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SUPPLEMENTAL MATERIAL

**SUPPLEMENTAL
MEMO**

DATE: June 16, 2005 (memo date)
June 20, 2005 (second reading/public hearing)
TO: LANE COUNTY BOARD OF COMMISSIONERS
DEPT.: Public Works Department/ Land Management Division
PRESENTED BY: Stephanie Schulz, Planner
Suzanna Julber and Greg Mott, Springfield Development Services

AGENDA ITEM TITLES: ORDINANCE NO. PA 1223 – IN THE MATTER OF AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (METRO PLAN) DIAGRAM FOR PROPERTY IN THE GLENWOOD AREA, WITH CONCURRENT GLENWOOD REFINEMENT PLAN DIAGRAM AND TEXT AMENDMENTS, AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES.

ORDINANCE NO. 2-05 – IN THE MATTER OF AMENDING CHAPTER 10 OF LANE CODE TO ADOPT AMENDMENTS TO THE SPRINGFIELD DEVELOPMENT REGULATIONS FOR APPLICATION TO URBANIZABLE LANDS WITHIN THE SPRINGFIELD URBAN GROWTH AREA (LC 10.600-15) AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES.


I. DISCUSSION

The minutes from the joint public hearing held by Springfield and Lane County Planning Commissions on April 19, 2005 are attached. No persons testified in favor or against the proposed amendments. The Planning Commissions then held the written record open until April 29, 2005 in order to solicit more written testimony from interested parties. The comments received and other testimony in the record is summarized in the attached staff report from City of Springfield.

The Springfield Planning Commission deliberated on May 18, 2005 and adopted a recommendation for approval of the Amendments, with some recommended changes, by a vote of 6-0.

The Lane County Planning Commission deliberated at two meetings; May 17, 2005 and June 7, 2005. The motion to accept the Glenwood Riverfront Refinement Plan implementation of Sub-area 8 included the recommendations from the City of Springfield with an added recommendation to increase setbacks to 100 feet. The motion passed 4-1-1. The minutes from these deliberations meetings are attached.

AGENDA ITEM SUMMARY

Meeting Date: June 20, 2005
Meeting Type: Work Session/ Regular Session
Department: Development Services
Staff Contact: Susanna Julber 
Staff Phone No: x 3652
Estimated Time: 60 minutes- Work Session
30 minutes- Public Hearing

**SPRINGFIELD
CITY COUNCIL AND LANE COUNTY
BOARD OF COMMISSIONERS**

ITEM TITLE: PROPOSED METRO PLAN DIAGRAM AMENDMENT, CONCURRENT GLENWOOD REFINEMENT PLAN DIAGRAM AMENDMENT, GLENWOOD REFINEMENT PLAN TEXT AMENDMENT ESTABLISHING DESIGNATION, ZONING, AND DEVELOPMENT POLICIES, AND AMENDMENT TO THE SPRINGFIELD DEVELOPMENT CODE FOR THE AREA KNOWN AS "SUBAREA 8: THE RIVER OPPORTUNITY AREA" IN THE GLENWOOD REFINEMENT PLAN, EXCEPTING THE PARCELS SOUTH OF THE RAILROAD TRACKS.

ACTION REQUESTED: Staff will present the materials and answer questions during the worksession. During the regular session, the action requested is to open the public hearing and conduct a first reading of the ordinance **IN THE MATTER OF AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (METRO PLAN) DIAGRAM FOR PROPERTY IN THE GLENWOOD AREA, WITH CONCURRENT GLENWOOD REFINEMENT PLAN DIAGRAM, REFINEMENT PLAN TEXT AMENDMENTS, AND SPRINGFIELD DEVELOPMENT CODE AMENDMENTS, AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES.**

ISSUE STATEMENT: The package of amendments necessary to adopt a redevelopment process for the Glenwood Riverfront, which the Council initiated on September 20, 2004, is now before the Springfield City Council and Lane County Board of Commissioners. The Amendments will allow the development of Subarea 8 into a land use pattern which includes a mix of residential, office, and commercial uses along the Glenwood Riverfront, as well as allow the flexibility to respond to a changing market through a Master Plan Modification procedure.

ATTACHMENTS: Attachment 1: Briefing Memorandum: Overview and Suggested Changes by Springfield and Lane County Planning Commissions, and Written Testimony
Attachment 2: Adopting Ordinance and exhibits
Attachment 3: Minutes from 4/19, 5/17, 5/18, 6/7 Planning Commission meetings

DISCUSSION/ FINANCIAL IMPACT: The Mixed Use/Nodal Development Metro Plan and Refinement Plan diagram designations are effective upon adoption of this amendment. The remainder of the Amendments, including Article 44 of the Springfield Development Code, and zoning districts consistent with the policies of the Refinement Plan, are applied as the properties within the Project Area are annexed into the City.

The Springfield Planning Commission made a recommendation for approval of the Amendments, with some recommended changes on May 18, 2005, with a vote of 6-0. The Lane County Planning Commission made a recommendation for approval, with some recommended changes, on May 17, 2005, with a vote of 4-1-1. These changes are addressed in Attachment 2.

No specific development is approved pursuant to the Joint Elected Official's approval of the Amendments. A second reading of the Ordinance before the Springfield City Council is scheduled for July 18. The Lane County Board of Commissioners had a first reading on the amendments on June 1, 2005. The Joint Elected Officials may elect to keep the record open at this June 20 meeting.

BRIEFING MEMORANDUM

TO: Joint Elected Officials of City of Springfield and Lane County
FROM: Susanna Julber, Planner II
DATE: June 9, 2005
R.E.: Overview and Suggested Changes to Glenwood Amendment Materials, for Joint Meeting 6/20/05

This package of Amendments will implement a redevelopment plan for the Glenwood Riverfront, specifically for the 48-acre area known as "Subarea 8: The River Opportunity Area" in the Glenwood Refinement Plan. This memorandum provides an overview of the proposed amendments, provides suggestions for changes based on subsequent review by the Planning Commissions of Lane County, Springfield, citizen review, and staff review. Collectively, the Amendments will facilitate the redevelopment of the Project Area as a mixed use/ nodal development area, consistent with existing policy direction in the *Glenwood Refinement Plan*, *Metro Plan*, and *TransPlan*.

Section I. Overview of Proposed Changes

A. What Changes are Proposed?

There are three categories of proposed changes.

- The first changes are Plan Diagram Amendments to the Metro Plan Diagram and the Glenwood Refinement Plan Diagram. These are "Exhibits A and B" attached to the Ordinance.
- The second change involves text amendments to Subarea 8 of the Glenwood Refinement Plan. The text amendments add policies to guide the development review process within the Project Area, and are described under section E, below and is "Exhibit C" attached to the Ordinance.
- The third change involves Code amendments to the Springfield Development Code (SDC). The specifics of the amendments are described under section F, below, and attached to the Ordinance as "Exhibit D".

B. What is not changing?

The other sections of the Glenwood Refinement Plan and the SDC will not change. Additionally, the City is not proposing any zone changes as part of these Amendments. Currently, the zoning of the properties within the Project Area is Low Density Residential, Community Commercial, and Light Medium Industrial. These zoning districts will not be considered non-conforming under the new Plan Designation. When a developer does decide to submit a development proposal, they will be required at that time to submit a zone change application if necessary, along with their site plan, or in some cases, Master plan Modification proposal. This allows flexibility in the location and appropriate mix of uses, based on market conditions and development plans. It also allows property owners to continue their present uses.

C. Why are we proposing these changes?

In 1998, the City of Springfield assumed jurisdiction of Glenwood from Eugene. Shortly following, the City Council identified the area known as the Glenwood Riverfront as an area suited for redevelopment

to building design, flexibility is incorporated and the standards may help facilitate development of infill and hard-to-develop sites with frontage, access, and topographical issues.

One of the big changes by adopting Article 44 is the prohibition on auto-oriented uses within the Project Area, because of its designation for Mixed Use/ Nodal Development. This is consistent with policies in *TransPlan*, the *Metro Plan*, and the State's Transportation Planning Goal 12. Article 44: GR Plan District, as proposed is found in "Exhibit D" attached to the Ordinance.

G. Staff Recommendation

Staff recommends that the Joint Elected Officials of Springfield and Lane County approve the package of amendments, including the recommendations suggested by staff and the Springfield and Lane County Planning Commissions, with a single caveat. The Lane County Planning Commission recommended a 100 foot setback from top of bank of the Willamette River. Existing policy and regulations involving a setback from the Willamette include the following:

1. Goal 15, Willamette River Greenway. The Springfield Development Code and the Goal require a setback to determine where only water-related and water-dependent uses are permitted. This is not a fixed distance, but is determined by circumstances present at any site proposed for development. There is no guarantee that a 100 foot setback will be appropriate or consistent with the Goal or the Springfield Development Code.
2. The City's Water Quality Limited Watercourse (WQLW) ordinance provides for a 75 foot setback from the top of bank of the Willamette River. This setback was established for compliance with the Federal Clean Water Act (CWA) standards for storm water discharge quantity, quality, temperature, etc. This setback is independent of the requirements of Goal 15 and should not be construed as a substitute for compliance with this Goal.
3. The proposed 100 foot setback may introduce some liability for claims made under Ballot Measure 37 with respect to the additional 25 feet beyond the existing 75 foot CWA setback.

Section 2. Suggested Changes to Original Documents

The following is a discussion of recommended changes to the Glenwood Refinement Plan Text and Springfield Development Code, Article 44. These suggestions came from Springfield Planning Commission, the Lane County Planning Commission, citizens through written testimony, and through staff review.

A. Summary of Recommended Changes from both the Springfield and Lane County Planning Commissions:

- a) Incorporate the following "Housekeeping Items":
 - p. 2-3, policy 2.3. Reference should be to "2.2", not "1.2".
 - p.2-4: under policy #4, there are two "shall require"s.
 - p. 2-4: policy #12: page number reference missing. Add code reference 44.030 instead of page number.
 - p. 3-8. Delete- for some reason, this page was copied twice.

C. Response to Citizen Concerns:

The following summarizes the written comments received by citizens during the public comment period prior to the May 17 and May 18 Planning Commission deliberations. Copies of the written testimony received are included as well.

This section: 1) summarizes the issues raised at the joint Lane County and Springfield Planning Commission meeting on April 19, 2005, 2) responds to written comments received prior to the 5:00 p.m. April 29 deadline for written comments on the Glenwood Riverfront Plan Amendments, 3) details a number of "scrivener's errors" found during review of the documents, and 4) recommends a course of action for the Planning Commissions at their deliberations on May 17 and 18.

1. Issues raised by the Lane County Planning Commission on April 19, 2005

The primary issues raised at the Springfield and Lane County Planning Commission work session involved:

- a) *Building efficiency/ energy ratings*
- b) *Density*
- c) *Lighting*
- d) *Willamette Greenway function and riparian setback*

These issues are discussed in the following sections.

a) Building efficiency/ energy ratings

The City does not have a special program for energy efficient buildings and "green" or sustainable development in addition to the statewide programs available. Additionally, at this time the City does not have the resources to carry out a sustainable development program. However, the Planning Commission should not feel constrained in forwarding a recommendation to the Joint Elected Officials to explore this policy.

Because of its relationship to the Willamette River, development within the GR Plan District will need to fully implement innovative storm drainage techniques. The Glenwood Riverfront Plan was developed with an emphasis on creative techniques for storm water management, including bioswales, river bank enhancement, and roof top runoff techniques. These techniques contribute to the energy-efficient development within the GR Plan District.

b) Density and the number of units allowable within the GR Plan District

Planning Commissioners had questions regarding residential density within the GR Plan District. Although the market analysis completed as part of the Glenwood Riverfront Plan showed that the site and market conditions could likely support 850 housing units, the City is proposing to adopt a range of densities. A range of densities, as opposed to an exact amount of commercial, residential, office, and open space, will allow a developer to respond to a changing market instead of adhering to an exact number.

Under the two-track design review system proposed for development within the GR Plan District, developers can either meet the code standards contained in Article 31, or comply with the design guidelines in Article 44. Design guidelines for lighting are contained in "parking standards", at SDC 44.100(7)(b)11, 14, 19; in standards specific to residential development, at SDC 44.110(3)(b)(4), (6), and (7); and in conditions of approval for proposals which are adjacent to the riparian corridor setback 44.120(2)(e). The maximum height for light posts within the GR Plan District is proposed to be 16 feet for pedestrian walkways and internal blocks. This strict standard will be imposed over other standards in the SDC.

The proposed new lighting standards are as follows. For on-site lighting, the height of an exterior fixture cannot exceed 25 feet, and where a site is adjacent to any residential district, riparian, wetlands, or other similarly protected area, light fixtures cannot exceed 12 feet. The numbering below corresponds to existing sections of the SDC.

"(c) *General. On-site lighting shall be of the minimum illumination necessary for a given application. All exterior light fixtures shall be shielded or recessed so that direct glare and reflection are contained within the boundaries of the property, and shall be directed downward and away from abutting properties; public rights-of-way; and riparian, wetlands and other protected areas identified in this Code on the same property.*

(d) *Height.*

1. *The height of a free standing exterior light fixture shall not exceed 25 feet or the height of the principal permitted structure, whichever is less. Height shall be measured as the vertical distance between the paved surface and the bottom of the light fixture.*

2. EXCEPTIONS:

a. *The Director may allow an increase to the standard in Subsection (d) 1. when a determination is made that personal security is an issue, special security needs exist, or where vandalism or crime are possible. The Director may consider specific site characteristics, level of vehicle and pedestrian conflict, special security needs, and history or likelihood of crimes in making the determination.*

b. *The height of a free standing exterior light fixture within 50 feet of any residential district and riparian, wetlands and other similarly protected areas shall not exceed 12 feet.*

c. *The height restriction in Subsection (d) 1. shall not apply to lighting used to illuminate outdoor performance areas, sport and recreation facilities, and playfields, unless these light fixtures are located within 50 feet of a residential zoning district.*

(e) *The lighting standards in this Subsection shall be addressed in the On-site Lighting Plan as specified in Section 31.050(8) of this Article."*

In summary, there are lighting standards and guidelines contained throughout the GR Plan District, and the standards that are being proposed as part of the housekeeping amendments to the SDC will assist in creating a pedestrian-friendly retail and residential district. Further, the lighting standards will help ensure that glare is prevented from casting onto adjacent properties, particularly adjacent to the Willamette River.

water-related uses shall be permitted between the Willamette River and the Greenway Setback Line. The Greenway Overlay District shall substitute temporarily as the Greenway Setback Line for all properties within the Overlay District that do not have an established Setback Line. Establishment of this Setback Line may occur with or without a request for development approval, but any request for development approval on land without an established Setback Line must be accompanied by an application for establishment of the Greenway Setback Line. The location of the Greenway Setback Line shall be determined consistent with the following standards derived from Section C.3 of the Willamette River Greenway Goal 15:

- (1) Local, regional and state recreational needs shall be provided for consistent with the carrying capacity of the land. The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent possible.
- (2) Adequate public access to the river shall be provided.
- (3) Significant fish and wildlife habitats shall be protected.
- (4) Identified scenic qualities and view-points shall be preserved.
- (5) The maintenance of public safety and protection of public and private property, especially from vandalism and trespass shall be provided for to the maximum extent practicable.
- (6) The natural vegetative fringe along the river shall be enhanced and protected to the maximum extent practicable.
- (7) The location of known aggregate deposits shall be considered. Aggregate extraction may be permitted outside the Greenway Setback Area subject to compliance with State law, the underlying district and conditions of approval designed to minimize adverse effects on water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, quiet and safety and to guarantee reclamation.
- (8) Developments shall be directed away from the river to the greatest possible degree; provided, however, lands committed to urban uses shall be permitted to continue as urban uses, including port, public, industrial, commercial and residential uses, uses pertaining to navigational requirements, water and land access needs and related facilities."

According to SDC 25.050, except for uses within the Greenway Setback Area, uses allowed in the Willamette Greenway Overlay District are the same as those in the underlying districts. Any change or intensification of use, or construction that has a significant visual impact requires Discretionary Use Approval. The proposed Amendments do not relieve an applicant of the responsibilities associated with the Greenway Setback Line or the Greenway Overlay District requirements. Further, the proposed language at SDC 44.120 provides additional requirements for proposals adjacent to the Willamette River, and establishes a minimum setback area of 75 feet, unless existing natural resources warrant an additional setback.

The Discretionary Use procedure allows the Planning Commission to review the application in a public hearing. The Planning Commission can apply conditions of approval, for example:

1. A construction management plan that may include, at a minimum, ingress and egress to the site; hours of operation; noise, dust, and lighting concerns; run-off and hydrology; and bicycle and pedestrian safety in the construction area.
2. A restoration and enhancement plan for the adjacent riverbank which may include elimination of invasive plants, plant salvage, and a monitoring schedule to assess on-going success.

