

WESTSIDE NEIGHBORHOOD
PLAN JANUARY 1987

Eugene City Council
(as of Council action date)

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WESTSIDE NEIGHBORHOOD PLAN

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Adopting Resolution



1. Introduction

1. INTRODUCTION

What is the Westside Neighborhood Plan?

The Westside Neighborhood Plan is a refinement plan for the Westside Neighborhood area within the context of the Eugene-Springfield Metropolitan Area General Plan (February 1982). The Metro Plan includes broad policies that guide public decisions affecting the metropolitan area. The Metro Plan also provides the basis for more detailed studies and plans (such as this refinement plan). In all cases, the Metro Plan is the guiding document. Refinement plans must either be consistent with direction established in the Metro Plan or a process amending the Metro Plan must be initiated. Refinement plans also need to be in line with the City of Eugene 1984 Community Goals and Policies and with functional plans such as the metropolitan transportation plan.

How Can the Plan be Used?

The plan is intended to provide background information and policy direction for public and private decisions affecting the growth and development of the area. The refinement plan will guide the provision of public facilities and services, such as streets and recreational facilities, and serve as a basis for evaluating private development proposals such as those involving requests for changes in zoning designations. It will also provide a common framework for those engaged in the conservation and redevelopment of the area.

What is in the Plan?

Following this introduction is a list of Westside Neighborhood Plan Goals.

Goals are broad statements of philosophy that are adopted by the City Council and provide the overall direction for the area's future.

The next major portion of the plan contains four elements entitled: a) Land Use, b) Transportation, c) Public Facilities and Services, and d) Neighborhood Character and Design.

Each element has an introduction, policies, implementation strategies, and findings.

Policies are adopted by the City Council to provide direction on how to achieve neighborhood and City goals and serve as a guide for decisions relating to the plan area. City programs, actions, and decisions, such as changes in zoning, traffic circulation, or capital improvements, will be evaluated on the basis of their ability to implement these policies. Because they are adopted by the City Council, policies are the most important statements in the plan.

Implementation Strategies are recognized as possible methods to implement the policies but are not adopted by the City Council. In general, they will be further reviewed and studied and may not be implemented exactly as stated in the plan. Specific actions will be evaluated according to their ability to effectively implement policies and to address neighborhood and City goals, taking into account community aspirations, fiscal resources, and legal concerns.

Findings are the result of factual data collection and analysis and/or community perceptions. They reflect the issues identified during the planning process that were addressed in the plan. They provide the support for the policies.

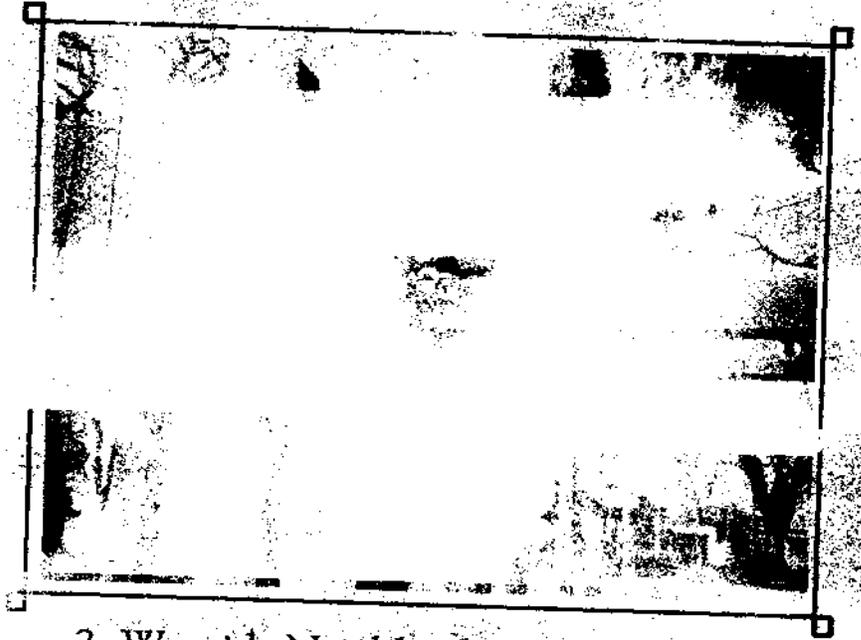
The last section of the plan describes plan implementation and amendment processes and lists the implementation priorities. The implementation priorities are recognized by the City Council as the most important strategies to analyze first, and, if possible, carry out as soon as reasonable.

How Was the Plan Developed?

In the fall of 1984 the Eugene Planning Commission approved a work program to update the 1977 Westside Plan. During January 1985, a major community event was conducted in the Westside Neighborhood to provide an early opportunity for residents, property owners, and businesses to identify issues to be addressed in the update process. Approximately 75-100 people attended the event. Participants identified neighborhood assets, problems, trends, and future visions for the neighborhood. There was also a series of displays illustrating land use, zoning, transportation, housing, and general neighborhood characteristics. Advance information about the event was mailed to all residents, property owners, and businesses in the area along with a mailback survey. About 150 completed surveys were returned. A consolidated list of issues and comments generated from the event and the surveys is in the Appendix.

In March 1985, nine members representing residents (7), businesses (1), and social service agencies (1) were appointed to serve on the Westside Planning Team. The Planning Team was charged with preparing a draft update of the 1977 Westside Plan and providing opportunities for other citizens to be involved throughout the process. The makeup and operating procedures of the Westside Planning Team are in the Appendix.

In January 1986, the planning team reviewed and approved an entire draft of the plan. It was then printed and distributed to all property owners, residents, and businesses in the neighborhood. In April 1986, the neighborhood reviewed the draft plan and forwarded its recommendation to the Planning Commission. The Commission held a public hearing to consider the plan and related testimony and forwarded its recommendation to the City Council. The City Council conducted a public hearing and adopted the updated plan.



2. Westside Neighborhood Plan Goals

2. WESTSIDE NEIGHBORHOOD PLAN GOALS

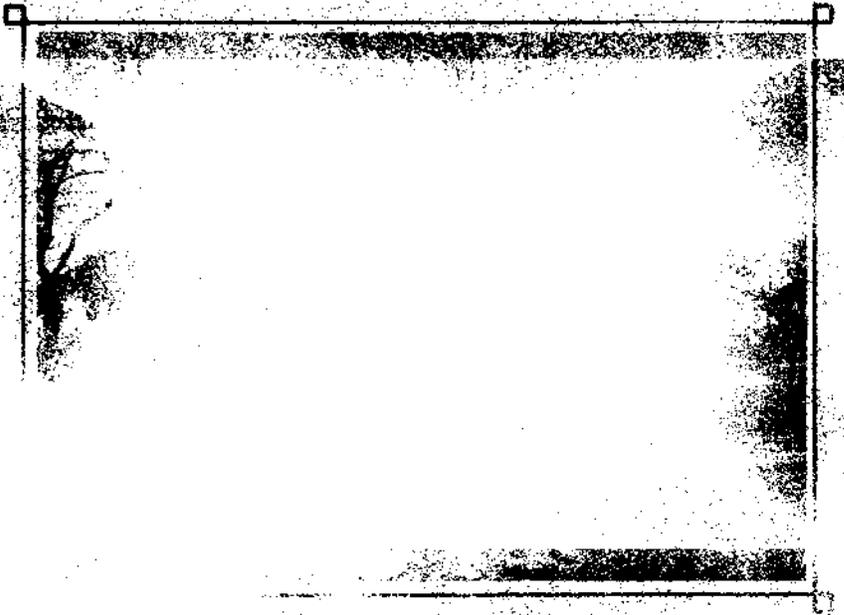
INTRODUCTION

This section first contains a list of goals that describe in general terms the hopes of the people in the Westside Neighborhood for the future of the neighborhood. They set the direction for the entire Plan. The implementation statements that follow are the key priorities as identified by the neighborhood. They consist of policies and implementation strategies from the four Plan elements and are listed in the order they appear in those elements.

GOALS

- * Protect and improve the residential quality of the neighborhood.
- * Protect the neighborhood from the negative effects of motor vehicle traffic.
- * Provide public facilities and services to meet the unique needs of the neighborhood.
- * Ensure that new development is in scale and harmony with existing neighborhood character.





4. Land Use Element

3. LAND USE ELEMENT

INTRODUCTION

This element addresses population, housing, land use, and zoning characteristics of the Westside Neighborhood. It contains policies and implementation strategies addressing the entire neighborhood, a land use diagram that includes policies directed toward specific subareas, and findings or background information that provide the basis for the policies. More detailed information is contained in the Westside Plan Appendix.

POLICIES/IMPLEMENTATION STRATEGIES

Policies are indicated in **bold**. Indented below each policy are any associated Implementation Strategies.

1. **Prevent erosion of the neighborhood's residential character.**
 - 1.1 Encourage those engaged in residential development to preserve the existing single-family character through mechanisms such as block planning, alley access parcels, and rehabilitation of existing residential structures.
 - 1.2 Amend the Zoning Ordinance to require site review approval for residential developments of four or more units.
 - 1.3 Initiate a zoning subdistrict for the properties along the west side of Jefferson Street between 8th and 12th Avenues from R-3 Multiple Family Residential to R-3/20 A. (Maximum of 20 units per acre instead of 35.)
 - 1.4 Discourage conditional uses that would convert residential uses to non-residential uses.
 - 1.5 Conduct a study of the distribution, operating characteristics, and external impacts of social service institutions in the City. If any Planning District is found to have a disproportionate share of such facilities, the City may implement a regulatory measure to reduce possible negative external impacts of such institutional uses. Also, review and monitor R-3 zoned properties to determine the impact of clinics on the housing supply.
2. **Support improving existing housing and reducing the number of substandard units.**
 - 2.1 Continue the housing rehabilitation and minor home repair programs.
 - 2.2 Target the Westside Neighborhood for rehabilitation loans, especially to address: 1) areas adjacent to neighborhood boundaries, 2) areas adjacent to commercial uses, and 3) blocks with a high percent of substandard housing. (Refer to the map of Housing Conditions in the Appendix.)
 - 2.3 Encourage owners of historic property to take advantage of financial incentives for rehabilitation such as the City Historic Loan Fund, the Special State Assessment Program, and federal tax credits for rehabilitation.

3. Encourage the concentration of commercial activities within the core of downtown and prevent the conversion of residentially zoned properties to non-residential zoning districts within the Westside Neighborhood.
 - 3.1 Discourage rezonings from residential to commercial zoning districts along neighborhood boundaries.
4. Recognize the diversity of uses currently allowed in the residential, commercial, and mixed use zoning districts that exist in the Westside Neighborhood.
 - 4.1 Except as otherwise specified in this Plan, maintain current zoning.
5. Recognize the important role neighborhood-oriented commercial uses play in meeting the needs of those living and working in the area.
 - 5.1 Initiate a study of how to encourage the commercial node at Blair, 8th, and Monroe to be a more neighborhood-oriented commercial center. The study should include analysis of such things as rezoning, public right-of-way improvements, and targeting small business loans into the area.



LAND USE DIAGRAM

What is the Land Use Diagram?

The Land Use Diagram represents the general future land use patterns that are desired for the Westside Neighborhood. It is a graphic expression of the policies found elsewhere in the plan and is based on a number of factors, including:

1. Unique physical and social features in the neighborhood.
2. The type of existing development.
3. Land use and zoning regulations.
4. The condition of existing structures.
5. Ownership patterns and future development plans of institutions and public agencies in the area.
6. Goals and policies previously adopted by the City Council that have a bearing on the Westside Neighborhood and, in particular, the Eugene-Springfield Metropolitan Area General Plan and the 1984 Eugene Community Goals and Policies.

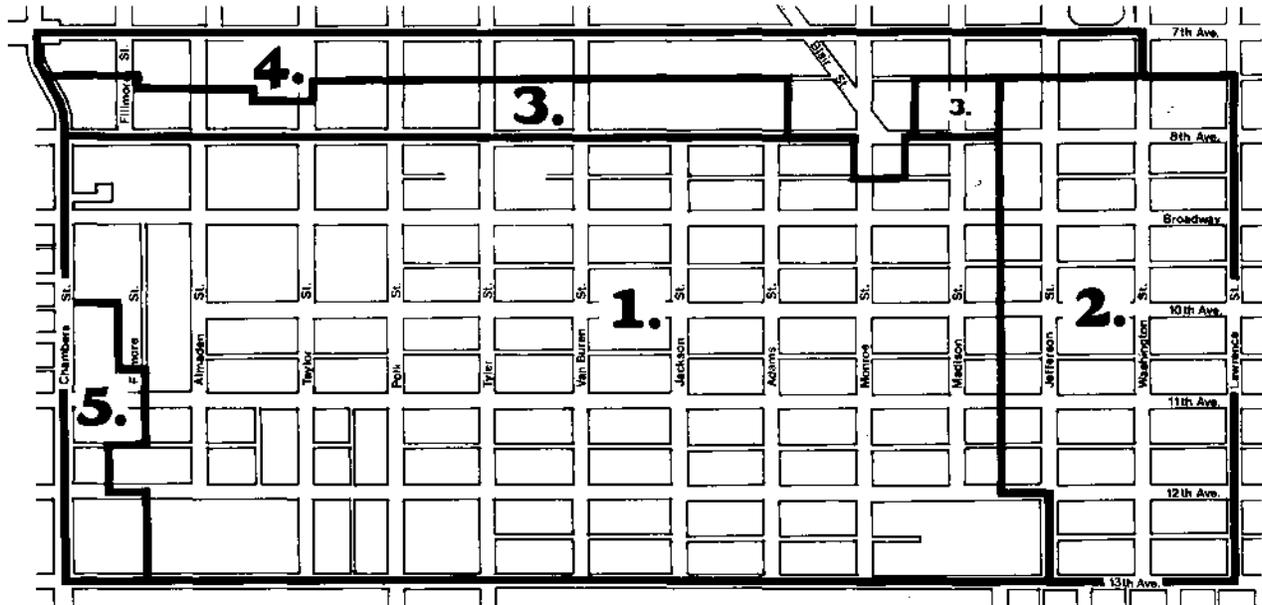
How to Use the Land Use Diagram

The Land Use Diagram and the accompanying policies are meant to be used along with other policies in the Westside Plan and applicable City goals, policies, and plans to evaluate individual land use proposals. It is intended to be a guide for both public and private actions affecting the growth and development of the area.

The Land Use Diagram is not a zoning map. In nearly every case there is more than one zoning district which, if applied, would be consistent with the suggested land use pattern.

The Land Use Diagram is intended to indicate the type of future development that is desired for the area. It is not intended to invalidate existing development.

WESTSIDE PLAN



Land Use Diagram

- | | |
|---------------------------------------|------------------------------------|
| 1. Central Residential Area | 4. West 7th Avenue Commercial Area |
| 2. Eastern Residential/Mixed Use Area | 5. Chambers Street Commercial Area |
| 3. Northern Residential Area | |

Following the Land Use Diagram is text pertaining to each of the five subareas describing general land use characteristics and zoning history and setting forth policies to guide future development.

1. CENTRAL RESIDENTIAL AREA

Description

This area consists primarily of single-family residential structures that were built between 1920 and the late 1940's. Scattered throughout the area there are also duplexes and small apartments built primarily during the last 20 years. In the southwest corner of this area an apartment complex was completed in January 1976 providing 128 dwelling units to low-income households. In a typical block, there are 16 lots, ranging in size from just over 6,000 square feet to 11,500 square feet.

Near the eastern edge of this area is a neighborhood park called Monroe Park. Most of the land for the park was acquired in 1954, although complete development did not occur until Community, Development Block Grant funds became available in the early 1980s. The park now encompasses a full block and includes a lawn area, play equipment, restrooms, pedestrian paths, a basketball court, and a wading pool. The park complements recreational facilities at the Lincoln School site, located three blocks to the south.

Lincoln School was originally housed in a wood frame structure built in 1909 and located on the south half of the Monroe Park site. In 1924, Woodrow Wilson Junior High opened in a new building on 12th Avenue between Jefferson and Madison. When Eugene High moved to its present location on 19th Avenue in 1953, Wilson Junior High moved to the old high school building on the northeast corner of 18th and Lincoln, and Lincoln moved to the former Wilson Junior High building. In the fall of 1982, Lincoln School closed as an education facility. For more information, refer to the Public Facilities and Services element.

Other non-residential uses in the area consist of two neighborhood commercial facilities both zoned C-1/SR Neighborhood Commercial with Site Review. Both facilities serve area residents and were rezoned in December 1979, based in part on direction established in the 1977 Westside Plan. (A third neighborhood commercial facility immediately to the north also serves this area.) The area also contains three religious facilities and four social institutions.

In January 1986, the City approved a Planned Unit Development (PD 84-3) for the block bounded by West 10th, Broadway, Adams, and Jackson. The PUD, or block plan, is an example of a potential tool for preserving the existing housing stock and yet allowing compatible infill housing to increase the density.

Zoning History

Most of this area was initially zoned R-2 Two-Family Residential District under the 1948 Zoning Ordinance. The district at that time allowed only single-family and duplex residential developments. Although most of the area remains zoned R-2, the uses allowed in the district have changed over the years. In 1968, major revisions to the Zoning Ordinance were made and the R-2 District regulations were changed to allow multiple-family developments up to 16 units per acre. Between 1982 and 1984, additional changes were made to the Zoning Ordinance allowing new types of land divisions and dwelling structures in the R-2 District including

alley access, cottage units, and shared housing within a single-family structure.

In November 1976, the southwest corner of 10th Avenue and Taylor Street was rezoned from R-2 to H Historic in recognition of the Chambers House built in 1891.

Policies

1. The City shall continue to recognize this area as appropriate for medium-density residential development and shall discourage non-residential uses. This policy applies to all portions of the Central Residential Area, even those properties abutting major arterials such as Chambers Street and West 11th Avenue.
2. The City shall encourage actions that will preserve existing residential structures, including rehabilitation, block planning, infilling, and shared housing.
3. The City shall consider deletion of the Mixed Use designation on the Metro Plan Diagram in the Westside Central Residential Area.
4. If the Lincoln School site is the subject of a request for rezoning, the City shall consider:
 - a. The policies in the Westside Plan, especially in the Central Residential Area, Policies 1 and 2.
 - b. Application of site review to address creating a positive link between the new development and the surrounding area. Building and parking areas should be buffered appropriately from the low density residential areas surrounding the site. Site review criteria to consider should include:
 1. Compatibility with the surroundings, particularly the abutting residential areas.
 2. Efficient, workable, and safe interrelationships among buildings, parking, circulation, open space, and landscaped areas, as well as related activities and uses.
 3. Safe and efficient ingress and egress.
 - c. If legally possible, a density transfer so a portion of the site can remain in public use as a neighborhood park.

2. EASTERN RESIDENTIAL/MIXED USE AREA

Description

The portion of this area west of Washington Street is characterized by a mix of older single-family and duplex structures and newer large apartment buildings. There are also two social institutions and the Kaufman Senior Center. The portion of this area east of Washington Street contains a variety of residential structures and retail, office, and institutional uses. In a typical block in this area, the parcel sizes range from approximately 3,500 to 10,700 square feet. Inadequate off-street parking causes inconveniences in the Eastern Residential/Mixed Use area, particularly when downtown offices and stores are open.

Zoning History

In 1948, the area from the half block west of Jefferson Street to roughly the half block east of Washington Street was zoned R-3 Multiple-Family Residential. The remaining portion of the area and extending as far east as Charnelton Street was zoned C-2 Community Commercial. The R-3 zoning remained relatively stable until the early 1960's, when the City began to receive a number of requests for commercial zoning. On July 5, 1965, the Planning Commission adopted a policy of favorable consideration for zone change requests from R-3 to commercial zoning east of Washington Street. By 1970, a significant portion of the area east of Washington Street was zoned C-2.

