

Ideas from Larry Reed

From: Larry Reed
Sent: Thursday, September 20, 2007 10:14 AM
To: Emily Proudfoot
Re: My Home Work

Land Use and Transportation Questions

Questions:

1. Where are the concentrations of low income, elderly, minorities and disabled, is the actual number people by census block more important than map percentages?
2. Where and how is Eugene planning to grow? Veneta growth?
 - a. What is the expected population growth Eugene and Veneta must handle?
 - b. How does population growth translate into future traffic projections? (City's traffic study will inform this question)
 - c. Where is city planning (where should city plan) for the location of housing, jobs-employment and shopping to manage this growth?
3. Within area of Eugene's UGB and close proximity of the major highway what is the significance of these abutting farm and forest land?
4. Should human needs/ values, transportation improvement impacts "trump" environmental interests in west Eugene?
 - a. Is the west Eugene area so important ecologically, environmentally that no additional development including any additional transportation improvements should not be done?
5. What is the significance of ODFW Habitat Conservation Strategy Map? What is the force and effect? (If any)
 - a. How does it relate to Oregon' Land Use Goals?
 - b. How does it interface w/ Eugene's Metro Plan?
 - c. Does it have any effect on private property?
 - d. How and who adopted?
 - e. How is it implemented?

Hierarchy of Land Use Fundamental Values

The value statements I thought should be part of the future collaborative work. The following is the start of a list of values:

- A. Providing for human (community) needs is important (as Humans, we need not apologize for being on earth)
 1. Must have:
 - a. Housing set in context of:
 - i. Market conditions, cost
 - ii. Proximity /relationship to work, schools, daycare, etc
 - b. Jobs-employment-adequate as to new job creation (amount) and quality to allow people to chose jobs, profession, move about the work force to support families.
 - c. Retail shopping; food, clothing, bedding, furniture, etc.:
 - i. Choice of goods & services /competition among venders
 - ii. Convenience, ease of access / location
 - d. Infrastructure sized to handle growth:
 - i. Utilities, water & sanitary sewers—adequate to handle the projected growth
 - ii. Open space /Parks, adequate variety of types from open space to high activity parks, both private and public for the population
 - iii. Transportation, adequate to accommodate commerce /commercial trucking and personal vehicles, mass transit, bicycles paths, sidewalk system (Improve air quality, improve safety, avoid congestion, provide transportation choices),
 - iv. Schools

2. Failure to accommodate these human needs has social, economic and environmental consequences. Such as:
 - a. Inadequate housing supply helps to drive up housing costs, lack of jobs compared to supply of people keeps wages low, (poverty, homelessness, cost to society of Social services--low income support)
 - b. Forces people to look for housing and jobs in distance communities and to commute back and forth to the Metro area,

- B. Look to 'human need' projects (clustering, high density, "nodal" mixed use, new and improved roadways, EmX Mass transit) that improve or decrease impacts on the environment. Free flowing highways without stops & starts improve air quality: redevelopment of downtown, expansion of Urban Growth Boundary, lessen pressures to develop in distance communities, areas, etc

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Attachment 5

“WE” Brainstorming Notes

(January 9, 2007)

Violet – Visioning
Pink – Transportation
Orange – Land Use
Red – Code/Regulations
Green – Environment
Blue – Process, People, Communication

Free Flow Notes

- Facilitate movement of people and commerce from/to/through West Eugene and west of Eugene while keeping area business viable
- Don't solve problems in isolation
- With an eye to environmental elements
- Enhance City entrance (Make outstanding!)
- Integrate transportation network with land use
- Connect funding/agencies
- Improve with remainder of City connectivity in mind
- Reduce VMT (Vehicle Miles Traveled) and minutes → sustainability, waste-in-kind, LUTRAQ, air quality issues, pollution
- Improvement of other RTP and growth management policies
- ID/Protect/Integrate critical ecological Parcels in W. Eugene
- Engage/Integrate community input---discussion i.e. Veneta (2-way conversations)
- Connect to regional transportation system
- Keep in mind unintended consequences
- Enhance Eugene's foreign policy!
- No us/them → create continuity
- Public is interested in solution!
- Think about design aesthetics w/ natural resources for whole corridor
- Rekindle, reengage, and challenge burn out and collective exhaustion---keep folks engaged and find ways to keep the fire going
- Rural land use and population – take into account
- All modes considered: bus, bike, ped, freight, car, etc.
- Remember what it is like to walk!
- Ag/wine industry travel to/from (10,000 visitors to King Estate Inc in 2006)
- Neighborhoods/community engage, deliberative democracy
- Flexibility across the board – City especially (rules may bind too much)
- Code Flex
- Understand and acknowledge all scales: wetland/ecology, freight, neighborhood, etc.
- Urban rural divide within a block or two
- ID developable lands
- Designed street – a string of interesting places/aesthetics but reality based vision → pockets of relief
- Redevelopment and changes → how planning impacts private property owners important
- Language we use is critical