The conditions that may be applied through the review process are intended to mitigate adverse effects, protect as much of the resource as possible during construction, and restore as much of the resource as possible in conjunction with a development proposal.

place to "civilize".	project area, it is not required.	development will be evident soon, and that what is on the ground in Glenwood now may not be there in the coming years as properties along the riverfront become more valuable through the provision of services such as sanitary sewer and storm water.
LTD's plans are not necessary	While part of the planning for the Glenwood project area is associated with the construction of BRT, and planning for nodal development, the city and LTD are two separate agencies.	Transit service is an essential part of accommodating growth in the Metro Area.
Too many social problems- prostitutes, drug abuse, and transients- to transform Glenwood.	Glenwood is in an unusual position right now- properties that are not yet annexed to the city are served by Lane County Sheriff, and properties that are within the city limits are served by the City of Springfield Police Department. Sometimes there is confusion over which authority serves the appropriate properties.	While the proposed Amendments do not directly relate to the mentioned social problems, improving the quality of life within Glenwood may help some of the issues raised by Mr. Barkley.
Springfield has not tackled the above issues in their own downtown, and these should be addressed before taking on something new.	While it is true that Downtown Springfield has social issues that may be hindering redevelopment, the opportunity exists right now to make a positive change in Glenwood prior to development requests.	Because Glenwood is adjacent to downtown Springfield, improving the surroundings there will help solve similar problems in downtown.
Steve Moe's vision for a park, plaza, and bike path is commendable, but not realistic when these social problems exist.	This vision is not necessarily Steve Moe's vision, but the vision that the City has developed with the Riverfront Plan and the implementing Amendments. The vision calls for a mix of uses within the Project Area. When you look at the condition that Glenwood is in today, it is difficult to get from "here" to "there". However, Glenwood is the last developable piece of riverfront land in the Eugene- Springfield area, and a gateway to both Springfield and Eugene. Development has lagged behind in Glenwood, primarily because of a lack of infrastructure. The city anticipates that development requests will increase with the construction of sanitary sewer in Franklin Blvd.	Staff is not anticipating that redevelopment in Glenwood will occur immediately; the illustrations and vision shown in the Riverfront Plan by the project architects are visionary and lofty, but are intended to show what could be, not what is guaranteed to happen. Obviously, this is a long range vision.

Commenter: Jan Wilson, on behalf of Dave Carvo, 1430 Willamette, PMB 517, Eugene OR 97401 (address not within the project area)

Summary of comments: Concerned about allowable uses, continuation of uses, and about height maximums.

Primary Issue	Discussion	Staff Response
Concern about allowable uses, including CI, which can allow high tech manufacturing, civic centers, hospitals, and medical facilities.	Staff felt that the existing policies in the Refinement Plan would allow this use, and that allowing some campus industrial would generate an employment-oriented use close to downtown. Standards in the SDC direct a CI use to the development standards for MUE, which require building design be interesting, and pedestrian friendly. Staff agrees that a campus/ industrial park	Allow the CI uses, in order to facilitate family-wage jobs and employment opportunities within the node. The proposed development review process requires a Type IV Master Plan Modification if the internal street layout or similar configuration is not utilized. If a campus industrial use is proposed that is not consistent with the layout or similar layout that meets the intent of the GR Plan District and Riverfront Plan, or exceeds the acceptable range of 10-30 percent of the Node being developed as commercial/ office/

used, with commercial at the ground floor; Or "courtyard parking" with open lots located behind or in the center of building complexes and time-limited parking, enforced by signs and meters. Streets, parking areas, and bike paths are opportunities to use native landscaping, create user-friendly spaces, and apply permeable pavement or surfaces.	Ramséur's comments. The idea of meters and time-enforced parking is a policy decision for discussion at the development proposal phases.	The swale designs of the streets are a concept to provide greater storm water cleansing, and may not be used in the final design of the area. The City's storm drainage master plan will be completed in fall 2005, and will provide additional guidance for development in Glenwood.
Displacement of residents	Group specifically points to the displacement of the Ponderosa Mobile Village residents. They would like the continued use of the mobile home park for the residents. There is a policy in the proposed Glenwood Refinement Plan Amendments that recommend the city investigate partnering with a low-income housing provider to construct a facility within Subarea 8.	Currently, the owner of the Ponderosa could choose to redevelop his property as a commercial use- the Ponderosa is presently zoned Community Commercial. The proposed Amendments do not change the property's zoning or the ability for the property owner to redevelop the mobile home park. If the property owner chose to redevelop, however, the resulting redevelopment would have to be pedestrian friendly, and meet the standards of the GR Plan District.
Lighting	Group is concerned w/ light pollution and the effects of lighting pollution on the river and wildlife habitats. Group suggests installing light fixtures that are fully shielded from above and cast light downward. Prevent light "spillage".	See lighting response, under the "Issues Raised by the Planning Commission" section 1c, above.
Signs	The group is concerned about the sign design and codes.	At this time, there is no plan to adopt specific regulations regarding signs for the GR Plan District. Signs are regulated by the City's Community Services Department.
Requiring underground utilities	The undergrounding of utilities is required where feasible, by SDC 32.120. This requirement is evaluated during Site Plan Review.	Undergrounding utilities is already a requirement for new development and redevelopment within the City's urbanizable area. Proposals within the GR Plan District will be subject to this requirement as well.
Landscaping	Group recommends using native landscaping, plants, and trees native to the NW.	The landscaping standards in the proposed Article 44 GR Plan District are consistent with the suggestion for native plants and landscaping.
Buildings	Group suggests a Pacific NW design- height limit of 7 stories. Use art and pedestrian-friendly amenities as assets.	The design standards contained in proposed Article 44 GR Plan District enforces the pedestrian-friendly amenity requirements. Additionally, staff is recommending a height maximum of 90 feet within the district, if the Planning Commission agrees.
Art	Group suggests supporting the arts.	In the proposed Glenwood Refinement Plan policies, staff is suggesting a policy that all public structures contribute 1 percent of the cost to an art enhancement fund administered by SEDA (Springfield Economic Development Agency).
Commerce	Group wants responsible anchor tenants that will provide family wage jobs, provide elderly/ low income housing and services, abide by the Renewal Plan.	The allowable uses and proposed policies provide the opportunity for employment within the GR Plan District and the ability for low income housing.

		relieve a developer of this responsibility, nor do they commit the City to any kind of financial investment.
Gateway and Glenwood can not be compared.	Staff agrees with this statement, and is unsure where the comparison between Glenwood and Gateway came from. In meetings concerning Urban Renewal, the master plan review process used in the Gateway area was referred to.	The GR Plan District language is tailored for a redevelopment, not a Greenfield site. The proposed Amendments are specifically tailored for redevelopment in Subarea 8 only.
Glenwood runs the risk of being another traffic congested Gateway with fast food restaurants and apartment complexes. Gateway has no heart, no community.	The proposed Amendments hopefully will prevent the project area from becoming "just another strip".	The design requirements, and limitations on auto-oriented uses will help enhance the existing community and guide redevelopment in a manner that is thoughtful.
"The low rent hodgepodge of industrial sites and used car lots" has survived and provided living wage incomes.	The Amendments still allow employment opportunities within Subarea 8, however, no auto-oriented uses.	The reference to industrial sites and car lots are well-taken. It is only within the 48-acre project area that the prohibition on auto-oriented uses is proposed in the Amendments.
City leaders should provide a helping hand but no handouts.	The planning documents do not specifically address tax breaks, as they are primarily a policy decision of the City Council and are not currently part of the land use planning process.	Staff will pass on these concerns to the City's Economic Development Manager. The Joint Elected Officials will consider these comments on June 20.

3. Housekeeping Items:

Stephanie Schultz, Planner for Lane County, had the following comments on the documents:

p. 2-3, policy 2.3. Reference should be to "2.2", not "1.2".

p.2-4: under policy #4, there are two "shall require"s.

p. 2-4: policy #12: page number reference missing. Add code reference 44.030 instead of page number.

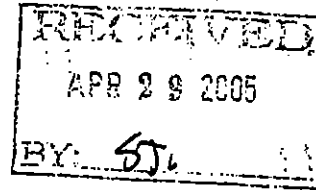
p. 3-8. Delete- for some reason, this page was copied twice.

Prohibition of uses..... repetitive where it says: truck washes/ car washes. P. 3-10 and 3-11. Uses number 1 and 19.

44.040: Maybe need something that states that even a type IV application will still go to PC (type III).

p. 3-9, SDC 44.050, add "to" the conditions.....

p. 3-11, under 17(a), add "as" specified.....



Lance Barkley
Your Place
3796 Franklin Blvd
Eugene, OR 97403

April 28, 2005

Susanna Julber
City of Springfield Planning Department
225 Fifth Street
Springfield, OR 97477

RE: GLENWOOD RIVERFRONT PROJECT

Dear Ms. Julber,

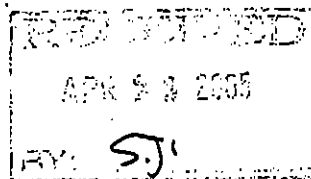
This letter pertains to the proposed annexation of Glenwood to develop the Riverfront. This property is a scarce commodity and the residents of the area are aware of the value of the property. Recent articles in the media suggest that Springfield is aggressively planning annexation of this property and to "civilize" the area.

According to an architect Glenwood is leftover property and a hodgepodge of different uses. I reside and work at 3796 Franklin Blvd, and I agree that Glenwood needs a makeover, however, people that reside here feel that we are being excluded from the discussions/planning for our community. The notices for the time and location of the meetings are advertised in an obscure fashion (next to the obituaries) in the Register Guard. With an issue so important to the residents and businesses, it would seem more appropriate for notification be sent to each household and business.

One of my chief concerns is that this valuable property will be deconstructed and sterilized by filling it with non-profit and government agencies. These entities do not pay taxes and drain the life blood out of the small businesses.

JULBER Susanna

From: Jan Wilson [jswilson@efn.org]
Sent: Friday, April 29, 2005 4:49 PM
To: JULBER Susanna
Cc: Dave Carvo
Subject: Glenwood Riverfront Plan



Hi Susanna,

I'm submitting these comments on behalf of Glenwood resident Dave Carvo. Together he and I have reviewed the materials, and we have a number of concerns with the proposal.

Most importantly, as with the Gateway node and others throughout the Eugene-Springfield area, it's key that the proposed plans truly embrace nodal development as something more than just eliminating drive-through service windows. In order for any nodal development to work, the pedestrian-friendly nature of the development must be the paramount goal. If people can not easily walk from where they live to where they can work or shop for daily necessities, they will get into their cars and drive, thus defeating the whole goal of nodal development, which is the reduction of vehicle miles traveled.

With that in mind, we are concerned about some of the uses proposed to be allowed in the Glenwood Riverfront Plan. Campus Industrial (CI) development is especially inappropriate for nodal development, as the "campus" rarely includes either the density required to make the node walkable or the residential component required to make it possible for people to live near their workplace. Community Commercial (CC), which can allow all kinds of "big box" retail, likewise does not make for an effective mix of uses. Some of the specific uses listed - for example, high tech manufacturing firms, civic centers, hospitals and medical facilities - are likely to attract destination-driven out-of-the-area traffic not quite compatible with the neighborhood-style riverfront node envisioned for Glenwood.

In addition, we are concerned about the apparent "grandfathering" of existing uses for parcels with frontage along Franklin, since almost all the parcels in the area have some frontage along Franklin. Though we do not advocate for relocating or condemning any existing viable businesses, the city should be sure to tightly constrict the grandfathered uses so that inappropriate development is not allowed to piggyback on "expansion" of an incompatible existing use. Since many of the businesses along Franklin are auto-oriented, the success of a pedestrian-oriented node may depend on not allowing significant expansion of auto-oriented businesses.

Finally, we have concerns about the procedures to allow exceeding the stated height standards. Most of these allowances will not mitigate for the violation of the standards. For example, allowing a building to be taller than otherwise allowed in exchange for additional street level pedestrian amenities will not necessarily work - an extra resting bench in the shade of a skyscraper is still not going to be inviting for most pedestrians. Likewise, offsetting building fronts does not effectively create pedestrian interaction if one can not stand far enough back to see the whole facade of the building. Such high-rise developments are more appropriate for downtown than for the Glenwood riverfront area. Glenwood should establish its connection to the river by terracing or stepping back the building heights with distance from the river, not with "maximizing views" from the top floors of tall buildings.

Thus, we urge the planning commissions to revise the proposal to take these issues into account, in order to more effectively plan for a viable pedestrian connection to the Glenwood riverfront area. Thank you.

Jan Wilson
 1260 President St.
 Eugene, OR 97401

for Dave Carvo
 1430 Willamette, PMB 517
 Eugene, OR 97401

SUGGESTIONS AND CONSIDERATIONS

This document is offered by several Glenwood Area residents as a compilation of topics discussed at meetings about the Riverfront Development Plan as it is presented in the Glenwood Specific Area Plan (the Plan). The first part of this document summarizes the group's opinions, suggestions and considerations. The second part elaborates on them.

KEY CONCEPTS

<ul style="list-style-type: none"> • bicycle, pedestrian, disabled, & child friendly • landscape - bird/wildlife friendly • accent and showcase nature • include neighborhood & regional art 	<ul style="list-style-type: none"> • environmental quality/greenspaces • future-oriented planning (i.e.: stormwater reclamation, alternative transportation, population diverse)
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OUTLINE SUMMARY

<p>STREETS, SIDEWALKS, PATHS</p> <ul style="list-style-type: none"> • appearances ought to be inviting • eliminate the frontage road (see Parking) • navigate easily • use permeable paving as much as possible 	<p>PARKING</p> <ul style="list-style-type: none"> • selection of types • put behind Franklin businesses • use permeable pavement <p>LIGHTING, SIGNS</p> <ul style="list-style-type: none"> • minimal light pollution • aesthetic • no visual blight, limit height and size 	<p>LANDSCAPE</p> <ul style="list-style-type: none"> • water reclamation • native plants and trees <p>BUILDINGS</p> <ul style="list-style-type: none"> • regional architecture • mixed & limited heights with aesthetic design & art <p>COMMERCE</p> <ul style="list-style-type: none"> • be neighbors
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INTRODUCTION

Our survey of the Glenwood Specific Area Plan (the Plan) found many elements already agreeable to our collective philosophy and hope for this district. We realize we have the potential for a culturally unique and ecologically sound community. We request that you consider the possibilities with us. As we move along with this development endeavor, our desire is to work with the city of Springfield to create an attractive environment where residents and consumers find not only products and services, but a pleasant place to be. This will keep people coming back and even contributing to the well-being of this beautiful riverfront area.

PARKING

Parking is problematic wherever you go and especially in this area where the trend should be toward mass transportation modes and a pedestrian-friendly environment. There are a variety of possible solutions. These include parking structures below ground or, at most, two stories high; perimeter parking that tends to invite consumers to meander through retail shops; "courtyard parking" (open lots located behind or in the center of building complexes) and time-limited parking, enforced by signs or parking meters. In keeping with our Key Concepts, streets, parking areas and bike paths are opportunities to use native landscaping, create user-friendly spaces and apply permeable pavement or surfaces.

LIGHTING, SIGNS

Light pollution is a growing concern for communities and is a consideration of forward-thinking city planners globally. We would like to see the installation of street lighting that would curb light pollution and/or reduce it dramatically. This is especially important near the river where the wildlife habitats need to be protected from glaring lights at night.

This can be accomplished by installing light fixtures that are fully shielded from above and cast the light downward where it is needed and not upward where the light is wasted. This also prevents light spillage into other areas by reducing the glare caused by unshielded lamps. Fully shielded lights can also be installed on buildings at lower levels where the light is needed for security purposes. Along with these applications, lights with motion sensors would help curb pollution and costs, because the light would not be burning continually.

Similar considerations should be applied to signs. We realize that advertising is necessary for the life of a business. Signs that are either attached to the building or close to the business are preferable with any related lighting to follow guidelines suggested above. We would like to avoid the look of billboards that blight some communities. The underground installation of utilities will also help eliminate the visual blight caused by utility poles.

COMMERCE

We recognize that development in Glenwood could depend largely on an "anchor tenant," and that the goals of commercial enterprises may not always be the same as those of residents. However, attracting commerce into the area is a goal we can all agree on. We want employment opportunities, increased social traffic and the convenience of shopping nearby. In recruiting commercial tenants, we hope that the opportunity for them to demonstrate good corporate citizenship will be emphasized. Willingness to abide by the spirit and the letter of the Renewal Plan, to provide elderly/low-income housing and services, to promote family-wage jobs, and support the arts are all characteristics of the businesses we visualize in Glenwood.

