



Planning Commission Agenda

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Planning Commissioners:
Greg James, Chair
Michael Koivula, Vice Chair
Nick Nelson
Tim Vohs
Sean Dunn
Andrew Landen
Troy Sherwood

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 541.726.3610.

Meetings will end prior to 10:00 p.m. unless extended by a vote of the Planning Commission.

All proceedings before the Planning Commission are recorded.

February 7, 2017

**7:00 p.m. Regular Session
Council Chambers**

CONVENE AND CALL TO ORDER THE REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION

ATTENDANCE: Chair James _____, Vice Chair Koivula _____, Nelson _____, Vohs _____, Dunn _____, Landen _____, Sherwood _____.

PLEDGE OF ALLEGIANCE

ADJUSTMENTS TO THE REGULAR SESSION AGENDA

In response to a request by a member of the Planning Commission, staff or applicant; by consensus

BUSINESS FROM THE AUDIENCE

Testimony is limited to 3 minutes; testimony may not discuss or otherwise address public hearings appearing on this Regular Session Agenda

PUBLIC HEARING(S)

1. QUASI-JUDICIAL PUBLIC HEARING –

CONTINUATION FROM 1/24/2017 Regular Session

- **REQUEST FOR METRO PLAN DIAGRAM AMENDMENT AND ZONE CHANGE FOR A 7.1 ACRE PROPERTY ON Highbanks Road, Case(s) TYP416-00003 AND TYP316-00005-**

**Staff: Andy Limbird
15 Minutes**

CONDUCT OF QUASI-JUDICIAL PUBLIC HEARING BEFORE THE PLANNING COMMISSION

On January 24, the Planning Commission closed the public hearing on this application but extended the written record until 5:00 p.m. on January 31st; therefore the order of proceedings will begin with brief staff summary of the information submitted into the record during the extension, if any, followed by Planning Commission consideration of all testimony and information in the record.

- Planning Commission discussion; possible questions to staff or public
- Motion to recommend approval, approval with conditions, or denial of the application based on the information contained in the staff report, oral and written testimony, and all other evidence submitted into the record
- Final Recommendation signed by Chair incorporating findings and reasoning in support of the motion.

2. QUASI-JUDICIAL PUBLIC HEARING –

- **Request for Zoning Map Amendment Approval on Property Located at 5892 Main Street and Adjacent Parcel, TYP316-00004--**

**Staff: Phil Farrington
15 Minutes**

CONDUCT OF QUASI-JUDICIAL PUBLIC HEARING BEFORE THE PLANNING COMMISSION

- Staff explanation of quasi-judicial hearing process (ORS 197.763)
- Chair opens the public hearing
- Commission members declaration of potential conflicts of interest; disclosure of “ex-parte” contact
- Staff report
- Testimony from the applicant
- Testimony in support of the application
- Testimony opposed to the application
- Testimony neither in support of nor opposed to the application
- Summation by staff
- Rebuttal from the applicant
- Consideration of request for continuation of public hearing, extension of written record, or both
- Close or continue public hearing; close or extend written record (continuance or extension by motion)
- Planning Commission discussion; possible questions to staff or public
- Motion to approve, approve with conditions, or deny the application based on the information contained in the staff report, oral and written testimony, and all other evidence submitted into the record

- Final Order signed by Chair incorporating findings and reasoning to support the decision

REPORT OF COUNCIL ACTION

BUSINESS FROM THE PLANNING COMMISSION

- Upcoming Planning Commission meetings, committee assignments, appointments or other business

BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DIRECTOR

ADJOURN REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION

AGENDA ITEM SUMMARY

Meeting Date: 2/7/2017
Meeting Type: Regular Meeting
Staff Contact/Dept.: Andy Limbird, DPW
Staff Phone No: 541-726-3784
Estimated Time: 15 Minutes
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

**SPRINGFIELD
PLANNING COMMISSION**

ITEM TITLE: REQUEST FOR METRO PLAN DIAGRAM AMENDMENT AND ZONE CHANGE FOR A 7.1 ACRE PROPERTY ON Highbanks Road, CASES TYP416-00003 AND TYP316-00005

ACTION REQUESTED: Conduct deliberations and forward a recommendation to the City Council regarding a proposal to amend the adopted *Metro Plan* diagram and Springfield Zoning Map.

ISSUE STATEMENT: The applicant has submitted concurrent *Metro Plan* diagram and Zoning Map amendment applications for a vacant residential property on Highbanks Road. The proposed amendment would change the comprehensive plan designation and zoning for a vacant 7.1 acre property on Highbanks Road from Low Density Residential (LDR) to Light Medium Industrial (LMI).

ATTACHMENTS:

1. Staff Report for Metro Plan Amendment
2. Staff Report for Zoning Map Amendment
3. Application and Exhibits
4. Goal 12 Transportation Findings & City Transportation Concurrence
5. Ordinance
6. PC Order & Recommendation – Metro Plan Amendment Application TYP416-00003
7. PC Order & Recommendation – Zoning Map Amendment Application TYP316-00005

DISCUSSION: The subject property is located on the north side of Highbanks Road at 53rd Street. The site is vacant and is zoned and designated for low density residential development in accordance with the adopted *Metro Plan* diagram and the Springfield Zoning Map. The City limits and Urban Growth Boundary (UGB) runs along the northeastern edge of the property, and the western boundary abuts property that is zoned and designated for Light Medium Industrial use.

Property owner-initiated amendments to the *Metro Plan* diagram are uncommon. The stated intent of the proposed *Metro Plan* diagram amendment and zone change is to facilitate construction of a Bishop's Storehouse facility on the property. Staff has reviewed the proposed development plans and determined that the physical and operational characteristics of the Bishop's Storehouse are comparable to a warehouse building with attached office space. Because the facility cannot be accommodated within the LDR district, the applicant has proposed to change the zoning and comprehensive plan designation for the site to LMI.

The Planning Commission conducted a public hearing on the proposal to amend the *Metro Plan* diagram and Zoning Map on January 24, 2017. As a result of testimony provided at the meeting, the Planning Commission voted to extend the written record for 7 days and reconvene to deliberate on the matter at the February 7, 2017 meeting. The applicant has provided supplemental Goal 12 Transportation findings in support of the proposal, which have been reviewed and vetted by the City's Transportation Planning Engineer (Attachment 4). The Planning Commission is requested to deliberate on the proposal to amend the *Metro Plan* Diagram and Zoning Map and forward recommendations on these matters to the City Council. The public hearing before the City Council is scheduled for February 21, 2017.

**Staff Report and Findings
Springfield Planning Commission
Type I Amendment to the Metro Plan Diagram**

Meeting Date: February 7, 2017

Case Number: TYP416-00003

Applicant: Johnny Watson, JRW & Associates on behalf of the LDS Church

Project Location: Vacant property on the north side of Highbanks Road at 53rd Street

Request

The City has received an application for a Type I *Metro Plan* diagram amendment and a Zoning Map amendment from a property owner in the Thurston neighborhood (Attachment 3). The proposed *Metro Plan* diagram amendment would change the plan designation for a 7.1 acre site from Low Density Residential (LDR) to Light Medium Industrial (LMI). A concurrent amendment to the Springfield Zoning Map would change the zoning of the property from LDR to LMI. Although uncommon, in accordance with Springfield Development Code (SDC) Section 5.14-125.A, an amendment to the *Metro Plan* diagram can be initiated by a property owner at any time. The applications were submitted on November 29, 2016 and the Planning Commission held a public hearing on the proposed *Metro Plan* diagram amendment and Zone Change on January 24, 2017. At the January 24, 2017 meeting, the Planning Commission voted to extend the written record by 7 days and to reconvene on February 7, 2017 to deliberate on the matter and forward recommendations to the City Council. The applications are scheduled for a public hearing before the City Council on February 21, 2017.

Overview of Proposed *Metro Plan* Diagram Amendment

The adopted *Metro Plan* diagram designates the subject property for Low Density Residential land use. The applicant is proposing to construct a Bishop's Storehouse facility on the site, which is similar in physical and operational characteristics to a warehouse commercial building with attached office space. The current residential zoning and comprehensive plan designation for the property does not accommodate the proposed use. To facilitate project approval, the property owner has initiated a *Metro Plan* diagram amendment and concurrent Zoning Map amendment to change the zoning and plan designation from LDR to LMI.

In accordance with SDC 5.14-115.A.1, proposals for redesignating land inside the City limits are classified as a Type I *Metro Plan* diagram amendment requiring approval by Springfield only. In accordance with SDC 5.14-130, the property-owner initiated amendment to the *Metro Plan* diagram is processed as a Type IV (legislative) land use action that requires public hearings before the Springfield Planning Commission and City Council.

Notification and Written Comments

In accordance with the Oregon Administrative Rules (OARs) 660-018-0020, prior to adopting a change to an acknowledged comprehensive plan or land use regulation, local governments are required to notify the state Department of Land Conservation and Development (DLCD) at least 35 days prior to the first evidentiary hearing. A Notice of Proposed Amendment was transmitted to the DLCD on December 20, 2016, which is 35 days prior to the Planning Commission public hearing on the matter.

In accordance with SDC 5.2-110.B, Type IV legislative land use decisions require notice in a newspaper of general circulation. Notification of the January 24, 2017 public hearing was published in the legal notices section of *The Register Guard* on January 17, 2017.

Background

Applicant's Project Narrative: *"We feel that the proposed LDS Bishop's Storehouse is an excellent fit with the surrounding light-medium industrial uses. Our welfare warehouse is similar in scale and construction as the new development to the west¹. The traffic generated from our facility is very low due to the hours of operation and customers are on a referral basis only... A zone change and plan amendment will be required to accommodate the proposed use. The site is currently zoned [low] density residential and does not support the proposed use. The proposed use fits well within definition of the light medium industrial zone, and the City sees no problem with getting an approval for that change. The process is two applications that both go before the City Planning Commission for recommendation, and to the City Council for decision."*

¹High Banks Business Park at 5250 Highbanks Road, approved in 2012 and constructed in 2015.

Criteria of Approval

Section 5.14-135 of the SDC contains the criteria of approval for the decision maker to utilize during review of *Metro Plan* diagram amendments. The Criteria of approval are:

SDC 5.14-135 CRITERIA

A Metro Plan amendment may be approved only if the Springfield City Council and other applicable governing body or bodies find that the proposal conforms to the following criteria:

- A. The amendment shall be consistent with applicable Statewide Planning Goals; and*
- B. Plan inconsistency:*
 - 1. In those cases where the Metro Plan applies, adoption of the amendment shall not make the Metro Plan internally inconsistent.*
 - 2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.*

A. Consistency with Applicable State-Wide Planning Goals

Finding 1: Of the 19 statewide goals, 13 should be considered in general terms as "urban" goals, that is, these goals will be applicable for purposes of review to any plan map amendments in the city; however, it is the proposal and its effect on the purpose of these goals that will determine whether or not the proposed amendment is "consistent with" the applicable goals. The goals that are to be evaluated are: Goal 1 – Citizen Involvement; Goal 2 – Land Use Planning; Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces; Goal 6 Air, Water and Land Resources Quality; Goal 7 – Areas Subject to Natural Hazards; Goal 8 Recreational Needs; Goal 9 – Economic Development; Goal 10 – Housing; Goal 11 Public Facilities and Services; Goal 12 Transportation; Goal 13 Energy Conservation; Goal 14 – Urbanization; and Goal 15 Willamette River Greenway. All of the statewide goals are listed below; the narrative that accompanies each is more expositive when the discussion applies to the 13 goals identified above.

Goal 1 – Citizen Involvement

Applicant’s Narrative: “Goal 1, Citizen Involvement – the City Council hearing provides adequate opportunity for citizen involvement.”

Finding 2: Goal 1 – Citizen Involvement calls for “the opportunity for citizens to be involved in all phases of the planning process”. The proposed amendment to the adopted *Metro Plan* diagram is the subject of a legislative decision-making process with multiple public hearings before the City’s Planning Commission and Council. The Planning Commission is scheduled to conduct a public hearing to consider the proposed amendment on January 24, 2017. The Planning Commission public hearing was advertised in the legal notices section of the *Register-Guard* on January 17, 2017. The recommendation of the Planning Commission will be forwarded to the Springfield City Council for consideration at a public hearing meeting scheduled for February 21, 2017. Notification of the Planning Commission and City Council public hearings was published in the *Register-Guard* newspaper at least one week prior to the meeting dates. Staff finds that the proposed *Metro Plan* diagram amendment is consistent with Goal 1 requirements.

Goal 2 – Land Use Planning

Applicant’s Narrative: “Goal 2, Land Use Planning – this application documents compliance with the city’s Development Code which was approved by the state as meeting this goal; therefore it is reasonable to expect consistency with this goal.”

Finding 3: Goal 2 – Land Use Planning outlines the basic procedures for Oregon’s statewide planning program. In accordance with Goal 2, land use decisions are to be made in accordance with a comprehensive plan, and jurisdictions are to adopt suitable implementation ordinances that put the plan’s policies into force and effect.

Finding 4: The Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) is the acknowledged comprehensive plan for guiding land use planning in Springfield. The City has adopted other neighborhood- or area-specific plans (such as Refinement Plans) that provide more detailed direction for land use planning under the umbrella of the *Metro Plan*. The subject property is not within an adopted Refinement Plan area.

Finding 5: The public hearing process used for amendment of the *Metro Plan* is specified in Chapter IV *Metro Plan* Review, Amendments, and Refinements. The findings under Criteria B (below) demonstrate that the proposed amendment will not make the adopted *Metro Plan* internally inconsistent.

Finding 6: The *Springfield Development Code* is a key mechanism used to implement the goals and policies of the City’s adopted comprehensive plans, particularly the *Metro Plan*. The proposal is classified as a Type I amendment to the adopted *Metro Plan* diagram that is approved by Springfield only in accordance with SDC 5.14-115.A. The proposed *Metro Plan* diagram amendment is processed as a Type IV land use action (legislative) as described in SDC 5.1-140 and 5.14-130. Staff finds that the proposed *Metro Plan* diagram amendment is consistent with the policies pertaining to Review, Amendments and Refinements. Additionally, the proposed *Metro Plan* diagram amendment has been initiated in accordance with the provisions of the City’s acknowledged Comprehensive Plan and Development Code. Staff finds the proposed *Metro Plan* diagram amendment does not affect City ordinances, policies, plans, and studies adopted to comply with Goal 2 requirements.

Goal 3 – Agricultural Land

Finding 7: Goal 3 – Agricultural Land applies to areas subject to farm zoning that are outside acknowledged urban growth boundaries (UGBs): “Agricultural land does not include land within acknowledged urban growth boundaries or land within acknowledged exceptions to Goals 3 or 4.” (Text of Goal 3). The City has an acknowledged UGB and therefore consistent with the express language of the Goal, does not have farm land zoning within its jurisdictional boundary. Furthermore, the site of the proposed *Metro Plan* diagram amendment is inside the City’s acknowledged UGB. Consequently, and as expressed in the text of the Goal, Goal 3 is not applicable.

Goal 4 – Forest Land

Finding 8: Goal 4 – Forest Land applies to timber lands zoned for that use that are outside acknowledged UGBs with the intent to conserve forest lands for forest uses: “Oregon Administrative Rule 660-006-0020: Plan Designation Within an Urban Growth Boundary. Goal 4 does not apply within urban growth boundaries and therefore, the designation of forest lands is not required.” The City has an acknowledged UGB and does not have forest zoning within its incorporated area. Furthermore, the site of the proposed *Metro Plan* diagram amendment is inside the City’s UGB. Consequently, and as expressed in the text of the Goal, Goal 4 is not applicable.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Applicant’s Narrative: “Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces – none of the resources identified by the goal have been identified on the site; nor has it been identified as providing scenic value. The current Metro Plan designation is not Parks and Open Space; therefore this application will have no impact on the city’s ability to meet the open space aspects of the goal.”

Finding 9: Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands, and establishes a process for each resource to be inventoried and evaluated. The site that is subject of the proposed *Metro Plan* diagram amendment has not been identified in the City’s Natural Resources inventory, Register of Historic Sites, or the Willamalane Park & Recreation District Comprehensive Plan. Additionally, the city does not have a specific zoning district which it applies to inventoried Goal 5 natural resources; the presence of these resources is completely independent of the process used to zone and designate land. Protective measures for all of the city’s inventoried Goal 5 resources are applicable to the resource and are not circumscribed or altered based on zoning classification. The proposed amendment to the *Metro Plan* diagram does not modify or alter the City’s Development Code or other *Metro Plan* policies relating to identified natural resources. The proposed diagram amendment does not make any changes to adopted Goal 5 natural resources development standards or protective measures adopted to comply with Goal 5 requirements. Therefore, this action does not alter the City’s acknowledged compliance with Goal 5.

Goal 6 – Air, Water and Land Resources Quality

Applicant’s Narrative: “Goal 6, Air, Water and Land Resources Quality – the current Metro Plan designation places a pocket of Low Density Residential adjacent to Light Medium Industrial and Sand and Gravel designations. These are not generally considered incompatible but are also not generally considered highly compatible. This application will still leave the Low Density

Residential designation to the east adjacent to Light Medium Industrial but it will be for a shorter distance and the Low Density Residential will be further from the Sand and Gravel which is the less compatible.”

Finding 10: Goal 6 – Air, Water and Land Resources Quality applies to local comprehensive plans and the implementation of measures consistent with state and Federal regulations on matters such as clean air, clean water, and preventing groundwater pollution. The proposed *Metro Plan* diagram amendment does not affect City ordinances, policies, plans, and studies adopted to comply with Goal 6 requirements. Therefore, this action does not alter the City’s acknowledged compliance with Goal 6.

Goal 7 – Areas Subject to Natural Hazards

Applicant’s Narrative: “Goal 7, Areas Subject to Natural Hazards – approximately the northern 200 feet of the property is within the floodplain. Generally when a flood occurs people stay home because it isn’t safe to travel around during a storm of that magnitude. Therefore placement of a residential use within the floodplain puts the health, safety and welfare of the public at greater risk than an industrial use within the floodplain.”

Finding 11: Goal 7 – Areas Subject to Natural Hazards applies to development in areas such as floodplains and potential landslide areas. Local jurisdictions are required to apply “appropriate safeguards” when planning for development in hazard areas. The City has inventoried areas subject to natural hazards such as the McKenzie and Willamette River flood plains and potential landslide areas on steeply sloping hillsides.

Finding 12: Approximately the northern one-third of the site that is subject to the proposed *Metro Plan* diagram amendment is within the mapped flood hazard area of the McKenzie River. The *Springfield 2030 Refinement Plan Residential Land Use and Housing Element* identifies the subject site as vacant residential land, but approximately one-half of the site is within the mapped flood hazard area and therefore classified as “constrained”. All proposed development within the mapped flood hazard area regardless of the zoning that underlies the Flood Plain Overlay District would be subject to the provisions of the City’s Floodplain Overlay District (SDC 3.3-400) and applicable state and federal regulations. All development, industrial, residential, commercial, government and education, is prohibited from developing uses “...which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities.” (SDC 3.3-405(B))

Finding 13: The proposed *Metro Plan* diagram amendment has no effect on City ordinances, policies, plans, and studies adopted to comply with Goal 7 requirements and siting standards for development within the mapped flood hazard area of the McKenzie and Willamette Rivers. Furthermore, the site proposed for *Metro Plan* diagram amendment is not exempted from conformance with regulations affecting these hazard areas. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 7.

Goal 8 – Recreational Needs

Applicant’s Narrative: “Goal 8, Recreational Needs – as noted above under Goal 5, the current designation does not relate to recreational activities; therefore changing the designation as proposed will not affect the ability to meet this goal.”

Finding 14: Goal 8 – Recreational Needs requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The provision of recreation services within Springfield is the responsibility of Willamalane Park & Recreation District. Willamalane has an adopted 20-Year Comprehensive Plan for the provision of park, open space and recreation services for Springfield. The proposed *Metro Plan* diagram amendment would not affect Willamalane’s adopted Comprehensive Plan or other ordinances, policies, plans, and studies adopted to comply with Goal 8 requirements. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 8.

Goal 9 – Economic Development

Applicant’s Narrative: “Goal 9, Economic Development – recent inventories have indicated a deficit of industrial lands within the UGB. This proposal will help address that deficit. Additionally, when those studies occurred, this site was not included as a possible site for industrial use.”

Finding 15: Goal 9 – Economic Development addresses diversification and improvement of the economy. It requires local jurisdictions to conduct an inventory of commercial and industrial lands, anticipate future needs for such lands, and provide enough appropriately-zoned land to meet the projected demand over a 20-year planning horizon. The City previously completed an analysis of its employment land base and determined that a deficit existed. To address the projected deficit of commercial and industrial land, the City has undertaken a multi-year process to expand the Urban Growth Boundary (UGB) in the Gateway and South 28th Street areas. Expansion of the UGB is intended to provide sufficient employment-generating land area for the mandated 20-year planning horizon. The proposed redesignation and rezoning of the subject property would incrementally increase the amount of employment land within the City’s inventory. However, the size of the property involved in this proposal, 7.1 acres, the site characteristics and the proposed designation – Light Medium Industrial, were not considered or included in the categories of employment land needs sought in the UGB expansion effort. (See Commercial and Industrial Buildable Lands Study, Economic Opportunities Analysis, 2009, Table 5.3)

Finding 16: Because this proposal is property-owner initiated, the City did not consider this particular site in determining the amount and location of employment land required for its planned UGB expansion. The site is listed in the residential land inventory as discussed in Goal 10 findings below; conversion to a different type of land use was not envisioned for this site when the City completed its studies and conclusions. Staff observes that the subject property is vacant and abuts existing industrial development along the western boundary. Contiguity with existing, developed industrial land minimizes the potential for land use conflicts should the subject property be redesignated and rezoned to a similar industrial land use.

Finding 17: As stated above in Finding 15, the proposed redesignation and rezoning of a 7.1 acre parcel – a portion of which is constrained by the mapped flood hazard area – has no effect on the City’s employment land inventory, either the projected demand or site characteristics. Therefore, this proposal has no impact on the City’s actions expanding the UGB for employment purposes.

Finding 18: The proposed redesignation and rezoning would not affect other City ordinances, policies, plans, and studies – such as the Commercial-Industrial Buildable Lands (CIBL) Survey – adopted to comply with Goal 9 requirements. All of the city’s economic development policies related to zoning classifications rely on commercial, industrial and mixed use land inventories. This

proposed redesignation would have an incremental positive effect on the commercial and industrial land inventory and would not adversely impact the City's acknowledged compliance with Goal 9.

Goal 10 - Housing

Applicant's Narrative: "Springfield has a 378 gross acre surplus of Low Density Residential land as demonstrated by Chapter 6 and summarized on Page 8 of the Springfield Residential Land and Housing Needs Analysis included as Exhibit B of the Springfield 2030 Refinement Plan, Residential Land Use and Housing Element adopted under Ordinance 6268. Therefore removal of this property from the Low Density Residential designation will not negatively impact the city's ability to provide housing."

Finding 19: Goal 10 – Housing applies to the planning for – and provision of – needed housing types, including multi-family and manufactured housing. As noted by the applicant's narrative, staff and third-party analysis has determined that a surplus of LDR designated land exists within the City's land inventory. Similar to the Goal 9 impacts, redesignation and rezoning of the subject property would have an incremental impact to the City's overall residential land base. However, the proposal would not reduce the City's residential land inventory below threshold levels requiring mitigation or compensatory actions elsewhere within the UGB. Additionally, approximately 370 acres of LDR designated land would remain within the City's buildable land inventory (Table 6-7, Residential Land and Housing Element, *Springfield 2030 Refinement Plan*).

Finding 20: The proposed comprehensive plan amendment and zone change would not affect other City ordinances, policies, plans, and studies adopted to comply with Goal 10 requirements. Therefore, this action has no adverse effect on the city's acknowledged compliance with Goal 10.

Goal 11 – Public Facilities and Services

Finding 21: Goal 11 – Public Facilities and Services addresses the efficient planning and provision of public services such as sewer, water, law enforcement, and fire protection. In accordance with OAR 660-011-0005(5), public facilities include water, sewer and transportation facilities, but do not include buildings, structures or equipment incidental to the operation of those facilities. The proposed redesignation and rezoning will not result in permitted uses that will have an effect on the demand for public facilities and services provided to the subject property and adjacent properties. This area is already planned for industrial and residential development and the public facilities serving this area have been designed accordingly; therefore, the City's continued acknowledged compliance with Goal 11 is not affected by this proposal.

Goal 12 – Transportation

Applicant's Narrative: "Goal 12, Transportation – the Low Density Residential designation allows 6-14 units/acre, which at 1.01 trips per unit, equates to a rate of 6-14 trips/acre. The Light Medium Industrial designation has [a] rate of 7.26 trips/acre. Therefore, the proposal will at worst have no impact on the amount of trips and at best decrease the trips."

Finding 22: The proposed redesignation and rezoning would change the type of uses permitted to be developed on the property and intensity of use on the subject property. The applicant has provided supplemental Goal 12 findings demonstrating that the project would comply with Oregon Administrative Rules (OAR) 660-012-0060 which requires that, "if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map),

would significantly affect an existing or planned transportation facility, then the local government must put in place measures” to mitigate the impact, as defined in OAR 660-012-0060(2). To address potential transportation impacts, the applicant is proposing to implement a Trip Cap on the property. The proposed Trip Cap would limit the number of peak trips associated with the site to the maximum anticipated from a worst case development scenario under the existing low density residential zoning – in this case 101 peak hour trips.

