

APPENDIX

# *Willakenzie Area Plan*



OCTOBER 1991

# WILLAKENZIE REFINEMENT PLAN APPENDIX

## Table of Contents

	<u>Page</u>
1. INTRODUCTION	
Notification Process and Planning Team Formation	1 - 1
Letter Soliciting Planning Team Members	1 - 3
Citizen Involvement	
Draft Citizen Involvement Program, September 8, 1989	1 - 5
Issues Forum, November 17 & 19, 1988	
Summary of Evaluation Response	1 - 9
Transcripts of Willakenzie Issues Forum	1 - 11
Return Mail Card Responses	1 - 21
Response to Markable Maps	1 - 27
Joint Community Newsletter Announcement	1 - 31
Community Meeting Responses	1 - 33
Demographics Report	1 - 49
Planning Team By Laws	1 - 63
2. LAND USE	
Preliminary Willakenzie Subarea Map	2 - 1
Units by Structure Type and Subarea	2 - 2
Summary of Acres by Willakenzie Area Plan Designation and Subarea	2 - 3
Number of Lots Greater Than and Less Than 15,000 square feet by Subarea	2 - 4
Condition of Residential Units, 1983	2 - 5
Building Activity by Decade	2 - 5
Composition of Existing Residential Units	2 - 6
Housing Type by Acres, Number of Units, and Location	2 - 7
Summary of Use by Zoning	2 - 8
Average Residential Parcel Size for Developed and Undeveloped Parcels	2 - 10
Summary of Total Acres Designated Residential	2 - 11
Summary of Undeveloped Acres Designated Residential	2 - 12
Summary of Developed Acres Designated Residential	2 - 13
Units per Acre of Developed Residential Land	2 - 14

Summary of Units Within Eugene Urban Growth Boundary	2 - 15
Eugene Residential Subareas	2 - 16
Annexation History Map	2 - 17
<b>3. TRANSPORTATION</b>	
Preliminary Traffic Studies on Gheen Irrigation Property, May 25, 1989	3 - 1
Traffic Demand Management for the Ferry Street Bridge Corridor	3 - 5
Chad Blvd. Extension Alignment Option	
Option A	3 - 21
Option B	3 - 23
Option C	3 - 25
Option D	3 - 27
<b>4. PUBLIC FACILITIES AND SERVICES</b>	
Sanitary Sewer Design Assumptions	4 - 1

# **INTRODUCTION**

**WILLAKENZIE REFINEMENT PLAN  
NOTIFICATION PROCESS AND PLANNING TEAM FORMATION**

**PLAN AREA NOTIFICATION**

In mid-September, the Neighborhood Office will produce a city-wide newsletter which will contain information on each of the city's 20 neighborhood groups. The Planning Department will submit an article for the newsletter informing area residents about the refinement plan and soliciting participation on the planning team. The newsletter will be mailed to all residents and property owners in the incorporated section of the planning area.

**PLANNING TEAM FORMATION**

**Notification:** The Planning Department will begin to solicit involvement on the Willakenzie Planning Team in August through a joint neighborhood newsletter that will be mailed to the interested parties lists of the Cal Young and Harlow neighborhood organizations. These mailing lists consist of approximately 450 names. In addition, letters will be mailed to (1) approximately 200 commercial / industrial property owners in the planning area, (2) approximately 1300 residents and owners of property in the unincorporated areas north of the existing city limits and east of Alton Baker Park, and (3) approximately 750 businesses throughout the planning area. The newsletters and personal letters will announce the refinement planning effort and will solicit participation on the planning team.

**Proposed Planning Team Composition:** The Planning Department suggests a planning team composed of eleven voting members -- six representing the composition of the neighborhoods and five representing businesses and residents/property owners within the unincorporated areas. As proposed, the Cal Young neighborhood organization would select four at-large representatives; the Harlow neighborhood organization would be entitled to two at-large representatives. The number of neighborhood representatives is based on the relative number of households within each neighborhood area.

At present, the Harlow neighborhood organization is inactive; there is no executive board to make selections for the planning team. The Eugene Planning Director will select representatives for the Harlow area based on letters of interest received from residents of the area.

The Eugene Planning Director will also appoint business and unincorporated area representatives. The proposed composition of these groups is as follows:

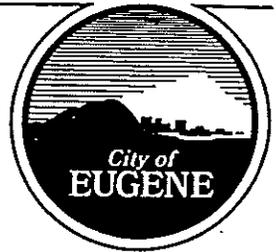
- three (3) business representatives - one each from the Goodpasture Island, Coburg Road, and unincorporated areas.
- one (1) resident/property owner representative from the unincorporated areas.
- one (1) representative of the sand and gravel industry within the unincorporated area.

The planning effort will extend over a two year period. In the interest of continuity, the Planning Department suggests that an alternate (stand-in) be selected for each of the planning team positions. Alternates will be provided with meeting agendas and materials, and will be invited, but not required to attend planning team meetings during the planning period.

**Planning Team Role:** The planning team is charged with the responsibility for the preparation of the draft Willakenzie Refinement Plan. The planning team will also provide periodic progress reports on the development of the draft plan to interested parties and will sponsor an "issues forum" in the fall of 1988. The issues forum will provide an opportunity for residents and property owners to direct the development of the plan through the identification of issues which should be addressed in the plan. Finally, the planning team will sponsor a plan review session in the fall of 1989 to provide a chance for people to voice their opinions about the direction the draft plan is taking at that point.

**Planning Team Meetings** The planning team will generally meet once a month at a time and place that is convenient to all members. All members will receive advance written notice of meetings. All meetings will be open to the public and, when possible, will be announced in the Register - Guard and neighborhood newsletter. Minutes will be taken at all meetings and will become part of the public record.

**Planning Team Applications:** The planning area contains approximately 10,000 households and businesses. Staff expects that requests to participate on the planning team will outnumber the number of spaces available. Those interested in serving on the planning team will be asked to file a letter of interest with the Planning Department. Planning team selection will be made from the list of applicants. If you are interested in becoming a member of the planning team, your letter of interest should be sent to the City of Eugene Planning Department, 777 Pearl Street, Eugene, Oregon 97401. The deadline for submitting letters of interest will be determined at the joint neighborhood meeting on August 25, 1988.



August 15, 1988

The City of Eugene, in cooperation with the Cal Young and Harlow Neighborhood Associations, has begun the process of preparing a refinement plan for the Willakenzie planning area. The planning area, as shown on the accompanying map, includes the area north and east of the Willamette River, south of the Urban Growth Boundary, and west of Interstate 5. The unincorporated areas north of the city limits and in the vicinity of Chase Gardens are also within the planning area. You are receiving this letter because you own/occupy property or a business within the Willakenzie planning area.

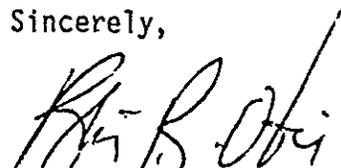
The plan, which will take approximately 2 years to complete, will address a wide range of land use and public service issues as identified by City staff, property owners, business owners and residents of the area. Within the next six weeks, a planning team will be formed to begin development of the plan. The planning team will work with City staff and the Willakenzie community to prepare the draft refinement plan. The policies of the plan will be adopted by the City Council as a refinement of the Metro Area General Plan, and will provide a framework for decisions regarding the future development and conservation of the area. I would like to encourage you to participate in the planning process and to consider becoming a member of the planning team.

The planning team will deal with a wide range of important issues such as establishing land use designations for undeveloped areas, locating appropriate areas for neighborhood commercial development, neighborhood design, and developing policies for the conservation of the Willamette River Greenway. The team will meet one or two evenings per month over an 18 month period. Specific meeting times will be determined by the planning team at its first meeting in early October.

The refinement planning process will be discussed at a joint meeting of the Harlow and Cal Young neighborhood associations on August 25 at 7:30 p.m. The meeting will be held at the Sheldon Meadows Community Center, 2445 Willakenzie Road. I would like to invite you to attend or to respond by contacting George Robinson (Cal Young Neighborhood Association) at 342-2757 or Renee Strain (Harlow Neighbors) at 342-4373. Additional information concerning the planning process for the Willakenzie Refinement Plan may be obtained from the Eugene Planning Department at 687-5481.

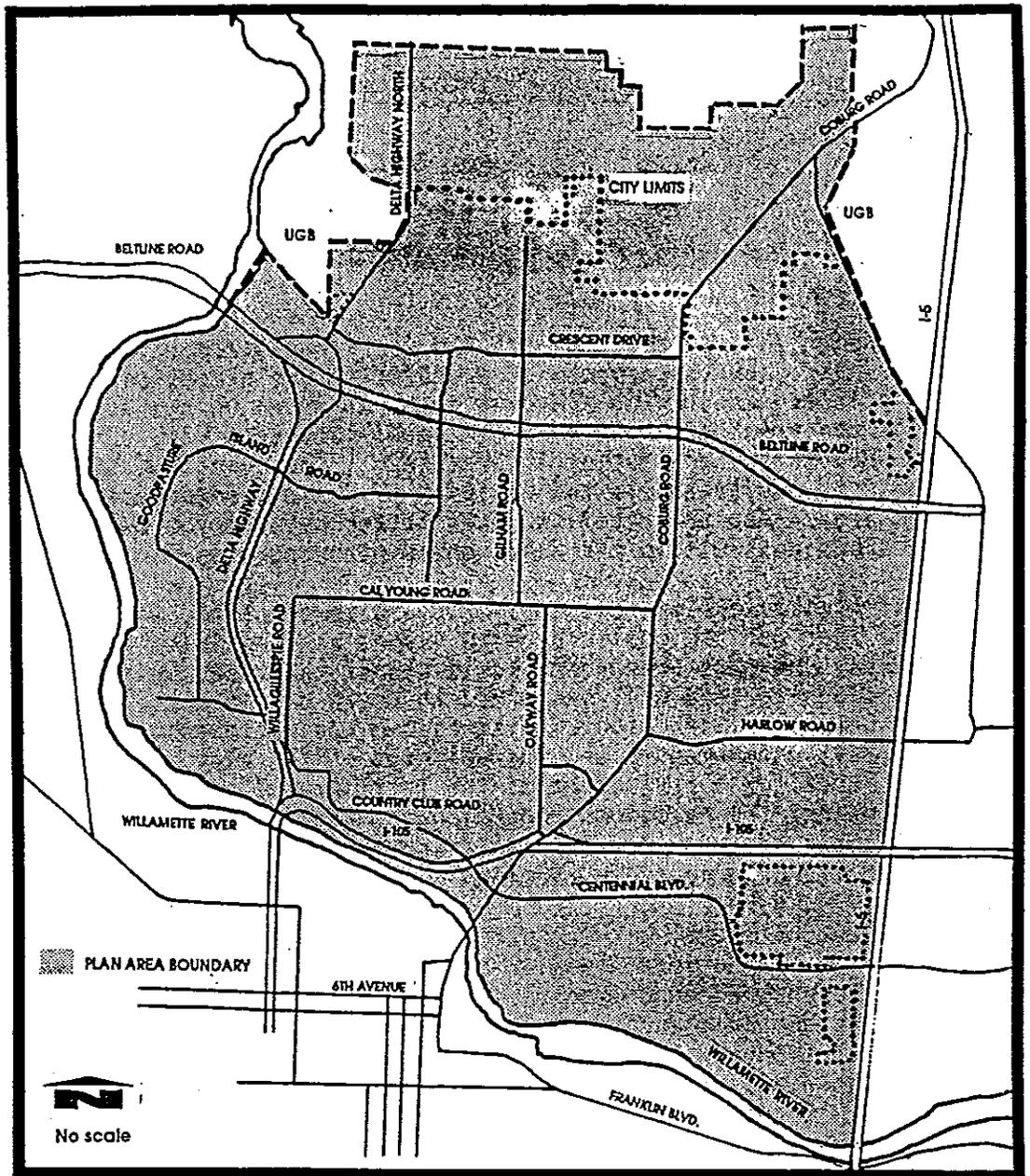
Once again, I encourage you to participate in the planning process and hope to see you at Sheldon Meadows on August 25.

Sincerely,

  
Brian Obie  
Mayor

  
Freeman Holmer  
Councilor

  
Rob Bennett  
Councilor



PROPOSED WILLAKENZIE REFINEMENT PLAN AREA

WILLAKENZIE REFINEMENT PLAN  
DRAFT CITIZEN INVOLVEMENT PROGRAM  
September 8, 1988

The purpose of the citizen involvement program is to provide opportunities for public participation in the development of the refinement plan. Citizen participation will be stimulated and encouraged in the following ways:

1. **Plan Area Notification:** Planning staff attended neighborhood group meetings for the Harlow Area Neighbors and Cal Young Neighborhood Association on April 20, 1988 and April 28, 1988, respectively. Those in attendance were informed about the planning study and were encouraged to participate in the planning process. Staff asked those who thought they might be interested in participating on the planning team to place their names and addresses on a "sign up sheet". A total of 13 people (four from the Harlow neighborhood and 9 from the Cal Young neighborhood) submitted their names for consideration and future notification at these meetings.

In August, 1988, the Planning Department began to solicit involvement on the Willakenzie Planning Team with the mailing of a joint neighborhood newsletter that was sent to names on the interested parties lists of the Cal Young and Harlow neighborhood organizations. These mailing lists contain approximately 450 names. In addition, letters were mailed to (1) approximately 200 commercial/industrial property owners in the planning area, (2) approximately 1300 residents and owners of property in the unincorporated areas north of the existing city limits and east of Alton Baker Park, and (3) approximately 750 businesses throughout the planning area. The newsletters and personal letters included information about the refinement planning process and solicited participation on the planning team.

In late September, the Neighborhood Office and School District 4-J will produce a city-wide newsletter which will contain information on each of the city's 20 neighborhood groups. The Planning Department will submit an article for the newsletter which will inform area residents about the refinement plan, solicit participation on the planning team, and outline future opportunities for citizen participation in the planning process. The newsletter will be mailed to all residents and property owners within the Cal Young and Harlow neighborhood areas. Throughout the planning process, information concerning the development of the refinement plan will be submitted to the neighborhoods for inclusion in the newsletters.

Funding for the neighborhood program and newsletter publication is assured for FY 1988-89. In the event that newsletter publication is eliminated from the FY 1989-90 city budget, letters will be mailed to interested parties within the plan area notifying them about the status of the plan at that point. Staff will contact local businesses and will attempt to establish local distribution points for information updates on the plan. Postcards will be mailed out periodically stating that information about the plan is available by calling the Planning Department or can be picked up at one of the information distribution points.

2. **Proposed Planning Team Composition:** The Willakenzie planning team will include representatives from the incorporated and unincorporated seg-

ments of the planning area. The composition of the planning team will reflect the relative populations and makeup of each area.

The Planning Department suggests a planning team composed of eleven voting members -- six representing the composition of the neighborhoods and five representing businesses and residents/property owners within the unincorporated areas. The number of neighborhood representatives is based on the relative number of households within each neighborhood area. As proposed, the Cal Young neighborhood organization would select four at-large representatives.

At present, the Harlow neighborhood organization is inactive; there is no executive board to make selections for the planning team. The Eugene Planning Director will select representatives for the Harlow area based on applications received from residents of the area.

The Eugene Planning Director will also appoint business and unincorporated area representatives. The proposed composition of these groups is as follows:

- Three (3) business representatives - one each from the Goodpasture Island, Coburg Road, and unincorporated areas.
- One (1) resident/property owner representative from the unincorporated areas.
- One (1) representative of the sand and gravel industry within the unincorporated area.

The planning effort will extend over a two year period. In the interest of continuity, the Planning Department will suggest that an alternate be selected for each of the planning team positions. Alternates will be provided with meeting agendas and materials, and will be invited, but not required to attend planning team meetings during the planning period.

**3. Planning Team Role:** The planning team is charged with the responsibility for the preparation of the draft Willakenzie Refinement Plan. The planning team will also provide periodic progress reports on the development of the draft plan to interested parties and will sponsor an "issues forum" in the fall of 1988. The issues forum will provide an opportunity for residents and property owners to direct the development of the plan through the identification of issues which should be addressed in the plan. Finally, the planning team will sponsor a plan review session in the fall of 1989 to provide a chance for people to voice their opinions about the direction the draft plan is taking at that point.

**4. Planning Team Meetings:** The planning team will generally meet once a month at a time and place that is convenient to all members. All members will receive advance written notice of meetings. All meetings will be open to the public and, when possible, will be announced in the Register - Guard and neighborhood newsletter. Minutes will be taken at all meetings and will become part of the public record.

5. **Planning Team Applications:** The planning area contains approximately 10,000 households and businesses. Staff expects that requests to participate on the planning team will outnumber the number of spaces available. Those interested in serving on the planning team will be asked to file an application with the Planning Department. Planning team selection will be made from the list of applicants. The suggested timeframe for submittal of applications is based on the following schedule:

- August 25 - Review work plan and citizen involvement program with interested parties at joint neighborhood meeting.
- September 8 - CIC review and adopt Citizen Involvement Program.
- September 12 - Planning Commission review and adopt Work Program.
- September 23 - City-wide newsletter (containing refinement plan notification) goes to publisher.
- October 7 - Planning area notification completed; city-wide newsletter delivered to residents and property owners within plan area.
- October 17 - Planning team application deadline.
- October 19 - Planning team members selected.
- October 21 - Planning team members notified.
- November (1st week) - Planning team meets.

6. **Issues Identification:** Planning department staff has developed a preliminary list of planning issues in the area to guide data collection and research efforts in the coming months. This issues list will be reviewed and refined by the neighborhood groups and the planning team at one of their early meetings.

In November, the planning team will sponsor an issues workshop for interested parties within the planning area. Persons affected by the plan will be notified about the issues workshop through the neighborhood newsletters and special mailings. (Residents and property owners in the unincorporated areas do not receive the neighborhood newsletter). The notification will include a provision for a pre-addressed mail-back comment sheet for those who cannot attend the meeting.

Additional notice of the issues workshop will be provided through a press release and inclusion of the item in the Register Guard's Civic Calendar. Planning Department staff will suggest that the planning team provide on-site child care during the hours of the workshop.

7. **Newsletters:** Both neighborhood groups in the planning area periodically prepare newsletters. Planning Department staff will encourage the neighborhood organizations to combine newsletters, whenever possible, during the planning period. This will insure that information about the plan is distributed throughout the neighborhood at the same time.

In conjunction with newsletter mailings, special information updates will be mailed to residents and property owners in the unincorporated portions of the planning area.

8. **Pre-Adoption Neighborhood Review:** The planning team, with the support of the Planning Department, will conduct an information session to reveal the proposed direction of the refinement plan. The planning team will have met for one year, at this point. The meeting will provide citizens an opportunity to review and comment on the planning team's efforts prior to final preparation of the draft plan. Notification of this information session will occur through articles in the neighborhood newsletter, a press release, and placement of the item in the Civic Calendar. Direct notification of unincorporated area residents will occur through a special mailing.

9. **Draft Refinement Plan Distribution:** The draft Willakenzie Refinement Plan will be distributed throughout the plan area prior to public hearings on the plan.

10. **Plan Review and Adoption:** The affected neighborhood groups, Eugene Planning Commission and City Council will hold public hearings on the draft plan to receive public comments prior to adoption.

WILLAKENZIE REFINEMENT PLAN ISSUES FORUM (November 17 and 19, 1988)  
SUMMARY OF EVALUATION RESPONSES

1. How did you find out about the Issues Forum?

Neighbor: 5  
Sign in neighborhood: 4  
Community Schools Newsletter: 1  
Newspaper: 13  
Information packet mailed to my address: 5  
Radio/TV: 2  
Community News (Fall 1988): 3  
Other (Eugene Planning Department): 1

2. Was the time and place convenient for you?

Yes, on all responses received (27).

3. What one part of the Issues Forum do you feel was the most useful in providing you with the chance to express your ideas about your geographic area?

Group discussion: 20  
Hands-on display: 4  
Informal discussions following group discussion: 5

4. Which of the hands-on displays were useful in helping you understand your geographic area and to express your ideas?

Area assets, problems, and the ways the City can help: 8  
Existing land use map: 10  
Zoning map: 9  
Existing traffic and transportation conditions map: 8  
Demographics report: 2  
Social, cultural, and recreational concerns map: 1  
Other maps (refinement plan area): 1  
(markable maps): 2

5. What do you think are the two best ways the Planning Team can keep you informed of progress on the Willakenzie Refinement Plan?

Neighborhood newsletter: 13  
Neighborhood meetings: 6  
Mailed information halfway through process: 7  
Another get-together like the Issues Forum (Fall 1989): 12  
Other (mail out information letters): 2  
(newspaper): 1  
(display at Safeway): 1

6. Who are you?

Property owner in the area: 25

Resident in area: 10

Business owner in the area: 2

Representative of a non-profit organization in the area: 2

Other (rental owner): 1

JH:ky/PL630

## TRANSCRIPT OF WILLAKENZIE ISSUES FORUM

### WILLAKENZIE LANDMARKS

The number following an entry reflects the total number of times that the item was mentioned during the work session. Responses to similar items have been grouped together and the numbers appearing in parentheses are the totals for all responses within that group. Entries without numbers were only mentioned once. Landmarks were not prioritized by participants.

Valley River Center - 9  
Alton Baker Park - 8  
Cal Young House - 8  
Tree Groves/Orchards - (8)  
    -Maple Grove on Fairway Loop  
    -Tree Grove on Eastwood Lane - 2  
    -Trees - 2  
    -Tree Farm on Garden Way  
    -Orchards - 2  
Delta Ponds - 7  
Gillespie Butte - 7  
Oakway Golf Course - 7  
Oakway Mall - 7  
Autzen Stadium - 6  
Chase Gardens - 6  
Eugene Country Club - 6  
Willamette/McKenzie Rivers - 6  
Delta Oaks Shopping Center - 5  
Ferry Street Bridge - 5  
Sheldon High School - 5  
Willakenzie Elementary School - 5  
Ayres Farmhouse - 4  
Coburg Road - 4  
Reed & Cross Nursery - 4  
Sheldon Community Center - 4  
Sheldon Plaza - 4  
Willakenzie Grange Hall - 4  
Armitage Park & Old Railroad Bridge - 3  
Beltline Road - 3  
Coburg Hills - 3  
Harlow House - 3  
Monroe Middle School - 3  
Radio Towers - 3  
Sorrel Pond Park - 3  
Swim & Tennis Club - 3  
Bike Paths - (2)  
    -Bike Path along Alton Baker Park  
    -Bike Path along North Bank of Willamette River  
Cal Young Middle School - 2  
Car Dealers - 2  
Chase House - 2  
Court Sports Pond - 2  
Elks Lodge - 2

Greer Gardens - 2  
Golf Course on Delta Highway - 2  
Masonic Lodge - 2  
Old Home North of Skipper's Restaurant - 2  
Skipworth Juvenile Detention Center - 2  
Spyglass Development - 2  
Washington Elementary School - 2  
Westminster Presbyterian Church- 2  
Willamette Science & Technology Center - 2  
Cuthbert Amphitheater  
Marist High School  
St. Paul's Church & School  
Meadowlark Complex  
Boy Scout Center  
Ayres Lake  
Coburg Inn  
Camp Harlow  
Open Space  
Lane County Public Works  
Gilham Elementary School  
Coburg Road & Crescent Avenue Intersection  
Canoe Trace  
Marina Village Ponds  
Oakmont Park  
Tandy Turn Park  
Brewer Park  
Corum Hill  
Ferry Street Bridge Mobile Home Park  
Eugene Sand & Gravel  
K-Mart Discount Store  
Johnson & Detering Farms  
KEZI TV Station  
Cone/Breeden Properties  
Medical Centers on Coburg Rd.  
Retirement Centers  
Chad Construction  
Gheen Irrigation  
Horse Barn near Beltline & Coburg Intersection  
Home at Cal Young & Coburg Intersection  
Harlow & Coburg Road Intersection  
Two Homes near Harlow & Palomino Intersection  
Home on Garden Way  
Corner Post on Bogart Lane Property  
Barn & Home on Country Club Road  
Cemetery on Top of Gillespie Butte  
Diversion Canal North of Alton Baker Park  
Willakenzie Texaco Station  
MacDonald's Restaurant  
Dairy Queen  
Papa's Pizza  
Gee Willicker's Grill & Parlour  
Valley River Inn  
7-11  
Bike Barn

I-5  
I-105  
Willakenzie Road  
Horse Pastures along Coburg Road

## POSITIVE ASPECTS

Responses are grouped into related subject categories. The numbers which appear in parentheses are the total votes grouped into a category, otherwise numbers appearing after an entry reflect the votes that specific item received. An entry without a number was mentioned once by a participant and did not receive any votes as a priority item.

### Housing - (51)

- Quality of Homes - 12
- Higher Property Values - 3
- Low Density Housing - 8
- Quiet Neighborhoods - 8
- Large Residential Lots - 7
- Diversity of Housing Choices - 5
- Low Traffic Neighborhoods - 3
- Newer Homes - 3
- Attractive Homes - 2
- Good Landscaping
- Integrity of Residential Neighborhoods
- Variety of Architecture
- Good Buffering Between Low & Medium Density Housing
- Mostly Owner-occupied
- Good Age Mix in Neighborhoods
- Small Neighborhoods

### Transportation - (33)

- Access to Highways - 10
- Road Access - 2
- Bike Paths - 7
- Public Transportation - 4
- Good Access & Linkage - 6
- Good Traffic Flow - 4
- Generally Good Traffic Control
- Foot Bridges over River
- Left Turn Lanes on Harlow

### Landscape - (27)

- Open Spaces - 9
- Trees - 6
- Good Soils & Drainage - 3
- Street, Residential, & Commercial Landscaping - 2
- Open Space Around Schools - 2
- Rural Atmosphere - 2
- Mature Landscape - 1
- Flat Topography - 1
- More Sunshine Than South Eugene - 1

Public Services & Facilities - (38)

- Good Zoning - 6
- Well Planned Neighborhoods - 6
- Fire Stations - 1
- Good Schools - 7
- Streetlights - 1
- Underground Utilities & Sewers - 3
- Wheelchair Accessible Sidewalks - 1
- Streets with Curbs & Gutters - 1
- Leaf Litter Pick-up
- Road Maintenance
- Sheldon Community Center - 12

Quality of Life - (19)

- Neighborhood Pride - 3
- Pride of Ownership - 4
- Children
- Conservative Population - 1
- Good Neighbors

Parks - (11)

- Neighborhood Parks - 6
- Nearby Recreation Areas - 2
- Monroe Park - 1
- Recreational Facilities - 1
- Playgrounds - 1

Miscellaneous - (82)

- Central Location (Downtown/Valley River Center/Autzen Stadium) - 26
- Access to Shopping - 19
- Churches - 9
- Low Crime - 8
- Variety Choice for Shopping & Professional Services - 8
- Rivers & Ponds - 6
- Local Jobs - 3
- Clean Air & Water - 1
- Places to Walk - 1
- Growing Area - 1
- Proximity of Schools
- Golf Courses
- Absence of Nighttime Streetlights
- No Industry
- Nearby Financial Institutions
- Satisfactory Childcare

## PROBLEMS

Responses are grouped into related subject categories. The numbers appearing after an entry reflect the total votes that item received. Numbers within parentheses reflect the total number of votes within that category. Entries appearing without a number were mentioned as an issue but did not receive a vote in the prioritizing exercise.