CONCLUSION

None of us liked the notion of Ponderosa Village residents displacement from their homes. We trust that there is a way to preserve this clean and quaint manufactured home park into the future. It is preferable to us to rebuild and restore, rather than raze and bulldoze. The natural features of the area and the values of the residents form this special place we envision. We hope that together, we can create in Glenwood a model "Livable Community," one that will serve the diverse needs of the area well into the 21st century. Thank you for considering our input. We hope our ideas prove useful.

04/28/2005

City of Springfield
Planning Dept.

Susanna Julber,

There are many concerns that you are responsible for considering. As for myself I've gone from apathetic to concerned and troubled. I've owned and operated a small 2nd hand business in Glenwood for 20 yrs.

Business success is determined by a number of issues that arise over time. Money management being a strong priority for successful operation. When spending is based on feel good or dreams of grandeur, the spending is typically wasteful.

When putting on the correct face and concern over future political aspirations are a guideline, success and achievement are left wanting. Real accomplishment becomes a sad hope. I realize thier is give and take ,but why not be remembered as an individual who truly served those in thier charge.

Local government and agencies that breath by means of tax money should spend responsibly. You have a responsibility to be guided by sound Reason ,sense of Responsibility and above all Honor and Humility. To some this may sound oldfashioned, but I would hope that integrity isn't just a word.

Do not be afraid to face opposition when doing what is fiscally responsible, you won't go without. I will personally buy you a hotdog in beautiful downtown Glenwood. I only ask that you do not show up in a \$100.00 shirt or blouse with sleeves rolled up and a hardhat without stains on the headband. There will be no photo op that day.

If Glenwood is to become a viable place for a combination of business, homes and beauty, try encouraging business that actually pays thier share of the taxes instead of putting an added burden on the backs of small business. Consider thought and concern for the small business that employs only several people. Yes real people with real lives and real dreams. They won't have any monument to thier time here .They will JUST be paying for yours.

Small business is the backbone of any area. GIVE US A BREAK our backs are sore enough. No tax exempt business, " Contributors Only Need Apply".

Respectfully,
Gil Burgess Jr.
3697 Franklin Blvd.
Engene, Or 97403

ORDINANCE No.

IN THE MATTER OF AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (METRO PLAN) DIAGRAM FOR PROPERTY IN THE GLENWOOD AREA, WITH CONCURRENT GLENWOOD REFINEMENT PLAN DIAGRAM, REFINEMENT PLAN TEXT AMENDMENTS, AND SPRINGFIELD DEVELOPMENT CODE AMENDMENTS, AND ADOPTING SAVINGS AND SEVERABILITY CLAUSES.

WHEREAS, the Springfield City Council is committed to establishing policies and procedures to guide development in Glenwood in the area known as "Subarea 8: The River Opportunity Area", in the Glenwood Refinement Plan, excepting the parcels south of the railroad tracks, and as such, initiated the following Eugene-Springfield Metropolitan Area General Plan (Metro Plan) diagram and concurrent Glenwood Refinement Plan diagram amendment, Glenwood Refinement Plan Text amendment and Springfield Development Code amendment on September 20, 2004:

Redesignate approximately 47.5 acres of land from "Commercial/ Industrial/ Multi-Family Residential Mixed Use" to "Mixed Use/ Nodal Development", amend the Glenwood Refinement Plan to add policies and procedures to guide development, and amend the Springfield Development Code to add "Article 44: Glenwood Riverfront (GR) Plan District", Jo. No. LRP 2004-00031, City of Springfield, applicant.

WHEREAS, the combined application conforms to the provisions of Section 3.050 of the Springfield Development Code for providing timely and sufficient notice of the public hearing, pursuant to Section 14.030 of the Springfield Development Code, as well as applicable provisions of Lane Code (LC) chapter 12; and

WHEREAS, on April 19, 2005, public hearings on the Metro Plan diagram and concurrent Glenwood Refinement Plan diagram amendment, Glenwood Refinement Plan text amendments, and Springfield Development Code amendments were held. No persons testified in favor or against the proposed amendments. The Planning Commissions of Lane County and the City of Springfield held the written record open until April 29, 2005, in order to solicit more written testimony from interested parties. The Development Services staff notes, including criteria of approval, findings, and recommendations, together with the testimony and submittals of those persons testifying at the hearing or in writing, have been considered and are part of the record. In accordance with Chapter IV Plan Amendments and Refinements of the Metro Plan, Policy 6, the Springfield Planning Commission forwarded a recommendation to the Springfield City Council to adopt the package of amendments on May 18, 2005. The Lane County Planning Commission forwarded a recommendation to the Board of Commissioners to adopt the amendments on June 7, 2005; and

WHEREAS, Chapter IV Plan Amendments and Refinements of the Metro Plan, Policy 13 requires Metro Plan and refinement plan amendments to be referred to the other two jurisdictions for review and determination of Metro Plan consistency; and

WHEREAS, The City of Eugene was provided a referral notice on March 17, 2005. No response from the City of Eugene was received that indicated the proposed amendments have a Regional Impact; and

as identified and described on Exhibits "A" and "B" attached and incorporated here by this reference.

Section 3. The Glenwood Refinement Plan, Subarea 8: River Opportunity Area text is hereby amended by replacing the current pages with revised text as described in Exhibit "C" attached and incorporated here by this reference.

Section 4. The Springfield Development Code is amended to add Article 44: GR Plan District, as described in Exhibit "D" attached and incorporated here by this reference.

Section 5. Notwithstanding the effective date of ordinances as provided by Section 2.110 of the Springfield Municipal Code 1997, this Ordinance shall become effective 30 days from the date of passage by the City Council and approval by the Mayor, or upon the date of its acknowledgement as provided by ORS 197.625, whichever date is later, provided that by that the Lane County Board of Commissioners have adopted ordinances containing identical provisions to those described in Sections 1, 2, 3, and 4 of this Ordinance.

FURTHER, although not a part of this Ordinance, the Common Council of the City of Springfield adopts findings as set forth in the staff report, attached as Exhibit "E", in support of this action.

The prior underlying Metro Plan designations replaced by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not effect the validity to the remaining portions hereof.

Adopted by the Common Council of the City of Springfield this ____ day of _____ 2005.

REVIEWED & APPROVED

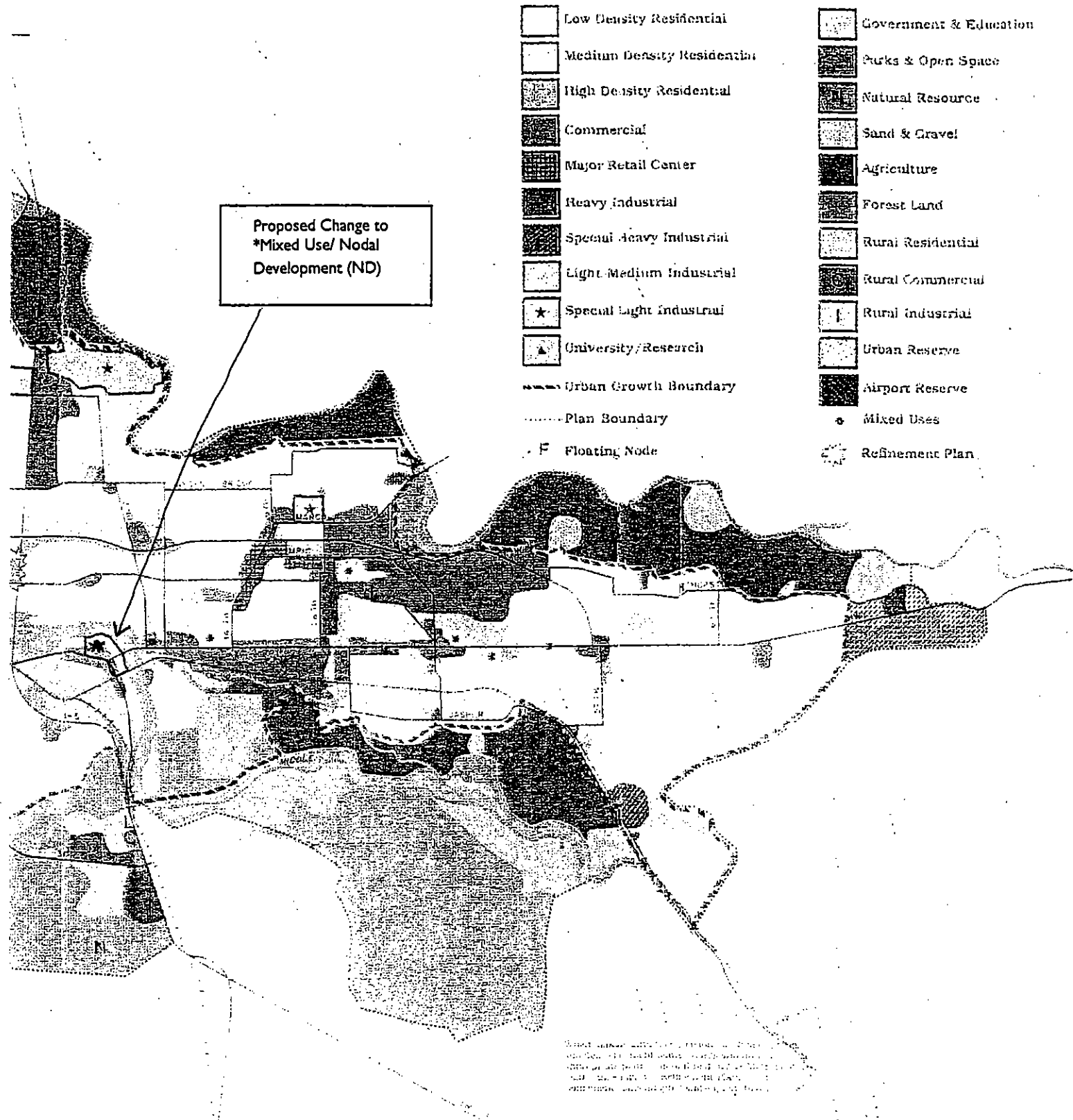
AS TO FORM

[Signature]
DATE: *6/13/05*
OFFICE OF CITY ATTORNEY

Mayor

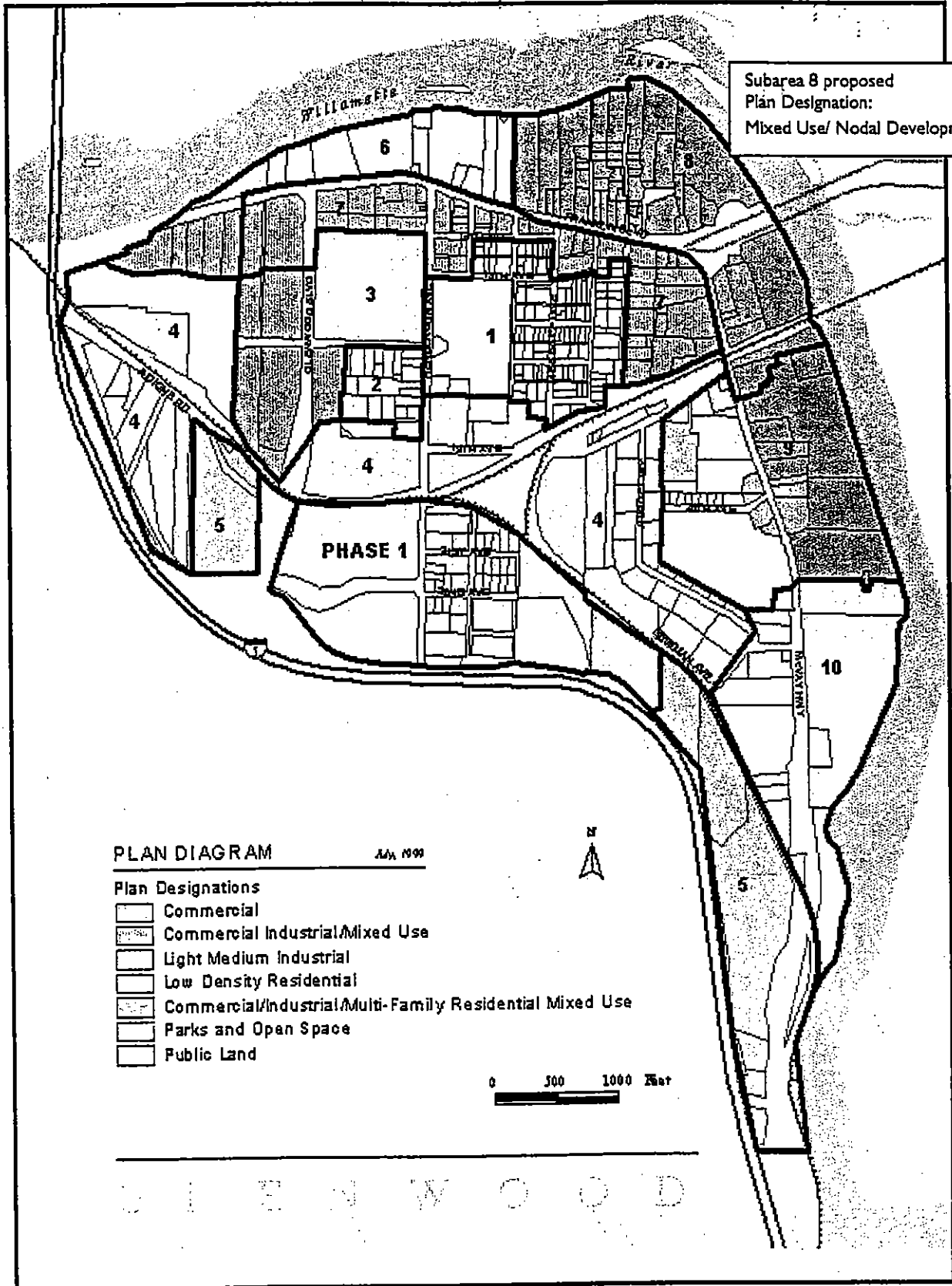
City Recorder

**EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN
PLAN DIAGRAM**



Proposed Change to
*Mixed Use/ Nodal
Development (ND)

- | | | | |
|--|----------------------------|--|------------------------|
| | Low Density Residential | | Government & Education |
| | Medium Density Residential | | Parks & Open Space |
| | High Density Residential | | Natural Resource |
| | Commercial | | Sand & Gravel |
| | Major Retail Center | | Agriculture |
| | Heavy Industrial | | Forest Land |
| | Special Heavy Industrial | | Rural Residential |
| | Light-Medium Industrial | | Rural Commercial |
| | Special Light Industrial | | Rural Industrial |
| | University/Research | | Urban Reserve |
| | Urban Growth Boundary | | Airport Reserve |
| | Plan Boundary | | Mixed Uses |
| | F Floating Node | | Refinement Plan |



SUBAREA 8: RIVER OPPORTUNITY AREA (Refer to the Plan diagram on Page 20)

The River Opportunity Area encompasses the parcels between the river and Franklin Boulevard, extending from Ponderosa Manufactured Dwelling Park east to the Springfield Bridge and continuing south just past to the railroad crossing. This is an area of mixed uses. It includes commercial uses such as a veterinary clinic; commercial-industrial uses such as tractor sales; industrial uses such as warehousing; and residential uses. ~~The residential uses include approximately 12 houses scattered throughout the area, a small apartment building, and two manufactured dwelling parks with 77 manufactured dwellings on 14 acres.~~

This subarea contains approximately 47 acres, a significant portion of which is vacant or underutilized property, especially along the riverfront. ~~There are six landowners owning most of the land within the River Opportunity Area. This is the last vacant/ under-developed land along the Willamette River in the Eugene-Springfield Metro Area, and is central to the entrances to Springfield and Eugene. The opportunity to create a special place on this site is enhanced because by of the amount of vacant land with river frontage, the potential for consolidation of parcels under a few ownerships, the recent installation of sanitary sewer in Franklin Blvd., and the location of the area at the entrance to Springfield and Eugene, and the creation of the Glenwood Urban Renewal District. This is considered an area that could provide an opportunity for new development. The opportunities for new a signature development are enhanced by the Riverfront Plan, the Urban Renewal District, and future transportation improvements to Franklin Blvd. This development could include any mixture of office developments, industrial parks, industrial headquarters and operations, retail commercial uses, quality residential development, and public plazas and space for public riverfront parkland that would promote public enjoyment of and access to the river. The subarea may also be appropriate for new residential development.~~

In recognition of the mixed development pattern of the area, the River Opportunity Area is designated Mixed Use (MU) for industrial, commercial, and residential uses in the Metropolitan Plan. This area is identified as a Node in TransPlan because of its location between the downtowns of Springfield and Eugene, along the first phase of LTD's Bus Rapid Transit system. Because of Subarea 8's identification for Nodal Development, the Nodal Development Overlay (ND) applies to all property within Subarea 8.

Under the MU/ ND Plan Designation, within Subarea 8, the following zoning districts are permitted:

Medium and High Density Residential (MDR and HDR), Community Commercial (CC), Mixed Use Residential (MUR), Mixed Use Commercial (MUC), Campus Industrial (CI) and Public Land and Open Space (PLO).

