63.

During review of the original Crescent Village Tentative PUD (PDT 04-1), the City approved a reduction of the FAR to 0.40 for the commercially zoned portion of the PUD. The applicant has requested a reduction of the FAR from 1.0 to 0.63. The request is consistent with the above policy.

Based on the available information, there are no policies or other provisions in the Willakenzie Area Plan that conflict with the proposed PUD. The proposed development is consistent with the Willakenzie Area Plan.

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

The applicant proposes to develop 252 multi-family residential units in eight buildings. The property is adjacent to single-family residential properties to the north, and the existing developed Crescent Village to the east. The proposed residential buildings have been sited closest to Crescent Avenue. A six foot fence and vehicle garages have been placed along the northern property line which provides a visual screen along the northern property line, which will minimize visual and noise impacts for the existing single-family residences to the north. The community building is also located along the northern property line and also contributes as a barrier for the single-family residences to the north. Significant landscaping comprised of L-3 and L-4 high screening landscaping along the northern property line will act as a buffer and will minimize visual impacts for the existing single-family residences as this vegetation matures over time.

Based on the above findings, staff concludes the proposed tentative PUD complies with this criterion.

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

**(a) Protection of Natural Features.**

1. For areas not included on the City’s acknowledged Goal 5 inventory, the preservation of significant natural features to the greatest degree attainable or feasible, including:
  - a. Significant on-site vegetation, including rare plants (those that are proposed for listing or are listed under State or Federal law), and native plant communities.
  - b. All documented habitat for all rare animal species (those that are proposed for listing or are listed under State or Federal law).
  - c. Prominent topographic features, such as ridgelines and rock outcrops.
  - d. Wetlands, intermittent and perennial stream corridors, and riparian areas.
  - e. Natural resource areas designated in the Metro Plan diagram as “Natural Resource” and areas identified in any city-adopted natural resource inventory.
2. For areas included on the City’s acknowledged Goal 5 inventory:
  - a. 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) Avoid unnecessary disruption or removal of attractive natural features and vegetation, and
    - (2) 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.
  - b. 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.

Staff has determined that the proposed site is not identified as part of the Goal 5 Water Resources Conservation Plan, and therefore subsection (2) is not applicable to the proposal.

The site is flat with no documented rare or native plants. There are no natural features or resources on site. There are no known wetlands on the site, and the site is not identified or designated in the Metro Plan as a natural resource.

Based on the above findings, staff concludes the proposed tentative PUD complies with this criterion.

**(b) Tree Preservation. The proposed project shall be designed and sited to preserve significant trees to the greatest degree attainable or feasible, with trees having the**

following characteristics given the highest priority for preservation:

1. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
2. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
3. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
4. Trees that provide a buffer between potentially incompatible land uses;
5. Trees located along the perimeter of the lot(s) and within building setback areas;
6. Trees and stands of trees located along ridgelines and within view corridors;
7. Trees with significant habitat value;
8. Trees adjacent to public parks, open space and streets;
9. Trees located along a water feature;
10. Heritage trees.

The site is relatively flat with no existing trees and no significant habitats on site. There are no ridgelines or view corridors on the site. There are no trees adjacent to public parks or open space, no water features or any identified heritage trees.

Based on the available information, staff concludes that the above criterion is not applicable.

**(c) Restoration or Replacement.**

1. For areas not included on the city's acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in criteria (a) and (b) above, through the restoration or replacement of natural features such as:
  - a. Planting of replacement trees within common areas; or
  - b. Re-vegetation of slopes, ridgelines, and stream corridors; or
  - c. Restoration of fish and wildlife habitat, native plant habitat, wetland areas, and riparian vegetation.To the extent applicable, restoration or replacement shall be in compliance with the planting and replacement standards of EC 6.320.
2. For areas included on the city's acknowledged Goal 5 inventory, any loss of significant natural features described in criteria (a) and (b) above shall be consistent with the acknowledged level of protection for the features.

As noted previously, the area is not included on the City's Goal 5 inventory; therefore subsection (1) is applicable to the proposal. The site is not within a wetland area or near a stream corridor with riparian vegetation and therefore does not require restoration of habitat. There is no indication of any substantial wildlife habitats or rare animals found on site.

The applicant also proposes to plant a significant amount of trees and other vegetation to ensure the development will be screened from neighboring properties and blend in with its surroundings.

Based on the available information and to ensure implementation of the applicant's proposed landscaping plans, the following condition is recommended:

- Prior to final occupancy, the applicant shall have planted all trees and vegetation as shown on the Landscape Plan (sheets L1.0 through L1.3) in the same general location, to the Landscaping Standards (L-2, L-3 and L-4) as shown on the plans. Staff shall verify that all trees and vegetation have been planted in accordance with these plans prior to issuance of final occupancy. All trees and vegetation shall be maintained by watering and general maintenance, and shall be conducted by the property owner in a manner that ensures their establishment and long-term survival.

Based on these findings and with the recommended condition of approval, this criterion is met.

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

The applicant indicates that existing street trees along Crescent Avenue will be preserved to the maximum extent possible. Two trees within Crescent Avenue right-of-way are proposed for removal. As an informational item, the need for protections for existing street trees to be preserved will be evaluated during the building permit process.

To ensure compliance with this standard, the following condition is warranted:

- The appropriate street tree removal permits shall be obtained prior to the removal of any street trees.

In addition, new street trees are proposed to be planted along the Crescent Avenue, Suzanne Way, and Tennyson Avenue street frontages. Staff notes that the proposed locations are considered conceptual in nature and offers the following informational item:

Location and species of proposed street trees shall be coordinated with Public Works Urban Forestry staff.

With this condition, the criterion will be met.

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

The proposed development includes parking drives and sidewalks which will provide connections to the public street system for motorists, bicyclists, pedestrians and emergency vehicles subject to additional findings and conditions for compliance with EC 9.6805 through EC 9.6875, as provided below.

Based on these findings, proposed development complies with this criterion.

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

**EC 9.6805 Dedication of Public Ways**

Pursuant to EC 9.6805, as a condition of any development, the City may require dedication of public ways for bicycle and/or pedestrian use as well as for streets and alleys, provided the City makes findings to demonstrate consistency with constitutional requirements. The public ways for streets to be dedicated to the public by the applicant shall conform to the adopted right-of-way map and EC Table 9.6870.

The proposed development is adjacent to Coburg Road on the west, Crescent Avenue on the south, Tennyson Avenue on the north (east of Suzanne Way), and Suzanne Way runs through the site. Coburg Road and Crescent Avenue are classified as Minor Arterial streets. Tennyson Avenue and Suzanne Way are classified as local streets. As discussed in EC 9.6870 and EC 9.6750, incorporated herein by reference, there is no requirement for additional right-of-way or special setbacks as a condition of development.