### Transportation - (165)

#### Traffic Congestion - (49)

- Valley River Center
- Oakway Mall
- Coburg Road
- Delta Highway & Beltline Interchange
- Residential Growth
- North Delta & Greenacres Intersection
- Oakway/Coburg Road Intersection
- Autzen Stadium
- Coburg Road & 105 Intersection
- Harlow & I-5 Overpass
- Harlow, Bailey Lane, Willakenzie, Coburg Road, Garden Way
- Traffic Light at Delta Highway Exit onto Willagillespie
- Bottlenecks at Garden & Harlow, Sunshine & Harlow
- Major Street & Highways at 7-9 AM & 4-6 PM
- Delta & Country Club Road onto Coburg Road
- Eastwood, Westwood, & Fairway Loop

#### Potential Traffic Congestion From Gateway Mall - (19)

- Harlow Bridge Across I-5 Needs Improvement -12

#### Modernize Ferry Street Bridge -17

#### Residential Streets Becoming Major Thoroughfares - (16)

- Through Traffic in Small Neighborhoods
- Residential Streets Being Used as Shortcuts
- Tomahawk, Brewer, Jeppeson Acres (To Avoid Cal Young)
- Eastwood Drive Used as Shortcut

#### Reed & Cross Parking - (9)

- Future Parking is Undesirable & Annoyance to Eastwood Residents
- People Travel Eastwood Between Reed & Cross and Oakway

#### Lack of Driveway Stop Signs at Country Club Complexes - 5

#### Better Traffic Planning for New Development & Major Streets - (5)

- Advance Public Notice Is Important

#### Blind Intersection onto Parish from Satre - 5

#### Unlimited & Unplanned Access to Coburg Road Businesses - 4

#### City Management of Traffic Lights - 4

Poor Condition of Unimproved Streets - (3)  
-Damage by New Construction & Heavy Traffic  
-Bogart & Bailey  
-Lack of Curbs, Gutters, & Sidewalks

More Stop Signs Are Needed - (3)  
-Stop Sign Needed at Ayres & Delta Going South - 1

Highway Noise, Better Sound Buffering Needed - 3  
Road Development Needs To Keep Up with Growth- 3

Unsafe Pedestrian Crossing - (2)  
-Bailey & Coburg, Coburg & Palimino, Coburg & Harlow  
-Harlow & Van Duyn, Oakway Mall Crossing

Protective Screening - Gilham & Norckenzie Crossing Beltline - 2  
Bailey, Bogart, and Van Streets Are No Good- 1  
Noise & Dust From Gravel Operations & Trucks - 1  
35 MPH Speed Limit on Gilham North of Ayres Is Too Fast- 1  
Speed on Satre & Sorrel Way  
Blind Intersections at President & Western, Western & Waverly  
Coburg & Willakenzie Intersection Need For Turning Light - 1  
Prohibit Further Parking Expansion onto Open Space at Valley River - 1  
Semi-trucks Parking on Crescent - 1

Poor Street Maintenance  
-Low Quality Overlays of Asphalt  
-Remove Humps & Straighten Best Lane

Commercial Use of residential Streets by Large Trucks  
Bike & Vehicular Conflicts  
Noise & Exhaust Pollution  
Intersection Safety  
Kids Crossing Major Streets on Bikes  
Poorly Designed Intersection  
Speed 40 Mph Too Fast

#### Planning - (56)

Property Owners Paying for Improvements for Developers -12  
Future Development in Unincorporated Areas - 6  
Zoning Is Arbitrary - 4  
Weak Link Between Planning & Development - 4  
Transition Zoning (What's Compatible with Existing Uses) - 4  
Planning Effort "5 Years Too Late" - 3  
Zoning Definitions Hard to Understand & Don't Achieve Purpose - 2  
Lack of Aesthetics of Commercial Areas on Coburg Road/N. Delta - 2

Use of Streets as Sale Lots for Cars - (2)  
-Opposite Food Connection at Delta/Willagillespie Interchange

Fighting the Same Issues Over & Over Again - 1  
Loss of Historic Resources - 1  
Gravel Quarry at Division Ave. Is an Eyesore- 1  
Erosion of Open Space - 1

Too Many Large Developments  
Not Strict Enough Standards For Commercial & Residential  
Perception That Developers Get What They Want

Commercial Expansion in Reed & Cross Area  
-Not Consistent with Past Decisions of Hearings Official

Panhandle Lots  
Review Coburg/Crescent Special Study Area  
Loss of Good Farmland  
-Drugs in Schools  
-Oppossums  
-Unincorporated Areas

Inadequate Number of Fire Stations & Ambulance Services - 12

Fire Protection in Willakenzie Depends Upon Ferry Street Bridge - 3  
-What If Bridge Is Blocked

Street Lights - (3)  
-Small Neighborhoods Are Poorly Lighted  
-Curbs, Gutters, Sidewalks

Limited Cultural Diversity- (3)  
-Libraries & Museums

Drainage Ditch Maintenance- 2

More Bikepaths Needed - 1  
-Extend Bikepath Beyond Valley River Center Bridge

More Walkways for Pedestrians -1  
More Off-street Jogging Paths Needed  
Better Street Maintenance  
Too Few Bus Shelters  
Sidewalks on Bailey Lane & Coburg Road  
Street Drainage at Bailey/Satre Intersection  
Ditch North of Washington School Should Be Nonpermeable

#### Housing -(25)

Too Many Multi-Family Units - 7  
Lack of Responsiveness to Residential Property Owners - 7  
Loss of Mid-range Housing - 4  
New Development: "Lots of houses on little lots" - 3  
Promoting High Density Living - (2)  
-Loss of Livability & Privacy  
Commercial Encroachment into Residential Areas -1  
Need Clearer Definition of Commercial & Residential Areas- 1  
How to Deal with Numbers of Students North of Beltline  
Changing Values Drive Modest Owners Out  
-Willakenzie & Bogart Areas

Parks - (5)

- More Neighborhood Parks - 2
- More Parks in Unincorporated Areas - 1
- Golf Courses Are A Better Use of Land than Parks - 1
- Need More Supervised Recreation for Teenagers - 1

Pollution - (3)

- Smoke & Smog - 1
- Inefficient use of Lighting (Visual Pollution) - 2

Miscellaneous

- Abandoned Houses
- Empty Stores

VISUALIZING THE FUTURE

Responses have been grouped into categories. The numbers appearing in parentheses are totals for number of responses which were placed into a particular category. Numbers appearing after an entry reflect only the number of times that response was mentioned, participants did not vote on the relative importance of the responses.

Improved Traffic Circulation - (22)

- Better Pre-Development Traffic Planning
- Improve Accessiblilty to Downtown, Valley River Center, Across River
- Improve Ferry Street Bridge - 2
- Alternative to Ferry Street Bridge
- Access On & Off Coburg Road
- Improve Eastbound Entry to 105 from Southbound Coburg
- Safe & Efficient Traffic flow - 3
- Good Access To Springfield
- Harlow/I-5 Cloverleaf
- Finish Beltline Road
- Southwest access to Valley River Center
- Road Alternatives to Coburg for Access North
- New Access to I-5 Between 105 & Beltline from Coburg Road
- Freeway Access to Gateway Mall
- Plan Goodpasture Road for Impacts of Auto Dealer Test Drives
- Reduce Traffic Conflicts
- Well Marked Streets
- Improved River Crossings
- Southwest Access to The Valley River Center

Plant & Preserve More Trees - (7)

- Plant Tall Vegetation along Beltline
- Preserve Trees in New Developments
- Plant along Roadways
- Plant Trees in Open Spaces

More Neighborhood Park Development - (7)

- Develop Delta Ponds as a Park - 2
- Oakmont Park
- Make Gillespie Butte a Park

- Neighborhood Suburban Character is Preserved - (6)
  - No Major Industry Allowed
  - An Area Not Too Densely Populated
- Preserve Open Space - 5
- Increased Use of the Mass Transit System - (5)
  - Promote Bus Ridership
  - Night Buses
  - Improvements & Additions to System
- Improved Pedestrian Safety - (4)
  - Wider Sidewalks (Eliminate Parking Strip, Wheelchair Accessible)
  - Improve Pedestrian Use of Ferry Street Bridge
  - Improve Personal Safety for Pedestrian Use of Autzen Bridge
- Reduce Traffic Through Residential Neighborhoods - (4)
  - Preserve Residential Streets
- Recreational Facilities - (3)
  - Public Swimming Pool
  - Public Tennis Court
  - Ice Skating Facility
- Street Improvements & Maintenance - (3)
  - Fix Southwood Lane
- Improved Schools - (3)
  - Better School Buildings
- Develop Sound Buffers - (3)
  - Beltline Road
  - Residential Neighborhoods
  - I-5
- Preserve & Improve Delta Ponds Aesthetic Qualities - (3)
- Improve Business Aesthetics - (2)
  - Signage, Architecture, Landscape
  - Along Coburg Road
- Stricter Development Controls - (2)
  - No New Development Unless Needed
- Cover Autzen Stadium - 2
- Small Library Extension - 2
- Additional Fire Station & Better Coverage - 2
- Underground Utilities - 2
- Control Urban Sprawl
  - Preserve Farm Land
- Continued Support for the Downtown & Valley River Center
  - Don't Support Development Which Will Hurt Them

Two-story Residential Only Area  
-North of Harlow, West of I-5, South of Elysium, East of Ascot

Stricter Provisions for Light Industry  
-Cone Breeden Property

Improved Police Protection  
Provide For Parks & Bikeways within New Residential Development  
Accessible Jogging Paths  
Speed Bumps on Small Neighborhood Streets  
Relocate Gateway Mall  
Hold a Willakenzie Street Celebration  
No More Large Commercial Developments  
Multi-Cultural Museum to Bring Neighbors Together  
New Residential Development & Businesses  
New Development Blends with Existing Uses  
Shift Development Away From Valley to Coburg Hills  
Single Family Dwellings in the Area East of Coburg, South of Beltline  
Harlow Road Area Remains Like Today  
Preserve Historical Resources  
Landscaped Parking Strips  
Determine A Ceiling for New Development  
Maintain Willakenzie Area as a Residential Area & Improve It  
More Cultural Development  
No More Multi-Family Apartments  
More Regulation Golf Courses  
Improvements in Care Center  
Fewer Fast Food Places  
Clean Up the River  
Maintenance & Protection of Bikepaths & Trails  
Senior Residential Retirement Center Near Professional & Commercial Services  
Better Control of Noxious Vegetation on City Property  
No More Shopping Centers  
No More Commercial Strip Development  
Keep Power Boats Off of River  
Expand Greenway  
Better Animal Control  
Want to Maintain Low Density Housing  
Preserve Quality of Life  
Control Growth  
Develop McKenzie/Willamette Waterways as Recreation Corridor  
Reclaim Sand & Gravel Areas for Parks & Wetlands  
Better Public Participation in the Planning Process  
Preserve Status Quo  
More Small Neighborhood Markets (Not Chain Stores)  
Better Traffic Enforcement of Bicycles on Public Streets  
Existing Homes Allowed To Have Second Stories in St. Paul's Park Area  
No More Gas Stations (Restrict to Coburg Road)  
Eliminate Allergy Causing Public Landscaping (Scotch Broom)  
Improved Neighborhood Communications  
1.5 % Property Tax Limitation

WILLAKENZIE ISSUES FORUM  
RETURN MAIL CARD RESPONSES

1. What land use issues would you like to see addressed in the Willakenzie Refinement Plan?

General Issues

- Mobile Homes - prevent them.
- Vacant land south of I-105, zoning and promotion.
- Development of U. of O. property - affect.
- Quality and attractive new neighborhood homesites.
- Zoning (e.g. apartments mixed with residences.)
- Doctor's offices.
- Dentist's offices.
- Slow down multi unit apartment development.
- More 1 and 2 family residential.
- Retain residential atmosphere - don't add more shopping centers.
- Low cost homes in the area.
- Creating safe and pleasant neighborhoods.
- Zoning to prevent large buildings.
- Rezoning for multiple-family dwellings.

Park and Open Space Issues

- We need more quality parks.
- Development of Alton Baker Park.
- Preservation of open spaces.
- Open space as home ownership spreads.
- Develop James Monroe School ground area.
- Develop Willakenzie School ground area into a park - toilets.
- Retain / enhance Delta Ponds.
- Want to keep some open space, trees, etc.
- Recreational and cultural needs.
- Preserve open land, Delta Ponds.
- Preservation of remaining open space - especially Goodpasture Island.
- Control use of open areas - do not overdevelop.
- Conserve trees.
- Retain some space for additional parks.

Traffic and Transportation Issues

- (7) - Traffic planning.
- (2) - Traffic controls on Coburg and Harlow.
- Better traffic patterns near Oakway Mall - too many curb cuts.
- A new overpass to new shopping center at Gateway. Would prefer NO shopping center there.
- Roads (Satre, Bailey Lane, Bogart) improved with sidewalks.
- Sound barrier for traffic noise along Beltline.
- Traffic around Valley River and bike access.
- Satre St. should not be a through street.
- New Gateway shopping center will affect area traffic.
- Traffic flow and control.
- Traffic congestion and speed on residential streets.
- Reduce traffic speed on residential streets.
- Try to keep heavy business traffic out of residential areas.
- Watch traffic impacts from possible new businesses.

### Commercial

- Don't overload area with business concerns.
- Gateway shopping area impacts.
- Slow down commercial expansion
- Leave the Mall as it is..
- Less business development
- Limit number of convenience stores.
- Zoning to prevent commercial use that would disrupt the neighborhood.
- Do not need any more business in the area.
- Willakenzie and Bailey lane cannot support new businesses.
- Reducing commercial influx.
- Reduce commercial development
- Don't let shopping centers goof up land and cover ground with parking lots.

## 2. What things do you like most about your geographic area?

### Location

- (25) - Close to churches, shopping areas, schools, downtown, Springfield, VRC, freeways, U. of O., and the rest of Eugene.

### Natural Features

- (4)
- Trees
  - View of Coburg Hills
  - Beauty
  - Spaciousness
  - Trees and shrubs
  - Clean rivers
  - Parks, Delta Ponds area
  - Natural setting (close to nature)
  - Natural forest environment
  - Access to rivers and ponds
  - Open lands
  - Rural atmosphere reasonably close to shopping, etc.
  - Quiet, peaceful
  - Quiet and privacy

### Public Facilities and Services

- Neighborhood park FINALLY useable
- Alton Baker Park and trails - jogging and bike.
- Canoeway
- Nice parks
- Wide, clean streets
- Street lights
- Available, inexpensive outdoor recreation
- Cul de sac street arrangement rather than through streets
- Good sidewalks for walking and biking

Other

- (8) - Quiet, stable neighborhoods with attractive homesites and quality homes.
- (3) - Good schools.
- Relatively low traffic, flat area, low congestion.
- Relatively safe.
- Not an industrial area.
- The people.
- Single family dwellings.
- Closure of Roland Way to traffic.
- Close to shopping but still in a quiet neighborhood.
- Clean - people care more about their yards.
- lack of traffic.
- Good water.
- Well kept streets, lawns, residential areas.
- Golf courses.
- Not a lot of traffic problems.
- Newly developed homes.
- Nice landscaping.
- No commercial buildings near residential areas.
- Clear separation of commercial from residential.

3. What things do you dislike most about your neighborhood?

Traffic Related

- (7) - Traffic noise from freeways and arterials.
- (6) - Increasing traffic and traffic problems.
- Dangerous area - Coburg Rd. at Oakway Mall.
- Heavy traffic on Coburg Road and Harlow Road.
- Traffic control patterns.
- High density housing and development planned for North of Beltline.
- Traffic overloading on Harlow Road.
- Entry, exit, and parking at Valley River Center.
- Congestion at Ferry St. Bridge.
- Traffic speed east of Fairway Loop.
- Narrowness of Harlow Road bridge.
- More overpasses on congested intersections.
- The road going to St. Paul's church.
- Need for traffic lights several places.
- Heavy traffic on Satre St.
- People use Satre as a short cut to Harlow Rd. and Coburg Rd.
- Too much speeding in residential areas - no traffic patrols.
- Heavy traffic at some times and lack of traffic lights at some locations.
- Traffic speeding on Randall Street.
- Crossing Harlow Rd. especially at Van Duyn.
- Crossing Harlow Street as a pedestrian.
- Traffic speed on Randall.
- Traffic congestion (pedestrians, bikes) on school days at Bailey Lane and Coburg Road.
- Center lane on Coburg & Harlow Rds causes accidents & near accidents

#### Other

- High density housing and development planned for North of Beltline
- Noise
- Lack of variety for some retail services
- Above ground utilities and wires
- Lack of sidewalks of Fair Oaks, Eastwood, and Fairway Loop
- Crime rate
- Too many commercial areas
- Lack of curbs
- Lack of proper street lighting
- More bike path access needed
- Need curbs and sidewalks on some streets
- Street lights needed on dark corners
- Threat of low-cost housing
- Lack of parks within walking distance
- Increasing apartment development
- Irresponsible dog owners
- Smoke and air pollution
- Large developers buying land for developing
- Too many unpaved streets
- No sidewalks on a lot of streets
- Noise - across street from Eugene Sand and Gravel
- Disconnected from bike paths and jogging paths
- Near proximity to sewer processing plant
- Light pollution - overuse and misdirection of lights at night
- Littering near convenience stores
- Lack of laws to prevent people from cutting trees down.
- Lack of curb cuts

#### 4. Describe the changes you would like to see in your area.

##### Traffic Related

- Less traffic.
- Traffic light on Garden Way/Harlow - also accommodate Arcadia Dr.
- Traffic stop light at Bailey Lane and Coburg Rd.
- Additional traffic lights on Coburg Rd. for better access.
- Traffic light and/or turn lanes on Centennial especially at Garden Way and Lindley and Centennial.
- Improve and update streets to handle increasing traffic volumes.
- Traffic lights on Harlow at Sunshine Acres and Garden Way.
- More ways to cross the Willamette River.
- Car traffic and trucks on Fairway Loop reduced.
- Traffic light between Thunderbird and Holiday Inn.
- Left turn signal light at Cal Young and Oakway (turning west).
- Keeping Roland Way a residential area.
- Widen Harlow Road bridge - its dangerous for pedestrians.
- Better traffic patterns and protection of bicycle lanes.
- Better traffic distribution
- Longer left turn lanes on Coburg Rd. from Oakway to Beltline.
- Save Waverly Dr., Van Duyn, Bogart Lane and Bailey Lane.
- Need traffic light at Coburg Rd. and Bailey Lane.
- Stop signal at left turn from Coburg Rd. to I-105 (eastbound).

- Noise wall along the Beltline Freeway between Coburg Rd. and Delta.
- More traffic lights on Harlow Road.
- Wide overpass and build walkway on I-5 overpass of Harlow Rd.
- Sound barriers on Beltline.
- Install traffic lights at key intersections - especially Delta Hwy. at Willagillespie.
- Traffic control on access to Valley River.
- Stop sign or slow bump somewhere on Satre and Van Duyn.
- Traffic light where Delta exits onto Willagillespie.
- Speed bumps or some kind of control on Randall.
- Pedestrian crossing on Harlow.
- Stop speeding on Randall.
- Traffic control on Harlow and Coburg Rd.

#### Parks

- Park sites as area builds up
- Put a small park in the area (near Kentwood Dr.)
- More parks.
- Development of Oakmont Park area with tennis courts.
- Easier access to bike, jogging and walking paths.

#### Public Facilities and Services

- Resurface Eastwood; rain causes problems when walking
- Nightly police car patrol.
- Street lights in residential areas such as Woodside Dr.
- More police patrol and traffic watch in area.

#### Other

- More trees in developing neighborhoods.
- Consistent zoning.
- A Christmas lighting promotion
- No grass burning.
- Better control of zoning.
- Rock crushers moved away from residential areas.
- Controlled expansion in housing and retail.
- Control Valley River and other lights - direct them down and not out.
- Control of commercial development along Cal Young.

## ISSUES FORUM RESPONSES TO MARKABLE MAPS

<u>Location</u>	<u>Issue</u>
N. Delta at Ayres Rd.	Needs stop sign
Gravel resource area, north of Beltline	Area should be in UGB, what they do affects us
Greenacres Rd. at N. Delta Hwy	Needs signal
N. of Ayres Rd., west of Gilham	Clean up this mess
Gilham Rd, north of city limits	Slow speed limit
County Farm Rd., gravel extraction area	Move Wildish gravel pit, noise, dust
Extension of N. Game Farm Rd., north of Coburg	Improve lane access, make level, make safe, improve lane visibility
	Keep farm north of UGB as an organic farm
	Make a fixed income mobile home park
	Keep view of Coburg Hills
Coburg Rd., east of N. Game Farm Rd.	Left turn lanes needed into mobile home parks
Old Coburg Rd., south of N. Game Farm Rd.	Save historic house
Marist High School	Golf course or Olympic sized swimming pool-(2)
Valley River Center	Save the wetlands Build a bridge
Intersection of Coburg Rd. and Willakenzie	Better turn lights
Willakenzie Rd. and Adkins	Single-Family homes only
Willakenzie Road	Traffic
Northbound Delta Hwy off-ramp to Valley River	Need traffic light
Delta Ponds	Improve water quality

Beltline on/off ramps at N. Delta Hwy	Too many & close congested on-ramps
	Make bridges level with Beltline, no blind down-hills on fast speed road
Beltline at Gilham Rd.	On/Off Ramp to Beltline
Parcel south of Sand Ave.	Remove from Significant Vegetation Map
Eastwood Lane	Traffic congestion
	No commercial expansion
West end of Harlow Rd.	Pedestrian crossing
Sunshine Acres at Harlow Rd.	Needs light & pedestrian crossing
Harlow Rd. at Garden Way	Needs traffic light
Harlow Rd., I-5 overpass	Widen bridge-(2)
	Make wider bike lanes
	Need on/off ramps at Harlow Road-(3)
Garden Way at Centennial Blvd.	Better, safer access to Garden Way from east of Centennial/Springfield
Coburg Rd. at Harlow Rd.	Fire station defunct
Vicinity of Hackamore St., south of Willakenzie	Is drainage ditch necessary; garbage; dirty
Bogart Lane area	Street improvements should be paid for by developer
	Street improvement
	High water on Satre and Bailey Lane
Satre at Tandy Turn	Reduce speed, keep cars out of my front yard

Van Duyn and Satre

Level and straighten-(2)

Make safer for left turns  
onto residential Parish  
street

Leave trees

Reduce speed

Need left turn lane

President St. at Waverly

Make safer corner with  
greater visibility

President St. at Western

Make safer

Randall St. and Western

Need stop sign

Randall St., north of Harlow Rd.

Fast traffic

Waverly at Tandy Turn

Make intersection less  
blind

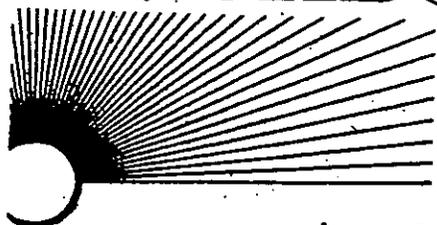
East end of Bailey Lane

Needs improvements

Bailey Lane at Coburg Rd.

Needs sidewalks & traffic  
light

# HARLOW NEIGHBORS



August 1988

# And CAL YOUNG

NEIGHBORHOOD  
ASSOCIATION

## ATTENTION

There will be an important joint meeting of the Cal Young and Harlow Neighborhood Associations on Thursday, August 25.

Time: 7:30 p.m.

Place: Sheldon Community Center  
2445 Willakenzie Road

## AGENDA

- Status report on Beltline noise wall project - Jim Gix, regional state highway engineer.
- Discussion of proposed Willakenzie Refinement Plan - see story and map on page 2.

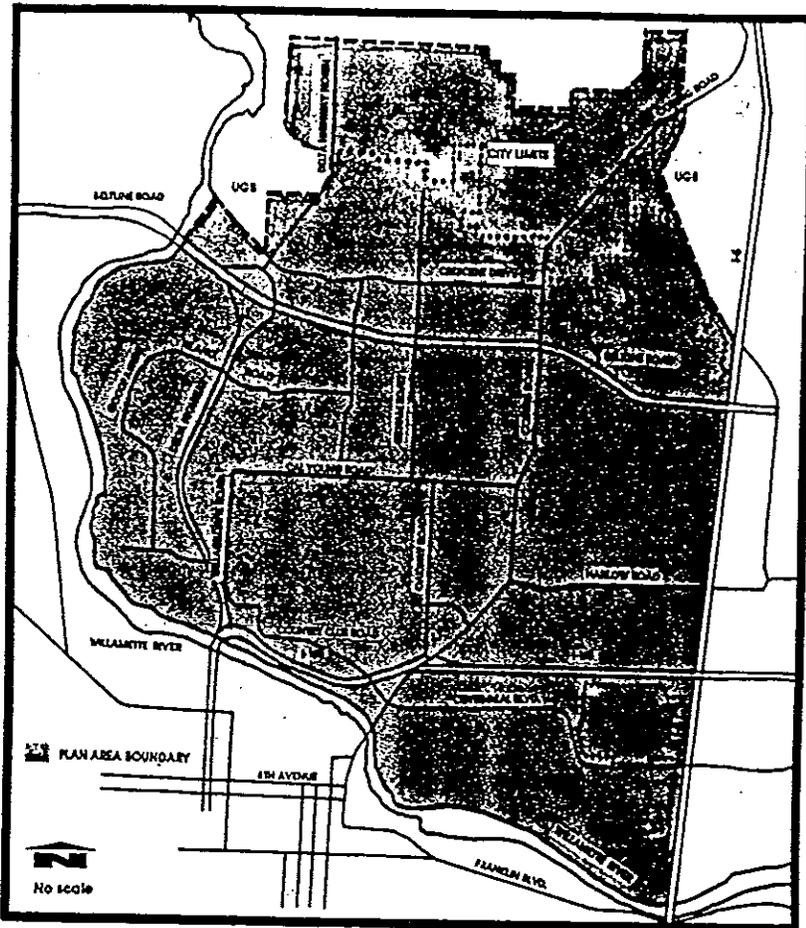
## NOISE WALL

Petitions required to initiate establishment of an assessment district for the Beltline noise wall have been submitted to the Eugene Public Works Department, according to Marilyn Fandrey, CYNA noise wall chairperson. Twenty-seven of the Thirty-eight property owners to be included signed the petitions - eighteen of the twenty-one properties immediately adjacent to Beltline and nine of the seventeen located south of the other twenty-one.