These zoning districts are designed to work together to result in development that is an attractive place to live, work, shop, and recreate, with less reliance on the automobile than is found elsewhere in the community. In addition to these zoning districts, the Nodal Development (ND), Willamette Greenway (WG) and Floodplain (FP) Overlay Districts also apply in Subarea 8.

Glenwood Riverfront Plan- Background

Shortly following the transfer of jurisdiction of Glenwood from Eugene to Springfield in late 1998, the Springfield City Council identified the area known as "Subarea 8: The River Opportunity Area" as an area suited for redevelopment into a vibrant, residential/ office/ commercial mixed use center, that would take advantage of the location along the riverfront, and become an asset to the community.

purchaser of the land within the plan area who may have a development proposal not anticipated by the Riverfront Plan, the City is providing a flexible two track development review process for development proposals within Subarea 8. These development review processes are described in detail in Article 44 of the SDC, the GR Plan District.

Offering two processes for development review within Subarea 8 allows the city to react to unanticipated future development scenarios, using adopted master plan objectives and design guidelines to ensure that development meets specific criteria that will assist in meeting the Riverfront Plan Project Objectives, described above.

Development proposals within Subarea 8 must meet the requirements of the Springfield Development Code (SDC) Article 44, GR Plan District. Proposals using the Riverfront Plan as framework, or those proposals using an alternative framework through the Master Plan process will use the development standards outlined in the GR Plan District for project design of buildings and parking areas.

POLICIES

1. **This subarea shall be considered appropriate for mixed use.**
2. **The City shall allow for a mixture of zoning districts in order to facilitate development of a mixed-use area.**
 - 2.1 Retain existing Light Medium Industrial zoning, but ~~consider~~ Consider zone changes that would allow for park development, office, high tech, and medium- and high- density residential development and commercial uses that would provide public enjoyment of and access to the river, such as restaurants, outdoor recreation, and plant nurseries.
 - 2.2 Within Subarea 8, allow rezoning of land to Mixed Use Commercial (MUC), Community Commercial (CC), Medium Density Residential (MDR), High Density Residential (HDR), Mixed Use Residential (MUR), Mixed Use Employment (MUE), Campus Industrial (CI) and Public Land and Open Space (PLO), with development applications consistent with the Riverfront Plan, through the Master Plan process, and during the City's nodal implementation project.
 - 2.3 The presence of existing zoning other than those listed in 2.2 above, may remain until such as time that the property is annexed or a development proposal is submitted, at which time, the developer shall request zoning consistent with the districts listed in 1.2. During the interim period, the existing zoning shall not constitute a plan-zone conflict.
3. **All development proposals within the GR Plan District shall include an application for annexation and annexation agreement, where necessary, as determined by the Director.**
4. **The following range of land use allocations shall be allowed within the GR Plan District:**
 - Residential: 30-60 percent, average residential density 12 units/ acre, based on the definition of a node contained in the Metro Plan;
 - Commercial/ Office/ Employment: 10-30 percent
 - Open Space, drainage facilities, the riparian setback area, and public right of way normally will be 25-35 percent of the Glenwood Riverfront Plan area.

14. The Franklin/ McVay Highway intersection illustrated in the Glenwood Riverfront Plan is conceptual and not an adopted alignment. Development proposals that affect the intersection shall coordinate with ODOT and the City, until such a time that an intersection design is adopted by the City Council.
15. Design of stormwater systems shall comply with that proposed in the Glenwood Riverfront Plan and the Storm Drainage System Master Plan completed as part of the study, until such a time that the City completes the Storm Water Master Plan for Glenwood.
16. All new publicly financed improvements within the GR Plan District shall provide 1 percent of the project cost towards an art feature, as approved by the Springfield Economic Development Agency.

ARTICLE 44

GLENWOOD RIVERFRONT (GR) PLAN DISTRICT

44.010 ESTABLISHMENT OF THE GR PLAN DISTRICT.

44.020 GR PLAN DISTRICT APPLICABILITY.

44.030 GR PLAN DISTRICT REVIEW PROCEDURES

44.040 NEW MASTER PLAN AND MASTER PLAN MODIFICATIONS CRITERIA OF APPROVAL.

44.050 NEW MASTER PLAN OR MASTER PLAN MODIFICATIONS CONDITIONS OF APPROVAL.

44.060 GR PLAN DISTRICT SCHEDULE OF USE CATEGORIES

44.070 GR PLAN DISTRICT PROHIBITED USES.

40.080 LOT SIZE AND DIMENSIONS, LOT COVERAGE, SETBACK, OFF-STREET PARKING, AND FENCE STANDARDS.

44.090 SPECIFIC DEVELOPMENT STANDARDS.

44.100 MINIMUM DENSITY AND GENERAL DEVELOPMENT STANDARDS.

44.110 STANDARDS SPECIFIC TO RESIDENTIAL DEVELOPMENT.

44.120 GR PLAN DISTRICT SPECIAL STANDARDS FOR DEVELOPMENT FRONTING THE WILLAMETTE RIVER.

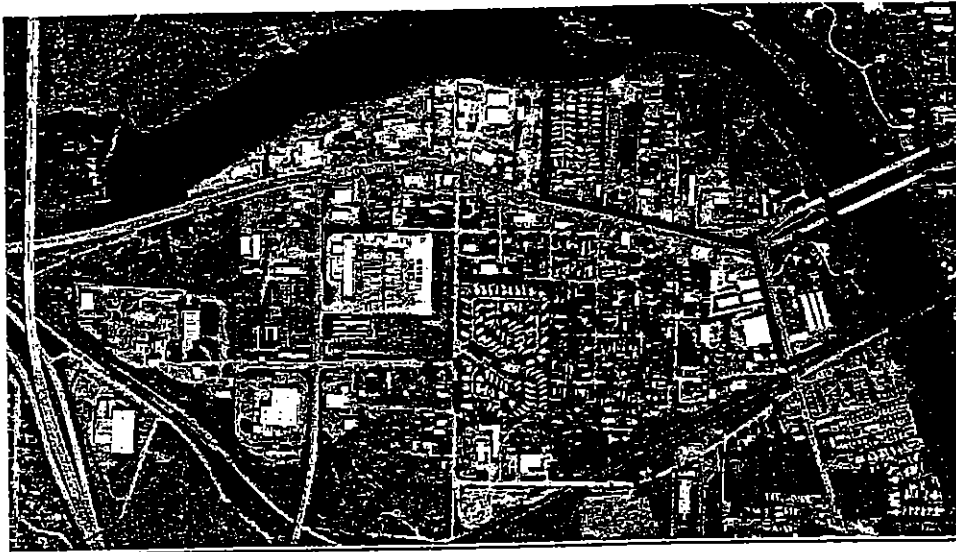
44.130 GR PLAN DISTRICT STREET, SIDEWALK, AND ALLEY STANDARDS.

44.140 GR PLAN DISTRICT DRAINAGE SYSTEM STANDARDS.

- (5) Scale and character of development. The scale and character within the GR Plan District is intended to be similar to a traditional "main street" retail and residential district, with two- to four-story buildings placed close to sidewalks, and parking lots located behind or to the side of buildings. However, allowances are made for buildings that are taller than four-stories, in order to create an interesting skyline and allow for some higher density residential or office uses with extensive views. Parking structures are encouraged within the GR Plan District, and in some instances, may be required, in order to reduce the impacts of impervious surfaces on water quality in the Willamette River. The GR Plan District can also accommodate development proposals of all or most of the site by incorporation of these identified objectives and design principles into these proposals.

44.020 GR PLAN DISTRICT APPLICABILITY.

- (1) GR Plan District boundaries. The GR Plan District applies to all property within the boundaries of "Subarea 8: The River Opportunity Area" in the Glenwood Refinement Plan. The GR Plan District is located in northeastern Glenwood, and extends north from Franklin Blvd. to the Willamette River, east from Lexington Ave. to the Glenwood-Springfield bridges, and south to the Southern Pacific Railroad overpass, as illustrated in Figure 1, below:



*Figure 1. Glenwood Plan
District Boundary*

- (2) Relationship to permitted zoning and overlay districts. The GR Plan District provisions and standards supplement those of the applicable underlying zoning district and other applicable overlay zones. Where the GR Plan District and base zone provisions conflict, the GR Plan District regulations shall control.
- (3) Development requiring review. The GR Plan District requirements described in

3. Open Space, drainage facilities, the riparian setback area, and public right of way normally will be 25-35 percent of the Glenwood Riverfront Plan area.

(2) Proposals that require modifications to the Glenwood Riverfront Plan. In order to allow flexibility in development options, the Glenwood Riverfront Plan shall be considered the equivalent of a Master Plan, without the seven year expiration restriction. A developer may choose to use the Glenwood Riverfront Plan as adopted, or use a new Master Plan or Master Plan Modification process, to be reviewed as follows:

(a) Type I review. Those modifications that do not affect the basic underlying assumptions of the Glenwood Riverfront Plan and which are not determined by the Director to be similar to Subsections (b) or (c), below shall be processed under Type I Master Plan Modification, as a decision by the Director.

(b) Type II review. Those modifications that are significant but do not affect the basic underlying assumptions of the Glenwood Riverfront Plan as determined by the Director shall be processed under a Type II Modification procedure as a decision of the Director. Examples of a Type II Master Plan Modification are as follows:

1. A change in the street layout that requires a local street, alley, easement, pedestrian/bicycle accessway or utility to be shifted more than 50 feet in any direction, as long as the change maintains the connectivity established by the Glenwood Riverfront Plan;
2. A request by the City or applicant for a change to the size or location of public facilities;
3. A request to integrate improvements to nearby transportation facilities;
4. A request initiated by the City to implement newly adopted state or federal regulations, or adopted or amended City plans;
5. A request by the applicant for a one time extension of the approved time limit for up to 3 years. An extension shall be granted provided the applicant has made reasonable progress in the implementation of the Master Plan and public services and facilities remain available; and

- c. The application shall be prepared by a design team that includes, but is not limited to the following consultants: an architect, a landscape architect, a civil engineer, a geotechnical engineer, an acoustic engineer, a certified arborist, a transportation engineer and a qualified person to address riparian issues.
- (d) Supplemental submittal requirements. In order to allow the Director to determine the correct level of review, the applicant shall submit findings demonstrating how the proposed modification:
1. Maintains the transportation and multi-modal connectivity established by the Glenwood Riverfront Plan;
 2. Furthers the design and access concepts advocated by the Glenwood Riverfront Plan, including but not limited to pedestrian access, bicycle access, and public access to the Willamette River;
 3. Demonstrates how the proposal does not adversely affect the objectives of the GR Plan District listed under Section 44.040 of this Article; and
 4. Avoids physical constraints, or protects significant natural features including, but not limited to, trees, rock outcroppings, wetlands, or to adjust to existing property lines between project boundaries.
- (e) Review authority. The Director shall have the authority to raise any review level to a higher review, for example, that a Type II Modification may be raised to a Type IV Modification.

44.040 NEW MASTER PLAN AND MASTER PLAN MODIFICATIONS
CRITERIA OF APPROVAL.

In addition to the Master Plan criteria of approval specified in Section 37.040 of this Code, new Master Plans and Master Plan Modifications within the GR Plan District shall meet the following specific objectives established during the development of the Glenwood Riverfront Plan. Where an objective does not apply, the applicant shall address why that objective does not apply. A new Master Plan or Master Plan Modification proposal shall:

- (1) Establish a mixed use development pattern that will enhance and complement the adjacent riverfront and that is consistent with the nodal designation for the GR Plan District;

The following uses shall be permitted within the GR Plan District:

<u>Base Zone</u>	<u>Allowed Use Categories</u>
<u>CC, MUC</u>	<u>Those uses allowed within Mixed-Use Commercial MUC District in Article 40.020 of this code.</u>
<u>CL, MUE</u>	<u>Those uses allowed within Mixed-Use Employment MUE District in Article 40.020 of this Code.</u>
<u>MDR, HDR, MUR</u>	<u>Those uses allowed within Mixed-Use Residential MUR District in Article 40.020 of this code.</u>
<u>PLO</u>	<u>Those uses allowed within the PLO zone as described in Article of this code.</u>

44.070 GR PLAN DISTRICT PROHIBITED USES.

The following uses shall be prohibited within the GR Plan District:

- (1) Car washes
- (2) Auto parts, tires, batteries, and accessories
- (3) Recreational vehicle and heavy truck, sales/rental/service
- (4) Motor vehicle sales/rental/service
- (5) Service stations and gas stations, including quick servicing
- (6) Tires, sales/service
- (6) Transit park and ride, major or minor, except under a shared parking arrangement with another permitted use
- (7) Agricultural machinery rental/sales/service
- (8) Motorized Boats and watercraft sales and service.
- (9) Equipment, heavy, rental/sales/service
- (10) Manufactured dwelling sales/service/repair
- (11) Heavy industrial uses
- (12) Mini-warehouse storage facilities
- (13) Drive-through facilities.

compatibility, and public safety for multi-unit housing as well as promote higher density housing.

(1) Building Design and Building Form. The intent of the Building Design and Building Form Standards for new development within the GR Plan District is to ensure that development is aesthetically pleasing and provides pedestrian orientation, even with a mix of uses and higher intensity development. New structures and improvements to facades shall provide architectural relief and interest, with an emphasis at building entrances and the appearance along sidewalks, in order to promote and enhance a comfortable pedestrian scale and orientation, contribute positively to the neighborhood, and create an interesting streetscape.

(a) Development within the GR Plan District shall incorporate the Building Design Standards specified in Section 40.100(1) of this Code, and Multi Family Residential or Mixed Use Residential development shall meet the standards for Building Form specified in Section 16.110(4)(b) of this Code.

(b) Alternatively, development shall satisfy the intent of the Building Design and Building Form Standards listed above and shall comply with the following guidelines, as determined during the Site Plan Review process:

1. Building scale is consistent with the scale of nearby buildings, transition is provided to adjacent buildings, and porches, bays, balconies, and human scale architectural detail are included.
2. Multi-story buildings are designed and constructed so the first floor is at a greater height than the upper floors, and architectural detailing that horizontally divides the first and second floors is incorporated in design and construction. Examples include bays windows, decks, or balconies for upper levels, and awnings, canopies, or other similar treatments for lower levels. Variation in building materials, trim, paint, ornamentation, windows, or other features such as public art, may also be used.
3. Variations in roof forms, such as gabled, hipped roofs, or cornices are provided.
4. Views into shops and offices for ground floor facades along public right-of-way are provided.
5. In order to break up vast expanses of single element building elevations, the building design includes a combination of architectural elements and features including, but not limited to

facades.

4. Views into shops and offices are provided. Upper building levels incorporate decks and balconies.
 5. To the greatest extent practicable, all new buildings are oriented toward both exterior and internal streets in a manner that frames and defines both streets and pedestrian areas along those streets.
 6. Where setbacks from the street right-of-way are proposed, pedestrian amenities such as public seating, courtyards or plazas between the building and the street is provided.
 7. New residential development is oriented to a public street, unless buildings cannot meet this requirement due to inadequate street frontage. In this case, buildings are oriented to a private street, alley, or lane, and designed in conformance with the pedestrian circulation standards in this Code.
 8. For existing development sites, outparcel buildings between a large parking lot and the street are used to help define the streetscape, and lessen the visual impact of the parking lot from the street.
- (3) Weather Protection Standards. The intent of the weather protection requirement within the GR Plan District is to provide for a pedestrian-oriented environment in inclement or warm weather, to break up long expanses of buildings, and to create an interesting streetscape.
- (a) Development within the GR Plan District shall incorporate the Weather Protection Standards specified in Section 40.100(3) of this Code.
 - (b) Alternatively, development shall satisfy the intent of the Weather Protection Standards described above and shall comply with the following guideline, addressed during Site Plan Review: weather protection in the form of awnings or canopies is provided appropriate to the design of the structure.
- (4) Landscaping, Screening, Fences, and Walls Standards. The intent of the Landscaping, Screening, Fences, and Walls Standards for development in the GR Plan District is to provide shade, erosion control, visual interest, buffering, separation between abutting properties, privacy, open space and pathway identification, shading and wind buffering, noise attenuation, reduction of glare, screen objectionable views, to reduce the rate of storm water runoff, and enhance the visual environment, to establish a sense of place, promote safety, security, and privacy, to help retain the long-term value of properties, minimize

9. Landscaping is used to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds within the development area.
 10. Trash collection, recycling areas, service areas, and loading docks are screened on all sides so that no portion is visible from public streets, alleys, and adjacent properties. Required screening may include new and existing plantings, walls, fences, screen panels, doors, topographic changes, buildings, horizontal separation, or any combination thereof.
 11. Landscaping is provided to define and accentuate the primary entry way of a dwelling unit or combination of dwelling units.
 12. Vertical and horizontal landscape elements are provided along all exterior walls to soften the visual impact of new residential construction, and promote the residential character of the site.
 13. Landscaping or a combination of landscaping and fencing is used to buffer multi family developments from abutting properties.
 14. In multi family developments, landscaping is planted and fencing installed that does not obscure visual surveillance of common open space, parking areas, or dwelling entryways.
 15. In multi family developments, fencing is designed to provide privacy and buffer sound, but does not create long expanses of uninterrupted walls.
- (5) Street Connectivity and Vehicular Circulation Standards. The intent of the Street Connectivity And Vehicular Circulation requirements within the GR Plan District is to encourage developments that are easily accessible for all modes of transportation, to promote the scale and character of a mixed use retail and residential district, to provide safe, direct, and convenient pedestrian circulation, to provide safe and efficient site access between parking areas and multi-family developments, and to encourage pedestrian and vehicle circulation linkages that will integrate amenities within multi family developments with the surrounding area.
- (a) Development within the GR Plan District shall incorporate the Street Connectivity and Circulation standards specified in Section 40.100(5) of this Code, and Multi Family Residential or Mixed Use Residential

(b) Alternatively, development shall satisfy the intent of the Pedestrian Amenity Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:

1. Pedestrian amenities are visible and accessible to the general public from a fully improved street. Access to pocket parks, plazas, and sidewalks are provided via a public right-of-way or a public access easement.
2. The size and capacity of pedestrian amenities is roughly proportional to their expected use, including use by employees, customers, residents, and other visitors.
3. Pedestrian amenities are consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers fosters continuity in the design of pedestrian areas. Materials are suitable for outdoor use, easily maintained, and have at least a 10-year expected service life.
5. Bus stops, as a pedestrian amenity, are designed to Lane Transit District standards.

