

ECONorthwest

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15 January 2009

TO: Springfield EOA Stakeholder Committee
FROM: Bob Parker
**SUBJECT: SUMMARY OF INPUT FROM COUNCIL/PLANNING COMMISSION
AND TAC REGARDING OPPORTUNITY AREAS FOR EMPLOYMENT
SITES**

At the January 5th meeting, the Stakeholder Committee reviewed and discussed 10 employment opportunity sites identified by the Technical Advisory Committee. Since the January 5th meeting, ECO facilitated a meeting with the TAC to identify service issues and priorities regarding the sites, and briefed the City Council and Planning Commission on project progress. This memorandum presents a brief summary of input from the two meetings.

TAC INPUT

The charge to the TAC was to (1) identify additional serviceability and other issues, and (2) identify priority sites to accommodate large sites. Attached to this memorandum is a site by site summary, as well as a map that provides general acreages for the sites. The TAC identified the following areas as employment and/or residential priorities:

- Areas that may be best suited for employment/large sites
(in no particular order)
 - North Gateway area (Area 1)
 - Seavey Look and Goshen area (Areas 9/10)
 - North Springfield Highway Area (Area 3)
- Areas that may be best suited for residential
(in no particular order)
 - Hayden Bridge area
 - Far east Springfield area
 - Clearwater area
 - Wallace Creek area

The TAC also suggested that the Jasper area is a low priority for both employment and housing uses. TAC members identified opportunities for a combination of uses (employment, housing, and parks/open space) in the Seavey Loop/Goshen area. Finally, the TAC recommended combining areas 9/10 into a single study area.

CITY COUNCIL/PLANNING COMMISSION INPUT

Staff and ECONorthwest presented project progress at a joint City Council/Planning Commission meeting on January 12. We asked the decisionmakers to comment on three aspects of the project:

1. Site needs, with an emphasis on large sites
2. Assumptions regarding infill, redevelopment, and employment on lands not designated for employment
3. Employment opportunity sites

In general, decisionmakers appeared pleased with the progress to date, and commended the Stakeholder Committee for your hard work and thoughtful input. With respect to the three questions, we heard a range of comments:

- Many decisionmakers thought the City should work to get more large sites, but state planning requirements are a consideration. Several commented that being aggressive may cause problems with the goal of developing a defensible UGB proposal that has solid justification.
- Decisionmakers had a range of opinions regarding the infill/redevelopment assumptions. There appeared to be general consensus on the infill and employment on non-employment land assumptions. Some decisionmakers thought the redevelopment assumptions were over-optimistic and expressed concern about implementation.
- Decisionmakers generally agreed with the TAC recommendations regarding the employment opportunity sites.

SUMMARY OF INPUT ON EMPLOYMENT OPPORTUNITY SITES

The Stakeholder Committee made a number of suggestions regarding the maps to help better orient the sites. The map on the following page shows approximate study area boundaries and acreages. The boundaries are provision and will be refined through further analysis.

Map 9: Study Area Summaries City of Springfield, Oregon

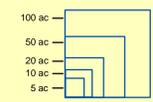
Note: boundaries are provisional and subject to change. Map identifies opportunity sites, but does not preclude lands outside the identified areas from consideration.

Legend

- UGB Buffer - 1 Mile Increments
- Metro Plan Boundary
- Urban Growth Boundary
- Lane Slopes 25% and greater
- Lane County NWI
- Riparian Resource Areas
- Floodway
- Flood plain
- Hydric Soils

