

City of Springfield
Work Session Meeting

MINUTES OF THE WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY, SEPTEMBER 10, 2007

The City of Springfield Council met in a work session in the Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday, September 10, 2007 at 6:05 p.m., with Mayor Leiken presiding.

ATTENDANCE

Present were Mayor Leiken and Councilors Lundberg, Ballew, Ralston, Woodrow and Pishioneri. Also present were City Manager Gino Grimaldi, Assistant City Manager Jeff Towery, City Attorney Joe Leahy, City Attorney Matt Cox, City Recorder Amy Sowa and members of the staff.

Councilor Wylie was absent (excused).

1. Franklin Boulevard Design.

Transportation Manager Tom Boyatt presented the staff report on this item. Staff is seeking Council direction on the set of Franklin Boulevard concepts to move forward into the analysis and public process phase of the Franklin Boulevard Study. The Study is at a point where the City must decide which set of alignment, cross section and intersection concepts will move forward for technical and public evaluation. While the Project is scoped to process up to 10 concepts, the final recommendation of a Preferred Alternative may adapt from some or all concepts, in order to create a viable alternative for the entire corridor.

The attached Council Briefing Memo, and assorted project documents, provides project background and information and a description of nine potential concepts for further analysis and refinement. The City's consulting team is under contract to evaluate up to 10 concepts. Staff is recommending a set of nine concepts to move forward for evaluation as noted in the Briefing Memo, holding one concept in reserve to address an additional concept should that come to light during the evaluation process.

As the concepts for alignment, intersection and facility cross sections are assessed, the goal will be to reach agreement among stakeholders, City and agency staff on a Preferred Alternative for a future improvement of Franklin Boulevard and a portion of the McVay Highway in Glenwood. The preferred alternative may incorporate elements of the various concepts that are evaluated. While the goal is to reach general agreement on the Preferred Alternative, it is possible that a project of this magnitude and complexity may not be supported by all stakeholders. Staff is committed to bringing forward both a recommended Preferred Alternative as well as a fair representation of any disagreements with that Alternative. Additionally, the Project scope includes opportunities for public and stakeholder input via the public hearings process to incorporate the Preferred Alternative into City planning documents. It is also likely that a project of this scale, that is on a state highway, and that will likely use federal funds, will go through either an Environmental Assessment or Environmental Impact Statement under the federal

NEPA requirements. The NEPA process is also an open public process that will allow input to the ultimate construction project.

Mr. Boyatt reviewed the Council Briefing Memo that was included in the agenda packet. He distributed an errata to page 5 that was to be included in the packet. It was an earlier version of the Franklin study outcomes. He noted the two additions that were included on this errata.

Mr. Boyatt said the goal of tonight's meeting was to focus on the roadway options in general and review the staff recommended nine concepts. He said he would also be presenting a slide presentation and reviewing the background material and information that the public and stakeholder advisory groups had seen. Staff would be asking Council if the nine concepts were the ones to move forward on.

Councilor Lundberg referred to the NEPA process. She asked if the design would meet the appropriate criteria for the NEPA process, and if it would be one or two processes.

Mr. Boyatt said things would almost always be redone under the NEPA process. He explained the two processes to go forward to the NEPA process. He said they would streamline their planning process so they could then go into the NEPA process. Another factor would be whether or not federal funding was used for this project. He explained how they could move forward with a locally preferred alternative in the system plan.

Councilor Lundberg confirmed it would be two processes.

Mayor Leiken said with the recent announcement of the donation to the University of Oregon for a new Sports Arena, he has had many conversations with people from both Eugene and Springfield about whether or not that new arena would speed up plans for an interchange off of I-5 into Glenwood/East Eugene. He asked if that affected the realignment of Franklin Boulevard.

Mr. Boyatt said the interchange project would be separate from the Franklin Boulevard process. The Glenwood/Franklin intersection was not included in this project for that reason.

Mayor Leiken suggested keeping that interchange in mind for future discussions.

Councilor Ballew asked about the cost of this project. She asked if we had any assurances for funding.

Mr. Boyatt said Franklin alignment and the NEPA process was included in the United Front list as well as the Franklin/McVey intersection. They also had access to some Springfield Economic Development Agency (SEDA) resources.