This rounds out CYNA's three-year effort to get preliminary commitments from the state, the county, the city and the benefited property owners. The noise wall project has now been included in both city and county capital improvement programs, and the State Highway Division has indicated that it will consider funding its share of the project if the local governments and the property owners also participate.

Jim Gix, regional state highway engineer, will attend the joint CYNA-Harlow meeting August 25 to give a status report on the project. Some Harlow neighbors have expressed interest in CYNA's proposal, since they are concerned about excessive noise from I-5 through their neighborhood.

# Proposed Willakenzie Refinement Plan



PROPOSED WILLAKENZIE REFINEMENT PLAN AREA

The City of Eugene, in cooperation with the Cal Young and Harlow Neighborhood Associations, has begun the process of preparing a refinement plan for the Willakenzie planning area. The planning area, as shown on the adjacent map, includes the area north and east of the Willamette River, south of the Urban Growth Boundary, and west of Interstate 5. (The unincorporated areas north of the city limits and in the vicinity of Chase Gardens are also within the planning area.)

The plan, which will take approximately 2 years to complete, will address a wide range of land use and public service issues as identified by City staff, property owners, business owners and residents of the area. Within the next six weeks, a planning team will be formed to begin development of the plan. The planning team will work with City staff and the Willakenzie community to prepare the draft refinement plan.

The policies of the plan will be adopted by the City Council as a refinement of the Metro Area General Plan, and will provide the framework for decisions regarding the future development and conservation of the area. The City would like to encourage you to participate in the planning process and to consider becoming a member of the planning team.

The planning team will deal with a wide range of important issues such as establishing land use designations for undeveloped areas, locating appropriate areas for neighborhood commercial development, outlining neighborhood design elements, and developing policies for the conservation of the Willamette River Greenway. The team will meet one or two evenings per month over an 18 month period. Specific meeting times will be determined by the planning team at its first meeting in early October.

The refinement planning process will be discussed at a joint meeting of the Harlow and CAL Young neighborhood associations on **August 25 at 7:30 p.m.** The meeting will be held at **Sheldon Meadows Community Center, 2445 Willakenzie Road**. We would like to invite you to attend or to respond by contacting George Robinson (Cal Young Neighborhood Association) at 342-2757 or Renee Strain (Harlow Neighbors) at 342-4373. Additional information concerning the planning process for the Willakenzie Refinement Plan may be obtained from the Eugene Planning Department at 687-5481.

One again, we encourage you to participate in the planning process and hope to see you at Sheldon Meadows on August 25th.

**DRAFT WILLAKENZIE AREA PLAN COMMENTS**  
**FROM JUNE 19 & 26, 1991 COMMUNITY MEETINGS**

**GENERAL COMMENTS:**

I lived in the area before my husband died, I moved to a mobile home park, "Daneland" off Royal West 11th until I decided where to permanently settle. I enjoyed the area as did my husband, but we were renting at the time. I am interested in re-locating back to the area. Do you foresee my fitting into your plan? I would like to meet the wonderful "lackeys" involved in not selling the land to developers etc. Are there any "plans pro or con on high quality mobile home developments?

Too many loop holes. Contradictions to policies in other statements.

Generally good ideas, but can we enforce them to protect our quality of life?

You guys and gals did a good overall job! Keep up the overall good work!

All of the land use proposals are just great. Don't let anyone tell you otherwise.

Beautiful flower boxes in downtown - oops! - got out of the plan again.

Like suggestions for landscaping of parking lots, etc. We can continue to have a beautiful area with our flowers, trees, etc.

What a lot of work! Thank you. I haven't had an opportunity to read in real detail but found the "Willakenzie Area Plan Summary and Eugene Neighborhood News" of 5/91 or spring 91 extremely helpful. Thanks so much for all the time and effort taken to help inform us with the scheduled meetings.

Somehow the whole plan seems to be in the never-never land of external speculation. There are recommendations that will no longer be pertinent by the time funding, decision and design are all brought together. But, my difficulty is that I see no alternative within our present system. This really is an essential activity.

Plan shows some good ideas; would prefer more residential than commercial so downtown would become more vital

**LAND USE:**

Strength of land use pattern: Thinking before acting. Looking at long term effects. Citizen input. I see an incredible amount of work went into the plan.

**Residential/mixed use:**

Stop pushing this project down the home owners throats.

Don't put many poor people close together. They need support from the non-poor.

The idea that neighborhood commercial zoning should be limited as suggested at number 4 on page 17 should be struck. C-1 zoning should be required in any area of new development.

Neighborhood commercial zoning should be more actively encouraged in all areas of Ferry Street Bridge, especially in areas of non-residential development like that around Willakenzie Road between I-5, Beltline, Erwin and Bogart.

To rezone the open area around what was previously a quiet neighborhood and build more apartments is a TERRIBLE IDEA ! Traffic has increased, accidents have increased, cars are already parked in the neighborhood. A golf course -okay, high-density residential is a DUMB idea. People don't come to Oregon to become apartment dwellers not to live in apartment neighborhoods. The metropolitan Plan that calls for a 6 density is a wrong headed in its direction. More space not less space is what makes Eugene Liveable.

We need more teeth in the zoning process to keep the developers out. We do not want more apartments or more stores in the residential areas. Confine the commercial enterprises to the outside areas, where there are already large roads and parking areas.

#### Comments on Sheldon Subarea:

The Sheldon Area is served adequately by the Sheldon Plaza as a NSC to increase its size to status to commercial Shopping Center CSC with no buffer for Sheldon High School is wrong. The hearings officer agrees - one land owner should not be able to change a plan when people are essential to sustain existing business. The busses and transport people to large center. Residential traffic creates a different kind of traffic than commercial. Changing Sheldon Plaza to a general classification makes a mockery of zoning and planning.

#### Comments on Harlow Subarea:

Please make provision for C-1 zoning in the area around Willakenzie Road. Make the area from Beltline to I-5 to Erwin to Bogart an "opportunity area" - mixed residential/C-1.

The Meltbeck development between I-5 Beltline around McKenzie Road consists of houses many of which have 3-car garages. The neighborhood has no general store, making repeat car journeys along Wilakenzie, Coburg and Bogart/Bailey Lanes to Safeway necessary. Give the new development a store.

#### Comments on Willagillespie Subarea:

I'm extremely concerned about proposed commercial development on Willagillespie (see page 39). The school is beginning to lose its neighbor-

hood character, and the safety of children going to and from school could become a serious issue with this proposed commercial development.

Why does there need to be more Commercial area along Willagillespie North from Delta Triad to Robinhood. According to the study produced by the Commercial Land Study group the Willagillespie area has more Commercial area available than any other area in the city. Except for Gheen, all the property now is built with single family residences. The recently built storage shed is definitely an eye sore for a residential area. The traffic on Willagillespie is now very heavy. More Commercial area will simply increase that. Commercial zoning promises to make the neighborhood into a strip - business area along River Road - very undesirable.

#### Unincorporated Subarea:

Note - We are not in favor of commercial development on Ayers Road. From the map you show "Commercial" right next to us. This wasn't zoned for business and has been a source of irritation for many years. We most definitely don't want a "7-11" type store on Ayres! We would prefer to remain out of the city as long as we can. There has been too much rich farm land gone to "development" - who is going to feed us when the land is all taken up by developments in the U.S.

As to: your plan for Tax Lot 1700 Assessors Map 17-03-09-00. This has been zoned as C-2 for about 40 years and I would very much like it to remain so.

I own two lots - Tax #'s 1000 and 1100 - address 560 Kinney Loop - off Coburg Road. These two lots will not be saleable as residential lots surrounded by commercial property. We would prefer the lots to be zoned Commercial. If traffic is the problem, we would be willing to take access from Kinney Loop for both lots. Also, the noise factor off Coburg would not be suitable for residential use.

560 Kinney Loop, 2 lots tax #1000 & 1100. Why were 2 residential lots left in the middle of all commercial property? The traffic on Coburg Road and the noise levels will not make those lots attractive as residential. I propose those lots be converted to commercial. We are willing to take access to both lots off Kinney Loop instead of Coburg. By leaving my 2 lots as residential, that would be "spot zoning", which is not acceptable.

#### Chevy Chase Subarea:

Apartment buildup should be limited severely, with strong rules regarding open spaces, adequate parking, open areas. The recent Chevy Chase apartment debacle is a great example of a BAD planning. The creation of an instant student ghetto with not enough space or enough parking too close to the street. BAD, BAD planning. This was built before the streets and other improvements were in. It should be the other way around. Build the infrastructure 1st then the development, not the other way around.

I don't believe the areas designated for high-density dwelling have been looked at with concern to the property owners already established. We bought our home for quiet and a bit of country life. This will all be changed. I

don't believe any of the owners want the high density. Do not believe it is necessary. Will be rundown in five years. Poor construction.

Block 23 - LOW DENSITY it's near an existing neighborhood of low density.

The high density in Chevy Chase and block 23 has altered the area. The planning for the infrastructure is coming belatedly. The order seems inappropriate.

Recommend that section 23 be low density due to:

- 1) traffic
- 2) liveability
- 3) general security
- 4) impact on schools

Recommend commercial area east of section #22 be re-zoned to same designation as section #22 (Chase Garden Area). Do not want establishments which will serve alcohol for consumption on the property. Traffic limited. Impact on schools in District 4-J. General Security (transients).

Quite concerned about amendment area #23 - the awkwardly placed high-density residential area would be a sharp contrast to neighborhood across the street. Road service would be poor; visual impact poor from both I-5 and elsewhere. Autzen Stadium events traffic would have a staggering effect. On page 16 of the DRAFT you show a picture with the caption "...propose to maintain the existing low-density character..."; consistency?

Consistent land use. Light density - light medium - medium.

Low-density.

We would like to go on record as opposing any amendment from low-density residential to high-density residential for the 15 acre parcel south of Centennial and west of I-5. Our neighborhood is clearly low-density in character and use and all of our neighbors want to maintain that quality. High-density will not (page 6) "Protect and improve the existing residential quality of our area." If you truly want to (page 6) "Ensure that new development is in scale and harmony with the existing neighborhood character," you will not approve any high or medium-density development.

Strongly object to Metro Plan amendment change east of Chevy Chase area based on lack of access to Centennial Boulevard except for use of streets designed strictly for single family dwellings.

Crossing Centennial (pedestrians south to north) to get public transit will be disastrous/dangerous! Secondly, the Club Road/Coburg Road area is too crowded now. More high density development will require an expensive redesign. Rezoning of 15 acre parcel south Centennial and East of Chevy Chase area changes entire character of existing residential area!

Garden Way/Lindley Bardell. There should not be high density next to single family areas already well established. Consider annexing to Golf Course or using as low density to match existing neighborhood. There is a heavy bias to increase density of residential units in this area.

Commercial and Developmental interests have managed to concentrate a lot of this high density development across the street or in the "backyard" of Chevy Chase Neighbors.

The recommendations on Page 74 of the Draft #4.1 puts high density houses into a parcel that is now single family. This is not compatible with Goal 2 and 3 on page 6 of the plan. The resultant congestion, noise, increase in traffic and compromise of present property values would significantly reduce the livability of this area. If these included units with children the resultant overcrowding of Washington School would be unfair to our children. Centennial Boulevard is already dangerous and increased activity from such a development would worsen this. Would you put this development in your backyard?

The area #23 on the proposed Metro plan amendment would place a possible High Density area right against and with access through a low density area. The building of the apartment complex on Centennial has already overloaded the traffic system on Centennial and any additional medium or high density zoning will only worsen the situation.

I think it's absolutely ridiculous to have Bruce Chase represented and present on the planning area discussions. Site #23 would:

- 1) alter the esthetics of the neighborhood,
- 2) be unsafe for small children, be unproven regarding safety in living amongst hi power lines,
- 3) adversely impact Washington Elementary,
- 4) be creating a much heavier flow of traffic onto Centennial.

Site 22 would create the same traffic problem on Centennial and financially benefit Mr. Chase. Quote from Wednesday, 6/19 meeting "the primary consideration in designating (site 22 & 23) was economic." Thank you for the honesty.

I strongly disagree with the proposed change of areas 22 & 23 to medium to high density residential area - because:

- 1) There is very limited access to area 23 the access will go only through a residential area
- 2) The impact it will have on already overcrowded schools
- 3) The high amount of traffic already on Centennial
- 4) The discrepancy with the intent to preserve the character of the neighborhood.

I also feel having Bruce Chase on the planning committee is a definite conflict of interest.

Re: proposed zoning of property to the east of Chevy Chase area to high density residential - I feel it is totally out of line with the current character of the neighborhood. The traffic alone would be a real problem, not to mention the more transient type of population it would attract. This type of development would devalue our property. There are things that can be put on that property which would not present these problems to our neighborhood.

The access to the plan development #23 would increase traffic, liveability of the neighborhood, devaluation of property (homes), etc. Only access to the development will be Lindley Lane.

The proposal to straighten Garden Way to run into site #23 is costly and unthinkable in economic hard times with a shrinking tax base. The liveability of homes in the Chevy Chase Area will be greatly diminished the traffic increase, number of transient people, the burden on Lindley Lane and Chevy Chase, the impact will necessitate increased security, and ultimately decrease the value of property for the good of a few.

Bruce Chase on the planning committee is definitely a conflict of interest, and should be publicized as such. Since Mr. Chase benefits directly on the approval of changes to #22, which affect number of student in surrounding schools and subsequently the taxes for property owners, he is far to involve unless this goes to public for vote. If in fact the #23 is not a good area to develop high density housing, why change it at all?

The Chase Garden Apartments have already negatively impacted the liveability of the Chevy Chase neighborhood. We don't want any commercial nor any high-density residential in this area.

Section - 23. Leave it at low density. No need to change that small area with limited exits.

Do not mind the low-density. Let it stand. Only 2 exits to that property. Many small children in area do not need more traffic.

I recommend that the 15 acre proposal in the Chevy Chase area (south of Centennial, east of Chevy Chase) be dropped completely. The streets in the area are sufficient for the single residence area, could not accommodate traffic for high rise apartments - 35 per acre. High rise would ruin the present residential area.

#23 - High-density would be totally inconsistent with neighborhood. Traffic: concern about traffic on Lindley and Centennial. No one area of the city should have to shoulder such high-density housing. The high density-housing across Centennial is already much too much for our area. Does Bruce Chase benefit from this change proposal? Leave area #23 as was in the original plan.

#23 on map named "Proposed Metro Plan Amendment Areas June 1991" should not become high density residential. It is all in low-density area and there is no useable road access to this parcel of land with out using neighborhood streets. The street won't handle the additional traffic a "high-density" situation would bring. It is also inconsistent with the existing neighborhood.

I live on Bardell. I don't want our quiet neighborhood turned into an eyesore of high-density living. Keep existing neighborhood's in character.

I live on Lindley Lane. Also concerned about change in land use of area immediately east from low to high-density residential - not enough access.

It just didn't seem right to have Bruce Chase representing the Planning Team in our discussion about Chase Gardens. Conflict of interest?

Area 23 would not be suitable for high-density housing because: access, incompatibility, traffic, high tension wire health hazards, too many people for small area, school over crowding, safety, decrease property value.

I am strongly wanting:

- 1) area 22 stay the way it is -- Light-Medium Industrial to Residential,
- 2) leave area 23 as low density -- do not change.

I am very much opposed to the development of area #23 to high-density apartments. The idea of putting these so close to the I-5 Freeway where the residents would be constantly breathing the exhaust of trucks and cars 24 hours a day. And the additional traffic would become very dangerous to the children of Chevy Chase and English Oaks subdivision. I am a property owner in this area.

Area 23: The proposal to change this area to high-density cannot and should not be implemented!! The impact of this zoning change would dramatically alter the character and property values of the area in a most negative and deleterious fashion. Practically speaking, the right of ways of EWEB, Natural Gas and I-5 limit the area; the existing roads are neighborhood oriented and for safety, could not absorb the traffic associated with a high density complex; the voice of the neighborhood must be listened to without the bias of commercial or political interest...the voice is loudly against the proposal!! Eugene, as a whole, has more than its share of high-density parcels - this #23 area does not need to be added to the others. The argument that "high rises" could be a noise buffer to I-5 does not factor in the noise of congestion!! To make the best and highest usage of an area like #23 would be as a low density buffer zone with I-5...consistent with the original metro plan. Thank you for your consideration in this matter.

I am against rezoning area #23 on the map to high-density residential. Reasons: traffic, noise, and lack of uniqueness to the area. I would also be against rezoning area #22. A lot of good reasons against were brought up in meeting (6-19-91) that I agree with but can't remember. If the apartments (close together box like structures with very little street clearance) across from Autzen Station are any example of planning rules and regulations I deem them poor. That's why the concern has surfaced now and not before for most people in our area. Lets consider broad aspect of planning not the dollars involved for a few peoples pockets

I strongly disagree with the proposed land use designation for #22 and #23. My objections are based on:

- 1) Safety for children in the residential area with increased traffic
- 2) Decreased property value for residential in existence
- 3) Impact on schools with no public money to enlarge facilities
- 4) Buffer zone is fine in its natural state - no need to add to noise pollution.
- 5) More traffic in an area not built to handle it - noise pollution - ruins "neighborhood feeling" as an enclosed area. That is why people chose to but in the Chevy Chase/English Oaks area - for the neighborhood feeling.

Re: Amendment area #23 to Metro Plan

- 1) Policy as published to maintain low density seems to have been deliberately ignored.
- 2) A competent site review of problems of this particular area re: High voltage lines and Interstate 5 and lack of buildable land on the site would suggest that 1) no thinking tenant would rent an apartment with this ambience and 2) if the planning team has listened to the neighborhood, they would have retained the original low density zoning.

The quality of life in the existing neighborhood will suffer with the projected development as to traffic and noise - and so would quality of life in the projected development.

The Chase Gardens Mixed Use Area sounds nice because of its vagueness but should not be approved as an amendment without specific plans for its density, its mix of uses, its own open space plan and how to buffer it from the surrounding area. Using the Chase Gardens Apartment development as an example of a "Quality Development" (Bruce Chase's words) with its inattention to set backs from Centennial, lack of noise protector berms (as was done by Meltebek on the opposite side) and monotony of style and color shows what can and probably would be done under present zoning requirements. Leave it "as is" until details are worked out and published for community comment rather than giving the developers another "blank check" to fill in according to their whims.

Noise protection and Visual Protection should be part of the plan along any major and minor arterial where new developments are planned e.g. Goodpasture Island Roads, Crescent, Centennial Blvd. This along with adequate set backs from the street for Multi-Family dwellings would make these more acceptable to existing neighbors.

Re: amendment area #23 change to high-density residential seems strained - fabricated when compared with adjacent neighborhood. A sharp contrast would result. Also would be only high-density area adjacent to I-5 on it's way through Eugene-Springfield. Traffic servicing that development would be heavy - even on non Stadium event days.

Greetings, Section #23 must remain low-density single family dwellings to maintain what I call the "Eugene feeling" - accessible, comfortable, and safe for the owners/occupants. Section #22 will go the way of its neighbor to the west, but lets control its development and make it a pretty compliment to the area, not the eyesore its sister is....A letter is coming on the residential mixed use zoning code....

Amendment area #23. You are already turning the whole "Chase" property into high-density residential looks like overkill to ruin the single family residential for area #23. This section is in the running and biking area and should be made a part of the Alton Baker Park land.

Area 23 needs to be/must be low-density (yellow)

Amend Area #23 Low-Density

**TRANSPORTATION:**

### Street System:

Why clean streets when you don't fill pot holes?

You need more Springfield to Eugene overpasses. Harlow and Centennial have become nightmares.

Have longer left lane only on Coburg Road at Boburg/Harlow Road intersection. Need street drain at corner of Sorrel and Rustic - there's always a pool there with lots of rain.

In the Chevy Chase area the street exits are very limited.

Don't put a cross from Gilham to Coburg north of Ayers. Put it south of school.

Make a crossing of Willamette parallel to I-5 for local UO to Chevy Chase access. Use Block 23 and part of the park for the road. It seems less disruptive than widening Ferry Street.

### Bikeway System Strengths:

We are very proud of these.

We are fortunate to have bike lanes and routes.

You are not improving to remove the existing pathways for a golf course.

I love the bike path along the river and canoe way. JUST GREAT! Wish you could figure out a way to elevate path or float it over roofs to prevent buckling.

Find a way to keep un-leashed dogs OFF bike path. An unleashed dog ran in front of my bike and caused me to crash and break my leg.

Need to get serious enforcement.

### Sidewalk Policies:

Like access for bikers, walkers and especially for wheelchairs, scooters, etc.

Boulevards are crazy. For sprinkler system and lawn mowing it makes more sense to have sidewalks at edge in all but main traffic areas. And downtown sidewalks on street with out boulevards work just fine. Forget requiring them.

### Bus System:

Drivers are pleasant.

Not good enough coverage in Chevy Chase area. It takes 15 minutes to walk to bus and 55 minutes to bus to UO. I can walk there faster. I also need my car for work so busing is inappropriate.

Good service already.

Bus to go from Crescent to Ayers on Gilham, down Ayers to Delta to Green Acres. Run later at night after games and shows are over.

More bus pull-outs to prevent bus, auto and bike accidents and allow smoother traffic flow.

Somehow routes need to connect up with focal points, U of O, fairgrounds, etc., Often 3-5 transfers are needed to get to a destination.

Since the new apartments were added on Centennial in the Chase Garden Area, there have been several accidents that I have witnessed. The proposed light at Kensrow will back up traffic. There should have been a cross at Chevy Chase and lights there at Garden Way and Lindley.

Table T-1, Page 109, Item 21:

Need assurances that this study will be conducted soon and action taken to handle traffic - automobile, bus, pedestrian, bike - from Willagillespie to Valley River Drive.

I feel we need more traffic signals at intersections and junctions, as increased traffic is creating grid locks and large delays at some of the more major non-signalized locations (like northbound ramp off Delta Highway eastbound toward Willagillespie - need light onto Willagillespie).

I would like Bailey Lane and Bogart to be reclassified as local roads in order that traffic wishing to avoid lights or the Coburg Road would not be tempted to use them as through streets from Willakenzie to Coburg.

Bailey Lane is a local street, with a school and single-family dwellings. It should not be classified a "collector".

Bailey Lane plans should give primary consideration to the safety of the school children who cycle and walk along it. Provision should be made for a side walk, a bicycle lane, and a buffer of trees between sidewalk and road. To widen the road and provide car-parking is counter productive and dangerous since it would add traffic and aid its speeding.

The route from Coburg Road via Cal Young to Willagellespie is hazardous and could be improved by extending Cal Young to Delta. Drivers then could easily get to Valley River to the north on Delta and to the South on Delta to I-105 for Delta.

Willakenzie Area Plan, Draft Item 25, page 109, bottom of page:  
"Install a traffic barrier along Satre/Van Duyn Corridor to prohibit through traffic." My concern is that St. Paul School has approximately 250+ students who come from the North and the South, which of these groups is going to be required to drive all the way around to get to school 5 days a week twice a day. And also for church services, especially on Sundays, when 400-600 people attend church which of these (50%) will be required to drive around the barrier to get to church, Do all these people go out through Van Duyn (without a traffic light) or do they all go out through Bailey Lane. My suggestion is to improve the

intersection of Satre and Bailey Lane, add 3 stop signs (East Bound Bailey Lane, West Bound Bailey Lane, and Satre) this will keep traffic flow to a minimum on Bailey Lane and Van Duyn, instead of clogging up one of these streets if the other one is shut off.

Please revise your idea of making Bailey Lane into a collector street. This is a neighborhood street. There is a school on the street. Widening the street will bring more traffic and faster traffic to the street. Instead - keep Bailey Lane as a neighborhood street; just speed bumps on the street; put street trees along the street. But don't inundate the neighborhood with by-pass traffic.

Chad drive should not go through into Old Coburg Road become light-industrial and the area due east (20) become light to medium-industrial. The traffic flow problem at Beltline and Gateway is already terrible, this zoning decision would make it worse and would destroy the historic value of the area and the road.

We do not want the east side of Coburg Road to be rezoned and establish a new route for Chad Drive other than Old Coburg Road.

We would like to keep Old Coburg Road as a dead-end road for residential purposes and historical purposes. I feel that the rezoning to special-light industrial on Old Coburg Road is for the use of business for their traffic, without regard to our neighborhood we will be the ones that suffer from this action.

Don't close Satre. Put speed bumps or "islands" in the road and repair it to reduce speeds and traffic.

Living in the Gilham Elementary attendance area, I'm quite concerned about the proposed collector road connecting Gilham Road and Locke Road. If that collector is created as a "straight shot" from Gilham to Locke, a new major hazard will be created for children walking or riding bikes to school. Wouldn't it be better to create pedestrian and bike access to the school (and proposed park) rather than a new three lane road? On a different note, it doesn't make any sense to take people (cars) from Gilham and dump them onto Locke Road just before the intersection of Locke and Coburg Road. Add to this the heavy trucks coming from Wildish and you've got a very dangerous intersection. Finally, why can't Crescent continue as the "collector" for the south end of the unincorporated sub-area? A new collector seems to be redundant.

Concern over proposed road connecting Gilham to Locke:

- 1) This new connector would run next to a school and two park areas. Children safety is a critical issue,
- 2) High majority of students attending Gilham Elementary either walk or ride bike to school - for those kids east of Gilham Road they would need to cross this new connector at critical times of the day. Measure #5 will only add to this number problem as school busing is even more limited,
- 3) The pattern of the connector is in an area of low to little demand. Again by Schools and Parks - it is a high speed short cut for city buses or others who wish to go to Locke Road,

- 4) The access onto Locke Road is unreasonable. Who will travel across the connector, then onto Locke Road, through the Gravel tracks and still have the light at Crescent to deal with.