**EC 9.6810 Block Length**

Block length standards are not applicable because no new local streets are proposed or required.

**EC 9.6815 Connectivity for Streets**

In order to meet Street Connectivity standards, the proposed development must, at a minimum, provide extensions of the public way which are consistent with subsections (2)(b), (2)(c) and (2)(d). EC 9.6815 (2)(b) requires street connections in the direction of any planned or existing streets within ¼ mile of the development site and connections to any streets that abut, are adjacent to, or terminate at the development site. EC 9.6815(2)(c) requires that the proposed development include streets that extend to undeveloped or partially developed land adjacent to the development site in locations that will enable adjoining properties to connect to the proposed development's street system. EC 9.6815(2)(d) requires secondary access for fire and emergency vehicles.

Street Connectivity standards were evaluated during prior land use applications. The PUD does not propose changes to the street layout determined during those processes.

Given the available information and based on the foregoing findings, the street connectivity standards are met.

**EC 9.6820 Cul-de-Sacs and Turnarounds**

These standards do not apply because no new public cul-de-sacs or streets are proposed or required.

**EC 9.6830 Intersections of Streets and Alleys**

These standards are not applicable because no new intersections are proposed or required.

**EC 9.6835 Public Accessways**

These standards do not apply as there are no existing or potential accessways on adjacent sites that dictate the dedication or construction of a public access way.

**EC 9.6840 Reserve Strips**

These standards do not apply because no new public streets are proposed or required and there is no need to restrict access to the existing streets of the development.

**EC 9.6845 Special Safety Requirements**

There are no special safety requirements necessary to discourage use of the streets by non-local motor vehicle traffic.

**EC 9.6850 Street Classification Map**

The proposal complies with this standard as discussed in EC 9.6870 Street Width, which is incorporated herein by reference.

**EC 9.6855 Street Names**

These standards do not apply because no new streets are proposed or required.

**EC 9.6860 Street Right-of-Way Map**

The proposal does not amend the right-of-way map. This criterion is not applicable.

**EC 9.6870 Street Width**

Pursuant to EC 9.6870, the right-of-way and paving widths of streets “shall conform to those widths designated on the adopted Street Right-of-Way map. When a street segment right-of-way width is not designated on the adopted Street Right-of-Way map, the required street width shall be the minimum width shown for its type in Table 9.6870 Right-of-Way and Paving Widths”, although a greater width can be required based on adopted plans and policies, adopted “Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways” or other factors which in the judgment of the planning and public works director necessitate a greater street width.

Coburg Road and Crescent Avenue, abutting the site to the west and south, are classified as Minor Arterial streets. Neither are designated on the adopted Street Right-of-Way map. Both streets have a right-of-way width of 80 feet, consistent with Table 9.6870, and are improved with paving, curbs,

gutters, and street lights. Sidewalk is existing in the Coburg Road right-of-way. Setback sidewalks are shown as proposed along Crescent Avenue, and will be reviewed through the building permit process.

Suzanne Way and Tennyson Avenue are undeveloped rights-of-way. The right-of-way widths were determined during previous land use processes. Per the findings at EC 9.6505(3), which are incorporated herein by reference, improvements within Suzanne Way and Tennyson Avenue will be reviewed and approved through the Privately Engineered Public Improvement (PEPI) process.

Since there is no requirement for additional right-of-way or special setbacks as a condition of development, this criterion is met.

#### **EC 9.6873 Slope Easements**

This standard does not apply because of the relatively flat terrain of the site.

#### **EC 9.6875 Private Street Design Standards**

These standards do not apply because no private streets are proposed.

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

The applicant's proposed sidewalk and street improvements will provide access to existing public sidewalks and streets. The proposed development includes a network of pedestrian sidewalks and pathways. All of the proposed public roadways include sidewalks on each side except along the southerly portion of Tennyson Avenue. There is also a network of pedestrian pathways that meanders through the site connecting buildings, parking areas, the clubhouse and the private parking lot driveways. This network of pedestrian pathways provides residents with direct access to "nearby" community shopping and services and public transit.

Nearby retail and office developments are located within a ¼ mile to the south of the site and can be expected to be easily accessed by pedestrians. Lane Transit District (LTD) currently offers bus service (#66 and 67) along Crescent Avenue adjacent to the proposed site. LTD #12 provides service at the intersection of Shadow View Drive and Crescent Avenue, and LTD #96 provides services near the intersection of Crescent Avenue and Coburg Road.

The entire Corburg Road commercial corridor and its amenities are located less than 2 miles from the subject site to the south. The public system is fully improved in this area which provides bicycle and transit circulation to and from the subject site.

Based on the above information, this criterion is met.

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

The traffic generated by the proposed development is anticipated to meet the 100 peak hour trip threshold and is subject to Traffic Impact Analysis review per EC 9.8670(1). A Traffic Impact Analysis (TIA 16-4) has been submitted. These standards are evaluated in section 2 of this report. Based on staff's review of the Traffic Impact Analysis and incorporated herein by reference, the proposed development will comply with this criterion.

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

Public Works staff confirms that this site is not located within a regulatory Special Flood Hazard Area per Flood Insurance Rate Maps 41039C-1129-F and 1133-F.

The development itself will not result in unreasonable risk of flood per the stormwater management evaluation at EC 9.8320(10)(j).

Due to the level nature of the area of development, soil erosion and slope failure are unlikely, however, due to the size of the development, an erosion prevention permit will be required prior to any ground-disturbing activities.

As an informational item, Emergency Response criterion was reviewed by Eugene-Springfield Fire Department staff. The following issues have been identified:

- Aerial fire apparatus access roads are required;
- Minimum unobstructed road widths of 26-feet are required in the vicinity of buildings;
- Access roads shall be a minimum of 15-feet and maximum of 30-feet from buildings;
- Overhead utility lines cannot cross over aerial fire apparatus access roads and cannot be between the access road and the building;
- The turning radius needs to meet the Eugene Fire Code at the northeast corner of building G;
- Proposed fire hydrant location do not meet the 600-foot maximum distance.

The applicant has indicated that these issues will be addressed at final plat and will have no significant effect on the design of the project. Other informational items and full referral comments have been provided to the applicant and are available in the application file.

Based on these findings and future permit requirements, the proposed development will comply with this criterion.

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

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

Public Works staff concurs that adequate public utilities and services, including wastewater and stormwater service, are presently available to the site or will be constructed through the Privately Engineered Public Improvement (PEPI) process. Findings at EC 9.8320(10)(b) and (j), regarding public improvements and stormwater respectively, are incorporated herein by reference as further evidence that these services are available to the site. Given these findings, the proposal is in compliance with this criterion.