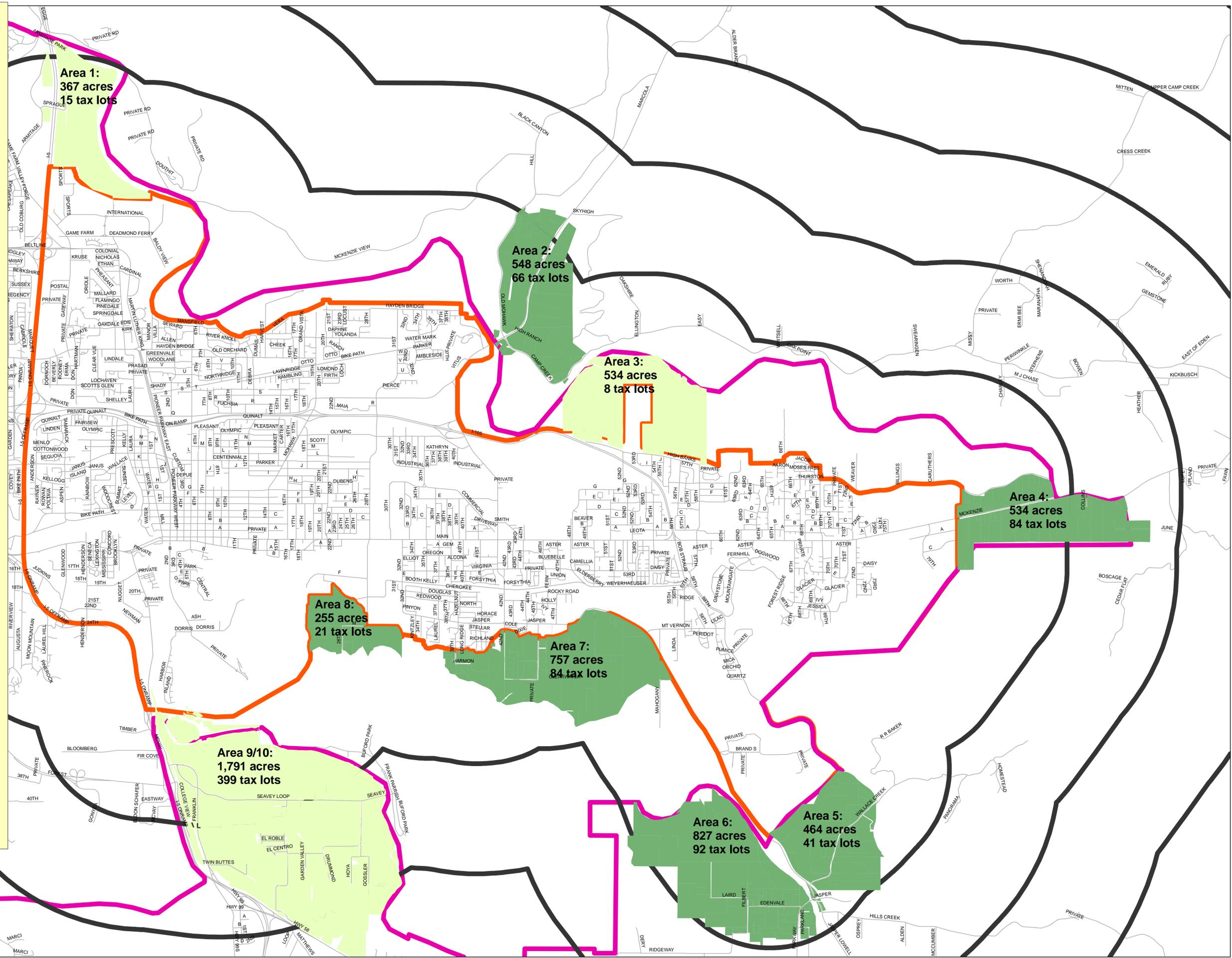
Size of Tax Lots

- 0-5 acres
- 5-10 acres
- 10-20 acres
- 20-50 acres
- 50 acres or larger



0 2,500 5,000
Feet
RF = 1:25,000

ECONorthwest, December 2008



1. NORTH GATEWAY AREA

The TAC identified this area as a potential expansion area for employment

<u>Opportunities</u>	<u>Constraints</u>
<p>Wastewater:</p> <p>Existing sewer is near</p> <p>Transportation:</p> <p>Access from farm roads</p> <p>Access around 1-5 from under/over pass</p> <p>Good access to LTD</p> <p>Characteristics:</p> <p>Potentially 50+ acre site(s)</p> <p>Located near I-5 interchange</p> <p>Relatively flat</p> <p>Surrounding uses compatible with warehousing and industrial uses</p> <p>Visible from I-5 or arterial streets</p> <p>Adjacent to large developed center at Gateway</p>	<p>Wastewater:</p> <p>May require wastewater pump station (or more infrastructure) and may cost more than other areas, depending on the intensity and type of uses</p> <p>Stormwater:</p> <p>No stormwater system; presence of wetlands, riparian areas, and natural resources</p> <p>Transportation:</p> <p>No internal road network</p> <p>Limited capacity on local streets at I-5 interchange, which may limit development density, and may require work on Beltline and Gateway roads</p> <p>Other:</p> <p>Portions of the site are in the floodplain and floodway</p> <p>Stakeholder comments:</p> <p>Concern about development potential in the floodplain and limitations from Goal 5 land and in riparian areas</p> <p>Concern about cumulative impact of building in the floodplain. Will this cause more flooding, especially a concern for the Hospital site.</p>

2. HAYDEN BRIDGE AREA

The TAC identified this area as a potential expansion area for residential uses

<u>Opportunities</u>	<u>Constraints</u>
<p>Transportation:</p> <ul style="list-style-type: none"> Access from Marcola Road Existing bridge in place Access to I-5 via Hwy 126 <p>Characteristics:</p> <ul style="list-style-type: none"> Sites 5+ acres Access to arterial streets Slopes less than 15% Surrounding uses are compatible with office, retail, and other service uses Visible from arterial or collector streets <p>Stakeholder comments:</p> <ul style="list-style-type: none"> Potential for residential development Possibly easier to service than other areas 	<p>Wastewater:</p> <ul style="list-style-type: none"> Will require pumping across river, then potential gravity flow and may cost