I would hope that the road would be canceled at the Parks development with Bike lanes for kids to walk and ride to school in a safe fashion. Gilham provide a high access road for the area and runs parallel with the school, so most kids don't have to cross. The new proposed road runs to the contrary and will force all kids east of Guthrie to cross it at some point. With only low density housing planned for the area along with Parks and Schools the needs are well taken care of with existing roads and residential access.

Do not put in the road from Gilham to Locke Road South of Gilham Elementary.

- 1) Are you aware of the number of children that funnel across that area?
- 2) Why build a 4-lane freeway form nowhere to nowhere and right next to an elementary school? Which brain surgeon came up with that one?
- 3) Who is going to come down Ayers Road, turn left on the freeway just to come into Locke Road and get to meet all the dump trucks coming from the gravel pits? Nobody is!! They will come down to Crescent, turn left and go out to Coburg where there will eventually be a light.
- 4) There is no support (people wise) for a road of this magnitude. At this time the land is planned for a park (generalized future park site). This along with the fact that there's a school out there...where are the people to support such a stupid road - it is not warranted not safe.
- 5) New idea!! How about putting in some planned bike paths through the proposed park so that the kids can funnel to school.

THINK OF THE KIDS AND NOT LTD! No compromise with LTD on a half-ass road that's connected by a single bus lane. This (expletive) for brains idea has all the problems listed on the other side as well as leaves a loop hole (foot in the door) for LTD if for some reason the park never gets built. Summary:

- 1) Safety for the kids
- 2) It's not warranted, certainly not needed except as a straight shot for bus drivers (how fast will that road be)
- 3) It makes no geographic sense - it connects nothing with nothing.
- 4) Why put such a freeway next to parks and schools.
- 5) Stupid idea - only possible people to benefit are the LTD folks at the expense of the people that live there!

Provide turning lane into Chase Village and Parkgrove Apartments - it's too easy to get smashed from behind by cars going 45+mph.

We would like to propose that Ayres Road not be used as a minor arterial due to the high usage as a walker's/biker's route and the scenic nature of its overlook of Ayers Pond. The pond being protected would limit development of the road near it, and homes hereby would limit the width of the road. Why not leave it's country road feel and put the minor arterial in the opportunity area "A", where appropriate development

along it could occur without disrupting existing homes? Then Ayres Road could become a bike route, jogging path that would tie into the proposed park on the bank of Ayres Pond.

Proposed bike path through west end of Marist High School Property. I think it would be wonderful to have a bike path all the way from Valley River Center to the Owosso Bridge along the east bank of the river, providing the City pay for a chain link fence along the Marist High School Boundary. I would also hope that you keep it as close to the river as possible. I was very discouraged several years ago when the bike path (jogging trails to me) was moved away from the river on the south side by the Oregon Bike Bridge to make room for the soccer fields. The bike path should have stayed close to the river and the soccer fields moved towards the rail road tracks. One way getting back to Marist, for a school (private) to have a fairly good secure area opened up to the public puts quite a strain on them. The bike path east should include a chain link fence to help protect their private property.

Please improve bike access heading north across Ferry Street Bridge.

Bike underpass under I-105 to link Autzen or will Knickerbocker Bridge with Marlow Street area. (Sorrel Street)

Bridge over Willamette north of Beltline to link West Ferry Street Bridge greater neighborhood with River Road.

#### **PUBLIC SAFETY:**

Houses in Chase gardens are too close to the street. Need screening landscaping and bigger set backs.

Have the cops spend time on serious matters, not petty drug busts, rousting of people in parks, and pulling people over on suspicion. Get rid of 1/2 of the administrators and put police on foot in neighborhoods. Foot police come to know a neighborhood and preempt problems as opposed to the reactive system now in place.

Open fire station #6.

By increase population by high-density living the public safety will be greatly increased by crime

Put an ambulance on Coburg now!!!

Have facilities that allow for faster response time for fire and emergency vehicles. Desire 4 minute response time we've got the trained people, we need to be able to use them.

Reopen Willakenzie Station #6! Now!

We need a fire station and E.M.S. unit now not 1-2-3-or later NOW.

Plan looks good! Very important to get Station 6 open! Need faster response to area north of Beltline.

We support the Public Safety program as stated in the Willakenzie Plan on pages 117-122. We need more fire and EMS. NOW!

As a resident and business owner in the Willakenzie area, I believe we must have a response time of 4 minutes. Until an additional could be built in area, I agree with the planning committee that at least an emergency vehicle be put at Station 6 (Coburg/Harlow) to assist in current need.

Neighborhoods need pro-active crime prevention programs. Especially in areas where most residents are gone during the day.

#### **PUBLIC FACILITIES AND SERVICES:**

##### **Natural Resource Area Protection:**

By high-density dwellings the resources will be trampled and will suffer when we try to save our earth.

Keep Alton Baker Park as a park and leave the vegetation.

##### **Willamette Greenway:**

Provide more access to the water.

##### **Tree Preservation:**

Don't let people or city cut down big old trees without a hearing.

If you have to take out a tree for any reason the rule ought to be another tree has to be planted.

##### **Parks:**

Alton Baker park is great. I've gone on lots of the UO nature walks in the undeveloped part. I've walked through there on the way to work at UO and picked blackberries and canoed there. I believe a golf course on that property actually limits the land's use severely. There are places for golfers who DRIVE to their destination. Current users of this part of the part of the park use alternatives to cars. This is desirable and preferable. A park is open to the use of all. A golf course in neither of interest nor available fiscally to all. Develop one somewhere else since people are going to drive to golf anyway.

It is too bad there is a lack of funding to continue, what was, support for an excellent park system.

We are fortunate to have some lovely park areas, both large and small for beauty as Owens Rose Garden (oops! not in Willakenzie) for family use as pocket park on Sharon Way, etc.

Plant trees in Oakmont Park; keep this area open.

Keep excellently maintained - green lawns, neatly keep gardens, equipment in good repair.

When you start new development the first thing to go are the trees.

I think all of this (Natural Resource Area Protection, Willamette Greenway, Tree Preservation, and Historic Preservation) important to environment. There continues to be a need for committees to identify these and develop and/or maintain guidelines. Some items may need public comment.

I live on Lindley Lane. Concerned about having to hook up to sanitary sewer. What will happen when area is annexed?

Natural waterway near Ayers Road - Gilham School filled in their part of it. What should we do? Can we fill it in on our property?

Would like to see better access to Delta Ponds for recreation. Shouldn't be developed as a "Traditional" park. Need an information center.

Please develop neighborhood park for residents who live off Willakenzie Street.

Please look at providing more neighborhood parks. They are especially needed in the neighborhoods off of Willakenzie Street.

I very much like the idea of a park at the confluence of McKenzie and Willamette with bike path access. I also like the park on Ayres Pond.

Waterway bordering Ascot Park is full of debris and doesn't flow very well. It could be an amenity if cared for properly. At present is unpleasant breeding ground for mosquitos.

#### NEIGHBORHOOD DESIGN:

Commercial Design Guidelines: More industrial property.

Environmental noise (cars, car stereos, commercial trucks on Cal Young) not adequately covered.

You can't cut a tree down but apartments can be built so close to the road.

I like the suggestions to keep lighting pointed down and shielded, to put light where it actually does good, and does not create "light pollution" to destroy the dark night sky.

Bailey Lane widening/improvements should include provision for grass strips for trees to screen pedestrians from cars. (set back sidewalks) Makes it safer when walking a child and trees planted there improves air quality - not walking right next to the street.

Street trees, planting strips and sidewalks for both sides of Bailey Lane, Bogart, Van Duyn and Satre.

Please prevent future commercial developments from having the cluttered look that some Coburg Road commercial developments now have. Your suggested site review criteria is quite attractive.

Commercial Design Guidelines: Too much allocated.

Who takes care of easement areas between business parking lots and residential areas? Specifically behind G. Willikers.

These seems to be an assumption that every bit of land in the study area will be developed. However the character of the area has been formed by the farmland. There should be a program to allow those farmers who want to keep their land in agriculture to do so. Tax subsidies for certain agricultural land use would allow landowners to choose whether to sell to developers or keep the agricultural/open space.

I am a co-owner of 17-03-19-4-3-00200 and am concerned about the proposed 585' elevation restriction for Gillespie Butte. I have caused a topographical survey of this parcel to be done which indicates a portion of the property on the southerly end lies at 575' above mean sea level. While I am supportive of measures to protect the scenic and historic integrity of the Butte, I must conclude that the imposition of such an elevation limit would preclude my reasonable use of this property. Surely a less oppressive restriction can be implemented.

Gillespie Butte as meadow and Cemetery should be listed as upland in the plan - even though Natural Resources Study omitted it because of necessary information already gathered and studied in 1981 campaign.

# **Willakenzie**

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## **Demographics Report**

City of Eugene  
Plannig Department  
August, 1988

# Willakenzie

## Population Characteristics

### Population

The refinement plan area is composed of the Cal Young and Harlow neighborhoods and two unincorporated areas. The population of the Cal Young neighborhood is 12,410 which accounts for 61.2%. The remainder of the population within the study area is divided between the 6,595 people in the Harlow neighborhood and the 1,279 people in the unincorporated areas. The Willakenzie refinement plan area contains approximately 19.2% of Eugene's total population.

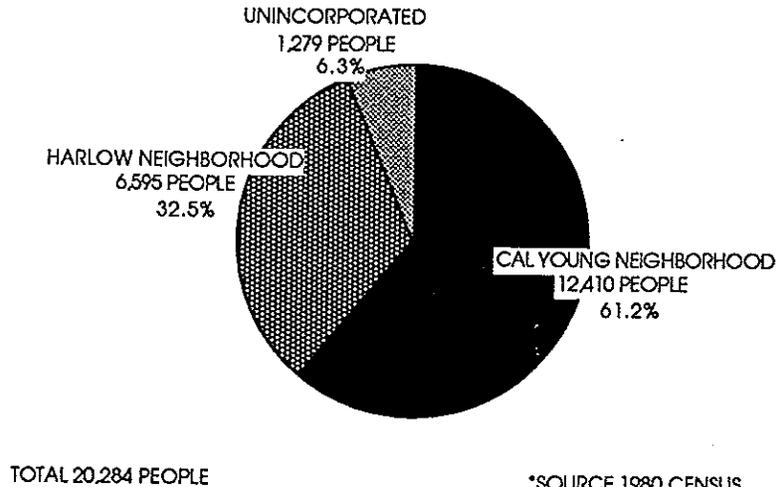
### Population

CENSUS TRACT	TRACT 22	TRACT 29.01	TRACT 29.02	TRACT 30	TRACT 31.01	TRACT 31.02	TOTAL
CAL YOUNG NEIGHBORHOOD	2,823	2,486	3,516	3,585			12,410
HARLOW NEIGHBORHOOD					3,328	3,267	6,595
UNINCORPORATED	1,156				36	87	1,279
<b>TOTAL POPULATION</b>	<b>3,979</b>	<b>2,486</b>	<b>3,516</b>	<b>3,585</b>	<b>3,364</b>	<b>3,354</b>	<b>20,284</b>
*Source 1980 Census							

# Willakenzie

## Population Characteristics

### Percent of Population



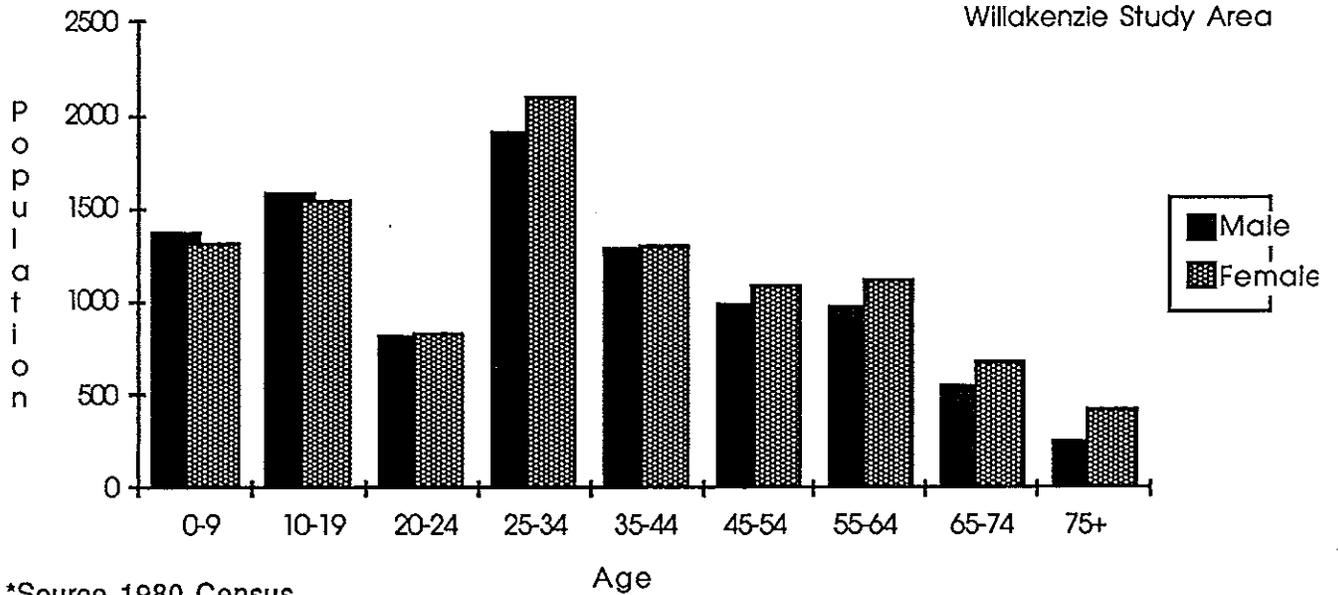
### Age

In the Cal Young neighborhood, 91.5% of the population are under the age of 65 and 72.0% are over the age of 19. Similarly, within the Harlow neighborhood, 89.7% are under the age of 65 and 68.9% are over the age of 19. The percentages are slightly lower in the unincorporated areas, with 68.9% of the population under the age of 65 and 76.2% over the age of 19. In summary, about 90.6% of the population in the Willakenzie refinement plan study area are under the age of 65 and 71.3% are over the age of 19. Throughout the study area, the peak age distribution was between the ages of 25 and 34.

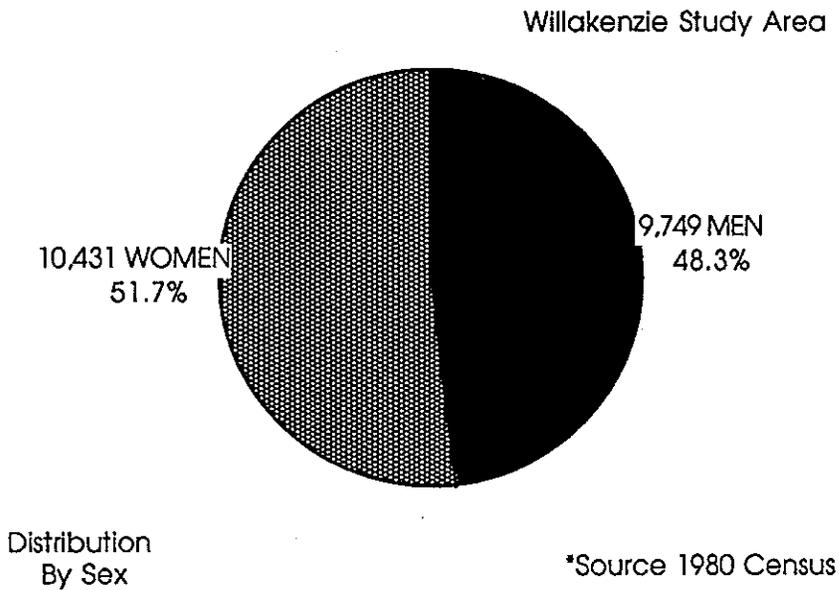
# Willakenzie

## Population Characteristics

### Age Distribution



### Distribution By Sex



# Willakenzie

## Population Characteristics

### Age

CENSUS TRACT	TRACT 22			TRACT 29.01			TRACT 29.02			TRACT 30			TRACT 31.01			TRACT 31.02			TOTAL		
CAL YOUNG NEIGHBORHOOD	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
0-9 YEARS	237	196	433	191	174	365	292	260	552	79	173	252							799	833	1602
10-19 YEARS	198	201	399	184	197	381	280	274	554	258	259	517							920	931	1851
20-24 YEARS	84	98	182	87	106	193	149	159	308	192	191	383							512	554	1066
25-34 YEARS	310	327	637	221	264	485	326	419	745	356	316	672							1213	1326	2539
35-44 YEARS	188	189	377	183	165	348	234	224	458	206	234	439							810	812	1622
45-54 YEARS	135	131	266	140	157	297	161	195	356	175	197	372							611	680	1291
55-64 YEARS	125	155	280	116	124	240	140	157	297	229	243	472							610	679	1289
65-74 YEARS	81	102	183	47	69	116	72	91	163	133	145	278							333	407	740
75 YEARS AND OLDER	25	41	66	30	31	61	30	53	83	45	55	100							130	180	310
HARLOW NEIGHBORHOOD																					
0-9 YEARS													218	225	443	262	231	493	480	455	935
10-19 YEARS													260	233	493	331	289	620	591	522	1113
20-24 YEARS													132	130	262	124	103	232	254	233	494
25-34 YEARS													281	325	606	300	338	638	581	663	1244
35-44 YEARS													186	209	395	223	211	434	409	420	829
45-54 YEARS													161	172	333	161	183	344	322	355	677
55-64 YEARS													146	165	331	143	149	292	289	334	623
65-74 YEARS													90	145	235	73	73	146	163	218	381
75 YEARS AND OLDER													68	162	230	25	43	68	93	205	298
UNINCORPORATED																					
0-9 YEARS	76	43	119										5	2	7	10	4	14	91	58	140
10-19 YEARS	67	87	154										2	3	5	4	2	6	73	93	165
20-24 YEARS	46	47	93										2	2	4	6	5	11	54	55	110
25-34 YEARS	105	108	213										5	3	8	6	14	20	116	119	241
35-44 YEARS	65	75	140										1	2	3	4	5	9	70	80	152
45-54 YEARS	52	51	103										0	1	1	5	6	11	57	55	115
55-64 YEARS	75	92	167										4	4	8	5	3	8	84	101	183
65-74 YEARS	57	68	115										0	0	0	1	1	2	58	59	117
75 YEARS AND OLDER	21	29	50										0	0	0	3	3	6	24	32	55
TOTAL																					
0-9 YEARS	313	239	552	191	174	365	292	260	552	79	173	252	223	227	450	272	235	507	1370	1317	2678
10-19 YEARS	265	288	553	184	197	381	280	274	554	258	259	517	262	236	498	335	291	626	1584	1548	3129
20-24 YEARS	130	145	277	87	106	193	149	159	308	192	191	383	134	132	266	130	108	243	822	842	1670
25-34 YEARS	415	435	850	221	264	485	326	419	745	356	316	672	285	328	614	306	352	658	1910	2108	4024
35-44 YEARS	253	264	517	183	165	348	234	224	458	206	234	439	187	211	398	227	216	443	1289	1312	2603
45-54 YEARS	187	182	369	140	157	297	161	195	356	175	197	372	161	173	334	166	189	355	990	1091	2083
55-64 YEARS	200	247	447	116	124	240	140	157	297	229	243	472	150	189	339	148	152	300	983	1114	2095
65-74 YEARS	138	160	298	47	69	116	72	91	163	133	145	278	90	145	235	74	74	148	554	684	1238
75 YEARS AND OLDER	45	70	116	30	31	61	30	53	83	45	55	100	68	162	230	28	45	74	247	417	664

\*Source 1980 Census

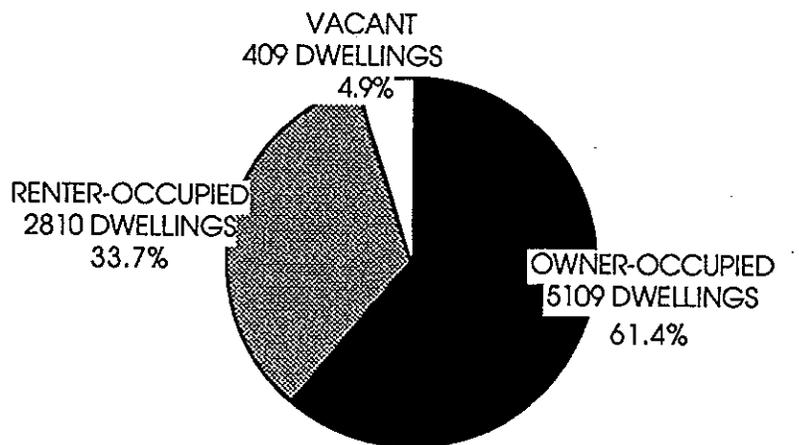
# Willakenzie

## Housing Characteristics

### Household Tenure

In the Cal Young neighborhood, there are 5,186 total dwelling units, of which, 3191 are owner-occupied (61.5%), 1739 are renter-occupied (33.5%), and 256 are vacant (5.0%). The Harlow neighborhood contains 2,582 total dwelling units, of which, 1,507 are owner-occupied (58.4%), 949 are renter-occupied (36.7%), and 126 are vacant (4.9%). In the unincorporated areas, there are 561 total dwelling units. This area is composed of 411 owner-occupied units (73.3%), 122 renter-occupied units (21.7%), 27 vacant units (4.8%), and 1 seasonal/migratory vacant unit (.2%). In Summary, there are 8,329 total dwelling units in the Willakenzie refinement plan area, which include 5,109 owner-occupied units (61.4%), 2,810 renter-occupied units (33.7%), 409 vacant units 4.9%, and 1 seasonal/migratory vacant unit.

### Household Tenure



% OF TOTAL DWELLING UNITS IN STUDY AREA

\* SOURCE 1980 CENSUS

# Willakenzie

## Housing Characteristics

### Household Tenure

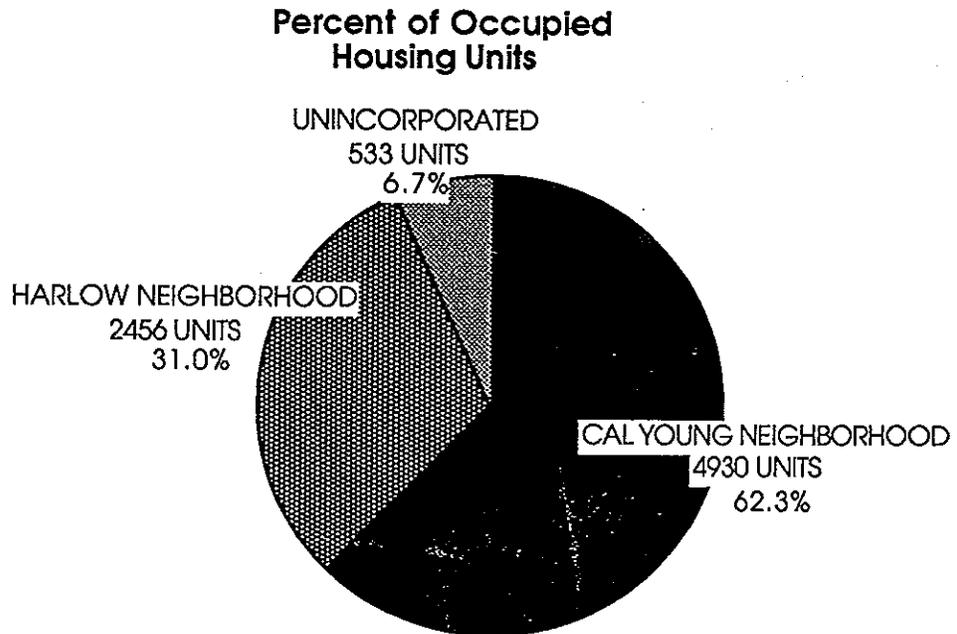
CENSUS TRACT	TRACT 22	TRACT 29.01	TRACT 29.02	TRACT 30	TRACT 31.01	TRACT 31.02	TOTAL
<b>CAL YOUNG NEIGHBORHOOD</b>							
TOTAL # OF DWELLING UNITS	1136	1022	1419	1610			5186
TOTAL # OF OWNER OCCUPIED	817	627	779	968			3191
%	72.0%	61.4%	54.9%	60.1%			61.5%
TOTAL # OF RENTER OCCUPIED	264	327	578	570			1739
%	23.3%	32.0%	40.7%	35.4%			33.5%
TOTAL # OF VACANT	54	68	62	72			256
%	4.7%	6.6%	4.4%	4.5%			5.0%
TOTAL SEASONAL/MIGRATORY							
%							
<b>HARLOW NEIGHBORHOOD</b>							
TOTAL # OF DWELLING UNITS					1387	1195	2582
TOTAL # OF OWNER OCCUPIED					699	818	1507
%					49.7%	68.4%	58.4%
TOTAL # OF RENTER OCCUPIED					629	320	949
%					45.3%	26.8%	36.7%
TOTAL # OF VACANT					69	57	126
%					5.0%	4.8%	4.9%
TOTAL SEASONAL/MIGRATORY							
%							
<b>UNINCORPORATED</b>							
TOTAL # OF DWELLING UNITS	509				15	37	561
TOTAL # OF OWNER OCCUPIED	384				10	17	411
%	75.4%				66.7%	46.0%	73.3%
TOTAL # OF RENTER OCCUPIED	101				3	18	122
%	19.9%				20.0%	48.6%	21.7%
TOTAL # OF VACANT	23				2	2	27
%	4.5%				13.3%	5.4%	4.8%
TOTAL SEASONAL/MIGRATORY	1						1
%	0.2%						0.2%
<b>TOTAL</b>							
TOTAL # OF DWELLING UNITS	1644	1022	1419	1610	1402	1232	8329
TOTAL # OF OWNER OCCUPIED	1201	627	779	968	699	835	5109
%	73.0%	61.4%	54.9%	60.1%	58.2%	57.2%	61.4%
TOTAL # OF RENTER OCCUPIED	365	327	578	570	632	398	2810
%	22.2%	32.0%	40.7%	35.4%	32.7%	37.7%	33.7%
TOTAL # OF VACANT	77	68	62	72	71	59	409
%	4.7%	6.6%	4.4%	4.5%	9.1%	5.1%	4.9%
VACANT SEASONAL/MIGRATORY	1						1
%	0.1%						
* SOURCE 1980 CENSUS							

# Willakenzie

## Housing Characteristics

### Household Composition

Within the Cal Young neighborhood, there are 4,930 occupied housing units, which accounts for roughly 62.3% of the total occupied households in the planning area. The person per household ratio is about 2.53. The remainder of the occupied housing units within the study area is divided up between the 2,456 units in the Harlow neighborhood and the 533 units in the unincorporated areas. The person per household ratio is 2.64 in the Harlow neighborhood and 2.55 in the unincorporated areas. In general, the Willakenzie refinement plan area contains roughly 7,919 total occupied housing units and has a 2.57 person per household ratio.