EWEB confirms that water and electric services are available and informational items regarding water and electric service are included in the application file and have been forwarded to the applicant.

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

As shown on the applicant's site plan (sheet A1.0-A), 69,990 square feet of total common area open space is provided. The open space includes outdoor hard surfaced areas, clubhouse and upper floor outdoor decks. The total open space area exceeds the minimum requirement of 20 percent of the site or 64,080 square feet (as applicable under multi-family standards at EC 9.5500), therefore this criterion is met.

**EC 9.8320(9): Lots proposed for development with one-family detached dwellings shall comply with EC 9.2790 Solar Lot Standards or as modified according to subsection (10) below.**

Since the entire project and land area will be under common ownership, and includes no detached single-family dwellings, this criterion is not applicable.

**EC 9.8320(10): The PUD complies with all of the following:**

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

## **2. The /WQ Management Area.**

In regards to density, the GO General Office zone has no minimum or maximum density per acre. The proposed development will create 252 multi-family units on a net area of 7.36 acres. The resulting net development density is 34 units per net acre, and therefore is consistent with this criterion.

The established GO height limitation is 50-feet unless a building is located within 50-feet of AG, R-1 or R-2 zone. All proposed buildings are located more than 50 feet from the adjacent R-1 properties and all buildings are proposed at 50-feet in height, which is consistent with the height limitation of the GO zone.

The subject property is not within the /WR Water Resources Conservation Overlay Zone or the /WQ Water Quality Overlay Zone. Additional residential development standards are addressed below at EC 9.8320(11)(k).

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

#### **EC 9.6500 Easements**

This section authorizes the City to require dedication of easements for public utilities and access under certain circumstances. The applicant does not propose any public easement dedications nor are there any public improvements that would result in the need for additional public easements on the subject property. Based on these findings, the development complies with these standards.

#### **EC 9.6505 Improvements–Specifications**

This section requires that all public improvements be designed and constructed in accordance with adopted plans, policies, procedures and standards specified in EC Chapter 7. All developments are required to make and be served by the infrastructure improvements described below.

#### **EC 9.6505(1) Water Supply**

As required by this standards, water service for the proposed development must be provided in accordance with Eugene Water and Electric Board (EWEB) policies and procedures. EWEB confirms that water service is available and informational items regarding water service are included in the application file.

#### **EC 9.6505(2) Sewage**

This standard requires all developments to be served by wastewater sewage systems of the city, in compliance with the provisions of EC Chapter 6.

Wastewater service is available to the site via a 15” public mainline located in adjacent Crescent Avenue, and an 8” mainline adjacent to the site in Coburg Road. The applicant proposes to utilize existing 8” service lines constructed to the development site from the Crescent Avenue system, with

an additional connection to an 8" public main in Coburg Road right-of-way for the westernmost building. The proposal is conceptually acceptable subject to a more detailed review for compliance with applicable specifications during the building permit process.

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

EC 9.6505(3), (a) & (b) requires all streets in and adjacent to the development site to be paved to the width specified in EC 9.6870, and improved according to adopted standards and specifications pursuant to EC Chapter 7, unless such streets have already been paved to that width. The improvements are to include drainage, curbs & gutters, sidewalks, street trees and street lights adjacent to the development site according to the *Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* and standards and specifications adopted pursuant to EC Chapter 7 and other adopted plans and policies.

Setback sidewalks are proposed adjacent to Crescent Avenue and will be further evaluated during the building permit process.

The typical street sections shown for Suzanne Way and Tennyson Avenue, which will be constructed under the PEPI process, are not consistent with Local Street standards in the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.

Tennyson Avenue is to be constructed within an existing 46-foot wide right-of-way. The proposed typical street section shows 28-feet of paving with parking on one side and sidewalk on one side. Table 2 in the Local Street Standards provides for either a 20-foot-wide paved surface with no parking, or a 21-foot paved surface with parking on one side. Both options require sidewalk on both sides of the street.

Suzanne Way is to be constructed within an existing 60-foot wide right-of-way. Two typical street sections are proposed, one with 36 feet of paving, and the other with a 20-foot paved surface where stormwater quality facilities are proposed. Table 2 in the Local Street Standards provides for a paved surface width of 34-feet. Stormwater quality facilities are typically constructed in the planter strip area.

Design details such as sizing of the proposed stormwater planters will be further evaluated during the PEPI process.

To ensure compliance with this standard, the following condition is warranted:

- The Final PUD plans shall be revised to show street sections consistent with the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.

Based on these findings and the proposed condition, the proposed PUD will comply with this criterion.

### **EC 9.6505(5) Bicycle Paths and Accessways.**

No bicycle paths or public access ways are required per the previous findings at EC 9.6835, which are incorporated by reference.

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

This standard does not apply as the site is not located within a Special Flood Hazard Area.

**(d) EC 9.6710 Geological and Geotechnical Analysis.**

The geotechnical analysis requirements beginning at EC 9.6710 apply because, pursuant to EC 9.6710(2)(b), the proposed development includes dedication and construction of public street and wastewater systems. Public Works staff confirms that the applicant’s analysis meets the Level One Analysis requirements of EC 9.6710(4)(a), which consists of a compilation of record geological data, on-site verification of the data and site conditions and a report discussing site and soil characteristics in relation to the proposed development and other applicable standards. The report also provides recommendations for construction. Staff notes, however, that specific information related to the proposed public improvements was not provided and may be required during the PEPI process.

Based on these findings and further review, the proposed development will comply with this standard.

**(e) EC 9.6730 Pedestrian Circulation On-Site.**

The applicant’s site plan shows a system of pedestrian sidewalks that will allow access throughout the development and to each building and parking court and also provide access connections beyond the property to the public sidewalks adjacent to the site.

EC 9.6730(3)(e) also requires all on-site pedestrian paths to include pedestrian scale lighting in conformance with the Outdoor Lighting Standards at EC 9.6725. On-site lighting will be especially important to increase safety and functionality within the enhanced pedestrian areas. To ensure sufficient lighting is constructed, staff recommends the following condition:

- Pedestrian scale lighting along all pedestrian paths and within the enhanced pedestrian areas shall be constructed in compliance with EC 9.6725 Outdoor Lighting Standards. The lighting shall be shown on Final PUD Plans and implemented before final occupancy. A manufacturer’s detail sheet of the selected lighting shall also be submitted with the Final PUD Plans.

Based on these findings and the recommended condition of approval, the project meets the on-site pedestrian circulation standards.

**(f) EC 9.6735 Public Access Required.**

**(1) Except as otherwise provided in this land use code, no building or structure shall**

**be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this land use code.**

The site has frontage on four public streets, and therefore complies with this standard.