(7) Parking Standards. The intent of the parking standards for development within the GR Plan District is to minimize the amount of land devoted to off-street parking; develop land so that the primary focus is not the parking areas; to ensure that parking structures and lots are visually pleasing; to minimize the visual and environmental impact of parking areas; to increase Springfield's commercial land inventory by allowing retail uses on the ground floor of parking structures; to provide services for residents of nearby residential developments; and to provide adequate parking to serve development.

(a) Development within the GR Plan District shall incorporate the Parking standards specified in Section 40.090(1)(b) of this Code, and Multi Family Residential or Mixed Use Residential development shall meet the standards for Parking specified in Section 16.110(4)(h) of this Code.

(b) Alternatively, development shall satisfy the intent of the Parking Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:

1. Parking areas are designed to minimize the expanse of continuous parking and impervious surfaces.
2. Parking areas are designed and located to reinforce the pedestrian orientation of the GR Plan District.

facilities or services for residents, such as laundry rooms, lobbies, or exercise rooms.

17. In cases where a parking structure extends to the periphery of a site, the design of the structure reflects the massing, building materials, fenestration and detailing of adjacent and abutting buildings.
 18. Entries are designed to be subordinate to the pedestrian entry in scale and detailing. If possible, automobile entries to parking structures are located away from the street, to the side or rear of the building.
 19. Parking structures are sited and designed to mitigate adverse lighting and noise impacts on residents.
8. Height Standards. The intent of the building height standards for development in the GR Plan District that is not adjacent to the Willamette River is to encourage a built environment that provides compatibility with the surroundings, but also provides opportunities for higher density development and views of the Willamette River. Where a development proposes to exceed the height limitations of the underlying zoning district, the applicant shall illustrate the development meets the intent of the height standards, and satisfies the following guidelines. See Section 44.120(3)(b) of this Article for height standards for development adjacent to the Willamette River.
- (a) Additional on-site pedestrian amenities are provided where a building exceeds the maximum height standards of the underlying zoning district.
 - (b) When a greater height standard is proposed, a building offset interval along structure facades is established.
 - (c) Structures that optimize light and views of the Willamette River and surroundings are provided.
 - (d) Buildings are designed and constructed to take advantage of views to the Willamette River and surrounding natural features, including private open space on upper floors, and building facades with windows.
 - (e) Provide additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to create a height transition between the proposed development and adjacent development. Roof equipment and other similar features necessary to a building operation are screened, and may not exceed 8 feet in height.

7. The design provides a cohesive open space and pedestrian network within the development, with appropriate connections to surrounding properties and uses.

(3) Pedestrian Circulation. The intent of the pedestrian circulation requirements is to provide separation between vehicles and pedestrians, and to provide clear, direct, safe, and identifiable connections between individual units, parking, storage, common open space areas, public sidewalks, and neighborhood uses.

(a) All multi family development within the GR Plan District shall meet the standards for Pedestrian Circulation specified in Section 16.110(4)(g) of this Code.

(b) Alternatively, development shall satisfy the intent of the Pedestrian Circulation Standards described above and shall comply with the following guidelines, addressed during Site Plan Review.

1. Privacy of ground floor residents is considered in the design of pedestrian circulation within the development area.
2. Pedestrian linkages integrate amenities such as open space areas, walkways, and activity centers within the multi-family developments and with the surrounding area.
3. The design of pedestrian pathways considers the natural contours, features, and topography of the site.
4. Pedestrian circulation areas include sidewalks, landscaping, crosswalks, and pedestrian-scale lighting.
5. Pedestrian pathways are provided that connect to and between buildings, open space, parking areas, and surrounding uses.
6. Adequate lighting levels for parking and pedestrian pathways are provided.
7. Pedestrian scale lighting is provided within internal blocks and walkways on poles not more than 16 feet high and shielded to light the walkways and open spaces only.
8. Clear and identifiable pedestrian connections to and between buildings are provided.

**44.120 GR PLAN DISTRICT SPECIAL STANDARDS FOR DEVELOPMENT
FRONTING THE WILLAMETTE RIVER.**

(c) Compatibility with existing area. The proposed development is similar with the existing surroundings, in terms of building bulk, height, location, separation, shape, parking areas, lighting, fences, landscaping, open space, visual and physical corridors to the river, and adjacent land use.

(d) View Protection.

1. New development shall preserve and enhance views of the Willamette River and the views across the river to Kelly Butte and downtown Springfield. These regulations are not intended as a guarantee that a view will be preserved or created, only to require special and significant efforts to maintain and provide views.
2. New structures shall be designed and located to preserve and enhance views of the Willamette River and across the river.
3. Restaurants, outdoor cafes, housing, public gathering places, and hotels shall be oriented to available views, especially views of the Willamette River, where feasible.
4. Development along the Willamette Greenway Boundary or setback shall be designed and constructed to take advantage of views to the Willamette River, including private open space on upper floors and building facades with windows that face the river.
5. Staff may require site sections, photographs, view diagrams, survey spot elevations, view easements and other similar tools in order to ensure compliance with the requirements of this section.

(e) Conditions of Approval. For projects proposing development adjacent to the riparian corridor setback area, the degree to which the project provides public access along the riverfront may be evaluated and dedication of public access along the riverfront may be required. Other conditions of approval for projects may include enhanced landscaping, minimum corridors between buildings, variations in building setbacks, size or bulk of facades, limitations on building heights, lighting, the size and shape of windows facing the river, and the location of parking areas.

44.130 GR PLAN DISTRICT STREET, SIDEWALK, AND ALLEY STANDARDS.

**APPLICANT'S STATEMENT,
RESPONSE TO CRITERIA AND FINDINGS
FOR PLAN AND DEVELOPMENT CODE AMENDMENT
SUBAREA 8: THE RIVER OPPORTUNITY AREA IN GLENWOOD**

I. PROPOSAL DESCRIPTION

Applicant: CITY OF SPRINGFIELD

Nature of Request:

The City of Springfield (City) is requesting that the Springfield City Council and the Lane County Board of Commissioners adopt a package of Amendments to the *Metro Plan* Diagram and *Glenwood Refinement Plan* (GRP) Diagram and Text, and amendments to the Springfield Development Code (collectively, the "Amendments").

The Project Area is shown in Attachment 1. The Amendments will allow the development of the Project Area into a land use pattern which includes a mix of residential, office, and commercial uses along the Glenwood Riverfront, as well as allow the flexibility to respond to a changing market through a Master Plan Modification procedure. The flexible Modification process allows larger employers, such as but not limited to, campus industrial, institutional, civic or medical-related uses to be developed within the Project Area, provided specific criteria is satisfied.

The Mixed Use/Nodal Development Metro Plan and Refinement Plan diagram designations are effective upon adoption of this amendment. The remainder of the Amendments, including Article 44 of the Springfield Development Code, and zoning districts consistent with the policies of the Refinement Plan, are applied as the properties within the Project Area are annexed into the City.

This request is a combination of the following:

- *Metro Plan* Diagram Amendment, in order to change the current *Metro Plan* Designation (Plan Designation) from Commercial/Industrial/Multi Family Mixed Use, to Mixed Use/Nodal Development;
- *Glenwood Refinement Plan* Diagram Amendment, in order to change the current Refinement Plan Designation (Plan Designation) from Commercial/Industrial/Multi Family Mixed Use, to Mixed Use/Nodal Development;
- Text Amendments to the *Glenwood Refinement Plan* that will add policies and text to Subarea 8: The River Opportunity Area; and
- Adoption of a new article into the Springfield Development Code (SDC), Article 44: Glenwood Riverfront (GR) Plan District.

The City is undertaking adoption of the Amendments and the SDC articles for several reasons:

3. **Glenwood Refinement Plan Text**

Glenwood Refinement Plan Text amendments for “Subarea 8: The River Opportunity Area” to add policies that will guide redevelopment within Subarea 8, consistent with its Mixed Use/ Nodal Development plan designation.

4. **Springfield Development Code (SDC) Text**

Add a new SDC Article, “Article 44: Glenwood Riverfront (GR) Plan District”, which will contain the specific development standards and outline the development review process for proposals within Subarea 8.

Services:

Subarea 8, also known as the Project Area, and the GR Plan District, is within the City’s urban growth boundary and outside the city limits of Springfield. Prior to development of any of the properties within Subarea 8, property owners will be required to annex into the City. Services and facilities available to the site area are as follows:

- Fire: Springfield Fire Department, through the Glenwood Water District
- Police: Lane County
- Schools: Eugene School District 19
- Power: SUB
- Water: SUB
- Sewer: At site, however unavailable until annexations and hook ups are to occur.
- SWDF: Glenwood Receiving Station
- Access: From Franklin Blvd.

II. APPLICABLE STANDARDS AND CRITERIA

Article 8 of the SDC establishes criteria for “Adoption or Amendment of Refinement Plan Text, Refinement Plan Diagrams, and Development Code Text”. Section 8.030 of the SDC requires that, in reaching a decision on proposed amendments, the Planning Commission and City Council “shall adopt findings which demonstrate conformance with the following:

- “(1) The *Metro Plan*;
- “(2) Applicable State Statutes.
- “(3) Applicable State-wide Planning Goals and Administrative Rules.”

(1) **Conformance with the Metro Plan**

- Design elements that support pedestrian environments and encourage transit use, walking, and bicycling;
- A transit stop which is within walking distance (generally ¼ mile) of anywhere in the node;
- Mixed uses so that services are within walking distance;
- Public spaces, such as parks, public and private open space, and public facilities, that can be reached without driving; and
- A mix of housing types and residential densities that achieve an overall net density of at least 12 units per acre.” (p. II-E-9)

“Mixed Uses: This category represents areas where more than one use might be appropriate, usually determined by refinement plans on a local level.” (p. II-E-13)

The Amendments facilitate the development of the Project Area consistent with the definition for a Mixed Use Nodal Development area provided in the *Metro Plan*. The Project Area is known as “Subarea 8: The River Opportunity Area” in the *Glenwood Refinement Plan*, and is currently designated for “Commercial/ Industrial/ Multi Family Residential Mixed Use” on the *Glenwood Refinement Plan* Diagram (page 20, *Glenwood Refinement Plan*).

METRO PLAN ELEMENTS

Growth Management

Policies (*Metro Plan*, beginning on page II-B-3)

“1. The urban growth boundary and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. The provision of all urban services shall be concentrated inside the urban growth boundary.”

Response: All of the property affected by the proposed Amendments is within the Springfield urban growth boundary. The Project Area is centrally located between the downtowns of Springfield and Eugene, on a major Bus Rapid Transit route. The City and utility providers are improving the urban services to the Project Area by providing sanitary sewer, storm water, a water line, and transit service. Additionally, ODOT is improving the Franklin Blvd. transportation system adjacent to the Project Area with a roadway overlay and adjacent sidewalks in some areas. Adoption of the Amendments is consistent with Growth Management Policy 1, as the focused improvements and development guidance will help achieve compact urban growth.

“8. Land within the urban growth boundary may be converted from urbanizable to urban only through annexation to a city when it is found that:

- a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.***

“A.4 Use annexation, provision of adequate public facilities and services, rezoning, redevelopment, and infill to meet the 20-year projected housing demand.”

Response: The proposed Amendments support Residential Land Supply and Demand Policy A.4, as the Amendments will allow greater opportunities for increased housing density, redevelopment and infill development. Collectively, the Amendments support the potential for 850 new housing units within the Project Area. The properties are currently developed with low density residential, commercial, and industrial uses. The Amendments facilitate redevelopment and infill development through a flexible design review process, providing opportunities for higher density housing development to meet the projected demand.

“A.7 Endeavor to provide key urban services and facilities required to maintain a five-year supply of serviced, buildable residential land.”

Response: While the Amendments do not directly relate to the provision of key urban services to the Project Area, the City and other service providers have focused efforts on upgrading existing facilities, in anticipation of development in Glenwood. The Amendments support advance planning prior to allowing property owners to annex and request development approval, and work in conjunction with the upgraded facilities, such as sanitary sewer and a new water line. The Amendments work in conjunction with the new facilities to maintain a supply of serviced, buildable land with opportunities for higher density housing.

Residential Density

“A.10 Promote higher residential density inside the urban growth boundary that utilizes existing infrastructure, improves the efficiency of public services and facilities, and conserves rural resource lands outside the urban growth boundary.”

“A.11 Generally locate higher density residential development near employment or commercial services, in proximity to major transportation systems or within transportation-efficient nodes.”

“A.12 Coordinate higher density residential development with the provision of adequate infrastructure and services, open space, and other urban amenities.”

“A.13 Increase overall residential density in the metropolitan area by creating more opportunities for effectively designed infill, redevelopment, and mixed use while considering the impacts of increased residential density on historic, existing, and future neighborhoods.”

Response: The Amendments are supportive of Residential Density Policies A.10, A.11, A.12, and A.13, as they promote higher density, mixed use development in a centrally-located area, that will be well-served by nearby transit.

Housing Type and Tenure

“16. Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or reuse in a comprehensive manner rather than piecemeal fashion.”

Response: The Amendments establish a review process that uses a Master Plan concept as the basis for reviewing development proposals. The proposed review process allows a developer to use either the Glenwood Riverfront Plan as a Master Plan, or propose a Master Plan Modification with a minimum development area of 5 acres. The proposed review process supports Economic Element Policy 16 by facilitating comprehensive development proposals as opposed to piecemeal development.

“23. Provide for limited mixing of office, commercial, and industrial uses under procedures which clearly define the conditions under which such uses shall be permitted and which (a) preserve the suitability of the affected areas for their primary uses; (b) assure compatibility; and (c) consider the potential for increased traffic congestion.”

Response: By proposing a Mixed Use/ Nodal Development Plan Designation for the Project Area, the City is implementing Economic Element Policy 23. The Amendments collectively help ensure that the design will promote compatibility, and achieves a reduction in auto-oriented uses, consistent with the Nodal Development Plan Designation.

Environmental Resources Element

Policies (Beginning on page III-C-7)

“1. Springfield, Lane County, and Eugene shall consider downstream impacts when planning for urbanization, flood control, urban storm runoff, recreation, and water quality along the Willamette and McKenzie Rivers.”

“18. Local governments shall develop plans and programs which carefully manage development on hillsides and in water bodies, and restrict development in wetlands in order to protect the scenic quality, surface water and groundwater quality, forest values, vegetation, and wildlife values of those areas.”

Response: Two of the objectives of the Glenwood Riverfront Plan and the accompanying Amendments are to:

- Facilitate a storm drainage system for the master plan area that cleanses and treats the runoff prior to discharging into the Willamette River, and provides adequate drainage solutions as determined through Master Plan review; and
- Protect and enhance the Willamette River’s water quality and habitat for endangered species through environmentally sensitive development.

Currently, the Project Area is not well-served by drainage facilities. A primary component of the Glenwood Riverfront Plan is the drainage system which promotes the use of swales,

“1. In order to promote the greatest possible degree of diversity, a broad variety of commercial, residential, and recreational land uses shall be encouraged when consistent with other planning policies.”