more than other areas Would need to expand capacity on existing sewer line in Marcola Rd. <p>Transportation</p> <ul style="list-style-type: none"> Previous ODOT study showed need for expansion at the Hwy 126 and 42nd Street interchange, not accounting for possible UGB expansion in this area Tendency for traffic to backup at the rail crossing <p>Stormwater:</p> <ul style="list-style-type: none"> No developed system Stormwater discharge may be constrained because the EWEB's water intake is near <p>Other:</p> <ul style="list-style-type: none"> Some floodplain / floodway and steep slopes Significant potential wetland issues The area of marginal land may have CC&R that restricts land divisions, precluding more intense development <p>Stakeholder comments:</p> <ul style="list-style-type: none"> Geography seems confining for commercial/industrial uses Concern about potential for wetlands and development potential in wetlands

3. NORTH SPRINGFIELD HIGHWAY AREA

<u>Opportunities</u>	<u>Constraints</u>
<p>Transportation:</p> <p>Potential access to Hwy 126 and High Banks Road</p> <p>ODOT in planning stages for improvements at 52nd Street and Main Street, which may make planning for additional capacity easier</p> <p>Characteristics:</p> <p>Sites 5+ acres</p> <p>Type of street access</p> <p>Slopes less than 15%</p> <p>Surrounding uses are compatible with industrial, office, retail, and other service uses</p> <p>Other:</p> <p>Potentially a good location for industrial development</p>	<p>Wastewater:</p> <p>May require a pump station for some areas – mostly gravity flow</p> <p>Transportation</p> <p>ODOT in planning stages for improvements at 52nd Street and Main Street but UGB expansion would require additional improvements beyond what is currently under consideration</p> <p>Stormwater:</p> <p>Presence of wetlands, riparian areas and natural resources areas.</p> <p>Must maintain natural drainage system in Cedar Creek.</p> <p>Other:</p> <p>Some floodplain / floodway</p> <p>FEMA is re-mapping the floodplain in this area, with results due in late January 2009</p> <p>Stakeholder comments:</p> <p>Cedar Creek receives stormwater for parts at UGB. May be at capacity for stormwater.</p> <p>Concern about development potential in the floodplain</p> <p>Concern that the floodplain shown on the maps is inaccurate because the 1996 flood covered more area than shown</p> <p>SUB has wells in this area, which may restrict development</p>