**(2) Access from a public street to a development site shall be located in accordance with EC 7.420 Access Connections – Location. If a development will increase the development site’s peak hour trip generation by less than 50% and will generate less than 20 additional peak hour trips, the development site’s existing access connections are exempt from this standard.**

The development spans several tax lots and will be served by a total of three access connections. None of the access connections are proposed to encompass a municipal utility; adjacent street grades do not exceed fifteen percent (15%); are not proposed on a higher-classification street for those lots that have frontage on streets of different classifications; and are not located within five feet of an alley.

As an informational item, staff notes that existing access connections that will not be utilized (e.g. Coburg Road) shall be restored to full-height curb.

The proposed access connections comply with all criterion listed under EC 7.420 Access Connections – Location. Full referral comments from Public Works staff have been provided to the applicant and are available in the application file.

**(g) EC 9.6750 Special Setback Standards.**

As discussed previously at EC 9.6805 and EC 9.6870, which is incorporated herein by reference, no special setbacks are required for future right-of-way or public utility easements.

**(h) EC 9.6775 Underground Utilities.**

All on-site utilities will be placed underground consistent with EC 9.6775.

**(i) EC 9.6780 Vision Clearance Area.**

No development is proposed within a regulated Vision Clearance Area. As such, this criterion is met.

**(j) EC 9.6791 through 9.6797 regarding stormwater flood control, quality, flow control for headwaters area, oil control, source control, easements, and operation and maintenance.**

**EC 9.6791 Stormwater Flood Control**

There is an existing 54” diameter public storm line in Crescent Avenue. The applicant proposes to connect a portion of the development to this system via an existing 12” service line to the property,

and to extend the public system within Suzanne Way and Tennyson Avenue through the Privately Engineered Public Improvement (PEPI) process.

As an informational item, the site lies within stormwater Basin WKCF-070. The City's Basin Master Plan (Willakenzie Basin, Volume V of VII) does not identify any deficiencies in the downstream system.

With future PEPI permit requirements noted above, this criterion will be met.

#### **EC 9.6792 Stormwater Quality**

Stormwater Management Manual maps indicate the presence of infiltration limiting factors on the development site, including a depth to groundwater of less than 6' and poorly draining soils. The applicant proposes to utilize filtration planters to treat stormwater runoff from the site, and has provided preliminary sizing based on the Simplified Method. Staff concurs that filtration planters are appropriate on a conceptual level, with design details to be further evaluated through the building permit and PEPI process.

#### **EC 9.6793 Stormwater Flow Control (Headwaters)**

This standard does not apply because runoff from the development site is not discharged into a headwaters stream and or into a pipe that discharges into an existing open waterway that is above 500 feet in elevation.

#### **EC 9.6794 Stormwater Oil Control**

The standards listed under EC 9.6794(2)(c) are triggered since the development will include more than 100 off-street parking spaces. The applicant's written statement indicates runoff shall pass through lynch-type catch basins or storm filtration planters prior to discharge. Staff notes that section 1.8 of the Stormwater Management Manual specifies that runoff from parking areas shall drain through the catch basins prior to discharging to stormwater quality facilities. To ensure compliance with this standard, the following condition is warranted:

- The Final PUD Plans shall be modified to show that all parking areas drain through proposed lynch-style catch basins prior to discharging to stormwater quality facilities as specified in section 1.8 of the Stormwater Management Manual.

With the findings and condition noted above, this criterion will be met.

#### **EC 9.6795 Stormwater Source Controls**

This standard requires solid waste storage areas, as defined in EC 9.6795(2)(c), to be covered, placed on a paved surface, hydraulically isolated and connected to a wastewater drain in conformance with the Stormwater Management Manual. The Wastewater and Utility Plan shows the proposed solid waste storage area will be covered, on a paved surface, and connected to the wastewater system,

but not specifically hydraulically isolated. To ensure compliance with this standard, the following condition is warranted:

- The Final PUD Plans shall be modified to show that the future solid waste storage areas will comply with all applicable Source Control standards in the Stormwater Management Manual, including hydraulic isolation as specified in section 3.4.1.

With the findings and condition noted above, this criterion will be met.

#### **EC 9.6796 Dedication of Stormwater Easements**

This standard does not apply because the proposed storm drainage system will be privately operated and maintained.

#### **EC 9.6797 Stormwater Operation and Maintenance**

This standards applies to all facilities designed and constructed in accordance with the stormwater development standards. This section also specifies when, and under what conditions, the public will accept functional maintenance. Consistent with these standards, the applicant proposes private operation and maintenance of the on-site stormwater management facilities. Staff notes the following informational item:

- An operation and maintenance plan consistent with the City's Stormwater Management Manual requirements shall be reviewed, and notice of this plan will be recorded, during the building permit process.

With the findings, condition, and future permit requirements noted above, this criterion will be met.

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

**An approved adjustment to a standard pursuant to the provisions beginning at EC 9.8015 of the land use code constitutes compliance with the standard.**

Features explicitly included in the application that trigger review of other development standards include the proposed new impervious surface area, triggering stormwater management facilities which require compliance with EC 9.6791 – EC 9.6797.

Stormwater standards are discussed in further detail per the findings at EC 9.6791 – EC 9.6797 and incorporated herein by reference.

The applicant's narrative has provided a substantial review and analysis of EC 9.5500 Multiple-Family Standards. Staff concurs that all of the applicable standards of EC 9.5500 (3 through 14) are either met, exceeded or as discussed below have met the criteria for Adjustment. Staff notes that the

proposal exceeds the minimum standards established for (4) Minimum and Maximum Building Setbacks (b) Street Frontage; (8) Site Landscaping; and (9) Open Space.

An Adjustment Review is needed in four sections of the code, which are addressed in Section 3 of this report:

- The length of four buildings are over 150-feet - EC 9.5500(6)(a) Building Mass and Façade – Maximum Building Dimension;
- A though motor vehicle connection within the parking area between the access driveways - EC 9.5500(11)(b)(2) Parking Drives;
- More than three connected parking courts - EC 9.5500(12)(b) Parking Courts;
- Overhead bicycle racks - EC 9.6105(2) Bicycle Parking Space Standards.

Staff has provided a review and analysis of the Adjustment Review criteria for each relevant code section. Staff recommends approval, which constitutes compliance with this section provided the application for Tentative PUD and Adjustment Review are approved by the Hearings Official.

**EC 9.8320(11) The proposed development shall have minimal off-site impacts, including such impacts as traffic, noise, stormwater runoff and environmental quality.**

The development will have minimal off-site traffic impacts per the findings provided previously at criterion (5)(c) regarding traffic impact analysis, and pursuant to the street standards beginning at EC 9.6805 regarding the existing and proposed street system. Off-site impacts of stormwater runoff are addressed as part of the applicant’s proposed public stormwater collection, conveyance, and treatment system, as discussed previously at criterion (10)(j).