Response: The Amendments comply with Environmental Design Element 1, as the proposed Mixed Use/ Nodal Development Plan Designation provides opportunities for a diverse mix of land uses and supports existing policy direction encouraging Nodal Development.

“2. Natural vegetation, natural water features, and drainageways shall be protected and retained to the maximum extent practical. Landscaping shall be utilized to enhance those natural features. This policy does not preclude increasing their conveyance capacity in an environmentally responsible manner.”

Response: Through the specific requirements of Article 44: GR Plan District, Environmental Design Policy 2 is supported. In the landscaping standards in Article 44, retention of existing natural vegetation and physical features is required in site design, where feasible.

“8. Site planning standards developed by local jurisdictions shall allow for flexibility in design that will achieve site planning objectives while allowing for creative solutions to design problems.”

Response: The Amendments provide a flexible, two track design system for designing the buildings within the Project Area. Developers can either use the strict standards from the Mixed Use zoning districts in SDC Article 40, the Multi Family Design Standards in SDC Article 16, or a more flexible process in which design satisfies specific criteria in order to meet the intent of the standard. Examples of these standards include Building Form, Building Orientation, and Pedestrian Orientation. This flexible review process supports Policy 8 of the Environmental Design Element.

Transportation Element

The Transportation Element of the *Metro Plan* has been amended to incorporate the findings and policies of *TransPlan*, the Eugene-Springfield Transportation System Plan, in its latest version from June 2002. The proposed Amendments are consistent with the following policies from *TransPlan*.

Land Use

Policies (Beginning on page III-F-4)

“F-1. Apply the nodal development strategy in areas selected by each jurisdiction that have identified potential for this type of transportation-efficient land use pattern.”

“F-3. Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and

“F-13. Support transportation strategies that enhance neighborhood livability.”

Response: The Amendments collectively support the nodal development land use strategy, which by definition promotes higher density, mixed use development with accompanying design guidelines that enhance livability in the community.

Transportation System Improvements: Transit

“F-18. Improve transit service and facilities to increase the system’s accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.”

Response: While the proposed Amendments do not directly affect transit service, the Project Area is centered on a Bus Rapid Transit station that will be located at the intersection of McVay Highway and Franklin Blvd. The layout of the Project Area as depicted in the Glenwood Riverfront Plan, or a development scenario developed through the Master Plan Modification process, will provide access to transit for multiple users, an objective of the Glenwood Riverfront Plan.

Transportation System Improvements: Bicycle

“F-22. Construct and improve the region’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.”

“F-23. Require bikeways along new and reconstructed arterial and major collector streets.”

“F-24. Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.”

Response: Currently, there are few bicycle facilities in Glenwood as a whole. The Glenwood Riverfront Plan and the supporting Amendments require the provision of bicycle lanes on the collector streets that provide east-west connectivity through the Project Area. The bicycle lanes will effectively link the Project Area to nearby neighborhoods, and provide facilities to encourage commuting where they do not presently exist, supporting Policies F-22, F-23, and F-24.

Transportation System Improvements: Pedestrian

“F-26. Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.”

“F-27. Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.”

Table I. Public Involvement History, Glenwood Riverfront Plan

Date	Subject	Comments
8/22/2000	Original Contract signed for TGM Glenwood Riverfront Plan	
9/28/2000	CAC Meeting	Introduction
11/2/2000	CAC Meeting	Establish Project Goals, Discuss Existing Conditions
12/11/2000	CAC Meeting	Discuss Economic Analysis
1/30 and 1/31/01	Public Workshops- Also TAC and CAC meetings	
3/7/01	Open House	
3/12/01	City Council Work session	
3/15/01	Open House/ Redevelopment Forum/ CAC Meeting	
3/20/01	Planning Commission work session	Get a sense of PC's preferred land use scenario.
4/2/01	City Council work session	Refine, choose a land use alternative.
7/16/01	Planning Commission work session	Present Economic Study
7/17/01	City Council Work session	Present Economic Study
7/17/01	CAC Meeting	Present Economic Study.
11/18/2002	CC work session	Update on progress
1/27/03	City Council Work session	Bring cross sections of Franklin to CC.
4/17/03	CAC Meeting	Update of projects affecting Franklin blvd., etc.
5/20/03	CAC Meeting	
6/3/03 and 6/4/03	Public Workshop/ Open House	
6/23/03	City Council Work session to present financial piece	Council suffers from "sticker shock", and we take a breather and decide a course of action.
April, May	Outreach meetings w/ property owners	John Tamulonis, Susanna Julber
5/10/04	City Council work session	Proceed with "Plan B"; follow through with development code, refinement plan amendments to get development process, design guidelines adopted.
6/29/04	Glenwood public meeting	Per Task 8.
7/1/04	Glenwood public meeting	Per Task 8.
7/19/04	Ponderosa Mobile Home Meeting at Roaring Rapids	Additional meeting.
7/26/04	City Council Work session	Update on Public Involvement
9/20/04	City Council initiates package of plan amendments, etc. necessary for plan implementation.	
January 4, 2005	Planning Commission Work session	
February 15, 2005	Lane County Planning Commission Work Session	Presentation of Riverfront Plan to PC.
February 23, 2005	Public Open House at LTD	Opportunity to solicit comments.
February 24, 2005	Public Open House at LTD	Opportunity to solicit comments.
March 15, 2005	Springfield Planning Commission Work Session	Presentation of Riverfront Plan to PC.
April 19, 2005	Joint Lane County and City of Springfield Planning Commission Work Session and Public Hearing	Presentation of implementing GR Plan District, Refinement Plan amendments. Public Hearing.

Staff finds that the citizen involvement process used to develop the Glenwood Riverfront Plan and implementing Amendments satisfies the requirements of Goal 1, Citizen Involvement, as the City's acknowledged Citizen Involvement Program was used to develop the Citizen Involvement process for the Glenwood Riverfront Plan.

beyond the 120-day window as provided in Policy 6 of the *Metro Plan* Amendments and Refinements, it does not apply to city-initiated requests. The first hearing dates took longer than expected, in order to offer additional public involvement opportunities and to resolve some implementation issues.

The *Metro Plan* Amendment is a "Type II" amendment as defined in the Springfield Development Code at SDC 7.030, because it

- a) involves a specific piece of property;
- b) does not change the *Metro Plan* Urban Growth Boundary;
- c) does not change the *Metro Plan* jurisdictional boundary;
- d) does not require a goal exception;
- e) does not include a non-site-specific amendment of the *Metro Plan* text.

Springfield is the "Home City" for the proposed amendment, as provided in SDC 7.030 because the subject site is east of I-5.

The proposed *Metro Plan* Amendment does not have a regional impact, as defined in SDC 7.030 because the amendment

- a) does not require the amendment of a functional plan, such as the Public Facilities Plan, a Natural Resources Function Plan, or *TransPlan*.
- b) does not have a demonstrable impact on the water, storm drainage, sanitary sewer, or transportation facilities of the City of Eugene.

The subject amendments are site specific Type II map amendments with no regional impact as those terms are defined at Section 7.030 of the Springfield Development Code.

A Type I *Metro Plan* Amendment is

"Any change to the *Metro Plan* which (1) changes the urban growth boundary or the jurisdictional boundary of the Plan; (2) requires a goal exception not related to a UGB expansion to be taken under statewide planning goal 2; or (3) is a non-site specific amendment of the plan text."

A Type II *Metro Plan* Amendment is

"An amendment to the *Metro Plan* which is not otherwise a Type I plan amendment and which (1) changes the Plan diagram; or (2) is a site-specific Plan text amendment."

Two of the primary objectives of the Glenwood Riverfront Plan and the proposed Amendments that require a Master Plan Modification for development that varies from the mixed use land use scenario shown in the Glenwood Riverfront Plan are to:

- 1) Facilitate a storm drainage system for the master plan area that cleanses and treats the runoff prior to discharging into the Willamette River, and provides adequate drainage solutions as determined through Master Plan review;
- 2) Protect and enhance the Willamette River's water quality and habitat for endangered species and other indigenous wildlife through environmentally sensitive development.

Development in accordance with the Glenwood Riverfront Plan, or a Master Plan Modification will be required to use the Storm Water Master Plan and Riparian Protection and Enhancement guidelines developed for the Glenwood Riverfront Plan, until such time that the City adopts a Storm Drainage Master Plan to provide guidance specifically for development in Glenwood. This requirement is outlined at Section 44.130 in the proposed SDC amendments and within the proposed amendments to the *Glenwood Refinement Plan*, under Policy 14. Further, the Riverfront Plan Storm Water Master Plan recommends using swales and open ditches for treating storm water prior to entering the Willamette River along streets, within parking areas, and through design standards for buildings.

To further the protection of the Willamette River and its natural resource qualities, development within the Project Area will be required to adhere to the City's existing setback requirements for Water Quality Limited Watercourses in SDC Article 32 and as mapped on the Water Quality Limited Watercourses Map, unless a Willamette Greenway delineation in accordance with SDC Article 25 identifies areas that warrant additional setback protection. The Water Quality Limited Watercourse Map requires a minimum 75 foot setback from the top of bank for development along the Willamette River. The combination of the riparian setback and the drainage system requirements within the proposed Amendments will help to improve the quality of the Willamette River.

GOAL 6 - AIR, WATER, AND LAND RESOURCES QUALITY

Statewide Planning Goal 6 requires that cities maintain and improve the quality of the air, water and land resources of the state. The subject property is located within the Springfield urban growth boundary. Any development must comply with applicable state and federal air and water quality standards. Future development and redevelopment of the site will be reviewed under Springfield's standards for development to ensure that the integrity of the air, water, and land resources are preserved.

GOAL 7 - AREAS SUBJECT TO NATURAL HAZARDS

Goal 7 requires that development subject to damage or that could result in loss of life not be planned or located in known areas of natural hazards and disasters without appropriate

The existing SDC requirements in Article 27 provide proper safeguards to guide development along the Willamette Riverfront in a manner that will provide protection from the potential hazards.

GOAL 8 - RECREATIONAL NEEDS.

Goal 8 requires local governments to plan and provide for the siting of necessary recreational facilities to "satisfy the recreational needs of the citizens of the state and visitors." Responsible governmental agencies must plan to meet these needs (1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements." OAR 660-015-000(8).

Advisory guidelines for meeting Goal 8 encourage planners to give priority in meeting such needs "to areas, facilities and uses that

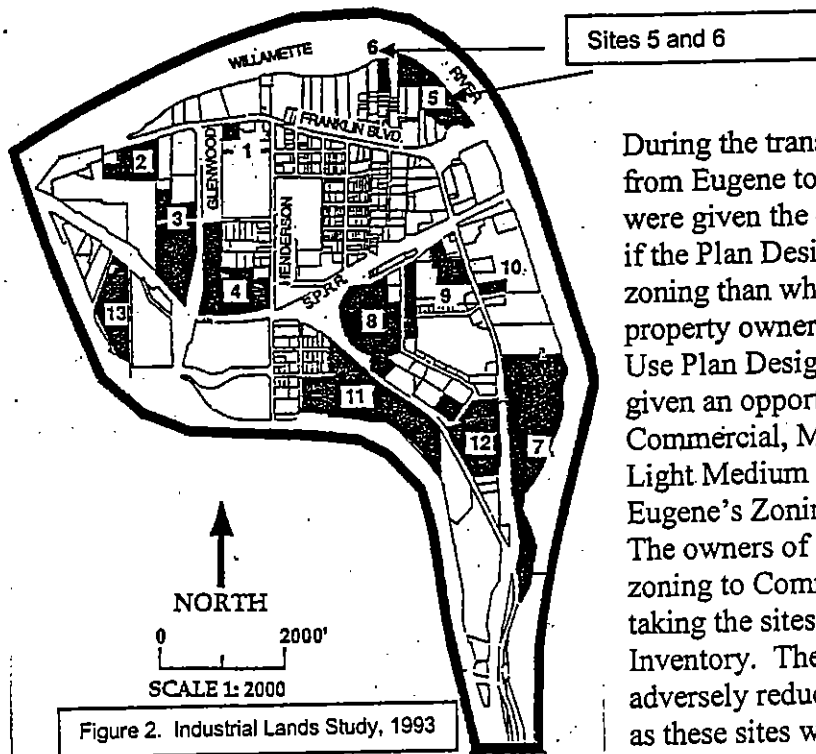
- "(a) meet recreational needs requirements for high density population centers,
- "(b) meet recreational needs of persons of limited mobility and finances,
- "(c) meet recreational needs requirements while providing the maximum conservation of energy both in the transportation of persons to the facility or area and in the recreational use itself,
- "(d) minimize environmental degradation,
- "(e) are available to the public at nominal cost, and
- "(f) meet needs of visitors to the state."

Whether a developer chooses to use the Glenwood Riverfront Plan, or the Master Plan Modification process to propose a varying land use scenario, the Amendments provide the opportunity to add passive and active recreation opportunities along the Willamette River, through the passive viewing opportunities in the regional drainage/ wetland park, and through the open space requirements contained in Article 44: GR Plan District for residential developments.

The Amendments comply with (a) and (b), above, as the Project Area is directly adjacent to downtown Springfield and its population base, and will provide opportunities for recreation for those with mobility limitations and limited finances. Currently, there is no formal public access to the Willamette Riverfront area within the Project Area. The Amendments will support the establishment of a multi-use riverfront path, providing river access and opportunities for Glenwood residents and visitors. The Amendments comply with (c), above, as they facilitate the development of the Project Area a "node", which implies that opportunities for work, living, and recreation are within walking distance. Additionally, the Amendments collectively require the design of the Project Area to promote walking and multi-modal transportation choices, reducing the need to drive to the site. Further, the requirement for a multi-use path will create a link between downtown Springfield and the riverfront, and provide bicyclists and pedestrians with a means to travel east-west through the Project Area. The Amendments comply with (d), above, as they will facilitate the protection and enhancement of the Willamette River riparian edge. The Amendments will implement the City's existing 75-foot riparian setback requirement, and the drainage system proposed for the Project Area incorporates Best Management Practices such as

Amendments propose to change the Plan Designation to "Mixed Use/ Nodal Development". Under this new Plan Designation, up to 30 percent of the 48-acre area is allowed to be developed as Community Commercial or Mixed Use Commercial Development. The purpose of the Mixed Use/ Nodal Development Plan Designation is to promote a mix of uses, so people can shop, work, and live in close proximity, and have less reliance on their automobiles. The intent of the Amendments is to facilitate a mix of successful commercial, residential, and employment opportunities. The Amendments effectively add potential commercial land to the City's Commercial Land Inventory.

Additionally, the proposed Amendments do not adversely affect the Industrial Lands Inventory. The adopted inventory was published in July, 1993 as the Metropolitan Industrial Lands Inventory Report (industrial lands inventory). The 1993 industrial lands inventory identifies 3,604 acres of buildable industrial land in the Eugene-Springfield UGB, out of a total of 4,039 vacant industrial acres. In the industrial lands inventory, the Metro Area is broken down into subregions, and Glenwood is "Subregion 6". Within the Project Area, industrial sites #5 and #6 are listed on the inventory, as identified in Figure 2, below. At the time the Industrial Lands Inventory was completed, these sites were zoned I2 (Eugene's zoning district, roughly equivalent to Springfield's Light Medium Industrial zoning) and their Plan Designation was Commercial/ Industrial/ Multi-Family Mixed Use.



During the transfer of jurisdiction of Glenwood from Eugene to Springfield, property owners were given the opportunity to change their zoning if the Plan Designation allowed for a different zoning than what was currently in effect, if the property owner desired. Because of the Mixed Use Plan Designation, property owners were given an opportunity to change to Community Commercial, Medium Density Residential, or Light Medium Industrial as the City transferred Eugene's Zoning Districts into Springfield's. The owners of sites #5 and #6 changed their zoning to Community Commercial, effectively taking the sites off of the Industrial Lands Inventory. Therefore, the Amendments do not adversely reduce the Industrial Lands Inventory, as these sites were rezoned to Commercial in 1998.

The proposed Amendments provide the opportunity for a mix of commercial, residential, and industrial uses consistent with the uses in the Mixed Use Employment (MUE) Zoning District, effectively adding to the industrial lands inventory by allowing industrial development of these properties.

Table 2. Suggested Land Use Allocations, GR Plan District

Potential Residential Buildout					
Number	Net Density/ Lot Size	Housing Type	Approx. Unit Size Range	Average square footage	Total square footage (sf)
Multi Family for Rent					
482	N/A	Apts. Over retail	450-900 sf	675 sf	162,675
	35-50 du per building	apartments (3-5 stories)	500-1200 sf	850 sf	204,850
Multi Family for Sale					
184	25 du per building	2-story units over one-story units	1,000-1,350 sf	1,175	216,200
Single Family Attached for Sale					
100		Rowhouses	1400-1550 sf	1,475	147,500
84		Rowhouses (Master down)	1650-1800 sf	1,725	144,900
Total Units: 850					876,125 sf
Potential Commercial Buildout					
			2001-2008	2008-10	Total
Riverview Office			30,000 (a)	50,000 (b)	80,000
Retail					
Riverview Restaurant			15,000	10,000	25,000
Franklin Blvd. Commercial			15,000	15,000	30,000
Total			60,000	75,000	135,000 sf

(a) Single-user building

(b) Multi-user building

Generally, approximately 25-35 percent of the acreage within the Project Area will be utilized by streets, right of way, and drainage system requirements. Further, the Market Analysis recommended that the housing provided be priced at a mix of higher and lower ranges, in order to accommodate a wide range of incomes, as illustrated in Table 3, illustrated in 2001 dollars.

Table 3. Suggested Pricing of Housing and Distribution of Types

**OPTIMUM MARKET POSITION
GLENWOOD REDEVELOPMENT AREA
City of Springfield, Lane County, Oregon**

Number	Net Density/ Lot Size	Housing Type	Approx. Base Rent/ Price Range	Approx. Unit Size Range	Approx. Rent/Price Per Sq. Ft.
MULTI-FAMILY FOR-RENT—56.8%					
482	n/a	Apts. Over Retail	\$475 to \$800/mo.	450 to 900	\$0.89 to \$1.06
	35-50 du	Apartments (3-5 stories)	\$550 to \$1,100/mo.	500 to 1,200	\$0.92 to \$1.10
MULTI-FAMILY FOR-SALE—21.6%					
184	25 du	Two-Story Units Over One-Story Units	\$110,000 to \$145,000	1,000 to 1,350	\$107 to \$110
SINGLE-FAMILY ATTACHED FOR-SALE—21.6%					
100	1,440 sf 2	Rowhouses	\$160,000 to \$170,000	1,400 to 1,550	\$110 to \$114
84	1,800 sf 30 x 60	Rowhouses (master down)	\$190,000 to \$200,000	1,650 to 1,800	\$111 to \$115

SOURCE Zimmerman/Volk Associates, Inc.

The City will be adopting a drainage system plan for the area of Glenwood in fall 2005. The Glenwood Riverfront Plan will provide interim guidance until the City's plan is adopted.

GOAL 12 - TRANSPORTATION

Statewide Planning Goal 12 requires the City to plan and provide for “a safe, convenient, and economic transportation system.” Goal 12 also sets out numerous requirements for the content of local transportation plans. As applied to site-specific plan and zoning map amendments, Goal 12 is satisfied by establishing that development under the proposed plan and zoning designations will either (1) be served by a safe and adequate transportation system currently in place or planned to be in place in time to handle expected impacts, or (2) will not create substantially greater or different transportation demands and impacts than development under the existing acknowledged designations.

The Amendments, collectively, comply with the purpose of Goal 12, as (1) the Amendments accomplish the City’s responsibility to implement the nodal development land use strategy, (2) the proposed Glenwood Riverfront Plan land use scenario does not create more trips than allowed under the current zoning and plan designation, and (3) the Amendments allow for a flexible development review process that still requires that transportation impacts are addressed. Furthermore, the Amendments facilitate improved safety and functioning of the State facility, because they reduce the number of access points along Franklin Blvd. and encourage a comprehensive view of development, rather than encouraging continued piecemeal development along the transportation corridor. The City was awarded multi-year Transportation Growth Management (TGM) Grants from DLCD in order to establish a redevelopment plan consistent with the objectives advocated within the TPR.

The Project Area has access to a principal state and local urban arterial, Franklin Blvd./Highway 126, which is under ODOT’s jurisdiction. Its location is also on the first phase of Lane Transit District’s Bus Rapid Transit (BRT) route and the Project Area will be served by 3 transit stations along Franklin Blvd.- one west of Glenwood Blvd., a second near the intersection of Lexington Avenue, and a third at the McVay Highway intersection.

The proposed Amendments seek to change the Plan Diagram of both the *Metro Plan* and the *Glenwood Refinement Plan* to “Mixed Use/ Nodal Development”, as follows:

Guiding Document	Plan Designation/ Other	Proposed
<i>Metro Plan</i> Diagram	Commercial/ Industrial/ Multi-Family Residential Mixed Use	Mixed Use/ Nodal Development
<i>Glenwood Refinement Plan</i> Diagram	Commercial/ Industrial/ Multi-Family Residential Mixed Use	Mixed Use/ Nodal Development
<i>TransPlan</i>	Identified for Nodal Development	Mixed Use/ Nodal Development

2. By implementing the Nodal Development land use pattern in the Project Area, multi-modal transportation choices are provided, and standards ensure the Project Area is developed to encourage walkability.
3. Within the GR Plan District, auto oriented uses are prohibited. Without the Amendments, a much broader list of traffic-generating uses are allowed within the Project Area.
4. Without adopting the Amendments or a development review process that requires Master Plans in this area, the risk exists for a resulting haphazard land use pattern. The possibility of the interchange at nearby Interstate 5, provides further credence why the Mixed Use/ Nodal Development Land use strategy should be adopted for the Project Area, consistent with policy direction from *TransPlan*, the *Glenwood Refinement Plan* and *Metro Plan*, and DLCD, who supported the development of the Glenwood Riverfront Plan and supporting amendments with Transportation Growth Management Grants.
5. DLCD and ODOT recognize that the Nodal Development land use strategy does in fact reduce trips on a transportation system, by allowing a 10 percent trip reduction for nodal development areas, outlined in the Transportation Planning Rule.

In order to gauge the transportation impacts of the proposed Glenwood Riverfront Plan, a reasonable worst case land use scenario was evaluated in a Traffic Impact Analysis (TIA), completed in November 2002, by JRH Transportation Engineering. The TIA was based on the land use allocations recommended in the Market Analysis, detailed under "Goal 10: Housing" above. Table 4 illustrates the traffic generated by the development scenario proposed in the Glenwood Riverfront Plan.

**Table 4. Glenwood Riverfront Plan
PM Peak Hour, Adjacent Street Traffic, ITE Trip Generation**

Land Use	ITE Code	Number Units/ Size	Rate	Trips
Mid-Rise Apartments	223	482	.39	188
Residential Townhouse/ Condominium- Single Family	230	184	.54	99
High-Rise Residential Condominium/ Townhouse- Multi Family	232	184	.38	70
General Office Building	710	80	1.49	119
Restaurant	931	25	7.49	187
Specialty Retail Center- Commercial	814	30	2.59	78
Total Trips Generated				741

Source: JRH Engineering, November 2002

In order to estimate a "reasonable worst case scenario" of the number of trips generated under the current zoning and plan designation, staff looked at the existing uses and assessed what would likely be developed at the site, given other strip developments within the Metro Area,

Sit Down Restaurant	932	10.92	Per 1000 sf	5,000		0.25	55
Drinking Place	936	11.34	Per 1000 sf	2,500		0.17	28
Gas Station w/ Convenience Market	945	96.37	Per 1000 sf	800		0.17	771
General Light Industrial	110	0.42	per employee	100,000		5	32
Miniature Golf Course*	431	0.33				0.25	-
Industrial Manufacturing	140	0.36	per employee	100,000		4.5	23
Mini-Warehouse	151	0.03	Per Unit		85	1	3
Willamette Riparian Setback						6.5	-
Right of Way/ Open Space/ Roads						10.5	-
Total Acreage						45.89	
Total Trips							1,743

*The ITE Manual only has one incidence of observation for a Miniature Golf Course. Because Camp Putt is a seasonal use, staff chose to not estimate trips generated, especially because many of the same users will be going to Roaring Rapids Pizza.

The comparison illustrates that the land use scenario proposed in the Glenwood Riverfront Plan generates 741 trips¹, substantially less than the 1,743 trips generated under the current zoning and Plan Designation. Based on the current plan designation, allowable zoning districts, allowable uses in these zoning districts, and the lack of land use requirements that require a consolidated plan or Master Plan prior to development approval, the above land use scenario could reasonably develop within the planning period to 2023. Further, these land uses would most likely develop under current access permits, many of which do not comply with access spacing standards in the Oregon Highway Plan or the SDC.

Without the Amendments and the requirements for Master Planning that they impose, the unsafe, inefficient land use strategy that currently exists across the Metro Area along transportation corridors will most likely be perpetuated. Collectively, the Amendments implement the purpose of OAR 660-012-0000, which states, "The purpose of this Division is to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided."

Master Plan Modification Process

¹ With the 10% reduction for mixed use pedestrian centers allowed by the TPR, the trips generated by the Riverfront Plan land use scenario is reduced to 667.

8. Reduce reliance on State Highway 126 (Franklin Blvd.) for local east-west traffic through a strategy to resolve and reduce access issues within the GR Plan District boundaries;
9. Provide a connected street pattern that facilitates internal circulation, promotes walking, and that minimizes conflicts on Franklin Boulevard;
10. Facilitate a storm drainage system for the master plan that cleanses and treats the runoff prior to discharging into the Willamette River, and provides adequate drainage solutions as determined through Master Plan review;
11. Protect and enhance the Willamette River's water quality and habitat for endangered species and other indigenous wildlife through environmentally sensitive development."

Because of these requirements, Master Plans that vary from the land use scenario shown in the Glenwood Riverfront Plan still must meet the fundamental objectives of nodal development. Development proposals that are inconsistent with these objectives require a Plan Amendment to the text of the Glenwood Riverfront Plan, Subarea 8.

The proposed Amendments comply with the requirements of Statewide Planning Goal 12, as they (1) accomplish the City's responsibility to implement the nodal development land use strategy, (2) the proposed Glenwood Riverfront Plan land use scenario does not create more trips than allowed under the current zoning and plan designation; in fact, it generates substantially less, and (3) the Amendments allow for a flexible development review process that still requires that transportation impacts are addressed. Furthermore, the Amendments facilitate improved safety and functioning of the State facility, because they reduce the number of access points along Franklin Blvd. and encourage a comprehensive view of development, rather than encouraging continued piecemeal development along the transportation corridor.

GOAL 13 - ENERGY CONSERVATION.

The Energy Goal is a general planning goal and provides little guidance for site-specific map changes. However, the Amendments provide the opportunity for a mix of uses in a centrally-located area, provide guidelines that encourage the development of the area in a manner that reduces auto trips and provides access to recreation, and facilitates redevelopment of underutilized property. Any future development will be subject to applicable energy efficiency requirements established by building codes.

GOAL 14 - URBANIZATION.

The subject site is within the Metro Area UGB, outside the city limits of Springfield, however centrally located between the downtown areas of Eugene and Springfield. The proposed amendments are intended to facilitate efficient redevelopment of the site for urban uses, thereby facilitating the compact urban growth form which is the subject of Statewide Planning Goal 14.

dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories, and trailer parks are not generally considered dependent on or related to water location needs."

SDC 25.060 states, "A Greenway Setback Line shall be established to protect, maintain, preserve and enhance the natural, scenic, historic and recreational qualities of the Willamette Greenway. Only water-dependent or water-related uses shall be permitted between the Willamette River and the Greenway Setback Line. The Greenway Overlay District shall substitute temporarily as the Greenway Setback Line for all properties within the Overlay District that do not have an established Setback Line. Establishment of this Setback Line may occur with or without a request for development approval, but any request for development approval on land without an established Setback Line must be accompanied by an application for establishment of the Greenway Setback Line. The location of the Greenway Setback Line shall be determined consistent with the following standards derived from Section C.3 of the Willamette River Greenway Goal 15:

- (1) Local, regional and state recreational needs shall be provided for consistent with the carrying capacity of the land. The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent possible.*
- (2) Adequate public access to the river shall be provided.*
- (3) Significant fish and wildlife habitats shall be protected.*
- (4) Identified scenic qualities and view-points shall be preserved.*
- (5) The maintenance of public safety and protection of public and private property, especially from vandalism and trespass shall be provided for to the maximum extent practicable.*
- (6) The natural vegetative fringe along the river shall be enhanced and protected to the maximum extent practicable.*
- (7) The location of known aggregate deposits shall be considered. Aggregate extraction may be permitted outside the Greenway Setback Area subject to compliance with State law, the underlying district and conditions of approval designed to minimize adverse effects on water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, quiet and safety and to guarantee reclamation.*
- (8) Developments shall be directed away from the river to the greatest possible degree; provided, however, lands committed to urban uses shall be permitted to continue as urban uses, including port, public, industrial, commercial and residential uses, uses pertaining to navigational requirements, water and land access needs and related facilities."*

According to SDC 25.050, except for uses within the Greenway Setback Area, uses allowed in the Willamette Greenway Overlay District are the same as those in the underlying districts. Any change or intensification of use, or construction that has a significant visual impact requires

development of Subarea 8 with a mix of uses, as well as other sections of the Glenwood Refinement Plan that encourage the redevelopment of Glenwood into an area that takes advantage of its location along the Willamette River, improves conditions for the residents, and becomes a community asset.

V. CONCLUSION

This consolidated application for Type II Amendments to the Eugene-Springfield Metropolitan Area General Plan Diagram, the Glenwood Refinement Plan Diagram, and the Glenwood Refinement Plan Text, and the SDC will assist in facilitating quality redevelopment within the Project Area. The Amendments are consistent with the *Metro Plan* Text and Diagram and with applicable Refinement Plans, special area studies and functional plans. The addition of Article 44 to implement these policies is further evidence of the consistency of this proposal.

List of Properties within the Project Area

MAP	TAX LOT	ACRES	MAP	TAX LOT	ACRES
17033441	2100	0.0683	17033442	500	0.2314
17033442	200	0.1792	17033442	504	0.2667
17033441	800	1.6526	17033442	1000	0.2876
17033444	500	2.3316	17033442	900	0.3448
17033441	1800	0.0773	17033442	800	0.3553
17033441	1700	0.0736	17033442	700	0.3671
17033441	1900	0.1348	17033442	502	0.0100
17033441	1100	0.1456	17033442	1800	0.0653
17033441	2000	0.2973	17033442	1700	0.2491
17033441	1400	0.5544	17033442	2000	0.3693
17033442	2300	0.2597	17033442	2100	0.6758
17033442	2200	0.2683	17033442	1600	3.4707
17033442	2400	2.5653	17033442	1500	1.1710
17033442	2500	3.2418	17033442	100	1.3954
17033442	400	0.1894	17033442	1900	0.1422
17033442	300	0.1907	17033444	100	6.0924
17033441	1300	0.1175	17033442	1400	0.1806
17033441	400	0.8292	17033442	501	0.1382
17033441	500	1.5838	17033442	600	0.3632
17033441	1500	1.5873	17033441	300	0.9479
17033441	700	3.2684	17033441	100	7.1477
17033441	200	0.6038	17033442	1300	0.1844
17033442	503	0.0936	17033442	1200	0.4051
17033441	1000	0.1413	17033444	101	0.9209
17033441	900	0.1658	17033444	400	0.1723
17033444	600	0.1389	Total Acreage		47.6711
17033444	700	0.9572			

MINUTES

Springfield Planning Commission
Work Session
Springfield City Hall--Jesse Main Room
225 Fifth Street, Springfield

April 19, 2005
6:00 p.m.

PRESENT: Springfield Planning Commission:
Steve Moe, Chair; Bill Carpenter, Vice Chair; Frank Cross, David Cole, Greg
Shaver, Gale Decker,

Lane County Planning Commission:
Steve Dignam, Chair; James Carmichael, Vice Chair, Juanita Kirkham, Lisa
Arkin, Jozef Siekiel-Zdzienicki

City of Springfield Staff: Greg Mott, Susanna Julber, Gary McKenney, Ken
Vogeney

City of Springfield City Attorney: Meg Kieran

Absent: Lee Beyer, Ed Becker, Marion Esty.

Commissioner Moe called the meeting to order at 6:00.

1. GLENWOOD RIVERFRONT PLAN AMENDMENT -

The City of Springfield and Lane County Planning Commissioners are being asked to review a package of proposed amendments concerning "Subarea 8: The River Opportunity Area" in Glenwood.

Susanna introduced herself tonight and reminded the planning commissioners as to why they are here tonight. Susanna gave a brief presentation (7 slides) of the materials, which discussed the following:

The packet of amendments has three sub areas.

- The first changes are Plan Diagram Amendments to the Metro Plan Diagram and the Glenwood Refinement Plan Diagram.
- The second change involves text amendments to Subarea 8 of the Glenwood Refinement Plan. The text amendments add policies to guide the development review process within the Project Area.

- Mixed-Use Commercial: Commercial on ground floor, residential and/or office on upper floors;
- Medium or High Density Residential; or
- Mixed-Use Commercial/ Mixed-Use Residential: Commercial or office on ground floors, residential and/or office on upper floors.

Design guidelines will help ensure that buildings are interesting, that streetscapes are pedestrian friendly, and that a mix of commercial, office and residential can be contained.