Goal 13 – Energy Conservation

Finding 23: Goal 13 – Energy Conservation states that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles”. The proposed comprehensive plan amendment and rezoning does not affect the City’s ordinances, policies, plans, or studies adopted to comply with Goal 13 requirements. Converting the 7.1 acre property from LDR to LMI should not have an appreciable impact to energy consumption. The developer will have an opportunity to incorporate suitable energy conservation measures into the future site development upon redesignation and rezoning of the subject property. The City’s building codes comply with all Oregon State Building Codes Agency standards for energy efficiency in commercial and industrial building design. The site’s solar access is not compromised by surrounding development. The City’s conservation measures applicable to storm water management, temporary storage, filtration and discharge apply to all industrial uses developed on this site; therefore, this action has no effect on the city’s acknowledged compliance with Goal 13.

Goal 14 - Urbanization

Finding 24: Goal 14 – Urbanization requires cities to estimate future growth rates and patterns, and to incorporate, plan, and zone enough land to meet the projected demands. The City did not plan for industrial land use on the subject property when completing its buildable land inventories. However, consistent with provisions of Goal 14, the City is responding to a request from a property owner to redesignate and rezone the subject property from residential to industrial. The proposed comprehensive plan amendment and zone change will be noted on both the employment land inventory and the residential land inventory; similar reporting of inventory changes due to development will occur as required by ORS. However, the proposed redesignation and zone change does not affect the City’s adopted ordinances, policies, plans, or studies adopted to satisfy the compliance requirements of Goal 14.

Goal 15 – Willamette River Greenway

Finding 25: Goal 15 – Willamette River Greenway establishes procedures for administering the 300 miles of greenway that borders the Willamette River, including portions that are inside the City limits and UGB of Springfield. The subject site is not within the adopted Willamette River Greenway Boundary area so this goal is not applicable. The proposed comprehensive plan amendment and zone change does not change or nullify the requirement for development proposals to comply with the City’s existing Willamette River Greenway regulations regardless of the underlying zoning, and to demonstrate compliance with Goal 15 requirements. Any new development proposed on land within the Willamette Greenway Overlay District would be subject to a separate Type III land use approval process requiring a public hearing before the Springfield Planning Commission, therefore this action has no effect on the city’s acknowledged compliance with Goal 15.

Goals 16-19 Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources

Finding 26: Goals 16-19 – Estuarine Resources; Coastal Shorelands; Beaches and Dunes; and Ocean Resources; these goals do not apply to land within the Willamette Valley, including Springfield. Therefore, in the same way that Goals 3 and 4 do not apply in Springfield, Goals 16-19 do not apply in Springfield or to land use regulations adopted in Springfield.

Conclusion: Staff has concluded, with the exception of Goal 12 Transportation as explained in the preceding text under this Goal, that the proposed *Metro Plan* diagram land use designation amendment from Low Density Residential to Light Medium Industrial is consistent with the criteria for such action in SDC 5.14-135 (A): “The amendment shall be consistent with applicable Statewide Planning Goals.”

B. Plan Inconsistency

1. In those cases where the *Metro Plan* applies, adoption of the amendment shall not make the *Metro Plan* internally inconsistent.

Applicant’s Narrative: “No inconsistencies have been identified.”

Finding 27: The adopted *Metro Plan* is the principal policy document that creates the broad framework for land use planning within the City of Springfield. The City’s adopted Zoning Map implements the zoning designations of the *Metro Plan* diagram and localized Refinement Plans. The subject property is not within an adopted Refinement Plan area so the *Metro Plan* is the prevailing Comprehensive Plan for the site.

Finding 28: In accordance with Chapter IV – *Metro Plan* Review, Amendments, and Refinements, the City’s Comprehensive Plan is not designed or intended to remain static and unyielding in its assignment of land use designations. To that end, provisions of Chapter IV, Policy 7.a, allow for property owners to initiate an amendment to the *Metro Plan* diagram to reflect a change in circumstances or need. The applicant is proposing to amend the *Metro Plan* designation for the subject property from LDR to LMI and to concurrently rezone the property to LMI. There are no conflicts created by this proposed diagram amendment based on needed residential land inventories or needed employment land inventories. The development of this land with industrial uses does not conflict with other land use elements in the *Metro Plan* including commercial, park and open space, or government and education. Upon a satisfactory determination of the Transportation Rule standards, adoption of the amendment to the Plan diagram will not result in an internal inconsistency. Therefore, Criteria B.1 will have been met.

2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.

Applicant’s Narrative: “At this time, the Metro Plan is the applicable comprehensive plan.”

Finding 29: As previously stated herein, the subject property is not within an adopted Refinement Plan area; the *Metro Plan* is the prevailing comprehensive plan for the subject site therefore this criteria does not apply to this proposal.

Conclusion and Recommendation

Based on the applicant's narrative and supplemental Goal 12 findings, the findings above, and the criteria of SDC 5.14-135 for approving amendments to the *Metro Plan*, staff finds the proposed *Metro Plan* diagram amendment and zone change from LDR to LMI is consistent with these criteria. Staff recommends that the Planning Commission conducts deliberations on the proposal and forwards a recommendation of support to the City Council.

**Staff Report and Findings
Springfield Planning Commission
Zone Change Request (Johnny Watson, JRW & Associates)**

Hearing Date: January 24, 2017

Case Number: TYP316-00005

Applicant: Johnny Watson, JRW & Associates on behalf of the LDS Church

Property Owner: LDS Church

Site: North side of Highbanks Road at 53rd Street (Map 17-02-28-00, Tax Lot 406)

Request

Rezone Tax Lots 406 from Low Density Residential (LDR) to Light Medium Industrial (LMI).

Site Information/Background

The application was initiated and accepted as complete on November 29, 2016, and the public hearing on the matter of the Zone Change request is scheduled for January 24, 2017. The Zone Change request is being processed concurrently with a *Metro Plan* Diagram amendment submitted under separate cover, Case TYP416-00003. The City Council will be reviewing both applications at a public hearing meeting scheduled for February 21, 2017.

The property that is subject of the Zone Change request is a vacant, 7.1 acre parcel on the north side of Highbanks Road at 53rd Street. The site is zoned and designated LDR and abuts the High Banks Business Park along the western boundary and vacant industrial land along the northern boundary. A portion of the northeastern boundary of the site abuts the City's Urban Growth Boundary (UGB). The property immediately to the east of the subject site is zoned and designated LDR.

The applicant is proposing the zone change from LDR to LMI to facilitate construction of a Bishop's Storehouse on the property. The facility would have the visual and operational characteristics of a warehouse building with attached office space, which couldn't be accommodated in the current LDR zoning.

Notification and Written Comments

Notification of the January 24, 2017 Planning Commission public hearing was sent to all property owners and residents within 300 feet of the site on January 9, 2017. Notification was also published in the January 17, 2017 edition of *The Register Guard*. No written comments were received.

Criteria of Approval

Section 5.22-100 of the Springfield Development Code (SDC) contains the criteria of approval for the decision maker to utilize during review of Zoning Map amendment requests. The Criteria of Zoning Map amendment approval criteria are:

SDC 5.22-115 CRITERIA

C. Zoning Map amendment criteria of approval:

- 1. Consistency with applicable Metro Plan policies and the Metro Plan diagram;*

2. *Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and*
3. *The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.*
4. *Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:*
 - a. *Meet the approval criteria specified in Section 5.14-100; and*
 - b. *Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.*

Proposed Findings In Support of Zone Change Approval

Criterion: Zoning Map amendment criteria of approval:

1. Consistency with applicable *Metro Plan* policies and the *Metro Plan* diagram;

Applicant's Narrative: "Approval of the concurrent Metro Plan amendment application will provide consistency."

Finding 1: *Metro Plan* Policy B.6 states: "Increase the amount of undeveloped land zoned for light industrial and commercial uses correlating the effective supply in terms of suitability and availability with the projections of demand." As concluded by the City's Commercial-Industrial Buildable Lands (CIBL) Study the 20-year inventory has an overall deficiency of readily available commercial and industrial land.

Finding 2: *Metro Plan* Policy B.11, Page III-B-5 states: "Encourage economic activities, which strengthen the metropolitan area's position as a regional distribution, trade, health, and service center."

Finding 3: *Metro Plan* Policy B.15, Page III-B-5 states: "Encourage compatibility between industrially zoned lands and adjacent areas in local planning programs."

Finding 4: *Metro Plan* Policy B.24, Page III-B-6 states: "Continue to evaluate other sites in and around Springfield and Eugene for potential light-medium industrial and special light industrial uses, as well as potential residential uses."

Finding 5: *Metro Plan* Chapter IV, Policy 7.a states: "A property owner may initiate a [Type I *Metro Plan* diagram] amendment for property they own at any time. Owner initiated amendments are subject to the limitations for such amendments set out in the development code of the home city."

Finding 6: The property owner initiated a concurrent *Metro Plan* Diagram amendment in accordance with provisions of SDC 5.14-100 (Case TYP416-00003). Upon adoption of the amending Ordinance, the *Metro Plan* Diagram would be amended and the requested zone change from LDR to LMI would be consistent with the provisions of the adopted Comprehensive Plan. Prior or concurrent amendment of the *Metro Plan* Diagram will be required for the subject zone change request to be approved.

Finding 7: The proposed zone change is consistent with provisions of the *Metro Plan* whereby zoning can be monitored and adjusted as necessary to meet current urban land use demands. The requested change from LDR to LMI would allow for construction of a Bishop's Storehouse as shown and described by the applicant's conceptual site plans and project narrative.

Finding 8: The subject site abuts properties that are zoned and designated for LMI land use along the western and northern boundaries. The proposed Zone Change is consistent with the adjoining zoning and the zone change is compatible with existing uses in the area. The proposed site development would provide an intermediate, less-intensive industrial use between the existing High Banks Business Park and future residential development areas to the east.

Recommended Condition of Approval: Prior to or concurrent with approval of the Zone Change request, the *Metro Plan* Diagram shall be amended as initiated by Planning Action TYP416-00003.

2. Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans;

Applicant's Narrative: "No applicable plans were identified."

Finding 9: There are no adopted neighborhood Refinement Plans or Conceptual Development Plans for this area of Springfield. Therefore, the *Metro Plan* diagram remains the prevailing land use plan diagram for this site.

Finding 10: The City previously adopted the Residential Land Use and Housing Element of the *Springfield 2030 Refinement Plan*. The subject property was identified as low density residential inventory in the 2030 Plan because of its LDR zoning and location within the City limits and UGB. The site is identified as being partially constrained by the mapped floodplain of the McKenzie River.

Finding 11: The Residential Land Use and Housing Element (Table 6-7) identifies approximately 378 acres of surplus LDR designated land within the City's buildable land inventory. Upon redesignation and rezoning of the subject site, a surplus of about 370 acres of LDR designated land would remain. Therefore, the proposed rezoning will not have a significant adverse impact on available LDR designated land within the City's inventory.

Finding 12: The City previously commissioned a Commercial-Industrial Buildable Lands Inventory (CIBL) and Economic Opportunities Analysis that determined a deficit of buildable commercial and industrial parcels larger than 5 acres (2010 CIBL Study). The proposed zone change would create a buildable site larger than 5 acres that would address some of this deficit. However, this single, 7.1 acre site does not fully address the City's deficit which has been satisfied through expansion of the UGB in the Gateway and South 28th Street areas. Additionally, the City has undertaken a multi-year process of determining the location and extent of UGB expansion areas which has been substantially completed prior to the subject site being considered for redesignation and rezoning to industrial land use. Therefore, the proposed zone change provides a modest increase to the City's commercial-industrial buildable land inventory, but does not materially affect the City's ongoing endeavors to expand the UGB to provide a 20-year supply of buildable employment land.

- 3. The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.**

Applicant's Narrative: "The site fronts onto Thurston Road which has a bike lane. All necessary utilities (storm, sanitary, electric, water, communication and gas) are available for connection in Thurston Road."

Finding 13: The property requested for Zone Change has frontage on Highbanks Road (not Thurston Road as stated in the applicant's narrative), which is a fully developed urban transportation corridor with a full suite of public utilities and services available. Future development of the site with Light Medium Industrial uses will be subject to the land use approval process outlined in Section 5.17-100 of the City's Development Code. In addition, the applicant's submittal for Metro Plan diagram amendment will be supplemented with findings addressing the requirements of the Transportation Planning Rule and this additional information will be included in that Plan Amendment hearing before the Planning Commission on February 7, 2017.

- 4. Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:**

- a. Meet the approval criteria specified in Section 5.14-100; and**

Applicant's Narrative: "This is established in the concurrent Metro Plan Amendment application."

Finding 14: The applicant has submitted a concurrent *Metro Plan* Diagram amendment application (Case TYP416-00003) under separate cover. The applicant's submittal materials, narrative, and staff findings and recommendations demonstrate compliance with the *Metro Plan* amendment provisions of Chapter IV of the *Metro Plan* and SDC 5.14-135, with the exception of the findings addressing Goal 12 Transportation as noted above. Also as noted above, that information will be included in the public hearing on the Plan Amendment and should the Planning Commission determine that the standards of the Goal as implemented through the Rule are satisfied, the proposal shall satisfy this criteria.

- b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.**

Applicant's Narrative: "As established in the concurrent Metro Plan Amendment application, the change from Low Density Residential to Light Medium Industrial will have at worst no impact on the amount of trips and at best decrease the trips."

Finding 15: The requested Zone Change is being undertaken as a site-specific change in compliance with provisions of the adopted *Metro Plan* and the City's Development Code. The applicant has initiated an amendment to the *Metro Plan* Diagram to change the designation from LDR to LMI. Oregon Administrative Rules (OAR) 660-012-0060 requires that, "if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map), would significantly affect an existing or planned transportation facility, then the local government must put in place measures" to mitigate the impact, as defined in OAR 660-012-0060(2). Based on the applicant's narrative and supplemental Goal 12 findings, the proposed plan amendment and zone change from LDR to LMI should not significantly affect an existing or planned transportation facility.

Conclusion: Based on the above-listed criteria, staff recommends support for the request subject to the conditions below:

Conditions of Approval

SDC Section 5.22-120 allows for the Approval Authority to attach conditions of approval to a Zone Change request to ensure the application fully meets the criteria of approval. The specific language from the code section is cited below:

5.22-120 CONDITIONS

The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Zoning Map amendment to be granted.

Staff advises that the Zone Change request was initiated in accordance with provisions of the City's Development Code and the proposal was found to be consistent with the criteria of approval. Further, the City Council will be reviewing both land use applications at a public hearing meeting on February 21, 2017. Staff recommends the following condition of approval:

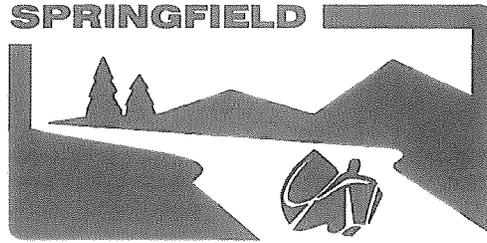
Recommended Condition of Approval: Prior to or concurrent with approval of the Zone Change request, the *Metro Plan* Diagram shall be amended as initiated by Planning Action TYP416-00003.

The Planning Commission may choose to apply other conditions of approval as necessary to comply with the Zone Change criteria or as further demonstrated by testimony and evidence entered into the record of the hearing.

Additional Approvals

The subject application will facilitate review of future land use applications for the affected parcel. Any future site development, including but not limited to grading, paving, or new construction on the property, will be subject to the provisions of the SDC for the applicable zoning district.

City of Springfield
Development Services Department
225 Fifth Street
Springfield, OR 97477
Phone: (541) 726-3753
Fax: (541) 726-3689



Metro Plan Amendment Application, Type IV

Type of Plan Amendment (Check One)

- Type I: is a non-site specific amendment of the Plan.
- Type II: changes the Plan diagram; or is a site-specific Plan text amendment.

Property Subject to the Amendment (if applicable)

Tax Assessor Map 1702280000406 Tax Lot(s) _____
Street Address HIGH BANKS ROAD Acres 7.17
Metro Plan Designation LOW DENSITY RES. Refinement Plan Designation _____

Description of Proposed Amendment (Attach additional sheets if needed)

AMEND PARCEL FROM LOW DENSITY RESIDENTIAL TO
LIGHT MEDIUM INDUSTRIAL
SEE ATTACHED LETTER

Applicant/Owner Information

Printed Name of Applicant JOHNNY R WATSON Phone: 208 359 2309

Applicant Signature [Signature] Date 11/18/16

Mailing Address 1152 BOND AVE REXBURG, IDAHO 83440

Property Owner Signature Randy Mendahl Date 11/18/16

Mailing Address 50 EAST TEMPE SALT LAKE CITY, UTAH 84150

For Office Use Only:

Case No. _____ Received By _____ Date Received: _____
Date Accepted as Complete _____

City of Springfield
 Development Services Department
 225 Fifth Street
 Springfield, OR 97477



Zoning Map Amendment, Type III

Required Project Information (Applicant: complete this section)

Applicant Name: JOHANNY WATSON **Phone:** 208-359-2309
Company: JRW & ASSOCIATES **Fax:** 208-359-2271
Address: 1152 BOND AVE REXBURG, IDAHO 83440

Applicant Signature: *[Handwritten Signature]*

Property Owner: CORP OF PRESIDING BISHOP LDS CHURCH **Phone:** 801-240-0091
Company: LDS CHURCH **Fax:**
Address: 50 EAST TEMPLE SALT LAKE CITY, UTAH 84150

Owner Signature: *[Handwritten Signature]*

If the applicant is other than the owner, the owner hereby grants permission for the applicant to act in his or her behalf

ASSESSOR'S MAP NO: 1702280000406 **TAX LOT NO(S):** 1702280000406

Property Address:

Area of Request **Square Feet:** **Acres:** 7.17

Existing Use(s) of Property: VACANT - EXISTING ZONE IS LOW DENSITY RESIDENTIAL

Description of The Proposal: AMEND ZONING TO LIGHT-MEDIUM INDUSTRIAL TO MATCH PARCELS TO THE WEST AND NORTH. OWNER WOULD LIKE TO BUILD A WELFARE WAREHOUSE TO PROVIDE FOOD RESOURCES TO LOCAL INDIVIDUALS IN CRISIS.

Required Property Information (City Intake Staff: complete this section)

Case No.: TYP316-00005 **Date:** 11/29/16 **Received by:** (initials) MAM

Application Fee: 5506.00 **Postage Fee:** 401.00 **Total Fee:** 6182.30
 tech fee 275.30

Edited 7/19/2007 bjones

Date Received:

NOV 29 2016



Phone (208) 359-2210
 Fax (208) 359-2271
 1152 Bond Avenue
 Suite 100
 Republic, ID 83440
 www.jrw.com

November 21, 2016

City of Springfield
 Development Services Department
 225 Fifth Street
 Springfield, OR 97477

RE: Metro Plan Amendment
 Zoning Map Amendment

Andrew Limbird,

We appreciate the time and input that we received in our Development Issues Meeting. We feel that the proposed LDS Bishop's Storehouse is an excellent fit with the surrounding light-medium industrial uses. Our welfare warehouse is similar in scale and construction as the new development to the west. The traffic generated from our facility is very low due to the hours of operation and customers are on a referral basis only.

The following is Branch Engineering's comments following the Development Issues Meeting:

We had an overall positive meeting with the City of Springfield yesterday, and they seem generally supportive of your project. The following is a summary of my notes:

Zoning: A zone change and plan amendment will be required to accommodate the proposed use. The site is currently zoned medium density residential and does not support the proposed use. The proposed use fits well within definition of the light medium industrial zone, and the City sees no problem getting an approval for that change. The process is two applications that both go before the City planning commission for recommendation, and to City Council for decision.

Transportation: A full traffic study will not be required. A trip generation study is recommended to reduce transportation system development charges. The proposed driveway location aligned with 53rd street is acceptable. Narrower (35 foot) driveway preferred but wider is acceptable if justified by large trucks. Providing an easement to the future rear lot, and connecting it to the existing easement will satisfy access for the city's purposes to the lot benefitting from the existing 80 foot roadway easement. The easement will remain unless the beneficiary removes it. A discussion with the beneficiary may be justified to suggest relocating the easement to the proposed driveway on the west side of the property.



Qualifications Certified By: N.C.A.R.B. - National Council of Architectural Registration Boards

Date Received:

NOV 29 2016

Original Submittal

Public Utilities: There is public wastewater, potable water, and electricity fronting the site. All systems have adequate capacity to accommodate the development. The public stormwater system is at capacity on the street, so on-site retention/detention will be required. City requires designing to the 10-year storm be retained/detained on-site to get relief from stormwater system development charges. Designing to the 25 year storm is feasible with the open space included in the site plan. The 100-year flood elevation is roughly 1-2 feet below existing grades in the area the building is proposed.

We look forward to working in Springfield and providing a facility that will benefit those in the community who are in need or crisis.

Sincerely,



Johnny Watson

Date Received:

NOV 29 2016

5.14-135 Criteria

A Metro Plan amendment may be approved only if the Springfield City Council and other applicable governing body or bodies find that the proposal conforms to the following criteria:

A. The amendment shall be consistent with applicable Statewide Planning Goals; and

The following identifies how this amendment is consistent with the applicable goals:

Goal 1, Citizen Involvement – the City Council hearing provides adequate opportunity for citizen involvement

Goal 2, Land Use Planning – this application documents compliance with the city’s Development Code which was approved by the state as meeting this goal; therefore it is reasonable to expect consistency with this goal.

Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces – none of the resources identified by the goal have been identified on the site; nor has it been identified as providing scenic value. The current Metro Plan designation is not Parks and Open Space; therefore this application will have no impact on the city’s ability to meet the open space aspects of the goal.

Goal 6, Air, Water and Land Resources Quality – the current Metro Plan designation places a pocket of Low Density Residential adjacent to Light Medium Industrial and Sand and Gravel designations. These are not generally considered incompatible but are also not generally considered highly compatible. This application will still leave the Low Density Residential designation to the east adjacent to Light Medium Industrial but it will be for a shorter distance and the Low Density Residential will be further from the Sand and Gravel which is the less compatible.

Goal 7, Areas Subject to Natural Hazards – approximately the northern 200 feet of the property is within the floodplain. Generally when a flood occurs people stay home because it isn’t safe to travel around during a storm of that magnitude. Therefore placement of a residential use within the floodplain puts the health, safety and welfare of the public at greater risk than an industrial use within the floodplain.

Goal 8, Recreational Needs – as noted above under Goal 5, the current designation does not relate to recreational activities; therefore changing the designation as proposed will not affect the ability to meet this goal.

Goal 9, Economic Development – recent inventories have indicated a deficit of industrial lands within the UGB. This proposal will help address that deficit. Additionally, when those studies occurred, this site was not included as a possible site for industrial use.

Goal 10, Housing – Springfield has a 378 gross acre surplus of Low Density Residential land as demonstrated in Chapter 6 and summarized on Page 8 of the Springfield Residential Land and Housing Needs Analysis included as Exhibit B of the Springfield 2030 Refinement Plan, Residential Land Use and Housing Element adopted under Ordinance 6268. Therefore removal of this property from the Low Density Residential designation will not negatively impact the city’s ability to provide housing.

Goal 12, Transportation – the Low Density Residential designation allows 6-14 units/acre, which at 1.01 trips per unit, equates to a rate of 6-14 trips/acre. The Light Medium Industrial designation has rate of 7.26 trips/acre. Therefore, the proposal will at worst have no impact on the amount of trips and at best decrease the trips.

B. Plan inconsistency:

1. In those cases where the Metro Plan applies, adoption of the amendment shall not make the Metro Plan internally inconsistent.

No inconsistencies have been identified.