The level of noise anticipated with the proposal will be consistent with residential neighborhoods, since the proposed use is multi-family. As previously noted, garages, fencing and the clubhouse have been placed along the northern property line to act as a buffer and help to mitigate sound from the development.

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

**EC 9.8320 (12) The proposed development shall be reasonably compatible and harmonious with adjacent and nearby land uses.**

The adjacent land uses to the north are single-family housing. Areas to the west, south and east are primarily developed as commercial or undeveloped. The proposed multi-family development will provide a buffer and transition for the single-family residential to the north and commercial areas to the south, east and west. The multi-family buildings are sited closest to Crescent Avenue, providing increased separation from the adjacent single family properties to the north. The smaller scale single story clubhouse and parking garages family are located along the northerly property line in order to provide a buffer and transition to the taller four story buildings along Crescent Avenue.

The size and scale of the proposed multi-buildings, along with the proposed articulations and variations in building forms are compatible with the existing Crescent Village Development and the adjacent commercial uses.

Based on the above information, this criterion is met.

**EC 9.8320 (13) If the tentative PUD application proposes a land division, nothing in the approval of the tentative application exempts future land divisions from compliance with state or local surveying requirements.**

This criterion does not apply since a land division is not proposed.

**EC 9.8320 (14) If the proposed PUD is located within a special area zone, the applicant shall demonstrate that the proposal is consistent with the purpose(s) of the special area zone.**

The property is not located in a special area zone, therefore this criterion is not applicable.

**EC 9.8320 (15) For property with the /SR Site Review Overlay Zone the PUD complies with any additional site-specific criteria that were specified at the time the /SR designation was applied to the property.**

The property does not have the /SR Overlay Zone designation, therefore this criterion is not applicable.

## **Section 2: Traffic Impact Analysis Review (TIA 16-4)**

The following referral comments from Public Works staff reflect a preliminary evaluation of compliance with applicable approval standards and criteria. These referral comments include draft findings and recommended conditions of approval, as well as related informational items, relevant to surveying, engineering, transportation, and maintenance issues identified by Public Works staff in the context of the applicable standards and criteria.

**EC 9.8670 Applicability. Traffic Impact Analysis Review is required when one of the following conditions exist:**

- (1) The development will generate 100 or more vehicle trips during any peak hour as determined by using the most recent edition of the Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the peak hour trips shall be calculated based on the likely development that will occur on all lots resulting from the land division.**

The development is proposed to generate 77 AM peak hour trips and 100 PM peak hour trips. The applicant's engineer determined trip generation rates using the most recent Institute of Transportation Engineers Trip Generation Manual (9<sup>th</sup> Edition). The proposed PM peak hour trip

generation equals the 100 trip threshold established by EC 9.8670(1). Therefore this criterion applies and a Traffic Impact Analysis is required.

Three other applicability criteria were reviewed by Public Works staff and found not to be applicable to this development.

**EC 9.8675 General Application Requirements An application for Traffic Impact Analysis Review shall contain each of the items required by the “Standards for Traffic Impact Analyses” available from the city. An exception to any or all of the report content requirements listed in the “Standards for Traffic Impact Analyses” for development that generate less than 100 trips in any peak hour may be granted if the applicant demonstrates that the study is not necessary in order to demonstrate compliance with EC 9.8680.**

The applicant has submitted a Traffic Impact Analysis in conformance with the City’s Standards for Traffic Impact Analyses and the supplemental scoping memorandum. The study area includes roadways within City of Eugene jurisdiction. The study area and analysis report is consistent with City of Eugene requirements. The applicant’s engineer adequately described the existing transportation system and proposed development. Traffic counts were performed at study intersections during the required peak traffic hours to established background patterns. Trip generation was performed in accordance with the most current Institute of Transportation Engineers (ITE) trip generation handbook (9<sup>th</sup> Edition).

Trips from nearby in process developments were added to the background traffic to adequately estimate traffic impacts for the planning periods. These in process developments included a 106-bed nursing home and a 6,960 square-foot medical office building located south of Crescent Avenue and east of Suzanne Way. The previously developed phases of Crescent Village, which comprises 429 residential units located northeast of the subject property, was also included.

Trip generation was distributed and assigned to the transportation network based upon existing patterns and professional judgment. No pass-by reductions and no internal capture reductions were proposed, which is consistent with residential uses. A safety and crash summary was provided on all study intersections. Volume adjustments and level of service calculations were performed in accordance with industry standards. Current year, build out year, and 5-year planning horizon calculations were provided per City standards. A queuing analysis was provided. Signal warrants were provided at the intersection of Crescent Avenue and Shadow View Drive in conformance with condition #11 of the original Crescent Village PUD decision document. No exceptions to the report content were proposed.

The applicant also provided a supplemental engineering study evaluating operations and signal warrants for the PUD build out conditions.

With the findings above, this criterion has been satisfied.

**EC 9.8680 Approval Criteria**

**EC 9.8680(1): Traffic control devices and public or private improvements as necessary to**

**achieve the purposes listed in this section will be implemented. These improvements may include, but are not limited to, street and intersection improvements, sidewalks, bike lanes, traffic control signs and signals, parking regulation, driveway location, and street lighting.**

The development site is bounded by residential use to the north, and Community Commercial use to the east. The property to the north is developed and consists of low density residential. The property to the east is developed and consists of mixed-use apartments, restaurants, and general offices. The site is bounded to west by the public right of way of Coburg Road. Coburg Road is classified as a Minor Arterial to the north of Crescent Avenue and as a Major Arterial to the south. It is currently developed with 2 travel lanes in each direction, center turn lane, sidewalks, street lights, curbs and drainage controls. The posted speed of Coburg Road is 45 mph north of Crescent Avenue and 35 mph to the south. The site is bounded to the south by the public right of way of Crescent Avenue. Crescent Avenue is classified as a Minor Arterial. It is currently developed with one travel lane in each direction, center turn lane, sidewalks, street lights, curbs and drainage controls on both sides of the street, with the exception of the property frontage on Crescent Avenue where sidewalks have yet to be constructed. The posted speed of Crescent Avenue is 35 mph. Access to the site will primarily be through the intersection at Suzanne Way. Secondary access will be from Tennyson Avenue via Shadow View Drive. The route is indirect and is expected to see minor use compared the primary access. The secondary access is full access without restrictions. All abutting streets appear to be developed to current urban street standards.

The applicants engineer provided analyses in accordance with the standards of Traffic Impact Analysis. Traffic counts, trip generation, distribution and assignment were all preformed in accordance with project scoping, Institute of Transportation Engineers (ITE) standards and industry standards.