OCCUPIED HOUSING UNITS

\*SOURCE 1980 CENSUS

# Willakenzie

## Housing Characteristics

### Household Composition

CENSUS TRACT	TRACT 22	TRACT 29.01	TRACT 29.02	TRACT 30	TRACT 31.01	TRACT 31.02	TOTAL
<b>CAL YOUNG NEIGHBORHOOD</b>							
OCCUPIED HOUSING UNITS	1081	954	1357	1538			4930
PERSON PER HOUSEHOLD	2.61	2.59	2.59	2.33			2.53
MEDIAN OCCUPIED HOUSING	2.31	2.32	2.3	2.06			2.25
MEDIAN OWNER OCCUPIED	2.34	2.54	2.56	2.29			2.43
MEDIAN RENTER OCCUPIED	2.21	1.97	1.97	1.63			1.95
<b>HARLOW NEIGHBORHOOD</b>							
OCCUPIED HOUSING UNITS					1318	1138	2456
PERSON PER HOUSEHOLD					2.45	2.83	2.64
MEDIAN OCCUPIED HOUSING					2.18	2.5	2.34
MEDIAN OWNER OCCUPIED					2.53	2.83	2.68
MEDIAN RENTER OCCUPIED					1.74	.2	1.87
<b>UNINCORPORATED</b>							
OCCUPIED HOUSING UNITS	485				13	35	533
PERSON PER HOUSEHOLD	2.38				2.77	2.49	2.55
MEDIAN OCCUPIED HOUSING	2.10				2.75	2.29	2.38
MEDIAN OWNER OCCUPIED	2.08				*	2.22	2.15
MEDIAN RENTER OCCUPIED	2.21				*	2.38	2.30
<b>TOTALS</b>							
OCCUPIED HOUSING UNITS	485	954	1357	1538	1331	1173	7919
PERSON PER HOUSEHOLD	2.50	2.59	2.59	2.33	2.61	2.66	2.57
MEDIAN OCCUPIED HOUSING	2.21	2.32	2.3	2.06	2.47	2.40	2.32
MEDIAN OWNER OCCUPIED	2.21	2.54	2.56	2.29	2.53	2.53	2.42
MEDIAN RENTER OCCUPIED	2.21	1.97	1.97	1.63	1.74	2.19	2.04
*Source 1980 Census							

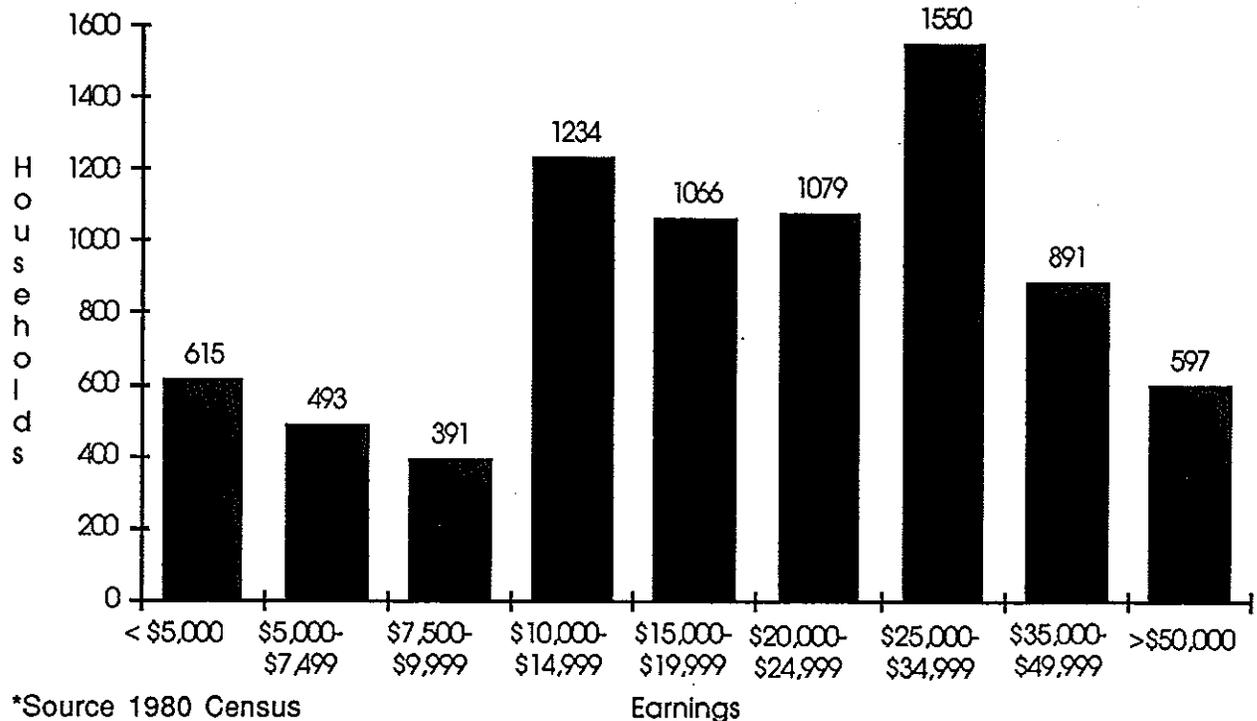
# Willakenzie

## Economic Characteristics

### Income

Family incomes within this planning area tend to be in the higher income categories. In the Cal Young neighborhood, 83.0% earn over \$10,000 a year. Over half, 52.3%, earn over \$20,000 a year. In the Harlow neighborhood, the distribution is similar to the Cal Young neighborhood. Roughly 80.2% of the Harlow neighborhood earns over \$10,000 and about 51.9% earn over \$20,000 a year. In contrast, within the unincorporated area, only 67.4% earn over \$10,000 and about 26.7% earn over \$20,000. Overall, 81.1% of the population earns over \$10,000 and 52.0% earns over \$20,000 within the Willakenzie study area.

### Income Distribution



# Willakenzie

## Economic Characteristics

### Income

CENSUS TRACT	TRACT 22	TRACT 29.01	TRACT 29.02	TRACT 30	TRACT 31.01	TRACT 31.02	TOTALS
<b>CAL YOUNG NEIGHBORHOOD</b>							
< \$5,000	47	111	126	60			343
\$5,000 TO \$7,499	78	54	54	98			284
\$7,500 TO \$9,999	26	44	88	58			216
\$10,000 TO \$14,999	166	113	222	242			742
\$15,000 TO \$19,999	153	154	165	207			679
\$20,000 TO \$24,999	176	101	230	188			695
\$25,000 TO \$34,999	237	208	239	255			939
\$35,000 TO \$49,999	164	109	168	184			625
> \$50,000	61	87	57	213			418
<b>HARLOW NEIGHBORHOOD</b>							
< \$5,000					152	65	218
\$5,000 TO \$7,499					102	39	141
\$7,500 TO \$9,999					71	53	124
\$10,000 TO \$14,999					238	142	380
\$15,000 TO \$19,999					135	147	283
\$20,000 TO \$24,999					181	159	340
\$25,000 TO \$34,999					260	264	514
\$35,000 TO \$49,999					87	173	260
> \$50,000					82	92	174
<b>UNINCORPORATED</b>							
< \$5,000	54				0	0	54
\$5,000 TO \$7,499	42				0	6	68
\$7,500 TO \$9,999	39				0	12	51
\$10,000 TO \$14,999	112				0	0	112
\$15,000 TO \$19,999	96				8	0	104
\$20,000 TO \$24,999	38				0	6	44
\$25,000 TO \$34,999	78				3	9	87
\$35,000 TO \$49,999	6				0	0	6
> \$50,000	0				0	5	5
<b>TOTALS</b>							
< \$5,000	101	111	126	60	152	65	615
\$5,000 TO \$7,499	140	54	54	98	102	45	493
\$7,500 TO \$9,999	65	44	88	58	71	65	391
\$10,000 TO \$14,999	277	113	222	242	238	142	1234
\$15,000 TO \$19,999	249	154	165	207	144	147	1066
\$20,000 TO \$24,999	214	101	230	188	181	165	1079
\$25,000 TO \$34,999	315	208	239	255	253	270	1560
\$35,000 TO \$49,999	170	109	168	184	87	173	891
> \$50,000	61	87	57	213	82	97	597

\*Source 1980 Census

# **Willakenzie**

## **Special Population Characteristics**

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### **Female Householder**

The percentage of one-parent families that are maintained by a female householder are relatively low compared to citywide averages. Within the Cal Young neighborhood, 15.4% of the families are maintained by a female householder. In the Harlow neighborhood has a slightly higher percentage of 16.1% of the families are maintained by female householders.

### **Disabled**

The percentage of the population that is considered disabled is defined by the US census as noninstitutionalized persons between the ages of 16 and 64 years who reported that they had a health condition which lasted for 6 or more months and which prevented them from working or which limited them in the kind or amount of work they could do. In the Cal Young neighborhood, the percentage of disabled is 6.8%. In the Harlow neighborhood, the percentage was slightly lower with 5.8% of the population considered disabled.

### **Education**

This is a percentage of the population that is 24 years or older in each neighborhood who have a grade school education or less. This is a conservative count of the people who are severely undereducated in each neighborhood. It doesn't include individuals under 24, nor does it count those people who have had one or two years of high school. Within the Cal Young neighborhood, 4.6% of the population are considered undereducated. The percentage in the Harlow neighborhood is slightly higher with 6.0% considered undereducated.

# **Willakenzie**

## **Special Population Characteristics**

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### **Crime**

The crimes used to determine the crime rate includes: homicide, rape, robbery, aggravated assault, burglary, theft-bike, theft-from vehicle, theft-motor vehicle parts, theft-other, car theft, and arson. The numbers reflect the 1980 crime rate per 1,000 population. Within the Cal Young neighborhood, the rate was 97.4 per 1000 people. The Harlow neighborhood had a rate of 66.8 per 1000 people.

### **Unemployment**

Within the Willakenzie area, the unemployment rate is relatively low compared to the other neighborhoods. In the Cal Young neighborhood, 4.6% of the population is considered unemployed. In the Harlow neighborhood, the percentage is slightly higher with 6.6% of the population unemployed.

### **Minorities**

Minority, defined by U.S. census, are: Blacks, American Indians, Eskimos, Aleuts, Asian and Pacific Islanders, and persons of Spanish origin. Again, these areas are fairly low compared to citywide averages. In the Cal Young neighborhood, 3.4% of the population is composed of minorities. The Harlow neighborhood has a slightly higher percentage with 4.2% of the population being defined as a minorities.

### **Elderly**

By definition of the Bureau of the Census, the elderly population is composed of persons 65 years and older. In the Cal Young neighborhood, the 8.5% of the population is considered to be elderly. In the Harlow neighborhood, 10.3% of the population is elderly.

WILLAKENZIE PLANNING TEAM  
BYLAWS

Adopted: November 10, 1988  
Revised: April 27, 1989

ARTICLE I. ESTABLISHMENT

The Willakenzie Planning Team was established in October 1988 through the joint efforts of the City of Eugene, Cal Young Neighborhood Association, Harlow Area Neighbors, and the Eugene Citizen Involvement Committee.

ARTICLE II. PURPOSE AND OBJECTIVES

Section 1.

To prepare a draft refinement plan for the Willakenzie planning area. The planning area includes the Cal Young neighborhood, the Harlow neighborhood, and unincorporated areas lying within the boundaries described below. The Willakenzie Refinement Planning Area is bounded by the Willamette River on the south and west, the Urban Growth Boundary on the north, and Interstate 5 on the east.

Section 2.

To periodically give progress reports on the development of the refinement plan to the Cal Young Neighborhood Association, Harlow Area Neighbors and other interested groups. To assist with conducting public meetings intended to solicit comments regarding the direction of the refinement plan.

Section 3.

To solicit the views of various segments of the community, especially at critical stages of the refinement planning process.

Section 4.

To identify planning studies necessary to the development of the refinement plan and to seek available resources and assistance necessary for the completion of the plan.

ARTICLE III. MEMBERSHIP AND VOTING

Section 1.

The Willakenzie Planning Team shall consist of a total of twelve voting members. Four of those members shall be appointed by the Cal Young Neighborhood Association as at-large representatives of the Cal Young area. The remaining planning team members shall be appointed by the Eugene Planning Director in accordance with the approved

Citizen Involvement Program and Citizen Involvement Guidelines of the Citizen Involvement Committee. The Planning Director shall appoint:

- a. Two at-large representatives from the Harlow area.
- b. Three business representatives--one each from the Goodpasture Island, Coburg Road and unincorporated areas.
- c. Two resident/property owner representatives from the unincorporated areas.
- d. One representative from the sand and gravel industry.

Alternates may be selected for each of the planning team positions.

#### Section 2.

Members shall serve until the purposes and objectives in Article II are fulfilled by the Cal Young Neighborhood Association. Members absent for four consecutive meetings without being excused shall be removed from the planning team.

#### Section 3.

Vacancies from the Cal Young area shall be filled by the Cal Young Neighborhood Association. All other vacant planning team positions shall be filled by the Eugene Planning Director.

#### Section 4.

Each member of the planning team is entitled to vote at all planning team meetings.

#### Section 5.

A quorum shall consist of seven members.

#### Section 6.

All decisions of the planning team must have the support of at least a simple majority of those present at meetings.

#### Section 7.

Alternates shall not be considered voting members of the planning team until either a) appointed to fill a permanent vacancy on the planning team by the Planning Director or corresponding neighborhood group (dependent on specific position); -OR- b) appointed, by a regular member of the planning, team (in the case of that member's absence) to fill that member's seat for a specific meeting.

Provision "B" will apply only to those regular positions which have designated alternates. In the case where, there is more than one alternate available to fill a regular member s seat, the Planning Director or neighborhood group will designate a primary and secondary alternate.

The decision to exercise Provision "B" is subject to the discretion of the regular planning team member. In order to exercise Provision "B", the regular member must notify either the planning team chair or planning team staff of this choice prior to the meeting at which the substitution will occur. In addition, the regular member must notify the alternate of their absence and intent to exercise Provision "B".

#### ARTICLE IV. MEETINGS OF THE PLANNING TEAM

##### Section 1.

All planning team members and alternates shall receive advance written notice of regular meetings or special meetings where action is to be taken.

##### Section 2.

Parliamentary procedures shall be followed. Robert's Rules of Order shall be consulted when necessary.

##### Section 3.

All planning team meetings shall be open to the public and, when possible, shall be announced in the Register-Guard.

##### Section 4

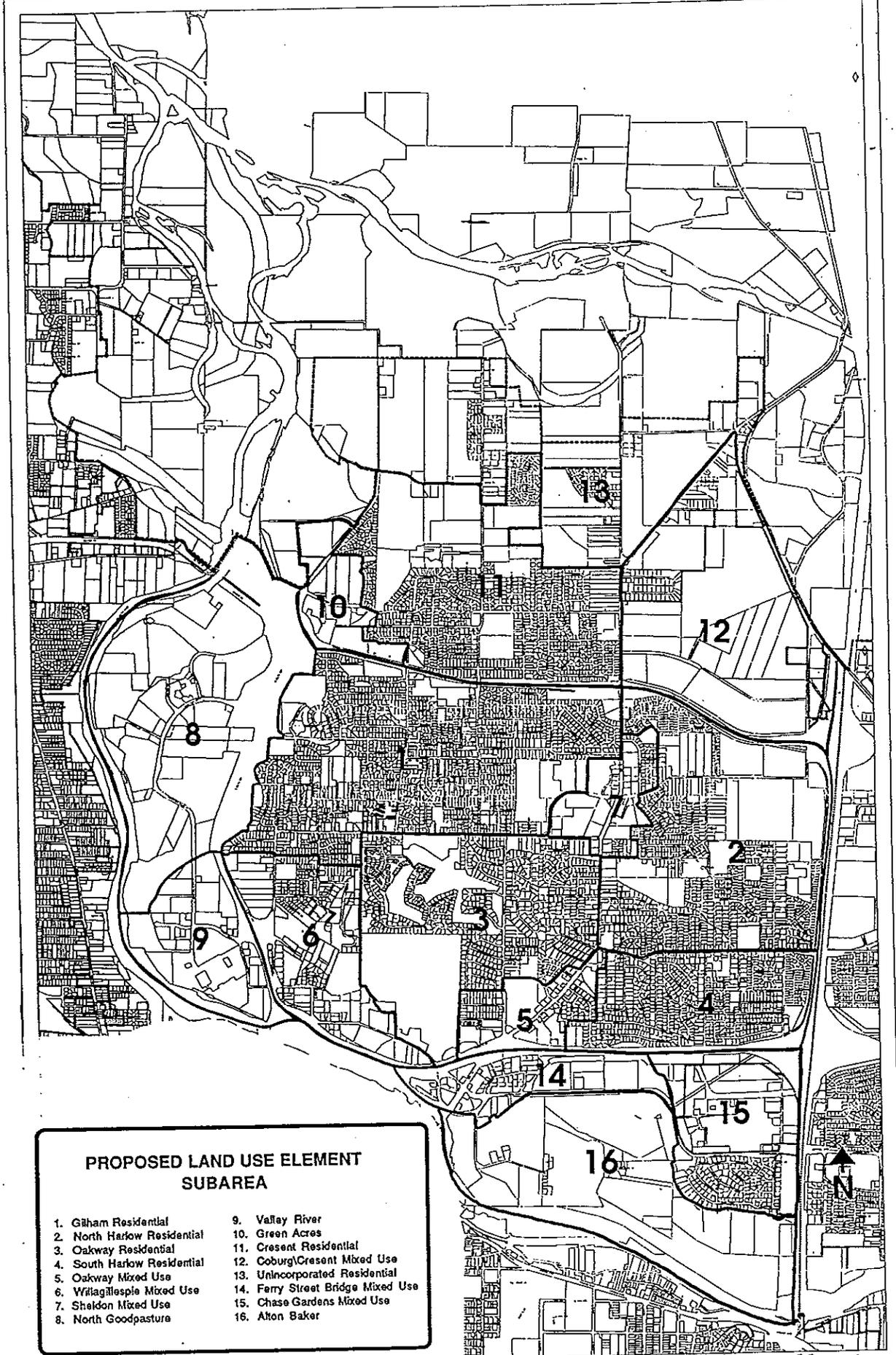
The planning team shall select a chairperson to preside over meetings. The planning team shall also select a vice-chairperson who will preside in the absence of the chairperson.

#### ARTICLE V. AMENDMENTS

##### Section 1.

With the exception of Article II, Section 1, these bylaws may be amended by an affirmative vote of a simple majority of voting members at any regular meeting.

# LAND USE



**PROPOSED LAND USE ELEMENT  
SUBAREA**

- |                             |                                   |
|-----------------------------|-----------------------------------|
| 1. Gilham Residential       | 9. Valley River                   |
| 2. North Harlow Residential | 10. Green Acres                   |
| 3. Oakway Residential       | 11. Crescent Residential          |
| 4. South Harlow Residential | 12. Coburg/Crescent Mixed Use     |
| 5. Oakway Mixed Use         | 13. Unincorporated Residential    |
| 6. Willaglespie Mixed Use   | 14. Ferry Street Bridge Mixed Use |
| 7. Sheldon Mixed Use        | 15. Chase Gardens Mixed Use       |
| 8. North Goodpasture        | 16. Alton Baker                   |

Note: Subarea boundaries on this map were used for initial data collection. Subarea boundaries were subsequently changed to the locations shown on the Regions and Subarea Map on page 19 of the Draft Plan.

## UNITS BY STRUCTURE TYPE AND SUBAREA

WILLAKENZIE SUBAREA	SINGLE-FAMILY DWELLINGS	MOBILE HOME	DUPLEX	MULTI-FAMILY UNITS	TOTAL
Alton Baker	5	0	0	0	5
Chase Garden	149	0	30	0	179
Coburg-Crescent	90	5	2	4	101
Crescent Residential	873	221	246	0	1340
Ferry Street Bridge	0	0	0	0	37
Gilham	1629	37	334	408	2371
Green Acres	1	0	0	0	1
North Goodpasture	8	0	0	140	148
North Harlow	817	1	152	38	1008
Oakway Mixed Use	86	0	6	181	273
Oakway Residential	685	0	66	337	1088
Sheldon	92	0	20	595	707
South Harlow	733	0	96	11	840
Unincorporated	146	215	2	1	364
Valley River	0	59	0	0	59
Willagillespie	179	0	22	171	372
<b>Total</b>	<b>5493</b>	<b>538</b>	<b>976</b>	<b>1886</b>	<b>8893</b>

Note: All residential units are shown irregardless of zoning.

Source: Lane Council of Government

ADGEO, January 1, 1986

WRP.WK4

**SUMMARY OF ACRES BY WILLAKENZIE AREA PLAN DESIGNATION AND SUBAREA**

WILLAKENZIE SUBAREA	LO-DENSITY RESIDENTIAL	MED-DENSITY RESIDENTIAL	HIGH-DENSITY RESIDENTIAL	COMMUNITY COMMERCIAL	SPECIAL-LIGHT MANUFACTURING	LIGHT-MEDIUM INDUSTRIAL	PARK AND OPEN SPACE	EDUCATION	GOVERNMENT	TOTAL
Alton Baker	37.1	0.0	0.0	0.0	0.0	0.0	453.9	0.0	0.0	491.0
Chase Garden	62.3	40.1	17.0	10.4	0.0	76.3	16.0	0.0	0.0	222.1
Coburg-Crescent	230.1	125.4	6.9	25.0	152.5	0.0	0.0	0.0	0.0	539.7
Crescent Residential	492.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	510.4
Ferry Street Bridge	0.0	0.0	5.6	49.9	0.0	0.0	7.6	0.0	49.4	112.5
Gilham	601.1	0.0	0.0	0.0	0.0	0.0	0.0	49.6	0.0	650.7
Green Acres	1.5	24.1	0.0	51.0	0.0	23.5	0.0	0.0	0.0	100.1
North Goodpasture	0.0	278.2	16.6	29.3	0.0	0.0	119.9	30.3	0.0	474.4
North Harlow	512.9	23.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	536.8
Oakway Mixed Use	28.9	23.0	0.0	55.4	0.0	0.0	0.0	0.0	0.0	107.3
Oakway Residential	267.7	5.2	0.0	1.0	0.0	0.0	229.4	0.0	0.0	503.2
Sheldon	31.6	60.1	0.0	20.8	0.0	0.0	0.0	0.0	0.0	112.4
South Harlow	229.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	229.5
Unincorporated	664.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	667.7
Valley River	0.0	0.0	0.0	156.2	0.0	0.0	26.8	0.0	0.0	183.1
Willagillespie	126.2	100.9	14.0	10.4	0.0	0.0	0.0	0.0	0.0	251.4
<b>Total</b>	<b>3285.0</b>	<b>702.2</b>	<b>60.0</b>	<b>409.8</b>	<b>152.5</b>	<b>99.8</b>	<b>853.6</b>	<b>79.8</b>	<b>49.4</b>	<b>5692.0</b>

Source: Lane Council of Governments  
Metro Parcel File, January 1, 1986

WRP.WK8

NUMBER OF LOTS GREATER THAN AND LESS THAN 15,000 SQUARE FEET BY SUBAREA

WILLAKENZIE SUBAREA	GREATER THAN 15,000 SQ. FT.		LESS THAN 15,000 SQ. FT.		TOTAL	
	# OF LOTS	PERCENTAGE	# OF LOTS	PERCENTAGE	# OF LOTS	PERCENTAGE
Alton Baker	0	0.00%	0	0.00%	0	0.00%
Chase Garden	31	0.58%	96	1.80%	127	2.38%
Coburg-Crescent	64	1.20%	15	0.28%	79	1.48%
Crescent Residential	83	1.56%	767	14.39%	850	15.95%
Ferry Street Bridge	0	0.00%	0	0.00%	0	0.00%
Gilham	183	3.43%	1527	28.65%	1710	32.08%
Green Acres	1	0.02%	0	0.00%	1	0.02%
North Goodpasture	0	0.00%	0	0.00%	0	0.00%
North Harlow	125	2.35%	649	12.18%	774	14.52%
Oakway Mixed Use	12	0.23%	62	1.16%	74	1.39%
Oakway Residential	205	3.85%	449	8.42%	654	12.27%
Sheldon	3	0.06%	76	1.43%	79	1.48%
South Harlow	103	1.93%	623	11.69%	726	13.62%
Unincorporated	51	0.96%	73	1.37%	124	2.33%
Valley River	0	0.00%	0	0.00%	0	0.00%
Willagillespie	45	0.84%	87	1.63%	132	2.48%
<b>Total</b>	<b>906</b>	<b>17.00%</b>	<b>4424</b>	<b>83.00%</b>	<b>5330</b>	<b>100.00%</b>

Source: Lane Council of Government

ADGEO, January 1, 1986

WRP.WK6

CONDITION OF RESIDENTIAL UNITS, 1983		
QUALITY OF HOUSING	NUMBER OF UNITS	PERCENTAGE
New	2804	34.22
Standard	4761	58.10
Minor Repair	624	7.62
Major Repair	3	0.04
Unsafe and Abatable	2	0.02
Total	8194	100

Note: All residential units are shown irregardless of zoning.

Source: Lane Council of Governments  
Windshield Survey conducted in 1983.