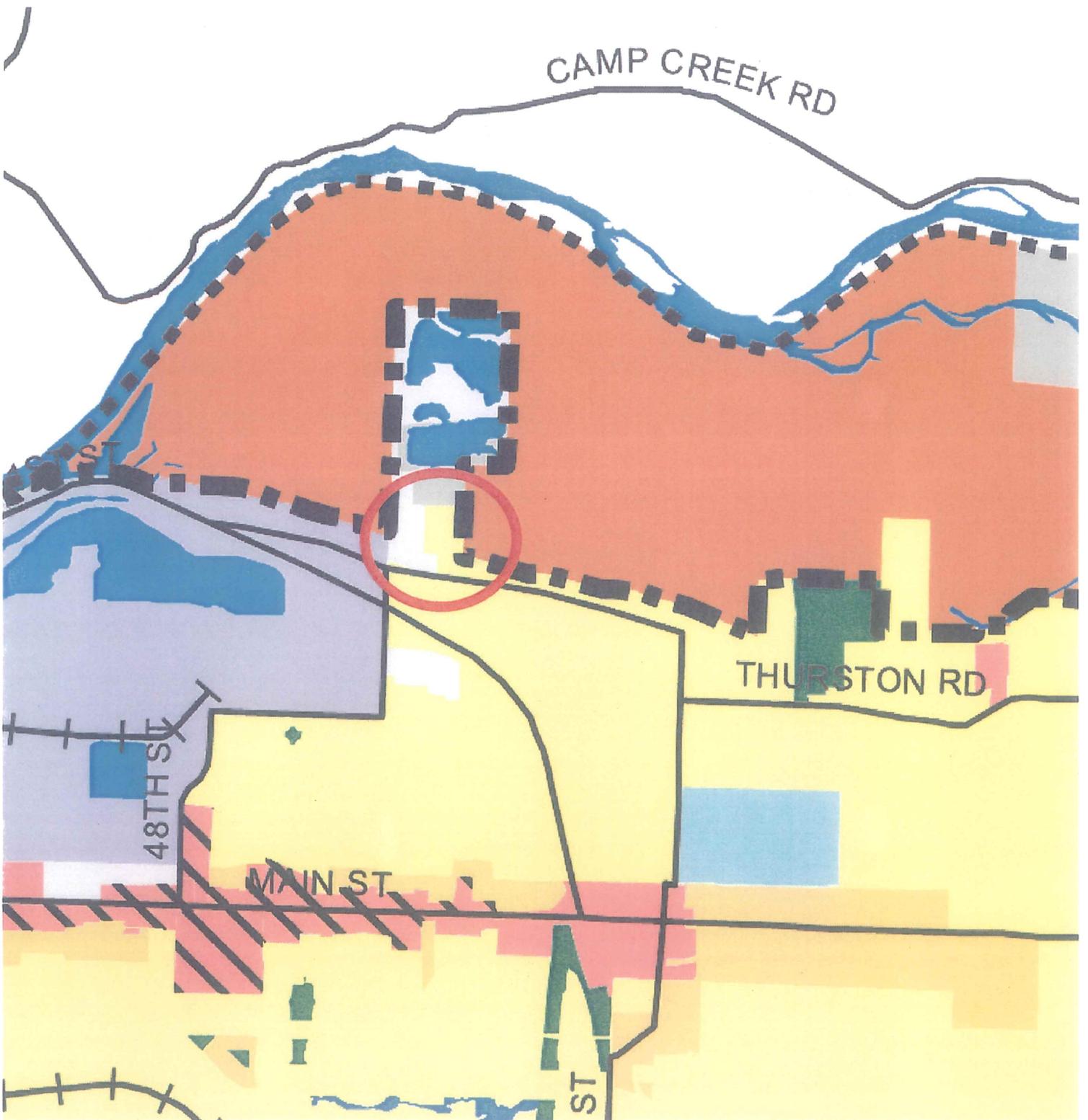
2. In cases where Springfield Comprehensive Plan applies, the amendment shall be consistent with the Springfield Comprehensive Plan.

At this time, the Metro Plan is the applicable comprehensive plan.

5.22-115 Criteria

C. Zoning Map amendment criteria of approval:

1. Consistency with applicable Metro Plan policies and the Metro Plan diagram;
Approval of the concurrent Metro Plan amendment application will provide consistency.
2. Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and
No applicable plans were identified.
3. The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.
The site fronts on Thurston Road which has a bike lane. All necessary utilities (storm, sanitary, electric, water, communication and gas) are available for connection in Thurston Road.
4. Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:
 - a. Meet the approval criteria specified in Section 5.14-100; and
This is established in the concurrent Metro Plan Amendment application.
 - b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.
As established in the concurrent Metro Plan Amendment application, the change from Low Density Residential to Light Medium Industrial will have at worst have no impact on the amount of trips and at best decrease the trips.



Date Received:

NOV 29 2016

Original Submittal *[Signature]*

Eugene-Springfield Metropolitan Area General Plan Plan Diagram

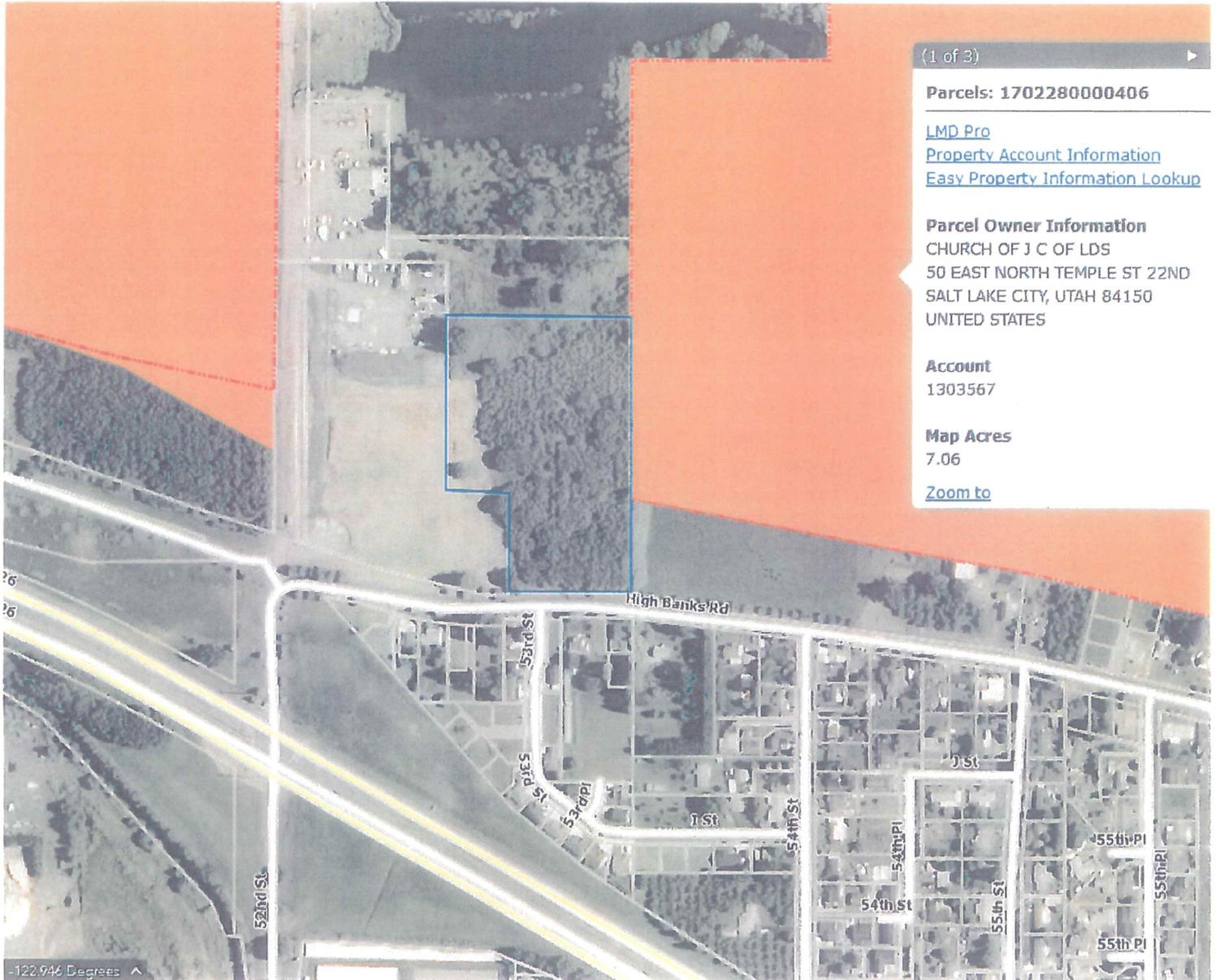
(The interpretation and purpose of the Plan Diagram, and descriptions of the land uses and symbols shown, are contained in Chapter II-G.)

	Urban Growth Boundary		Low Density Residential		Special Heavy Industrial		Sand and Gravel
	Metro Plan Boundary		Medium Density Residential		Light Medium Industrial		Agriculture
	Railroads		High Density Residential		Campus Industrial		Forest Land
	Rivers and Ponds		Nodal Development		University Research		Rural Residential
Overlays:			Commercial		Government & Education		Rural Commercial
	Mixed Use Areas		Major Retail Center		Parks and Open Space		Rural Industrial
	Nodal Development Area		Heavy Industrial		Natural Resource		Airport Reserve
	Willamette Greenway						

12/31/2010

Date Received:

NOV 29 2016



(1 of 3) ▶

Parcels: 1702280000406

- [LMD Pro](#)
- [Property Account Information](#)
- [Easy Property Information Lookup](#)

Parcel Owner Information
 CHURCH OF J C OF LDS
 50 EAST NORTH TEMPLE ST 22ND
 SALT LAKE CITY, UTAH 84150
 UNITED STATES

Account
 1303567

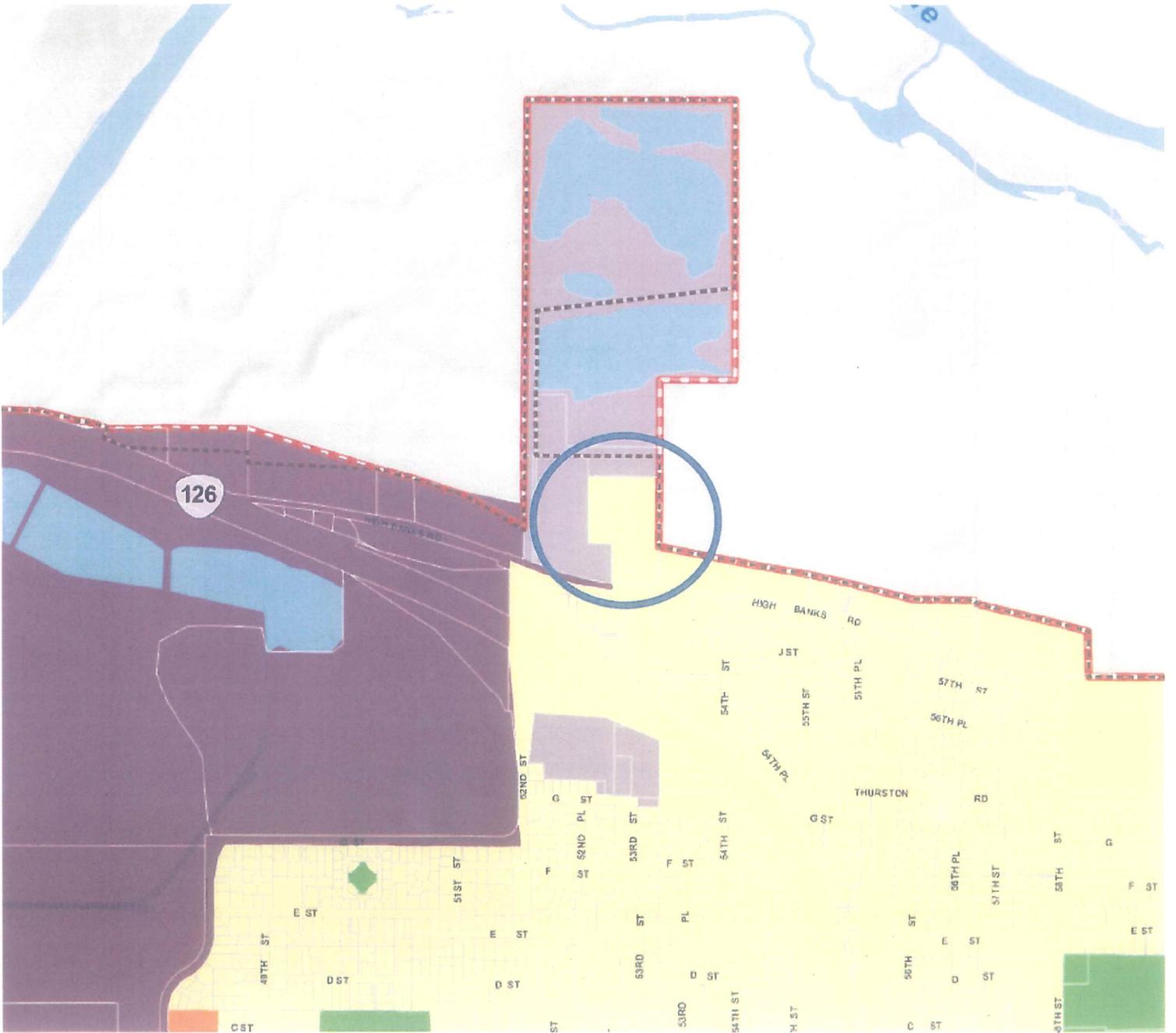
Map Acres
 7.06

[Zoom to](#)

-122.946 Degrees ^

Date Received:

NOV 29 2016

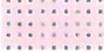
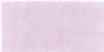
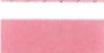


Received:

2016

Highway Submittal *gwr*

Zoning

	Low Density Residential		Campus Industrial
	Medium Density Residential		Light-Medium Industrial
	High Density Residential		Heavy Industrial
	Mixed Use Residential		Special Heavy Industrial
	Res. Mixed Use (Glenwood)		Employment M.U. (Glenwood)
	Neighborhood Commercial		Booth-Kelly Mixed Use
	Community Commercial		General Office
	Major Retail Commercial		Office Mixed Use (Glenwood)
	Mixed Use Commercial		Medical Services
	Commercial M.U. (Glenwood)		Quarry & Mine Operations
	Mixed Use LMI & CC		Public Land & Open Space

Date Received:

NOV 29 2016

TECHNICAL MEMORANDUM



DATE: January 24, 2017

PROJECT: Highbanks Road Site

TO: Michael Liebler, P.E.
City of Springfield
Transportation Planning Engineer

FROM: Damien Gilbert, P.E.,
Dan Haga, P.E.

RE: Transportation Planning Rule Analysis –
Zone Change and Metro Plan Amendment
CN: TYP416-00003 & TYP316-00005



In an effort to analyze the Transportation Planning Rule (TPR) criteria and to document the potential for a “significant affect” identified in the Oregon Administrative Rules for zoning map and comprehensive plan amendments contained in OAR 660-012-0060, I am supplying this memorandum which summarizes the trip generation potential associated with the subject land use applications that involve zoning map and comprehensive plan amendments to allow a storehouse to be constructed on the site. In analyzing the traffic conditions to determine if there could be a significant affect, a comparison of the potential trip generation from build-out of the reasonable worst case land uses allowed by City Development Code for the existing low-density residential zone and use designation is made to the potential build-out trip generation associated with build-out of the reasonable worst case development scenario of the proposed zone and plan designation change to allow a light-medium industrial use to be developed on the subject site.

Background Conditions

The subject land use applications affect tax lot 00406 on assessor’s map 17-02-28-00. The total affected area totals approximately 7.17 acres of land that is currently zoned and designated for low density residential uses. The site is within the City of Springfield Urban Growth Boundary (UGB) and within city limits. Per City of Springfield Development Code (SDC), Section 3.2-205, the site’s low density zoning and plan designation could support development with 6 to 14 single family dwelling units/acre with build-out of the existing land use permissions. With 7.17 acres of total land and the maximum development intensity assumed to support detached single family dwelling units in a reasonable worst case development scenario, the existing site’s development potential could support up to 100 detached single family dwelling units.

Proposed Conditions

The current site plan includes a storehouse owned by the LDS Church that will provide a location where food can be collected and redistributed to low-income families. The proposed use is most closely related to a warehouse, or storage facility that will not serve the general public. The City of Springfield has indicated that the proposed land use does not align with the permitted uses in the existing low-density residential zone and use designations, and its use is most closely aligned with the light-medium industrial zone and plan designation's land use permissions; therefore, a zone change and metro plan amendment is proposed to allow the storehouse to be developed on the site. The proposed storehouse use is not a consistent and regular trip generator, and will feature random and infrequent trip arrivals and departures and will likely have occasional monthly and/or weekly event(s) when food boxes are distributed.

With the light-medium industrial zone and plan designation, the potential for a future discontinuance of the storehouse use could result in a change of use that would allow a different permitted light-medium industrial use to be developed on the site per SDC 3.2-410. In a reasonable worst case development scenario, the storehouse could be discontinued, and the site could be redeveloped with a higher trip generator, such as an Industrial Park land use similar to the adjacent property to the west, except with only one street frontage. Some more intense uses are permitted in the zone; however, they are unlikely to be developed on the site and the applicant is willing to ensure that the resulting trip generation will not exceed the trip generation that could result from currently permitted uses that could be developed under the existing zone.

Trip Generation

To project trip generation for the existing and proposed reasonable worst case development scenario land uses for TPR analysis criteria, a reference was made to Trip Generation, 9th Edition, published by the Institute of Transportation Engineers (ITE). The uses displayed in the table on the following page are based on potential development of the land under land use permissions of the existing zone and use designation per SDC 3.2-205 and compared to the potential development of the land with a light-medium industrial land use permitted per SDC 3.2-410 associated with the LMI zone and use designation. As described previously, the site's existing reasonable worst case development in the LDR zone and use designation could support up to 100 single family dwelling units, while the proposed zone and use designation could support 7.17 acres of gross developable area utilized as an industrial park. The following table summarizes the differences in site generated traffic between the proposed change in use permissions to allow 7.17 acres of land to be rezoned and redesignated from the existing low density (LDR) use permissions to the proposed light-medium industrial (LMI) zone and use designation:

REASONABLE WORST CASE TRIP GENERATION					
Land Use	Land Use Code	Units	QTY	PM Peak Hour Rate (trips/unit)	Trips
PM PEAK HOUR: EXISTING USE PERMISSIONS – LOW DENSITY RESIDENTIAL (LDR) ZONE AND PLAN DESIGNATION					
DETACHED SINGLE FAMILY RESIDENTIAL DWELLING UNITS	210	DWELLING UNITS	100	1.01	101
PM PEAK HOUR: PROPOSED USE PERMISSIONS LIGHT-MEDIUM INDUSTRIAL (LMI) ZONE AND PLAN DESIGNATION					
INDUSTRIAL PARK	130	ACRES	7.17	8.53	61

As shown in the table, the proposal to change the zoning and plan designation to the LMI light-medium industrial zone and plan designation and codified use permissions would maintain or reduce the existing trip generation potential in a reasonable worst case development scenario because the industrial park use based on the site’s gross acreage results in a lower trip generation potential than development of the land with the Springfield Development Code allowed development potential with single family residences. The criteria of the TPR is satisfied because a PM peak hour analysis could not result in a significant affect because an in-depth comparative traffic analysis would reveal that the level of traffic generated by the site in the proposed conditions is equivalent to or less than the potential for development on the site with the existing use permissions. An in-depth analysis would not reveal a level of service (LOS) or V/C performance worsened by the proposal to change the zoning based on the comparison of the developed conditions with the reasonable worst case development scenarios.

The trip generation comparison and analysis herein is related to the likely or reasonable worst case development scenario. If in the future, the land is redeveloped again, it is possible that the actual development of the land and its resulting trip generation could exceed 101 PM peak hour trips, therefore it is recommended that a trip cap of 101 PM peak hour trips be stipulated with the conditions of approval. If traffic generated by the site that exceeds 100 PM peak hour trips, the City of Springfield will require a traffic impact analysis that will allow the City to have an opportunity to re-review traffic conditions/impacts.

Transportation Planning Rule Significant Effect Criteria

Oregon Administrative Rule (OAR) 660-012-0060 Plan and Land Use Regulation Amendments, states:

660-012-0060 (1): *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Finding: OAR 660-12-0060(1) is found to be satisfied, as the proposed zone change and metro plan amendment was not found to result in an increase to the trip generation potential of the site when comparing potential reasonable worst case development scenarios associated with developed conditions for existing and proposed zoning and plan designations. A trip cap of 101 PM peak hour trips could be stipulated to ensure the proposed zone change and plan designation change cannot result in a significant affect, but is not required as was demonstrated in the trip generation section previously.

660-012-0060(2): *If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.*

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:

(A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;

(B) The providers of facilities being improved at other locations provide written statements of approval; and

(C) The local jurisdictions where facilities are being improved provide written statements of approval.

Finding: OAR 660-12-0060(2) subsections (a) – (e) were found to be not applicable since the proposed change in zoning and plan designation and associated use permissions on the site would not result in an increase to the site’s trip generation potential and would not significantly affect a transportation facility as was discussed in OAR 660-012-0060(1) and in the previous trip generation section.

660-012-0060 (3): *Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:*

(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

Finding: OAR 660-12-0060(3): subsections (a) – (d) were found to be not applicable since approval of proposed zone and plan designations will not result in a significant affect to a transportation facility.

OAR 660-12-0060(4): *Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.*

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

(ii) *The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.*

(e) *For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).*

Finding: OAR 660-12-0060(4): Subsections (a) - (d) were found to be not applicable since the proposed zone change and metro plan amendment would not significantly affect an existing or planned transportation facility.

OAR 660-12-0060(5): *The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.*

Finding: OAR 660-12-0060(5) was found to be not applicable since the proposed zone change and metro plan amendment does not involve rural lands.

OAR 660-12-0060(6): *In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)-(d) below;*

(a) *Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;*

(b) *Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;*

(c) *Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and*

(d) *The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan*

amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Finding: OAR 660-12-0060(6): Subsections (a) - (d) were found to be not applicable since the proposed zone change and metro plan amendment does not require adjustments to the vehicle trip generation to demonstrate that the existing and proposed reasonable worst case development scenario use permissions are equivalent and that the proposed amendments do not result in a significant affect to a transportation facility as demonstrated in previous responses to sections of the TPR.

OAR 660-12-0060(7): *Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):*

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

Finding: OAR 660-12-0060(7) was found to be not applicable. The proposed zone change and metro plan amendment does not result in a redesignation of two or more acres of land to a commercial designation; the local government has an adopted TSP, and; the proposed zone change and plan amendment will not significantly affect a transportation facility as identified in section (1).

OAR 660-12-0060(8): *A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:*

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:

- (A) *A concentration of a variety of land uses in a well-defined area, including the following:*
- (i) *Medium to high density residential development (12 or more units per acre);*
 - (ii) *Offices or office buildings;*
 - (iii) *Retail stores and services;*
 - (iv) *Restaurants; and*
 - (v) *Public open space or private open space which is available for public use, such as a park or plaza.*
- (B) *Generally include civic or cultural uses;*
- (C) *A core commercial area where multi-story buildings are permitted;*
- (D) *Buildings and building entrances oriented to streets;*
- (E) *Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;*
- (F) *A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;*
- (G) *One or more transit stops (in urban areas with fixed route transit service); and*
- (H) *Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.*

Finding: The criteria of OAR 660-12-0060(8) or its implications relating to other sections of the TPR does not affect the proposed zone change or metro plan amendment.

OAR 660-12-0060(9) *Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.*

- (a) *The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;*
- (b) *The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and*
- (c) *The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.*

Finding: OAR 660-12-0060(9) is not applicable because OAR 660-12-0060(1) is satisfied.

OAR 660-12-0060(10): *Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that*

may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

(a) A proposed amendment qualifies for this section if it:

(A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and

(B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.

(b) For the purpose of this rule, "multimodal mixed-use area" or "MMA" means an area:

(A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;

(B) Entirely within an urban growth boundary;

(C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;

(D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and

(E) Located in one or more of the categories below:

(i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;

(ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or

(iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.

(c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.

(A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:

(i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;

(ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and

(iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.

(B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.

(d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.

(e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.

Finding: OAR 660-12-0060(10) does not apply; the criteria of section (1) is met.

OAR 660-12-0060(11): *A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.*

(a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.

(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.

(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.

(C) For the purpose of this section:

(i) "Industrial" means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.

(ii) "Traded-sector" means industries in which member firms sell their goods or services into markets for which national or international competition exists.

(D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:

(i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.

(ii) The amendment would provide land for "Other Employment Use" or "Prime Industrial Land" as those terms are defined in OAR 660-009-0005.

(iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.

(E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development

Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.

(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

(A) Proposed amendment.

(B) Proposed mitigating actions from section (2) of this rule.

(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.

(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Finding: OAR 660-12-0060(11) is not applicable; the resulting traffic from the proposed refinement plan amendment does not require partial mitigation for approval because the amendment does not result in a significant affect as defined in section (1).

Conclusion

The TPR analysis indicates that the criteria of the applicable Oregon Administrative Rules are satisfied with the proposed zone change and metro plan amendment. The trip generation associated with the reasonable worst case development scenario of the proposed conditions were not found to have an identifiable “significant affect” defined by OAR 660-012-0060(1) since the level of traffic generated by a reasonable worst case development scenario associated with the proposed change in land use permissions would not result in an increase to the trip generation potential of the existing zoning and plan designation worst case scenario’s use permissions. It is possible that in the future the site could be redeveloped to a permitted more traffic intense use than the reasonable worst case development scenario supports, with a trip generation that could exceed the 101 PM peak hour trips that could be generated by the site with the existing use permissions allowed by SDC 3.2-205, therefore a trip cap could be stipulated to limit the site’s trip generation potential to 101 PM peak hour trips to reduce the possibility for a significant affect.

The Transportation Planning Rule is satisfied under Goal 12 criteria with the proposed zone change and metro plan amendment with application of the proposed trip cap so the change in use permissions would not represent an increase in potential build-out development level trip generation. There is no significant affect to a transportation facility identifiable by the potential for additional traffic resulting

from the change in use permissions that would cause a facility to perform below its intended mobility standard or cause a failing facility to be further degraded beyond the potential impacts resulting from development under the existing use permissions allowed by existing development code and metro plan designations, as was demonstrated by the site's trip generation potential and in the findings discussed in the applicable Transportation Planning Rule OAR sections.

In summary, it is unlikely that a light-medium industrial use would generate more trips than the existing residential use with the proposed zone change/plan amendment. To ensure this, it is recommended the planning commission apply a condition of approval establishing a trip cap of 101 peak hour trips to the decision.