- pull people to the middle instead of to the edges of conversations
- open conversation strategies
- vision first, then the rest

- NEPA Acts – include acts that don't meet purview of agency/rules
- Different viewpoints – move out and into a diversity of neighborhoods and developed areas
- Opportunity for accomplishing something great
- Have a regional vision or collective one for W. Eugene
- Articulate what that means especially with land use concerns
- Transportation plan needs to support that vision
- What are the inevitable surprises? Interim actions – what are short, middle, long term changes we can make?
- Process length?
- Flexibility in long term vision: “Perfection is enemy of the good.”
- Growing pains – dynamic of public grief over change of land use and development. What's there? What can change?
- Frame expectations of the future
- Amazon Study, Eugene Study → Corridor studies deciding component
- What to do with this?
- Maybe ID values and themes
- Collaborative process → active decision
 - Major decision makers
 - Major perspectives
 - Committed membership that plays well together
- Balance how code and framework – context of solution seeking – lots of regulations?
- Can we use this process as a model for the future – keep the public at large engaged all along so that the results are supported at the end
- Have enough interim milestones. Have one very soon for mark of progress
- Future is now. What is in the pipeline and what is left? What's the vision that emerges? Account for foreseeable future → What trains have left the station?
- Decisions – What level do they stick? Who is deciding? Teeth please.
- Who do we need to have there? Then this group asks itself the same question, # of people? Amount of time is influenced by the # of people.
- More than just a W. Eugene Vision → tweaking TransPlan + RTP + rural plan
- Neutral facilitator – very important
- Trust around the table and represent all interests – avoid opposition this way
- Feedback loop
- Many start out disengaged
- Use process to engage
- Deliberative democracy
- Money might be available for this
- Organic

Categorized Notes

Violet – Visioning:

- Articulate what that means especially with land use concerns
- Flexibility in long term vision: “Perfection is enemy of the good.”

Pink – Transportation:

- Facilitate movement of people and commerce from/through/to West Eugene and west of Eugene while keeping area business viable
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Orange – Land Use:

- Integrate transportation network with land use
- All modes considered: bus, bike, ped, freight, car, etc.
- Remember what it is like to walk!
- Urban rural divide within a block or two
- Articulate what that means especially with land use concerns

Red – Code/Regulations:

- Code Flex
- ID developable lands
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Green – Environment:

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Blue – Process, People, Communication:

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Attachment 6

“Eugene Roundtable Group” Brainstorming Notes

(April 2005)

Through Traffic:

- Highway 126 to Interstate-5 gap
- Where does traffic come from [and go to]?

Local/Commuter Traffic:

- Incomplete local street grid
- Lots of local/regional traffic—Highway 126/West 11th [headed to metropolitan area?]
- Connecting western residents to metro area—including “bedroom communities” Veneta/Elmira

Problems/Issues on West 11th:

- Congestion on West 11th
- Expandability of [ability to widen?] West 11th
- No clear/easy right-of-way
- Too many curb cuts on West 11th
- Short depth on parcels away from West 11th
- West 11th area is ugly
- Need to accommodate residential growth on West 11th
- West 11th is predominant commercial area in West Eugene—destination
- Drawing more traffic to West 11th (Walmart & Target)
- WEP different from West 11th transportation problem—process doesn’t address local problems on West 11th (Can we set WEP aside and try to solve West 11th problem ?)
- Chambers/Garfield to Bertelsen/Beltline [Bailey Hill?]