WRP.APP

BUILDING ACTIVITY BY DECADE	
DECADE	NUMBER OF STRUCTURES
Before 1909	163
1910-1919	18
1920-1929	31
1930-1939	59
1940-1949	415
1950-1959	1496
1960-1969	1423
1970-1979	1999

Source: Lane Council of Governments.  
Real Property Improvement Detail File, January 1, 1989

WRP.WK2

COMPOSITION OF EXISTING RESIDENTIAL UNITS

HOUSING TYPE	NUMBER OF UNITS	PERCENTAGE
Single-Family	5493	61.77%
Mobile Home	538	6.05%
Duplex	976	10.97%
Multi-Family	1886	21.21%
Total	8893	100.00%

Source: Lane Council Of Government  
Metro Parcel Files

WRP.WK7

**HOUSING TYPE BY ACRES, NUMBER OF UNITS, AND LOCATION**

LOCATION	SINGLE FAMILY	MOBILE HOME	DUPLEX	MULTI-FAMILY	TOTAL
Inside the City Limits					
Number of Acres	1391.27	45.01	108.89	126.71	1671.88
Number of Units	5230	318	972	1881	8401
Within the Urban Growth Boundry					
Number of Acres	146.42	31.17	0.79	0.93	179.31
Number of Units	263	220	4	5	492
Total					
Number of Acres	1537.69	76.18	109.68	127.64	1851.19
Number of Units	5493	538	976	1886	8893

Source: Lane Council of Governments  
 Metro Parcel Files, January 1, 1986

WRP.WK7

**SUMMARY OF USE BY ZONING**

	AG	C-1	C-2	GO	H	I-1	I-2	PL	RA	RG	R-1	R-2	R-3	R-4	TOTAL
<b>Retail Trade</b>															
Number of Acres	0	0.78	167.81	6.64	0	0	0	0	0	0	0	1.02	0.33	0	176.58
Number of Sites	0	2	224	7	0	0	0	0	0	0	0	1	1	0	235
<b>General Services</b>															
Number of Acres	2.42	0	72.46	21.68	0	0	0	0.72	4.21	0.97	0.61	0.84	0.57	0	104.47
Number of Sites	2	0	140	46	0	0	0	1	2	2	1	1	1	0	196
<b>Wholesale Trade</b>															
Number of Acres	0	0	1.75	0	0	0	0	0	0	0	0	0	0	0	1.75
Number of Sites	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Industrial</b>															
Number of Acres	0	0.30	7.36	0	0	0	1.46	0	1.27	0	0	0	0	0	10.39
Number of Sites	0	1	3	0	0	0	1	0	2	0	0	0	0	0	7
<b>Education</b>															
Number of Acres	25.86	0	1.38	0.58	0	0	0	83.65	21.82	0	15.91	0	0	0	149.20
Number of Sites	1	0	3	2	0	0	0	10	6	0	2	0	0	0	24
<b>Government Services</b>															
Number of Acres	13.61	0	6.01	1.46	0	2.17	0	82.42	13.84	2.02	21.43	6.64	0	5.48	155.08
Number of Sites	12	0	5	3	0	2	0	19	32	2	22	5	0	1	103
<b>Communications</b>															
Number of Acres	0	0	1.38	2.83	0	0	4.82	0	7.43	0	0	6.11	0	0	22.56
Number of Sites	0	0	4	1	0	0	1	0	2	0	0	2	0	0	10
<b>Recreation</b>															
Number of Acres	0	0	2.50	0	0	0	0	67.75	21.06	0	205.57	4.86	0	0	301.74
Number of Sites	0	0	4	0	0	0	0	0	1	0	7	2	0	0	14
<b>Parks</b>															
Number of Acres	0	0	0	0	0	0	0	217.71	12.79	0	1.21	0	0	0	231.72
Number of Sites	0	0	0	0	0	0	0	18	6	0	1	0	0	0	25
<b>Religious/Charitable</b>															
Number of Acres	10.15	0.86	0	1.89	0	0	0	0.89	37.16	0	14.08	0.52	0	19.20	84.75
Number of Sites	1	1	0	2	0	0	0	1	21	0	7	1	0	2	36
<b>Vacant</b>															
Number of Acres	210.60	11.24	99.90	26.06	1.02	50.40	0.00	26.72	268.88	33.11	303.16	240.42	9.94	0.00	1281.43
Number of Sites	100	8	38	19	6	4	0	11	487	13	370	44	2	0	1102

- KEY:**
- AG Agricultural
  - C-1 Neighborhood Commercial
  - C-2 General Commercial
  - GO General Office
  - H Historic
  - I-1 Special Light-Industrial
  - I-2 Light-Medium Industrial
  - PL Public Land
  - RA Suburban Residential
  - RG
  - R-1 Low Density Residential
  - R-2 Limited Multiple-Family Residential
  - R-3 Multiple-Family Residential
  - R-4 High-Rise Multiple Family Residential

Source: Lane Council of Governments  
 Metro Parcel File, January 1, 1986

	AG	C-1	C-2	GO	H	I-1	I-2	PL	RA	RG	R-1	R-2	R-3	R-4	TOTAL
Transportation	0	0	0.1189	0	0	0	17.2	0	0	0	0	0	0	0	17.32
Number of Acres	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Number of Sites															
Alleys/Bike Paths	0	0	5.24	0	0	0	0	0	0	0	0.05	0	0	0	5.29
Number of Acres	0	0	3	0	0	0	0	0	0	0	1	0	0	0	4
Number of Sites															
Roads and Parking	1.00	0	0	0.07	0	0	0	10.69	28.13	0.80	5.92	1.27	0	0	47.89
Number of Acres	2	0	0	1	0	0	0	2	19	1	3	3	0	0	31
Number of Sites															
Utilities	11.49	0	5.16	0	0	0	0	0	13.63	0	5.76	0.43	0	0	36.47
Number of Acres	5	0	3	0	0	0	0	0	5	0	2	1	0	0	16
Number of Sites															
Agriculture	417.01	3.78	9.40	14.49	0	58.25	0	66.07	131.92	10.61	160.70	70.61	105.48	0	1048.33
Number of Acres	39	1	1	4	0	1	0	3	15	2	12	7	1	0	86
Number of Sites															
Timber	0	0	0	0	0	0	0	0	0	0	2.21	17.84	0	0	20.05
Number of Acres	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Number of Sites															
Water	0	0	0	0	0	0	0	44.22	0	0	4.02	91.55	0	0	139.79
Number of Acres	0	0	0	0	0	0	0	5	0	0	2	3	0	0	10
Number of Sites															
Single Family	80.40	3.27	1.70	2.63	1.07	0	0	2.48	808.46	13.59	602.00	21.68	0	0	1537.29
Number of Acres	102	7	2	8	4	0	0	8	3213	17	2081	56	0	0	5498
Number of Sites															
Duplex	0.79	0	0	0	0	0	0	0	80.45	0	24.13	4.30	0	0	109.68
Number of Acres	2	0	0	0	0	0	0	0	368	0	95	26	0	0	491
Number of Sites															
Mobile Home	27.90	0.13	13.51	0	0	0	0	0	34.07	0	0.36	0.21	0	0	76.18
Number of Acres	67	1	3	0	0	0	0	0	46	0	1	1	0	0	119
Number of Sites															
Multi-Family	0	0.93	1.95	0	0	0	0	0	33.84	10.42	26.79	45.90	7.79	0	127.64
Number of Acres	0	2	6	0	0	0	0	0	156	37	112	147	26	0	486
Number of Sites															
Group Quarters	0	0	0	0	0	0	0	0	0.21	0	0.69	0	0	0	0.90
Number of Acres	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
Number of Sites															
TOTAL	801.23	21.29	397.64	78.32	2.09	110.83	23.48	603.31	1519.19	71.51	1394.59	514.19	124.12	24.68	5686.47
Number of Acres	333	23	443	93	10	7	3	78	4382	74	2722	301	31	3	8503
Number of Sites															

KEY:

- AG Agricultural
- C-1 Neighborhood Commercial
- C-2 General Commercial
- GO General Office
- H Historic
- I-1 Special Light-Industrial
- I-2 Light-Medium Industrial
- PL Public Land
- RA Suburban Residential
- RG
- R-1 Low Density Residential
- R-2 Limited Multiple-Family Residential
- R-3 Multiple-Family Residential
- R-4 High-Rise Multiple Family Residential

Source: Lane Council of Governments  
Metro Parcel File, January 1, 1986

AVERAGE RESIDENTIAL PARCEL SIZE FOR DEVELOPED AND  
UNDEVELOPED PARCELS BY SUBAREA

	<u>DEVELOPED</u>		<u>UNDEVELOPED</u>	
	<u>Mean</u>	<u>Sq. Ft.</u>	<u>Mean</u>	<u>Sq. Ft.</u>
Gilham Residential	.2790	12,155	.5483	23,886
North Harlow Res.	.3972	17,302	.8670	37,766
Oakway Res.	.2945	12,828	.4693	20,442
South Harlow Res.	.2679	11,669	.4314	18,791
Oakway M. U.	.3652	15,908	.6328	27,564
Willagillespie M. U.	.6647	28,954	1.3663	59,516
Sheldon M. U.	.5682	24,750	.4763	20,747
Alton Baker			9.2703	403,814
Chase Gardens	.3019	13,150	1.8477	80,485
Coburg Crescent	.8117	35,357	6.6504	289,691
Crescent	.2794	12,170	.8142	35,466
FSB Comercial			2.7807	121,127
Green Acres	.7096	30,792	2.8366	123,562
North GoodPasture	4.0444	176,174	8.5922	374,276
U/L Area	2.7517	119,864	3.7207	162,073
<b>ALL</b>	<b>.4038</b>	<b>17,589</b>	<b>1.5263</b>	<b>66,485</b>

FSB Commercial area contains one developed 10.35 acre parcel.

Source: Jan 1, 1986 Metro Parcel File

TABLE 1

SUMMARY OF TOTAL ACRES  
DESIGNATED RESIDENTIAL IN THE METRO PLAN  
BY SUBAREA

DISTRICT	ACRES	% OF TOTAL
1. Bethel	2,998	16%
2. Central	995	5%
3. Willakenzie	3,926	21%
4. University	1,154	6%
5. Southwest	2,653	14%
6. Southeast	2,275	12%
7. South	1,168	6%
8. Glenwood	64	0%
9. Santa Clara	2,198	12%
10. River Road	1,321	7%
TOTAL	18,752	99%

(1) Residential acres include those designated low, medium and high density residential in the Metro Plan.

(2) Percentages less than 100% due to rounding.

Source: L-COG Geographic Information System  
Data current as of January 1, 1989

TABLE 2

SUMMARY OF UNDEVELOPED ACRES  
DESIGNATED RESIDENTIAL IN THE METRO PLAN  
BY SUBAREA

DISTRICT	ACRES	% OF TOTAL
1. Bethel	1,485	19%
2. Central	60	0%
3. Willakenzie	1,706	22%
4. University	409	5%
5. Southwest	1,761	23%
6. Southeast	974	13%
7. South	169	2%
8. Glenwood	14	0%
9. Santa Clara	855	11%
10. River Road	294	4%
TOTAL	7,727	99%

- (1) Residential acres include those designated low, medium and high density residential in the Metro Plan.
- (2) Percentages less than 100% due to rounding.

Source: Residential Land Study  
Supply and Demand Analysis Table 25  
Data current as of January 1, 1989

TABLE 3

SUMMARY OF DEVELOPED ACRES  
DESIGNATED RESIDENTIAL IN THE METRO PLAN  
BY SUBAREA

DISTRICT	ACRES	% OF TOTAL
1. Bethel	1,513	14%
2. Central	935	9%
3. Willakenzie	2,220	20%
4. University	745	7%
5. Southwest	892	8%
6. Southeast	1,301	12%
7. South	999	9%
8. Glenwood	50	0%
9. Santa Clara	1,343	12%
10. River Road	1,027	9%
TOTAL	11,025	100%

- (1) Residential acres include those designated low, medium and high density residential in the Metro Plan.

Source: L-COG Geographic Information System  
Data current as of January 1, 1989

TABLE 4  
 UNITS PER ACRE OF DEVELOPED RESIDENTIAL LAND  
 BY SUBAREA

DISTRICT	# OF UNITS	# OF ACRES	UNITS/ACRE
1. Bethel	6,542	1,513	4.3
2. Central	12,021	935	12.9
3. Willakenzie	9,244	2,220	4.2
4. University	4,466	745	6.0
5. Southwest	4,486	892	5.0
6. Southeast	5,546	1,301	4.3
7. South	4,457	999	4.5
8. Glenwood	739	50	14.8
9. Santa Clara	4,873	1,343	3.6
10. River Road	4,066	1,027	4.0
TOTAL	56,440	11,025	5.1

(1) Residential acres include those designated low, medium and high density residential in the Metro Plan

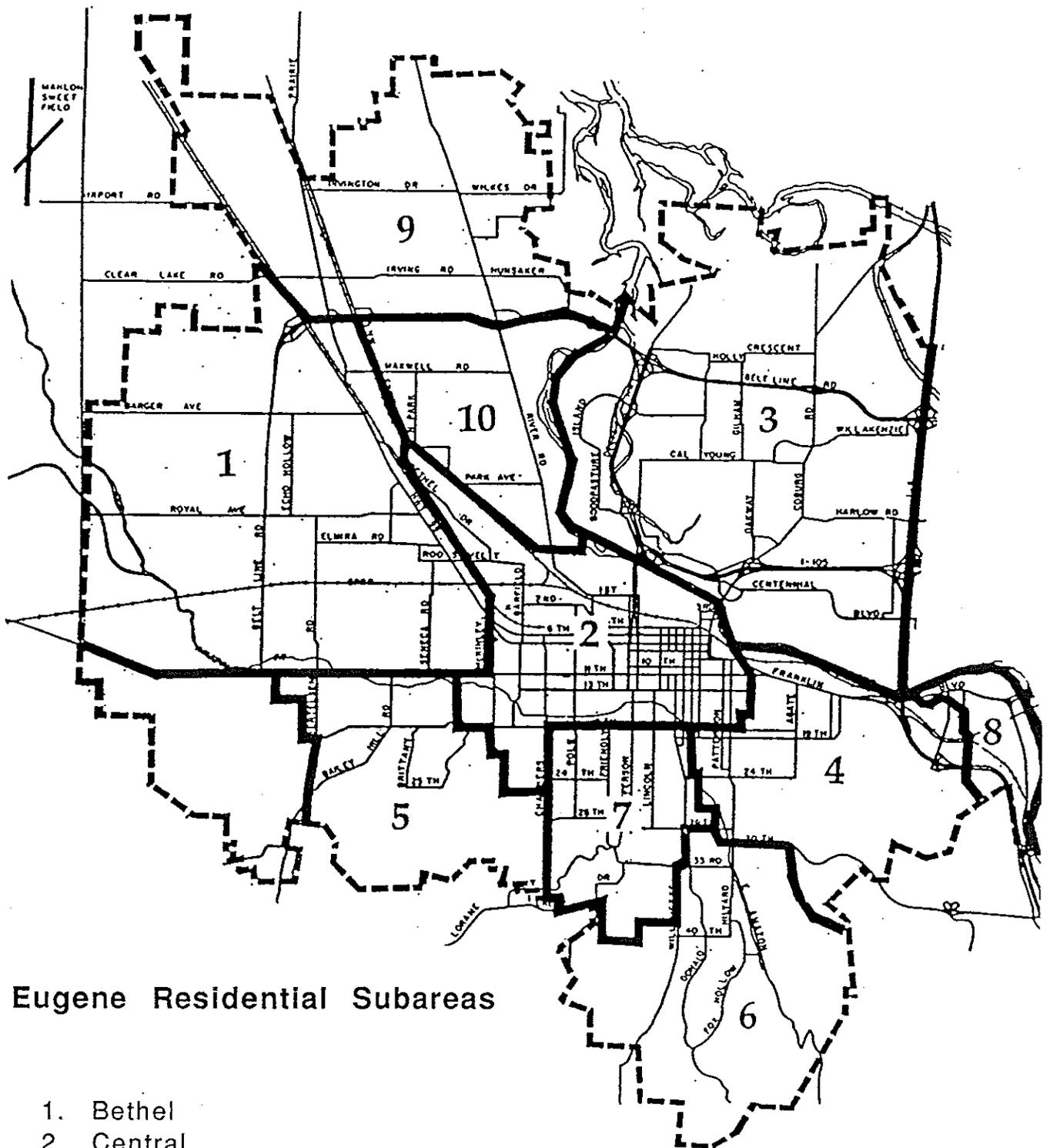
Source: Tables 3 and 5

TABLE 5

SUMMARY OF UNITS WITHIN EUGENE URBAN  
GROWTH BOUNDARY  
BY SUBAREA

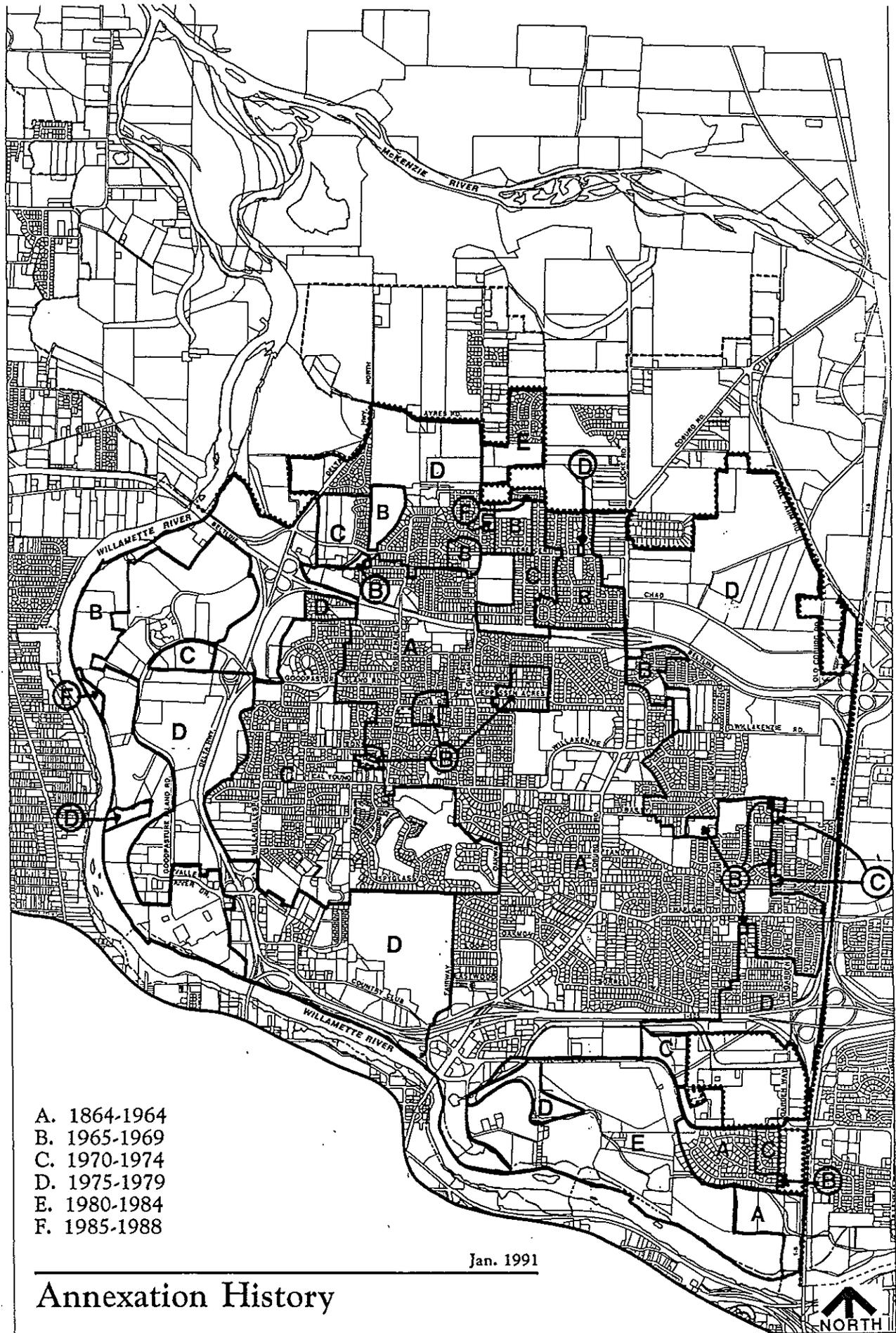
DISTRICT	MULTI-FAMILY		SINGLE FAMILY		TOTAL	
	UNITS	% OF TOTAL	UNITS	% OF TOTAL	UNITS	% OF TOTAL
1. Bethel	1,341	20%	5,201	80%	6,542	100%
2. Central	8,317	69%	3,703	31%	12,021	100%
3. Willakenzie	2,921	32%	6,323	68%	9,244	100%
4. University	1,710	38%	2,756	62%	4,466	100%
5. Southwest	1,393	31%	3,093	69%	4,468	100%
6. Southeast	1,593	29%	3,953	71%	5,546	100%
7. South	975	22%	3,482	78%	4,457	100%
8. Glenwood	40	5%	699	95%	739	100%
9. Santa Clara	445	9%	4,427	91%	4,873	100%
10. River Road	761	19%	3,305	81%	4,066	100%
TOTAL	19,496	35%	36,942	65%	56,440	100%

Source: L-COG Geographic Information System  
Data current as of January 1, 1989



**Eugene Residential Subareas**

- 1. Bethel
- 2. Central
- 3. Willakenzie
- 4. University
- 5. Southwest
- 6. Southeast
- 7. South
- 8. Glenwood
- 9. Santa Clara
- 10. River Road



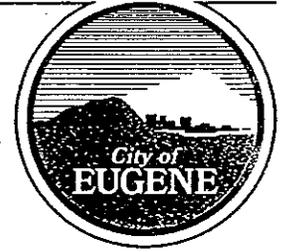
- A. 1864-1964
- B. 1965-1969
- C. 1970-1974
- D. 1975-1979
- E. 1980-1984
- F. 1985-1988

Jan. 1991

## Annexation History



# TRANSPORTATION



M E M O R A N D U M

May 25, 1989

To: Willakenzie Design Team

From: Diane Bishop, Transportation Division

Subj: PRELIMINARY TRAFFIC STUDIES ON GHEEN IRRIGATION PROPERTY, BAILEY LANE AT COBURG, AND WILLAKENZIE "ISLAND" PROPERTIES

GHEEN IRRIGATION PROPERTY AREA

Our division was asked to study the effects of three scenarios of the area surrounding Gheen Irrigation. Assumptions were made for the projected square footage of the commercial area and we used the maximum build-out allowed when figuring vehicle trip generation for the residential areas. Below is a comparison of the three scenarios showing the vehicle trip generation of each on the adjacent streets during the afternoon peak hour of traffic (see also the sketch at the back of this report):

	<u>Option A</u>	<u>Option B</u>	<u>Option C</u>
Medium Density Residential	80	160	272
Low Density Residential	184		
C-2 Commercial	800	2000	800
Gen. Office	<u>200</u>	<u>250</u>	<u>200</u>
	1264	2410	1272

In looking at traffic volume information for the area, we find that 1) with the poor level of service at the intersection of Willagillespie and the Delta Highway off-ramp, any further development in this area will probably warrant a signal; 2) congestion is also already high at the intersections of Cal Young with Oakway, and Valley River Drive with Willagillespie. These findings lead us to recommend keeping commercial development at a minimum and that the amount you allow be designated as C-1. In looking at traffic patterns for C-1 and C-2, we feel that C-1 would primarily attract local residents and may have the potential to reduce congestion in the Coburg Road area and minimize further impacts at the Willagillespie at Valley River Drive intersection. C-2 designation would allow regional attractors, bringing in traffic from other parts of the metropolitan area.

It would be advantageous to minimize access onto Willagillespie and to focus the access at Clinton since it is already equipped with a signal. The capacity of the street can be reduced when motorists must make left and right

turns into several driveways. Consolidation of driveways, especially at a signal can control the turning movements and maintain the most efficient operation of the street.

Although low density residential development involves fewer homes, it generates more trips per unit than medium density. However, when comparing an equal acreage, the trips generated by each are fairly equal (the same 18 1/2 acres at Gheen Irrigation will yield 192 trips from medium density and 184 from low density residential).

#### BAILEY LANE AT COBURG ROAD

Concerns have been raised about the possible increase in traffic on Bailey Lane due to new building in the Regency Estates area and the potential of allowing multi-family designation on the north side of Bailey Lane.

Bailey Lane is wide enough at Coburg Road to accommodate one eastbound lane and both left and right turn lanes westbound so additional improvements beyond a sidewalk on the north side will not be necessary. The need for a signal at the intersection is being studied this month, with an expectation of an increase in traffic from Regency Estates.

Any development along Bailey Lane will increase traffic and may cause the need for a signal. The following information shows traffic generation (additional trips on Bailey Lane on an average day) for two uses of the land on the north side of Bailey Lane from Coburg through the Camlu units using Metro Plan assumptions for density (which are lower than the maximum allowable):

	Daily Traffic	P.M. Peak Hour
8.5 acres medium-density	543	62
4 acres medium, 4.5 acres low	490	53

The difference in the volume of traffic, as we have seen in the Gheen Irrigation area, is not substantial.

The final layout of the streets of Regency Estates has not been determined and until then, we cannot predict the impact on Bailey Lane, Satre, President, Van Duyn, or Willakenzie Road. We are fairly sure that Bailey Lane will take a significant amount of this traffic. For your information, Regency Estates contains about 296 lots and Kings West has an additional 150 proposed. This could add 4,487 trips a day to the area.

One of your decision areas is a strip of land along the east side of Coburg Road from Cal Young Road to Harlow Road. In order to maintain efficient operation of traffic on Coburg Road, we feel that all access to the street should be from ~~public~~ streets. We will work toward this goal by encouraging development of entire areas rather than spot development and limiting the number of private access points, combining accesses, and requiring access onto side streets (when able).

#### CAL YOUNG/ WILLAKENZIE "ISLAND"

There is some interest in allowing C-1 or C-2 on the 5.9 acres across the street from Sheldon High School and we were asked to compare this use with

completely residential use for the remaining vacant property. Below is a table showing the number of trips generated by those lots with the two different uses.

	Residential Only		With
	Gen. Plan Assump.	Max. Allowed	Commercial
Lots 4407 & 4410	244	244	244
Lots 4408 & 4409	2136	3278	2136
Lots 4400 & 4411	<u>900</u>	<u>1381</u>	<u>6548</u>
	3280	4903	8928

At first glance, one would assume that our recommendation would be to keep the "island" in residential use. The possibility of a commercial driveway directly across from a community center and high school could pose street crossing problems for young people as well.