Please do not hesitate to contact me with any questions, or if I can provide any additional assistance.

Memorandum

Date: 1-25-2017
To: Andy Limbird, Senior Planner
From: Michael Liebler P.E., City of Springfield Transportation Planning Engineer
Subject: Transportation Planning Rule Analysis – Zone Change and Metro Plan Amendment CN: TYP416-00003 & TYP316-00005

I have reviewed the TPR analysis for the proposed zone change performed by Damien Gilbert P.E. of Branch Engineering. I concur with the analysis findings and verify that the GOAL 12 requirements for this zone change are met.

CITY OF SPRINGFIELD, OREGON
ORDINANCE NO. _____ (GENERAL)

AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN (*METRO PLAN*) DIAGRAM BY REDESIGNATING APPROXIMATELY 7.1 ACRES OF LAND FROM LOW DENSITY RESIDENTIAL (LDR) TO LIGHT MEDIUM INDUSTRIAL (LMI); CONCURRENTLY AMENDING THE SPRINGFIELD ZONING MAP BY REZONING THE SAME APPROXIMATELY 7.1 ACRES OF LAND FROM LDR TO LMI; ADOPTING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.

THE CITY COUNCIL OF THE CITY OF SPRINGFIELD FINDS THAT:

WHEREAS, Section 5.14-100 of the Springfield Development Code (SDC) sets forth procedures for *Metro Plan* diagram amendments; and

WHEREAS, Section 5.14-115.A of the SDC classifies amendments to the *Metro Plan* diagram for land inside the Springfield City limits as being Type I *Metro Plan* amendments that require approval by Springfield only; and

WHEREAS, Section 5.14-125.A of the SDC sets forth procedures for property owners to initiate a Type I *Metro Plan* diagram amendment for property under their ownership; and

WHEREAS, the applicant/owner of the subject property initiated the following Type I *Metro Plan* diagram amendment:

Redesignate approximately 7.1 acres of vacant, non-addressed property located on the north side of Highbanks Road at 53rd Street, identified as Assessor's Map 17-02-28-00, Tax Lot 406, and more particularly described in **Exhibit A** to this Ordinance, from Low Density Residential to Light Medium Industrial (Planning Case TYP416-00003); and

WHEREAS, Section 5.22-110 of the SDC sets forth procedures for property owners to initiate an amendment to the Springfield Zoning Map; and

WHEREAS, Section 5.22-110.A.1 sets forth procedures for concurrent amendments to the *Metro Plan* diagram and Springfield Zoning Map through the Legislative Zoning Map amendment process; and

WHEREAS the applicant/owner of the subject property initiated the following Springfield Zoning Map amendment:

Rezone approximately 7.1 acres of vacant property identified herein and more particularly described in **Exhibit A** to this Ordinance, from Low Density Residential to Light Medium Industrial; and

WHEREAS, on January 24, 2017 the Springfield Planning Commission held a public hearing on the proposed *Metro Plan* diagram amendment request and concurrent request for Zoning Map amendment. The Development & Public Works Department staff report, including criteria of approval, findings and recommendations, together with the testimony and submittals of the persons testifying at that hearing, were considered and were made a part of the record of the proceeding. The Planning Commission deliberated on both requests and voted ___ in favor and ___ opposed to forward a recommendation of approval to the City Council for both requests;

WHEREAS, on February 21, 2017 the City Council held a public hearing to receive testimony and hear comments on both proposals. The City Council is now ready to take action on these proposals based upon the above recommendations of the Planning Commission and the evidence and testimony already in the record, as well as the evidence and testimony presented at this public hearing held in the matter of adopting this Ordinance amending the Metro Plan diagram and Springfield Zoning Map; and

WHEREAS, substantial evidence exists within the record and the findings set forth in Exhibit B, attached hereto and incorporated herein by reference, that the proposal meets the relevant approval criteria,

NOW, THEREFORE, BASED ON THE FOREGOING FINDINGS, THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD ORDAINS AS FOLLOWS:

Section 1. The above findings and conclusions are hereby adopted.

Section 2. The staff report and recommendations, applicant narrative, and Planning Commission findings and recommendation to this Ordinance set forth in **Exhibit B**, attached hereto and incorporated herein by reference, are hereby adopted.

Section 3. The *Metro Plan* diagram designation of the subject property, more particularly described in **Exhibit A** attached hereto and incorporated herein by reference, is hereby amended from Low Density Residential (LDR) to Light Medium Industrial (LMI).

Section 4. The Springfield Zoning Map is hereby amended to rezone the subject property, more particularly described in Exhibit A attached hereto and incorporated herein by reference, from LDR to LMI.

Section 5. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct, and independent provision and that holding shall not affect the validity of the remaining portion of this Ordinance.

Section 6. 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 acknowledgement as provided in ORS 197.625, whichever date is later.

ADOPTED by the City Council of the City of Springfield this ____ day of _____, 2017 by a vote of ____ for and ____ against.

APPROVED by the Mayor of the City of Springfield this ____ day of _____, 2017.

Mayor

ATTEST:

City Recorder

Page 2 of 2

Attachment 5, Page 2 of 3

REVIEWED & APPROVED
AS TO FORM
Ruth Selby
DATE: 1-19-17
OFFICE OF CITY ATTORNEY

EXHIBIT A

Beginning at a point which is North 89° 50' 58" East 934.53 feet and South 0° 09' 17" East 661.35 feet from the Northwest corner of the H. Johnson Donation Land Claim No. 62 in Township 17 South, Range 2 West of the Willamette Meridian; thence South 0° 09' 17" East 723.12 feet to the Northerly margin of Highbanks Road; thence along said margin North 89° 19' 17" West 326.97 feet; thence leaving said margin North 0° 16' 43" West 257.30 feet; thence North 89° 00' 20" West 165.12 feet; thence North 0° 16' 43" West 458.40 feet; thence North 89° 55' 14" East 493.57 feet to the Point of Beginning, in Lane County, Oregon.

**BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
ORDER AND RECOMMENDATION FOR:**

**TYPE I AMENDMENT TO THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN] TYP416-00003
(METRO PLAN) DIAGRAM TO REDESIGNATE AN APPROXIMATELY 7.1 ACRE PARCEL IDENTIFIED]
AS ASSESSOR'S MAP 17-02-28-00, TAX LOT 406 FROM LOW DENSITY RESIDENTIAL (LDR)]
TO LIGHT MEDIUM INDUSTRIAL (LMI)]**

NATURE OF THE PROPOSAL

Staff is requesting that the Springfield Planning Commission forward a recommendation of approval to the Springfield City Council regarding the following proposed Type I amendment to the *Metro Plan* Diagram:

- Redesignate an approximately 7.1 acre, vacant parcel located on the north side of Highbanks Road at 53rd Street (Map 17-02-28-00, Tax Lot 406) from Low Density Residential to Light Medium Industrial. The subject property is generally depicted and more particularly described in **Exhibit A** to this Order.

Timely and sufficient notice of the public hearing has been provided, pursuant to SDC 5.2-115.

On January 24, 2017, the Springfield Planning Commission held a work session and a public hearing on the proposed *Metro Plan* Diagram amendment. The written record was extended to January 31, 2017 and the Planning Commission reconvened on February 7, 2017 to conduct deliberations on the matter. The staff report, written comments, and testimony of those who spoke at the public hearing were entered into the record.

CONCLUSION

On the basis of this record, the proposed Type I Metro Plan Diagram amendment is consistent with the criteria of SDC 5.14-135. This general finding is supported by the specific findings of fact and conclusion in the Staff Report and Findings and the additional information submitted for the January 24, 2017 public hearing.

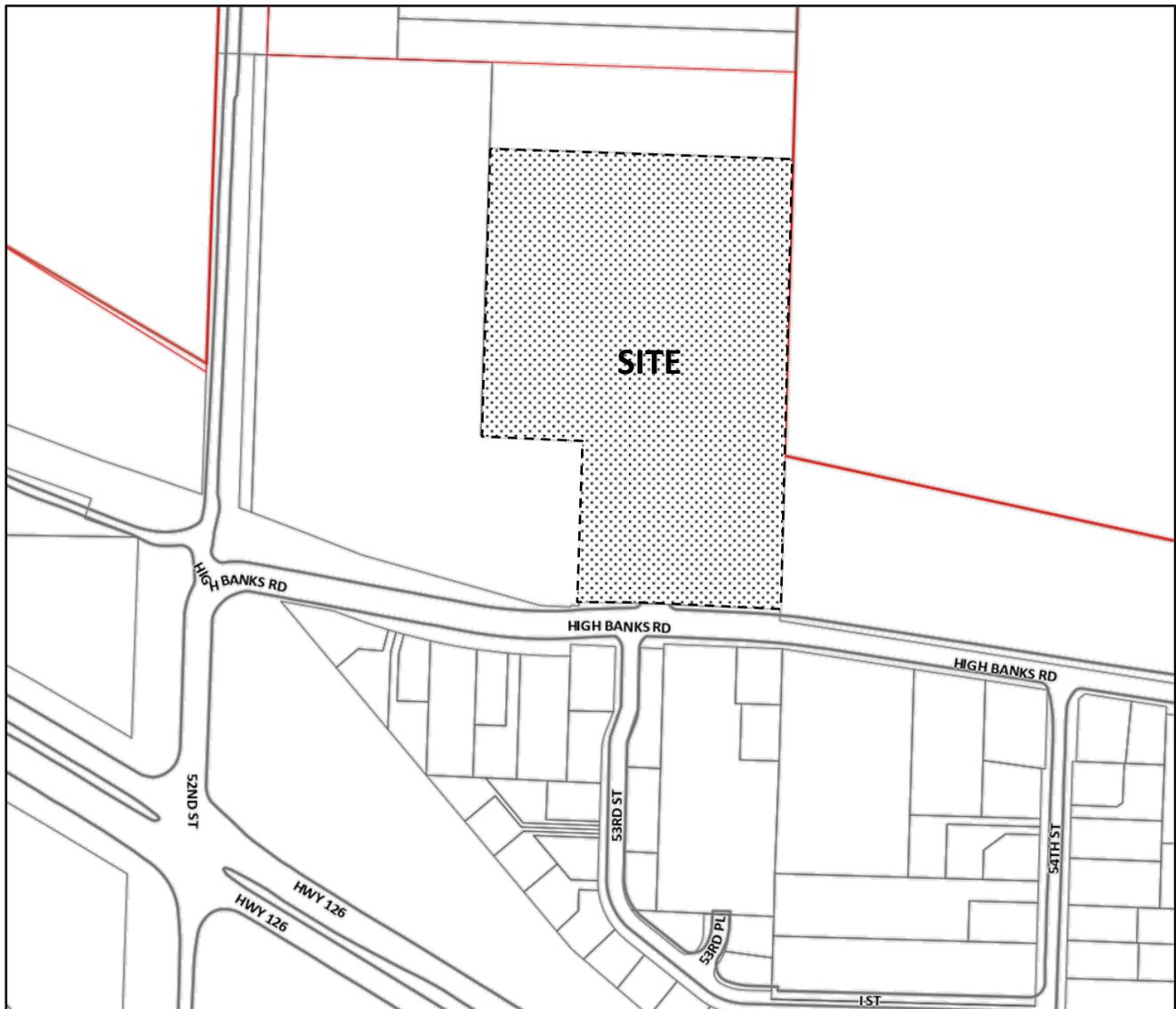
ORDER/RECOMMENDATION

It is ORDERED by the Springfield Planning Commission that approval of Case Number TYP416-00003 be GRANTED and a RECOMMENDATION for approval be forwarded to the Springfield City Council for their consideration at an upcoming public hearing meeting.

Planning Commission Chairperson

Date

**ATTEST
AYES:
NOES:
ABSENT:
ABSTAIN:**

EXHIBIT A

Beginning at a point which is North $89^{\circ} 50' 58''$ East 934.53 feet and South $0^{\circ} 09' 17''$ East 661.35 feet from the Northwest corner of the H. Johnson Donation Land Claim No. 62 in Township 17 South, Range 2 West of the Willamette Meridian; thence South $0^{\circ} 09' 17''$ East 723.12 feet to the Northerly margin of Highbanks Road; thence along said margin North $89^{\circ} 19' 17''$ West 326.97 feet; thence leaving said margin North $0^{\circ} 16' 43''$ West 257.30 feet; thence North $89^{\circ} 00' 20''$ West 165.12 feet; thence North $0^{\circ} 16' 43''$ West 458.40 feet; thence North $89^{\circ} 55' 14''$ East 493.57 feet to the Point of Beginning, in Lane County, Oregon.

**BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
ORDER AND RECOMMENDATION FOR:**

AMENDMENT TO THE SPRINGFIELD ZONING MAP TO REZONE APPROXIMATELY 7.1 ACRES OF LAND IDENTIFIED AS ASSESSOR'S MAP 17-02-28-00, TAX LOT 406 FROM LOW DENSITY RESIDENTIAL (LDR) TO LIGHT MEDIUM INDUSTRIAL (LMI)] TYP316-00005
]]

NATURE OF THE PROPOSAL

Staff is requesting that the Springfield Planning Commission forward a recommendation of approval to the Springfield City Council regarding the following proposed amendment to the Springfield Zoning Map:

- Rezone an approximately 7.1 acre, vacant parcel located on the north side of Highbanks Road at 53rd Street (Map 17-02-28-00, Tax Lot 406) from Low Density Residential (LDR) to Light Medium Industrial (LMI). The subject Zone Change request is being processed concurrently with a *Metro Plan* Diagram amendment initiated by Planning Case TYP416-00003. The subject property is generally depicted and more particularly described in **Exhibit A** to this Order.

Timely and sufficient notice of the public hearing has been provided, pursuant to SDC 5.2-115.

On January 24, 2017, the Springfield Planning Commission held a work session and a public hearing on the proposed Zoning Map amendment. The written record was extended to January 31, 2017 and the Planning Commission reconvened on February 7, 2017 to conduct deliberations on the matter. The staff report, written comments, and testimony of those who spoke at the public hearing were entered into the record.

CONCLUSION

On the basis of this record, the proposed Zoning Map amendment is consistent with the criteria of SDC 5.22-115. This general finding is supported by the specific findings of fact and conclusion in the Staff Report and Findings and the additional information submitted for the January 24, 2017 public hearing.

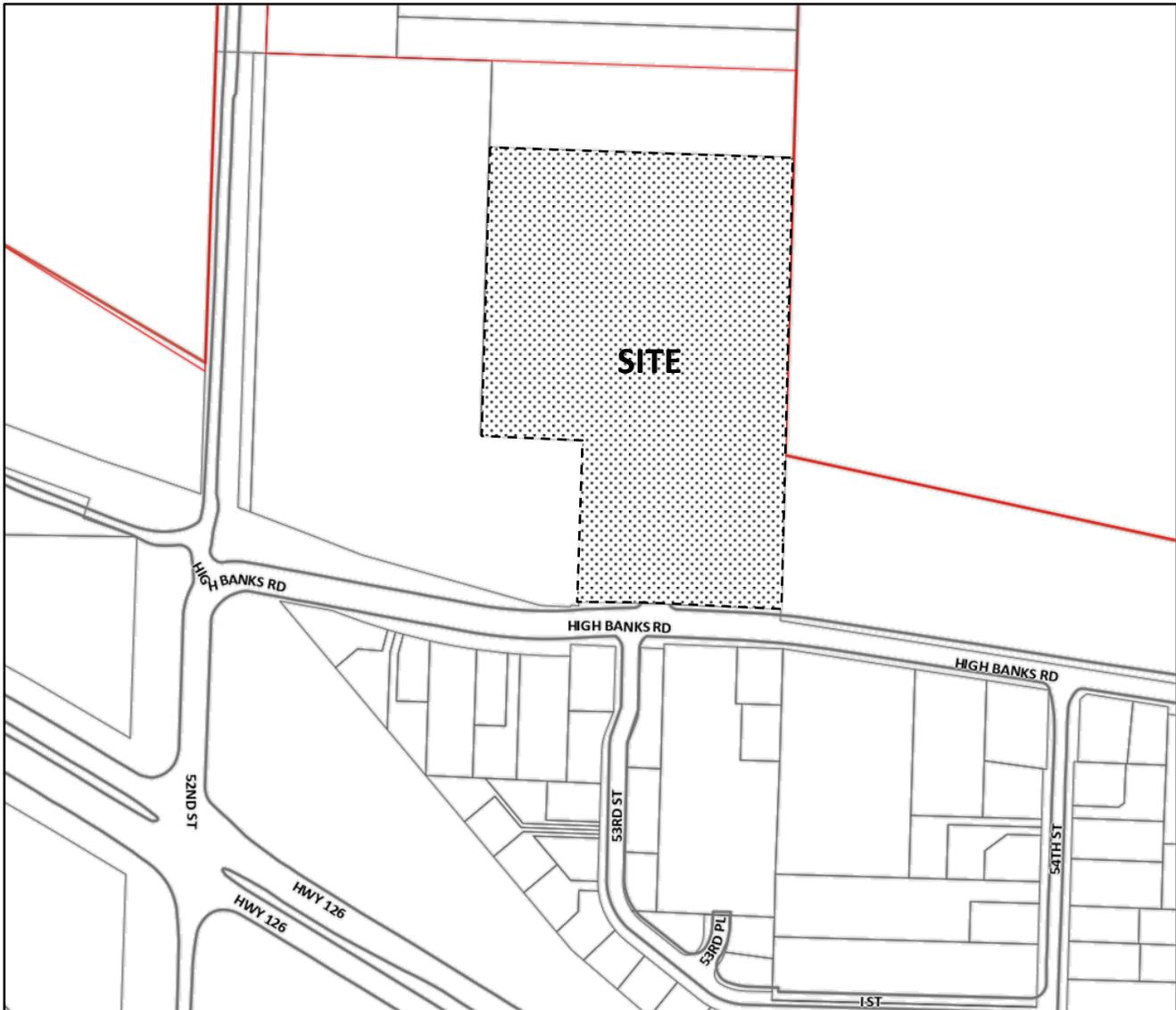
ORDER/RECOMMENDATION

It is ORDERED by the Springfield Planning Commission that approval of Case Number TYP316-00005 be GRANTED and a RECOMMENDATION for approval be forwarded to the Springfield City Council for their consideration at an upcoming public hearing meeting.

Planning Commission Chairperson

Date

ATTEST
AYES:
NOES:
ABSENT:
ABSTAIN:

EXHIBIT A

Beginning at a point which is North $89^{\circ} 50' 58''$ East 934.53 feet and South $0^{\circ} 09' 17''$ East 661.35 feet from the Northwest corner of the H. Johnson Donation Land Claim No. 62 in Township 17 South, Range 2 West of the Willamette Meridian; thence South $0^{\circ} 09' 17''$ East 723.12 feet to the Northerly margin of Highbanks Road; thence along said margin North $89^{\circ} 19' 17''$ West 326.97 feet; thence leaving said margin North $0^{\circ} 16' 43''$ West 257.30 feet; thence North $89^{\circ} 00' 20''$ West 165.12 feet; thence North $0^{\circ} 16' 43''$ West 458.40 feet; thence North $89^{\circ} 55' 14''$ East 493.57 feet to the Point of Beginning, in Lane County, Oregon.

AGENDA ITEM SUMMARY

Meeting Date: 2/7/2017
Meeting Type: Regular Meeting
Staff Contact/Dept.: Phil Farrington/DPW
Staff Phone No: 541-726-3654
Estimated Time: 15 Minutes
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

**SPRINGFIELD
PLANNING COMMISSION**

ITEM TITLE:	REQUEST FOR ZONING MAP AMENDMENT APPROVAL ON PROPERTY LOCATED AT 5892 MAIN STREET AND ADJACENT PARCEL.
ACTION REQUESTED:	Planning Commission approval of this Zone Change request (TYP316-00004) by motion.
ISSUE STATEMENT:	The Planning Commission is requested to conduct a public hearing and decide whether or not to approve a request to amend the official Springfield Zoning Map from General Office (GO) to Neighborhood Commercial (NC).
ATTACHMENTS:	Attachment #1: Staff Report and Findings Attachment #2: Current and Proposed Zoning of Subject Site Map-A and Map-B Attachment #3: Legal Descriptions for Tax Lots 510 Legal-A and 511 Legal-B Attachment #4: Application Attachment #5: Planning Commission Final Order
DISCUSSION:	<p>The affected properties include a developed parcel municipally addressed as 5892 Main Street (Map 17-02-34-32, Tax Lot 511) and an adjoining parcel not currently addressed (Map 17-02-34-32, Tax Lot 510). The developed parcel (Tax Lot 511) is developed with an 8,832-square foot building occupied with a florist shop, insurance office, and other commercial office/retail suites. The adjoining parcel (Tax Lot 510) is developed with a paved surface parking lot and associated landscaping. Both properties are currently zoned General Office (GO), as depicted on the official Springfield Zoning Map. The adopted comprehensive plan for this area of Springfield (the <i>Metro Plan</i>) designates the subject properties as Medium Density Residential (MDR). The <i>Metro Plan</i> allows for GO and/or Neighborhood Commercial (NC) uses to implement the MDR designation on a small-scale, site-specific basis subject to local zoning ordinances. Because of its developed status, the subject site was not included in the City's Residential Lands and Needed Housing Analysis, so approval of the requested zone change would not affect the City's inventory of needed residential land.</p> <p>Zoning of properties in the vicinity of the subject site include General Office (immediately north of the properties across A Street), Neighborhood Commercial (south and west), Community Commercial (west), Public Land and Open Space (north), and Medium Density Residential (east and south).</p> <p>Tax Lot 511 was developed in 1981 as a multi-tenant commercial structure. Some existing spaces within the building are currently vacant. The requested zone change would allow for a greater range of potential uses for the properties, as allowed in the Neighborhood Commercial zoning district. The Planning Commission approved a similar zone change from GO to NC in 2013 for the immediately adjacent property to the west (i.e., Tax Lots 202 and 400; TYP313-00003). Section 3.2-305.A. of the Springfield Development Code allows Neighborhood Commercial uses to provide modest-sized sites for day-to-day commercial needs of the immediate neighborhood and are intended to blend in with adjacent residential areas.</p>

**Staff Report and Findings
Planning Commission
Zoning Map Amendment**

Hearing Date: February 7, 2017

Case Number: TYP316-00004

Applicant: Michael Reeder

Property Owners: Scott B. and Lisa C. Robbins

Site: 5892 Main Street (Map No. 17-02-34-32, Tax Lots 510 and 511)

Request

Rezone 0.85-acre site comprised of Tax Lots 510 and 511 from General Office (GO) to Neighborhood Commercial (NC).

I. Site Information/Background

The application for Zoning Map Amendment was submitted to the City on November 18, 2016 and accepted as complete on December 19, 2016. The City conducted a Development Review Committee meeting on the proposed rezoning on January 10, 2017.

The subject properties (herein referred to as the “subject site”) proposed for zone changes are currently developed. The southern parcel (Tax Lot 511) is approximately 0.62 acres, or 27,007 square feet in size and is addressed at 5892 Main Street. An existing 8,832 square foot building on TL 511 is divided into seven commercial suites, and is occupied with a florist shop and a mix of small-scale commercial retail and office uses. TL 511 also has a fully improved parking lot with 23 parking stalls and landscaping. The northern parcel (Tax Lot 510) is 0.23 acres, or 10,019 square feet in size with frontage on A Street, and currently developed with 22 parking spaces and landscaping.

Abutting the subject site to the west is a 10’-wide accessway and paved path that connects A Street (and Thurston High School) to Main Street for pedestrian and bicycle traffic. Adjacent to the site to the west is a dentist’s office, a Dutch Bros. drive-through coffee kiosk, and vacant NC-zoned parcels. North of the subject site across A Street are two parcels zoned GO but developed with two pairs of duplexes on each parcel. Medium density residential development, primarily duplexes, occupies all property along the north side of A Street to its intersection with 60th Place; all of these properties are zoned Medium Density Residential (MDR).

Abutting the site to the east is a duplex (east of TL 510) and a single-family residence (east of TL 511, taking access off Main Street), both zoned MDR. The remainder of lots on Main Street and the south side of A Street to the intersection with 60th Place are developed with a mix of single-family and duplexes on LDR- and MDR-zoned parcels.

South of the subject site across Main Street between 58th and 59th Streets are properties zoned MDR, NC and Community Commercial (CC). A dental clinic is located on the south side of Main Street at its intersection with 59th Street, and a pediatric dental clinic currently in development review is located immediately to the west, directly south of the subject site.

II. Procedural Requirements

SDC 5.22-110 identifies the process to be followed when amending the official Springfield Zoning Map. The proposal involves a single site comprised of two tax lots under common ownership. A *Metro Plan* diagram amendment is not required to establish NC zoning; NC uses are part of the 32 percent of residential designations developed with auxiliary uses that “shall be allowed within residential designations...” (See also Findings 8-12 below) The site’s existing plan designation of MDR allows both the existing and proposed zoning. SDC 5.22-110.B. describes this type of proposal as a Quasi-Judicial Zoning Map Amendment, to be reviewed using the City’s Type III review process outlined in SDC 5.1-135.

Type III review requires both newspaper notice and mailed notice to property owners and occupants within 300 feet of the subject property, and requires that a sign be posted on the subject site. The content and timing of these notices are established in SDC 5.2-115.