Councilor Ballew asked if that would mean the City would take over jurisdiction of that stretch of the highway.

Mr. Boyatt said it was a possibility, but if there was a way to design something acceptable to the State, some of the funding could come from the State.

Councilor Ballew asked about sewer lines in that area.

Mr. Boyatt said the sewer lines could be an issue, but could be addressed.

Mr. Boyatt presented a power point presentation on the process and designs for the Franklin Boulevard. He discussed the recommendation process and the schedule. He discussed the background of the right-of-way and width of Franklin Boulevard. He noted that these types of boulevards were not uncommon and were in many cities. He showed examples of different types of ways these multi-use boulevards had been redesigned to allow redevelopment and access ways along the roadway.

Mayor Leiken asked if there were communities in Oregon with this type of boulevard. Not that Mr. Boyatt knew of. Mayor Leiken said he hoped that our land use laws did not prohibit this type of roadway.

Development Services Director Bill Grile said that should not be an issue.

Councilor Pishioneri said the concept of a pull-off access worked well near the Hult Center, although on a very small scale.

Mr. Boyatt discussed the flexibility in the boulevard design concepts.

Councilor Pishioneri asked if they had information about frequency of accidents in these types of boulevards compared to high speed boulevard designs.

Traffic Engineer Brian Barnett said the resources utilized by staff did not indicate that there was a lot of difference in crash experience.

Mr. Boyatt said staff would research it further.

Councilor Pishioneri asked how this type of boulevard would cater to businesses that had parking lots.

Mr. Boyatt said accessing the parking lots would be safer and easier off the access lanes.

Councilor Lundberg asked how transit fit into these designs.

Mr. Boyatt said staff would need to study that further. Transit may be addressed differently in each city. He found an example in the slide show that showed a bus in the access lane.

Mr. Goodwin said some transit systems ran through carrier lanes, and others used side lanes.

Mr. Boyatt referred to maps showing the Glenwood area and the nine possible concepts. Council discussed each concept.

Councilor Ballew asked about the businesses that were in the path of the new proposed roadways.

Mr. Boyatt referred to some of the properties and who owned them. He went through each of the concepts.

Councilor Ballew said she would like consideration taken of straightening out the center part of the concept drawing labeled "Arterial 140' Right-of-way Center Widening" that ran along the current Franklin Boulevard.

Mr. Boyatt said he had discussed that possibility with his staff and it could be an option. He referred to aerial photos showing possible Franklin/McVey intersections, including a proposal for a multi-lane roundabout. He explained the designs and locations of the proposed intersection.

Councilor Pishioneri asked about a non-stop left turn overpass with a merge coming into southbound Franklin. He asked for cost comparisons of putting in something like that rather than acquiring land and moving structures.

Mr. Boyatt said there had been strong direction from former Transportation Manager Nick Arnis to keep the intersection at grade. It was something that could be analyzed. He asked Mr. Tamulonis to comment.

Mr. Tamulonis said there was a roundabout in that area years ago. If doing an overpass, there still needed to be access into the northern section. He explained some of the restrictions with an overpass.

Mr. Boyatt further explained. This intersection would have operational challenges to meet ODOT standards. He noted that this process was budgeted for ten concepts and staff drafted nine concepts to start investigating, evaluating and using them as building blocks to construct a preferred alternative that staff would bring back to Council.

Councilor Ballew asked about the area near the Springfield Bridge and if there was room to go under that bridge with a roadway.

Mr. Boyatt said there was not enough head height in that area for a street. He discussed the street features and the widths of each concept. The elements from each concept could be pieced together to come up with a corridor alternative that had support from Glenwood, SEDA and the Council. They were not bound to any one of the nine concepts.

Councilor Lundberg further discussed the transit system and EmX in that area.

Mr. Boyatt said all involved agreed it was important to get EmX out of traffic along this corridor. That was why there was 23 feet included in each concept. The existing LTD stations were temporary and would be moved according to the realignment, but would remain along Franklin Boulevard.

Mayor Leiken asked if LTD was open to having non-guided lanes.

Mr. Boyatt said they hadn't gotten into that detail yet.