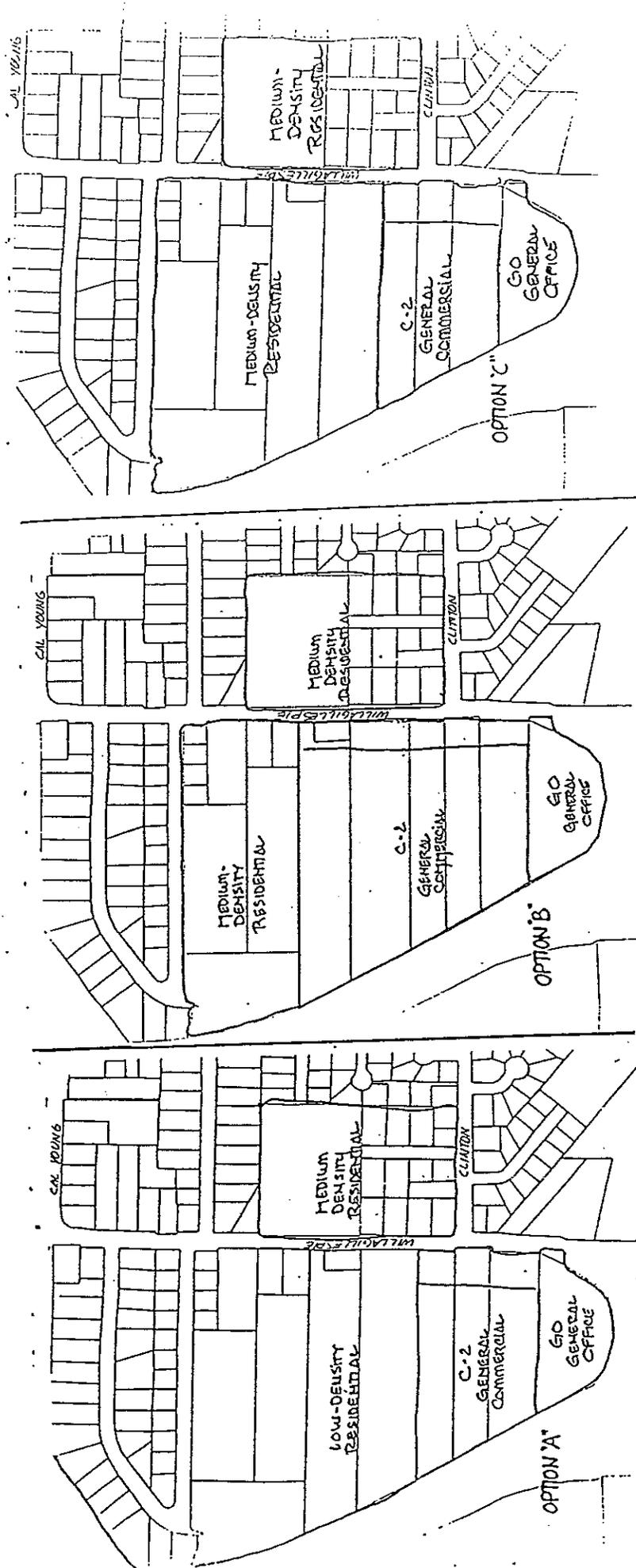
However, although a recommendation to retain residential designation for this area would insure fewer generated trips, it should first be determined if there is a need for additional commercial development in this area. Because the street was designed to handle a large amount of traffic and adequate traffic control devices are in place at nearby intersections, this may be the best location for the necessary additional commercial area as opposed to other potential locations. As with the Gheen Irrigation property, C-1 development seems more appropriate than C-2 so that the traffic it generates remains local and not regional in nature.

Any development, but particularly commercial, will impact the intersection of Cal Young and Willakenzie and may require some modification of the intersection.

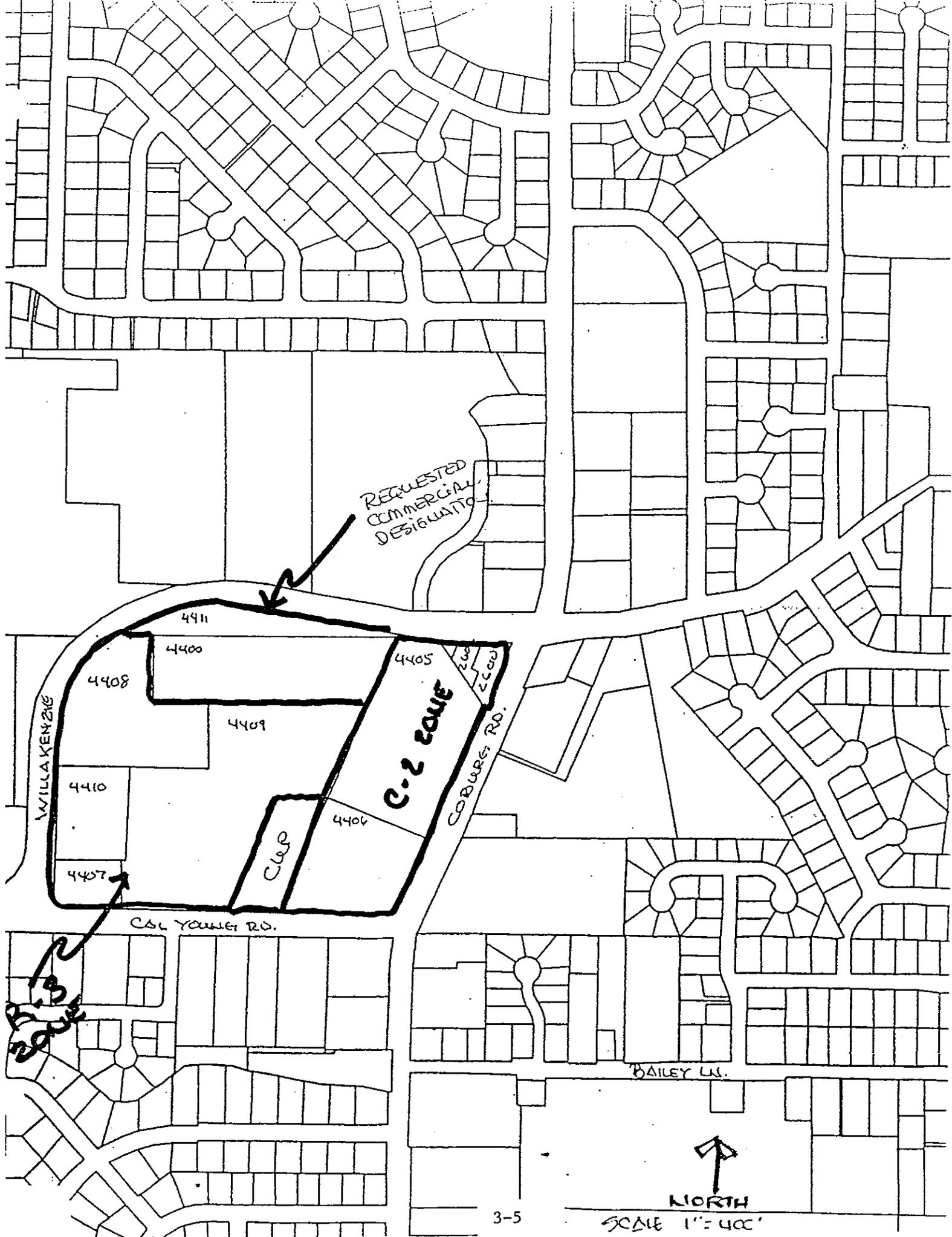
One further question regarding trip generation concerned the use of the 2 acre parcel next to Safeway. A General Office designation would have the least impact on the streets:

General Office	974	trips	a	day
Clinic	1421	"	"	"
Medical Office Bldg.	2031	"	"	"

We suggest limiting the trips generated by this parcel and thus recommend that General Office designation be assigned to it.



GHEEN IRRIGATION



REQUESTED  
COMMERCIAL  
DESIGNATION

**C-2 ZONE**

WILLAKENS

COBURN RD.

COL YOUNG RD.

BAILEY LN.



NORTH

SCALE 1" = 400'

3-5

**C-2 ZONE**

4411  
4408  
4410  
4407  
4409  
4406  
4405  
4400

C60

230  
260

# Traffic Demand Management for the Ferry Street Bridge Corridor

3/29/90 Draft

(for review by the Ferry Street Bridge Citizen Advisory Committee)

Prepared by:  
Lane Council of Governments  
125 East Eighth Avenue  
Eugene, OR  
March 1990

## Executive Summary

This document discusses potential ways to decrease the need for added lanes on street and road projects, and specifically the Ferry Street Bridge Corridor. Several policy instruments which have potential to decrease the need for additional highway capacity are available to local governments. In this report, the policy instruments are divided into two categories: land use policy instruments and travel behavior policy instruments.

Land use policy instruments are related to the planning and zoning of land in the metropolitan area. Land use policy instruments are powerful tools by which the need for transportation improvements may be determined. Plan designations and zoning specify the type of development which can occur on a parcel; the development determines what transportation needs will be.

Travel behavior policy instruments are discussed in three subcategories: total trip demand; peak versus off-peak; and auto versus alternative modes. Total trip demand actions include a discussion of telecommuting. Peak versus off-peak describes the impact of flexible work hours or alternative work schedules. The discussion of auto versus alternative modes includes information on transit, carpool, bike and pedestrian facilities, parking and traffic limitations for employers.

The impact on peak period traffic is estimated for land use policy instruments and for travel behavior policy instruments. A reduction of up to 20 percent is estimated for land use policy instruments. A maximum reduction of 9 percent of peak period traffic is calculated for all travel behavior policy instruments combined.

To reduce the number of lanes required on the proposed Ferry Street Bridge by one lane in each direction, a peak hour traffic reduction of 15 to 20 percent is likely to be required. It should be clear that travel behavior policy instruments by themselves are unlikely to produce peak period traffic reductions of this magnitude.

## Table of Contents

Purpose .....	1
Land Use Policy Instruments .....	2
Travel Behavior Policy Instruments .....	4
Summary of Traffic Reductions from Policy Instruments .....	10
Conclusions .....	11

## PURPOSE

This document is intended as a discussion of local policy instruments and their possible impact on highway capacity. The information presented offers some alternatives to continued construction of additional streets and highways since these may prove unaffordable or be undesirable for other reasons. With regard to the proposed Ferry Street Bridge, application of these policy instruments might allow, for example, a reduction of 10 lanes to 8 lanes with accompanying decreased right-of-way needs and impacts on park lands.

The Figure 1 illustrates the decision making process used by individuals which when applied to the entire community leads to a determination of the number of lanes required on Ferry Street Bridge. Peak period automobile use is the primary determinant of the number of lanes required to meet demand for transportation.

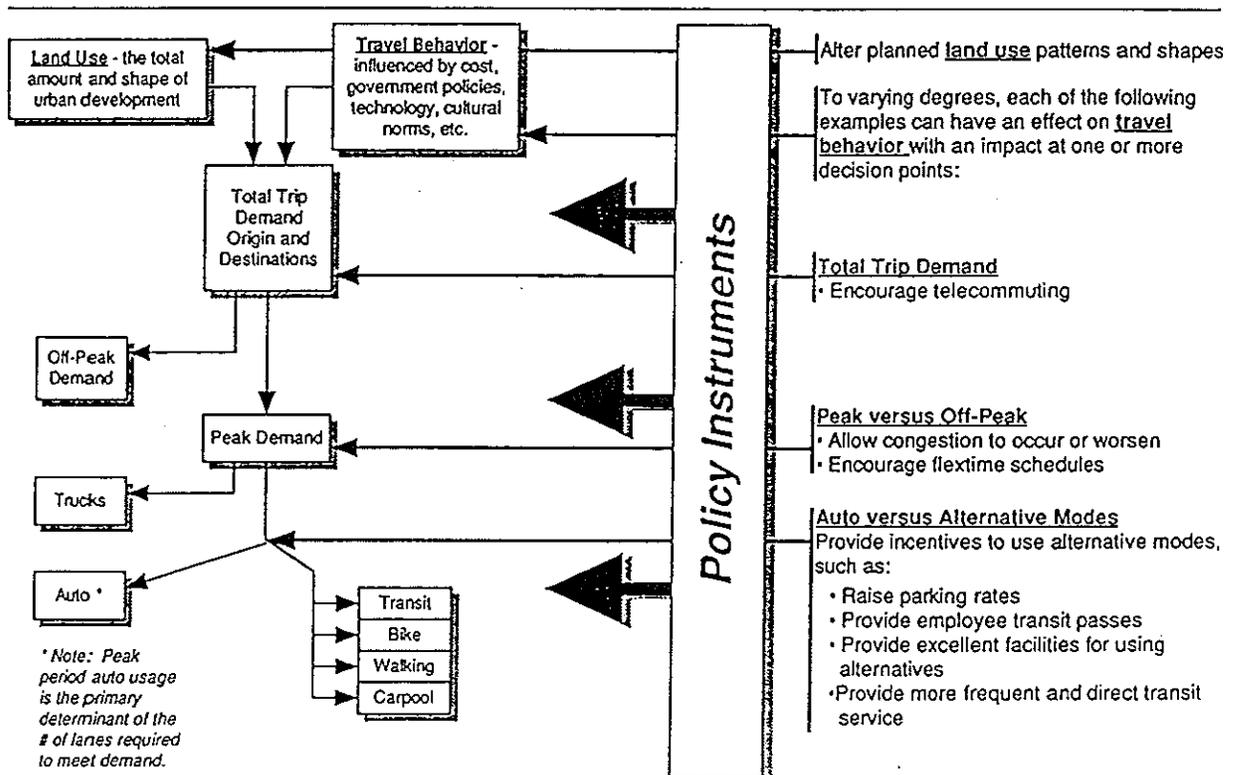
Used in combination with Figure 1, the information presented in this document identifies some of the opportunities by which the need for additional capacity can be reduced. The discussion of policy instruments is divided into two categories: those which influence land use and those which influence travel behavior.

Figure 1

## Ways to Decrease the Need for Additional Highway Capacity

*Trips result from economic activity and decision making as follows:*

*So it is possible to influence trip demand and therefore the # of lanes, as follows:*



FSB CAC/TAC Meeting 3.8.90

## LAND USE POLICY INSTRUMENTS

Policy instruments influencing land use are clearly the most powerful tools available to local governments to impact travel demand and needed highway capacity. Land use plans and the zoning sections of city and county codes are the principal sources of land use policy instruments. Some land use policy instruments may be used alone, while others are used in combination with travel behavior policies discussed in the next section.

Examples of land use policy instruments are discussed in presumed order of decreasing effectiveness.

Outright prohibitions on development, such as exclusion of a parcel from the urban growth boundary, has an obvious impact on traffic. Without development, traffic impact from a parcel is virtually non-existent.

In addition to establishing the urban growth boundary which sets the limits within which urban development will occur, the general land use plan establishes the quantities of land devoted to various uses (industrial, commercial and residential) and spacial arrangement of them. Typically land use plans give only minor weight to the transportation system's ability to serve alternative land use arrangements. Some general concepts often thought to enhance the transportation system's ability to serve the community are: 1) high density employment areas such as downtown combined with high density residential areas improve the potential for high transit ridership; and 2) locating a variety of commercial uses in relatively close proximity to residential areas can decrease the need for lengthy trips which usually require the use of automobiles.

Zoning and general land use designations of individual parcels are very important determinants of traffic impacts. Generally speaking, retail activities (especially fast-food restaurants and convenience stores) have the greatest impact when measured on a per employee, per square foot or per acre basis. Industrial land uses (such as heavy manufacturing and warehousing) have the least impact. Other commercial activities (offices, medical, government operations) and residential areas fall between these extremes. The likely traffic impact from any of these land uses can be calculated using nationally-accepted data.

Zoning provisions of the city or county code are also used to specify the intensity of development of a parcel. Building height limitations, gross floor area ratios, setbacks and other physical specifications describe the size of a building. This has an influence on the number of employees or residents and the traffic impact.

City and county codes also describe standards for transportation facilities provided on site. Examples include the number and location of driveways, number of parking spaces, number and convenience of bicycle parking spaces, and requirements for sidewalks.

Land use policy instruments can also be tailored to a particular geographic area, such as those which contribute most directly to the Ferry Street Bridge corridor. Land use related actions which could reduce the number of lanes needed on Ferry Street Bridge are:

- change Metropolitan Plan designations and zoning to reduce planned development and employment levels at Riverfront Research Park, the University of Oregon and downtown Eugene (up to 10 percent or even 20 percent reduction in year 2015 Ferry Street Bridge traffic); and
- change Metropolitan Plan designations and zoning to shift planned commercial, industrial, and residential developments from Willakenzie and north Springfield to west Eugene (up to 5 percent reduction).

## TRAVEL BEHAVIOR POLICY INSTRUMENTS

Travel behavior is influenced by cost, government policies, technology, cultural norms and other factors. In comparison to their land use policy instruments, local governments have relatively little influence on these factors. The price of gasoline is set on an international market; federal tax policies which affect the cost of transportation are established in Washington; and America's love affair with the automobile is renown. However, there are some potentially useful policy instruments which may effect total trip demand; peak versus off-peak travel; and auto versus alternative modes.

### Total Trip Demand

Local governments as a group rank among the largest of the metropolitan area's employers and have opportunities to directly affect trip characteristics and travel behavior of their employees. In addition, local governments can serve as leaders by establishing employer-employee relationships which may be copied by other public or private sector employers. State and federal agencies would be prime candidates to adopt policies initiated by local governments.

One opportunity local governments have to affect total trip demand is through the promotion of telecommuting. Technological advances of the last decade have provided telecommuting opportunities by which the worker performs work at home, typically using a computer to interact electronically with the office and other workers.

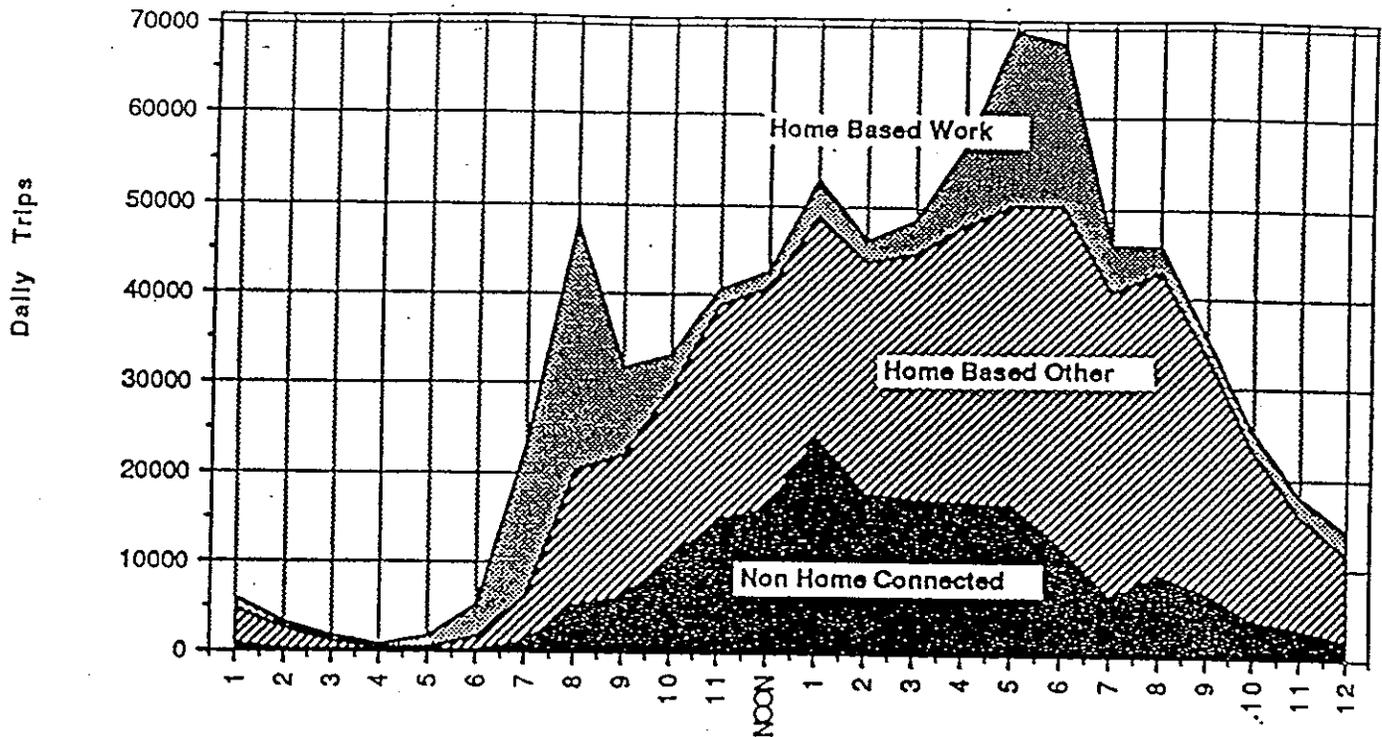
The literature on the subject of telecommuting suggests that such activities are restricted to a variety office workers including various governmental, finance, insurance, and certain other service sector employees. Some employers require part of each employee's time each week to be spent in the office, others allow the employee flexibility to use telecommuting exclusively.

Telecommuting is a potential substitute for work trips. Home based work trips account for only about 14 percent of all daily trips in the metropolitan area, but account for just under 30 percent of afternoon peak hour trips. Since relatively few workers might be able to take advantage of telecommuting, the traffic impact would be small. If one quarter of local government and federal workers and ten percent of service, finance, insurance and real estate sector workers substituted telecommuting for automobile commuting, peak hour traffic reductions are estimated to be 1 percent. Because of the concentration of workers in these categories in the downtown Eugene area, the impact on Ferry Street Bridge might be somewhat higher.

### Peak versus Off-Peak

Figure 2 illustrates trip purposes by time of day in the Eugene-Springfield area. This figure presents hourly variation of trips for the entire metropolitan area, but also corresponds generally to the traffic volumes observed on most collector and arterial streets. The contribution of work trips to the peak travel period is clearly shown.

Figure 2  
 Trip Purposes by Time of Day in the Eugene-Springfield Area



In larger metropolitan areas, the afternoon peak period is often of longer duration than it is in Eugene-Springfield. This is caused in part by the longer commuting distances which result in cars being on the road and causing congestion for a longer time. Another reason for the longer peak period is a tendency for individuals to adjust their schedules in an attempt to avoid the most congested times. Both these factors can be expected in this area as the community grows and congestion increases. This expected change is unlikely to produce a significant reduction in peak period congestion.

Local governments have opportunities to influence their own employees peak versus off-peak travel behavior. A flexible working schedule has long been an accepted policy of many government agencies. A flexible schedule may allow employees to match their work hours with transit schedules, make carpool arrangements, or merely to avoid peak congestion times. Active promotion of alternative schedules might slightly decrease peak hour traffic.

To have a significant impact on peak period traffic, however, a change in work hours would need to be much more widespread than it is today. Although considerable resistance might be expected, government agencies could establish a mandatory work schedule which differs from the historic 8:00 am to 5:00 pm schedule. If government employees were forced to choose a work schedule which resulted in their end-of-day departure before 4:00 pm or

after 5:30 pm, peak period traffic is calculated to decrease by about 1 percent. If this action by local governments also resulted in changes of normal hours of operation by employers whose operation is particularly dependent on public sector employees, the impact on peak traffic could be even greater. Though it seems too extreme to apply to this area, more comprehensive work schedule changes being planned in southern California to help relieve congestion-caused air quality problems. Local governments have adopted policies calling for all employers to adopt staggered hours of operation so that only 20 percent of the area's workers are on an 8-to-5 schedule; equal portions would work 7-to-4; 9-to-6; four 10-hour days; or would telecommute.

Local governments also have regulatory opportunities to affect the peak versus off-peak travel characteristics of private sector employers and their employees. Throughout the country, there are numerous examples of local governments establishing maximum peak hour traffic limitations on developers, or setting traffic impact fees to be paid by the developers based on actual peak hour traffic. Such requirements are particularly suited to new, large scale developments. Studies have shown significant changes in travel behavior of employees when such limitations or penalties are required of the developer and employer. Shifting of employee work schedules can be significant, though most studies report employees tend to choose alternative modes but retain the usual work schedule.

#### Auto versus Alternative Modes

We expect it to be at least a year before Eugene-Springfield area results about employees' journeys-to-work are available from the 1990 Census. However, there is little reason to believe that the choice of mode will be significantly different from the 1980 Census data. Table 1 presents the census data for work trips from that reported in the 1980 Census.

Table 1  
1980 Census - Mode of Travel to Work  
Percentage by Mode

	Eugene- Springfield	National Average
Drive alone	66.4	64.4
Carpooling (two or more per car)	13.5	19.7
Walking	5.5	5.1
Bicycling	5.2	0.5
Transit	4.6	6.4
Worked at home	3.0	2.3
Other	1.8	1.6

With fully two-thirds of workers driving alone to work, the potential for shifts to alternative modes is significant. Table 2 repeats the 1980 Census figures and presents two possible scenarios involving shifting of work trips to a different mix of modes.

Table 2  
Mode of Travel to Work  
Percentage by Mode

	1980	Scenario 1	Scenario 2
Drive alone	66.4	58.4	50.0
Carpooling (two or more per car)	13.5	19.7	17.1
Walking	5.5	5.5	9.1
Bicycling	5.2	5.2	8.8
Transit	4.6	6.4	8.2
Worked at home	3.0	3.0	3.0
Other	1.8	1.8	1.8

Scenario 1 is based upon achieving the national average figures for carpooling and transit with an offsetting reduction in the drive alone mode; the Eugene-Springfield area's higher than average figures for walking, bicycling, work at home and other are retained. The total peak hour traffic reduction for Scenario 1 is calculated to be 2 percent. Note that this is a reduction from a continuation of current trends which already accounts for higher than usual walking and bicycling for work trips.

Scenario 2 is based on the assumption that the drive alone mode could be reduced from 66 percent to 50 percent with carpooling, walking, bicycling and transit each receiving an equal portion of the workers shifted from the drive alone mode. For Scenario 2, the reduction in peak period traffic is calculated at about 6 percent. The calculation for Scenario 2 also accounts for current traffic reductions from high bicycle and walking for work trips.

It is clear that to achieve the mode choice mixes illustrated by either Scenario 1 or 2 a combination of incentives to use alternative modes and major disincentives for use of automobiles will be required. Subsidies of automobile use, such as free parking and generous mileage allowances, are ingrained in our current system. Elimination or reduction of these subsidies and equivalent or superior subsidies for those using alternative modes would be required to significantly alter current travel behavior.

Some possible incentives to encourage the use of alternative modes are discussed below.