The development proposes to use a new intersection at Suzanne Way and Crescent Avenue to access the site, as well as the existing intersection of Shadow View Drive at Crescent Avenue. The proposed street connection is aligned with the intersection of Suzanne Way on the south side of Crescent Avenue, and does not have a significant crash history. The study evaluated the intersections and found no operational or safety issues. Level of service indicated acceptable delay for critical movements. Staff concurs with the report recommendation of no significant impact from accessing the public street system.

The development is proposing new parking circulation and access points. The development on the west side of Suzanne Way will access the public street system from the proposed Suzanne Way. The development on the east side of the proposed Suzanne Way will access the public street system from the proposed Tennyson Avenue extension on the east side of the subject tax lot. Parking is provided by surface lots within the development site. The parking lot circulates well and it is not expected to have any significant negative impact to the surrounding public street system. The proposed intersection of Suzanne Way and Crescent Avenue, as well as the existing intersection of Shadow View Drive and Crescent Avenue were considered the points of public access for the purpose of this study. Queuing and access impact were evaluated at the points of access through the study area intersection analyses.

The applicants engineer analyzed all intersections within the study area. All intersections are expected to operate within acceptable PM adjacent street peak hour levels of service during the opening year and the 5 year planning horizon. Crash rates at all intersections were below industry standard thresholds warranting no additional analysis. No specific pedestrian or bicycle operation or safety issues were identified. Staff concurs with the report recommendation of no significant impacts to the surrounding public street system.

The proposed public street layout is consistent with the previously approved Crescent Village PUD approvals. The applicant also provided traffic signal warrants for the intersection of Crescent at Shadow View per condition #11 of the original Crescent Village PUD approval. The proposed development does not warrant the installations of a traffic signal at this time.

Based upon the discussion above, this criterion has been met.

**EC 9.8680(2): Public improvements shall be designed and constructed to the standards specified in EC 9.6505 Improvements - Specifications. The requirement of improvements based on a traffic impact analysis does not negate the ability of the city traffic engineer to require improvements by other means specified in this code or rules or regulations adopted thereunder.**

Tennyson Avenue and Suzanne Way are proposed public local streets. These public local streets shall be designed and constructed according to EC 9.6505 Improvements – Specifications. This will be reviewed and verified through the PEPI permitting phase.

**EC 9.8680(3): In addition to the above criteria, if the Traffic Impact Analysis was required based on EC 9.8670(4), the improvements shall also address the structural capacity of the street in the County’s jurisdiction and address identified structural deficiencies, or reduction in the useful life of existing street structures related to the proposed development. Improvements may be needed to eliminate the identified structural deficiencies and to accommodate vehicle impacts to structures.**

The development does not abut transportation facilities under the jurisdiction of Lane County. The criteria of EC 9.8670(4) do not apply. Therefore this criterion does not apply.

**EC 9.8680(4): In addition to the above criteria, if the development is located within the S-WS Walnut Station Special Area Zone, any increased traffic the development would generate on streets within the Fairmount neighborhood to the south of the Walnut Station Special Area Zone shall be mitigated through the use of traffic calming strategies or other mechanisms designed to discourage such traffic.**

The development is not located within the S-WS Walnut Station Special Area Zone, Therefore this criterion does not apply.

Based on the above information and analysis, staff recommends approval of this application without condition.

### **Section 3: Adjustment Review Evaluation**

EC 9.8015 Adjustment Review – Purpose explains this process as encouraging design proposals that respond to the intent of the code in an efficient and effective manner. EC 9.8020 Adjustment Review – Applicability confirms that this process is available only where the land use code states that a specific standard may be adjusted.

Staff confirms that that all of the following standards are adjustable. EC 9.8020 also states that applications for an adjustment review shall be considered under a Type II application process. However, in this case the request is elevated to a Type III application process so it can run concurrently with the Tentative PUD application.

In summary, the applicant is requesting adjustments to the following:

#### **Adjustment 1**

**EC 9.5500(6)(a) Building Mass and Façade – Maximum Building Dimension Neither the maximum length nor width of any building within 40 feet of a front lot line can exceed 100 feet in the R-1 and R-2 zones and 150 feet in all other zones.**

This standard is adjustable following the criteria established in EC 9.8030(8)(a):

- (a) Maximum Building Dimension. The requirements set forth in EC 9.5500(6)(a) may be adjusted if the proposal creates building massing and/or facades that:**
- 1. Create a vibrant street facade with visual detail.**
  - 2. Provide multiple entrances to building or yards.**

This standard requires a maximum building length of 150 feet. The applicant is seeking an adjustment for an increase of 14% for two buildings (170.5 feet) and a 15% increase for two buildings (173 feet).

As proposed, the building and façade designs have articulation, undulations, recesses, varying roof and parapet heights, a variety of envelope materials, colors and detail. There is a four foot projection or recess in the façade wall plane approximately every 24 feet. There is variation in building heights and one end of all the buildings step down a story providing additional variation to the building form and mass. The choice of building façade materials and colors provide another level of detail and variety. The proposed design and materials accomplish the goal of providing a vibrant street façade with visual detail and also helps to minimize and diminish the impacts of the additional 14-15% in the building length that is proposed.

The proposed building design includes primary entrances on each of the façades that face a street. The primary street façade entrance provides a large overhead canopy and is well defined with expansive glazing, providing a strong visual connection to the building interior. And also contributes

to the creation of a vibrant street façade.

In addition to the primary street entrances for all buildings, the building facades that are interior to the project facing the parking areas include three entrances, so that each of the eight buildings has four entrances.

Based on these findings, staff concludes the criteria for this adjustment request are met.

## **Adjustment 2**

**EC 9.5500(11)(b)(2) Parking Drives.** Parking drives are driveways lined with head-in parking spaces, diagonal parking spaces, garages, or any combination thereof along a significant portion of their length. Parking Drives for multiple family developments with more than 20 units shall be designed as to permit no through motor vehicle movements.

The applicant has correctly identified that this standard requires adjustment review, however staff has identified an additional related standard that also requires adjustment review and shall be considered in tandem with this request:

### **EC 9.5500(12)(b) Parking Courts.**

- 1. Maximum Size of Parking Courts.** Individual parking courts shall be no more than 9,000 square feet in size and shall be physically and visually separated by a landscape area a minimum of 20 feet in width. No more than 3 individual parking courts may be connected by an aisle or driveway. (See Figure 9.5500(12) Multiple-Family Parking and Multiple-Family Parking Continued).

These standards require a limit of 3 interconnected parking courts for multi-family project with more than 20 units, and prohibit through motor vehicle movements. The proposal has multiple connected parking courts.