4. FAR EAST SPRINGFIELD AREA

The TAC identified this area as a potential expansion area for residential uses

<u>Opportunities</u>	<u>Constraints</u>
<p>Transportation:</p> <ul style="list-style-type: none"> Access from E. Main Street 	<p>Wastewater:</p> <ul style="list-style-type: none"> May require pumping station
<p>Characteristics:</p> <ul style="list-style-type: none"> Sites 5+ acres Access to arterial streets Areas with slopes less than 15% Surrounding uses are compatible with office, retail, and other service uses Visible from arterial or collector streets 	<p>Transportation</p> <ul style="list-style-type: none"> UGB expansion may require expansion of Hwy 126 <p>Stormwater:</p> <ul style="list-style-type: none"> Needs planning and infrastructure
<p>Stakeholder comments:</p> <ul style="list-style-type: none"> Potential for residential development Lesser quality of soils on south side, which may be an opportunity 	<p>Other:</p> <ul style="list-style-type: none"> Some steep slopes <p>Stakeholder comments:</p> <ul style="list-style-type: none"> Cedar Creek receives stormwater for parts at UGB. May be at capacity for stormwater. Steep slopes may limit development density

5. WALLACE CREEK ROAD AREA

The TAC identified this area as a potential expansion area for residential uses

<u>Opportunities</u>	<u>Constraints</u>
<p>Transportation:</p> <p>Access from Jasper Rd.</p> <p>Weyerhaeuser Haul Rd may make site access easier and provide connection to other roads (Jasper Rd and the Bob Straub Parkway)</p> <p>Other:</p> <p>Not a lot of floodplain</p> <p>Characteristics:</p> <p>Potentially 50+ acre site(s)</p> <p>Type of street access</p> <p>Slopes less than 15%</p> <p>Surrounding uses are compatible with industrial, office, retail, and other service uses</p> <p>Stakeholder comments:</p> <p>Potential to connect to Highway 58, which may provide large sites for commercial and industrial uses</p> <p>Potential for large industrial site on the edge of Jasper, which may be an opportunity for an industrial site</p> <p>The slopes in part of the area may be a good opportunity for residential development</p>	<p>Wastewater:</p> <p>May need a pump station</p> <p>Will need to extend wastewater system from where it will end at Bob Straub Parkway</p> <p>Stormwater:</p> <p>Needs planning and infrastructure</p> <p>Transportation:</p> <p>Existing bridge would likely need upgrade</p> <p>May require improvements to Jasper Road and the intersection of Jasper Rd and Hwy 58</p> <p>Stakeholder comments:</p> <p>Willamette Greenway may be a constraint that reduces development density</p>

6. WEST JASPER/JASPER BRIDGE AREA

<u>Opportunities</u>	<u>Constraints</u>
<p>Transportation: Access from Jasper Rd.</p> <p>Other: Large portion of rural residential / commercial land</p> <p>Characteristics: Potentially 50+ acre site(s) Type of street access Slopes less than 15% Surrounding uses are compatible with industrial, office, retail, and other service uses</p>	<p>Wastewater: Will require pump station Would need to get wastewater system across the river</p> <p>Transportation May require improvements to the intersection of Jasper Rd and Hwy 58</p> <p>Stormwater: Needs planning and infrastructure</p> <p>Other: Large portion of rural residential / commercial land River crossings make the area more complex to service and may not be appropriate for employment uses</p> <p>Stakeholder comments: Flooding along Willamette Greenway may constrain development</p>