Notice of the proposed Zoning Map Amendment must also be sent to the Department of Land Conservation and Development (DLCD) as specified in ORS 197.610 and OAR 660-18-0020. This notice must be filed no less than 35 days before the first evidentiary hearing.

Findings:

1. Consistent with SDC 5.22-110, on November 18, 2016 the Applicant initiated the proposed amendment to the official Springfield Zoning Map to rezone the subject properties from General Office to Neighborhood Commercial.
2. A public hearing was scheduled before the Springfield Planning Commission for February 7, 2017.
3. The required DLCD notice was submitted on-line through the DLCD web portal on December 28, 2016, alerting the agency to the City’s intent to amend the Zoning Map. The notice was submitted 41 days in advance of the first evidentiary public hearing, thus exceeding the DLCD notice requirement in ORS 197.610.
4. A Development Review Committee meeting was held on January 10, 2017. Findings and conditions of approval issued by participating City and agency staff members are contained in this report. No comment was provided by the Oregon Department of Transportation; therefore no objection was registered by ODOT to the proposed zoning map amendment.

5. Notice of the Planning Commission public hearing concerning the proposed zoning map amendment was mailed on January 17, 2017 to property owners and occupants within 300 feet of the subject site. The mailing allowed more than 20 days' notice before the first public hearing as required by SDC 5.2-115.A.
6. Notice concerning this matter was published on January 17, 2017 in *The Register Guard* advertising the public hearing before the Planning Commission on February 7, 2017. The content of the notice followed requirements set forth in SDC 5.2-115.B. for quasi-judicial actions.
7. On-site notice of the pending application and public hearing was posted December 29, 2016.

Conclusion:

Procedural requirements outlined in SDC 5.2-115 and 5.22-110 were followed. The DLCD notice was properly issued as required by ORS 197.610 and OAR 660-18-0020 for amending the official Springfield Zoning Map.

III. Criteria of Approval

Per SDC 5.22-115.C., Zoning Map Amendments must conform to the following approval criteria:

1. Consistency with applicable *Metro Plan* policies and the *Metro Plan* diagram;
2. Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and
3. The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.
4. Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:
 - a. Meet the approval criteria specified in Section 5.14-100; and
 - b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.

Criterion #1: “Consistency with applicable Metro Plan policies and the Metro Plan diagram.”

Findings:

8. The *Metro Plan* diagram identifies the subject site as being designated Medium Density Residential (MDR).
9. The *Metro Plan* expressly identifies the residential designation as including “neighborhood commercial services” and that such uses “shall be allowed within residential designations if compatible with refinement plans, zoning ordinances, and other local controls for allowed uses in residential neighborhoods.” (*Metro Plan*, pg. II-G-4)
10. There is no adopted neighborhood refinement plan that covers the Thurston area or the subject site.

11. The Springfield Development Code allows for establishment of the Neighborhood Commercial (NC) zoning district for “sites up to 3 acres in size to provide day to day commercial needs for support populations up to 4,000 people. NC developments should enhance rather than intrude on the character of a neighborhood by using landscaping, building materials and design features that are similar to and in proportion with residential uses. New NC Districts larger than 1.5 acres shall be limited to collector and arterial streets. Existing NC Districts on local streets shall not be allowed to expand beyond 1.5 acres unless the development area abuts a collector or arterial street.” (SDC 3.2-305.A.)
12. The subject site consists of two parcels totaling 0.85 acres in size, and has frontage on Main Street and on A Street. Two abutting parcels (Map 17-02-34-32, Tls 202 and 400) totaling 1.95 acres in size, also with frontage on Main Street and A Street, were rezoned from General Office to Neighborhood Commercial in 2013 (Case TYP313-00003). A Street is classified as a Local Street and Main Street is classified as a Major Arterial street in the City’s adopted Transportation System Plan.
13. The subject site has been zoned GO and in commercial use since 1981, with both office and retail uses that are permitted in both the GO and NC zoning districts.
14. The adopted Residential Land Use and Housing Element of Springfield 2030, the Residential Land and Housing Needs Analysis (RLHNA) identified a surplus of buildable land in the MDR designation to meet projected needs through the planning horizon. Therefore, rezoning the subject property from GO to NC will have no effect on the inventory of buildable MDR-designated land in Springfield. Moreover, since the site has been previously developed for non-residential use, the subject property was not included in the City’s inventory of vacant buildable lands eligible for future MDR development at suitable densities.
15. *Metro Plan* Policy B.28 states: “Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood.” (pg. III-B-6)
16. *Metro Plan* Policy B.29 states: “Encourage the expansion or redevelopment of existing neighborhood commercial facilities as surrounding residential densities increase or as the characteristics of the support population change.” (pg. III-B-6)
17. The proposed zone change from GO to NC expands the range of potential uses on the subject site, consistent with *Metro Plan* policies, local zoning controls established in the Springfield Development Code, and the *Metro Plan* diagram.
18. Properties in the vicinity of the subject site have a mix of commercial and residential zoning, including CC, GO, NC, and MDR. The proposed rezoning is compatible with existing nearby uses and continues to provide for a reduction in the intensity of permitted uses as non-residential zoning districts approach or abut residential developments to the east.

Conclusion:

The proposed Zoning Map Amendment will change the zoning classification for the subject site from General Office to Neighborhood Commercial; this zoning is consistent with the site’s MDR designation on the *Metro Plan* diagram, and with applicable *Metro Plan* policies cited in Findings 8-18 immediately preceding, and is therefore consistent with the above criterion.

Criterion #2: “Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans.”

Findings:

19. There are no adopted neighborhood refinement plans, Plan Districts or Conceptual Development Plans governing the Thurston area or the subject site.
20. There are two adopted and acknowledged functional plans that apply to all land within Springfield’s planning jurisdiction: The Springfield 2035 Transportation System Plan (TSP) is the functional refinement to the *Metro Plan* dealing specifically with transportation facilities and Springfield’s compliance with statewide planning Goal 12; the *Public Facilities and Services Plan* is the functional refinement to the *Metro Plan* providing the policies and projects needed for compliance with statewide planning Goal 11, Public Facilities and Services.
21. The proposed zone change from GO to NC is consistent with, and does not alter the TSP’s policies and projects, and is therefore consistent with the TSP.
22. The State’s Transportation Planning Rule (OAR 660-012-0060) establishes standards for determining if a proposed zoning map amendment “significantly affects” an existing or planned transportation facility. As noted in findings below, the TPR standards are not triggered.
23. The site is presently served with all appropriately sized key urban services required under Goal 11 and the City’s public improvement standards as noted in the findings below.

Conclusion:

The proposed zoning map amendment is consistent with the City’s adopted Transportation System Plan and Public Facilities and Services Plan, both of which are acknowledged functional plans. Absent any other refinement plan, Plan District, or Conceptual Development Plan, the *Metro Plan* diagram prevails, and the site’s proposed zoning classification is deemed consistent with the *Metro Plan* diagram. The proposal is therefore consistent with the above criterion.

Criterion #3: “The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.”

Findings:

24. The subject site has available sanitary sewer mains located in both A Street and Main Street, and the existing building on Tax Lot 511 has a sanitary sewer line that extends from A Street to the northeast corner of the parcel.
25. Stormwater mains are located in A Street and Main Street, with stubs extending to both tax lots comprising the subject site.
26. Water and electric utilities are available, and already serve the subject site.

27. Both tax lots have approved access driveways with improved internal circulation and parking, and frontage on fully improved public streets.

Conclusion:

The subject site has adequate public infrastructure and facilities needed to support existing uses and those allowed in the proposed NC zoning district. Therefore the proposal is consistent with the above criterion.

Criterion #4: “Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:

- a. Meet the approval criteria specified in Section 5.14-100; and**
- b. Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable.”**

Findings:

28. The proposed Zoning Map Amendment involves a site-specific zone change to two abutting parcels under common ownership. Both parcels are currently zoned General Office, but designated Medium Density Residential on the *Metro Plan* diagram.
29. SDC 3.2-305.A. provides for the Neighborhood Commercial (NC) zoning district to be established at “sites up to 3 acres in size to provide day to day commercial needs” primarily for local residents. Combined with the two neighboring NC-zoned properties to the west, approval of the Applicant’s proposed zone change would result in a total of 2.8 acres of NC-zoned property east of 58th Street between A Street and Main Street. The City’s Development Code also states that NC developments are intended to “enhance rather than intrude on the character of a neighborhood by using landscaping, building materials and design features that are similar to and in proportion with residential uses.”
30. The proposed NC zone is allowed for site-specific developments where the parcel’s underlying *Metro Plan* diagram designation is commercial or residential. Therefore the proposed zoning is consistent with the site’s existing *Metro Plan* land use designation, and no *Metro Plan* diagram amendment is required or warranted.
31. SDC 5.22-110.B. defines Quasi-Judicial Zoning Map amendments as those “...generally affecting a single or limited group of properties and may or may not include a *Metro Plan* diagram amendment.”
32. Because the proposal is site-specific and does not propose to modify the adopted *Metro Plan* diagram, it is being processed as a Type III Zoning Map Amendment, consistent with requirements for Quasi-Judicial Zoning Map amendments as specified in SDC 5.22-110.B. Since the application is not for, nor does it require, a Legislative Zoning Map amendment, the approval criteria for *Metro Plan* diagram amendments in SDC 5.14-100 does not apply. If a plan amendment is not proposed or necessary then the criterion above in SDC 5.22-115.C.4.a. also is not applicable to this application.
33. OAR 660-012-0060 (1) establishes the basis for determining if an amendment to a land use regulation (including a zoning map amendment) would “significantly affect” an existing or planned transportation facility.

34. OAR 660-012-0060 (9) provides that the “local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility” if all the requirements in subsections (a)-(c) are met.
35. OAR 660-012-0060 (9)(a) states a zoning map amendment doesn’t significantly affect a facility if the proposed zoning is consistent with the existing comprehensive plan map designation, and the map amendment does not change the comprehensive plan map. As found above, the proposal requires only a change of the official Springfield Zoning Map, and not the *Metro Plan* diagram. Findings above also demonstrate that the site’s existing GO zoning and proposed NC zoning both implement the *Metro Plan’s* MDR designation.
36. OAR 660-012-0060 (9)(b) states that a zoning map amendment doesn’t result in a significant affect if the local government has an acknowledged Transportation System Plan (TSP) and the proposed zoning is consistent with the TSP. The Springfield 2035 TSP was acknowledged by DLCDC, and the proposed zone change is consistent with the TSP, and does not affect TSP policies or projects.
37. OAR 660-012-0060 (9)(c) refers to exemptions from the TPR standards if the area in the proposed zoning map amendment was subject to an UGB amendment or TSP amendment to account for urbanization of the area. The subject site has long been within the Springfield UGB and city limits, so this criterion is not applicable.

Conclusion:

The proposed Zoning Map Amendment is “quasi-judicial” in nature and not “legislative.” The proposal also meets the applicable standards in OAR 660-012-0060 (9), and therefore does not significantly affect an existing or planned transportation facility. Therefore, the above criterion is not applicable to this proposal.

IV. Overall Conclusion and Staff Recommendation

The above findings of fact and conclusions demonstrate that the proposed Zoning Map Amendment is consistent with the applicable criteria of approval in Springfield Development Code Section 5.22-115. Staff recommends that the Planning Commission approve the proposed amendment to change the existing General Office zoning on the subject site to Neighborhood Commercial based on these findings and conclusions. The Planning Commission may also consider the evidence and testimony submitted by the applicant and included in this report as Attachment 4.

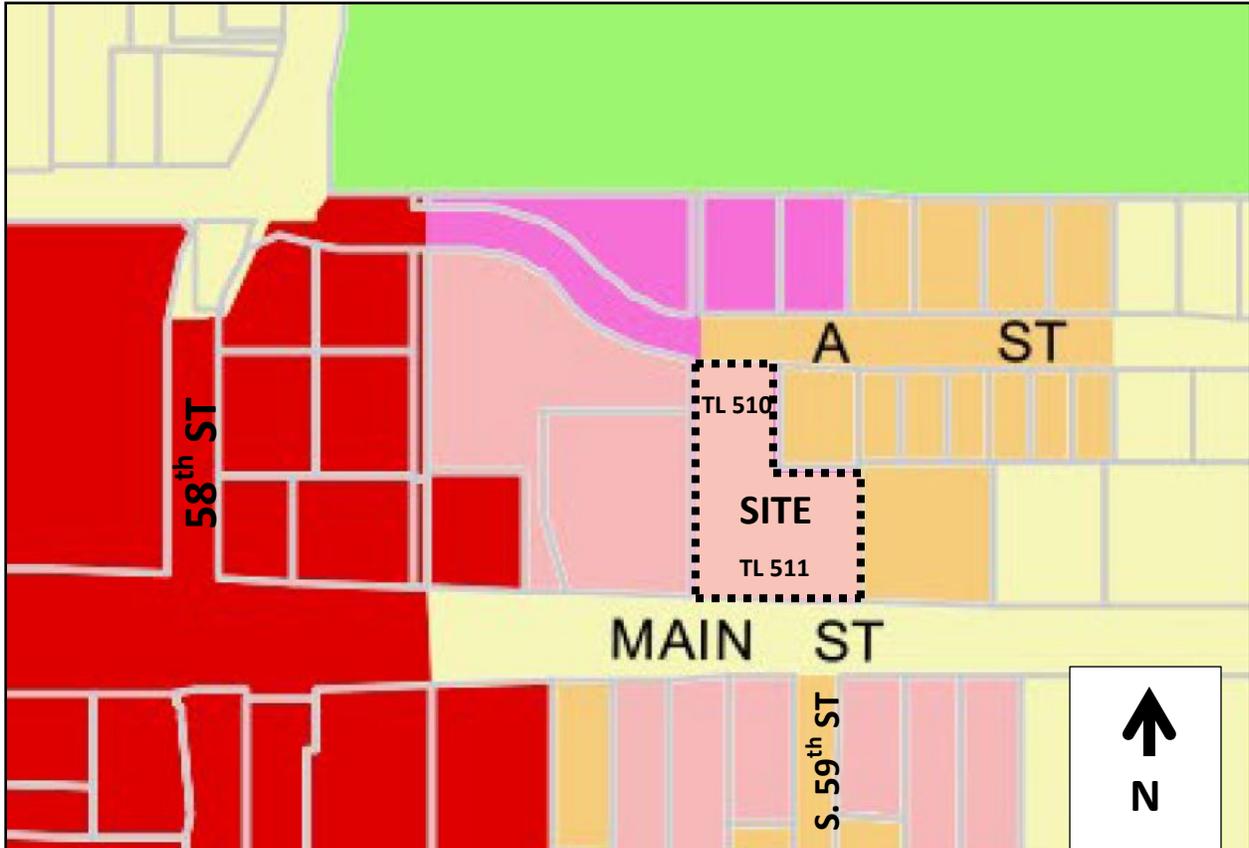
CURRENT ZONING – Map A
PROPERTY PROPOSED FOR ZONING MAP AMENDMENT
5892 MAIN ST. (MAP 17-02-34-32, TAX LOTS 510 & 511)
PROPERTY CURRENTLY ZONED GENERAL OFFICE (GO)



ZONING MAP LEGEND

- | | |
|--|---|
|  Low Density Residential (LDR) |  Neighborhood Commercial (NC) |
|  Medium Density Residential (MDR) |  General Office (GO) |
|  Community Commercial (CC) |  Public Land and Open Space (PL) |

PROPOSED ZONING – Map B
PROPERTY PROPOSED FOR ZONING MAP AMENDMENT
5892 MAIN ST. (MAP 17-02-34-32, TAX LOTS 510 & 511)
PROPERTY PROPOSED FOR NEIGHBORHOOD COMMERCIAL (NC) ZONING



ZONING MAP LEGEND

 Low Density Residential (LDR)	 Neighborhood Commercial (NC)
 Medium Density Residential (MDR)	 General Office (GO)
 Community Commercial (CC)	 Public Land and Open Space (PL)

9359352

CT TITLE NO. 195311
ESCROW NO. BU93-47264.1
TAX ACCT. NO. 1344462/1344470



WARRANTY DEED -- STATUTORY FORM

CLARK W. ROEDER, Grantor,

conveys and warrants to

SCOTT B. ROBBINS and LISA G. ROBBINS, husband and wife, Grantee

the following described real property free of encumbrances except as specifically set forth herein:

Lots 11 and 12, BUDA MESA, as platted and recorded in File 73, Slide 385, Lane County Oregon Plat Records, in Lane County, Oregon.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

1147SEP.20'93H03REC 5.00
1147SEP.20'93H03PFUND 10.00
1147SEP.20'93H03A&T FUND 20.00

Except the following encumbrances:

1993/94 TAXES WHICH ARE A LIEN BUT NOT YET DUE AND PAYABLE.

ALSO SUBJECT TO: EASEMENTS AS SHOWN ON THE RECORDED PLAT.

ACCESS RESTRICTIONS, INCLUDING THE TERMS AND PROVISIONS THEREOF, IN DEED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION, RECORDED FEBRUARY 8, 1962, RECEPTION NO. 58834, AND AS AMENDED BY INDENTURE OF ACCESS RECORDED MAY 12, 1981, RECEPTION NO. 8120403, LANE COUNTY OFFICIAL RECORDS.

EASEMENT FOR SLOPE AS GRANTED TO THE STATE OF OREGON, AND STORM DRAINAGE FACILITIES AS GRANTED TO THE CITY OF SPRINGFIELD, BY INSTRUMENT RECORDED JULY 13, 1966, RECEPTION NO. 53897, LANE COUNTY OREGON DEED RECORDS.

The true consideration for this conveyance is \$255,000.00. (EXCHANGE VALUE)

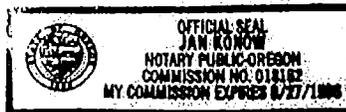
Dated this 17th day of September, 1993.

Clark W. Roeder
CLARK W. ROEDER

STATE OF OREGON, County of Lane)ss.

This instrument was acknowledged before me on September 17, 1993 by CLARK W. ROEDER

Jan Rowan
Notary Public for Oregon
My Commission expires: _____



CLARK W. ROEDER
1717 CENTENNIAL BLVD.
SPRINGFIELD, OR 97477
GRANTOR'S NAME AND ADDRESS

Until a change is requested all tax statements shall be sent to the following address:
*** SAME AS GRANTEE ***

SCOTT ROBBINS
3755 EMERALD ST.
EUGENE, OR 97401
GRANTEE'S NAME AND ADDRESS

After recording return to:
CASCADE TITLE CO.
1075 OAK STREET
EUGENE, OR 97401

Date Received:

NOV 18 2016

9359352

9359352

State of Oregon,
County of Lane--ss.

I, the County Clerk, in and for the said
County, do hereby certify that the within
instrument was received for record at

20 SEP 95 9 : 22

Reel **1879R**

Lane County OFFICIAL Records,
Lane County Clerk

By: 
County Clerk

Date Received:

NOV 18 2016

Original Submittal 

City of Springfield
 Development Services Department
 225 Fifth Street
 Springfield, OR 97477



Zoning Map Amendment, Type III

Required Project Information (Applicant: complete this section)			
Applicant Name:	Micheal M. Reeder	Phone:	541-484-0188
Company:	Arnold Gallagher, PC	Fax:	541-484-0536
Address:	P.O. Box 1758, Eugene, OR 97440-1758		
Applicant Signature:			
Property Owner:	Scott B. and Lisa C. Robbins	Phone:	
Company:	59805 Medicine Hat Lane	Fax:	
Address:	Bend, OR 97702		
Owner Signature:			
If the applicant is other than the owner, the owner hereby grants permission for the applicant to act in his or her behalf			
ASSESSOR'S MAP NO:	17-02-34-32	TAX LOT NO(S):	510 & 511
Property Address:	5892 Main St., Springfield OR 97478-5496		
Area of Request	Square Feet: 37,026	Acres:	.85
Existing Use(s) of Property:	8,832 sq. ft. building used for offices & florist retail, and paved parking lot		
Description of The Proposal:	Rezone Zone Tax Lots 510 & 511 from General Office, GO to Neighborhood Commercial, NC and allow the use & development of these properties consistently with the NC zone		
Required Property Information (City Intake Staff: complete this section)			
Case No.:	TP316-00004	Date:	11/18/16
		Received by: (initials)	LM.
Application Fee:	5506.00	Postage Fee:	401.00
		Total Fee:	6182.30
		Tel. fee - 275.30	

Edited 7/19/2007 bjones

PRJ16-00055
 Date Received:

NOV 18 2016

Original Submittal


ARNOLD GALLAGHER
ATTORNEYS AT LAW
A PROFESSIONAL CORPORATION

Micheal M. Reeder
mreeder@arnoldgallagher.com
541-484-0188

November 18, 2016

Philip Farrington, AICP
Senior Planner
Development & Public Works
City of Springfield
225 Fifth Street
Springfield, Oregon 97477

**Re: Scott & Lisa Robbins Zoning Map Amendment Application
Assessor's Map 17-02-34-32, Tax Lots 510 & 511
5892 Main Street, Springfield**

Dear Phil:

Please find enclosed, with the required City application fee, an application, with exhibits, for a quasi-judicial zoning map amendment for property owned by my clients, Scott and Lisa Robbins – Map 17-02-34-32, Tax Lots 510 and 511.

The request is for a change in the zoning map from General Office, GO, to Neighborhood Commercial, NC, subject to the requirements of Springfield Development Code Section 5-5.22-100 *et seq.*

Please feel free to contact me if you have any questions.

Very truly yours,



Micheal M. Reeder
Attorney for Robbins

MMR:jgh

Attachment: Application with fee & exhibits

cc: Clients (w/attachment)

N:\P - T\Robbins, Scott and Lisa 19586\Main Street Rezone 19586-1\Application\Application Cover Ltr 111816.docx

Date Received:

NOV 18 2016

List of Zone Change Application Exhibits
Zone Change Application for Scott & Lisa Robbins
Map 17-02-34-32, Tax Lots 510 and 511
5892 Main Street, Springfield

1. Application Findings
2. Deed 1993-59352
3. Vicinity Map
4. Zoning Map
5. Aerial Photo
6. RLID Reports
 - RLID Report Map 17-02-34-32 Tax Lot 510
 - RLID Report Map 17-02-34-32 Tax Lot 511
 - RLID Report Map 17-02-34-32 Tax Lot 202
 - RLID Report Map 17-02-34-32 Tax Lot 400
 - RLID Report Map 17-02-34-32 Tax Lot 509
 - RLID Report Map 17-02-34-32 Tax Lot 800
7. Buda Mesa Subdivision Plat

Date Received:

NOV 18 2016

EXHIBIT 1

Date Received:

NOV 18 2016

Original Submittal SPR

Zone Change Application for Scott & Lisa Robbins

EXHIBIT 1 – APPLICATION FINDINGS

Applicant: Micheal M. Reeder
Arnold Gallagher P.C.

Property Owners: Scott B. and Lisa C. Robbins

Site: Map 17-02-34-32 Tax Lots 510 and Tax Lot 511

Address: 5892 Main Street, Springfield, Oregon

Request: Zoning Map Amendment from General Office, GO to Neighborhood Commercial, NC (Type III application)

Site and Vicinity Information

This is a citizen-initiated zoning map amendment application. The property owners seek a zoning map amendment pursuant to Springfield Development Code (“SDC”) 5.22-100 *et seq.* for the property known as Map 17-02-34-32, Tax Lot 510 and Tax Lot 511 (the “Subject Properties”). The current zoning of the Subject Properties is General Office, GO. The *Metro Plan* diagram designates the Subject Properties as Medium Density Residential.

The Subject Properties adjoin each other and are located adjacent to the north side of Main Street and the south side of A Street. The Subject Properties have vehicular access to Main Street and A Street.

Tax Lot 510 contains approximately .23 acres or 10,019 square feet of area that is currently developed as a paved parking lot with an entrance on A Street.

Tax Lot 511 contains approximately 0.62 acres or 27,007 square feet and is currently developed with an 8,832 square foot office building, including a florist shop, with parking and landscaping.

The west side of the Subject Properties is adjacent to properties designated by the *Metro Plan* diagram as Medium Density Residential, MDR, and that are zoned as Neighborhood Commercial, NC. Tax Lot 202 contains approximately 1.19 acres or 51,836 square feet of vacant and level land.

Micheal M. Reeder for Scott B. & Lisa C. Robbins

Date Received:

Page 1

NOV 18 2016

Tax Lot 400 contains approximately 0.76 acres or 33,105 square feet and is currently developed with the former Liberty Bank building and drive-through facility containing 4,990 square feet and with parking and landscaping. These properties are part of the planned Thurston Crossing development.

The east side of the Subject Properties is adjacent to property designated by the *Metro Plan* diagram as Medium Density Residential and zoned as Medium Density Residential, MDR. Adjacent Tax Lot 800 has a single family dwelling and driveway access on Main Street. Adjacent Tax Lot 509 has a duplex on it and driveway access on A Street. Further east are lots for subdivisions that are designated by the *Metro Plan* diagram as Medium Density Residential, zoned as Medium Density Residential, MDR, and developed with single-family dwellings or duplexes.

The north side of the Subject Properties is adjacent to A Street, and north of A Street are properties designated by the *Metro Plan* diagram as Medium Density Residential and Government and Education, are zoned as Medium Density Residential, MDR, and are vacant or developed as part of Thurston High School.