Mayor Leiken said guided lanes would impact businesses and he felt that although it was early in the process, it was something staff needed to keep in mind. It made sense to get the EmX buses out of traffic, but the guided lanes could cause disruption. Both sides of Franklin Boulevard could be redeveloped and had potential. The City needed to be flexible and work with LTD to make it a win-win situation.

Councilor Lundberg said the idea of EmX was to get people from downtown to downtown, but with redevelopment in Glenwood, they would want people to stop along the way. She said 190 feet was a lot of property for the boulevard and right-of-way.

Mr. Boyatt said there would still be three stops in Glenwood on the EmX. He referred to several of the concepts.

Councilor Ralston said he was only interested in the 140 foot right of way under the South Widening concept. He said it was intriguing how that concept straightened out 14th Avenue. He asked what would happen with the current Franklin Boulevard once one of the concepts was built. He noted some options for use of that land. He didn't care for the McVay connection cutting through all of those buildings, such as Bring Recycling. He felt the signalized intersection would be the best in that location.

Mr. Boyatt said the location of the intersection would actually be closer to Franklin Boulevard than was shown in the diagram.

Councilor Ralston said he was not convinced that roundabouts were effective.

Mr. Boyatt said the nine concepts were those that were to be evaluated and he wanted to confirm with Council that staff had the right nine concepts to begin studying.

Councilor Pishioneri said they had a good cross section of options and they were good concepts to move forward on.

Mayor Leiken asked Mr. Tamulonis to work with Mr. Boyatt to supply information regarding current property values for those properties located in Glenwood in the City limits.

Mr. Tamulonis said he believed only the State Motor Pool and LTD were annexed into the City. No other properties were in the city limits at this time.

Councilor Lundberg asked about the zoning along Franklin Boulevard. The uses would determine the best use of the boulevard as a means of getting people to come to Glenwood.

Mr. Tamulonis said these concepts offered choices to allow both traffic to go through Glenwood and a place for people to pull off to the retail, residential, etc. He discussed the options available in the concepts.

Councilor Ballew said this would be a very expensive project, and it would expand to both bridges.

Mayor Leiken asked what the chances were that ODOT might consider transferring jurisdiction of this portion of Franklin Boulevard to the City once the new road was underway, giving the City the authority to make decisions regarding access points for businesses. The maintenance would be minimal for the first ten years because it would be a new street.

Mr. Boyatt said ODOT would be open to that. He noted a couple of concepts that were not being considered and explained why.

Council agreed to move forward with the nine concepts for further study.

Councilor Lundberg said it was very creative to have those extra lanes for parking. In that respect the concepts were very good.

Discussion was held regarding crossing opportunities for pedestrians.

Mr. Boyatt reminded Council that each side of the road could accommodate different land use and development.

Mayor Leiken said he was looking forward to Glenwood being a destination place.

2. Chamber of Commerce/Depot Foundation Update.

City Manager Gino Grimaldi presented the staff report on this item. The Chamber of Commerce and the Depot Foundation are in the process of making decisions regarding office space for the Chamber of Commerce operations and the need to make an estimated \$43,000 in repairs to the Depot.

Council guidance is needed regarding the future ownership of the Depot and the possibility of contributing \$15,000 towards the repair of the Depot.

The Chamber is looking at four options regarding the future of the Depot and office space for their operation. The four options are:

1. Fix the heat pumps at the Depot for an estimated cost to the Chamber of \$23,000. The Chamber would remain in the Depot and the Depot would continue to be owned by the Depot Foundation.
2. Fix the heat pumps plus do other repairs to the Depot including repairs to the roof, painting, dry rot repair and removal of carpenter ants. Total cost is estimated to be \$43,000 plus \$10,000 to \$15,000 of in-kind donations from area businesses. The Chamber would obtain a bank loan to make the repairs. They are requesting \$15,000 from the City to help with the cost of repairs. The Chamber would set up a \$6,000 per-year sinking fund for future repairs. The Chamber would want to assume ownership of the Depot to secure the bank loan.
3. Move the entire Chamber operation to the Royal Building, currently under construction by St. Vincent de Paul. This would most likely result in a transfer of ownership of the Depot to the City.
4. Perform the repairs noted in option 2. House the Visitor Center portion of the Chamber in the Depot and move the remainder of the Chamber operation to the Royal building.