7. CLEARWATER AREA

The TAC identified this area as a potential expansion area for residential uses

<u>Opportunities</u>	<u>Constraints</u>
<p>Wastewater:</p> <p>Potential gravity flow; existing sewer is close; planned sewer extension along Jasper Rd</p> <p>Transportation:</p> <p>Access from Jasper Rd.</p> <p>Other:</p> <p>Large amount of land not in floodplain</p> <p>Characteristics:</p> <p>Sites 5+ acres</p> <p>Access to collector and neighborhood streets</p> <p>Slopes less than 15%</p> <p>Stakeholder comments:</p> <p>School district owns land in area</p> <p>Potential for residential development but commercial potential is limited to small scale commercial, such as neighborhood commercial</p>	<p>Stormwater:</p> <p>Need flood study; need planning and infrastructure</p> <p>Transportation:</p> <p>Most transportation impacts would be on local streets</p> <p>May need grade-separated railroad crossing</p> <p>Other:</p> <p>Some land in the floodplain</p> <p>Stakeholder comments:</p> <p>Concern about development potential in the floodplain</p> <p>Need to build around natural flood channels</p> <p>Willamette Greenway may be a constraint that reduces development density</p> <p>SUB's water treatment facility to the western edge of site, which may not impact development</p>

8. SOUTH OF MILL RACE AREA

<u>Opportunities</u>	<u>Constraints</u>
<p>Wastewater:</p> <p>Existing sewer is relatively close</p> <p>Other:</p> <p>Mostly publicly owned land</p> <p>Characteristics:</p> <p>Sites 5+ acres</p> <p>Access to collector and neighborhood streets</p> <p>Slopes less than 15%</p> <p>Surrounding uses are compatible with office, retail, and other service uses</p> <p>Stakeholder comments:</p> <p>Some industrial uses may be compatible in this area</p> <p>This site seems more integrated into the existing urban context of Springfield</p> <p>There is a lot of land in public ownership, which opportunities for public over site of a master planning process</p>	<p>Wastewater:</p> <p>May require a pumping station</p> <p>Stormwater:</p> <p>Need flood study; need planning and infrastructure</p> <p>Limited discharge opportunities</p> <p>Transportation:</p> <p>Access to S. 28th St. & S. M St.</p> <p>Need to bridge the Mill Race</p> <p>Would need to improve access to the site from the rest of the City</p> <p>Water</p> <p>Existing SUB well fields in place</p> <p>Stakeholder comments:</p> <p>Existing SUB well fields in place, which may restrict development</p> <p>Railroad crossing creates a barrier at 28th Street</p>

9. SEAVEY LOOP AND GOSHEN AREA

The TAC identified this area as a potential expansion area for employment

<u>Opportunities</u>	<u>Constraints</u>
<p>Wastewater:</p> <ul style="list-style-type: none"> Glenwood has sewer Potential gravity flow area <p>Transportation:</p> <ul style="list-style-type: none"> Opportunities for rail access <p>Characteristics:</p> <ul style="list-style-type: none"> Potentially 50+ acre site(s) Located near I-5 interchange Relatively flat Surrounding uses compatible with warehousing, industrial, office, and other service uses <p>Other:</p> <ul style="list-style-type: none"> Availability for large sites Opportunities for parkland at river confluence area Opportunity for denser industrial development Commercial firms have expressed interest in this area May meet regional land needs Wildish is in the process of doing a floodplain analysis <p>Stakeholder comments:</p> <ul style="list-style-type: none"> There are gravel pits in this area, which provides development opportunities This area has potential for development into an area with similar employment value as Gateway Look for opportunities around the Highway 58 interchange for big industrial sites, possibly west of I-5 	<p>Wastewater:</p> <ul style="list-style-type: none"> Need sewer extension from Glenwood Will need a pump station <p>Stormwater:</p> <ul style="list-style-type: none"> Needs flood study Needs planning and infrastructure Limited discharge opportunities <p>Transportation:</p> <ul style="list-style-type: none"> Limited capacity at I-5/30th Street interchange, which will be costly Need for above-grade rail crossing and river crossing <p>Water:</p> <ul style="list-style-type: none"> No existing water service <p>Other:</p> <ul style="list-style-type: none"> Development in this area would be more financially feasible if Eugene were planning to grow into the LCC basin over the planning period. School capacity may be limited <p>Stakeholder comments:</p> <ul style="list-style-type: none"> The cost of upgrading the I-5 Interchange may be prohibitively high Planning in this area should be done to protect Mt. Pisgah High quality agriculture soils