Commissioner Lisa Arkin inquired about the ability to require energy efficiency and higher energy ratings for the buildings within the Glenwood Riverfront. Susanna replied that the City does not have a special program for energy efficient buildings and "green" or sustainable development in addition to the statewide programs available. Project Consultant Otto Poticha clarified the state building code programs regarding energy efficiency.

Commissioner Jozef Siekiel-Zdzienicki had questions regarding density within the Glenwood Riverfront Plan District. Susanna said she would look into his concerns and report back to him.

Commissioner Lisa Arkin was concerned about the lighting standards for development within the Glenwood Riverfront Plan District. Susanna explained that within the Springfield Development Code (SDC), lighting standards are contained at SDC 31.160(3). The code language states, "All lighting shall be design to reflect away from any less intensive use and public rights-of-ways." The proposed Article 44 defers to these existing standards.

Commissioner Steve Dignam asked if the neighbors have been notified. Susanna answered yes, they had been provided adequate notice of the hearing consistent with the SDC.

Commissioner Shaver asked 2 questions related to the solar setback ordinance. Greg Mott replied that we do have a solar setback ordinance, and it is applied only in the residential areas. Commissioner Shaver asked about a transportation related question involving the evolution of changes in fuel, mass transit, electric/hybrid vehicles. He noted that given these new technologies, he would hate to adopt the new code language, which includes a prohibition on auto-oriented uses, and in two or three years want to include auto-oriented uses here.

Greg Mott replied that this is a small area, and other places in Glenwood can have auto-oriented uses. But existing policy language maintains that walking and the ability to arrive/depart by transit is important here. If, years ahead, we do need more motorcycle parking or charging stations, that is a policy question we can revisit.

Commissioner Bill Carpenter inquired about the impacts of Ballot Measure 37 on these new code regulations. Greg Mott answered that the City has not received any claims in Glenwood to date, and that this entire project area is not yet annexed to the City. If the

MINUTES

Springfield Planning Commission
Regular Session
Springfield City Hall--Jesse Main Room
225 Fifth Street--Springfield

April 19, 2005
7:00 p.m.

PRESENT: Springfield Planning Commission:
Steve Moe, Chair; Bill Carpenter, Vice Chair; Frank Cross, David Cole, Greg Shaver, Gale Decker

Lane County Planning Commissioner:
Steve Dignam, Chair; James Carmichael, Vice Chair; Juanita Kirkham, Lisa Arkin, Jozef Siekiel-
Zdzienicki

City of Springfield Staff: Greg Mott, Susanna Julber, Gary McKenney, Ken Vogeney

City of Springfield City Attorney: Meg Kieran

ABSENT: Lee Beyer, Marion Esty, Ed Becker

Commissioner Moe called the Springfield Planning Commission meeting to order at 7:05
Commissioner Dignam called the Lane County Planning commission to Order at 7:05

1. **PLEDGE OF ALLEGIANCE**

No Flag was available in the Library Meeting Room.

2. **BUSINESS FROM THE AUDIENCE**

None

3. **GLENWOOD RIVERFRONT PLAN AMENDMENT -**

Greg Mott, Planning Manager, City of Springfield reviewed Oregon statutes related to ex-parte contacts and bias, noting that the Land Use Board of Appeals may reverse or remand a land use decision due to ex parte contacts or bias resulting from an ex parte contact with a member of a decision-making body if that individual did not place the substance of that communication on the record and allow for rebuttal. In regard to bias, parties were entitled to an impartial tribunal. The commission's decision must be based on the evidence in the record. The test for bias was whether a disinterested observer could conclude that the decision maker had adjudged the facts of a case in advance of hearing it.

Commissioner Moe and Commissioner Dignam opened the public hearing and asked for declarations of conflict of interest or Ex-parte contacts. There were none.

Susanna Julber, Planner II with the City of Springfield, entered attachment 1 through 5 into the record:

- Attachment 1: Project Area Map and Glenwood Riverfront Plan Land Use Plan
- Attachment 2: Proposed Glenwood Refinement Plan Amendment Language
- Attachment 3: Article 44: Glenwood Riverfront (GR) Plan District Language

Attachment 4: Glenwood Refinement Plan Diagram

MINUTES

Lane County Planning Commission
Harris Hall - Lane County Courthouse

May 17, 2005
5:30 p.m.

PRESENT: Steve Dignam, Chair; Lisa Arkin, Ed Becker, Jozef Siekiel-Zdzienicki, Juanita Kirkham, members; Stephanie Schulz, Bill Sage, Lane County Staff; Susanna Julber, Greg Mott, Springfield Staff.

ABSENT: James Carmichael, Vice Chair; Marion Esty.

I. Work Session

Commission Chair Steve Dignam convened the meeting at 5:30 pm. He called for public comments on issues not being covered at the public hearing that evening.

There were no members of the public wishing to speak.

Planning Director Kent Howe announced that the Planning Commission posting had closed and 22 applications had been forwarded to the Board of County Commissioners. He said the Board would conduct its screening process and conduct interviews by the end of May with an objective of making appointments to the Planning Commission in June.

Mr. Howe reported that the Board of County Commissioners had heard testimony on the first two Ballot Measure 37 claims in Lane County. He said the Board would have deliberations the following day at 1:30 pm. He added that the City of Springfield had passed a vote on the County Wide Public Safety District by a 3:2 split. He said the City of Eugene would take action on May 23 and the Board of County Commissioners on June 1.

Mr. Howe distributed an e-mail with information regarding the next conference of the Oregon Planning Institute. He urged the commissioners to attend and noted that the county would pay any registration fees. He said it would be a good opportunity for commissioners to learn about current topics in the community.

Ms. Kirkham agreed and noted that she had learned valuable information from past attendance. She urged new commissioners to attend the conference.

a. **Deliberations: Glenwood Riverfront implementation plan amendments for Subarea 8, Glenwood Riverfront.**

Mr. Dignam noted the public comment had been submitted in writing after the public hearing in April. He noted that the meeting packet, including the new written testimony, had been mailed to commissioners the previous week. He called for initial comments from the commission.

In response to a question from Ms. Kirkham regarding whether there was a map showing the flood plain designation, Ms. Julber called attention to page 3-23 of the meeting packet.

In response to a question from Ms. Kirkham regarding whether the flood plain identified was FEMA designated, Ms. Julber confirmed that it was.

In response to a question from Mr. Sikiel-Zdzienicki regarding where setbacks would be measured from, Ms. Julber said the setbacks would start at the top of the bank. Mr. Mott added that the high water mark could also be as a uniform elevation to measure setback distances from.

Mr. Sikiel-Zdzienicki commented that if banks were removed then the river would widen. He questioned if the setback would be expanded with the river if such a thing would happen.

Mr. Mott said that would take an extensive engineering operation for the Army Corps of Engineers to remove the bank enhancements. He said he was not aware of any one wanting to promote an initiative to start a project like that. He said he could not begin to estimate how long such a thing would take. He said setbacks would be based on existing circumstances and any project that would change that would have to move setbacks accordingly.

In response to a question from Ms. Arkin regarding C-I, (Commercial/Industrial), zoning and whether high tech manufacturing could take place in the planned development area, Ms. Julber said if the facility were completely enclosed and there was no outdoor storage then it would be allowed. She cited the Sony Disc Manufacturing Plant as an example of the type of clean industrial facility that would be allowed.

Ms. Arkin opined that this was not in keeping with the original plan.

Ms. Julber said part of the State plan for nodal development was to keep employment opportunities nearby. She said strictly commercial zoning had been considered but said the consensus had been that clean industrial facilities in Subarea 8 would provide more opportunities for family wage jobs.

Ms. Arkin reiterated that high tech industrial facilities would be inappropriate for the area.

Mr. Mott said the kind of industry that would be allowed in the area would be very benign. He cited think tanks, call centers, and corporate offices as the types of industry that would be allowed to locate in Subarea 8. He noted that the lots available were very small and commented that this would keep larger industry from locating in that area. He said the site would not be harmed in his opinion in either case. He stressed that the entire area would be almost exclusively residential but noted that one of the objectives was to have employment opportunities nearby. He urged Ms. Arkin to forward her concerns to the Board of County Commissioners for its deliberation.

In response to a question from Mr. Becker regarding whether there were commercial business in the setback zone now, Ms. Julber said there were some existing commercial businesses which could remain and rebuild as long as they kept their original footprint. She noted that any expansion would have to happen under new development regulations.

Residential (RG) were being rezoned to Rural Residential (RR) with minimum division standards compatible with the surrounding RR densities. He said there were some changes regarding standards of development for commercial and industrial properties which have floor area limitations of 4,000 square feet and 40,000 square feet respectively in the rural unincorporated communities. He said Board of Commissioners would be adopting RCP plan policies, densities, amended Official Plan and Zoning maps, and new commercial and industrial zoning designations in all ten communities as well as adopting amendments to the Pleasant Hill community boundary in June. Using Pleasant Hill as an example, Mr. Sage showed maps of the area showing the residential and commercial zones within Plot Maps 449 and 460 that were designated as the community boundaries in 1984. He said the re-designation of Plot map 473-1 as being within the community boundaries recognized the cultural significance of historical buildings and places including the Pleasant Hill School District #1 campus and the pioneer cemetery as essential parts of the rural community.

Mr. Dignam adjourned the work session at 7 pm. He asked Mr. Sage to continue his presentation during the regular session preceding the planned public hearing.

(Recorded by Joe Sams)

there are some changes suggested, as follows:

- a) Incorporate the suggested changes under "Housekeeping Items".
- b) Incorporate the revised language for proposed policy 4 of the Glenwood Refinement Plan and the proposed GR Plan District language found at SDC 44.030(b) to the following: overall net residential density of at least 12 units/ acre.
- c) Incorporate the suggested height maximum of 90 feet within the GR Plan District, and the height maximum of 35 feet for development adjacent to the Willamette River. Although the maximum height for the development area is determined by the underlying zoning districts (60 feet for MUC, 35 feet for MUR, and 45 feet for MUE), according to the language found at 44.100(8), a developer can propose to exceed these height limits if they provide additional design amenities such as pedestrian amenities. Staff suggests adding language to this section so that "in no case can a development proposal exceed 90 feet in height".

Additionally, staff recommends adding a requirement to the proposed language found at SDC 44.120 that implements a height maximum of 35 feet for development adjacent to the Willamette River. This requirement was provided in earlier versions of the GR Plan District language, but was omitted from the final version.

Commissioner Shaver asked about the meaning of "adjacent". Susanna explained it means the first tier or layer of buildings next to the riparian setback.

- d) Other issues that the Planning Commissions could consider include the following comments that were gleaned through conversations with citizens. Citizens recommended adding to the list of prohibited uses in the GR Plan District the following:
 - Wireless communications towers; and
 - Key/card lock fuel facilities.

Commissioner Moe suggested wireless communication towers could be within an existing building. Commissioner Shaver suggested revising the language slightly to say "free standing wireless communication towers".

Susanna added that one additional comment is to provide "accommodating transit" in the list of amenities for Franklin Blvd. such as sidewalks and bike lanes.

Commissioner Shaver inquired about guided bus ways and the need for them. Greg Mott clarified that the Council will make that determination on a policy regarding guided bus ways.

Susanna reported that at the Lane County Planning Commission meeting the previous evening, some of the Commissioners had comments regarding the proposed setback of 75 feet. Some felt it was not extensive enough. Some of the Commissioners also had concerns about whether to include Campus Industrial uses in the GR Plan District.

Commissioner Moe was concerned that we'd go back and forth on these separate recommendations. Greg Mott explained that the Planning Commissions can act independently, but the Board and Council needed to act in unison. Lane County Planning Commission is responsible to report to the Board, and the Springfield Planning Commission to the City Council.

7. **BUSINESS FROM THE COMMISSION**

8. **ADJOURN REGULAR**

(Recorded by Linda Kurtz, transcribed by Susanna Julber)

In response to a question from Mr. Becker regarding whether the Springfield City Council allowed the grandfathering of existing businesses adjacent to the river, Ms. Julber said existing plan policy allowed those developments to continue in their existing footprint. She noted that substantial remodeling would require conformance to the updated plan.

In response to a question from Mr. Becker regarding Bus Rapid Transit in the area, Ms. Julber said the plan for Bus Rapid Transit had not changed. She said there was a planned project to redevelop Franklin Boulevard that would begin implementation in the Fall. She said the plan was to have bus rapid transit stops on the side of the road along Franklin Boulevard.

In response to a question from Mr. Zdzienicki regarding whether new owners could keep the same footprint and still retain the non conforming buildings in the area that had been allowed under a grandfather clause, Ms. Julber said if more than 50 percent of the building were removed then the new development would have to conform to new code standards.

In response to a question from Mr. Dignam regarding whether there was a study done to see if the area actually needed a tower for cellular phone coverage, Ms. Julber said a study had not been done. She said the towers would be prohibited in Riverfront Sub-area 8 but would be allowed in other parts of Glenwood.

Mr. Dignam questioned how the recommendation on campus industrial exclusion had been made on behalf of the Lane County Planning Commission. He noted that there was no vote taken or consensus asked for. He urged caution in overstating a position of the commission to other agencies.

In response to a question from Mr. Dignam regarding the meaning of 'supportive of nodal development' in the plan document, Ms. Julber said in a mixed use employment district there was a lot of crossover with campus industrial. She said the Springfield commissioners were concerned about sprawling campus industrial but noted that in a Mixed Use District industrial uses were more office or research oriented. She said Springfield had decided to remove Campus Industrial entirely from plan but noted that if a company wanted to develop an industrial use that was consistent with mixed use development in the area then they could apply for a plan amendment.

In response to a question from Ms. Arkin regarding setbacks and whether some setback areas would be more narrow than others in the Willamette Greenway, Ms. Julber said natural resource specialists had examined the bank in the area and had reported that it would be a substantial project to restore the bank to its natural state in some areas because of rip rap that had been used for bank stabilization.

In response to a question from Ms. Arkin regarding what the established setback in the plan was, Ms. Julber said it would be 75 feet from the top of the bank. She said the greenway established a setback of 150 feet until a jurisdiction established its own setback. She added that the greenway rules were not very strict and were recreation based.

In response to a question from Ms. Arkin regarding whether anything could be developed in the 75 foot setback such as a bike/pedestrian path, Ms. Julber said 75 feet would be used for a minimum setback. She acknowledged that pervious surface paths could be built within the 75 foot setback area.

In response to a question from Mr. Zdzienicki regarding whether Springfield was eliminating the setback established for water related uses on the bank, Ms. Julber said the rule was not being eliminated. She said

In response to a question from Mr. Becker regarding how the plan would be affected by an additional 25 feet in the setback distance, Ms. Julber commented that there would already be Measure 37 claims with the 75 foot setback. She said she was unsure of the impact but noted that the additional setback length would take away from the amount of developable land in the area.

Mr. Carmichael commented that it would be difficult to evaluate the impacts of the larger setback because no one knew the types of development that would occur. He raised concern over muddying the waters over 25 extra feet in the setback distance. He stressed that the plan was well thought out already and noted that the setback distance would vary in any case. He said he was not in favor of changing the plan language to disrupt the flow of activity and suggested adopting what Springfield had recommended and making a side recommendation on setback distances.

Mr. Dignam clarified that 75 feet was the established City of Springfield setback distance. He said he would not support the motion because it would be inconsistent with other City of Springfield setbacks and added that it was an arbitrary and inconsistent imposition after staff had done a tremendous amount of work and after other groups had done a large amount of deliberation. He acknowledged that the change was well intentioned but reiterated that he would not support the motion.

Ms. Esty said it was the responsibility of the commission to make recommendations before the matter went before the Springfield City Council and the Board of County Commissioners. She said if the commission had a priority that it wanted to stress then it was a good time to bring the matter up. She said there was emphasis of nodal development and commercial industrial zoning in close proximity in the plan and suggested that a large setback would go a long way toward balancing that density with some extra open space.

Mr. Zdzienicki reiterated Ms. Esty's point and stressed the need for more riparian protection. He said more river protection was needed when higher density developments occurred and said he was in favor of a larger setback than 100 feet but would support the compromise.

The motion passed 4:1:1 with Mr. Becker abstaining and Mr. Dignam voting in opposition.

Mr. Zdzienicki complimented the staff work that had gone into the plan.

Ms. Arkin reiterated Ms. Esty's comments on the recommendation of an extra 25 feet of riparian setback in the plan.

Ms. Julber stressed that commissioners were welcome to testify on their own behalf at the joint meeting of the Board of County Commissioners and Springfield City Council.

Before the work session adjourned, Planning Director Kent Howe provided an update on commission membership. He said the Board of Commissioners had appointed a subcommittee to screen and interview potential members. He noted that the screening process had been concluded and the interviews had begun that week. He estimated that appointments would be made by the end of June.

In response to a question from Mr. Dignam regarding whether there had been an official decision to no longer include the Planning Commission Chair in the screening/interview process, Mr. Howe said there