The Depot continues to be Springfield's Visitor Center for the foreseeable future but other uses could be considered. The Chamber would assume ownership of the Depot.

Mr. Grimaldi said following tonight's discussion, he hoped that Council would appoint a couple of Councilors to meet with Mr. Grimaldi and Chamber representatives to discuss the options.

Councilor Ralston said the City had a lot invested in the Depot Building and he was not interested in transferring ownership to the Chamber. Option 1 was the best option for him.

Councilor Pishioneri said there could still be a lot of options and he would be available to look at other options with staff.

Councilor Woodrow said he didn't have a problem with the Chamber owning the building. Mr. Grimaldi's suggestion of having a couple of Councilors included in meetings with staff and Chamber representatives was a good idea and he would be willing to serve on that subcommittee.

Councilor Ballew said the Depot Building was a community treasure, located near the Mill Race, and should stay with the City. The Chamber had been there and had taken good care of the building. It was the entrance to the City. There were a lot of options and it would be a good idea to meet with the Chamber to come up with a solution.

Mr. Grimaldi said they would need to schedule that meeting quickly because the Chamber needed to know if they needed space at the Royal Building. One meeting may be enough.

Mayor Leiken said he would like to appoint Council President Lundberg and Councilor Ballew to serve on the subcommittee to meet with City staff and Chamber representatives.

Councilor Lundberg said there needed to be clarity for the Chamber. She referred to the management by the City of Booth Kelly. There were opportunities for the City to assist whoever was in the building through CDBG Funds, urban renewal district funds, etc. She had been thrilled with the outcome of the old Willamalane Administration building now that the contact manufacturing business was in there. That corner of town was getting a lot of attention with the new multi-use path that was proposed in that area.

Mr. Grimaldi said a meeting would be scheduled with the Chamber, the two Council representatives and himself to discuss bringing the goals of the Chamber and the goals of the City together for the best use of the Depot Building. Council expressed interest in putting City resources into the building to improve it, but maintaining ownership.

3. League of Oregon Cities Conference – Voting Delegate Designation.

City Manager Gino Grimaldi presented the staff report on this item. The annual business meeting of the League of Oregon Cities will be held on Saturday, September 29, 2007, in conjunction with the League of Oregon Cities Conference, September 27-29, 2007, at the Riverhouse Hotel and Convention Center in Bend, Oregon. Each city is entitled to cast one vote at the business meeting. Therefore a voting delegate is needed to represent Springfield.

Those attending from the City of Springfield include City Manager Gino Grimaldi and City Councilors Wylie and Ballew.

Council appointed Councilor Ballew as the voting delegate.

4. Middle Fork Multi-Purpose Path.

Assistant Public Works Director Len Goodwin presented the staff report for this item. He introduced Rebecca Gershow, park planner from Willamalane. In partnership with the City of Springfield, Willamalane Park and Recreation District has received \$3 million to fund design and construction of a multi-use path from Clearwater Park to Dorris Ranch, along the Middle Fork of the Willamette River. It is appropriate to inform the Council of the current progress toward completing design and construction of that project.

In the 2005 United Front effort the City and Willamalane secured a \$3 million appropriation to design and construct the Middle Fork Multi-Use Path. The Path is included as a priority project in the 2004 *Park and Recreation Comprehensive Plan* adopted by Willamalane, Springfield and Lane County. In addition, the proposed path will be a significant regional bicycle and pedestrian route: It is included in the City's adopted *Springfield Bicycle Plan*, the metropolitan area's *Regional Transportation Plan*, and the 2003 *Rivers to Ridges Open Space Study* endorsed by metro-area governments.

Willamalane staff have made significant progress in advancing the project, although cost and other issues remain.

Ms. Gershow gave a power point presentation regarding this project. Phase 1 is about four miles long. Completion of the path would make an eight mile loop. She described the loop and noted a possible bridge that would be part of the path. Construction is being done on the first phase of that vision.

Ms. Gershow gave the background of the planning on this project. Federal funding was received through United Front and the partnerships of the organizations. She discussed the preliminary engineering for this project and the cost estimates that came out of that engineering. She discussed the dimensions of the path and showed some examples of other paths. Examples of bridges that would be utilized over certain areas were shown. She reviewed the costs and why this was separated into two phases. All of Phase 1 was in public ownership, and part of Phase 2 was private ownership. Willamalane hoped to acquire the property for the second phase.

Councilor Ballew asked about the end of the trail and if there was a way to get off of the trail without turning around and going back.

Ms. Gershow said there was a way, but it was through Springfield Utility Board's (SUB) property. There would be emergency access through the SUB property, but not pedestrian and bicycle access. The path would be fenced on the north side. People would need to turn around at the end of the path to get back to the start point.

Mayor Leiken asked if staff was looking at connecting this into Glenwood and providing a bike path along the riverfront.

Ms. Gershow said there were bike paths along the south bank of the river through Glenwood proposed in the TransPlan. Those bikepaths would connect Eugene bikepaths through Glenwood to the Springfield bikepath in Island Park and Franklin south.

Mayor Leiken suggested contacting our local representative in Washington DC for Federal funding for such a bikepath.

Councilor Lundberg said Phase 2 included South 2nd which was a very steep hill. She asked about the concept in that area and Dorris Ranch.

Ms. Gershow said part of the concept would be a trail head at Dorris Ranch so people could drive to the park and ride from there. Currently, there was just a bike lane along South 2nd to Dorris Ranch and that would remain. She showed a map of the Mill Race. She discussed Clearwater Park and the trailhead at that location. Willamalane was working with the City on the Mill Race project to make sure they were coordinated efforts. She referenced the Quarry Creek turnaround and rest area. She discussed the Open House that was held regarding this path. A survey was also sent out and received a high percentage of people that lived in the area near Clearwater Park that supported this trail. A feasibility report was completed in July and Willamalane was now working with their consultant on the next phase. She explained the timeline for both phases. She discussed trails around Dorris Ranch and displayed some photos taken from the trails and access road.

Ms. Gershow said Willamalane was very excited about this project, but still had a lot of details to work out. Willamalane had a number of meetings with SUB staff regarding securing their wellfields and SUB was very supportive of the project.

Councilor Ballew asked about the proposed bridges and how they would impact the environment.

Ms. Gershow said regulatory requirements would be followed with very little impact.

Councilor Lundberg noted the rivers on each side of Springfield. It was exciting to see this opportunity and was good to take advantage of our resources. Once the Mill Race was done, there would be a lot of amenities making it a beautiful place. She encouraged people to walk along the path by Clearwater Park.

Councilor Ballew asked if Willamalane considered following the river further south and connecting back to Island Park.

Ms. Gershow said there was a street connection.

Councilor Pishioneri said the majority of this would be outside city limits so would be patrolled by County officers. Clearwater was a nuisance area at night and he asked if Willamalane had plans for security or gating the opening. The path was very isolated and a dead end.

Ms. Gershow said police and fire would be able to access this area. It would be closed at night when other parks were closed and would be gated at Clearwater Park. There would also be some

security, similar to that at other parks. There was a concern from neighbors that it would be isolated. There would need to be clear views along the path.

Willamalane Superintendent Bob Keefer said they hoped to have a caretaker on site at some point overlooking the park and the trail. Willamalane knew they had to address security issues at this park.

Councilor Pishioneri said there could also be vegetation and encroachment on the path.

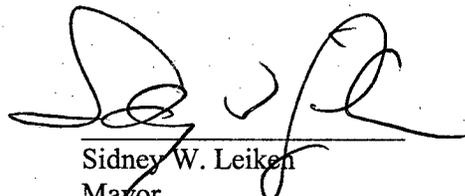
Mr. Keefer said they would keep it cleaned out, as they had done along the D Street path.

Ms. Gershow said they would need to get greenway approval before putting in this path. They had met with City and County planning staff to determine what they would need to mitigate for vegetation removal along the path. Along most of the SUB property and part of the Georgia Pacific property, the path was along an existing road bed, so there would be no tree removal there.

ADJOURNMENT

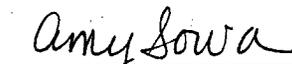
The meeting was adjourned at 8:05 pm.

Minutes Recorder – Amy Sowa



Sidney W. Leiken
Mayor

Attest:



Amy Sowa
City Recorder