In 1972, the City recognized the need to re-examine the policy of allowing commercial use in this area and to evaluate the impact of commercial uses on the development of the downtown. In 1974, the Eugene Commercial Study was completed containing the recommendation that major retail expansion occur immediately west of the existing mall with the remainder of the area being rezoned for high-density residential use. A more detailed study of the issue which encompassed the area bounded by Jefferson and Charnelton Streets and 7th and 13th Avenues was completed in July, 1976. The study was entitled Eugene Downtown Westside Alternatives report. Based on one of the alternatives in the report, the Eugene Planning Commission conducted a public hearing in October 1976 to consider rezoning many of the C-2 zoned tax lots to either R-4 High Rise Multiple-Family Residential or RP Residential/Professional. Based on the testimony, however, the Planning Commission tabled the decision to rezone the properties until after a mixed use zoning district could be created.

In March 1977, the City Council established the Westside Mixed Use District to 1) maintain the primary residential use and character of the area, 2) provide for existing office and small commercial uses as well as some limited additional uses, and 3) retain major landscape features which enhance the character of the area. The City subsequently changed the zone of several tax lots between Washington and Lincoln Streets and 7th and 13th Avenues from C-2 Community Commercial to MU Mixed Use.

Since the initial application of the MU Mixed Use District, three privately initiated requests for changes in zone from R-3 Multiple-Family Residential to MU Mixed Use have been reviewed. In December 1980,

approval was granted to rezone two tax lots on the south side of West 10th Avenue east of Washington Street from R-3 to MU. Application of the MU district allowed the conversion of a former church into the Washington Abbey, a 50-unit residential complex with limited commercial activity. In March 1982, a request to rezone one tax lot on the west side of Washington Street between 7th and 8th Avenues from R-3 to MU was approved. It was considered to be a unique situation that would not set precedent for future rezonings west of Washington Street. It was approved to reinforce the residential stability south of West 8th Avenue and to provide a compatible mixed-use transition between commercial uses on West 7th and residential uses to the south.

In August 1984, the Planning Commission considered an appeal of the Hearing Official's decision to deny the request for rezoning the property located at the southeast corner of Washington and West Broadway Streets from R-3 to MU. The Planning Commission upheld the Hearing Official's decision to deny the request. The primary basis for the denial was that the change of zone would decrease the emphasis on residential use in the area by increasing the amount of non-residential uses allowed.

Policies

1. This area shall continue to be recognized as appropriate for medium-density residential development. Although there is currently a mixture of land uses in the area, any further rezonings that would promote the conversion of residential uses to non-residential uses shall be discouraged.
2. The City shall continue to recognize that the MU Mixed Use District was initially applied to properties zoned C-2 Community Commercial in order to foster concentration of commercial uses within the downtown area and to encourage medium-density residential uses in the Westside. The City shall not allow rezoning of R-3 zoned property to MU Mixed Use. In response to privately initiated zone change requests, the City may consider expansion of the MU District into areas zoned C-2 Community Commercial.
3. The City shall target rehabilitation loans to areas of most need.

3. NORTHERN RESIDENTIAL AREA

Description

This area contains several apartments, small houses, and duplexes, a neighborhood market, and a branch of the post office.

Zoning History

In 1948, most of this area was zoned R-2 Two-Family Residential. By 1968, the area was zoned RG Garden Apartment to act as a transition between commercial uses on 7th Avenue and residential uses south of 8th Avenue. The district was intended to provide a high quality environment for apartment dwellers by requiring open space for use by residents. The northeast corner of Almaden Street and 8th Avenue was and is zoned for commercial use. It is currently used for a branch of the post office. In December 1979, the New Frontier Market, at the northwest corner of Van Buren and 8th, was rezoned from RG Garden Apartment to C-1/SR Neighborhood Commercial with Site Review. In general, the zoning in this area has remained fairly stable. In March 1985, the RG District was eliminated and all property zoned RG was rezoned to R-3. Since 1948 there has been some expansion of the commercial node at the corner of Blair and 8th.

Policies

1. The City shall recognize this area as appropriate for medium density residential uses.
2. The City shall promote residential development that will provide a transition between retail and auto-oriented activities on West 7th Avenue and lower-density residential developments south of West 8th Avenue.
3. In general, the alley (extended) south of West 7th Avenue shall be recognized as a dividing line between commercial uses to the north and residential uses to the south except for the existing commercial node at Blair Street and West 8th Avenue.
4. The City shall encourage alley access and parking to occur in rear yard areas with special landscaping and other amenities provided along West 8th Avenue.

4. WEST 7TH AVENUE COMMERCIAL AREA

Description

This area primarily contains street-oriented commercial activities including, for example, a restaurant, car sales, and offices. There are also some apartments in the area along with a few older single-family structures. Where 8th Avenue, Blair, and Monroe Street intersect, there is a mixture of commercial and institutional uses.

Zoning History

Since 1948, the area has remained zoned C-2 Community Commercial.

Policies

1. The City shall recognize this area as appropriate for neighborhood and general commercial activities.
2. In general, the alley (extended) south of West 7th Avenue shall be recognized as a dividing line between commercial uses to the north and residential uses to the south except for the existing commercial node at Blair Street and West 8th Avenue.

5. CHAMBERS STREET COMMERCIAL AREA

Description

This area contains a wide range of commercial activities including, for example, a muffler shop, a credit union, insurance offices, an auto parts store, a dry cleaner, and a bookstore. At the northern edge of this area is a development containing six duplexes constructed around a common parking area and open space. Adjacent to the eastern edges on 11th, 12th, and 13th Avenues, there are multiple-family residential developments.

Zoning History

Since 1948, most of the area has been zoned either C-2 Community Commercial or C-1 Neighborhood Commercial. The southern portion of the area was previously the northern extent of the original Eugene Air Park. The airport closed down in 1954 and the area was rezoned in 1955 to R-4 High Rise Multiple Family Residential to allow development of the Moose Lodge. The R-4 District at that time was the only residential district that allowed lodges. The City did not want to zone the property commercial and stated that if the lodge was not constructed that the property was to be rezoned R-2. The Moose Lodge was built and, in 1972, the property was partitioned and the original building was sold to the Scottish Rite Association. The Moose obtained a conditional use permit, required by then for lodges in the R-4 District, for a new structure facing 12th Avenue. Both lodges have remained in the area.

Policies

1. This area shall be recognized as appropriate for neighborhood and general commercial uses.
2. To avoid strip commercial development along West 11th Avenue and Chambers Street, expansion of commercial uses outside of this area shall be discouraged.

FINDINGS

POPULATION

1. Between 1970 and 1980, Eugene's population grew by about a third while the population of the Westside Neighborhood remained almost static, similar to other inner city neighborhoods. (Refer to Table I in the Westside Plan Appendix.)
2. Average household size in the Westside Neighborhood was smaller than in Eugene as a whole in 1970. Both declined between 1970 and 1980, and nearly by the same percent. By then, average household size in the Westside Neighborhood had dropped below 2 to 1.81 while Eugene remained above 2 at 2.36. (Refer to Table II in the Westside Plan Appendix.)
3. In 1970, approximately 15 percent of the Westside Neighborhood's residents were between 5 and 15 years of age. By 1980, the percent share in that 1-12 grade age group decreased by almost 50 percent compared to about a 25 percent decrease for the city as a whole. By 1980, the 25-34/35-44 age groups' share of the total nearly doubled in the Westside compared to an increase of about 42 percent citywide. In fact, the 25-34/35-44 age groups were the only ones in the neighborhood to increase their shares of the total in the ten-year period. Finally, the 65-and-over age group's share of the neighborhood total declined by about 18 percent compared to a citywide increase of approximately 7 percent. (Refer to Table III in the Westside Plan Appendix for Westside data.)
4. Median family income in both Eugene and the Westside Neighborhood west of Washington Street doubled between 1970 and 1980. Consequently, the Westside Neighborhood's median family income remained at about 74 percent of the City's overall median family income. (Refer to Table IV in the Westside Plan Appendix.)
5. The number of families in poverty in the Westside Neighborhood did not increase significantly between 1970 and 1980. However, in both those years it was about 7 percent higher than in Eugene as a whole. (Refer to Table V in the Westside Plan Appendix.)

HOUSING

6. In 1970, about half the dwelling units in Eugene were owner-occupied compared to one-third in the Westside Neighborhood. By 1980, the greater Eugene ratio had not changed significantly. However, in the Westside Neighborhood, owner-occupied units declined slightly to about one-fourth of the total, paralleling the trend to more multi-family structures. (Refer to Table VI in the Westside Plan Appendix.)
7. Between 1976 and 1983, the number of dwelling units in Eugene increased by nearly 50 percent, partially due to annexations. Units in multi-family structures almost doubled, while single-family housing increased about 22 percent. During the same period, the number of dwelling units in the Westside Neighborhood increased 25 percent, half the rate of the City as a whole. Significantly, two-thirds of the Westside increase was in units in multi-family structures, a higher portion than the City

overall. In fact, single-family units decreased by 4 percent. (Refer to Table VII in the Westside Plan Appendix.)

8. In the Westside Neighborhood between 1976 and 1983, the area occupied by multi-family structures and duplexes increased from almost 31 to 45 acres, about 45 percent, but single-family acreage continued the slow decline of previous years, approaching 9 percent. (Refer to table VII in the Westside Plan Appendix.)
9. Net density in single-family, duplex, and multi-family structures remained essentially unchanged in the Westside Neighborhood between 1976 and 1983, as it did in Eugene overall. However, in all three categories, net density was higher in the Westside than the city as a whole. (Refer to Table VII in the Westside Plan Appendix.)
10. In 1980, approximately 35 percent of the residential structures in the Westside were built before 1940. Although this reflected a drop from 51 percent in 1970, older structures continue to be a significant characteristic of the neighborhood. In fact, while the difference was not as great in 1980 as in 1970, the percent of residential structures built before 1940 was over three times that of the city overall. (Refer to Table VIII in the Westside Plan Appendix.)
11. In 1982, the number of units in substandard structures in the Westside Neighborhood was over twice that of the city as a whole. The difference was particularly evident for units in single-family structures and duplexes. Larger, multi-family structures were closer to the Eugene average. (Refer to Table IX in the Westside Plan Appendix.)
12. Substandard residential structures increased as a percent of all residential structures between 1973 and 1982 in the Westside Neighborhood, although some of that increase likely resulted from the larger area included in the 1982 data. (Refer to Table X in the Westside Plan Appendix.)
13. Housing rehabilitation and maintenance financial programs have been used extensively in the Westside Neighborhood. About 350 households have participated in the minor home repair program and, between 1976 and 1984, 37 rehabilitation loans were approved for single-family/owner-occupied structures. Funding is still available but its long-term future will depend on Federal policy.
14. While the City continues to enforce the State building code for construction, repairs, and remodeling, the City eliminated the housing code and enforcement program in 1983 due to budget cuts.
15. The Westside Neighborhood has a high concentration of potentially historic buildings and sites, but a comprehensive cultural resource survey and inventory has not been conducted in the neighborhood.

LAND USE AND ZONING

16. Between 1976 and 1983, nearly 12 acres converted to multiple-family use in the neighborhood. Most of those acres were either vacant or in single-

family use in 1976. By comparison, the extent of most non-residential uses changed little between 1976 and 1983. (Refer to Table XI in the Westside Plan Appendix.)

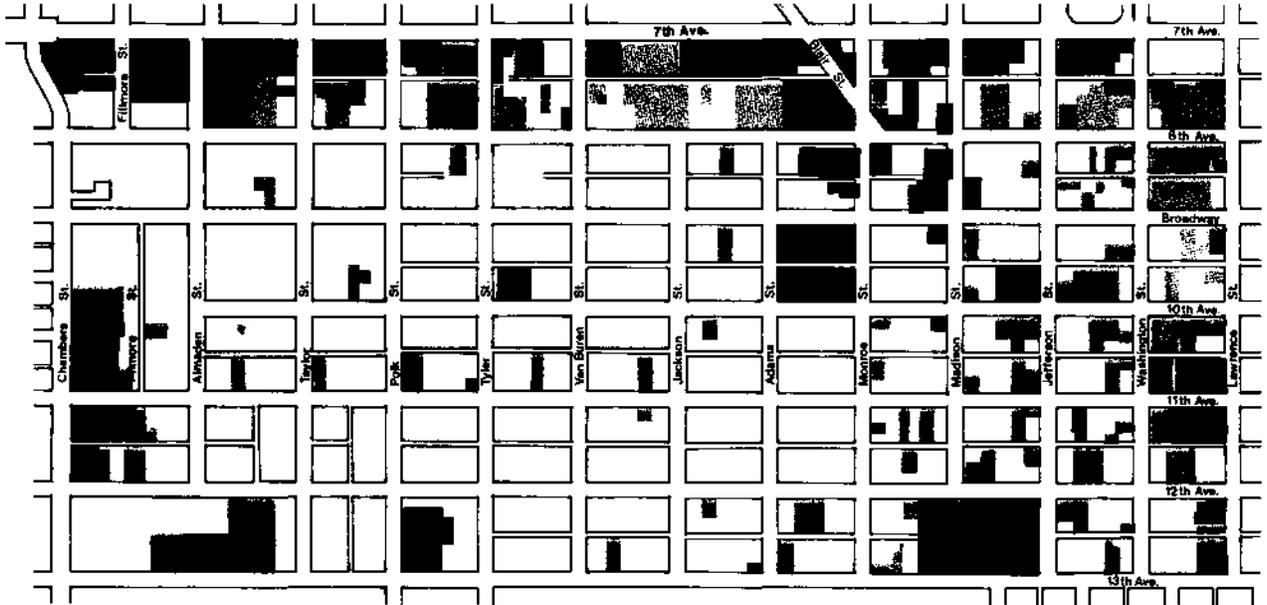
17. The zoning pattern has changed very little in the Westside Neighborhood since 1976. Nearly 80 percent of the neighborhood was and continues to be zoned for multiple-family development. There is no low density residential zoning. (Refer to Table XII in the Westside Plan Appendix.)
18. Most of the interior of the neighborhood is zoned for R-2 Limited Multiple Family development. Higher density R-3 (formerly RG) multiple family zoning is located along the north side of 8th Avenue, a transition between the C-2 General Commercial zoning to the north and R-2 to the south. Similarly, a north-south corridor of R-3 zoned parcels from west of Jefferson Street to Washington Street provide a transition between MU Mixed Use zoning to the east and R-2 zoning to the west. (Refer to the Westside Zoning Map.)
19. Properties along the entire north boundary of the neighborhood, fronting on the south side of Seventh Avenue, are zoned C-2 General Commercial. There are also several properties zoned C-2 in the Blair and 8th Avenue area, as well as on the north and south of 11th Avenue at Chambers Street and at Washington Street. General commercial zoning does not occur in the neighborhood's interior. (Refer to the Westside Zoning Map.)
20. Subsequent to 1976, many of the properties between Washington and Lawrence were zoned MU Mixed Use. That zone is intended to encourage retention of existing housing stock, but also allow a compatible mix of residential and commercial uses.
21. In 1979, all three neighborhood markets were rezoned from residential to C-1 Neighborhood Commercial, thereby removing them from the non-conforming use category.
22. Reflecting the extent of residential zoning, over half the neighborhood is occupied by residential land uses. However, while over three-fourths of the neighborhood is zoned to allow multiple-family residential use, almost 40 percent is occupied by single-family dwellings. (Refer to Tables XI and XII in the Westside Plan Appendix.)
23. The Metropolitan Plan diagram designates almost the entire neighborhood Medium-Density Residential with a Mixed Use overlay.
24. Block planning, alley access units, and shared housing are new in-fill strategies that became available for use following adoption of the original 1977 Plan.
25. In the fall of 1982, Lincoln School closed as an educational facility, although it continued to serve as a community center. In September 1985, the 4J School District formed the Lincoln School Citizens Advisory Committee to address both the short- and long-term use of the building and grounds. The committee received information such as projected enrollment, building condition, and the district's fiscal situation. On November 6, 1985, the School Board accepted the committee's report and agreed to close the building and begin negotiations with the City of Eugene in hopes the City would be interested in the property. The

Committee's report also stated that if the City does not purchase the property, that a portion be retained in public ownership as park land.

26. Between 1978 and the end of 1984, seven conditional use permits for institutional uses, including a dental office, were approved in the Westside Neighborhood. Of those, five still exist. This record is comparable to that experienced in other inner city neighborhoods.



WESTSIDE PLAN



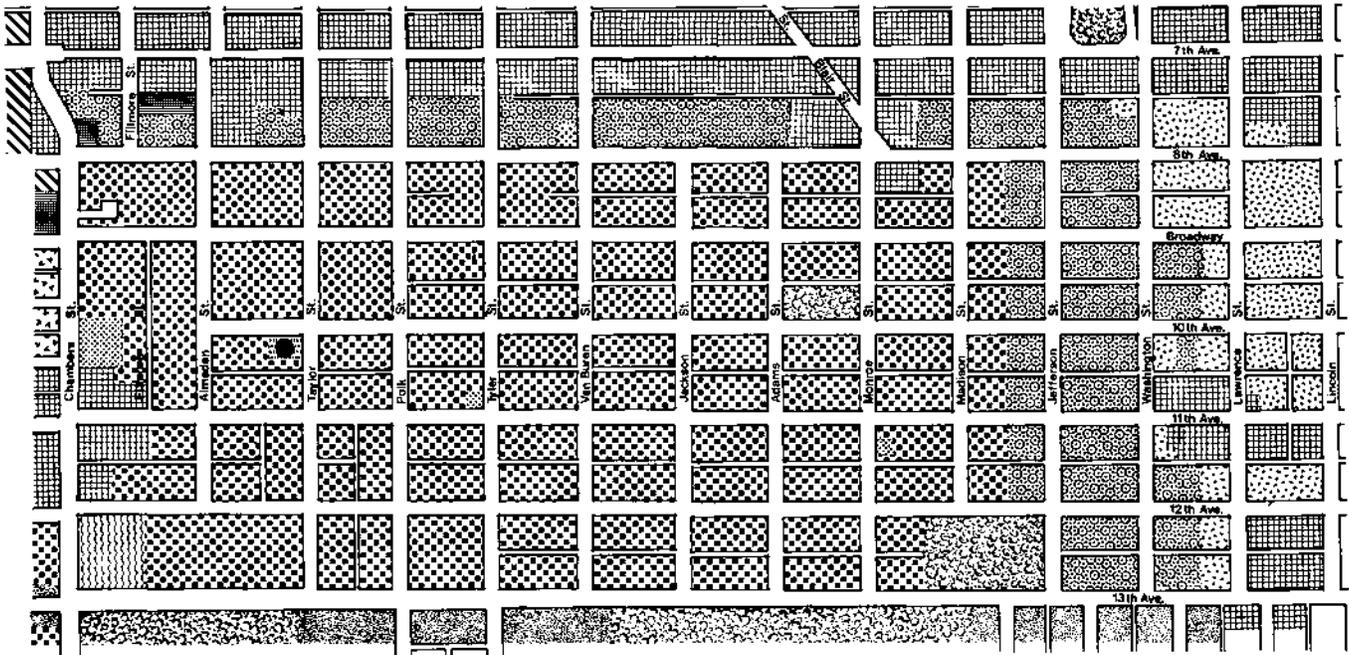
Existing General Land Use



- | | |
|--|---|
|  Vacant |  Mom & Pop Stores |
|  Single Family & Duplex |  Park & Government |
|  Multiple Family |  Social Institutions |
|  Commercial |  Religious |

Spring 1985

WESTSIDE PLAN

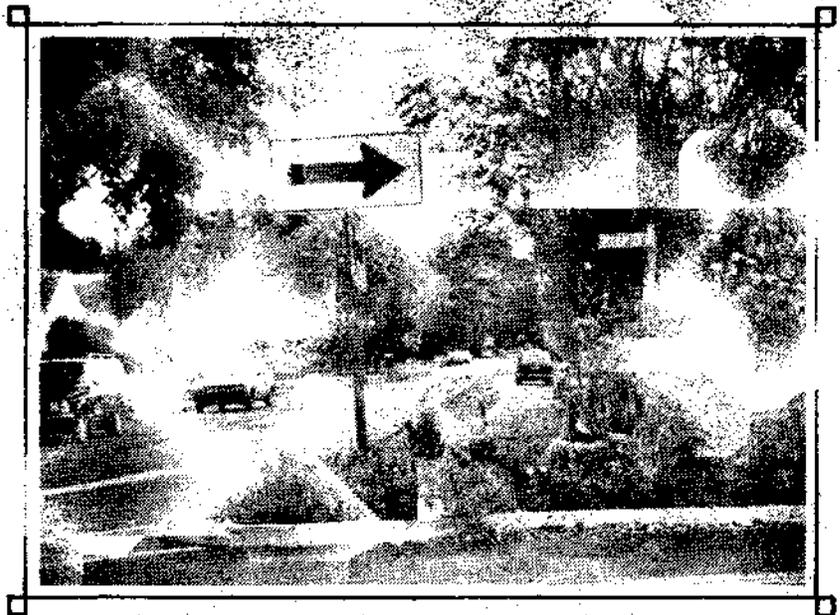


Existing Zoning

January 1986



- | | | | |
|---|---|---|-----------------------------|
|  | PL Public Land |  | C-1 Neighborhood Commercial |
|  | RA Suburban Residential |  | C-2 General Commercial |
|  | R-2 Limited Multiple Family Residential |  | MU Westside Mixed Use |
|  | R-3 Multiple Family Residential |  | H Historic |
|  | R-4 High Rise Multiple Family Residential |  | I-2 Light Medium Industrial |
|  | GO General Office |  | ● Historic Landmark |



4. Transportation and Traffic Element

4. TRANSPORTATION AND TRAFFIC ELEMENT

INTRODUCTION

This element addresses traffic and circulation in the Westside Neighborhood. It includes policies and implementation strategies that represent a balance between the communitywide need to move people and goods efficiently and safely and the Westside Neighborhood's needs for protection from undue disruption and convenient, safe use of those same roads. As with other inner city neighborhoods, this is a difficult challenge because of 1) the presence of established arterials and collectors that run through and around the neighborhood, and 2) the effects of traffic and parking generated by downtown uses.