The south side of the Subject Properties is adjacent to Main Street, and south of Main Street are properties designated by the *Metro Plan* diagram as Medium Density Residential and are zoned as Neighborhood Commercial, NC, and Medium Density Residential, MDR. The MDR-zoned property has a dwelling on it and the NC-zoned property is vacant.

In accordance with SDC 3.2-305.A, Neighborhood Commercial, NC uses are intended for sites up to three acres in size to provide day-to-day commercial needs for local residents. Developments on NC sites should enhance rather than intrude on the character of a neighborhood by employing landscaping and design features that are consistent and compatible with adjacent residential uses. As such, NC zoning can be employed for site-specific developments where the zoning designation of the underlying parcel is commercial or residential. Because this zone change request is site-specific and does not propose to modify the adopted *Metro Plan* diagram, it is considered as a Type III Zoning Map amendment.

Criteria of Approval

SDC 5.22-115 contains the criteria of approval for the decision maker to utilize during review of Zoning Map amendment requests. The Criteria of Zoning Map amendment approval are:

“SDC 5.22-115 Criteria

C. Zoning Map amendment criteria of approval:

Micheal M. Reeder for Scott B. & Lisa C. Robbins

Date Received:

NOV 18 2016

Original Submittal

Page 2

1. *Consistency with applicable Metro Plan policies and the Metro Plan diagram;*
2. *Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans; and*
3. *The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.*
4. *Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:*
 - a. *Meet the approval criteria specified in Section 5.14-100; and*
 - b. *Comply with Oregon Administrative Rule (OAR) 660-012-0060, where applicable."*

Findings in Support of Zone Change Approval

"1. *Consistency with applicable Metro Plan policies and the Metro Plan diagram;*"

Finding 1: *Metro Plan Policy B.6, Page III-B-4-5, states: "Increase the amount of undeveloped land zoned for light industrial and commercial uses correlating the effective supply in terms of suitability and availability with the projections of demand."*

As concluded by the Commercial-Industrial Buildable Lands (CIBL) Study, the City's 20-year inventory has an overall deficiency of readily-available commercial and industrial land.

Finding 2: *Metro Plan Policy B.28, Page III-B-6 states: "Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood."*

The Subject Properties are in the Thurston neighborhood area located north of Main Street, have direct access to Main Street that serves the major transportation needs of this neighborhood, and are ideally situated at the entrance of the Thurston neighborhood.

Date Received:

Micheal M. Reeder for Scott B. & Lisa C. Robbins

Page 3
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Finding 3: *Metro Plan* Policy B.29, Page III-B-6 states: “Encourage the expansion or redevelopment of existing neighborhood commercial facilities as surrounding residential densities increase or as the characteristics of the support population change.”

The Subject Properties are adjacent to the planned Thurston Crossing development. Changing the zoning to Neighborhood Commercial, NC, would allow for the expanded commercial development adjacent to this area to meet the increasing residential demands for quality neighborhood commercial facilities.

Finding 4: The proposed zone change is consistent with provisions of the *Metro Plan*, whereby zoning can be monitored and adjusted as necessary to meet current urban land use demands.

Finding 5: The properties in the immediate vicinity of the Subject Properties have a mix of commercial and residential zoning, including MDR, NC, Community Commercial, CC, and General Office, GO. Therefore, the proposed zone change is consistent and compatible with the existing zoning and land use patterns in this area of Springfield.

“2. *Consistency with applicable Refinement Plans, Plan District maps, Conceptual Development Plans and functional plans;*”

Finding 6: There are no adopted Refinement Plans or Conceptual Development Plans for this area of Springfield. Therefore, the *Metro Plan* diagram remains the prevailing land use plan diagram for this site.

Finding 7: The City recently adopted the Residential Land Use and Housing Element of the *Springfield 2030 Refinement Plan* and, because the proposed zone change is site-specific, it is consistent with provisions of this Refinement Plan element.

“3. *The property is presently provided with adequate public facilities, services and transportation networks to support the use, or these facilities, services and transportation networks are planned to be provided concurrently with the development of the property.*”

Finding 8: The Subject Properties are already provided with the full range of public utilities and services and with a fully-developed internal and external transportation network, including access and driveway cuts to Main Street, which is classified as a Major Arterial, and to A Street, which is classified as a Local Road. Traffic to and from the Subject Properties will occur using these transportation routes and will not adversely affect local traffic in nearby residential

neighborhoods. Future development of the site with Neighborhood Commercial use(s) will be subject to the Site Plan Review process.

4. *“Legislative Zoning Map amendments that involve a Metro Plan Diagram amendment shall:*
- a. Meet the approval criteria specified in Section 5.14.100; and*
 - b. Comply with Oregon Administrative Rule (OAR) 660.012.0060, where applicable.”*

Finding 9: The requested zone change is being undertaken as a site specific change in compliance with provisions of the adopted *Metro Plan* and the City’s Development Code. Because the proposed zoning is consistent and compatible with the *Metro Plan* land use designation, a *Metro Plan* diagram amendment is not required or warranted. Therefore, this criterion is not applicable.

Conclusion

Based on the above listed criteria, this zone change application meets the stated criteria for zone change approval in accordance with provisions of the *Metro Plan* and the Springfield Development Code.

EXHIBIT 2

Date Received:

NOV 18 2016

Original Submittal SPM

9359352

CT TITLE NO. 195311
ESCROW NO. EU93-7264
TAX ACCT. NO. 1344462/1344470



WARRANTY DEED -- STATUTORY FORM

CLARK W. ROEDER, Grantor,

conveys and warrants to

SCOTT B. ROBBINS and LISA C. ROBBINS, husband and wife, Grantee

the following described real property free of encumbrances except as specifically set forth herein:

Lots 11 and 12, BUDA MESA, as platted and recorded in File 73, Slide 385, Lane County Oregon Plat Records, in Lane County, Oregon.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Except the following encumbrances:

1167SEP.20'93H03REC 5.00
1167SEP.20'93H03PFUND 10.00
1167SEP.20'93H03A&T FUND 20.00

1993/94 TAXES WHICH ARE A LIEN BUT NOT YET DUE AND PAYABLE.

ALSO SUBJECT TO: EASEMENTS AS SHOWN ON THE RECORDED PLAT.

ACCESS RESTRICTIONS, INCLUDING THE TERMS AND PROVISIONS THEREOF, IN DEED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION, RECORDED FEBRUARY 8, 1962, RECEPTION NO. 58834, AND AS AMENDED BY INDENTURE OF ACCESS RECORDED MAY 12, 1981, RECEPTION NO. 8120403, LANE COUNTY OFFICIAL RECORDS.

EASEMENT FOR SLOPE AS GRANTED TO THE STATE OF OREGON, AND STORM DRAINAGE FACILITIES AS GRANTED TO THE CITY OF SPRINGFIELD, BY INSTRUMENT RECORDED JULY 13, 1966, RECEPTION NO. 53897, LANE COUNTY OREGON DEED RECORDS.

The true consideration for this conveyance is \$255,000.00. (EXCHANGE VALUE)

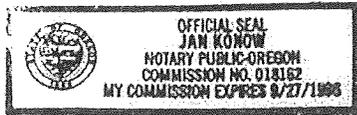
Dated this 17th day of September, 1993.

Clark W. Roeder
CLARK W. ROEDER

STATE OF OREGON, County of Lane) ss.

This instrument was acknowledged before me on September 17, 1993, by CLARK W. ROEDER

Jan Konow
Notary Public for Oregon
My Commission expires: _____



CLARK W. ROEDER
1717 CENTENNIAL BLVD.
SPRINGFIELD, OR 97477
GRANTOR'S NAME AND ADDRESS

Until a change is requested
all tax statements shall be
sent to the following address:
*** SAME AS GRANTEE ***

SCOTT ROBBINS
3755 EMERALD ST.
EUGENE, OR 97401
GRANTEE'S NAME AND ADDRESS

After recording return to:
CASCADE TITLE CO.
1075 OAK STREET
EUGENE, OR 97401

Date Received:

NOV 18 2016

9359352

State of Oregon,
County of Lane--ss.

I, the County Clerk, in and for the said
County, do hereby certify that the within
instrument was received for record at

20 SEP 95 9 : 22

Recd **1879R**

Lane County OFFICIAL Records,
Lane County Clerk

By: 
County Clerk

RECORDED
INDEXED
SEP 10 1995
LANE COUNTY CLERK

Date Received:

NOV 18 2016

Original Submittal 

EXHIBIT 3

Date Received:

NOV 18 2016

Original Submittal SM

Zone Change Application Vicinity Map

PROPOSED ZONE CHANGE:
 From General Office (GO) to
 Neighborhood Commercial (NC)
 For Map 17-02-34-32 Tax Lots 510 & 511

APPLICANT:
 Micheal M. Reeder
 Arnold Gallagher, PC
 P.O. Box 1758, Eugene, OR 97440

OWNER:
 Scott B. & Lisa C. Robbins
 59805 Medicine Hat Lane
 Bend, OR 97702



← 1 inch →

SCALE: 1 inch = 300 feet

Date Received:

NOV 18 2016

Original Submittal *sw*

Prepared by James A. Mann LLC

EXHIBIT 4

Date Received:

NOV 18 2016

Original Submitter:

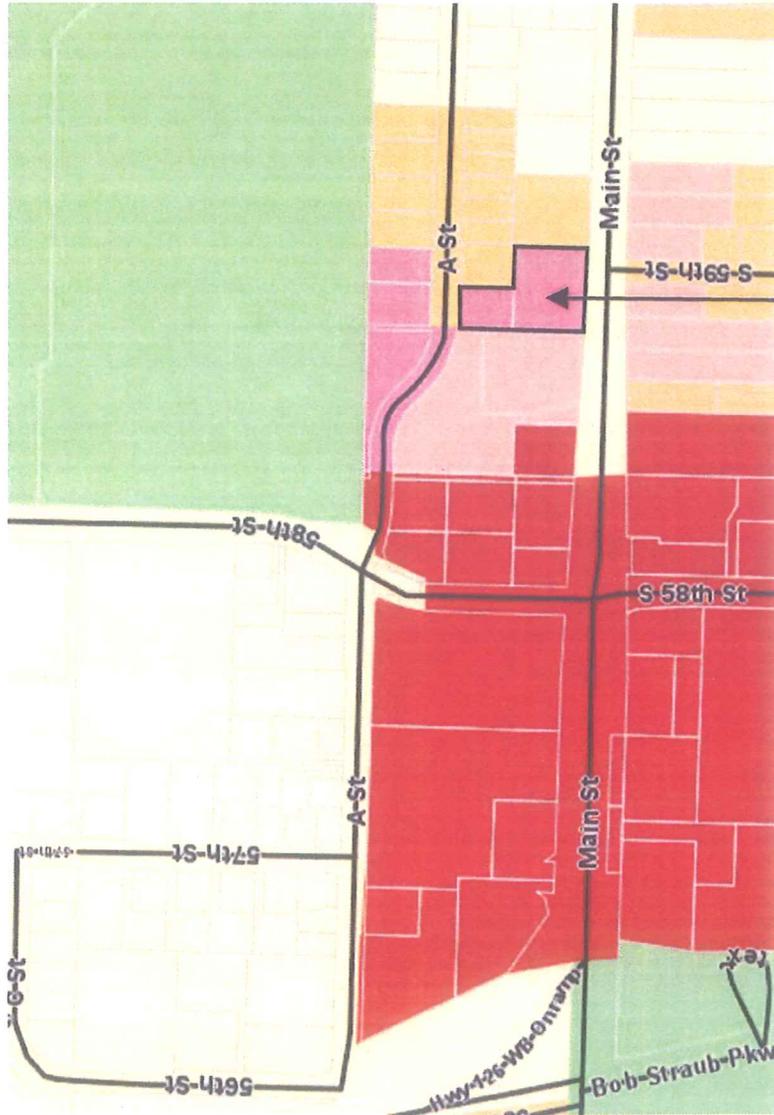
SM

SPRINGFIELD ZONING MAP EXCERPTS

PROPOSED ZONE CHANGE:
 From General Office (GO) to
 Neighborhood Commercial (NC)
 For Map 17-02-34-32 Tax Lots 510 & 511

APPLICANT:
 Micheal M. Reeder
 Arnold Gallagher, PC
 P.O. Box 1758, Eugene, OR 97440

OWNER:
 Scott B. & Lisa C. Robbins
 59805 Medicine Hat Lane
 Bend, OR 97702



SUBJECT PROPERTIES
 MAP 17-02-34-32
 TAX LOTS 510 & 511

ZONING DISTRICTS

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- GENERAL OFFICE
- PUBLIC LANDS & OPEN SPACE

Date Received:

NOV 18 2016

Original Submittal *SM*

EXHIBIT 5

Date Received:

NOV 18 2016

AERIAL PHOTO

PROPOSED ZONE CHANGE:
From General Office (GO) to
Neighborhood Commercial (NC)
For Map 17-02-34-32 Tax Lots 510 & 511

APPLICANT:
Micheal M. Reeder
Arnold Gallagher, PC
P.O. Box 1758, Eugene, OR 97440

OWNER:
Scott B. & Lisa C. Robbins
59805 Medicine Hat Lane
Bend, OR 97702



SUBJECT PROPERTIES
MAP 17-02-34-32
TAX LOTS 510 & 511
5892 MAIN ST.

Date Received:

NOV 18 2016

Original Submittal: SM

EXHIBIT 6

Date Received:

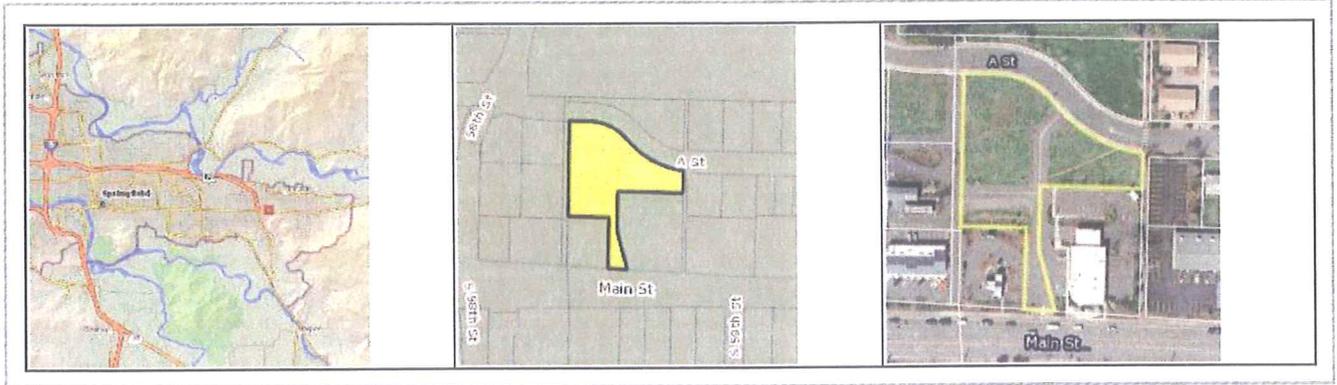
NOV 18 2016

Detailed Property Report

Site Address N/A Map & Taxlot# 17-02-34-32-00202 SIC N/A Tax Account# 1804994	Property Owner 1 AMIGOS III LLC 111 58TH ST SPRINGFIELD, OR 97478 Tax account acreage 1.19 Mapped taxlot acreage [†] 1.19
--	--

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 17-02-34-32-00202



Business Information

RLID does not contain any business data for this address

Improvements

No assessor photos, assessor sketches or building characteristic information is available for this tax account.

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

<input type="checkbox"/> Geographic Coordinates X 4283609 Y 876573 (State Plane X,Y) Latitude 44.0465 Longitude -122.9254	Taxlot Characteristics Incorporated City Limits SPRINGFIELD Urban Growth Boundary Springfield Year Annexed 1960 Annexation # N/A Approximate Taxlot Acreage 1.19 Approx Taxlot Sq Footage 51,836 2010 Census Tract 1803 2010 Census Block Group 2 Plan Designation Metro Plan Map Eugene Neighborhood N/A Metro Area Nodal Dev Area No Historic Property Name N/A City Historic Landmark? No National Historical Register? No
<input type="checkbox"/> Zoning Zoning Jurisdiction Springfield Springfield Parent Zone NC NEIGHBORHOOD COMMERCIAL	
<input type="checkbox"/> Land Use <u>General Land Use</u> Code Description V Vacant <u>Detailed Land Use</u> Code Description 9100 Vacant, Unused, Undeveloped Land	

Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Date Received:

NOV 18 2016

Environmental Data

FEMA Flood Hazard Zone
Code Description
 X Areas determined to be outside of 500-year flood.

FIRM Map Number 41039C1166F
 Community Number 415592
 Post-FIRM Date 09/27/1985
 Panel Printed? Yes

Soils
Soil Map Unit# Soil Type Description % of Taxlot Ag Class Hydric %
 32 Coburg-Urban land complex 100% 2 4

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District	12
City Council Ward	SP6	State Representative	John Lively
City Councilor	Joe Pishioneri	State Senate District	6
County Commissioner District	2 (Springfield)	State Senator	Lee Beyer
County Commissioner	Sid Leiken		
EWEEB Commissioner	N/A		
LCC Board Zone	3		

Liens

None

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1804994
 View tax statement(s) for: [2016](#) [2015](#)

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
AMIGOS III LLC	111 58TH ST	SPRINGFIELD, OR 97478
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip
AMIGOS III LLC	111 58TH ST	SPRINGFIELD, OR 97478

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Date Received:

NOV 18 2016

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage 1.19
 Fire Acres N/A
 Property Class 200 COMMERCIAL, VACANT
 Statistical Class N/A
 Neighborhood Code 81905
 Category Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type Partition Plat Subdivision Name 2007-P2089 Subdivision Number N/A
 Phase N/A Lot/Tract/Unit # Parcel 2 TL 00202 Recording Number 2007-009319

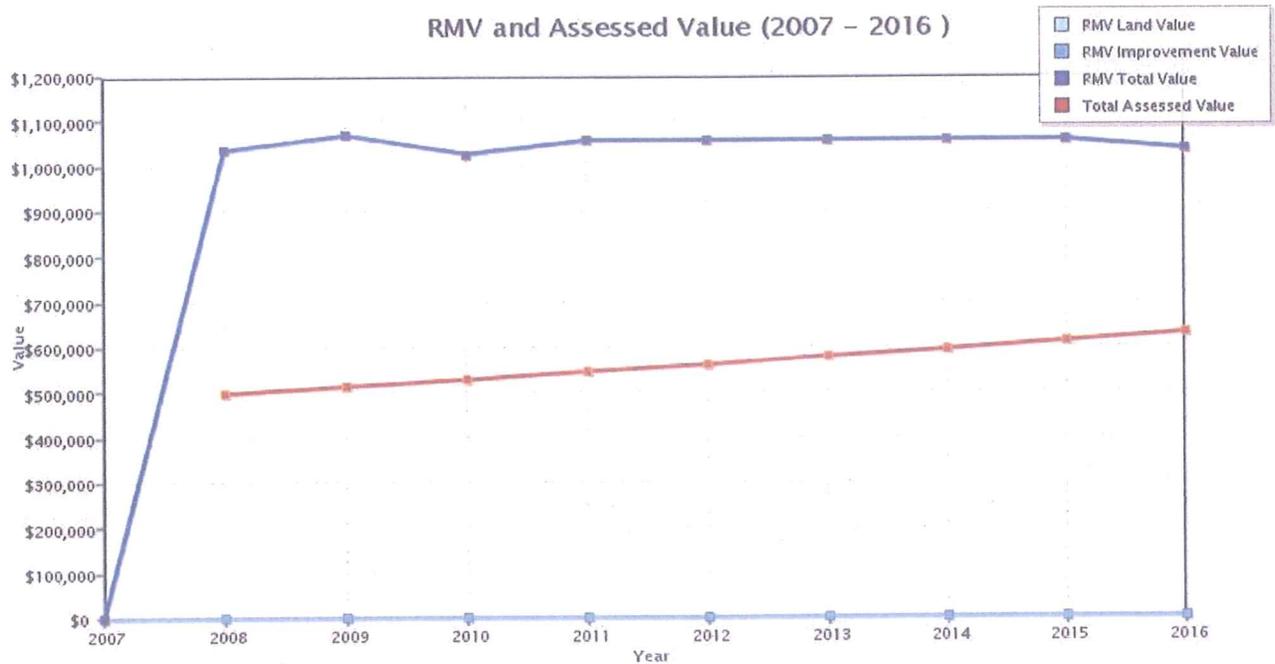
Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

Year	Real Market Value (RMV)			Total Assessed Value	Tax
	Land	Improvement	Total		
2016	\$1,034,131	\$0	\$1,034,131	\$631,449	\$11,295.93
2015	\$1,055,236	\$0	\$1,055,236	\$613,057	\$10,973.90
2014	\$1,055,236	\$0	\$1,055,236	\$595,201	\$10,808.25
2013	\$1,055,236	\$0	\$1,055,236	\$577,865	\$10,597.58
2012	\$1,055,236	\$0	\$1,055,236	\$561,034	\$9,617.75
2011	\$1,055,236	\$0	\$1,055,236	\$544,693	\$9,359.68
2010	\$1,024,501	\$0	\$1,024,501	\$528,828	\$9,094.57
2009	\$1,067,189	\$0	\$1,067,189	\$513,425	\$8,867.11
2008	\$1,036,106	\$0	\$1,036,106	\$498,471	\$8,719.80
2007	\$0	\$0	\$0	\$0	\$0.00

RMV and Assessed Value (2007 - 2016)



Current Year Assessed Value \$631,449
 Less Exemption Amount * N/A
 Taxable Value \$631,449

Date Received:

NOV 18 2016

* Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
Taxing Districts for TCA 01900
CITY OF SPRINGFIELD
LANE COMMUNITY COLLEGE
LANE COUNTY
LANE EDUCATION SERVICE DISTRICT
SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
SPRINGFIELD SCHOOL DISTRICT 19
WILLAMALANE PARK & RECREATION DISTRICT

****NOTE** Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The **Billing Rate Document** may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

No sales or ownership change data available.

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

Original Submitter: *SM*

Detailed Property Report

Site Address 5880 MAIN ST Springfield, OR 97478-6971
 Map & Taxlot# 17-02-34-32-00400
 SIC N/A
 Tax Account# 0140374

Property Owner 1
 FEDAK DARYLA
 85788 PARKLAND CIR
 PLEASANT HILL, OR 97455
 Tax account acreage 0.76
 Mapped taxlot acreage† 0.76

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Related Accts 5553690

Map & Taxlot # 17-02-34-32-00400



Business Information

Multiple Businesses at This Address

There are 2 businesses associated with this address. Click on any of the links below to open the full business report.