Transportation Funding:

- Finite [limited?] transportation funding
- Local transportation problem but state funding
- ODOT reluctant to pay for local improvements
- Difficulty prioritizing transportation \$

Other Transportation Issues:

- High VMT cost of peripheral development
- West route for BRT
- Nodal Development
- Non-integration of land use/transportation planning

UGB/Land Supply/Affordable Housing:

- Different expectations of UGB in West Eugene—unrealistic?
- Flip cause and effect: 1) Must serve growth; 2) Growth will happen regardless
- Cost of housing in Eugene
- We should be aggressively encouraging growth inside UGB and looking at expansion of UGB for job creation (expansion of commercial/industrial area)
- Inadequate land supply inside UGB—land too dear [scarce? expensive?]
- Inadequate residential/commercial/industrial land supply

Natural Resources:

- Vulnerable wetlands
- WEP Plan/BLM/LWCF monies—surprising success of WEP Plan
- Wetlands are an asset, but not well understood
- Non-integrated natural resource land use planning

Community/Symbolism

- Lack of identification with community in West Eugene (Bethel)
- WEP is symbolic of growth vs. no-growth
- Balance competing community values

Attachment 7

West Eugene Transportation Charrette

Problem Definition

(June 2001)

The group attempted to develop a unified definition of the transportation problem that they were attempting to resolve. Four sub-groups developed a definition, which was merged into one. The merged statement did not obtain unanimous agreement. The group agreed, however, that the statement, which appears below, is a good place to start further discussion.

The transportation problem in the West Eugene area is:

Today, and increasingly in the future, we cannot meet our needs to move people and goods within West Eugene, the city and the region. This problem decreases the livability and economic vitality of these areas.

Contributing to the problem are:

1. Local residents of West Eugene do not live in an integrated community with adequate transportation, shopping, housing, and job choices.
2. The present system does not provide adequate capacity and connectivity for all modes (pedestrian, transit, bike, car, rail, truck).
3. West 11th does not meet our vision of a main street that builds community rather than dividing it.
4. Natural resources in the area (e.g., wetlands) must be preserved and therefore this limits our range of solutions.
5. There is a lack of a process to achieve a consensus acceptable to the larger community of users.

Attachment 8

West Eugene Parkway

Purpose and Need

(from the 1997 Supplemental Draft Environmental Impact Statement)

The overall purpose and need for the West Eugene Parkway (WEP) has not changed since issuance of the 1985 Draft Environmental Impact Statement (DEIS) and 1990 Final Environmental Impact Statement (FEIS) for the project. The primary *purposes* of the WEP are to:

- Provide a major access-controlled east-west connecting arterial for intra- and inter-regional and citywide travel through the western half of the City of Eugene, between Highway 126 to the west and the I-5/I-105 corridor to the east;
- Improve access to the west Eugene industrial area via direct connections with only strategic crossroads, thereby supporting orderly and planned growth;
- Better link west Eugene residential areas with downtown, thereby supporting orderly and planned growth;
- Implement an important part of the area-wide roadway system as envisioned in the *Eugene-Springfield Metro Area Transportation Plan (TransPlan)* [adopted in 1986?];
- Relieve congestion and improve safety on West 11th Avenue, by removing most intra- and inter-regional and some local traffic from the busiest and most hazardous section of West 11th Avenue.

These improvements are *needed* because of deficiencies in the east-west roadway system, which is failing to support efficient and safe local, citywide, and regional movement of people, goods, and services through west Eugene. West 11th Avenue from the Oak Hill area and as far east as Garfield Street includes numerous features that impede safe and efficient travel, including:

- Numerous signals and intersections;
- Extensive commercial development with direct access to the facility;
- A complicated connector between West 11th Avenue and the 6th and 7th Avenue Couplet by way of Garfield Street, including two signals and two 90-degree turns;
- Highly congested conditions, especially during peak traffic hours.

Presently, existing access linkage to the west Eugene industrial area is circuitous. Access problems also apply to links between existing and developing residential areas in west Eugene and downtown Eugene.

The need for an east-west connector in west Eugene has long been recognized. *TransPlan* [adopted in 1986?], which guides transportation planning in the metropolitan area, and even the Eugene-Springfield T-2000 Plan [adopted in 1978?], which preceded *TransPlan*, includes a connector as an important part of the area-wide roadway system envisioned for west Eugene.