Provide more frequent and more direct transit service. Flexibility of time and directness of route are two attributes of the private automobile with which it is hard for public transit to compete. Studies have shown that transit riders and potential riders find waiting time and transfer time to be particularly onerous. Increasing the frequency of service on existing routes and adding direct service to more destinations could increase transit ridership.

Provide transit passes for employees. Last year's actions taken by the University of Oregon to provide their students and staff with transit passes has had a dramatic impact on university-oriented transit use. The recent announcement by the City of Eugene that this will be done for its employees could have a measurable impact for transit ridership in downtown Eugene. Expansion of a similar program for other major employers could have a beneficial traffic impact. Should a sufficient number of employers participate in similar programs, it might increase stability for the Lane Transit District's revenues.

Provide additional facilities for pedestrians. As discussed above, walking has been shown by the Census data to be an important mode of travel for work trips in the Eugene-Springfield area. Walking may be an even more important mode for a variety of non-work trips. Pedestrians could benefit from new and improved facilities. Infilling of missing sidewalk links and subdivision layout which provides for non-roadway pedestrian links between subdivisions and neighborhood commercial areas and schools could increase walking. In the Ferry Street Bridge corridor, minimum sidewalks are in place on both sides of the road, but access across Coburg Road is entirely lacking and pedestrians are inhibited by the close proximity of high speed traffic and the need to share narrow sidewalks with bicyclists.

Provide additional facilities for bicyclists. Eugene is one of the standout communities for bicycling and the 1980 Census data clearly indicates bicycling's importance for work trips. An expansion of the bicycle system, correction of some existing deficiencies and the provision of secure locking areas protected from weather could help achieve even higher bicycle use than today. In the Ferry Street Bridge corridor, significant deficiencies have been identified for cyclists. Examples of current deficiencies include the requirement that they weave across high speed ramps (north-bound Coburg Road vehicular traffic exiting to Centennial Boulevard), poor access from the North Bank Path to Ferry Street Bridge, and the need to share the current bridge's narrow sidewalks with pedestrians. Much wider shared sidewalk/bicycle facilities allowing two-way bicycle traffic on each side of the bridge, grade separations at major vehicular crossings, and ramps which provide significantly improved access from the North Bank Path to the Ferry Street Bridge are among the possibilities which would eliminate current deficiencies. New completely separate facilities including an exclusive bicycle/pedestrian bridge will also be addressed in the draft Environmental Impact Statement for the project.

Provide additional facilities for carpooling. The 1980 Census data indicates carpooling in the Eugene-Springfield area is less than the national average. Shorter than average commuting times and higher than average bicycle and pedestrian use are thought to account for this. Carpooling is less susceptible to improvements on individual streets but can be greatly influenced by special treatment at the work place. Carpooling might increase if more carpool spaces were not only less expensive than other parking spaces, but were also the most convenient available to workers.

It will not be enough to provide a few minor incentives such as those described above. To achieve a measurable reduction in the use of single occupant automobiles for work trips, significant additional measures will be required, such as the following:

Decrease parking availability. The availability of convenient, low cost or free parking clearly encourages the use of single occupant automobiles for work trips. Parking may be the single most important factor in an individual's choice of mode for travel to work. Cities have control over parking through their legislative powers and their role as an owner or operator of parking facilities. Many larger cities such as Portland have a limit on the number of parking spaces in the downtown area. Many cities specify a maximum in addition to a minimum number of parking spaces in their zoning or development codes. As owners of significant amounts of real estate currently used for parking lots, local governments could take several actions to decrease parking availability especially for work trips. Short term parking which is important for retail activity and commercial interests could be retained while reducing parking for work trips by reducing the allowable duration for parking.

Raise parking rates. Studies have shown that increases in parking rates and particularly the elimination of free parking for employees can have a measurable impact on alternative mode use. In comparison to larger cities, parking prices even in downtown Eugene are a bargain. As the owner of substantial parking facilities, local governments could systematically increase monthly parking prices to levels that are two or three times greater than they are today. Privately owned lots would likely increase prices too as laws of supply and demand reach a balance. Local governments might even institute taxes on parking spaces, forcing lot owners to pass along higher costs to users.

Implement peak hour traffic limitations on new development. Examples exist elsewhere in the country of local governments which impose limitations or set development fees based on the actual amount of peak hour traffic generated by office buildings and other major developments. Besides transportation fees paid to the city upon completion of the project, developers are sometimes also assessed fees which contribute to on-going carpool, vanpool and transit programs. Fees in some communities have escalator clauses which provide for ever-increasing amounts to be paid if a developer/employer fails to achieve agreed upon limitations. Shifting of as many as 30 percent of employees who would have driven alone to transit, carpooling and other alternative modes and to different work schedules have been documented.

Use of a combination of incentives and disincentives discussed above might be sufficient to achieve peak hour traffic reductions in line with Scenario 2. A 6 percent reduction in peak hour traffic might be possible. Elimination or less than aggressive implementation of the disincentives would dramatically lessen the potential peak hour traffic reductions.

## SUMMARY OF TRAFFIC REDUCTIONS FROM POLICY INSTRUMENTS

The principal assumption in calculating peak period traffic reductions from the travel behavior policy instruments is that they impact only work trips. On the other hand, land use policy instruments can impact trips of all trip purposes. Table 3 summarizes the calculations of peak period trip reduction from the policy instruments discussed above.

Table 3  
Summary of Peak Period Traffic Reductions for Ferry Street Bridge

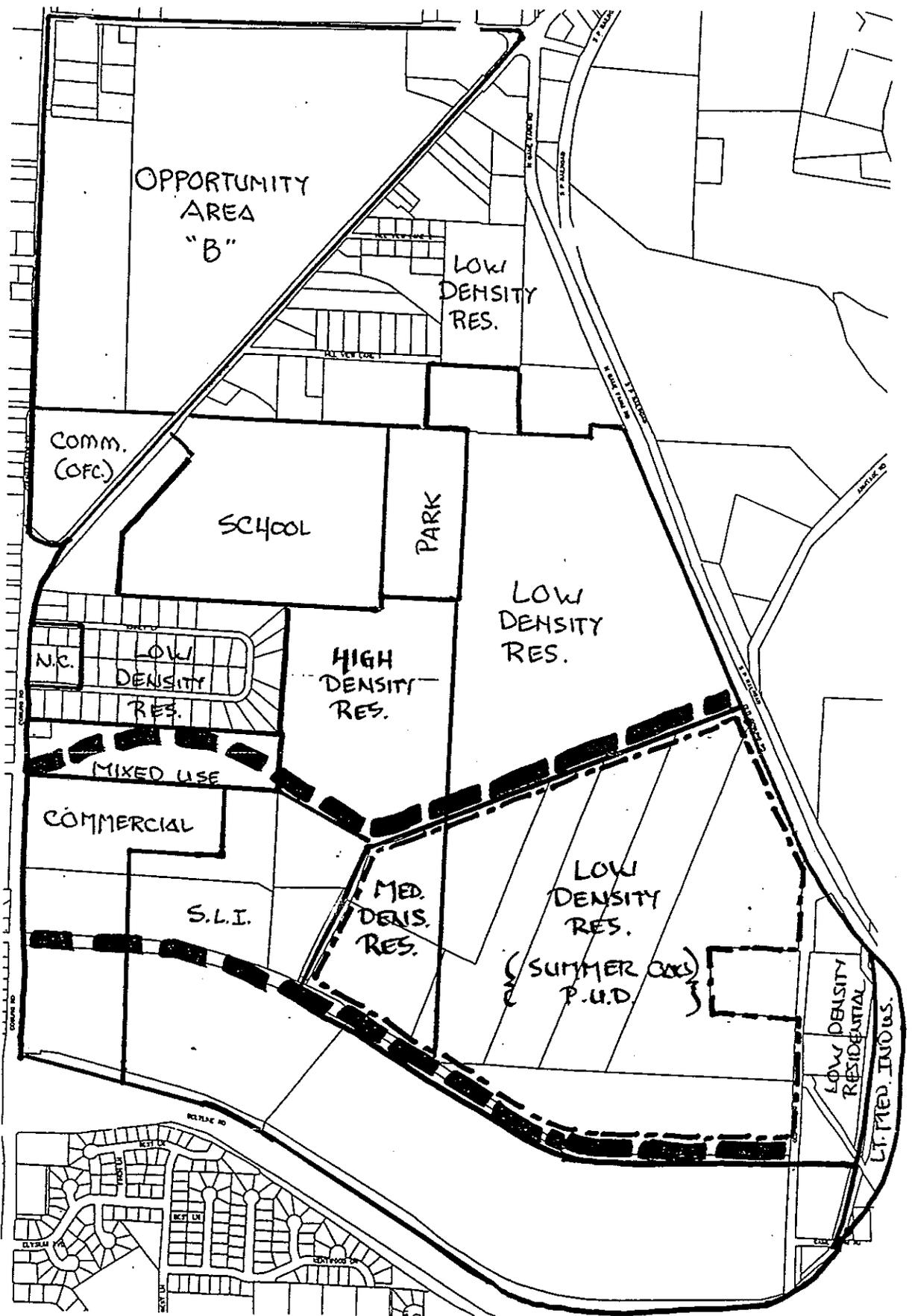
	Maximum	More likely
<b>Land Use Instruments</b>		
- Reduce Riverfront, U of O, and downtown employment from plan designation & zoning changes	20%	10%
- Shift some Willakenzie & N. Springfield development to west Eugene	10%	5%
<b>Travel Behavior Instruments</b>		
- Total Trip Demand	1%	<1%
- telecommuting		
- Peak versus Off-Peak	2%	1%
- encourage more flextime schedules		
- mandatory work schedule change for government workers		
- Auto versus Alternative Modes	6%	2%
- provide transit passes		
- improve carpool, bike, pedestrian facilities		
- provide more frequent, more direct transit		
- reduce availability of parking		
- MAJOR increase in parking rates		
- implement peak hour traffic limitations on developers/employers		

One must be cautious about double counting trip reductions. For example, government employees are thought to be most susceptible to telecommuting and to shifting from peak to off-peak travel. We know from data reported from the 1980 Census that public sector employees are already more frequent users of alternative modes than their private sector counterparts. Lane Council of Governments' 1988 Transit and Alternative Modes Study, which examined the 1980 Census data in greater detail, indicates the downtown and University destinations are among the areas with greatest alternative mode use. Traffic reductions from current alternative mode use by these employees in these areas is already accounted for. This makes it unlikely that peak period traffic reductions in the Ferry Street Bridge corridor will be greater than that identified in Table 3.

## CONCLUSIONS

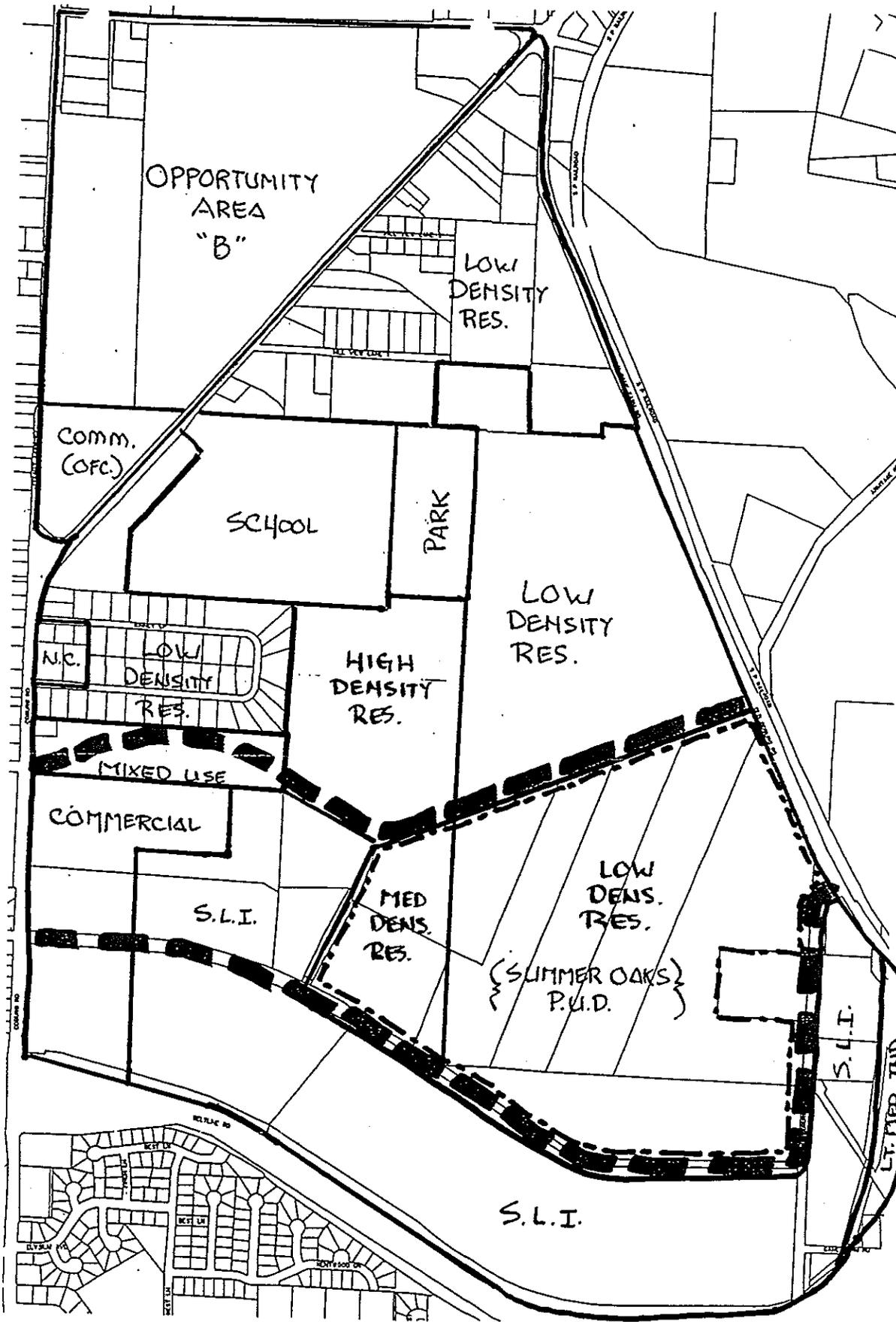
To reduce the number of lanes required on Ferry Street Bridge by one in each direction, a peak hour traffic reduction of 15 to 20 percent is likely to be required. It should be clear from the preceding discussion that travel behavior policy instruments by themselves, even if aggressively implemented, are unlikely to produce peak period traffic reductions of this magnitude.

It is possible that today's calculations based on historic trends might prove too conservative. A variety of factors over which local governments have little control (oil prices, federal tax policies, cultural norms, etc.) in combination with local policy instruments might have a significant effect on peak period traffic. Furthermore, residents of this community might prove more susceptible to changes in travel behavior than elsewhere in the United States.



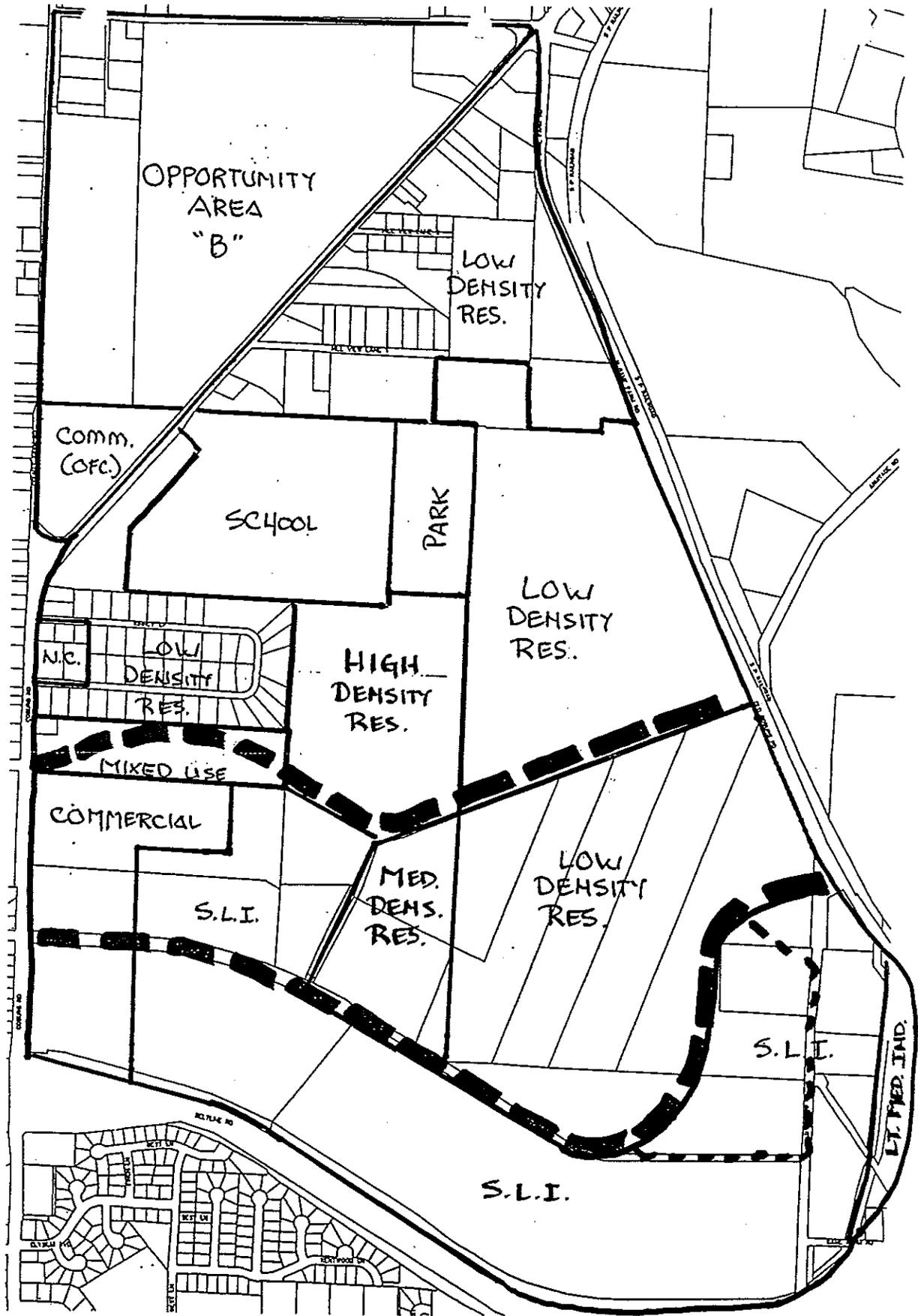
OPTION A

1. ADDS ± 8 ACRES L/M INDUSTRIAL TO ACCOMMODATE ODOT USE.
2. REMOVES ± 8 ACRES LOW DENSITY RES. (40 D.U. @ 5/UNITS/ACRE)



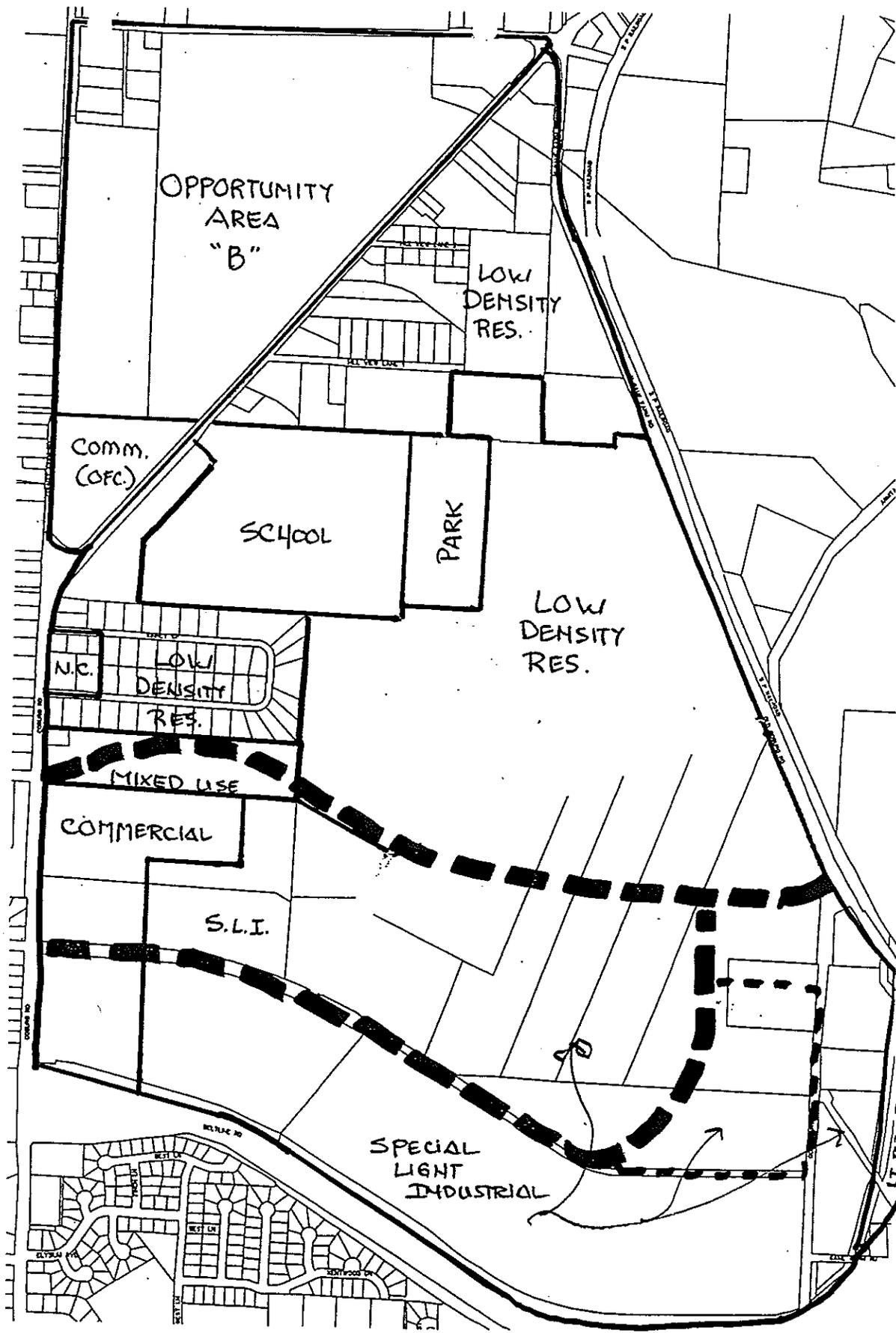
**OPTION B**

1. ADDS ± 8 ACRES L/M INDUSTRIAL
2. ADDS ± 27 ACRES S.L.I.
3. REMOVES 35 ACRES LOW DENSITY RES. (175 UNITS @ 5/ACRE)



**OPTION C**

1. ADDS ± 8 ACRES L/M INDUSTRIAL
2. ADDS ± 86 ACRES S.L.I.
3. REMOVES ± 86 ACRES LOW DENSITY (430 D.U. @ 5/ACRE)



OPTION D

- 1. ADDS ± 8 ACRES L/I.M } ± 137 ACRES TOTAL INDUSTRIAL ADDED
- 2. ADDS ± 129 ACRES S.L.I. }
- 3. REMOVES ± 112 ACRES LOW DENSITY (250 D.U. @ 10/ACRE)
- 4. REMOVES ± 25 ACRES MED. DENSITY RES. (250 D.U. @ 10/ACRE)

**PUBLIC FACILITIES  
AND SERVICES**

## MEMORANDUM

When most of the Beltline Road sanitary sewer interceptor system was designed in 1962, certain assumptions were made about expected land uses and densities in the Willakenzie area, estimated water usage, and the amount of infiltration of ground water into sanitary sewer pipes. The sanitary sewer system was designed based on these assumptions.

These assumptions have been revised. Essentially, the revisions include increased density for residential developments in the Willakenzie area, decreased water usage per person, and decreased infiltration. These new assumptions were used by the Engineering staff in analyzing the capacity of the existing sanitary sewer system (in 1989) to determine if it could serve expected future development in the Willakenzie area. (The net effect of the revisions is that less water usage per person and less infiltration allows the sanitary sewer system to serve the greater expected density of residential development). The conclusion was that the existing system has adequate capacity to serve existing development and expected future development.

A summary of the 1962 design assumptions and the 1990 assumptions follows.

1. 1962 Design Criteria

Residential areas:

3.43 Dwelling units/gross acre x 3.5 persons/D.U. = 12 people/gross acre

Peak flow = 250 gallons/person/day (collectors and interceptors)

350 gallons/person/day (lateral sewers)

Infiltration = 3000 gallons/gross acre/day

Peak wet weather flow = 6000 to 7200 acre/day

2. 1989 Design Criteria

<u>Land Use</u>	<u>D.U./gr. acre</u>	<u>Persons/D.U.</u>	<u>Persons/gr. acre</u>
Low density residential	5.2	2.5	13
Medium density residential	10.8	2.5	27
High density residential	25.0	2.5	62.5

Peak flow: 73 gallons/person/day x 1.7 = 24 gallons/person/day to

73 gallons/person/day x 3.5 = 256 gallons/person/day

(Variable peaking factor 3.5 (at 25 acres)...1.7 (at 1200 acres)

assuming average residential density = 21.7 people/acre - see

item #3).

Infiltration = 1000 gallons/gross acre/day

Peak wet weather flow = 3690 to 6560 gallons/gr.acre/day)

3. For new design in North Willakenzie areas, assume a mix of high, medium, and low density residential as follows:

High density:	3.5%	2.2 people/gross acre
Medium density:	21.5%	5.8 people/gross acre*
Low density:	75.0%	9.8 people/gross acre*

Total: 17.8 people/gross acre

\* Apply a 25% contingency makes total: 21.7 people/gross acre

4. Calculate flows for various sized basins:

<u>Basin size</u>	<u>1962 Design</u>	<u>1990 Design</u>	<u>Peak Factor</u>
25 acres	180,000 gal/day	163,610 gal/day	3.5
50 acres	360,000 gal/day	315,340 gal/day	3.35
125 acres	750,000 gal/day	699,240 gal/day	2.9
250 acres	1,500,000 gal/day	1,212,340 gal/day	2.43
500 acres	3,000,000 gal/day	2,084,100 gal/day	2.0
750 acres	4,500,000 gal/day	2,888,540 gal/day	1.8
1000 acres	6,000,000 gal/day	3,740,500 gal/day	1.73
1250 acres	7,500,000 gal/day	4,616,220 gal/day	1.7