These standards are adjustable following the criteria established in EC 9.8030(8)(e & f):

- (e) Site Access and Internal Circulation.** The requirements set forth in EC 9.5500(11) may be adjusted in accordance with the criteria in this subsection. In the case of an adjustment, all of the following standards apply:
  - 1. Sidewalks may be designed as curbside walks only along those portions of the private streets providing parallel on-street parking.**
  - 2. Street trees may be placed in tree wells or adjacent to the sidewalk.**
- (f) Vehicle Parking.** The requirements set forth in EC 9.5500(12) may be adjusted if the proposal achieves to the same degree as would strict compliance with the standards all of the following:
  - 1. Limitations on the use of continuous parking drives in large-scale multiple-family developments.**
  - 2. Limitations on the size of individual parking lots in multiple-family development.**

**3. Minimal negative aspects of parking uses in multiple-family developments.**

**Where cost considerations preclude parking beneath or within residential buildings, combinations of partial and interrupted parking drives; on-street parking; and small, dispersed parking courts are an acceptable alternative.**

The connected parking courts are not designed as private streets and no curbside walks along private streets are proposed within the project. Required landscaping trees within the parking court areas are not considered street trees. Based on this information, criteria (e) Site Access and Internal Circulation (1) and (2) have been met.

The proposed site is sectioned into two areas or blocks. Block 1 has frontage along Crescent Avenue, Coburg Road and Suzanne Way. Due to the existing narrow site configuration and access limitations to Crescent Avenue, there are two proposed access points for Block 1 of the proposed development. There is a proposed site access to Crescent Avenue at the approximate mid-point of the Crescent Avenue frontage. This location was determined by alignment with existing driveways on the south side of Crescent Avenue. The second access point to this block is proposed at the confluence of Suzanne Way and Tennyson Avenue. These proposed access points provide the only access to the internal parking courts, buildings and living units for the residents.

Block 1 is 4.94 acres with a narrow site configuration. The narrow site constraint makes strict compliance with Section EC 9.5500(11)(b)(2) Parking Drives and EC 9.5500(12)(b) Parking Courts impractical and would yield a lower density and underutilized site. To be fully compliant with the code requirements, residents desiring to travel by vehicle from the western portion of the site to the Clubhouse Recreation Building or to pick-up mail would need to exit the site turning left onto Crescent Avenue then turn left onto Suzanne Way and re-enter the site at the Suzanne Way entrance drive. Due to the access limitations and traffic flows of the existing public street network, the internal parking courts for Block 1 are proposed to be connected with more than three connecting parking courts and provide a through connection. By permitting the adjustment, residents could remain within the site for this activity and thus reduce unnecessary trips onto the public street system.

The proposed parking area layout has been designed so that each parking court meets the 9,000 square foot limitation. The design also limits unwanted long expansive drive aisles and parking bays. In Block 1, the travel route from one access driveway to the other access driveway requires five 90 degree turns so that any vehicles traveling through the site cannot do so in one straight continuous path. This non-linear vehicle path will minimize the negative impacts for the residents by requiring slower circulation speeds, providing safer vehicle circulation within the development, while at the same time making the use of the parking area for cut through traffic impracticable.

The parking courts in Block two, to the east of Suzanne Way have been designed in accordance with figure EC 9.5500(12)(b) and do not require adjustment.

Based on these findings, staff concludes the criteria for this adjustment request are met.

### **Adjustment 3**

#### **EC 9.6105(2) Bicycle Parking Space Standards.**

**(b) Bicycle parking spaces required by this land use code shall comply with the following:**

- 2. Bicycles may be tipped vertically for storage, but not hung above the floor. Such vertical parking spaces shall be at least 2 feet wide, 4 feet deep, and no higher than 6 feet, and have a 5 foot access aisle.**

This standard is adjustable following the criteria established in EC 9.8030(9):

**(9) Bicycle Parking Standards Adjustment. Where this land use code provides that the bicycle parking standards may be adjusted, the standards may be adjusted upon finding that the design achieves all of the following:**

- (a) Consistency with EC 9.6100 Purpose of Bicycle Parking Standards; and**
- (b) Shared bicycle parking remains convenient and clearly visible for users.**

**EC 9.6100 Purpose of Bicycle Parking Standards. Sections 9.6100 through 9.6110 set forth requirements for off-street bicycle parking areas based on the use and location of the property. Bicycle parking standards are intended to provide safe, convenient, and attractive areas for the circulation and parking of bicycles that encourage the use of alternative modes of transportation. Long-term bicycle parking space requirements are intended to accommodate employees, students, residents, commuters, and other persons who expect to leave their bicycle parked for more than 2 hours. Short term bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately 2 hours.**

The applicant is proposing an adjustment to permit the use of a hydraulically assisted double stack bicycle rack system. The proposed rack is the Urban Racks, Urban Double Stacker. The proposed rack uses a hydraulic lift assist to raise and lower the upper rack. There are 256 bicycle spaces proposed for the entire project that are located in secured screened enclosures throughout the site. Of the 256 spaces, 128 are at ground level and 128 are proposed to be located on the second tier of the double stacker rack system.

The proposed hydraulic rack design provides long term bicycle parking spaces that are safe, convenient and secure. The hydraulic lift assist requires the user to lift the front wheel onto the rack with no more effort than lifting the front tire onto a 6" high standard street curb. The proposed enclosure meets the maneuvering and access aisle requirements of EC 9.6105(2).

EC 9.6105(2)(b)(2) does not allow bicycles to be hung above the floor, however the hydraulic system allows anyone with minimal physical effort to use the system for bicycle storage. Since the hydraulic rack system is proposed for only half of the provided bicycle racks, there will be ample ability for

tenants to use standard ground level racks if it is found too difficult to use the hydraulic rack system or if a particular bicycle will not fit on the rack, such as a tandem bicycle.

Based on these findings, staff concludes the criteria for this adjustment request are met.

### **Staff Recommendation**

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

### **Conditions of Approval**

1. Prior to final occupancy, the applicant shall have planted all trees and vegetation as shown on the Landscape Plan (sheets L1.0 through L1.3) in the same general location, to the Landscaping Standards (L-2, L-3 and L-4) as shown on the plans. Staff shall verify that all trees and vegetation have been planted in accordance with these plans prior to issuance of final occupancy. All trees and vegetation shall be maintained by watering and general maintenance, and shall be conducted by the property owner in a manner that ensures their establishment and long-term survival.
2. The appropriate street tree removal permits shall be obtained prior to the removal of any street trees.
3. The Final PUD plans shall be revised to show street sections consistent with the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.
4. Pedestrian scale lighting along all pedestrian paths and within the enhanced pedestrian areas shall be constructed in compliance with EC 9.6725 Outdoor Lighting Standards. The lighting shall be shown on Final PUD Plans and implemented before final occupancy. A manufacturer's detail sheet of the selected lighting shall also be submitted with the Final PUD Plans.
5. The Final PUD Plans shall be modified to show that all parking areas drain through proposed lynch-style catch basins prior to discharging to stormwater quality facilities as specified in section 1.8 of the Stormwater Management Manual.
6. The Final PUD Plans shall be modified to show that the future solid waste storage areas will comply with all applicable Source Control standards in the Stormwater Management Manual, including hydraulic isolation as specified in section 3.4.1.
7. An operation and maintenance plan consistent with the City's Stormwater Management Manual requirements shall be reviewed, and notice of this plan will be recorded, during the building permit process.