- [Thurston Family Dental](#), Daryl A Fedak
- [Thurston Family Dental](#), Daryl Fedak, Owner

Source: infoGroup/Government Division, 5711 S 86th Circle, Omaha, NE 68127, www.infoUSA.gov



Improvements

Photos & Sketches for Tax Account



Building Part: C01

Floor Number	1	Sq Ft	4990
Occupancy Description	Dental Office/Clinic	Fireproof Steel Sq Ft	0
Use Description	MEDICAL CLINIC	Reinforced Concrete Sq Ft	0
Year Built	2006	Fire Resistant Sq Ft	0
Effective Year Built	2010	Wood Joist Sq Ft	4990
Grade	7	Pole Frame Sq Ft	0
Wall Height Ft	15	Pre-engineered Steel Sq Ft	0

Commercial Sales Data

Image	Sale Date
0140374 - 5880 Main Street - SPR.pdf	10/26/2011
0140374.pdf	05/10/2004

Commercial Appraisal Card [1702343200400](#)

Site Address Information

5880 MAIN ST
 SPRINGFIELD, OR 97478-6971

Date Received:

NOV 18 2016

House #	5880	Suffix	N/A	Pre-directional	N/A
Street Name	MAIN	Street Type	ST	Unit type / #	N/A
Mail City	SPRINGFIELD	State	OR	Zip Code	97478
Zip + 4	6971	Create Date	Aug 17, 2006	Update Date	May 13, 2016

Land Use 6512 Dental Services
USPS Carrier Route C041

General Taxlot Characteristics

<input type="checkbox"/> Geographic Coordinates X 4283708 Y 876390 (State Plane X,Y) Latitude 44.0460 Longitude -122.9250	Taxlot Characteristics Incorporated City Limits SPRINGFIELD Urban Growth Boundary Springfield Year Annexed 1960 Annexation # N/A Approximate Taxlot Acreage 0.76 Approx Taxlot Sq Footage 33,106 2010 Census Tract 1803 2010 Census Block Group 2 Plan Designation Metro Plan Map Eugene Neighborhood N/A Metro Area Nodal Dev Area No Historic Property Name N/A City Historic Landmark? No National Historical Register? No
<input type="checkbox"/> Zoning Zoning Jurisdiction Springfield Springfield Parent Zone NC NEIGHBORHOOD COMMERCIAL	
<input type="checkbox"/> Land Use General Land Use Code Description V Vacant	
Detailed Land Use Code Description 9100 Vacant, Unused, Undeveloped Land	

Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Environmental Data

FEMA Flood Hazard Zone Code Description X Areas determined to be outside of 500-year flood.								
FIRM Map Number 41039C1166F Community Number 415592 Post-FIRM Date 09/27/1985 Panel Printed? Yes								
Soils <table border="1"> <thead> <tr> <th>Soil Map Unit#</th> <th>Soil Type Description</th> <th>% of Taxlot Ag Class</th> <th>Hydric %</th> </tr> </thead> <tbody> <tr> <td>32</td> <td>Coburg-Urban land complex</td> <td>100%</td> <td>2 4</td> </tr> </tbody> </table>	Soil Map Unit#	Soil Type Description	% of Taxlot Ag Class	Hydric %	32	Coburg-Urban land complex	100%	2 4
Soil Map Unit#	Soil Type Description	% of Taxlot Ag Class	Hydric %					
32	Coburg-Urban land complex	100%	2 4					

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District	12
City Council Ward	SP6	State Representative	John Lively
City Councilor	Joe Pishioneri	State Senate District	6
County Commissioner District 2 (Springfield)		State Senator	Lee Beyer
County Commissioner	Sid Leiken		
EWB Commissioner	N/A		
LCC Board Zone	3		

Date Received:

NOV 18 2016

Liens

None

Building Permits

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0140374
View tax statement(s) for: [2016 2015](#)

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
FEDAK DARYL A	85788 PARKLAND CIR	PLEASANT HILL, OR 97455
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip
FEDAK DARYL A	85788 PARKLAND CIR	PLEASANT HILL, OR 97455

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Related Accts [5553690](#)

Account Status none
Remarks none
Special Assessment Program N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage 0.76
Fire Acres N/A
Property Class 201 COMMERCIAL, IMPROVED
Statistical Class 496 MEDICAL BUILDING & CLINICS
Neighborhood Code 81905
Category Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00400	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

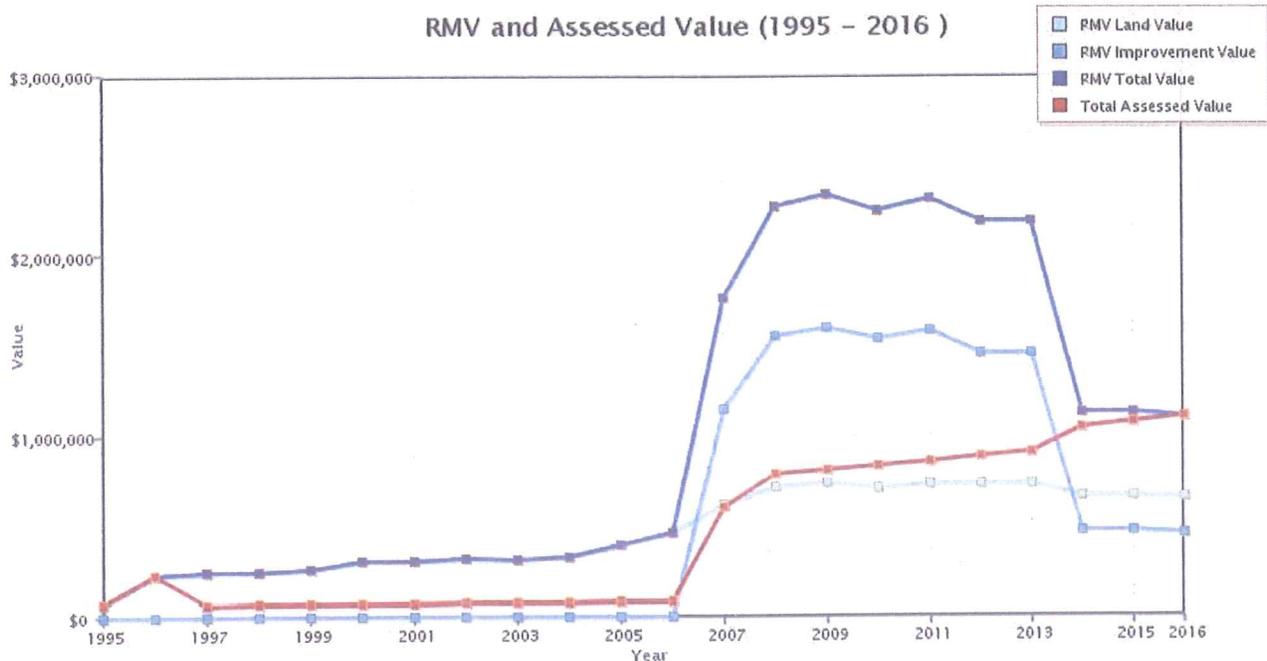
Year	Real Market Value (RMV)			Total Assessed Value	Tax
	Land	Improvement	Total		
2016	\$648,877	\$452,247	\$1,101,124	\$1,101,124	\$19,097.24
2015	\$662,120	\$461,478	\$1,123,598	\$1,075,361	\$19,022.79

Date Received:

Original Submitted *fm*

2014	\$662,120	\$461,478	\$1,123,598	\$1,044,040	\$18,907.89
2013	\$724,918	\$1,455,598	\$2,180,516	\$909,151	\$16,673.10
2012	\$724,918	\$1,455,598	\$2,180,516	\$882,671	\$15,131.54
2011	\$724,918	\$1,582,172	\$2,307,090	\$856,962	\$14,725.52
2010	\$703,804	\$1,536,090	\$2,239,894	\$832,002	\$14,308.44
2009	\$733,130	\$1,600,090	\$2,333,220	\$807,769	\$13,950.57
2008	\$711,780	\$1,553,477	\$2,265,257	\$784,242	\$13,718.82
2007	\$614,150	\$1,144,820	\$1,758,970	\$602,226	\$9,821.40
2006	\$456,124	\$0	\$456,124	\$81,544	\$1,331.08
2005	\$393,211	\$0	\$393,211	\$79,169	\$1,301.75
2004	\$319,684	\$0	\$319,684	\$76,863	\$1,276.79
2003	\$310,373	\$0	\$310,373	\$74,624	\$1,240.13
2002	\$313,509	\$0	\$313,509	\$72,450	\$1,133.01
2001	\$298,580	\$0	\$298,580	\$70,340	\$1,111.49
2000	\$298,580	\$0	\$298,580	\$68,291	\$1,084.63
1999	\$253,030	\$0	\$253,030	\$66,302	\$1,096.50
1998	\$243,300	\$0	\$243,300	\$64,371	\$1,065.93
1997	\$236,210	\$490	\$236,700	\$62,496	\$1,061.93
1996	\$224,960	\$490	\$225,450	\$225,450	\$3,514.76
1995	\$68,420	\$1,020	\$69,440	\$69,440	\$1,089.98

RMV and Assessed Value (1995 - 2016)



Current Year Assessed Value \$1,101,124
 Less Exemption Amount * N/A
 Taxable Value \$1,101,124
 * Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
 Taxing Districts for TCA 01900
 CITY OF SPRINGFIELD
 LANE COMMUNITY COLLEGE
 LANE COUNTY
 LANE EDUCATION SERVICE DISTRICT
 SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
 SPRINGFIELD SCHOOL DISTRICT 19
 WILLAMALANE PARK & RECREATION DISTRICT

****NOTE** Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The Billing Rate Document may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Date Received:

NOV 18 2016

Original Submittal *mw*

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
10/26/2011	\$680,000	2011-48849		U	No	FEDERAL DEPOSIT INSURANCE CORPORATIO	FEDAK DARYLA
06/30/2006	\$499,200	2006-46082		Y	No	AMIGOS III LLC	LIBERTY BANK
05/10/2004	\$490,000	2004-38460		V	No	SELCO COMMUNITY CREDIT UNION	AMIGOS III LLC
12/23/2003	\$0	Unrecorded Bus		8	Yes	SELCO CREDIT UNION	SELCO COMMUNITY CREDIT UNION
09/12/1996	\$328,500	1996-61821		1	data not available	WHITE, DARLENE J	data not available

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

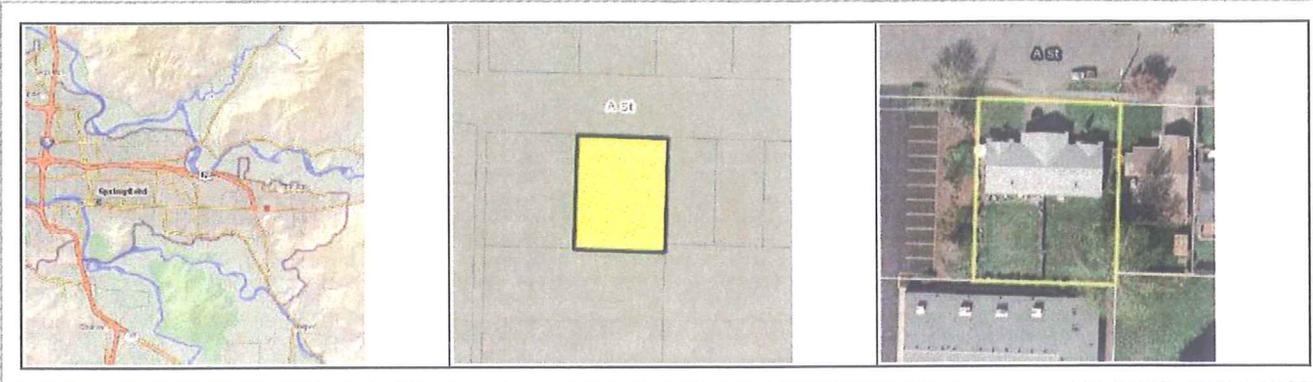
Detailed Property Report

Site Address 5911 A ST Springfield, OR 97478-5482
Map & Taxlot# 17-02-34-32-00509
SIC N/A
Tax Account# 1344454 ^a
^a Additional site address(es) are associated with this tax account

Property Owner 1
 FINLEY RONALD L & LINDA A
 31710 GREEN ISLAND RD
 EUGENE, OR 97408
 Tax account acreage 0.23
 Mapped taxlot acreage [†] 0.23

[†] Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 17-02-34-32-00509



Business Information

RLID does not contain any business data for this address

Improvements

Dwelling 1 / Building Type » Plex

Assessor Photo Assessor Sketch

image not available



Inspection Date	01/11/1996	Bedrooms	4	Roof Style	Gable
Building Class	P3	Full Bath(s)	4	Roof Cover	Comp shingle medium
Year Built	1993	Half Bath(s)	0	Masonry Fireplace(s)	No
Effective Year Built	1993	Depreciation	13%	Improvement Complete	100 %
				Heat	Wall units

Floor Characteristics

	<u>Base Sq Ft</u>	<u>Finished Sq Ft</u>	<u>Exterior</u>
1st Floor	1644	1644	Wood siding
Total Sq Ft	1644	1644	

Other Square Footage

Detached Garage	N/A	Attached Garage	598
Basement Garage	N/A	Carport	N/A
Paved Patio	N/A	Paved Driveway	624

Site Address Information

5911 A ST
 SPRINGFIELD, OR 97478-5482

House #	5911	Suffix	N/A	Pre-directional	N/A
Street Name	A	Street Type	ST	Unit type / #	N/A
Mail City	SPRINGFIELD	State	OR	Zip Code	97478
Zip + 4	5482	Create Date	Sep 16, 1993	Update Date	May 13, 2016

Land Use 1120 Two Family Housing Unit (Duplex)
 USPS Carrier Route C041

Additional site address(es) attached to this tax account
 • 5913 A ST

General Taxlot Characteristics

Date Received:

NOV 18 2016

Geographic Coordinates X 4283915 Y 876539 (State Plane X,Y) Latitude 44.0464 Longitude -122.9242		Taxlot Characteristics Incorporated City Limits SPRINGFIELD Urban Growth Boundary Springfield Year Annexed 1960 Annexation # N/A Approximate Taxlot Acreage 0.23 Approx Taxlot Sq Footage 10,019 2010 Census Tract 1803 2010 Census Block Group 2 Plan Designation Metro Plan Map Eugene Neighborhood N/A Metro Area Nodal Dev Area No Historic Property Name N/A City Historic Landmark? No National Historical Register? No	
Zoning Zoning Jurisdiction Springfield Springfield Parent Zone MD MEDIUM DENSITY RESIDENTIAL			
Land Use <u>General Land Use</u> Code Description D Duplex <u>Detailed Land Use</u> Code Description 1120 Two Family Housing Unit (Duplex)			

Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Environmental Data

FEMA Flood Hazard Zone Code Description X Areas determined to be outside of 500-year flood.											
FIRM Map Number	41039C1166F										
Community Number	415592										
Post-FIRM Date	09/27/1985										
Panel Printed?	Yes										
Soils <table border="1"> <thead> <tr> <th>Soil Map Unit#</th> <th>Soil Type Description</th> <th>% of Taxlot</th> <th>Ag Class</th> <th>Hydric %</th> </tr> </thead> <tbody> <tr> <td>32</td> <td>Coburg-Urban land complex</td> <td>100%</td> <td>2</td> <td>4</td> </tr> </tbody> </table>		Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %	32	Coburg-Urban land complex	100%	2	4
Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %							
32	Coburg-Urban land complex	100%	2	4							

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District	12
City Council Ward	SP6	State Representative	John Lively
City Councilor	Joe Pishioneri	State Senate District	6
County Commissioner District 2 (Springfield)		State Senator	Lee Beyer
County Commissioner	Sid Leiken		
EWEB Commissioner	N/A		
LCC Board Zone	3		

Liens

None

Building Permits

RLID does not contain any building permit data for this jurisdiction
--

Date Received:

NOV 18 2016

SM

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1344454
View tax statement(s) for: [2016 2015](#)

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
FINLEY RONALD L & LINDA A	31710 GREEN ISLAND RD	EUGENE, OR 97408
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip
FINLEY RONALD L & LINDA A	31710 GREEN ISLAND RD	EUGENE, OR 97408

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year	
Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	0.23
Fire Acres	N/A
Property Class	101 RESIDENTIAL, IMPROVED
Statistical Class	232 CLASS 3 DUPLEX
Neighborhood Code	201301
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00509	Recording Number	N/A

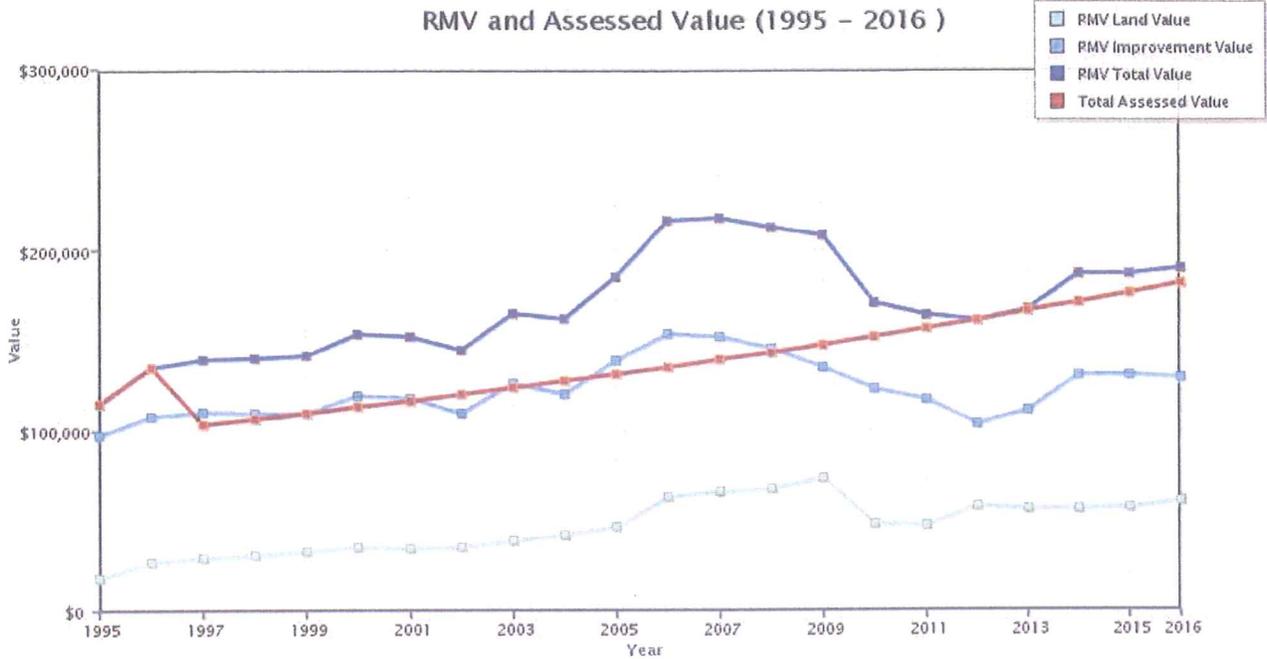
Data source: Lane County Assessment and Taxation

Property Values & Taxes

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Year	Real Market Value (RMV)			Total Assessed Value		Tax
	Land	Improvement	Total			
2016	\$60,622	\$129,342	\$189,964	\$181,567		\$3,211.70
2015	\$56,683	\$130,436	\$187,119	\$176,279		\$3,132.99
2014	\$56,154	\$130,536	\$186,690	\$171,145		\$3,107.82
2013	\$56,154	\$111,219	\$167,373	\$166,160		\$2,947.32
2012	\$57,812	\$103,791	\$161,603	\$161,320		\$2,693.18
2011	\$47,035	\$116,943	\$163,978	\$156,621		\$2,655.97
2010	\$48,213	\$122,720	\$170,933	\$152,059		\$2,615.05
2009	\$73,156	\$135,370	\$208,526	\$147,630		\$2,549.64
2008	\$67,218	\$145,840	\$213,058	\$143,330		\$2,507.29
2007	\$65,723	\$152,610	\$218,333	\$139,155		\$2,269.41
2006	\$62,824	\$154,080	\$216,904	\$135,102		\$2,205.32
2005	\$46,537	\$138,810	\$185,347	\$131,167		\$2,156.74
2004	\$42,307	\$119,660	\$161,967	\$127,347		\$2,115.39
2003	\$39,174	\$125,960	\$165,134	\$123,638		\$2,054.67

2002	\$35,292	\$109,530	\$144,822	\$120,037	\$1,877.20
2001	\$34,600	\$117,770	\$152,370	\$116,541	\$1,841.55
2000	\$34,950	\$118,960	\$153,910	\$113,147	\$1,797.06
1999	\$32,970	\$109,140	\$142,110	\$109,851	\$1,816.70
1998	\$30,810	\$109,140	\$139,950	\$106,651	\$1,766.03
1997	\$29,340	\$110,240	\$139,580	\$103,545	\$1,759.44
1996	\$27,170	\$108,080	\$135,250	\$135,250	\$2,108.55
1995	\$17,640	\$97,410	\$115,050	\$115,050	\$1,805.87



Current Year Assessed Value \$181,567
 Less Exemption Amount * N/A
 Taxable Value \$181,567
 * Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
 Taxing Districts for TCA 01900
 CITY OF SPRINGFIELD
 LANE COMMUNITY COLLEGE
 LANE COUNTY
 LANE EDUCATION SERVICE DISTRICT
 SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
 SPRINGFIELD SCHOOL DISTRICT 19
 WILLAMALANE PARK & RECREATION DISTRICT

****NOTE** Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The **Billing Rate Document** may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
10/15/1995	\$137,000	1995-66493		W	data not available	HORNE, PHYLLIS KAY	data not available
03/24/1994	\$120,000	1994-22172		M	data not available	HOLLAND, A C	data not available
12/15/1992	\$33,000	1992-74179		U	data not available	CITY/SPRINGFIELD	data not available

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

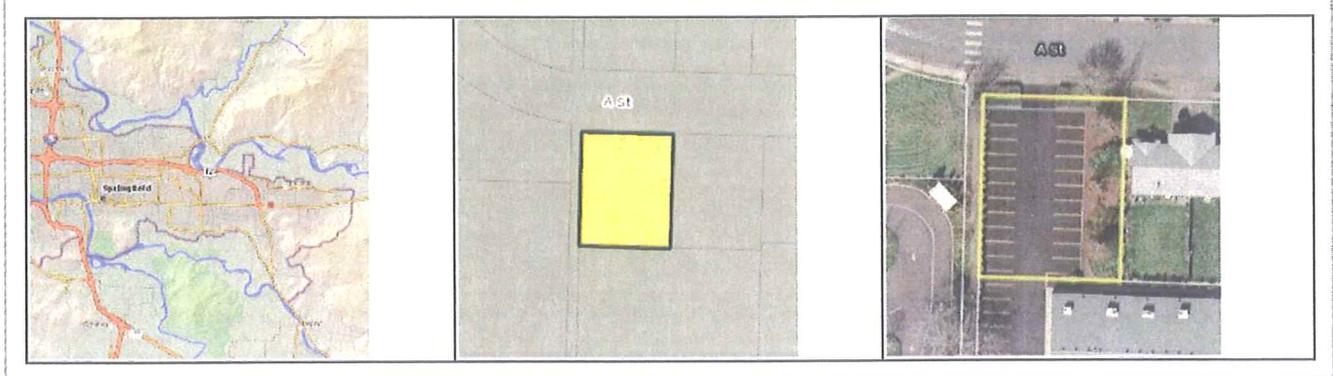
Detailed Property Report

Site Address N/A Map & Taxlot# 17-02-34-32-00510 SIC N/A Tax Account# 1344462	Property Owner 1 ROBBINS SCOTT B & LISA C 59805 MEDICINE HAT LN BEND, OR 97702 Tax account acreage data not available Mapped taxlot acreage† 0.23
--	---

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Related Accts 5553690

Map & Taxlot # 17-02-34-32-00510



Business Information

RLID does not contain any business data for this address

Improvements

Photos & Sketches for Tax Account

Commercial Appraisal Card [1702343200510](#)

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

<input type="checkbox"/> Geographic Coordinates X 4283852 Y 876525 (State Plane X,Y) Latitude 44.0463 Longitude -122.9245	<input type="checkbox"/> Zoning Zoning Jurisdiction Springfield Springfield Parent Zone GO GENERAL OFFICE	<input type="checkbox"/> Land Use General Land Use Code Description O General Services Detailed Land Use Code Description 4601 Automobile Parking (Non-Structure/Service)	<input type="checkbox"/> Taxlot Characteristics Incorporated City Limits SPRINGFIELD Urban Growth Boundary Springfield Year Annexed 1960 Annexation # N/A Approximate Taxlot Acreage 0.23 Approx Taxlot Sq Footage 10,019 2010 Census Tract 1803 2010 Census Block Group 2 Plan Designation Metro Plan Map Eugene Neighborhood N/A Metro Area Nodal Dev Area No Historic Property Name N/A City Historic Landmark? No National Historical Register? No
--	---	--	---

Date Received:

NOV 18 2016

Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Environmental Data

FEMA Flood Hazard Zone	
Code	Description
X	Areas determined to be outside of 500-year flood.
FIRM Map Number	41039C1166F
Community Number	415592
Post-FIRM Date	09/27/1985
Panel Printed?	Yes
Soils	
Soil Map Unit#	Soil Type Description
32	Coburg-Urban land complex 100%
	2 4

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District	12
City Council Ward	SP6	State Representative	John Lively
City Councilor	Joe Pishioneri	State Senate District	6
County Commissioner District 2 (Springfield)		State Senator	Lee Beyer
County Commissioner	Sid Leiken		
EWEB Commissioner	N/A		
LCC Board Zone	3		

Liens

None

Building Permits

RLID does not contain any building permit data for this jurisdiction
--

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction
--

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1344462
View tax statement(s) for: 2015 , 2014

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
ROBBINS SCOTT B & LISA C	59805 MEDICINE HAT LN	BEND, OR 97702
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip

Date Received:

NOV 18 2016

ROBBINS SCOTT B & LISA C

59805 MEDICINE HAT LN

BEND, OR 97702

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Related Accts [5553690](#)

Account Status none
 Remarks none
 Special Assessment Program N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage data not available
 Fire Acres N/A
 Property Class 201 COMMERCIAL, IMPROVED
 Statistical Class 491 AUTO PARKING/PARKING STRUCTURE
 Neighborhood Code 81905
 Category Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00510	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