The Metropolitan Transportation Plan includes policies and implementation strategies that apply to the Westside Neighborhood. These are not repeated in this element. The statements below are intended to supplement the transportation plan as required to meet the unique needs of the Westside Neighborhood.

POLICIES/IMPLEMENTATION STRATEGIES

Policies are indicated in **bold**. Indented below each policy are any associated implementation strategies.

1. **Explore traffic management techniques that will reduce non-local traffic using local neighborhood streets.**
 - 1.1 Establish a well-defined gateway to the Westside Neighborhood at the intersection of 8th Avenue and Chambers Street.
 - 1.2 Monitor traffic in the Westside Neighborhood after the Chambers Connector is completed. If traffic increases by 15 percent or more over that experienced in early May 1985, at one or more of the points cited in connection with the Chambers Connector Spillover Study Task Team report (refer to the Appendix for specific locations), work with the Westside Neighborhood in an effort to establish additional gateways at appropriate locations--possibly, for example, at Broadway and Chambers Street, and along 7th Street.
 - 1.3 In establishing new gateways, work with the neighborhood in designing traffic management techniques to supplement the existing diverter system if it is anticipated they will effectively reduce non-local traffic.
 - 1.4 Redesign and maintain obstacles at traffic diverters so they will more effectively deter motor vehicles than is now the case.
 - 1.5 Establish a neighborhood procedure for identifying areas of traffic problems (such as Broadway and Almaden) and implementing solutions to these problems.
2. **Reduce the adverse impacts of traffic on arterial and collector streets that run through and on the edge of the Neighborhood.**

- 2.1 If there is sufficient public right-of-way, include planter strips between sidewalks and curbs when widening or otherwise changing street designs.
 - 2.2 Take advantage of new street construction to include well-defined gateway treatments.
 - 2.3 Work with the neighborhood group to provide reference materials to property owners regarding potential techniques to reduce traffic noise impacts.
 - 2.4 Encourage westbound traffic to use 6th Avenue rather than 11th Avenue.
3. **Examine possible solutions to traffic impacts in the Westside Neighborhood by evaluating the implications of changes made both in and beyond the neighborhood.**
- 3.1 Modify traffic signalization and street design to reduce speed and reduce traffic back-ups at intersections and at limited access (freeway) on-ramps.
 - 3.2 Improve the intersection at 13th and Monroe to reduce traffic back-ups on Monroe, increase pedestrian safety, and regulate traffic flow. In considering improvements, maintain Monroe as a two-way street, recognizing its residential character. Include representatives from the fairgrounds and the Westside Neighborhood when considering improvements.
 - 3.3 Improve pedestrian and traffic safety in the area of Broadway and Almaden through the use of traffic management techniques.
4. **Recognize the negative impacts that insufficient parking in and close to the Westside Neighborhood can have on the vitality of commercial activities and the character of residential areas within the Westside Neighborhood.**
- 4.1 Consider the potential impacts changes to the downtown parking program may have on the type and amount of on-street parking in the Westside Neighborhood.
 - 4.2 Carefully evaluate parking variances, especially as they might impact the eastern portion of the Westside Neighborhood.
 - 4.3 As long as possible retain existing on-street parking on West 11th Avenue to maintain its residential character.
5. **Improve and maintain bicycle and pedestrian facilities within the Westside Neighborhood and linking to other parts of the city.**
- 5.1 Continue to implement the Bikeways Master Plan by providing bicycle lanes on Polk and Chambers Streets.
 - 5.2 Encourage property owners to maintain sidewalks in good condition.

- 5.3 Use signalization, signs, or marked crosswalks for pedestrians and bicycle crossings near the Kaufman Senior Center on Jefferson Street and along the 12th Avenue bike route at Jefferson and Washington Streets.
6. **Encourage Lane Transit District to continue to provide bus service in the Westside Neighborhood.**
 - 6.1 Work with the Westside Neighborhood and the Lane Transit District to determine the location of bus routes, stops, and shelters in the neighborhood and to periodically reassess if any changes are needed.
7. **Recognize the importance of certain alleys for internal block circulation and access in the Westside Neighborhood.**
 - 7.1 Inform property owners about their ability to participate in alley grading and dust control activities and to petition for permanent alley improvements.



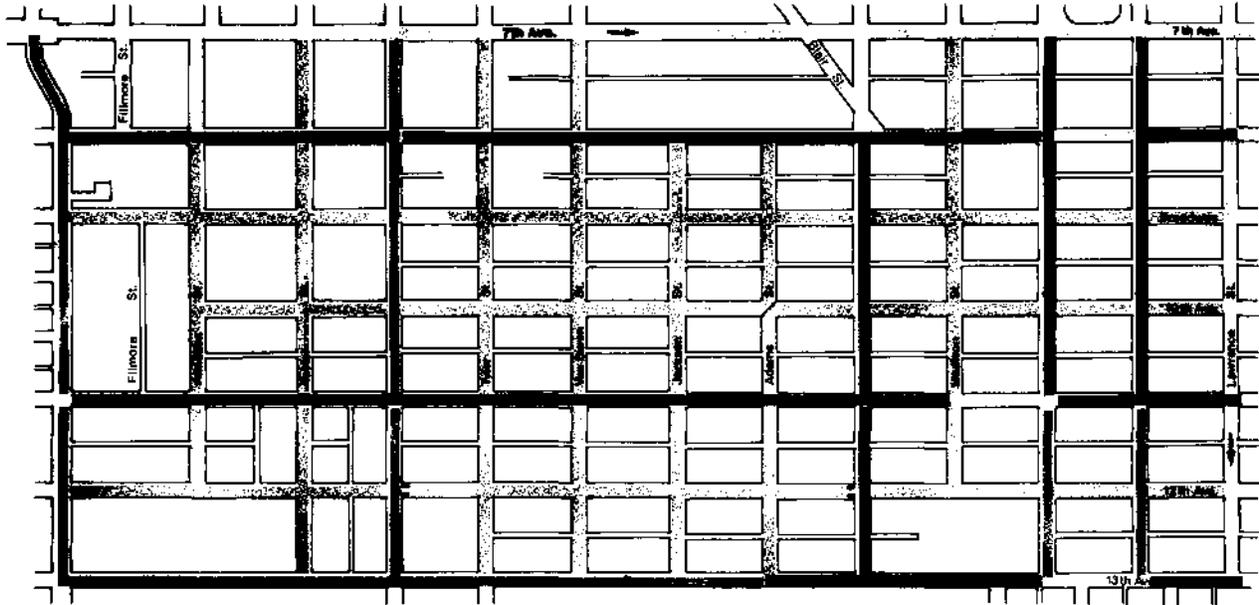
FINDINGS

1. Several arterial and collector streets in and on the neighborhood's edge (Washington, Jefferson, Polk, Chambers, 7th, 11th, and 13th) are important for communitywide transportation. Although they disrupt the neighborhood's internal fabric to some degree, they are not likely to convert to local streets in the future.
2. Traffic on most arterial and collector streets in the Westside Neighborhood has increased significantly since 1975. (Refer to traffic volume counts for 1975 and 1984-85 in Table XIII in the Westside Plan Appendix.)
3. There are five traffic diverters in the Westside Neighborhood. Most of them have effectively reduced traffic as intended. For example, traffic on Broadway east of the diverter at Tyler Street decreased from 790 to 280 vehicles per day. Similarly, traffic at the 10th and Adams intersection decreased from 790 to approximately 265 vehicles per day following diverter installation. Twelfth Avenue between the diverters at Polk and Monroe Streets experienced a reduction from 410 vehicles per day in November 1978, to approximately 195 vehicles per day in late 1982. Refer to the Traffic Volume Map for the location of the diverters.
4. During the widening of 7th Avenue in and west of the Westside Neighborhood, 20 of the 28 trees over 50 years of age will be removed. However, an average of eight new trees per block face will be planted.
5. Existing bicycle facilities in the Westside Neighborhood consist of signed routes on Broadway and 12th Avenue. The Bikeway Master Plan calls for bicycle lanes on Polk, Chambers and Monroe Streets.
6. The Westside Neighborhood is within convenient bicycle and walking distance to downtown, major parks and recreation facilities, and the University. However, it is difficult to cross some of the streets, such as Washington, Jefferson, and 7th, to reach those destinations.
7. Inadequate off-street parking generates inconveniences in the easterly part of the Westside Neighborhood, particularly during weekdays when downtown offices and stores are open.
8. The City carefully evaluates the impact of on-street parking removal on abutting properties when redesigning streets, but in order to increase traffic capacity, on-street parking is usually removed before widening is considered.
9. Transportation projects in the Eugene-Springfield Transportation Plan, (known as TransPlan) that are located in or on the edge of the Westside Neighborhood include:
 - a. The Chambers Connector directly linking Roosevelt Boulevard and River Road to Chambers Street.
 - b. Widening and parking removal on Chambers Street between 8th and 11th Avenues to accommodate three travel lanes and two bicycle lanes.

- c. Restriping and parking removal on Chambers Street between 11th and 18th Avenues to accommodate three travel lanes and two bicycle lanes.
 - d. Restriping and parking removal on 11th Avenue between Garfield and Lincoln Streets to accommodate three travel lanes.
10. The City inspects all non-paved (gravel) alleys at least twice a year. Maintenance and repair is based on the inspector's judgment of need.
 11. Normally, a petition from the property owners of a majority of the frontage on an alley is required before that alley will be concrete-surfaced. All the owners of property abutting the improved alley are then assessed for paving costs.
 12. In 1980, residents of Monroe Street met with representatives of the City Public Works Department and Fairboard to discuss various proposals for easing traffic problems at 13th and Monroe. To better indicate that Monroe Street is a two-way street, the City added on-street arrows at 11th and 13th on Monroe and yellow lines. This reduced the number of vehicles going the wrong way on Monroe. No other specific actions have been taken.



WESTSIDE PLAN



Traffic Volume



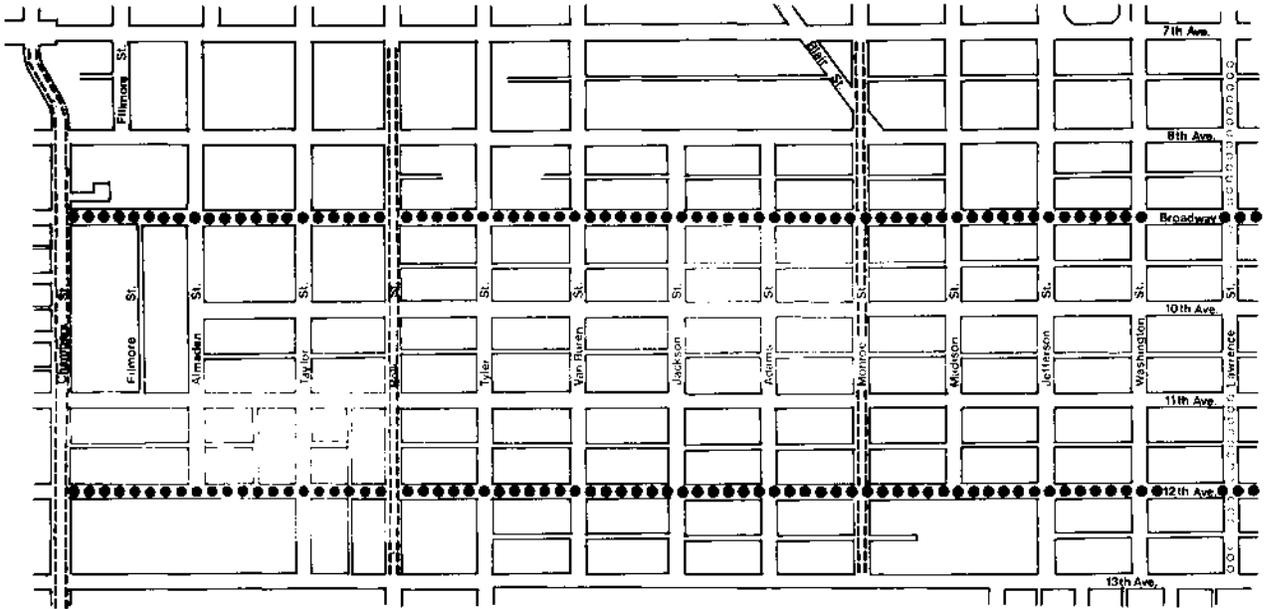
- Under 1000
- 1001 to 2500
- 2501 to 5000
- 5001 to 10,000

- 10,001 to 15,000
- 15,001 to 20,000
- Over 20,000

- Diverter**
- Through bikes okay
Auto exit only
 - Through bikes okay
No through auto traffic

January 1983-July 1986

WESTSIDE PLAN



Bikeway System



- Existing Signed Bike Route
- Proposed Bike Route*
- Proposed Bike Lane

*Bikeway facilities proposed in the Eugene Bikeway Master Plan

September 1985



5. Public Facilities and Services Elements

5. PUBLIC FACILITIES & SERVICES ELEMENT

INTRODUCTION

This element addresses the provision of public facilities and services such as parks and recreation, schools, water, sewers, power, and fire and police protection to the Westside Neighborhood. It contains policies and implementation strategies to improve the level of urban services provided, balancing the fiscal constraints of public service providers with the needs of the Westside Neighborhood.

POLICIES/IMPLEMENTATION STRATEGIES

Policies are indicated in **bold**. Indented below each policy are any associated Implementation Strategies.

1. **Continue to work with School District 4J in an effort to keep the Lincoln Community School property in public ownership for community and public use.**
 - 1.1 Participate on a task force made up of City, School District, and neighborhood representatives to identify public uses for the Lincoln School site.
 - 1.2 Consider exchanging City-owned property for the Lincoln School property.
2. **Construct a Jefferson Pool replacement that will complement the City's parks and recreation program and also serve the Westside Neighborhood.**
 - 2.1 Continue to analyze existing public properties to determine their appropriateness as pool sites.
 - 2.2 If a parks bond is submitted for voter approval, include financing for a Jefferson Pool replacement.
3. **Insofar as possible, provide public facilities and services to the Westside Neighborhood to the same degree as provided elsewhere in the community. (Refer to Policy 1 and associated Implementation Strategy 1.5 in the Land Use Element.)**
 - 3.1 Use the Neighborhood Analysis and other reports offering consistently applied social, economic, and demographic comparisons when determining the need for new, updated, and expanded regional and neighborhood recreational facilities.
 - 3.2 In providing public facilities and services, give consideration to the unique circumstances of the Westside Neighborhood, including, for example, its inner-city position, density, and location with respect to the City's arterial street system and the recent loss of an elementary school and public swimming pool.
 - 3.3 Increase City-sponsored activities and programs in Monroe Park.
 - 3.4 Replace all the sanitary sewer pipes in the Westside Neighborhood on an as-needed basis. Include funding for their replacement in the City's capital improvement program.

- 3.5 Continue to support the Neighborhood Clean-Up Program.
4. Support public facilities and services in the central planning district that provide recreational opportunities for all age groups, especially those serving children and seniors.
5. When consistent with established public policy, use neighborhood people and skills to help maintain neighborhood public improvements.
 - 5.1 Provide skills training to local residents in the operation and upkeep of neighborhood parks and traffic diverters.
6. Provide more effective public safety programs in the neighborhood designed to increase personal and property security.
 - 6.1 Maintain and disseminate meaningful crime statistics to the neighborhood, including comparisons with other neighborhoods and citywide data.
 - 6.2 Explore the possibility of a neighborhood-based police officer and, in general, greater police visibility.
 - 6.3 Increase police patrols around the fairgrounds and Monroe Park, particularly with regard to transients, and at the fairgrounds in connection with evening events.
 - 6.4 Provide crime prevention outreach education in the neighborhood such as how to organize and maintain a Neighborhood Watch program and how to encourage people to use porch lights and effective door locks.
 - 6.5 Install adequate pedestrian-level street lighting for safe foot and bicycle travel at night.
 - 6.6 Encourage the use of automatic outdoor porch lights by residents, especially when away for extended periods of time.
7. Encourage greater response and follow-through to crime complaints.
8. Support efforts to reduce the Police Department's response time to calls for service, especially in areas of the city with a high crime rate of Part 1 Crimes (the most serious type of crimes, such as aggravated assault or burglary).
9. Continue to practice integrated pest management as a holistic approach to controlling weeds and plant pests on City property. This approach includes minimum use of chemical agents and employment of those with the lowest toxicity and highest margin of safety that will be effective in each specific case.
 - 9.1 When toxic herbicides or pesticides are applied to outdoor vegetation on City property, signs should be posted to inform the public.

FINDINGS

1. The Westside Neighborhood has long been provided with basic urban services as part of the oldest area of the city.
2. Since 1977, there has been a shift in the type and location of public facilities serving the Westside Neighborhood. Major shifts include the closure of Lincoln School and Jefferson Pool and the development of Monroe and Martin Luther King, Jr. parks. Refer to the Public Facilities and Services map.
3. According to the Eugene Water & Electric Board (EWEB), water and electricity are available to the area and there are no significant problems associated with service provision. In 1979, a new substation was constructed to the east of the Lane County Fairgrounds. A new 115-KV transmission line was installed along West 13th Avenue. These actions were taken to improve the capability and reliability of service to the downtown and Westside due to increased development in the area.
4. Approximately 45 percent of the residential burglaries occurring in the Westside Neighborhood in 1983 and 1984 were non-forced. The burglar entered, for example, through an unlocked door or window. The highest number of thefts were of bicycles or from motor vehicles. (Refer to Tables XVI and XVII and the definitions of robbery, burglary, and theft in the Westside Plan Appendix.)

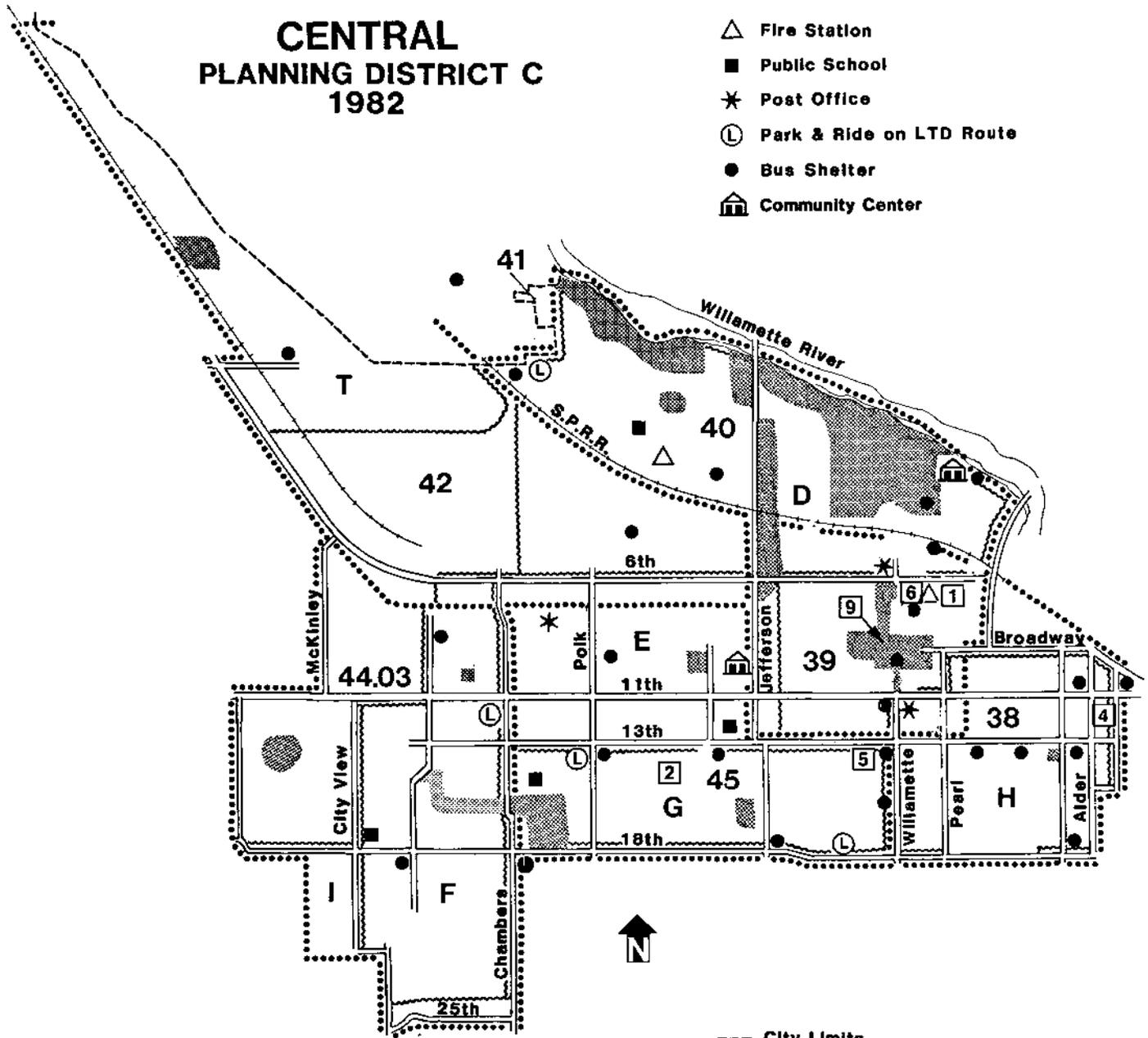
Note: Sources for information in Findings 4 through 9 were the Eugene Police Department, concerning crime statistics, and the L-COG Research Division for population figures used to determine crime rate.

5. The Eugene Police Department maintains information concerning the number and type of reported crimes occurring within the city limits. According to national standards, crimes are categorized as either Part I Crimes (the most serious types of crimes such as aggravated assault or burglary) and Part II Crimes (the less serious types of crimes such as vandalism and forgery).
6. During 1984, the crime rate (crimes per 100,000 population) for reported Part I Crimes in the Westside Neighborhood was 52 percent higher than the citywide crime rate. The crime rate for Part II Crimes in the Westside Neighborhood was 6 percent higher than the citywide crime rate.
7. During 1983, the crime rate for reported Part I Crimes in the Westside Neighborhood was 36 percent higher than the citywide crime rate. The crime rate for Part II Crimes in the Westside Neighborhood was 5.5 percent higher than the citywide crime rate.
8. There was a significant increase in the crime rate for Part I Crimes in the Westside Neighborhood from 1983 through 1984 (+13 percent) compared to a relatively stable crime rate citywide (+.7 percent). The change in crime rate for Part II Crimes in the Westside Neighborhood from 1983 through 1984 was relatively close to the citywide change, +3 percent compared with +2.2 percent. (Refer to Tables XIV and XV and Chart I in the Westside plan Appendix.)

9. In general, from April 1985 through August 1985, reported crimes occurred at random locations throughout the Westside Neighborhood.
10. The Eugene Fire and Emergency Medical Services Department serves the Westside Neighborhood with Fire Stations #1 at 7th and Pearl, #2 at 1045 West 1st Avenue, and #4 at 900 McKinley. All of the area can be reached well under the City's established minimum response time of four minutes. The department conducts fire prevention inspections in all non-residential occupancies and in common areas of apartments at least annually. Upon request, the department will conduct such inspections in single-family residences. The department pays special attention to the area because of the fairly high residential density and the number of multiple-occupancy structures. Emergency medical care and fire protection inspections are also provided to the area.
11. School District 4J provides educational services to the area although there are no schools operated by 4J within the Westside Neighborhood. The Westside Neighborhood is within the attendance boundaries of Ida Patterson and Whiteaker elementary schools, Roosevelt and Colin Kelly middle schools, and South and North Eugene high schools. Refer to School Attendance Areas map in the Westside Plan Appendix.
12. According to the 1983 Neighborhood Analysis, the Central Planning District contains a total of just over 224 acres in park and recreation facilities, including 7.8 acres in the downtown mall. The Central Planning District includes downtown, the Westside, Whiteaker, Far West and Jefferson Neighborhoods, and portions of the Churchill, West University, and the Bethel Triangle Neighborhoods. In that area, there are about 9.3 acres of parks and recreation land per 1,000 people (9.0 per 1,000 excluding the mall) compared to about 15.6 acres per 1,000 people citywide. Of the approximately 224 acres of park and recreation land in the Central Planning Area, just over half are fully developed. The rest are semi-developed (14 percent), undeveloped (17 percent), or in a natural state (18 percent). Major facilities include the Campbell and Kaufman Centers, Skinner Butte Park, and a portion of Westmoreland Park. There are additional cultural resources in the Central Planning District that are not included in the park land acreage. These include, for example, the Lane County Fairgrounds, Eugene Library, WOW Hall, and the Performing Arts/Conference Center complex. Nearby are the University of Oregon, the Westmoreland Community Center, the Willamette River, and Alton Baker Park. Refer to Central Planning District Public Facilities Map.
13. The City has two full-time street tree maintenance crews. One trims trees throughout the city that would otherwise interfere with vision or height clearance. The other crew responds to requests by individual citizens. Due to the large number of requests, it is currently (September 1985) backlogged by about four months.

CENTRAL PLANNING DISTRICT C 1982

- △ Fire Station
- Public School
- ★ Post Office
- Ⓛ Park & Ride on LTD Route
- Bus Shelter
- 🏠 Community Center



- Developed Park
- ▨ Undeveloped Park

- 1 Civic Center (Government Center)
- 2 County Fairgrounds
- 4 Northwest Christian College
- 5 Public Library
- 6 Performing Arts & Conference Center Center
- 9 Central Business District

- City Limits
- Census Tract
- ~~~~ Neighborhood Boundary
- D Whiteaker Community Council
- E Westside Neighborhood Quality Project
- F Far West Neighborhood Assoc.
- G Jefferson Area Neighbors
- H West University Neighbors
- I Churchill Neighborhood Assoc.
- T Bethel Triangle Neighbors



6. Neighborhood Character and
Design Element

6. NEIGHBORHOOD CHARACTER AND DESIGN ELEMENT

INTRODUCTION

The Westside Neighborhood is one of Eugene's oldest neighborhoods that still retains its character from an earlier day. Many of the structures date from the early part of this century, with the age of structures decreasing as one moves further west. The houses have a strong orientation to the street, with front porches that encourage interaction with pedestrians passing by.

To some who experience the Westside primarily as a place to drive through, the design features that encourage neighborliness may seem alien, and the older homes, simply due to their age, may suggest disrepair. However, it is these qualities that residents treasure. The older homes provide more living space for less money than can be found elsewhere. Parts of the Westside have been considered to be areas in transition from residential to commercial uses for the last 35 years. That this transition has not yet occurred has not diminished this perception. To those who view the Westside as a place to live rather than a speculative investment, this area with its predominantly single-family nature, older homes, tree-lined streets, and mature vegetation is a place deserving to be fostered and protected as a unique asset to the community.

The grid layout of the streets in the Westside is a consequence of the township/range system established by the U. S. Public Land Survey Act of 1785. This street system is not well suited to the automobile, and the widespread use of the automobile during the last 40 years has left its imprint. One result has been the speculative disinvestment in structures in the eastern part of the neighborhood and along its northern border. Another is reduced attractiveness as places to live of those parts of the neighborhood facing arterials due to the high level of automobile traffic passing by. In recent years, successful applications of traffic management techniques have reduced traffic volumes on streets interior to the neighborhood. The challenge of the future will be to keep heavy traffic volumes on arterials and collectors from destroying the character of development found today on those interior streets.

This element includes findings, policies, and implementation strategies that are intended to help preserve the attractive features of this neighborhood despite changes inner city neighborhoods inevitably experience.

POLICIES/IMPLEMENTATION STRATEGIES

- 1.0 Identify and encourage preservation of the significant cultural resources and unique features of the neighborhood including buildings, sites, structures, objects, street trees, and landscape features.
 - 1.1 Complete a cultural resource inventory for the Westside Neighborhood including a description of the history of the area, historic and potentially historic landmarks, significant trees, and other special features.
 - 1.2 Continue the Historic Preservation Program and support the preservation and rehabilitation of structures with historic or architectural merit.

- 1.3 Encourage Historic Landmark Designation and/or National Register Nomination of eligible buildings, sites, structures, and objects.
 - 1.4 Promote rehabilitation of older structures in the area, especially those with historic significance.
 - 1.5 Prepare a historic resource brochure/guide of the Westside Neighborhood.
 - 1.6 Encourage owners of existing commercial and multi-family-use properties to devote more surface to landscaping, particularly in areas of extensive pavement.
- 2.0 Promote landscaping in the public right-of-way that will 1) mitigate the adverse effects of motor vehicle traffic, 2) provide defined entrances to the neighborhood, and 3) foster the distinctiveness of various parts of the neighborhood. (Refer to Policies 1.0 and 2.0 and associated Implementation Strategies in the Transportation Element.)**
- 2.1 Continue to support street tree planting and the efforts of the Tree Beautification Committee.
 - 2.2 Continue the tree maintenance program providing pruning services for trees in the public right-of-way.
 - 2.3 Maintain leaf pick-up services in the Westside Neighborhood because of its high number of large, older, deciduous trees.
 - 2.4 Foster additional low-maintenance landscape, such as flowers and shrubs, in the area between the sidewalk and the curb.
 - 2.5 Include permanent low-maintenance plantings in the diverters.
 - 2.6 Plant trees that, when mature, will be characterized by tall, spreading shapes consistent with the neighborhood's character, except where they would interfere with solar access to nearby buildings. Species that would be considered include Red Oaks, Red Maples, Scarlet Oaks, and except where the planter strip is not wide enough, Big Leaf Maples.

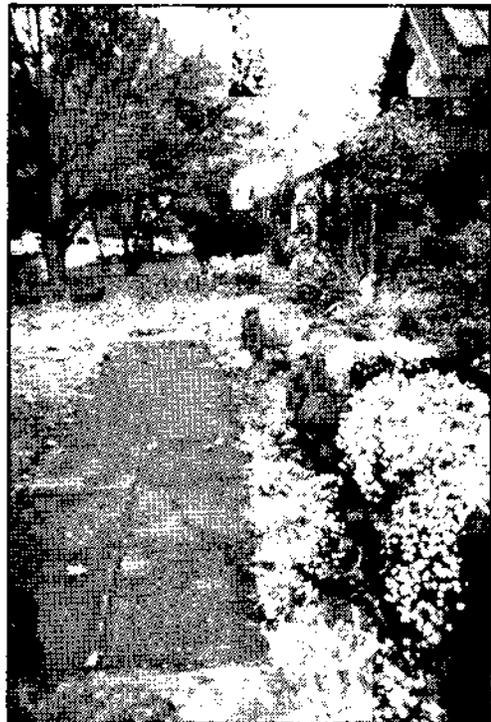


FINDINGS

1. Several streets in the Westside Neighborhood are lined with attractive, large trees. Major factors that can cause the loss of older trees are 1) natural attrition through aging, and 2) street widenings. Any historic street trees in the city to be removed by a street widening are subject to the City's historic street tree measure which requires voter approval.

Note: Historic street trees are defined as trees at least fifty years of age within publicly owned right-of-way for streets and within those portions of the city which were in the incorporated boundaries of the City as of January 1, 1915.

2. Certain kinds of landscaping in public rights of way can 1) mitigate the adverse effects of motor traffic, 2) provide defined neighborhood entrances such as gateways, and 3) create a positive kind of character or environment--for example, the "boulevard" effect created by evenly spaced, mature trees when they are all of the same species.
3. A combination of neighborhood facilities that together serve all age groups, such as Monroe Park, the Lincoln School community garden, and the Kaufman Center, can foster a mix of residents, thereby helping to create and maintain a neighborhood with diverse character.
4. In November 1977, the Zoning Ordinance was amended to require public and private outdoor parking areas of four or more spaces to be buffered from abutting properties by plant materials or a combination of plant materials and fences or walls. Some of the parking lots that serve multiple-family and commercial developments constructed prior to that time lack visual buffering.
5. Deterioration of buildings due to lack of maintenance may result in the loss of historic structures.





7. Plan Implementation, Update,
and Priorities

7. PLAN IMPLEMENTATION, UPDATE, AND PRIORITIES

PLAN IMPLEMENTATION

The Westside Neighborhood Plan is a long-range policy document. Implementation of the plan will occur over the years through both public and private actions. Commitment of City financial resources to specific activities will generally occur through annual budget processes.

The City is expected to use the plan to:

- a. Evaluate those development proposals requiring City review for compatibility with the adopted plan and other adopted City policy.
- b. Initiate public programs and other actions to implement specific aspects of the plan and/or encourage appropriate private investment.
- c. Encourage the Westside Neighborhood to assist with the implementation of the refinement plan.

The Westside Neighborhood Quality Project's role is to:

- a. Actively initiate projects that will help implement the plan.
- b. Encourage citizens to be involved in the review of development requests and serve as an advisory body to the City.

It is hoped the private sector will use the plan along with other adopted policy to guide the initiation and development of projects.

PLAN UPDATE PROCESS

The refinement plan is intended to provide policy direction for programs and projects within the Westside Neighborhood. To ensure that the plan continues to reflect the community's desires for the area, periodic evaluation of the plan should occur. Within five years after the adoption of the refinement plan, the City and neighborhood group should evaluate the time frame for conducting a major update of the plan.

IMPLEMENTATION PRIORITIES

The following implementation priorities are recognized by the City Council as the most important strategies to analyze first, and, if possible, carry out as soon as reasonable.

LAND USE

1. Encourage those engaged in residential development to preserve the existing single-family character through mechanisms such as block planning, alley access parcels, and rehabilitation of existing residential structures. (Page 3-1, 1.1)
2. Conduct a study of the distribution, operating characteristics, and external impacts of social service institutions in the City. If any Planning District is found to have a disproportionate share of such

facilities, the City may implement a regulatory measure to reduce possible negative external impacts of such institutional uses. Also review and monitor R-3 zoned properties to determine the impact of the clinics on the housing supply. (Page 3-1, 1.5)

3. Target the Westside Neighborhood for rehabilitation loans, especially to address: 1) areas adjacent to neighborhood boundaries, 2) areas adjacent to commercial uses, and 3) blocks with a high percent of substandard housing. (Page 3-1, 2.2)

TRANSPORTATION AND TRAFFIC

4. In establishing new gateways, work with the neighborhood in designing traffic management techniques to supplement the existing diverter system if it is anticipated they will effectively reduce non-local traffic. (Page 4-1, 1.3)
5. Work with the neighborhood group to provide reference materials to property owners regarding potential techniques to reduce traffic noise impacts. (Page 4-2, 2.3)
6. Encourage westbound traffic to use 6th Avenue rather than 11th Avenue. (Page 4-2, 2.4)
7. Improve the intersection at 13th and Monroe to reduce traffic back-ups on Monroe, increase pedestrian safety, and regulate traffic flow. In considering improvements, maintain Monroe as a two-way street, recognizing its residential character. Include representatives from the fairgrounds and the Westside Neighborhood when considering improvements. (Page 4-2, 3.2)
8. Improve pedestrian and traffic safety in the area of Broadway and Almaden through the use of traffic management techniques. (Page 4-2, 3.3)
9. Use signalization, signs, or marked crosswalks for pedestrians and bicycle crossings near the Kaufman Senior Center on Jefferson Street and along the 12th Avenue Bike route at Jefferson and Washington Streets. (Page 4-3, 5.3)

PUBLIC FACILITIES AND SERVICES

10. Continue to work with School District 4J in an effort to keep the Lincoln Community School property in public ownership for community and public use. (Page 5-1, 1.)
11. Construct a Jefferson Pool replacement that will complement the City's parks and recreation program and also serve the Westside Neighborhood. (Page 5-1, 2.)
12. In providing public facilities and services, give consideration to the unique circumstances of the Westside Neighborhood, including for example, its inner-city position, density, and location with respect to the City's arterial street system and the recent loss of an elementary school and public swimming pool. (Page 5-2, 3.2)

13. Explore the possibility of a neighborhood based police officer and, in general, greater police visibility. (Page 5-2, 6.2)
14. Install adequate pedestrian level street lighting for safe foot and bicycle travel at night. (Page 5-2, 6.5)

NEIGHBORHOOD CHARACTER AND DESIGN

15. Encourage owners of existing commercial and multi-family use properties to devote more surface to landscaping, particularly in areas of extensive pavement. (Page 6-2, 1.6)
16. Plant trees that when mature will be characterized by tall, spreading shapes consistent with the neighborhood's character, except where they would interfere with solar access to nearby buildings. Species that would be considered include Red Oaks, Red Maples, Scarlet Oaks, and except where the planter strip is not wide enough, Big Leaf Maples. (Page 6-2, 2.6)



ORDINANCE NO. 19444

AN ORDINANCE ADOPTING THE WESTSIDE NEIGHBORHOOD PLAN AND REPEALING RESOLUTION NO. 2747.

The City Council of the City of Eugene finds as follows:

1. In the fall of 1984, the Eugene Planning Commission began the process of updating the 1977 Westside Plan and developing a new refinement plan for that portion of the Eugene-Springfield Metropolitan Area General Plan within the boundary of the Westside Neighborhood Quality Project. Those boundaries can be described as 13th Avenue on the south, Chambers Street on the east, 7th Avenue on the north to Washington Street, south on Washington Street to the alley between 7th Avenue and 8th Avenue, east along the alley to Lawrence Street, and south on Lawrence Street to 13th Avenue.

2. In January 1985, a major community event was conducted in the Westside Neighborhood to provide an easy opportunity for residents, property owners, and businesses to identify issues to be addressed in the update of the Westside Plan. Approximately 75 to 100 people attended the event. Advance information about the event was mailed to all residents, property owners, and businesses in the area along with a mail-back survey. About 150 completed surveys were returned.

3. During March 1985, nine members were appointed to serve on the Westside Planning Team as a result of a joint effort by the City of Eugene, the Westside Neighborhood Quality Project, and the Eugene Citizen Involvement Committee. The planning team represented area residents, businesses, and institutions. The planning team was charged with preparing a draft update of the Westside Plan and providing opportunities for citizens to be involved throughout the process.

4. In March 1986, a draft Westside Neighborhood Plan was mailed to all property owners and all addresses of record within the plan boundary. The draft plan was also forwarded to the planning directors of Lane County and the City of Springfield for their review for consistency with the Metropolitan Plan.

5. On April 8, 1986, the Westside Neighborhood Quality Project voted to recommend adoption of the draft plan with certain modifications.

6. On April 24, 1986, the Department of Land Conservation and Development was forwarded a copy of the March draft Westside Neighborhood Plan.

7. On May 6, 1986, the Eugene Planning Commission held a public hearing on the March draft Westside Neighborhood Plan.

After a tour and work sessions to consider the plan and public testimony, the Planning Commission took action at its June 2 meeting to recommend a revised version of the March draft Westside Neighborhood Plan for adoption by the City Council. The Planning Commission also recommended a minor amendment to the Metropolitan Area General Plan.

8. On July 28, 1986 the Eugene City Council held a public hearing on the March draft Westside Neighborhood Plan, considered testimony and the recommendation forwarded by the Planning Commission, and tentatively approved the March draft Westside Neighborhood Plan with modifications.

9. Adoption of the refinement plan necessitated a change in the Eugene-Springfield Metropolitan Area General Plan and that action was initiated by the Council in conformity with the process described in the Metro Plan, and the refinement plan, including modifications thereto, and the Metro Plan amendment were submitted to the Lane County Board of Commissioners and City of Springfield.

10. Based on the above record and findings, the City Council concludes that the March draft Westside Neighborhood Plan as amended is consistent with the Eugene-Springfield Metropolitan Area General Plan and other applicable plans and policies, and therefore consistent with Statewide Land Use Planning Goals.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Based on the above findings which are incorporated herein, the goals and policies set forth in the Westside Neighborhood Plan are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the area of the Westside Quality Project.

Section 2. The implementation strategies set forth in the Westside Neighborhood Plan are hereby recognized as potential means of reaching or implementing adopted policies but they are not adopted by the City Council.

Section 3. The land use diagram included in the Westside Neighborhood Plan is hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan diagram and the explanatory text discussing each segment of the diagram is recognized as clarifying and providing further explanation of the intent of the Metro Plan diagram.

Section 4. Exhibit B to this ordinance is hereby adopted as revisions to be incorporated in the final version of the Westside Neighborhood Plan.

Section 5. The list of implementation priorities is hereby

recognized as providing direction to indicate what implementation activities will be emphasized first.

Section 6. The City Council hereby adopts as additional findings the supporting text, maps, charts, and tables contained in the Westside Neighborhood Plan and the Westside Neighborhood Plan Appendix, and the findings set forth in Exhibit A attached hereto and incorporated herein by reference.

Section 7. City of Eugene Resolution No. 2747, adopted September 12, 1977, concerning the Westside Neighborhood Plan is repealed.

Passed by the City Council this

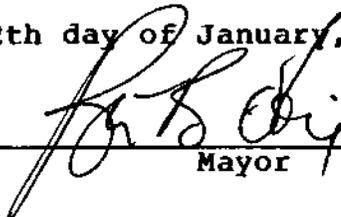
12th day of January, 1987



City Recorder

Approved by the Mayor this

12th day of January, 1987



Mayor



COUNCIL ORDINANCE NUMBER 20449

COUNCIL BILL NUMBER 5013

**AN ORDINANCE ESTABLISHING THE JEFFERSON-
WESTSIDE SPECIAL AREA ZONE (S-JW); APPLYING THAT
ZONE TO SPECIFIC PROPERTIES; AMENDING THE
JEFFERSON-FAR WEST REFINEMENT PLAN; AMENDING
THE WESTSIDE NEIGHBORHOOD PLAN; AMENDING
SECTIONS 9.0500, 9.2161, 9.2170, 9.2171, 9.8030 AND 9.8865
OF THE EUGENE CODE, 1971; AND ADDING SECTIONS
9.3600, 9.3605, 9.3615, 9.3625, 9.3626, 9.3630, 9.3631 AND
9.3640 TO THAT CODE**

ADOPTED: December 14, 2009

SIGNED: December 16, 2009

PASSED: 8/0

REJECTED:

OPPOSED:

ABSENT:

EFFECTIVE: January 16, 2010

ORDINANCE NO. 20449

AN ORDINANCE ESTABLISHING THE JEFFERSON-WESTSIDE SPECIAL AREA ZONE (S-JW); APPLYING THAT ZONE TO SPECIFIC PROPERTIES; AMENDING THE JEFFERSON-FAR WEST REFINEMENT PLAN; AMENDING THE WESTSIDE NEIGHBORHOOD PLAN; AMENDING SECTIONS 9.0500, 9.2161, 9.2170, 9.2171, 9.8030 AND 9.8865 OF THE EUGENE CODE, 1971; AND ADDING SECTIONS 9.3600, 9.3605, 9.3615, 9.3625, 9.3626, 9.3630, 9.3631 AND 9.3640 TO THAT CODE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 9.0500 of the Eugene Code, 1971, is amended by adding the definitions of “Driveway,” “Lot and Parcel,” “Lot Line,” “Residential Building,” and Street-Fronting Lot” and amending the definition for “Interior Lot Line” to provide as follows:

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

Driveway. For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, a surface area that is intended, prepared, or used for vehicle access to and about a lot.

Interior Lot Line. Any lot or parcel line that is not a front lot line. **(See Figure 9.0500 Lot Lines, Lot Frontage, Lot Width, Lot Depth.)** For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, any portion of a lot line that does not abut a street or alley.

Lot and Parcel. For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, “lot” and “parcel” are used interchangeably in all cases, and both terms mean a “Legal Lot,” as defined in EC 9.0500.

Lot Line. For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, unless more specifically defined in those standards, a lot line is single lot line segment, or continuous series of connected lot line segments. (See EC 9.3631(1)(c).)

Residential Building. For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, a building that contains one or more dwellings.

Street-Fronting Lot. For purposes of the S-JW Jefferson Westside Special Area Zone provisions at EC 9.3600 through 9.3640, a lot or parcel that abuts a street for at least the minimum frontage length applicable to the lot as specified at EC 9.3630.

Section 2. Subsection (6) of Section 9.2161 of the Eugene Code, 1971, is amended to provide as follows:

9.2161 Special Use Limitations for Table 9.2160.

(6) Residential Use Limitation in C-1 and C-2. Except for the Downtown Plan Area, residential dwellings are allowed in the C-1 and C-2 zones if the ground floor of the structure is used for commercial or non-residential purposes according to Table 9.2161 Commercial Uses Requirements in Mixed-Use Residential Developments. Within the Downtown Plan Area as shown on Map 9.2161(6) Downtown Plan Map, residential dwellings are allowed in C-1 and C-2 zones and are not required to use the ground floor of the structure for commercial or non-residential purposes. For lots zoned C-1 within the S-JW Jefferson Westside Special Area Zone boundaries as shown on Figure 9.3605, the maximum number of dwellings per lot is specified at EC 9.3625(8) and 9.3626(1).

Section 3. The “Minimum Front Yard Setback” entry, “Maximum Front Yard Setback” entry and “Minimum Interior Yard Setback” entry on Table 9.2170 of Section 9.2170 of the Eugene Code, 1971, are amended to provide:

9.2170 Commercial Zone Development Standards - General.

Table 9.2170 Commercial Zone Development Standards (See EC 9.2171 Special Development Standards for Table 9.2170.)					
	C-1	C-2	C-3	C-4	GO
Minimum Front Yard Setback (4) (17)	10 feet	0 feet	0 feet	10 feet	10 feet
Maximum Front Yard Setback (5) (17)	15 feet	15 feet	15 feet	None	15 feet
Minimum Interior Yard Setback (4) (6) (7) (16)	0 feet to 10 feet (6)	0 feet to 10 feet (6)	0 feet	0 feet to 10 feet (6)	0 feet to 10 feet (6)

Section 4. Section 9.2171 of the Eugene Code, 1971, is amended by renumbering subsection (16) to (17), and adding a new subsection (16) to provide:

9.2171 Special Commercial Zone Development Standards for Table 9.2170.

(16) For lots zoned C-1 within the S-JW Jefferson Westside Special Area Zone boundaries as shown on Figure 9.3605, setbacks from all portions of interior lot lines (as that term is defined for purposes of the S-JW Special Area Zone) shall be at least 10 feet from the interior lot line. In addition, at a point that is 20 feet above grade, the setback shall slope at the rate of 10 inches vertically for every 12 inches horizontally (approximately 50 degrees from vertical) away from that lot line.

(17) Adjustments. Except for the Downtown Plan Area as shown on Map 9.2161(6) Downtown Plan Map, adjustments to the minimum and maximum

front yard setbacks in this section may be made, based on criteria at EC 9.8030(2) Setback Standards Adjustment. Within the Downtown Plan Area, adjustments to the minimum and maximum front yard setbacks in this section may be made, based on the criteria at EC 9.8030(16).

Section 5. Sections 9.3600, 9.3605, 9.3615, 9.3625, 9.3626, 9.3630, 9.3631, and 9.3640 of the Eugene Code, 1971, are added to provide:

S-JW Jefferson Westside Special Area Zone

- 9.3600** **Purpose of S-JW Jefferson Westside Special Area Zone.** The overarching purpose of the S-JW zone is to prevent residential infill that would significantly diminish, and to encourage residential infill that would enhance the stability, quality, positive character, livability and natural resources of the encompassed residential areas. More specifically, the purposes of this zone include:
- (1)** Contribute to maintaining and strengthening a high quality urban core environment with compatible commercial and residential development so that people of a variety of incomes and household compositions will desire to live close to the city center and will be able to afford to do so.
 - (2)** Protect and maintain these healthy, established, residential areas by ensuring compatible design for residential infill development in terms of lot patterns; uses; development intensity; building mass, scale, orientation and setbacks; open space; impacts of vehicle ownership and use; and other elements.
 - (3)** Reinforce and complement positive development patterns identified through a community process conducted by the City-chartered neighborhood association that encompasses the S-JW zone.
 - (4)** Accommodate future growth without eroding the areas' residential character and livability.
 - (5)** Promote stability of the neighborhood community by maintaining a balanced mix of single-dwelling, duplex, and multi-dwelling residential development that contributes positively to the predominant residential patterns that arose as the neighborhood was built out. Prevent destabilization that would result from major residential redevelopment.
 - (6)** Limit the density and intensity of permitted development to a level of development that does not fundamentally replace the essential character of the encompassed area (i.e., by redevelopment).
 - (7)** Support the encompassed areas as transition areas between higher intensity residential and commercial land uses adjacent to the S-JW areas (e.g., along W. 13th Avenue and Willamette Streets to the north and east of the Jefferson neighborhood portion of the S-JW area) and lower intensity residential areas adjacent to S-JW areas (e.g., the R-1 zoned areas to the east and south of the Jefferson portion of the S-JW area), in terms of density; building mass, scale, setbacks and facades; open space; and other elements.
 - (8)** Promote a safe, hospitable and attractive environment for pedestrians and bicyclists, including individuals of all ages and abilities, particularly by establishing development standards that do not allow automobile use to reach levels that create hazards or disincentives to pedestrian and bicycle use on local streets and alleys;

- (9) Promote public safety by fostering a strong visual and social connection among living areas of dwellings that are close to one another, and between the living areas of dwellings and the public realm;
- (10) Provide for a range of dwelling types, tenures, density, sizes and costs, including by encouraging the preservation of existing small lots and small, relatively lower-cost, single-dwelling, detached homes, as well as by encouraging new, smaller and relatively lower-cost, detached, single-dwellings and duplexes;
- (11) Implement clear and objective standards that support the above purposes, while allowing for alternative discretionary standards to provide additional flexibility for compatible residential development.

9.3605 S-JW Jefferson Westside Special Area Zone Siting Requirements. In addition to the approval criteria at EC 9.8865 Zone Change Approval Criteria, to receive the S-JW Jefferson Westside Special Area Zone, the site must be included within the boundaries of the Jefferson Westside Special Area Zone depicted on Figure 9.3605 S-JW Jefferson Westside Special Area Zone boundaries.

9.3615 S-JW Jefferson Westside Special Area Zone Land Use and Permit Requirements and Special Use Limitations. The land use and permit requirements and special use limitations applicable in the S-JW Jefferson Westside Special Area Zone shall be those set out at EC 9.2740 and EC 9.2741 for uses in the R-2 zone, except the following uses listed on Table EC 9.2740 are prohibited in the S-JW Jefferson Westside Special Area Zone:

- (1) Correctional Facilities.
- (2) C-1 Neighborhood Commercial Zone permitted uses, unless such a use is specifically listed in another row on Table 9.2740 as an allowable use under the "R-2" column.

9.3625 S-JW Jefferson Westside Special Area Zone Development Standards.

- (1) **Application of Standards and Adjustment.**
 - (a) Application of Standards. In addition to the special use limitations in EC 9.3615 and the development standards in EC 9.3625 to 9.3640 and EC 9.5000 to 9.5850, the General Standards for All Development in EC 9.6000 through 9.6885 apply within this zone. In the event of a conflict between those general development standards and the development standards in EC 9.3625 to 9.3640, the provisions of EC 9.3625 to 9.3640 shall control.
 - (b) Adjustment. The development standards in subsections EC 9.3625(6) regarding driveway width and EC 9.3625(3)(a)2.b regarding primary vehicle access may be adjusted in accordance with EC 9.8030(26). For sites zoned S-JW Special Area Zone, these are the only standards that may be adjusted.
- (2) **Roof Form.**
 - (a) All roof surfaces on residential buildings, other than as provided for porches and dormers in subsections (b) and (c) below, shall have a minimum slope of 6 inches vertically for every 12 inches horizontally, except:
 - 1. A lesser roof pitch is permitted so long as the pitch is no less than the median roof pitch of all residential buildings located on those S-JW lots located within 300 feet of the subject lot. For purposes

of determining the median roof pitch, each residential building's roof pitch shall be considered the roof pitch of the building's largest contiguous roof area.

2. For a residential building that contains the only dwelling on a lot, a lesser roof pitch is permitted for up to 1,000 square feet of roof surface, so long as the area(s) of lesser pitch are no more than 15 feet above grade at any point.
- (b) Residential building porches are not required to have a sloped roof if the porch is:
1. Less than 100 square feet; or
 2. Located on a street-fronting lot that is not an alley access only lot and is on the rear (i.e., side opposite a street) of the residential building closest to the street.
- (c) Residential building dormers are not required to have a sloped roof if the dormer is:
1. Less than 10' wide, as measured at sidewalls or maximum roof opening, whichever is greater; or
 2. Located on a street-fronting lot that is not an alley access only lot and is on the rear (i.e., side opposite a street) of the residential building closest to the street.
- (d) Roof surfaces on garages and other buildings that are not residential buildings in the following categories shall have a minimum slope of 6 inches vertically for every 12 inches horizontally:
1. Buildings with over 200 square feet of floor area; and
 2. Buildings with over 100 square feet of floor area that have any part of the building over 12 feet high, as measured from grade.
- (3) Alley development standards.**
- (a) Primary Vehicle Access. For the purposes of this section, "primary vehicle access" means the primary means by which inhabitants take vehicular access to a dwelling or on-site parking space(s) provided for a dwelling. Primary vehicle access is determined as follows:
1. On an alley access only lot, every dwelling's primary vehicle access is the alley.
 2. On a lot that is not an alley access only lot and that, consistent with access standards in the EC, could take vehicular access from an alley, a dwelling's primary vehicle access is:
 - a. The street, when there is only one dwelling on the lot.
 - b. When there are multiple dwellings on the lot, for each on-site parking space that complies with the standards applicable in the S-JW special area zone and that can only be accessed and exited via a street (i.e., cannot use the alley for entry or exit), one dwelling is considered to take primary vehicle access from the street. The remainder of the dwellings shall be considered to take primary vehicle access from the alley.

If there are one or more dwellings with the alley as primary vehicle access, the dwelling(s) closest to the alley shall be considered to have primary access from the alley. In cases where multiple dwellings are equidistant from the alley and not all of them take primary access from the alley, the property owner may designate which dwellings take primary

access from the alley. The provisions in this subsection (3)(a)2.b. may be adjusted based on the criteria of EC 9.8030(26)(2).

3. On all lots not addressed in 1. or 2., above, all dwellings' primary vehicle access is the street.
- (b) No more than one dwelling on the same development site may take primary vehicle access from an alley unless the site also abuts a street that the alley intersects.
- (c) On any lot that contains one or more dwellings whose primary vehicle access is an alley, there must be at least an undivided 400 square-foot open space area (not including buildings, parking or driveways) abutting the alley. Except as provided in 4., below, the open space area:
 1. shall abut the alley for at least 25% of the length of the lot line abutting the alley;
 2. shall be a minimum of 10 feet in depth for the entire extent that the open space area abuts the alley; and
 3. may include areas that are within setbacks.
 4. The open space required in this subsection (c) may be placed behind parallel parking abutting the alley.
- (d) For a dwelling whose primary vehicle access is an alley:
 1. The dwelling may not have more than three bedrooms.
 2. If the dwelling is in the residential building closest to the alley, then the dwelling shall include a main entrance that is visible from the alley (**see Figure 9.3625(3)(d)2.**) and meets one of the following conditions:
 - a. Faces the alley;
 - b. Faces the side of the lot and meets all the following conditions:
 - (1) The entrance opening is not more than 8 feet from the building façade facing the alley and nearest the alley;
 - (2) The entrance includes a covered porch of at least 30 square feet;
 - (3) The porch abuts both the façade containing the entrance and a façade facing the alley; or
 - c. Faces the side of the lot and meets all the following conditions:
 - (1) The entrance opening is no more than 8 feet from the building façade facing the alley and nearest the alley.
 - (2) The entrance provides direct resident access to a head-in parking area on the same side of building.
 - (3) The entrance includes a covered porch of at least 20 square feet.
 - (4) The façade facing the alley includes windows that total at least 8 feet wide when measured at 5' above the floor of the first story and that have a minimum area of at least 20 square feet.
 3. One on-site parking space, accessible from the alley, per dwelling is required.

(4) Main Entrances.

- (a) Except as provided in (c), below, on a street-fronting lot that is not an alley access only lot, the residential building closest to the street shall include a main entrance that meets one of the following conditions:
 - 1. Faces the street; or
 - 2. Faces the side of the lot and meets all the following conditions:
 - a. The main entrance opening is not more than 8 feet from the building façade facing the street and nearest the street;
 - b. The main entrance includes a covered porch of at least 30 square feet;
 - c. The porch abuts both the façade containing the main entrance and a façade facing the street.
 - (b) Except as provided in (c), below, on corner lots with more than one residential building, all residential buildings shall include a main entrance that meets the requirements of subsection (a).
 - (c) Notwithstanding (a) and (b), above, where three or more dwellings have ground-level entrances on two or more sides of a common courtyard that is open to a street for at least 20 feet, the dwellings' main entrances may face the courtyard. **(See Figure 9.3625(4)(c))**
- (5) Garage Door Standards.**
- (a) Except for a garage accessed from an alley, only one garage door, with maximum width of 9 feet and maximum height of 8 feet, is allowed within 30 feet of any portion of a lot line that abuts a street.
 - (b) For a garage accessed from an alley, one garage door 18 feet wide and 8 feet high or 2 garage doors 9 feet wide and 8 feet high, are permitted.
- (6) Driveway Standards.** In lieu of any conflicting standards in EC 7.410 Driveways – Curb cut, the following standards shall apply:
- (a) Street Access Driveway Curb Cuts and Width. Driveways that are accessed from a street must meet all the following requirements:
 - 1. Except as provided in (7), below, a lot shall have no more than one curb cut on each street that the lot abuts.
 - 2. The maximum curb cut width is limited to 14 feet where the driveway abuts the street, and the driveway must taper to no more than 12 feet within 3 feet of the street curb or edge.
 - 3. The maximum driveway width for a driveway that accesses a single-car garage is 12 feet.
 - 4. No portion of a driveway or parking area shall be wider than 12 feet within 30 feet of any portion of a lot line that abuts a street.
 - 5. For a driveway or parking area located within five feet of an existing driveway or parking area on an adjacent property under common ownership or within the same development site, the maximum total width of the two driveways and/or parking areas is 18 feet within 30 feet of any portion of a lot line that abuts a street.
 - 6. The full width of impermeable surfaces and surfaces with permeable paved surfaces (such as parking areas or walkways) that are within one foot of a driveway shall be included in calculating the driveway width except that one private walkway, no wider than 4 feet within 5 feet of the driveway, may terminate at the driveway. **(See Figure 9.3625(6)(a)6.)**
 - 7. Exception. For a duplex where both main entrances face the same street and the lot is not on the corner of two streets or the corner of a street and an alley, two curb cuts and driveways are allowed

as long as both curb cuts and driveways meet all of the following conditions:

- a. There must be at least 30 feet between the two curb cuts;
- b. Each curb cut must be at least 5 feet from any curb cut on an adjacent lot;
- c. The maximum curb cut width is limited to 11 feet where the driveway abuts the street, and the driveway must taper to no more than 9 feet within 3 feet of the street curb or edge; and
- d. No portion of a driveway or parking area shall be wider than 9 feet within 30 feet of any portion of a lot line that abuts a street.

(See Figure 9.3625(6)(a)7.).

- (b) Alley-Access Driveway Width. The maximum driveway and/or parking area width is 18 feet within 30 feet of any portion of a lot line that abuts the alley.
- (c) Adjustment. The driveway width standards in this subsection (6) may be adjusted based on the criteria of EC 9.8030(26)(1).

(7) Parking Standards.

- (a) Except as provided in (3)(d)3. above, each dwelling shall have one on-street or on-site vehicle parking space for every three bedrooms, rounded up to the next whole number (i.e. a four-bedroom dwelling must have at least two parking spaces). For purposes of this subsection, each uninterrupted twenty feet of lot line that abuts a street right-of-away where parking is legal within the entirety of that twenty feet shall count as one on-street parking space. The twenty feet may not include any portion of a curb cut.
- (b) No portion of a vehicle parking area may be located in the area defined by the Street Setback minimum standard (i.e., from which structures, other than permitted intrusions, are excluded) or between the street and the residential building façade that faces, and is closest to, the street.

(See Figure 9.3625(7)(b)).

- (8) The following Table 9.3625 sets forth the S-JW Special Area Zone development standards, subject to the special development standards in EC 9.3626.

Table 9.3625 S-JW Jefferson Westside Special Area Zone Development Standards (See EC 9.3626 Special Development Standards for Table 9.3625.)	
Density(1)	
Minimum Dwellings Per Lot	
Lots less than 13,500 Square Feet	--
Lots 13,500 square feet and larger	1 dwelling per lot for every 6,750 square feet (fractional values are rounded down to the nearest whole number)
Maximum Dwellings Per Lot(1)	
Alley Access Only Lot	1 dwelling per lot
Lots less than 2,250 square feet	No additional dwellings after [date of adoption]
Lots between 2,250 and 4,499 square feet	1 dwelling per lot
Lots between 4,500 and 8,999 square feet	2 dwellings per lot

Table 9.3625 S-JW Jefferson Westside Special Area Zone Development Standards (See EC 9.3626 Special Development Standards for Table 9.3625.)	
Lots 9,000 square feet and larger	1 dwelling per lot for every 4,500 square feet (fractional values are rounded down to the nearest whole number)
Maximum Building Height (2) (9)	
Minimum Building Setbacks (3) (4) (5) (9)	
Maximum Lot Coverage (6) (7)	50%
Maximum Vehicle Use Area (6)	20%
Common and Private Open Space (7)	
Fences (8)	
(Maximum Height Within Interior Yard Setbacks)	6 feet
(Maximum Height within Front Yard Setbacks)	42 inches

9.3626 Special Development Standards for Table 9.3625.

- (1) Density.** For purposes of determining the maximum allowable dwellings on a lot:
- (a) A dwelling with five or fewer bedrooms that is the only dwelling on a street-abutting lot that is at least 4,500 square feet shall be counted as one dwelling.
 - (b) Two dwellings that together have a total of six or fewer bedrooms, and that are the only dwellings located on a street-fronting lot that is at least 4,500 square feet, and where at least one residential building on the lot has a front facade that faces a street and is within the street maximum setback, shall be counted as two dwellings.
 - (c) For cases not covered by sections (a) and (b), above, the dwelling count shall be the sum of the dwelling counts calculated under the following subsections:
 - 1. The total dwelling count for all dwellings with three or fewer bedrooms shall be the number of dwellings,
 - 2. The total dwelling count for all dwellings with four or more bedrooms shall be the total number of bedrooms in these dwellings divided by three. Fractional dwelling counts resulting from this calculation shall be rounded up to the next whole number, e.g. a total of seven bedrooms counts as three dwellings.
 - (d) Dwelling counts shall be recalculated as part of the City's consideration of any new development proposing to increase the number of dwellings or bedrooms on a lot. The proposed change shall not be permitted unless the new dwelling count will comply with all applicable standards in this section.
 - (e) In addition to the Maximum Dwellings Per Lot allowed by Table 9.3625, one additional dwelling may be established on a lot that is between 9,000 square feet and 12,499 square feet, and up to two additional dwellings may be established on a lot that is 13,500 square feet or larger, so long as:
 - 1. No residential building on the lot has more than two dwellings;
 - 2. No dwelling on the lot has more than three bedrooms; and
 - 3. No dwelling added to the lot after December 14, 2009, or that is on a lot that has more than the number of dwellings allowed on the lot by Table 9.3625 has more than 800 square feet of living

- area or any point (other than chimney) higher than 18 feet.
- (f) Multi-lot developments. A multi-lot development site is treated as one area for calculating allowable dwellings. (I.e., allowable dwellings are not the sum of individual lots' allowable dwellings). A multi-lot development site cannot include an alley access only lot or a lot less than 4,500 square feet.
- (2) Building Height. (See Figure 9.3626(2)(3)(4)).**
- (a) Residential buildings.
1. On a street-fronting lot that is not an alley access only lot, the maximum height of any part of a residential building within 60 feet of the lot line abutting the street is:
 - a. For any section of a roof that has at least a 6:12 pitch (i.e. a slope of 6 inches vertically for every 12 inches horizontally) for the entire roof section: 30 feet.
 - b. Otherwise: 18 feet.
 - c. For a lot that meets the definition of "Street-fronting lot" with respect to more than one street, the 60 foot distance shall be measured from the shortest lot line that meets the requirements under the definition of "Street-fronting lot."
 2. The maximum height of any part of a residential building not covered under subsection 1., above, is 18 feet.
 3. Chimneys on residential buildings may exceed the maximum height limits by no more than 5 feet.
- (See Figure 9.3626(2)(a)).**
- (b) The maximum height of any part of a garage or building that is not a residential building is 15 feet.
- (c) The height of any part of a structure shall be measured as its vertical distance above grade.
- (3) Alley and Street Setbacks. (See Figure 9.3626(2)(3)(4)).**
- (a) Alley minimum setback. Except as provided under subsection (a)1., below, all buildings shall be set back a minimum of the distance specified in subsections 1. and 2., below, from any portion of a lot line that abuts an alley and from any alley right-of-way easement, whichever would result in a greater setback distance.
1. Residential buildings: 5 feet. All intrusions allowed by EC 9.6745 ("Setbacks-Intrusions Permitted") and not explicitly prohibited by other provisions applicable in the S-JW Special Area Zone are allowed but no intrusion may penetrate more than two feet into the setback.
 2. Other structures: 2 feet. No intrusions are allowed.
- (b) Street setback.
1. Residential buildings.
 - a. Minimum setback shall be:
 - (1) 15 feet from any portion of a lot line that abuts a street and from any street right-of-way easement, whichever would result in a greater setback distance; or
 - (2) The average setback distance to the widest portion of the front facades of the two nearest residential buildings, one on each adjacent property on the side of the subject property, that face the same street, but not less than 10 feet; or

- (3) Where there are not two dwellings as described in (2), above, one half the sum of 15 feet plus the setback distance to the widest portion of the front facade of the nearest residential building on a different property that faces the same street, but not less than 10 feet
 - (4) All intrusions allowed by EC 9.6745 ("Setbacks-Intrusions Permitted") and not explicitly prohibited by other provisions applicable in the S-JW Special Area Zone are allowed. No intrusion may penetrate closer than 10 feet from any portion of a lot line that abuts a street and from any street right-of-way easement.
- b. Maximum setback on a street-fronting lot that is not an alley access only lot:
- (1) At least one residential building on the lot must have at least 25 feet or 100 per cent, whichever is less, of its main facade width located within 30 feet of the portion(s) of a lot line that abuts the street or the easement that the main facade faces.
 - (2) The maximum front yard setback can be increased to one of the following measurements, but to no more than 35 feet:
 - (A) The average setback distance to the widest portion of the front facades of the two nearest residential buildings, one on each adjacent property on the side of the subject property, that face the same street; or
 - (B) Where there are not two such dwellings as described in (A), one half the sum of 30 feet plus the setback distance to the widest portion of the front facade of the nearest residential building on a different property that faces the same street.
 - (3) On a corner lot (i.e., a lot that has abuts two intersecting streets), the street minimum setback requirement may be reduced to 10 feet for no more than a 30-foot extent of one residential building on one of the streets, when that residential building meets the following conditions:
 - (A) The residential building has a main entrance that meets the requirements in EC 9.3625(4) with respect to a different street and complies with the 15 foot minimum street setback requirement with respect to that street; and
 - (B) No dwelling in the residential building has a main entrance within the extent of the façade to which the 10 foot setback applies.
2. Garages and buildings that are not residential buildings shall meet the following minimum setback requirements:
- a. 21 feet from any portion of a lot line that abuts a street and from any street right-of-way; and
 - b. On all lots except alley access only lots: 6 feet behind the street-facing façade, other than the façade of an attached

garage, that is furthest from the street of the residential building closest to the street that the garage or non-residential building faces.

- (c) Special setback provisions may also apply, see EC 9.6750 Special Setback Standards.
- (4) Interior Yard Setbacks. (See Figure 9.3626(2)(3)(4)).** For purposes of this subsection, “generally parallel” shall mean within 30 degrees of parallel, and the term “generally perpendicular” shall mean within 30 degrees of perpendicular. Except as provided in subsections (c) through (f) of this subsection:
 - (a) For a street-fronting lot that is not an alley access only lot, for any portion of an interior lot line that is located within 60 feet of a lot line abutting a street and generally perpendicular to the side of the lot along which the interior lot line lies: The setback shall be at least 5 feet from the interior lot line and a minimum of 10 feet from structures on other lots. In addition, at a point that is 12 feet above grade, the setback shall slope at the rate of 10 inches vertically for every 12 inches horizontally (approximately 50 degrees from vertical) away from the lot line. **(See Figure 9.3626(4)(a)(b)).**
 - (b) Setbacks from all other portions of interior lot lines, not covered in subsection (a), shall be at least 5 feet from the interior lot line and a minimum of 10 feet from structures on other lots. In addition, at a point that is 8 feet above grade, the setback shall slope at the rate of 10 inches vertically for every 12 inches horizontally (approximately 50 degrees from vertical) away from the lot line. **(See Figure 9.3626(4)(a)(b)).**
 - (c) All intrusions allowed by EC 9.6745 (“Setbacks-Intrusions Permitted”) and not explicitly prohibited by other provisions applicable in the S-JW Special Area Zone are allowed, except that:
 - 1. The maximum extent of allowable intrusions into the sloped portion of a setback shall be measured horizontally from the sloped plane of the setback.
 - 2. No wall or surface of a building that is an intrusion allowed under EC 9.6745(2) and that is over 20 square feet shall be closer than 10 feet to any residential building’s wall or surface that is over 20 square feet on an adjacent property.
 - (d) On a street-fronting lot that is not an alley access only lot, a residential building with a main roof that is gabled or hipped and has a ridgeline generally parallel to a lot line abutting the street may have a single gable or hipped portion on each side of the building intrude into the sloped portion of the interior yard setback, as long as the entire intrusion is within 60 feet of the respective lot line abutting the street and the maximum width of the part of the building that penetrates the sloped setback is 35 feet.
 - (e) A residential building may have a maximum of 4 dormers, with a maximum of 2 dormers per side of the roof, that intrude into the sloped portion of an interior yard setback, as long as each dormer that intrudes on the setback meets all the following requirements:
 - 1. Has at least 4 square feet of window(s) in the end (face) wall.
 - 2. Has a minimum setback of 7 feet from interior lot lines and is a minimum of 10 feet from structures on other lots.

3. Maximum width.
 - a. There is no maximum width for a dormer that has an end (face) wall that does not face a street and is setback at least 30 feet from the nearest lot line segment the end wall faces.
 - b. The maximum width for all other dormers that intrude into the setback is 10 feet measured between the sidewalls or maximum roof opening, whichever is greater.
 4. The dormer's sidewalls (if any) are setback a minimum of 2 feet from the nearest generally parallel outer wall of the building to which the dormer is attached.
- (f) Exceptions.
1. Structures may intrude into the sloped portion of any interior yard setback as long as the lot owner secures and records in the office of the Lane County Recorder a maintenance access easement adjacent to intrusive side of the structure. The easement shall provide a 5-foot wide access the entire length of the intrusion and 5 feet beyond both ends, and require a 10-foot separation between buildings on separate lots. The easement shall be on a form provided by the city, shall be approved by city staff, and be subject to review and payment of a fee set by the city manager.
 2. Structures may intrude into an interior yard setback arising from a lot line between an alley access only lot and the lot between the alley access only lot and the street, as long as the property owner secures and records a maintenance access easement as described in 1, above.
- (g) Easements. Except where buildings abut or share a common wall, the owner of a lot or parcel with an interior yard of less than 5 feet from the adjacent property line must secure and record in the office of the Lane County Recorder a maintenance access easement adjacent to that side of the building. The easement shall provide a 5-foot wide access the entire length of the building and 5 feet beyond both ends, and require a 10-foot separation between buildings on separate lots. The easement shall be on a form provided by the city, shall be approved by city staff, and be subject to a review and payment of a fee set by the city manager. There shall be no projection of building features into this easement.
- (5) Window Setback above First Floor.** For purposes of this subsection, "generally parallel" shall mean within 30 degrees of parallel.
- (a) Except as provided in (b), windows above the first floor shall be setback a minimum of 10 feet from interior lot lines.
 - (b) Windows that are within 60 feet of a lot line abutting the street of a street-fronting lot that is not an alley access only lot, and that are in a gable or hipped end of a residential building with a main roof ridgeline generally parallel to the respective lot line abutting the street, are excluded from the setback requirement in (a), above.
- (6)** The maximum area covered by paved and unpaved vehicle use areas including but not limited to driveways, on-site parking and turnarounds, is 20 percent of the total development site area.
- (7) Common and Private Open Space. (See Figure 9.3626(7)).**

- (a) All developments of three or more dwellings (as calculated under EC 9.3626(1)) shall include common or private open space, or a combination thereof, that equals or exceeds the greater of the following two areas:
 1. 20% of the development site area.
 2. 25% of total living area.
- (b) Any common open space intended to meet the requirements of this subsection (7) may include only those the areas listed under EC 9.5500(9)(a)(1) and (2). No indoor area may be counted as common open space.
 1. The minimum area for any common open space shall be 250 square feet.
 2. The boundaries of any area counted as common open space must be sufficient to encompass a square with 15 foot sides.
- (c) Any private open space intended to meet the requirements of this subsection (7) shall be consistent with EC 9.5500(9)(b).
- (d) An open space credit shall be allowed consistent with EC 9.5500(9)(c)2 for qualifying setback areas. The EC 9.5500(9)(c)1 credit for public parks is not allowed.

(8) Fences.

- (a) Types. The type of fence (including walls or screens) used is subject to specific requirements stated in the landscape standards beginning at EC 9.6200 Purpose of Landscape Standards. The standards apply to walls, fences, and screens of all types including open, solid, wood, metal, wire, masonry or other material. Use of barbed wire and electric fencing is regulated in EC 6.010(d) Fences.
- (b) Location and Heights.
 1. Fences up to 42 inches in height are permitted within the required front yard setback. For corner lots or double frontage lots, a fence between 42 inches and 6 feet in height is permitted within one of the two front yard setbacks, so long as for corner lots, this fence cannot extend past a line created by an extension of the front wall of the dwelling. **(See Figure 9.2751(13)(b)1.)**
 2. Fences up to 6 feet in height are permitted within the required interior yard setback.
 3. The height of fences that are not located within the required setback areas is the same as the regular height limits of the zone.
 4. Fences must meet the standards in EC 9.6780 Vision Clearance Area.

- (9) Maximum building height and minimum building setbacks may be modified with an approved planned unit development permit. (For planned unit development procedures refer to EC 9.7300 General Overview of Type III Application Procedures and for approval criteria refer to EC 9.8320 Tentative Planned Unit Development Approval Criteria - General.)

9.3630 S-JW Jefferson Westside Special Area Zone Lot Standards. The following Table 9.3630 sets forth S-JW Jefferson Westside Special Area Zone lot standards, subject to the special standards in EC 9.3631.

Table 9.3630 S-JW Jefferson Westside Special Area Zone Lot Standards (See EC 9.3631 Special Standards for Table 9.3630.)
Lot Area Minimum (1)

Table 9.3630 S-JW Jefferson Westside Special Area Zone Lot Standards (See EC 9.3631 Special Standards for Table 9.3630.)	
Lots, except Small Lots, Alley Access Only Lots	4,500 square feet
Small Lots (2)	2,250 square feet or per Cluster Subdivision or PUD
Alley Access Only Lots (4)	2,250 square feet
Frontage Minimum (1)	
Interior Lot	45 feet
Corner Lot	45 feet
Lot Area Maximum (3)	13,500 square feet

9.3631 Special Standards for Table 9.3630.

- (1) (a) Lot frontage requirements may be met by a lot that abuts a street or an alley continuously for the required length indicated in Table 9.3630.
- (b) A lot must be of sufficient size and/or have sufficient on-street parking to meet applicable vehicle parking requirements under EC 9.3625(3)(b)4 or EC 9.3625(7) for one dwelling, or all existing dwellings on the lot at the time the lot is created, whichever is greater.
- (c) Rectilinear shape. A lot line segment is a portion of the boundary line of a lot that is bounded on each end by an angle and that contains no angles within the line segment. (The point at which a straight line intersects a curved line is considered an angle.)
1. All lot line segments must be straight lines and intersect at right angles (90 degrees).
 2. Exceptions
 - a. Lot line segments may intersect at an angle between 85 and 95 degrees to the extent that will produce a lot with at least four sides and a lot boundary with fewer angles than could be accomplished using only right angles.
 - b. An angle between 45 and 135 degrees is allowed where a new lot line intersects a lot line segment that existed prior to December 14, 2009, and the existing lot line segment did not intersect both its adjoining lot line segments at right angles.
- (d) A lot's boundaries must be sufficient to fully encompass a rectangle of the following size:
1. Alley access only lots: 45'x35'
 2. Other lots: 45'x45'
- (See Figure 9.3631(1)(d)(e)).**
- (e) Minimum interior lot dimension. **(See Figure 9.3631(1)(d)(e)).** The minimum distance between any two non-intersecting lot line segments is 35 feet when measured by a straight line that does not begin or end at an intersection of any two lot line segments and that lies entirely within the lot's boundaries.
- (f) The Property Line Adjustment provisions at EC 9.8400 through 9.8420 are available within the S-JW zone only for adjustment of a portion of a lot line that existed in its current location as of December 14, 2009. Such lot lines may be adjusted by up to 5 feet, measured perpendicularly from the lot line's current location, and consistent with all other applicable lot standards. A Property Line Adjustment allowed

- under this section may be up to 10 feet if the adjustment is necessary to accommodate an encroachment that existed as of December 14, 2009,.
- (g) A lot must have the capacity for vehicular access from an alley or street consistent with access standards in the EC.
 - (h) The creation of a new flag lot is prohibited in the S-JW Jefferson Westside Special Area Zone.
- (2) Other than an alley access only lot, a lot with an area of less than 4500 square feet:
- (a) May be created only if:
 1. The original lot from which the small lot is created abutted a street for at least a continuous 45 feet and was at least 6,750 square feet prior to the creation of the small lot; and
 2. Shall not have an existing dwelling that has more than three bedrooms.
 3. Only one "small lot" may be created from any portion of a lot that exists as of December 14, 2009.
 - (b) No new dwelling with more than three bedrooms is allowed on a small lot.
- (3) Exceptions to the maximum lot size shall be granted if any of the following is met:
- (a) Existing physical circumstances such as topographically constrained lands, conservation easements, existing buildings, or utility easements prevent the ability to further divide the lot.
 - (b) The lot exceeding the maximum lot size is intended to reserve a large lot for future land division with feasibility demonstrated by a conceptual buildout plan.
 - (c) The subdivision achieves a minimum density of 9 units per net acre.
 - (d) The exception will enable protection of natural resources.
- (4) An alley access only lot may be created only if:
- (a) The original lot from which the alley access only lot is created abuts a street for at least a continuous 45 feet and is at least 6,750 square feet prior to the creation of the alley access only lot;
 - (b) Only one alley access only lot may be created from any portion of a lot that exists as of December 14, 2009; and
 - (c) A new alley access only lot must include the entire portion of the original lot's lot line that abuts the alley.

9.3640 Non-conforming development.

- (1) Existing development that does not meet the lot coverage or open space requirements at EC Table 9.3625, 9.3626(6) or (7) must be brought into conformance with the lot coverage and open space standards in those code sections only when any additional dwelling is created or the number of bedrooms in any dwelling is increased to four or more. However, no development may increase the extent of non-conformance.
- (2) Existing development that does not meet the driveway or parking requirements at EC 9.3625(3), (6) or (7) must be brought into conformance with those driveway and parking standards only when:
 - (a) An additional dwelling is created on the lot;
 - (b) The number of bedrooms in any dwelling on the lot is increased to four or more; or

- (c) The proposed development would otherwise result in an increase in the extent of the existing driveway's or parking area's non-conformance.
- (3) A non-conforming driveway or parking area may be paved or re-paved to the extent of the driveway or parking area that existed as of December 14, 2009, without having to be brought into conformance.
- (4) Legally established buildings and uses conforming to the residential net density requirements in the R-2 zone on December 7, 1994 are exempt from EC 9.1210 to 9.1230 Legal Nonconforming Situations, pertaining to nonconforming uses. This exemption is limited to development sites in the S-JW Jefferson Westside Special Area Zone on which residential buildings and uses existed, or in which a development permit or land use application was pending, on December 7, 1994. If such a building which is nonconforming as to minimum density is destroyed by fire or other causes beyond the control of the owner, the development site may be redeveloped with the previous number of dwelling unit(s) if completely rebuilt within 5 years. If not completely rebuilt within 5 years, the development site is subject to the density standards for the S-JW Jefferson Westside Special Area Zone.

Section 6. Subsection (26) of Section 9.8030 of the Eugene Code, 1971, is added to provide:

9.8030 **Adjustment Review - Approval Criteria.** The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

(26) S-JW Jefferson Westside Special Area Zone. The following standards applicable within the S-JW Jefferson Westside Special Area Zone may be adjusted upon a finding that the adjustment is consistent with the following criteria.

- (1) **Driveway width.** An additional two feet of width is allowed for any portion of a driveway that takes access from a street based on the following criteria:
 - (a) The additional driveway width is necessary to avoid an unsafe condition, to comply with the requirements of EC 9.6420 (Parking Area Standards) or to provide reasonable maneuvering room around an obstacle that cannot be practicably relocated to a different location that would not create a driveway obstacle; and
 - (b) The additional area allowed under this adjustment is the minimum necessary to accomplish the objective under (1)(a), above.
- (2) **Means of primary vehicle access.** A dwelling considered to have its primary vehicle access from the alley, according to EC 9.3625(3)(a)2.b., may be considered to have its primary vehicle access from the street if the applicant demonstrates that physical conditions or code standards preclude the establishment of vehicle parking on any part of the lot that could be accessed from the alley.

Section 7. Subsection (4) of Section 9.8865 of the Eugene Code, 1971, is amended by

adding a new subsection (k) and relettering the subsequent subsections to provide:

9.8865 Zone Change Approval Criteria. Approval of a zone change application, including the designation of an overlay zone, shall not be approved unless it meets all of the following criteria:

- (4) The proposed zone change is consistent with the applicable siting requirements set out for the specific zone in:
 - (a) EC 9.2150 Commercial Zone Siting Requirements.
 - (b) EC 9.2430 Industrial Zone Siting Requirements.
 - (c) EC 9.2510 Natural Resource Zone Siting Requirements.
 - (d) EC 9.2610 Park, Recreation, and Open Space Siting Requirements.
 - (e) EC 9.2681 Public Land Zone Siting Requirements.
 - (f) EC 9.2735 Residential Zone Siting Requirements.
 - (g) EC 9.3055 S-C Chambers Special Area Zone Siting Requirements.
 - (h) EC 9.3105 S-CN Chase Node Special Area Zone Siting Requirements.
 - (i) EC 9.3205 S-DW Downtown Westside Special Area Zone Siting Requirements.
 - (j) EC 9.3305 S-E Elmira Road Special Area Zone Siting Requirements.
 - (k) EC 9.3605 S-JW Jefferson Westside Special Area Zone Siting Requirements.
 - (l) EC 9.3705 S-RP Riverfront Park Special Area Zone Siting Requirements.
 - (m) EC 9.3805 S-RN Royal Node Special Area Zone Siting Requirements.
 - (n) EC 9.3905 S-W Whiteaker Special Area Zone Siting Requirements.
 - (o) EC 9.4205 /EC East Campus Overlay Zone Siting Requirements.
 - (p) EC 9.4715 /WP Waterside Protection Overlay Zone Siting Requirements.
 - (q) EC 9.4776 /WQ Water Quality Overlay Zone Siting Requirements (only for the purposes of adding the overlay zone. See EC 9.4786.).
 - (r) EC 9.4915 /WR Water Resources Conservation Overlay Zone Siting Requirements (only for the purposes of adding the overlay zone. See EC 9.4960.).
 - (s) EC 9.4815 /WB Wetland Buffer Overlay Zone Siting Requirements.
 - (t) An uncodified ordinance establishing a site specific S-H Historic Special Area Zone, a copy of which is maintained at the city's planning and development department.

Section 8. The Jefferson-Far West Refinement Plan is amended by adding the following policy under Area 16. East Medium-Density Residential Area:

Land Use Policies, Jefferson Area 16. East Medium Density Residential Area

This area shall be recognized as appropriate for application of the Special Area Zone-Jefferson-Westside (S-JW) as defined through the City's land use code. Within the S-JW boundaries set by the City Council, the S-JW zone shall be the only permissible zone. The S-JW zone is consistent with and implements the Medium Density Residential Metro & Refinement Plan designation within its boundaries.

Section 9. The Westside Neighborhood Plan is amended by adding the following Policy 5 to the Central Residential Area section of the Plan's Land Use Element:

Policy 5. The portion of the Central Residential Area that is east of Polk Street shall be recognized as appropriate for application of the Jefferson Westside Special Area Zone (S-JW) as defined through the City's land use code. Within the S-JW boundaries set by the City Council, the S-JW zone shall be the only permissible zone. The S-JW zone is consistent with and implements the Medium Density Residential Metro Plan and Refinement Plan designation.

Section 10. Figures 9.3605, 9.3625(3)(d)2., 9.3625(4)(c), 9.3625(6)(a)6., 9.3625(6)(a)7., 9.3625(7)(b), 9.3626(2)(a), 9.3626(2)(3)(4), 9.3626(4)(a)(b), 9.3626(7), 9.3631(1)(d)(e) as referenced in this Ordinance, are attached hereto as Exhibit A and shall be numerically incorporated in Chapter 9 of the Eugene Code, 1971.

Section 11. The Eugene Zoning Map is amended to remove the existing base zones from the properties identified on Exhibit C attached hereto and to replace those base zones with the S-JW Jefferson Westside Special Area Zone. Any overlay zones remain in place.

Section 12. The legislative findings attached as Exhibit B hereto are adopted in support of this Ordinance.

Section 13. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this
14th day of December, 2009

Approved by the Mayor this
16th day of December, 2009



Acting City Recorder



Mayor

ORDINANCE NO. 19444

AN ORDINANCE ADOPTING THE WESTSIDE NEIGHBORHOOD PLAN AND REPEALING RESOLUTION NO. 2747.

The City Council of the City of Eugene finds as follows:

1. In the fall of 1984, the Eugene Planning Commission began the process of updating the 1977 Westside Plan and developing a new refinement plan for that portion of the Eugene-Springfield Metropolitan Area General Plan within the boundary of the Westside Neighborhood Quality Project. Those boundaries can be described as 13th Avenue on the south, Chambers Street on the east, 7th Avenue on the north to Washington Street, south on Washington Street to the alley between 7th Avenue and 8th Avenue, east along the alley to Lawrence Street, and south on Lawrence Street to 13th Avenue.
2. In January 1985, a major community event was conducted in the Westside Neighborhood to provide an easy opportunity for residents, property owners, and businesses to identify issues to be addressed in the update of the Westside Plan. Approximately 75 to 100 people attended the event. Advance information about the event was mailed to all residents, property owners, and businesses in the area along with a mail-back survey. About 150 completed surveys were returned.
3. During March 1985, nine members were appointed to serve on the Westside Planning Team as a result of a joint effort by the City of Eugene, the Westside Neighborhood Quality Project, and the Eugene Citizen Involvement Committee. The planning team represented area residents, businesses, and institutions. The planning team was charged with preparing a draft update of the Westside Plan and providing opportunities for citizens to be involved throughout the process.
4. In March 1986, a draft Westside Neighborhood Plan was mailed to all property owners and all addresses of record within the plan boundary. The draft plan was also forwarded to the planning directors of Lane County and the City of Springfield for their review for consistency with the Metropolitan Plan.
5. On April 8, 1986, the Westside Neighborhood Quality Project voted to recommend adoption of the draft plan with certain modifications.
6. On April 24, 1986, the Department of Land Conservation and Development was forwarded a copy of the March draft Westside Neighborhood Plan.
7. On May 6, 1986, the Eugene Planning Commission held a public hearing on the March draft Westside Neighborhood Plan.

After a tour and work sessions to consider the plan and public testimony, the Planning Commission took action at its June 2 meeting to recommend a revised version of the March draft Westside Neighborhood Plan for adoption by the City Council. The Planning Commission also recommended a minor amendment to the Metropolitan Area General Plan.

8. On July 28, 1986 the Eugene City Council held a public hearing on the March draft Westside Neighborhood Plan, considered testimony and the recommendation forwarded by the Planning Commission, and tentatively approved the March draft Westside Neighborhood Plan with modifications.

9. Adoption of the refinement plan necessitated a change in the Eugene-Springfield Metropolitan Area General Plan and that action was initiated by the Council in conformity with the process described in the Metro Plan, and the refinement plan, including modifications thereto, and the Metro Plan amendment were submitted to the Lane County Board of Commissioners and City of Springfield.

10. Based on the above record and findings, the City Council concludes that the March draft Westside Neighborhood Plan as amended is consistent with the Eugene-Springfield Metropolitan Area General Plan and other applicable plans and policies, and therefore consistent with Statewide Land Use Planning Goals.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Based on the above findings which are incorporated herein, the goals and policies set forth in the Westside Neighborhood Plan are hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan for the area of the Westside Quality Project.

Section 2. The implementation strategies set forth in the Westside Neighborhood Plan are hereby recognized as potential means of reaching or implementing adopted policies but they are not adopted by the City Council.

Section 3. The land use diagram included in the Westside Neighborhood Plan is hereby adopted as a refinement of the Eugene-Springfield Metropolitan Area General Plan diagram and the explanatory text discussing each segment of the diagram is recognized as clarifying and providing further explanation of the intent of the Metro Plan diagram.

Section 4. Exhibit B to this ordinance is hereby adopted as revisions to be incorporated in the final version of the Westside Neighborhood Plan.

Section 5. The list of implementation priorities is hereby

recognized as providing direction to indicate what implementation activities will be emphasized first.

Section 6. The City Council hereby adopts as additional findings the supporting text, maps, charts, and tables contained in the Westside Neighborhood Plan and the Westside Neighborhood Plan Appendix, and the findings set forth in Exhibit A attached hereto and incorporated herein by reference.

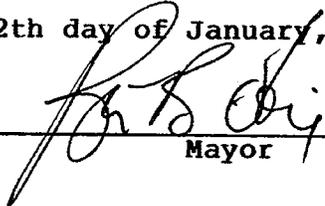
Section 7. City of Eugene Resolution No. 2747, adopted September 12, 1977, concerning the Westside Neighborhood Plan is repealed.

Passed by the City Council this
12th day of January, 1987



City Recorder

Approved by the Mayor this
12th day of January, 1987



Mayor

FINDINGS FOR APPLICABLE STATEWIDE PLANNING GOALS

Goal 1. Citizen Involvement

- A. Goal 1 is intended to ensure that citizens have an opportunity, "to be involved in all phases of the planning process."
- B. In January, 1985, a major community event was conducted in the Westside Neighborhood to provide an easy opportunity for residents, property owners, and businesses to identify issues to be addressed in the update of the Westside Plan. Approximately 75 to 100 people attended the event. Advance information about the event was mailed to all residents, property owners, and businesses in the area along with a mail-back survey. About 150 completed surveys were returned.
- C. A nine-member planning team, representing area residents, businesses, and institutions developed the draft Westside Neighborhood Plan over a 12-month period.
- D. The Westside Neighborhood Quality Project included general information about the draft plan in their neighborhood newsletter throughout the planning process. In March 1986, an information session on the draft Westside Neighborhood Plan was held in conjunction with the Neighborhood's monthly meeting.
- E. In April 1986, the Westside Neighborhood Quality Project discussed the draft plan and forwarded a recommendation to the Eugene Planning Commission.
- F. In May 1986, the Eugene Planning Commission held a public hearing on the March draft Westside Neighborhood Plan.
- G. The Metropolitan Area Planning Advisory Committee (MAPAC), the designated citizen advisory committee for the metropolitan plan conducted a review of the proposed plan amendment on May 29, 1986. The meeting was announced in accordance with Oregon's Public Meeting Law.
- H. On June 2, 1986 the Eugene Planning Commission recommended a revised version of the March draft Westside Neighborhood Plan for adoption by the City Council. The commission also recommended a minor amendment to the Metro Plan to remove the asterisk shown on the plan diagram west of Jefferson Street, between 7th and 11th Avenues.
- I. On July 28, 1986 the Eugene City Council conducted a public hearing on the draft Westside Neighborhood Plan and amendment to the Metro Plan as recommended by the Planning Commission and tentatively approved the draft Westside Neighborhood Plan and initiated an amendment to the Metro Plan through submis-

sion of the refinement plan and proposed Metro Plan amendment to the Lane County Board of County Commissioners and City of Springfield by the Eugene Planning Department. Notice of the meetings before the Eugene Planning Commission and Eugene City Council occurred in accordance with State law and local notice requirements.

Citizens of the metropolitan areas have had opportunities to be involved in all phases of the development and adoption of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) amendment.

Through the above processes, development of the draft Westside Neighborhood Plan and related amendment to the Metro Plan have met the intent of Goal 1, Citizen Involvement.

Goal 2. Land Use Planning

- A. Goal 2 establishes a consistent land use planning process throughout the state.
- B. The Metro Plan was adopted by Eugene, Springfield and Lane County by ordinance in 1982 and has been subsequently amended by ordinances.
- C. That portion of the Metro Plan within the Urban Growth Boundary was acknowledged by the Land Conservation and Development Commission (LCDC) in August, 1982.
- D. The Westside Neighborhood Plan and proposed Metro Plan Diagram amendment fall within the Urban Growth Boundary.
- E. The Metro Plan identifies the role of refinement plans by noting that it is important to augment the Metro Plan by "more detailed refinement plans, programs, and policies."
- F. Fundamental principle #1, page II-1 of the Metro Plan, identifies it as the long-range policy document providing the framework within which more detailed refinement plans are prepared. In accordance with this principle, to date Eugene has adopted over 15 refinement plans and special area studies.
- G. The broad direction established in the draft Westside Neighborhood Plan is consistent with the Metro Plan. The Westside Neighborhood Plan strongly supports the preservation of residential uses within an area of the Metro Plan Diagram indicated as appropriate for mixed use with an emphasis on medium-density housing. The Metro Plan amendment submitted in conjunction with the refinement plan is necessary to make the two documents consistent. The plan diagram reference to "mixed use" was not based on a need for specific land uses. There will be no overall impact, therefore, on the land use allocations.

Based upon existing Metro Plan policies and the above findings, the draft Westside Neighborhood Plan and the proposed amendment to the Metro Plan Diagram satisfy the requirements of Goal 2, Land Use Planning.

Goal 5. Open Spaces, Scenic and Historic Areas and Natural Resources

- A. Goal 5 is intended to conserve open space and protect natural and scenic resources.
- B. None of the area within the Westside Neighborhood Plan was identified in the Metro Plan "natural assets and constraints working paper." 1978 (and addenda) as containing significant Goal 5 related areas.

Based on these findings, the draft Westside Neighborhood Plan and the proposed Metro Plan amendment comply with Goal 5, Open Spaces, Scenic, and Historic Areas and Natural Resources.

Goal 9. Economy

- A. Goal 9 in the Statewide Goals identifies the need to "diversify and improve the economy of the state."
- B. The Metro Plan contains direction for encouraging the vitality of the Eugene downtown area. The proposed Metro Plan amendment will encourage residential development in the Westside Neighborhood and potentially stimulate commercial growth in the downtown.

Based on these findings, the policies contained in the draft Westside Neighborhood Plan and the proposed amendment to the Metro Plan comply with Goal 9, Economy.

Goal 10. Housing

- A. Goal 10 of the Statewide Goals is directed at providing for the housing needs of the state's citizens.
- B. The Metro Plan encourages a variety of housing in or near the downtown area.
- C. The Westside Neighborhood Plan area is adjacent to Eugene's downtown.
- D. The proposed Metro Plan amendment will encourage the retention of existing housing and additional housing in the Westside area.

Based on these findings, the draft Westside Neighborhood Plan and the proposed Metro Plan amendment comply with Goal 10, Housing.

WESTSIDE NEIGHBORHOOD PLAN REVISIONS

The following reflects changes to the March, 1986, draft Westside Neighborhood Plan as incorporated in the final version of the Plan adopted by the Eugene City Council on January 12, 1987. The changes are shown in legislative format, with additions shown in **bold** and deletions [bracketed]. Portions of the final version of the Plan not listed here remain the same as in the March, 1986, draft.

CHAPTER 1 - INTRODUCTION

1. Page 1-1. Amend section titled What is in the Plan? to clarify status of goals and implementation priorities. Amend as follows:

Following this Introduction [are the Plan's priorities encompassing both goals and implementation] **is a list of Westside Neighborhood Plan Goals.** Goals are broad statements ... area's future.

[Implementation Priorities are recognized by the City Council as the most important statements to employ accomplishing the plan's goals.]

The next major portion of the plan contains ... policies. (No further change through the paragraph on "Findings.")

The last section of the plan describes plan implementation and amendment processes and lists the implementation priorities. The implementation priorities are recognized by the City Council as the most important strategies to analyze first, and, if possible, carry out as soon as reasonable.

CHAPTER 2 - PLAN PRIORITIES

1. Page 2-1. Change the title of Chapter 2 from [Plan Priorities] to **Westside Neighborhood Plan Goals.**
2. Page 2-1 and 2-2. Move the list of implementation priorities from Chapter 2 to Chapter 7.

CHAPTER 3 - LAND USE ELEMENT

1. Page 3-1, Implementation Strategy 1.3. Amend this strategy to make the area serve as a transition between the R-2 zoned property to the west and R-3 zoned property to the east, but to use the tool of applying a zoning subdistrict to reduce the density allowed rather than to rezone properties to R-2. Implementation Strategy 1.3 to be reworded as follows:

Initiate [rezoning of] **a zoning subdistrict for the properties along the west side of Jefferson Street between 8th and 12th Avenues from R-3 Multiple Family Residential to [R-2 Limited Multiple Family Residential] R-3/20 A. (Maximum of 20 units per acre instead of 35.)**

2. Page 3-1, Implementation Strategy 1.4. This strategy calls for a reduction in the R-2 maximum density in the neighborhood from 16 to 14

units per acre by adding a 14/A subdistrict. The Commission recognized the desire to preserve the single-family/duplex residential character of the area yet wanted to encourage additional housing near the downtown. Therefore, delete Implementation Strategy 1.4 which reads as follows:

[Initiate rezoning of existing R-2 properties to R-2/14A. (This would reduce the number of residential units allowed per acre from 16 to 14.)]

3. Page 3-1, Implementation Strategies 1.6 and 1.7. Strategy 1.7 refers to Resolution 3120 which prescribes policy guidelines for establishing institutional uses in the Westside Neighborhood. The Council adopted the resolution on April 9, 1979, to balance the neighborhood's desire to preserve its residential character with the needs of certain social service providers and similar uses to locate in areas that adequately respond to the needs of their clients.

Implementation Strategy 1.7 proposes that the list of uses in the resolution be changed to include institutional uses that require a conditional use permit in residential zones. It also calls for close scrutiny before approving institutional uses within two blocks of existing institutional uses rather than the existing standard of one-half or one block.

The Commission recommended that the study of the distribution, operating characteristics, and external impacts of social service institutions throughout the City called for in Implementation Strategy 1.6 should precede and be the basis for any changes to Resolution 3120. Therefore, Implementation Strategy 1.7 should be deleted. Implementation Strategy 1.6 on page 3-1 should be amended as follows:

Conduct a study of the distribution, operating characteristics, and external impacts of social service institutions in the City. If any Planning District is found to have a disproportionate share of such facilities, the City [should] **may implement a regulatory measure to [disperse] reduce possible negative external impacts of such institutional uses.** Also, **review and monitor R-3 zoned properties to determine the impact of clinics on the housing supply.**

Delete Implementation Strategy 1.7 which reads as follows:

[Amend Resolution No. 3120, establishing a policy for institutional uses in the Westside Neighborhood. Amendments to the resolution should include: a) modifying the list of institutional uses defined to include those uses required in the residential zoning districts to obtain a conditional use permit; and b) enlarging the area that is reviewed when approving institutional uses. Specifically, Section 1, #2-C and 2-D of the resolution should be revised to reflect that uses proposed to be located within a two-block radius of one or more institutional uses may be approved only after close scrutiny.]

4. Page 3-2. Based on a suggestion of the Historic Review Board, add a new Implementation Strategy 2.3 as follows:

Encourage owners of historic property to take advantage of financial incentives for rehabilitation such as the City Historic Loan Fund, the Special State Assessment Program, and federal tax credits for rehabilitation.

5. Page 3-2, Implementation Strategy 3.1. Amend the strategy to allow the balanced review of rezoning requests in light of broader policies. Amend as follows:

[Do not allow] **Discourage** rezonings from residential to commercial zoning districts along neighborhood boundaries.

6. Page 3-5. Add the following information to the description section of the Central Residential Area:

In January, 1986, the City approved a Planned Unit Development (PD 84-3) for the block bounded by West 10th, Broadway, Adams, and Jackson. The PUD, or block plan, is an example of a potential tool for preserving the existing housing stock and yet allowing compatible infill housing to increase the density.

7. Page 3-6, Policies 1 and 2. Re-word and combine Policies 1 and 2 as follows to allow a more balanced review of rezoning applications:

The City shall continue to recognize this area as appropriate for medium density residential development[. To retain the area's primarily residential use, the City shall not allow rezonings in the area that would encourage] **and shall discourage** non-residential uses. This policy applies to all portions of the Central Residential Area, even those properties abutting major arterials such as Chambers Street and West 11th Avenue.

8. Page 3-6, Policy 5b. Change this policy referring to the application of site review to the Lincoln School property, to include more flexibility to respond to development proposals by removing the sentence referring to location of new buildings and parking and changing reference to the specific site review criteria to indicate that other criteria may be applied at the time of rezoning. Amend to read as follows:

... the City shall consider:

Application of site review to address creating a positive link between the new development and the surrounding area. [Particularly, any new buildings should be at the outer edge of the site with parking towards the interior.] Building and parking areas should be buffered appropriately from the low density residential areas surrounding the site. [Specific criteria of the] Site review criteria [would be] **to consider should include:** (No additional changes to 5b).

9. Page 3-9. Amend Policy 3 to correct substantive typographical error as follows:

In general, the... commercial node at Blair Street and [East] West 8th Avenue.

10. Page 3-10. Amend Policy 2 to correct substantive typographical error as follows:

In general, the... commercial node at Blair Street and [East] West Avenue.

11. Page 3-11, Policy 2. As presently written, this policy would prohibit expansion of commercial zoning beyond its present boundaries in the vicinity of West 11th Avenue and Chambers Street to avoid strip commercial in that area. Amend to allow for slightly more flexibility in the event a proposal might be appropriate in terms of other applicable policies by changing the wording of the policy to read:

To avoid strip commercial development along West 11th Avenue and Chambers Street, expansion of commercial uses outside of this area shall [not] be [considered appropriate] **discouraged**.

12. Following page 3-12. Amend Existing General Land Use map as follows:

-Indicate the Washington Abbey on the southeast corner of 10th Avenue and Washington Street as multiple family instead of religious.

-Indicate the Applegate Nursing Home on the northwest corner of Madison Street and Broadway as a social institution instead of as religious.

-Indicate an expanded area as religious immediately to the west of the Applegate Nursing Home.

-Indicate the Vet's Home on the southwest corner of Madison Street and Broadway Avenue as social institution instead of single family.

-Change the designation on the southeast corner of Madison Street and Broadway Avenue to multiple-family from single-family.

-Indicate the book store and salvation army as commercial uses on the northwest corner of 11th Avenue and Lawrence Street, change from religious.

-Change the designation on the northeast corner of 11th Avenue and Washington Street from commercial to social institution.

-Change the designation of the social institution noted on the north side of 12th Avenue east of Madison Street to multiple-family.

13. Page 3-15. As the Historic Review Board suggested, add a Land Use Element Housing Finding 15 to read:

The Westside Neighborhood has a high concentration of potentially historic buildings and sites, but a comprehensive cultural resource survey and inventory has not been conducted in the neighborhood.

14. Following page 3-15. Improve readability of the Zoning Districts map by removing the reference to Site Review.

CHAPTER 4 - TRANSPORTATION AND TRAFFIC ELEMENT

1. Page 4-1, Implementation Strategy 1.3. Amend Implementation Strategy 1.3 to clarify that the existing diverter system is not being questioned and to delete reference to the term "Woonerf" because of public confusion about what a "Woonerf" really is. Re-word as follows:

In establishing new gateways, work with the Neighborhood in designing [woonerfs or other] **traffic management techniques to supplement** [alternatives to] the existing diverter system if it is anticipated they will effectively reduce non-local traffic. [(Woonerf is a Dutch word for a way to design streets and adjacent public rights-of-way to provide for shared use of the street by pedestrians and automobiles. It includes a special set of design standards and traffic regulations.)]

Delete all references to "Woonerf" throughout the Plan.

2. Page 4-1. Add an Implementation Strategy 1.5 as proposed by the Westside neighborhood as follows:

Establish a neighborhood procedure for identifying areas of traffic problems (such as Broadway and Almaden) and implementing solutions to these problems.

3. Page 4-2, Implementation Strategy 2.4. Clarify the intent of this strategy to "encourage" rather than "direct" through traffic to use 6th Avenue. Amend as follows:

[Direct] **Encourage** westbound [11th Avenue through] traffic to **use 6th Avenue rather than 11th Avenue.**

4. Page 4-2. Add an Implementation Strategy 3.3 as proposed by the Westside neighborhood, with a slight modification, as follows:

Improve pedestrian and traffic safety in the area of Broadway and Almaden through the use of traffic management techniques.

5. Page 4-2, Implementation Strategy 4.3. Amend this strategy as follows to be more realistic about the role of West 11th Avenue in the overall transportation system:

As long as possible retain existing on-street parking on West 11th Avenue to maintain its residential character.

6. Following page 4-2. Amend the Traffic Volume map to reflect average daily traffic counts taken during 1984 and 1985 and to include a new category showing streets with traffic volumes less than 1,000 to 2,500 vehicles per day.

7. Page 4-7. Amend Finding 5 to accurately indicate existing and proposed bikeway facilities as follows:

Existing bicycle facilities in the Westside Neighborhood consist of signed routes on Broadway[,] and 12th Avenue[, and Monroe Street]. The Bikeway Master Plan calls for bicycle lanes on Polk,[and] Chambers **and Monroe** Streets.

CHAPTER 5 - PUBLIC FACILITIES AND SERVICES ELEMENT

1. Page 5-1, Implementation Strategy 2.3. Delete Implementation Strategy 2.3 which reads as follows because it would set a precedent by requiring a specifically identified private business to address a broad social issue.

[Encourage the Downtown Athletic Club to offer reduced rates to Central Planning District low-income residents until a Jefferson Pool replacement is completed in the central area.]

2. Page 5-1, Policy 3 requires that, insofar as possible, public facilities and services are to be provided to the Westside Neighborhood to the same degree as elsewhere. Based on a suggestion from the Westside neighborhood add the following cross-reference:

(Refer to Policy 1 and associated Implementation Strategy 1.6 in the Land Use Element.)

3. Page 5-1, Implementation Strategy 3.2. Clarify this strategy by amending it as follows:

In providing public facilities and services, give [special] consideration to the unique circumstances of the Westside Neighborhood, including for example, its inner-city position, density, and location with respect to the City's arterial street system **and the recent loss of an elementary school and public swimming pool.**

4. Page 5-2, Implementation Strategy 3.4. Delete Implementation Strategy 3.4 which reads as follows based on comments from the Parks Department that the site is unsuitable due to utility easements in the alley between the two parcels, lack of projected demand for more land at the Kaufman Senior Center, and because of property owner opposition.

[Consider expanding the Kaufman Senior Center grounds onto the undeveloped parcel to the north.]

5. Page 5-4. Amend the Central Planning District Map by removing the symbol for Historic Structures and Landmarks because the locations of the symbols are not all precise. Furthermore, only one, the Chambers House, is in the Westside Neighborhood so the others are not significant in terms of this Plan. Indicate the location of the Chambers House on the Existing General Land Use Map on page 3-13.
6. Page 5-6. Amend last sentence in Finding 10 to correct substantive typographical error as follows:

Emergency medical care and [transportation is] **fire protection inspections** are also provided to the area.

CHAPTER 6 - NEIGHBORHOOD CHARACTER AND DESIGN ELEMENT

1. Page 6-1, Policy 1. Based on a recommendation from the Historic Review Board, replace the policy with a more definitive statement as follows:

[Recognize and encourage the preservation of the unique features of the Westside Neighborhood that contribute to the neighborhood's character and a sense of place]

Identify and encourage preservation of the significant cultural resources and unique features of the neighborhood including buildings, sites, structures, objects, street trees, and landscape features.

2. Page 6-2, insert a new Implementation Strategy 1.3, based on an Historic Review Board recommendation, to read:

Encourage Historic Landmark Designation and/or National Register Nomination of eligible buildings, sites, structures, and objects.

3. Page 6-2, Implementation Strategy 1.5. Clarify that the intent of the strategy is to encourage the redevelopment of existing projects. Recent revisions to the City Code require parking lot buffering and would apply to all new developments. Amend this strategy as follows:

Encourage **owners of existing** commercial and multi-family use **properties** [property owner] to devote more surface to landscaping, particularly in areas of extensive pavement.

4. Page 6-2, Implementation Strategy 2.6. Change the strategy to indicate other street trees that provide a similar effect as Big Leaf Maples yet don't have pavement disadvantages. Amend as follows:

Plant trees that when mature will be characterized by tall, spreading shapes consistent with the neighborhood's character, [especially Big Leaf Maples,] except where they would interfere with solar access to nearby buildings. **Species that would be considered include Red Oaks, Red Maples, Scarlet Oaks, and except where the planter strip is not wide enough, Big Leaf Maples.**

CHAPTER 7 - PLAN IMPLEMENTATION AND UPDATE PROCESS

Incorporate Chapter 7 entitled Plan Implementation and Update Process. (Note: this chapter was accidentally left out of the document at the time of printing.)

7. PLAN IMPLEMENTATION AND UPDATE PROCESS

PLAN IMPLEMENTATION

The Westside Neighborhood Plan is a long-range policy document. Implementation of the plan will occur over the years through both public and private actions. Commitment of City financial resources to specific activities will generally occur through annual budget processes.

The City is expected to use the plan to:

- a. Evaluate those development proposals requiring City review for compatibility with the adopted plan and other adopted City policy.

- b. Initiate public programs and other actions to implement specific aspects of the plan and/or encourage appropriate private investment.
- c. Encourage the Westside Neighborhood Quality Project to assist with the implementation of the refinement plan.

The Westside Neighborhood Quality Project's role is to:

- a. Actively initiate projects that will help implement the plan.
- b. Encourage citizens to be involved in the review of development requests and serve as an advisory body to the City.

It is hoped the private sector will use the plan along with other adopted policy to guide the initiation and development of projects.

PLAN UPDATE PROCESS

The refinement plan is intended to provide policy direction for programs and projects within the Westside Neighborhood. To ensure that the plan continues to reflect the community's desires for the area, periodic evaluation of the plan should occur. Within five years after the adoption of the refinement plan, the City and neighborhood group should evaluate the time frame for conducting a major update of the plan.

IMPLEMENTATION PRIORITIES

The following implementation priorities are recognized by the City Council as the most important strategies to analyze first, and, if possible, carry out as soon as reasonable.

LAND USE

1. Encourage those engaged in residential development to preserve the existing single family character through mechanisms such as block planning, alley access parcels, and rehabilitation of existing residential structures. (Page 3-1, 1.1)
2. Conduct a study of the distribution, operating characteristics, and external impacts of social service institutions in the City. If any Planning District is found to have a disproportionate share of such facilities, the City [should] may implement a regulatory measure to [disperse] reduce possible negative external impacts of such institutional uses. Also, review and monitor R-3 zoned properties to determine the impact of clinics on the housing supply. (Page 3-1, 1.6)
3. Target the Westside Neighborhood for rehabilitation loans, especially to address: 1) areas adjacent to neighborhood boundaries, 2) areas adjacent to commercial uses, and 3) blocks with a high percent of substandard housing. (Page 3.2, 2.2)
- [4. Do not allow rezonings from residential to commercial zoning districts along neighborhood boundaries. (Page 3-2, 3.1)]

TRANSPORTATION AND TRAFFIC

- [5]4. In establishing new gateways, work with the Neighborhood in designing [woonerfs or other] **traffic management techniques to supplement** [alternatives to] the existing diverter system if it is anticipated they will effectively reduce non-local traffic. [(Woonerf is a Dutch word for a way to design streets and adjacent public rights-of-way to provide for shared use of the street by pedestrians and automobiles. It includes a special set of design standards and traffic regulations.)] (Page 4-1, 1.3)
- [6]5. Work with the neighborhood group to provide reference materials to property owners regarding potential techniques to reduce traffic noise impacts. (Page 4-2, 2.3)
- [7]6. [Direct] **Encourage** westbound [11th Avenue through] traffic to use 6th Avenue rather than 11th Avenue. (Page 4-2, 2.4)
7. **Improve the intersection at 13th and Monroe to reduce traffic back-ups on Monroe, increase pedestrian safety, and regulate traffic flow. In considering improvements, maintain Monroe as a two-way street, recognizing its residential character. Include representatives from the fairgrounds and the Westside Neighborhood when considering improvements.** (Page 4-2, 3.2)
8. **Improve pedestrian and traffic safety in the area of Broadway and Almaden through the use of traffic management techniques.**
- [8]9. Use signalization, signs, or marked crosswalks for pedestrians and bicycle crossings near the Kaufman Senior Center on Jefferson Street and along the 12th Avenue bike route at Jefferson and Washington Streets. (Page 4-2, 5.3)

PUBLIC FACILITIES AND SERVICES

- [9]10. Continue to work with School District 4-J in an effort to keep the Lincoln Community School property in public ownership for community and public use. (Page 5-1, 1.)
- [10]11. Construct a Jefferson Pool replacement that will complement the City's parks and recreation program and also serve the Westside Neighborhood. (Page 5-1, 2.)
- [11]12. In providing public facilities and services, give [special] consideration to the unique circumstances of the Westside Neighborhood, including for example, its inner-city position, density, and location with respect to the City's arterial street system **and the recent loss of an elementary school and public swimming pool.** (Page 5-2, 3.2)
- [12]13. Explore the possibility of a neighborhood based police officer and, in general, greater police visibility. (Page 5-2, 6.2)
- [13]14. Install adequate pedestrian level street lighting for safe foot and bicycle travel at night. (Page 5-2, 6.5)

NEIGHBORHOOD CHARACTER AND DESIGN

[14]15. Encourage **owners of existing** commercial and multi-family use **properties** [property owners] to devote more surface to landscaping, particularly in areas of extensive pavement. (Page 6-2, 1.5)

[15]16. Plant trees that when mature will be characterized by tall, spreading shapes consistent with the neighborhood's character, [especially Big Leaf Maples,] except where they would interfere with solar access to nearby buildings. **Species that would be considered include Red Oaks, Red Maples, Scarlet Oaks, and except where the planter strip is not wide enough, Big Leaf Maples.** (Page 6-2, 2.6)

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