Consistent with EC 9.7330, unless the applicant agrees to a longer time period, the Eugene Hearings

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

**Attachments:**

A reduced version of the applicant's site plan is attached to this report for ease of reference, however all record materials are available for review at the Planning Division including referral comments and full-sized plans. Copies or emails of these additional materials can be provided upon request. The Hearings Official will be provided a full set of the materials in the record to date, and the full application file will be made available at the public hearing.

Attachment A: Vicinity map

Attachment B: Applicant's Site Plans (Reduced)

**For More Information:**

Please contact Nicholas Gioello, Assistant Planner, Eugene Planning Division, by phone at (541) 682-5453, or by e-mail, at [nick.r.gioello@ci.eugene.or.us](mailto:nick.r.gioello@ci.eugene.or.us)

# Vicinity Map



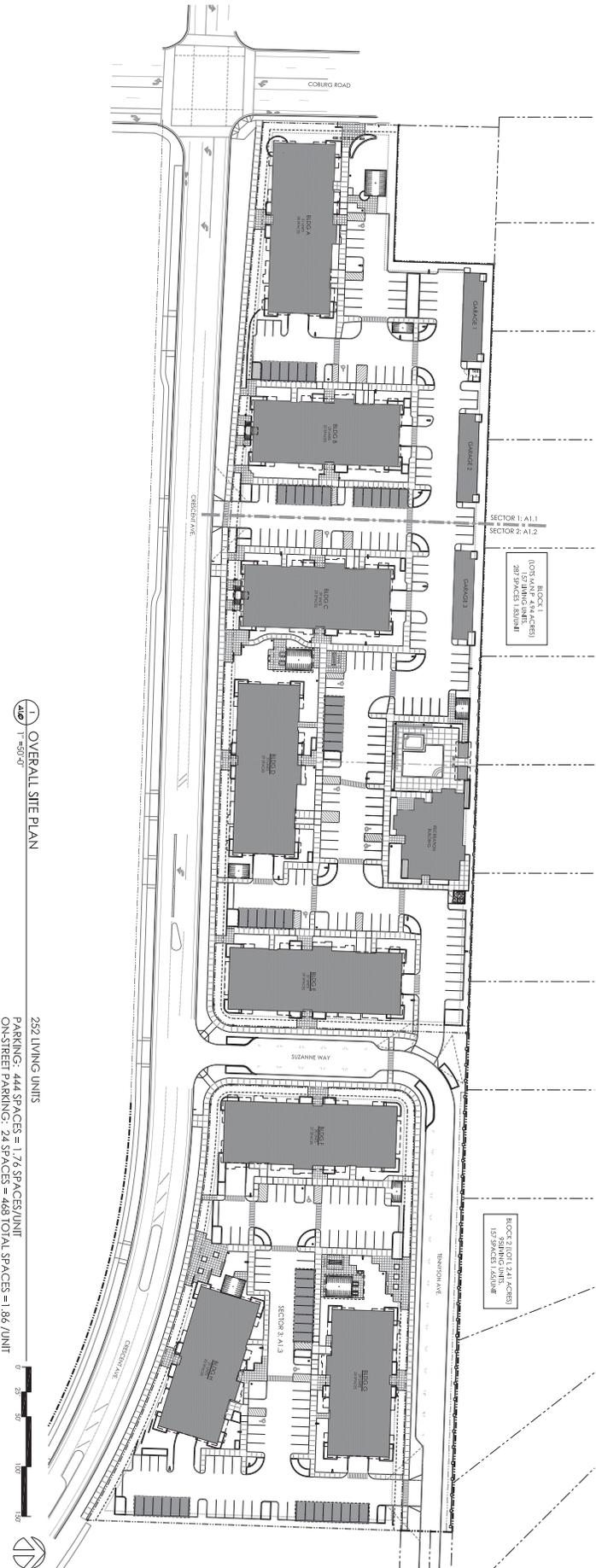
**Legend**  
 Subject Property

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



1/25/17





1 OVERALL SITE PLAN  
1" = 50'-0"

292 LIVING UNITS  
PARKING: 444 SPACES = 1.76 SPACES/UNIT  
ON-STREET PARKING: 24 SPACES = 468 TOTAL SPACES = 1.86 /UNIT

INITIATIVE PUD APPLICATION  
11/29/16

CRESCENT PLACE APARTMENTS	
BLOCK 1:	215,546 SF
TOTAL SITE AREA	320,407 SF (7.28 ACRES)
ZONING:	GO - GENERAL OFFICE
MAP AND LOTTING:	2041 NACHA-2021 (ALTERNATE 2020, 2070 AND 2080)
PARKING:	444 SPACES (1.73 SPACES PER UNIT)
SITE COVERAGE (BLOCK 1)	
SITE AREA	215,546 SF
BUILDING COVERAGE	99,325 SF
PERVALE AREA	21,379 SF
LANDSCAPE AREA	98,276 SF
STORMWATER PAVLTN	7,288 SF
SITE COVERAGE (BLOCK 2)	
SITE AREA	103,134 SF
BUILDING COVERAGE	29,568 SF
PERVALE AREA	33,841 SF
LANDSCAPE AREA	31,027 SF
STORMWATER PAVLTN	1,437 SF

<p><b>A</b> <b>1.0</b></p>	<p>OVERALL SITE PLAN</p> <p>date: NOVEMBER 29, 2016    rev: M001</p> <p>scale: 1"=50'</p> <p>drawn: SAR</p> <p>job no: 1510</p>	<p><b>CRESCENT PLACE APARTMENTS</b></p> <p>CRESCENT VILLAGE PHASE 5 COBURG RD. AND CRESCENT AVENUE EUGENE, OREGON</p> <p>OWNER: <b>LIVING STRONG, LLC</b> PO BOX 13969, SALEM, OREGON 97309</p>	<p><b>RDG</b></p> <p>REITER DESIGN GROUP ARCHITECTS, INC.</p> <p>3765 SW CHERYL DRIVE BEAVERTON, OREGON 97008 (503) 574-5054</p>	<p>REGISTERED ARCHITECT</p> <p>SCOTT A. REITER 11123 BEAVERTON, OREGON STATE OF OREGON</p>
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