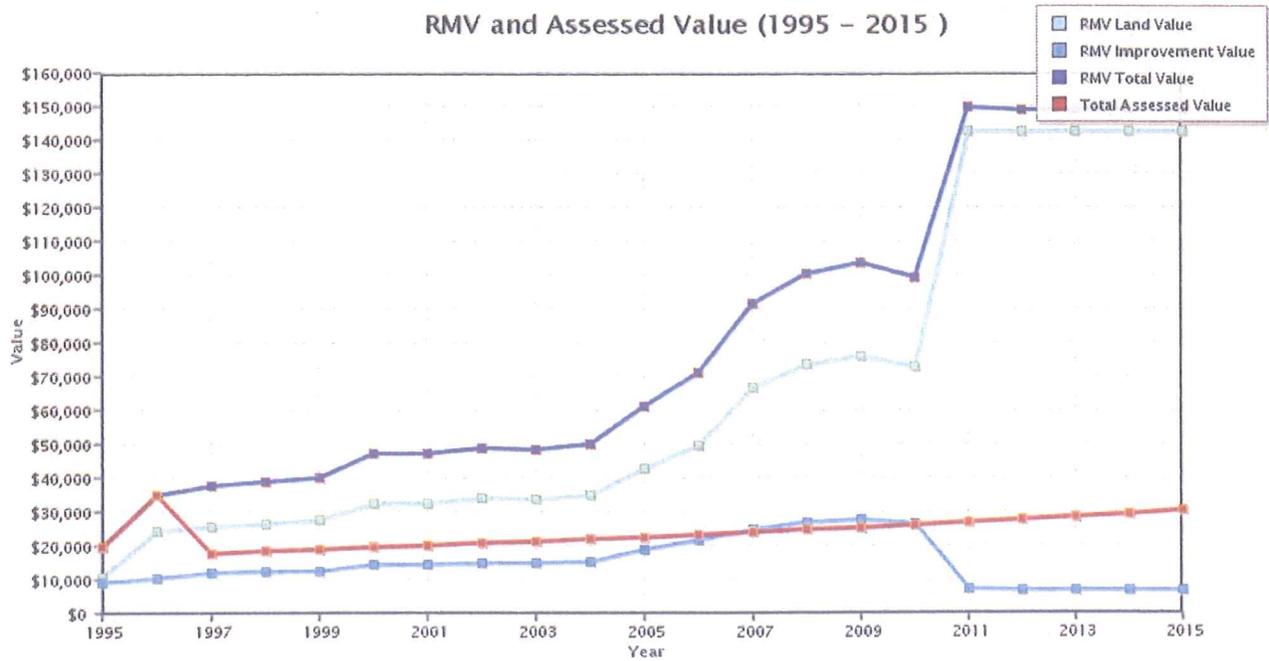
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Year	Real Market Value (RMV)			Total	Total Assessed Value	Tax
	Land	Improvement				
2015	\$142,214	\$6,762		\$148,976	\$30,262	\$ 541.70
2014	\$142,214	\$6,762		\$148,976	\$29,381	\$ 533.53
2013	\$142,214	\$6,762		\$148,976	\$28,525	\$ 523.13
2012	\$142,214	\$6,762		\$148,976	\$27,694	\$ 474.76
2011	\$142,214	\$7,351		\$149,565	\$26,887	\$ 462.01
2010	\$72,810	\$26,560		\$99,370	\$26,104	\$ 448.93
2009	\$75,844	\$27,670		\$103,514	\$25,344	\$ 437.70
2008	\$73,635	\$26,860		\$100,495	\$24,606	\$ 430.44
2007	\$66,941	\$24,640		\$91,581	\$23,889	\$ 389.59
2006	\$49,586	\$21,610		\$71,196	\$23,193	\$ 378.59
2005	\$42,747	\$18,630		\$61,377	\$22,517	\$ 370.24
2004	\$34,754	\$15,150		\$49,904	\$21,861	\$ 363.14
2003	\$33,742	\$14,710		\$48,452	\$21,224	\$ 352.71
2002	\$34,083	\$14,860		\$48,943	\$20,606	\$ 322.25
2001	\$32,460	\$14,570		\$47,030	\$20,006	\$ 316.13
2000	\$32,460	\$14,570		\$47,030	\$19,423	\$ 308.49
1999	\$27,510	\$12,350		\$39,860	\$18,857	\$ 311.86
1998	\$26,450	\$12,470		\$38,920	\$18,308	\$ 303.16
1997	\$25,680	\$12,110		\$37,790	\$17,775	\$ 302.03
1996	\$24,460	\$10,440		\$34,900	\$34,900	\$ 544.11
1995	\$10,610	\$9,140		\$19,750	\$19,750	\$ 310.00

Date Received:

NOV 18 2016

RMV and Assessed Value (1995 - 2015)



Current Year Assessed Value \$30,262
 Less Exemption Amount * N/A
 Taxable Value \$30,262
 * Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
 Taxing Districts for TCA 01900
 CITY OF SPRINGFIELD
 LANE COMMUNITY COLLEGE
 LANE COUNTY
 LANE EDUCATION SERVICE DISTRICT
 SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
 SPRINGFIELD SCHOOL DISTRICT 19
 WILLAMALANE PARK & RECREATION DISTRICT

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
09/17/1993	\$255,000	1993-59352		Y	data not available	ROEDER, CLARK W	data not available

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

Detailed Property Report

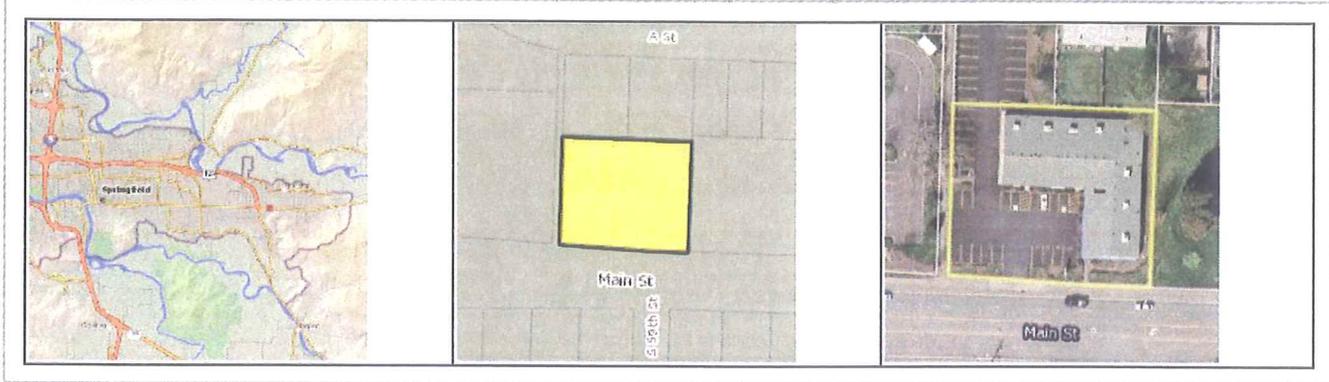
Site Address 5892 MAIN ST 7 Springfield, OR 97478-5496
Map & Taxlot# 17-02-34-32-00511
SIC N/A
Tax Account# 1344470 ^a
^a Additional site address(es) are associated with this tax account

Property Owner 1
 ROBBINS SCOTT B & LISA C
 59805 MEDICINE HAT LN
 BEND, OR 97702
 Tax account acreage data not available
 Mapped taxlot acreage[†] 0.62

[†] Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Related Accts 5296155 5516297 5516610 5516974 5693509

Map & Taxlot # 17-02-34-32-00511



Business Information

RLID does not contain any business data for this address

Improvements

Photos & Sketches for Tax Account



**Building 1: Co1
Retail Store**

Year Built	1981	Sq Ft	8832
Effective Year Built	1990	Fireproof Steel Sq Ft	0
Grade	4	Reinforced Concrete Sq Ft	0
Floor Number	1	Fire Resistant Sq Ft	0
Wall Height Ft	8	Wood Joist Sq Ft	8832
Occupancy Number	353	Pole Frame Sq Ft	0
		Pre-engineered Steel Sq Ft	0

Commercial Appraisal Card [1702343200511](#)

Site Address Information

5892 MAIN ST 7
 SPRINGFIELD, OR 97478-5496

House #	5892	Suffix	N/A	Pre-directional	N/A
Street Name	MAIN	Street Type	ST	Unit type / #	7
Mail City	SPRINGFIELD	State	OR	Zip Code	97478
Zip + 4	5496	Create Date	Oct 17, 1994	Update Date	May 13, 2016

Land Use 5991 Florists / Retail
 USPS Carrier Route Co41

Additional site address(es) attached to this tax account
 • 5892 MAIN ST

Date Received:

NOV 18 2016

General Taxlot Characteristics

<p><input type="checkbox"/> Geographic Coordinates X 4283941 Y 876351 (State Plane X,Y) Latitude 44.0459 Longitude -122.9241</p> <hr/> <p><input type="checkbox"/> Zoning Zoning Jurisdiction Springfield Springfield Parent Zone GO GENERAL OFFICE</p> <hr/> <p><input type="checkbox"/> Land Use <u>General Land Use</u> Code Description O General Services R Retail</p> <p><u>Detailed Land Use</u> Code Description 5991 Florists / Retail 6511 Physicians Services</p>	<p>Taxlot Characteristics Incorporated City Limits SPRINGFIELD Urban Growth Boundary Springfield Year Annexed 1960 Annexation # N/A Approximate Taxlot Acreage 0.62 Approx Taxlot Sq Footage 27,007 2010 Census Tract 1803 2010 Census Block Group 2 Plan Designation Metro Plan Map Eugene Neighborhood N/A Metro Area Nodal Dev Area No Historic Property Name N/A City Historic Landmark? No National Historical Register? No</p>
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Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Environmental Data

FEMA Flood Hazard Zone	
Code	Description
X	Areas determined to be outside of 500-year flood.
FIRM Map Number	41039C1166F
Community Number	415592
Post-FIRM Date	09/27/1985
Panel Printed?	Yes
Soils	
Soil Map Unit#	Soil Type Description % of Taxlot Ag Class Hydric %
32	Coburg-Urban land complex 100% 2 4

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District 12
City Council Ward	SP6	State Representative John Lively
City Councilor	Joe Pishioneri	State Senate District 6
County Commissioner District 2 (Springfield)		State Senator Lee Beyer
County Commissioner	Sid Leiken	
EWEB Commissioner	N/A	
LCC Board Zone	3	

Liens

None

Building Permits

Date Received:

NOV 18 2016

RLID does not contain any building permit data for this jurisdiction

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 1344470
View tax statement(s) for: [2015](#) [2014](#)

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
ROBBINS SCOTT B & LISA C	59805 MEDICINE HAT LN	BEND, OR 97702
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip
ROBBINS SCOTT B & LISA C	59805 MEDICINE HAT LN	BEND, OR 97702

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Related Accts [5296155](#) [5516297](#) [5516610](#) [5516974](#) [5693509](#)

Account Status none
Remarks none
Special Assessment Program N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage data not available
Fire Acres N/A
Property Class 201 COMMERCIAL, IMPROVED
Statistical Class 441 RETAIL, MULTI TENANT
Neighborhood Code 81905
Category Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00511	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

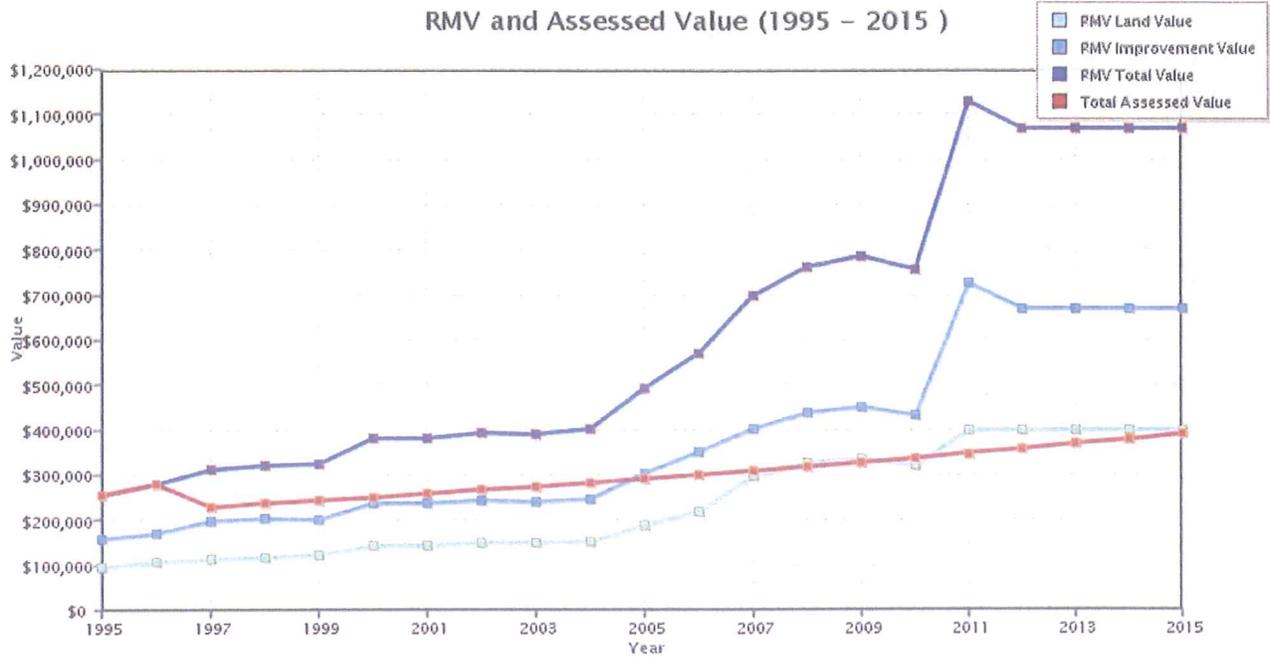
The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

Year	Real Market Value (RMV)			Total Assessed Value	Tax
	Land	Improvement	Total		
2015	\$400,400	\$668,871	\$1,069,271	\$390,002	\$6,981.15
2014	\$400,400	\$668,871	\$1,069,271	\$378,643	\$6,875.78
2013	\$400,400	\$668,871	\$1,069,271	\$367,615	\$6,741.77
2012	\$400,400	\$668,871	\$1,069,271	\$356,908	\$6,118.44
2011	\$400,400	\$727,035	\$1,127,435	\$346,513	\$5,954.27
2010	\$322,492	\$432,310	\$754,802	\$336,420	\$5,785.62
2009	\$335,930	\$450,320	\$786,250	\$326,621	\$5,640.91
2008	\$326,146	\$437,200	\$763,346	\$317,108	\$5,547.20

Date Received:

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2007	\$296,497	\$401,100	\$697,597	\$307,872	\$5,020.93
2006	\$219,628	\$351,840	\$571,468	\$298,905	\$4,879.15
2005	\$189,335	\$303,310	\$492,645	\$290,199	\$4,771.66
2004	\$153,931	\$246,590	\$400,521	\$281,747	\$4,680.16
2003	\$149,448	\$239,410	\$388,858	\$273,541	\$4,545.81
2002	\$150,958	\$241,830	\$392,788	\$265,574	\$4,153.18
2001	\$143,770	\$237,090	\$380,860	\$257,839	\$4,074.29
2000	\$143,770	\$237,090	\$380,860	\$250,329	\$3,975.85
1999	\$121,840	\$200,920	\$322,760	\$243,038	\$4,019.34
1998	\$117,150	\$202,950	\$320,100	\$235,959	\$3,907.25
1997	\$113,740	\$197,040	\$310,780	\$229,086	\$3,892.64
1996	\$108,320	\$169,860	\$278,180	\$278,180	\$4,336.83
1995	\$95,640	\$158,900	\$254,540	\$254,540	\$3,995.38



Current Year Assessed Value \$390,002
 Less Exemption Amount * N/A
 Taxable Value \$390,002
 * Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
 Taxing Districts for TCA 01900
 CITY OF SPRINGFIELD
 LANE COMMUNITY COLLEGE
 LANE COUNTY
 LANE EDUCATION SERVICE DISTRICT
 SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
 SPRINGFIELD SCHOOL DISTRICT 19
 WILLAMALANE PARK & RECREATION DISTRICT

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
09/17/1993	\$255,000	1993-59352		Y	data not available	ROEDER, CLARK W	data not available

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

Original Submittal *gm*

Latitude 44.0460 Longitude -122.9236	Year Annexed 1960
<input type="checkbox"/> Zoning	Annexation # N/A
Zoning Jurisdiction Springfield	Approximate Taxlot Acreage 0.55
Springfield	Approx Taxlot Sq Footage 23,958
Parent Zone MD MEDIUM DENSITY RESIDENTIAL	2010 Census Tract 1803
	2010 Census Block Group 2
	Plan Designation Metro Plan Map
<input type="checkbox"/> Land Use	Eugene Neighborhood N/A
General Land Use	Metro Area Nodal Dev Area No
Code Description	Historic Property Name N/A
S Single Family	City Historic Landmark? No
	National Historical Register? No
Detailed Land Use	
Code Description	
1111 Single Family Housing	

Service Providers

Fire Protection Provider	Springfield Fire and Life Safe
Ambulance Provider	Springfield Dept of Fire & Life Safety
Ambulance District	EC
Ambulance Service Area	East/Central
LTD Service Area?	Yes
LTD Ride Source?	Yes
Soil Water Cons. Dist/Zone	UPPER WILLAMETTE / data not available
Emerald People's Utility District	N

Environmental Data

FEMA Flood Hazard Zone	
Code Description	
X Areas determined to be outside of 500-year flood.	
FIRM Map Number	41039C1166F
Community Number	415592
Post-FIRM Date	09/27/1985
Panel Printed?	Yes
Soils	
Soil Map Unit# Soil Type Description % of Taxlot Ag Class Hydric %	
32 Coburg-Urban land complex 100%	2 4

Schools

	Code	Name
School District	19	SPRINGFIELD
Elementary School	553	Ridgeview
Middle School	557	Thurston
High School	561	Thurston

Political Districts

Election Precinct	2676	State Representative District 12	
City Council Ward	SP6	State Representative	John Lively
City Councilor	Joe Pishioneri	State Senate District	6
County Commissioner District 2 (Springfield)		State Senator	Lee Beyer
County Commissioner	Sid Leiken		
EWEB Commissioner	N/A		
LCC Board Zone	3		

Liens

None

Building Permits

RLID does not contain any building permit data for this jurisdiction
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Land Use Applications

RLID does not contain any landuse application data for this jurisdiction
--

Date Received:

NOV 18 2016

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements (current and previous tax years)

ACCOUNT#: 0140358
View tax statement(s) for: [2016 2015](#)

Owner/Taxpayer

<u>Owners</u>		
Owner	Address	City/State/Zip
HORTON DON M & LAUREN E	780 S 57TH ST	SPRINGFIELD, OR 97478
<u>Taxpayer</u>		
Party Name	Address	City/State/Zip
HORTON DON M & LAUREN E	780 S 57TH ST	SPRINGFIELD, OR 97478

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	0.56
Fire Acres	N/A
Property Class	101 RESIDENTIAL, IMPROVED
Statistical Class	120 CLASS 2 SINGLE FAMILY DWELLING
Neighborhood Code	201500
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 00800	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

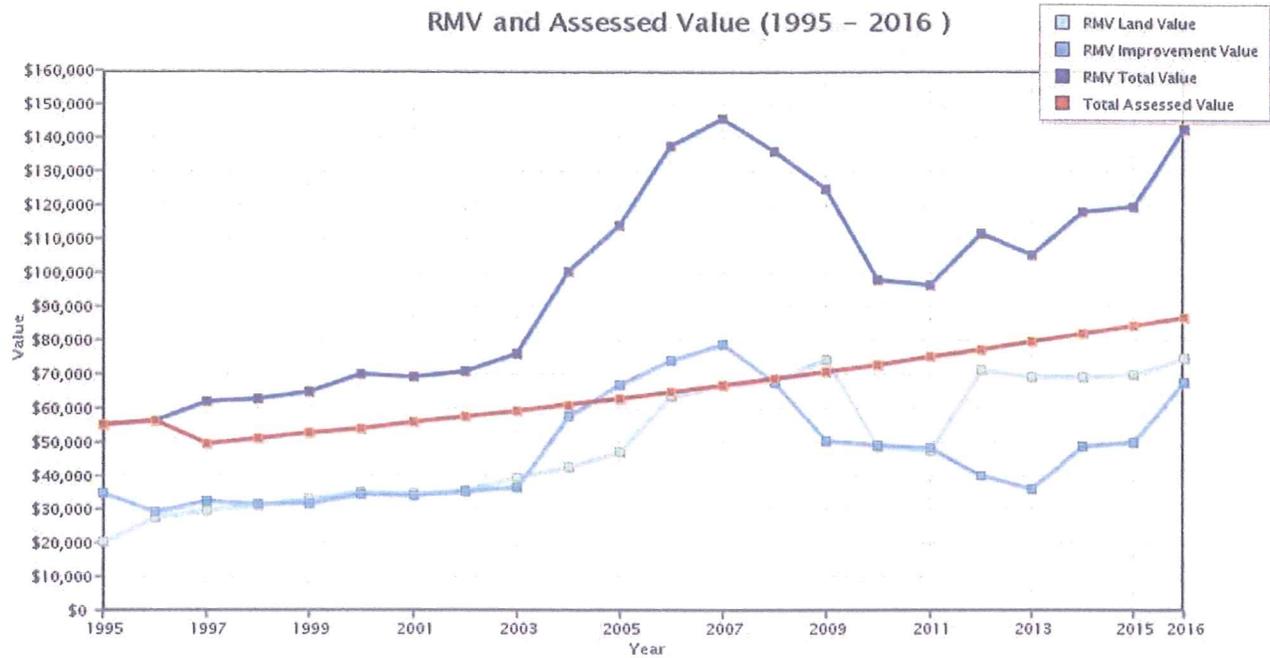
The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

Year	Real Market Value (RMV)			Total Assessed Value	Tax
	Land	Improvement	Total		
2016	\$74,765	\$67,665	\$142,430	\$86,975	\$1,555.89
2015	\$69,846	\$49,818	\$119,664	\$84,442	\$1,511.54
2014	\$69,177	\$48,870	\$118,047	\$81,983	\$1,488.73
2013	\$69,177	\$35,852	\$105,029	\$79,595	\$1,459.71
2012	\$71,254	\$40,188	\$111,442	\$77,277	\$1,324.75
2011	\$47,728	\$48,492	\$96,220	\$75,026	\$1,289.20
2010	\$48,924	\$49,260	\$98,184	\$72,841	\$1,252.69
2009	\$74,268	\$50,360	\$124,628	\$70,719	\$1,221.35
2008	\$68,234	\$67,640	\$135,874	\$68,659	\$1,201.06
2007	\$66,715	\$78,980	\$145,695	\$66,659	\$1,087.11
2006	\$63,552	\$74,180	\$137,732	\$64,717	\$1,056.40
2005	\$47,076	\$66,830	\$113,906	\$62,832	\$1,033.13
2004	\$42,797	\$57,610	\$100,407	\$61,002	\$1,013.32
2003	\$39,627	\$36,230	\$75,857	\$59,225	\$ 984.22
2002	\$35,700	\$35,170	\$70,870	\$57,500	\$ 899.21
2001	\$35,000	\$34,150	\$69,150	\$55,825	\$ 882.13
2000	\$35,350	\$34,490	\$69,840	\$54,199	\$ 860.82
1999	\$33,350	\$31,640	\$64,990	\$52,620	\$ 870.22

Date Received:

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1998	\$31,170	\$31,640	\$62,810	\$51,087	\$ 845.95
1997	\$29,690	\$32,290	\$61,980	\$49,599	\$ 842.80
1996	\$27,490	\$29,090	\$56,580	\$56,580	\$ 882.10
1995	\$20,360	\$34,750	\$55,110	\$55,110	\$ 865.04



Current Year Assessed Value \$86,975
 Less Exemption Amount * N/A
 Taxable Value \$86,975
 * Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 01900
 Taxing Districts for TCA 01900

- CITY OF SPRINGFIELD
- LANE COMMUNITY COLLEGE
- LANE COUNTY
- LANE EDUCATION SERVICE DISTRICT
- SPRINGFIELD ECONOMIC DEVELOPMENT AGENCY
- SPRINGFIELD SCHOOL DISTRICT 19
- WILLAMALANE PARK & RECREATION DISTRICT

****NOTE** Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The **Billing Rate Document** may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
12/31/2008	\$120,000	2009-429		Y	No	ANDERSON BRENT & CONSTANCE H	HORTON DON M & LAUREN E
10/22/2003	\$107,500	2003-104696		Y	No	HOWAN INC	ANDERSON BRENT & CONSTANCE H
04/26/2000	\$73,182	2000-25185		Y	No	PEARSON MELENIE NOBLE SUC TR	HOWAN INC
12/22/1997	\$0	1997-88199		6	No	NOBLE, BESSIE M	XX

Data source: Lane County Assessment and Taxation

Date Received:

NOV 18 2016

EXHIBIT 7

Date Received:

NOV 18 2016

**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF SPRINGFIELD, OREGON**

REQUEST FOR ZONING MAP AMENDMENT	+	CASE NO. TYP316-00004
	+	FINDINGS, CONCLUSIONS,
	+	AND ORDER

NATURE OF THE APPLICATION

Zone change from General Office to Neighborhood Commercial for Assessor's Map 17-03-34-32, Tax Lots 510 and 511, municipally addressed as 5892 Main Street and adjoining parcel.

1. On November 18, 2016 the following application for a Zoning Map Amendment was accepted: Rezone approximately 0.85 acres of land from General Office to Neighborhood Commercial, Case Number TYP316-00004, Michael M. Reeder, applicant. The areas requested for rezoning are generally depicted and more particularly described in Attachment 1 to this Final Order.
2. The application was submitted in accordance with Section 5.4-105 of the Springfield Development Code. Timely and sufficient notice of the public hearing, pursuant to Section 5.2-115 of the Springfield Development Code, was provided.
3. On February 7, 2017 a public hearing on the Zoning Map Amendment request was held. The Development and Public Works Department staff notes including criteria of approval, findings and recommendations, together with the testimony and submittals of the persons testifying at that hearing have been considered and are part of the record of this proceeding.

CONCLUSION

On the basis of this record, the requested Zoning Map Amendment application is consistent with the criteria of Section 5.22-115 of the Springfield Development Code. This general finding is supported by the specific findings of fact and conclusions in the staff report (Exhibit A) attached hereto.

ORDER

It is ORDERED by the Planning Commission of Springfield that Case Number TYP316-00004, Zoning Map Amendment Request, be approved. This ORDER was presented to and approved by the Planning Commission on February 7, 2017.

Planning Commission Chairperson

ATTEST

AYES:
NOES:
ABSENT:
ABSTAIN: