



City Council Agenda

Mayor
Christine Lundberg

City Council
Sean VanGordon, Ward 1
Steve Moe, Ward 2
Sheri Moore, Ward 3
Leonard Stoehr, Ward 4
Marilee Woodrow, Ward 5
Joe Pishioneri, Ward 6

City Manager:
Gino Grimaldi
City Recorder:
AJ Ripka 541.726.3700

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3700
Online at www.springfield-or.gov

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, as well as an Induction Loop for the benefit of hearing aid users.

To arrange for these services, call 541.726.3700.

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

All proceedings before the City Council are recorded.

January 14, 2019

5:30 p.m. Work Session
Jesse Maine Room

*(Council work sessions are reserved for discussion between Council, staff and consultants;
therefore, Council will not receive public input during work sessions.
Opportunities for public input are given during all regular Council meetings)*

CALL TO ORDER

ROLL CALL - Mayor Lundberg ____, Councilors VanGordon ____, Moe ____, Moore ____, Stoehr ____, Woodrow ____, and Pishioneri ____.

1. Arts Commission Applicant Interviews
[Amy Orre] (15 Minutes)
2. Transportation System Plan Implementation Project
[Emma Newman] (40 Minutes)
3. New Manufactured Dwelling Parks
[Sandy Belson] (20 Minutes)

ADJOURNMENT

AGENDA ITEM SUMMARY

Meeting Date: 1/14/2019
Meeting Type: Work Session
Staff Contact/Dept.: Amy Orre
Staff Phone No: 541-726-2246
Estimated Time: 15 Minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:

ARTS COMMISSION APPLICANT INTERVIEWS

ACTION

REQUESTED: Review the applications of two candidates for three vacancies for membership on the Springfield Arts Commission. Interview candidates per requirement.

ISSUE

STATEMENT: The Arts Commission has three vacancies on its board of nine commissioners. Three position openings were advertised. Two vacancies were due to term expirations on December 31, 2018. One vacancy is due to an early resignation with 1 year remaining in the term. The Arts Commission received Amber Rose's application September 24, 2018. Amber Rose attended the October 9, 2018 Arts Commission meeting. The deadline to submit applications was extended two months. Erica Burgess submitted an application December 7, 2018 and attended the December 11, 2018 Springfield Arts Commission meeting. The Arts Commission recommends both applicants to be interviewed by the Council.

ATTACHMENTS:

Attachment 1: Arts Commission Interviews-Schedule Questions
Attachment 2: Arts Commission Charge
Attachment 3: Application of Erica Burgess
Attachment 4: Application of Amber Rose
Attachment 5: Arts Commission Member Profiles

**DISCUSSION/
FINANCIAL
IMPACT:**

In response to the press release in August 30, 2018, for an initial deadline of October 8, 2018 the Springfield Arts Commission received one application for two vacancies. September 10, 2018, commissioner Kim Lyddane informed the Springfield Arts Commission that she would be resigning from the Arts Commission December 31, 2018, with one year left of her four year term. After extending the deadline to December 14, 2018, for three vacancies, the Arts Commission received one additional application. The Arts Commission interviewed one applicant during their October 9, 2018 meeting and one applicant during their December 11, 2018 meeting.

The Arts Commission requests that two candidates be interviewed by the City Council. The Arts Commission recommends that Amber Rose and Erica Burgess be appointed to the Arts Commission to fill two vacancies for full terms that expire December 31, 2022. The Arts Commission believes the candidates are eligible and qualified to serve on the commission. Following the interview the Council may formally ratify the appointment during the Regular Meeting on January 21, 2019.

Arts Commission Interview Schedule & Questions

Schedule

(15 minutes)

2 minutes	Council preparation of interview questions for Arts Commission interviews
5 minutes	Interview of <u><i>Amber Rose</i></u>
5 minutes	Interview of <u><i>Erica Burgess</i></u>
3 minutes	Council deliberation

Interview Questions for applicants

1. Why are you interested in serving on the Arts Commission?
2. Describe your professional and personal experience as it relates to your desire to become an Arts Commissioner.
3. Outside of the month Arts Commission meetings, what amount of volunteer time do you have to offer for work involving the Arts Commission?
4. Which initiatives are you interested in working on if you are appointed as a Commissioner?
5. Can you give us an example of your experience working with a committee?
6. Please name one way you would help inform our community about the Springfield Arts Commission and/or the Arts Commission's Projects.
7. How do you think the work of the Arts Commission will improve our community?

Arts Commission

CHARGE

The Springfield Arts Commission was created to promote the arts in Springfield. Assistance is given by the Commission to local artists in the form of grant sponsorship, networking, education, communication, and, occasionally, funding.

The Commission may co-sponsor art events and exhibits. It works closely with the Lane Arts Council and the Oregon Arts Commission.

Source of Existence:	Council
Bylaws:	Yes
Code:	No
Sunset Date:	Council
Membership	
Number:	9
In City:	Majority
Out of City:	Minimal
Terms (2 max):	4 Years
Ward:	No
Qualifier:	Members appointed to the Springfield Arts Commission shall be residents, property owners or business owners in Springfield, or specialists with expertise in the fields of visual, performance, literary, or multi-media art. No fewer than seven of the nine members must reside, own property, or own a business in Springfield (97477, 97478, or 97482).
Appointed By:	Council application
Meeting Time:	Monthly - Second Tuesday - 6:30 p.m., City Hall
Funding Source:	General Fund and Room Tax
Staff Liaison:	Amy Orre, Library Management Support Technician 541-726-2246
Council Liaison:	Councilor Leonard Stoehr

Last Revised: 1/2/19



RECEIVED DEC - 7 2018
11:32 a.m. RFG

Application for a City of Springfield Citizen Advisory Board/Commission/Committee

City Manager's Office • 225 Fifth Street • Springfield, OR 97477

PLEASE NOTE:

- When possible, council will not appoint people currently serving on another governing body to the Planning Commission or Budget Committee.
- When appointing people to any of the other city boards, commissions or committees, the Council shall take into account whether that person is being reappointed for a subsequent term, is currently serving on another governing body or currently appointed to another city board, commission or committee.
- When possible, the Council will appoint people to serve on one City board, commission or committee only.

Board / Commission / Committee applying for:

Springfield Arts Commission - Citizen Advisory Board/Commission Committee

(A separate application must be completed for each board / commission / committee)

Name: Erica A Burgess
First Middle Initial Last

Home address: [REDACTED]
Street City Zip

Mailing address: [REDACTED]
Street City Zip

Day Phone: [REDACTED] Evening phone: [REDACTED]

Email Address: [REDACTED]

Preferred Form of Contact: Day Phone

Do you live within the Springfield city limits? Yes No ➔ If yes, how long? 2 Months
If no, do you live inside Springfield's Urban Growth Boundary? Yes No

Ward number (City residents only): Ward 5

Are you a Springfield property owner? Yes No
Are you a Springfield business owner? Yes No
Are you a registered voter? Yes No

Occupation: General Manager Place of employment/School: Fairfield Inn & Suites - Marriott

Fairfield Inn & Suites - Marriott

Business address: 3003 Franklin Blvd., Eugene, OR 97403

Education: Northern Arizona University - Minor in Saxophone Performance - BS in Hotel & Restaurant Management

Are you currently serving on any other board, committee, or commission? If so, please list them here:
No

How did you hear about the above vacancy?
 Newspaper ad Newspaper article Radio/TV Mail notice
 Word of mouth Board/Commission/Committee member Internet

(Over, please)

For more information please call the City Manager's Office 541.726.3700
Return this application to the City Manager's Office, 225 Fifth Street, Springfield Oregon 97477

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Application for a City of Springfield Citizen Advisory Board/Commission/Committee

Please print or type:

1. What experiences / training / qualifications do you have for this particular board / commission / committee?

My experience comes from tertiary education, trainings and hands on experience. This includes having a minor in Saxophone Performance (NAU). I attended Fremont Leadership Classes offered through the Chamber (NE). In addition to volunteering my time, I also participated in fundraising for the Arizona Lindy hop Society and Arizona School for the Arts. I obtained invaluable experience as a Saxophone Instructor for both elementary and High School Students.

2. What specific contribution do you hope to make?

Having passion for the arts, I want to assist in spreading and developing a greater awareness and thirst for the arts in the community. Due to prior familiarity in fundraising (from Marketing to developing volunteers) I want to assist in this aspect and contribute to a healthy association. Being a voice to and for the community is of great significance for me as well.

3. Briefly describe your involvement in relevant community groups and activities. (Lack of previous involvement will not necessarily disqualify you from consideration.)

As stated I was a participant of the Fremont Leadership cohort in Nebraska. I was an active participant for fundraising for the Arizona Lindy hop Society and Arizona School for the Arts. I was also an effective volunteer for the local shelter and Salvation Army aiding several times throughout the year. While the aforementioned are specific I was also able to work with various performing groups in and out of colleges, including Symphony, Quartets and Individual performances.

4. What community topics concern you that relate to this board / commission / committee? Why do you want to become a member?

We live in a time period where budgetary constraints and monetary problems are at the forefront of everyone mind. It is distressing to see that cutbacks occur or usually commenced with the Arts. This heightens the need for current program to be optimized or used to their full potential or capabilities. Again, being a voice to and for the community is integral in making my efforts successful as well those of the association.

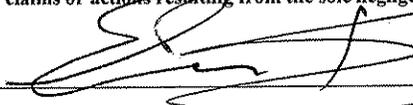
5. Most boards / commissions / committees meet monthly. Subcommittees may meet more frequently. Meetings generally last one and one-half hours. **It is highly recommended you attend a meeting before submitting the application.** Please read the news release for this position which contains the normal dates and times for these meetings and can be found at www.ci.springfield.or.us/CMO/newsrel.htm. Are you available to attend meetings on the dates listed for this committee?

Yes No

Comments: _____

I certify the information in this application and attachments are true and complete to the best of my knowledge. I understand that false or misleading statements or missing information is cause for rejection of application, removal of name from eligible list, or dismissal from the position. I hereby waive my rights to claims or damages against any employer and the City of Springfield, its officers, agents, and employees, in regard to this exchange of information. I hereby authorize to permit the City of Springfield and/or the Springfield Police Department to review my background information and if required my DMV records. I have reviewed the Advisory and meet the minimum requirements to serve/volunteer in the desired position. I also authorize to permit any materials listed above to be copied and retained by the City of Springfield. I authorize the use of my photograph.

I will defend, indemnify and hold harmless the City of Springfield, its officers, employees, and agents from and against all liability or loss and against any and all claims, actions, causes of actions, proceedings or appeals based upon or arising out of or arising from or in connection with my conduct or performance as a volunteer with the City of Springfield including but not limited damage or injury to persons or property and including without limitation attorney fees and expenses; except for losses, claims or actions resulting from the sole negligence of the City of Springfield.

Applicant Signature:  Date: 12-7-2018

For more information please call the City Manager's Office 541.726.3700
Return this application to the City Manager's Office, 225 Fifth Street, Springfield Oregon 97477

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Final Supplemental Questions for Arts Commission Recruitment

1. What art disciplines interest you?

While I can say I love all of the art disciplines, I have a keen interest in photography, painting, sculpture work, pottery.

2. Why does this commission interest you? Why would you like to serve?

The commission would allow me to be a voice to and for the community. Having a foundation in the arts allows me to speak frankly and freely to the benefits and positive impacts of being immersed in the arts. This is much needed with problems and hindrances to finances and resources. Budgets are always in search of cutbacks which can do harm instead of benefit. I want to serve so that my volunteer experience in particular in fundraising and planning can contribute to the overall well-being of those that love the arts and can benefit from them. Additionally, community involvement allows me to engage others with equal passion for the arts.

3. The Arts Commission has several sub-committees (Heritage Arts Grants, Gallery, Marketing, Outreach, Public Art, and 2nd Friday Art Walk) and all commissioners must be a member of at least one. Please list two sub-committees you would be interested in participating in and how you would be able to contribute.

I am open to serving or assisting where the committee sees my talents best utilized. I am however open to the 2nd Friday Art Walk and Outreach.

4. Would you be able to contribute between 2-10 hours per month to the commission? This includes monthly meetings, sub-committee work sessions and special events.

Yes, I have good time management skills and a place of employment that values my commitment to the arts.



RECEIVED SEP 24 2018
3:50 p.m. DFG

Application for a City of Springfield Citizen Advisory Board/Commission/Committee

City Manager's Office • 225 Fifth Street • Springfield, OR 97477

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- When possible, the Council will appoint people to serve on one City board, commission or committee only.

Board / Commission / Committee applying for:

Arts Commission

(A separate application must be completed for each board / commission / committee)

Name: Amber (Benn) M Rose
First Middle Initial Last

Home address: _____
Street City Zip

Mailing address: _____
Street City Zip

Day Phone: _____ Evening phone: _____

Email Address: _____

Preferred Form of Contact: _____

Do you live within the Springfield city limits? Yes No \Rightarrow If yes, how long? 4.5 years
If no, do you live inside Springfield's Urban Growth Boundary?
 Yes No

Ward number (City residents only): 2

Are you a Springfield property owner? Yes No
Are you a Springfield business owner? Yes No
Are you a registered voter? Yes No

Occupation: Librarian Place of employment/School: Springfield High School

Business address: 875 7th St, Springfield, OR 97477

Education: M.A.S, University of Washington, BA English, University of Oregon

Are you currently serving on any other board, committee, or commission? If so, please list them here:
NO

How did you hear about the above vacancy?
 Newspaper ad Newspaper article Radio/TV Mail notice
 Word of mouth Board/Commission/Committee member Internet

(Over, please)

For more information please call the City Manager's Office 541.726.3700
Return this application to the City Manager's Office, 225 Fifth Street, Springfield Oregon 97477

Printed on Recycled Paper



Application for a City of Springfield Citizen Advisory Board/Commission/Committee

Please print or type:

1. What experiences / training / qualifications do you have for this particular board / commission / committee?

My education has revolved around using information to enrich people's lives, and I strongly believe that art is an important type of information for people to have access to. I minored in comics and cartoon studies while getting my BA and have a strong interest in interdisciplinary art because of it.

2. What specific contribution do you hope to make?

I hope to bring a perspective from someone who is primarily familiar with less "conventional" art forms to the Commission, as well as to encourage community participation from underserved populations and youth.

3. Briefly describe your involvement in relevant community groups and activities. (Lack of previous involvement will not necessarily disqualify you from consideration.)

I have led the Eugene Lane County National Novel Writing Month (NaNoWriMo) region for 4 years, coordinating events to encourage the community to write. I have also volunteered at Springfield Public Library for over a year.

4. What community topics concern you that relate to this board / commission / committee? Why do you want to become a member?

I'm particularly interested in providing space for marginalized people to express themselves, as well as providing support for youth interest in the arts. I think art can serve as a bridge to connect people, and I also want to help the community expand their perspectives on what art is and what it can do.

5. Most boards / commissions / committees meet monthly. Subcommittees may meet more frequently. Meetings generally last one and one-half hours. **It is highly recommended you attend a meeting before submitting the application.** Please read the news release for this position which contains the normal dates and times for these meetings and can be found at www.ci.springfield.or.us/CMO/newsrel.htm. Are you available to attend meetings on the dates listed for this committee?

Yes No

Comments: _____

I certify the information in this application and attachments are true and complete to the best of my knowledge. I understand that false or misleading statements or missing information is cause for rejection of application, removal of name from eligible list, or dismissal from the position. I hereby waive my rights to claims or damages against any employer and the City of Springfield, its officers, agents, and employees, in regard to this exchange of information. I hereby authorize to permit the City of Springfield and/or the Springfield Police Department to review my background information and if required my DMV records. I have reviewed the Advisory and meet the minimum requirements to serve/volunteer in the desired position. I also authorize to permit any materials listed above to be copied and retained by the City of Springfield. I authorize the use of my photograph.

I will defend, indemnify and hold harmless the City of Springfield, its officers, employees, and agents from and against all liability or loss and against any and all claims, actions, causes of actions, proceedings or appeals based upon or arising out of or arising from or in connection with my conduct or performance as a volunteer with the City of Springfield including but not limited damage or injury to persons or property and including without limitation attorney fees and expenses; except for losses, claims or actions resulting from the sole negligence of the City of Springfield.

Applicant Signature: Paul M. Rose Date: 9/23/2018

For more information please call the City Manager's Office 541.726.3700
Return this application to the City Manager's Office, 225 Fifth Street, Springfield Oregon 97477

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Final Supplemental Questions for Arts Commission Recruitment

1. What art disciplines interest you?

I have particular interests in writing/literature and comics, and I'm also very interested in music, painting, and theatre. Storytelling is the primary draw for me towards any art, so my interests are constantly expanding.

2. Why does this commission interest you? Why would you like to serve?

I'm passionate about encouraging creativity in my community. I have a vested interest in providing opportunities and support to community members who are marginalized in some manner as well as to youth (groups that are less likely to have access to opportunities). I am also passionate about accessibility matters related to art, and I think my experience with less "conventional" art forms will provide the Commission with a unique and valuable perspective.

3. The Arts Commission has several sub-committees (Heritage Arts Grants, Gallery, Marketing, Outreach, Public Art, and 2nd Friday Art Walk) and all commissioners must be a member of at least one. Please list two sub-committees you would be interested in participating in and how you would be able to contribute.

- Heritage Arts Grants - I really want to help new artists, especially ones from underserved populations, make their artistic concepts a reality, so I'd love to go through applications + participate in decision-making.
- Gallery - I love art displays, especially with unique and thought-provoking work, and I can help with locating gallery artists and with installation and related tasks.
- 2nd Friday Art Walk - I have experience from NaNoWriMo with coordinating smaller events hosted by a variety of people within a larger event, so I could definitely be able to assist with event planning + communication.

4. Would you be able to contribute between 2-10 hours per month to the commission? This includes monthly meetings, sub-committee work sessions and special events.

Yes! I can be available after the late afternoon and on weekends most of the time.

Springfield Arts Commission (SAC) Membership Profiles January 2019

Kayla Ackerman: Ms. Ackerman joined the SAC in January 2017. She has a BA in Journalism with minors in Business Administration and Art from the University of Oregon. She works for Country Financial and is a new resident of Springfield. She is Vice Chair of SAC and chair of the Second Friday Art Walk subcommittee. Her first full term expires 12/31/2020.

Esther Harclerode: Ms. Harclerode joined the SAC in January 2018. She is the Development Program Manager and the Associate Director of Development at the Jordan Schnitzer Museum of Art. She is chair of the Marketing subcommittee and interim chair of the City Hall gallery subcommittee. Her first full term expires 12/31/21.

Danielle Knapp: Ms. Knapp joined the SAC in spring of 2017. She has an M.A. in Art History and a graduate certificate in Museum Studies from the University of Oregon. As the McCosh Associate Curator at the Jordan Schnitzer Museum of Art, she directs the museum's Pacific Northwest Art programming, including exhibitions and publications. She serves as the secretary of the Arts Commission and chair of the Public Art subcommittee. Her first full term expires 12/31/2020.

Daphne Mantis: Ms. Mantis joined the SAC in January 2017. She has her J.D. and is recently retired from a career as an attorney at the John Serbu Youth Campus and Juvenile Justice Center. She is also a watercolor artist. She serves as the Chair of the Arts Commission and serves on the Public Art subcommittee. Her first full term expires 12/31/2020.

Summer Young-Jelinek: Ms. Young-Jelinek was a marketing professional for the Pain Society/Pain Consultants of Oregon before the practice closed. She has a B. A. in Art History with minors in Architecture, Landscape Architecture, and Business Administration. She serves on the Heritage Arts Grant subcommittee, City Hall gallery committee. Her first term expires 12/31/2019.

Shelby Zacharias: Ms. Zacharias holds a M.A. In writing from George Mason University, where she worked on the planning committee for the Fall for the Book literary festival. She has been involved in the literary arts as a writer and an editor and as a sponsor and an advocate for the arts. She has been involved in volunteering with Downtown Languages literacy program. She is Chair of the Heritage Arts Grants committee. Her first term expires 12/31/21.

AGENDA ITEM SUMMARY

Meeting Date: 1/14/2019
Meeting Type: Work Session
Staff Contact/Dept.: Emma Newman/DPW
Staff Phone No: 541.726.4585
Estimated Time: 40 Minutes
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: TRANSPORTATION SYSTEM PLAN IMPLEMENTATION PROJECT

ACTION REQUESTED: Provide staff with direction for joint adoption process with Lane County, discuss approach for street connectivity policy implementation, provide direction to staff on what to prepare for February 11 TSP Implementation work session meeting.

ISSUE STATEMENT: The City of Springfield adopted the 2035 Transportation System Plan (TSP) in 2014. The Transportation System Plan Implementation Project is following direction from the adopted TSP to update the Springfield Development Code, adopt a Conceptual Street Map as a new TSP Figure, and make some changes to the TSP Project List and existing Figures to further implement already adopted policies.

ATTACHMENTS: Attachment 1: Communication Briefing Memo
Attachment 2: Council TSP Implementation Project Questions and Answers
Attachment 3: Local Street Network Map (previously presented as ATT2 Exhibit C in 11/26/18 work session packet)
Attachment 4: Street Network Map Options

A copy of Attachment 3 was printed in 11" x 17" format in the paper copy packets that were provided to Council and an even larger format copy is available for viewing in the City Manager's Office and will be brought to the meeting. An electronic copy of the map is available on the project webpage (<http://springfield-or.gov/dpw/TSP.htm>).

**DISCUSSION/
FINANCIAL
IMPACT:** During the November 26, 2018 Council work session the Council and City Manager had several questions regarding process for adoption, including how and when Council will be able to make changes to the Planning Commission recommendation if desired. Since then, staff met with Lane County staff and discussed process options. Staff is seeking direction from Council on its preferred option. The options are explained in Attachment 1.

Attachment 2 is a compilation of the questions voiced by Council on November 26 and questions that were submitted to staff by the Mayor and Council after the work session. Staff provided answers to each question. Staff would like Council direction on any additional follow up information regarding any of the questions as well as any topics or information that should be prepared for the February 11 work session.

The work session on March 4 is also currently reserved for this project. No joint meetings with Lane County have been scheduled yet.

Attachment 3 (Local Street Network Map) and Attachment 4 (Street Network Map Options for Future Council Discussion) are intended to provide the basis for a presentation by staff on options for implementing TSP street connectivity policies.

MEMORANDUM

City of Springfield

Date: 1/14/2019
To: Gino Grimaldi **COUNCIL**
From: Tom Boyatt, Interim DPW Director **BRIEFING**
Sandy Belson, Interim CMD Manager
Emma Newman, Senior Transportation Planner
Subject: TRANSPORTATION SYSTEM PLAN **MEMORANDUM**
IMPLEMENTATION PROJECT

ISSUE:

The City of Springfield adopted the 2035 Transportation System Plan (TSP) in 2014. The Transportation System Plan Implementation Project is following direction from the adopted TSP to update the Springfield Development Code, adopt a Conceptual Street Map as a new TSP Figure, and make some changes to the TSP Project List and existing Figures to further implement already adopted policies.

COUNCIL GOALS/**MANDATE:**

Maintain and Improve Infrastructure and Facilities

BACKGROUND:Process Options for Processing the Planning Commission Recommendation

At the Council work session in November 26, Council started talking about making changes to the Planning Commissions' recommendation. As these amendments are subject to joint public hearings with Lane County as part of the co-adoption process, the Board of County Commissioners will be considering the recommendation of the Lane County Planning Commission which matches the recommendation of the Springfield Planning Commission. However, the Council could propose some alternatives that are considered in parallel with the Planning Commissions' recommendation.

OPTION 1:

- City Council work sessions focus on ensuring Council has reviewed and understands the content of the Planning Commission's recommendation, but Council waits to deliberate until after holding the joint public hearing.
- City Council and Lane County Board hold joint public hearing on Planning Commission Recommendation.

OPTION 2:

- City Council holds work sessions to develop Alternatives to specific pieces of Planning Commission Recommendation in order to seek public comment on those Alternatives in addition to the Planning Commission recommendation.
 - City Council and Lane County Board hold joint public hearing on Planning Commission Recommendation and Council Alternatives.
-

Council Project Questions and Answers

Council started presenting questions regarding the TSP Implementation project at the November work session. Following the meeting, additional questions were submitted to staff. Attachment 2 is a compilation of the questions from Council with answers provided to each question. Staff would like direction from Council regarding any additional follow up to prepare for future packet materials and work sessions.

1. Are there any questions for which Council would like additional information?
2. If process Option 2 is chosen, would Council like to provide any direction to staff regarding Alternatives to develop in terms of code language or other project materials?

Street Connectivity Policy Implementation

The topic that received the largest number of public comments and most discussion by the Planning Commissions was street connectivity, specifically for local streets. The following information provides a framework for reviewing the topic and Planning Commission recommendation. The decisions before the City Council and Board of County Commissioners will determine how connected or disconnected the street network will be over time as Springfield develops.

Policy Framework

Through a public review process, our community developed policies that were included in the TSP. Many of those policies spoke about providing a transportation system that is efficient, cost-effective, and provides a complete range of transportation mode choices that support and enhance Springfield's economy and land use patterns. We are now looking at implementing the policies that Council adopted in 2014.

The Springfield 2035 TSP Chapter 7 on Code and Policy Updates recommends that implementation measures address system connectivity. TSP policies in Chapter 2 under Goal 3: System Design provides more detail for how to design the transportation system to align with the adopted community vision and goals. For instance, Policy 3.4 states "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." This policy is recommended to be implemented by adopting Code amendments that provide a more connected transportation system that allows for more direct route options between places.

Future local streets need to exist and system connectivity is required to fulfill state planning requirements and City policy, but the City has flexibility in how it requires specific local streets to be aligned to provide connectivity. When a local street connection is proposed by a developer, a more detailed level of analysis is done with opportunity for nearby property owners to comment on the development proposal. The analysis takes into account private developers' preferences for the layout of their site, site conditions such as current wetland delineations, and other factors that may change over time.

What is the value of street connectivity?

Adopted regulations that support implementing a more connected transportation system with more local street connections has multiple benefits including but not limited to:

- Ensuring better access and response times for emergency vehicles and more options for residents needing to evacuate;
 - Ensuring access to and through sites that could be further developed or redeveloped if a street connection is available;
 - Reducing out of direction travel, reducing vehicle fuel use or enabling people to walk or bike the shorter distance rather than having to drive the longer distance;
-

- Providing lower traffic volumes (less congestion) which results in safer local street options for people walking and biking;
- Minimizing traffic disruptions by increasing detour route options during construction and maintenance projects and special events, and
- Dispersing traffic across more streets and balancing traffic volumes throughout the transportation system, which has congestion relief benefits.

During the Planning Commissions' public hearing, multiple residents and property owners who live on current dead-end streets that are planned to connect at some point, if or when development occurs, expressed their concerns about the potential for the local street to be connected in the future. They were concerned about increased traffic volumes and speeding along the street in front of their house. The Planning Commissions listened to the comments, discussed how to implement local street connectivity policies while addressing residents' concerns, and recommended using traffic calming measures to help to deter cut-through traffic and encourage slower, neighborhood appropriate speeds. If more development occurs in Springfield without additional local street connections to support the development that helps to balance the new vehicle trips, residents on existing local streets that serve the developing areas would be unduly burdened with higher volumes of traffic, including locations that were not planned or intended to carry such high volumes on a local classification street.

Two Maps – Conceptual Street Map and Local Street Network Map

Originally when draft materials were developed and brought before the Planning Commissions, there was one map that contained multiple layers of street information as a way to bring information about our street system all into one map. Based on Planning Commission direction and for increased clarity, the original map was split into two separate maps to serve two different purposes.

Conceptual Street Map

One map is named the *Conceptual Street Map* (see ATT 2 Exhibit B from 11/26/18 work session packet). The *Conceptual Street Map* shows existing and planned arterials, collectors, and multi-use paths. It also shows existing local streets. The purpose of this map is to show the major streets and paths of our existing system and future system. The information on which this map is based is already adopted into the TSP in the form of the functional classification map (Figure 2 in the TSP) that shows the backbone of our existing system and project maps (Figures 10 and 11 in the TSP) that show how our system will expand over time. The *Conceptual Street Map* is recommended for adoption into the TSP as a new Figure. Adoption of the Conceptual Street Map as described also implements TSP Policy 3.1 that states “adopt and maintain a Conceptual Street Map” and the direction for adoption of the Conceptual Street Map as described in TSP Chapter 7.

Local Street Network Map

A second map that has been the topic of most of the public comments and Planning Commission deliberation is named the *Local Street Network Map*. The *Local Street Network Map* shows everything that is shown on the Conceptual Street map plus the planned connections of key local streets. It is a tool that can be used to show how to support growth and development in our community as all development requires access to the street network. The *Local Street Network Map* is recommended by Planning Commission for adoption into the Springfield Development Code. Adopting the Local Street Network Map into the Code is one way to show how local streets are expected to connect with the existing system. Alternatively, street extensions and connections could be required only through code language and not be tied at all to a map. Ultimately, it will be up to Council to determine the best way to communicate the City's expectations and requirements for extending the local street network.

Two Sets of Street Network Standards in Springfield Development Code

The Planning Commissions' recommended Springfield Development Code Amendments provide two sets of Street Network Standards.

Street Network Standards – General Criteria

The Street Network Standards – General Criteria (SDC 4.2-105D) are applicable to any type of development. These standards require that any collector and arterial streets comply with the TSP, including the Conceptual Street Map. Local streets could either be constructed as shown on the Local Street Network Map or they could meet a set of standards in the code. The Local Street Network Map shows the most logical place for local street connections based on current information. It provides the developer with a starting point for the location of future streets and clearly communicates to the public that in the future, a street could be constructed in the location shown. However, the developer can submit an application for a different type of street layout that meets the standards listed under the General Criteria if that approach would work better for the development. Thus, the General Criteria allows for flexibility in meeting the need for a connected transportation system.

Street Network Standards – Needed Housing

The second set of standards is applicable only to residential development. The Street Network Standards – Needed Housing set of standards (SDC 4.2-105E) are necessary to fulfill the clear and objective requirements established by Oregon land use Statewide Planning Goal 10: Housing.¹ As with the General Criteria, collector and arterial streets must comply with the TSP, including the Conceptual Street Map. However, there is no reference to the Local Street Network Map. Instead, there is a set of clear and objective standards that must be met. Because they are clear and objective requirements, they do not provide for flexibility – either the proposed development meets the requirements or it does not. However, residential developers can choose to switch tracks to use the General Criteria if they do not wish to use the Needed Housing criteria.

Framework for Street Connectivity Discussion

Attachment 4 Local Street Network Map Options (for General Criteria only) is intended to present three different options to help facilitate discussion when the Council starts deliberating. The three options are:

1. Map AND Written Standards – the map sets the requirement for local streets with exceptions limited to on-site conditions that make impractical the construction of the street as shown
2. Map OR Written Standards– developer chooses either to plan for construction of streets as shown on the map or as meets the written standards. This approach is described above as recommended by the Planning Commissions
3. No Map, Only Written Standards – removes the option of complying with the street network as shown on the map and relies only on code language

¹ The recommended Street Network Standards – Needed Housing (SDC 4.2-105E) comply with the state Transportation Planning Rule requirement to adopt standards for the layout of local streets and the Goal 10 Housing requirement to apply only clear and objective standards for the development of housing. Under the state law, a development for housing must have the option to develop using only clear and objective standards. The City can provide an alternative, discretionary review track for developers who “opt out” of needed housing review. Under the proposed code, a developer of housing could opt out of the standards in SDC 4.2-105E and proceed with review under the General Criteria in SDC 4.2-105D instead.

Attachment 4 describes Local Street Network Map's role in each scenario, map header language, application of the code/map, public review and comment, and advantages and disadvantages.

The Planning Commissions expressed they saw value in having a map to show a possible future street network throughout Springfield. Having a map that visually and clearly conveys to the community and developers an option for street network connections is a helpful customer service and communication tool. Option 2 is the Planning Commission recommendation, with some suggested clarification text added by staff. This topic was discussed during the Planning Commission process and changes were being made regarding the role of the map until just before the Planning Commissions reached recommendations that match.

Depending on which process option for processing the Planning Commission recommendation the Council chooses and how much time is available during the work session, Council may wish to defer some or the entire street connectivity topic until a later work session or deliberations.

RECOMMENDED ACTION: Select process option (staff recommends OPTION 2), provide staff with direction on further information to prepare, familiarize with street connectivity policy and implementation options.

During and following the November 26, 2018 Springfield City Council work session, the Mayor and Council asked questions regarding the TSP Implementation project. The questions are shown below in **bold** text and are organized by questions that pertain to the Springfield Development Code, the Transportation System Plan, and both or broader more general questions. Each question is followed by an answer from staff. The documents referenced were provided in the November 26 Council packet.

Springfield Development Code/Local Street Network Map Questions

1. What are Linear Parks? Are they a term for Multi-Use Path?

The definition of a Linear Park is a recommended amendment to the definition section of the Springfield Development Code (see Exhibit A page 85 of 104 – SDC 6.1-110). It states, “**Linear Park.** A public or private park that provides public access to trail-oriented activities, which may include walking, running, biking, or skating, and preserves open space. A linear park consists of a multi-use path, pedestrian trail, or bikeway, and related facilities.”

A “linear park” is a long, narrow park that contains a multi-use path. It is one type of park identified in the Willamalane Comprehensive Plan that is not listed in the existing Springfield Development Code. An example of a linear park in Springfield is the Mill Race Path and Booth Kelly trailhead. The Glenwood Plan District also includes a plan for a “riverfront linear park” that includes a multi-use path along the south side of the Willamette River. Adding a “linear park” as a permitted use provides a way for the City to approve a multi-use path in addition to the other park facilities that support the path. A multi-use path alone is a form of transportation infrastructure and does not need to be specifically identified in the list of permitted uses within any zoning district; the issue is how to allow trailheads and other facilities that go along with the multi-use path but are not located within the path itself.

2. The Code requires that Private Streets be built to the same standards as Public Streets. Could we have a different standard for inside developments such as mobile home parks, multi-family complexes and other developments that could build affordable housing? (Exhibit A page 33 – SDC 4.2-110A)

Yes, a different standard could exist for these uses. Council could provide staff with direction to develop amendments to the Private Streets section of the Code if desired (SDC 4.2-110). The Private Streets section of the Code is existing language and does not include any recommended amendments. No public comments or feedback regarding private streets has been received.

Table 4.2-1 provides more flexibility for reduced street width options than current Code allows (see answer to question 3 for more information).

3. How do the recommended Code Amendments allow for flexibility and narrower streets to support affordable housing development and distinctive neighborhood characteristics?

The recommended Code amendments allow for narrower streets by allowing for a 20-foot curb-to-curb option for Local Streets that is not allowed under the existing Code (see Exhibit A pages 13-14 of 104, Table 4.2-1). This 20-foot configuration provides the minimum width required for emergency access and does not include any on-street parking on either side of the street. A developer under the recommended Code amendments would have flexibility to choose a narrower or wider street section ranging from parking on both sides of the street, parking on just one side of the street, to no on-street parking at all. The recommendations also retain other elements such as the ability to select different street tree species and an option for decorative rather than standard street lighting for instituting a distinctive neighborhood characteristic.

4. Is there a way we can better address connectivity between internal parking lots? Example: SE corner of Gateway Street and Beltline

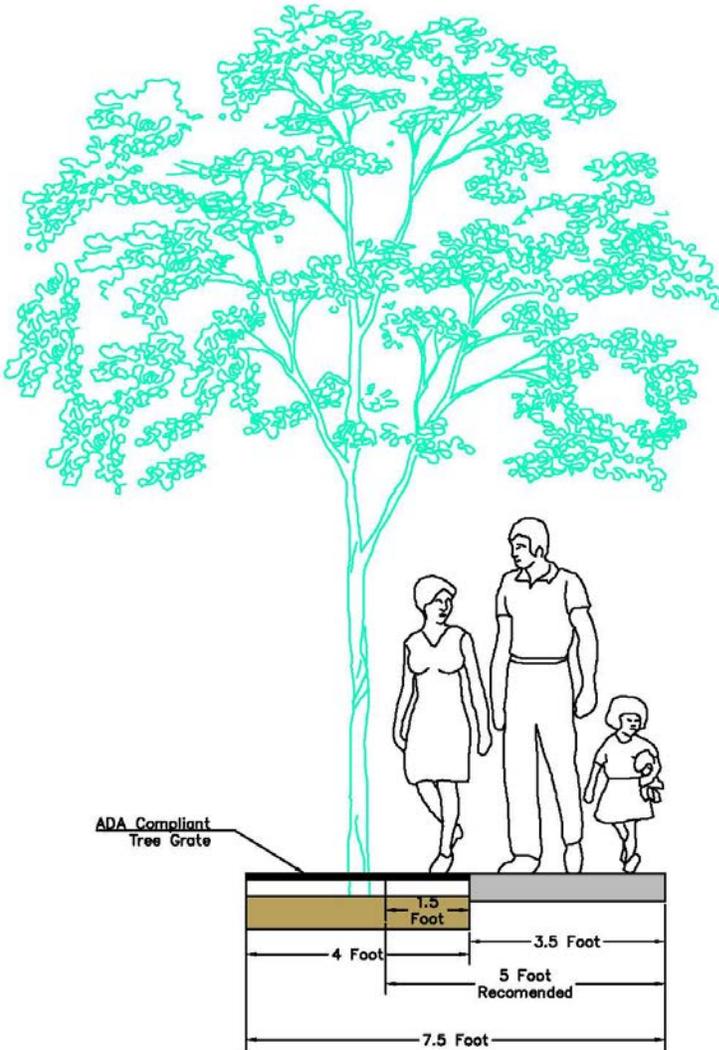
Exhibit A page 35 – SDC 4.2-120A.3 recommended amendment reads, “**3. As determined by the Director, sites with abutting parking areas within the same zoning district may be required to provide driveway connections or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.**”

This code requirement is a rewrite of one that currently exists (SDC 4.6-120F) and can be used to require provision of driveways and internal circulation at time of development. If property A develops when property B has not yet developed or is developed with driveways and parking areas that do not allow cross-access, then the City could impose a condition of approval on property A that it construct its side of the cross-access and that it allow property B to use the cross-access when property B develops. When property B develops, the City could then require both parties to enter into a cross-access easement across both A and B. Planning Commissions recommended moving and adding language (see SDC 4.2-120A.3) to provide more information and clarify what the connection would involve.

5. Can Planter Strips be like downtown planter strips with tree wells in them to save space? (Exhibit A pages 39-40 – SDC 4.2-135D)

Placing street trees in tree wells in the paved sidewalk area could raise ADA issues if the sidewalk is not otherwise wide enough to provide the ADA-required clear width. The United States Access Board’s published Public Right of Way Accessibility Guidelines (“PROWAG”) sets the minimum sidewalk width as generally 5 feet.

The recommended minimum street standards in Table 4.2-1 set the following minimum widths: 5-foot sidewalk for local and collector streets; 7-foot sidewalk for arterial streets; and 4.5-foot planter strip for all streets except steep local streets (not including a 6” curb on the outside of the planter strip). City operations staff has recommended tree wells no smaller than 4’ by 4’. With an ADA-approved grate of this size, less than 2’ of the tree well would be available for pedestrian use. Thus, to accommodate a tree well in the sidewalk area, the total sidewalk width must be greater than 7.5’ to accommodate tree wells without a separate planter strip. See example below that visually illustrates the dimensions.



Area-specific refinement plans and plan districts are an appropriate tool to provide flexibility in street design for specific geographic areas (e.g. Downtown Design Standards streetscape standards and the Glenwood Riverfront Mixed-Use Plan District street standards).

The City's Street Standards Update Project could provide more street type options and flexibility for street standards. This project is on the work plan, but due to the detailed work that it will involve and staff capacity, it has not moved forward yet. If the Council chose to direct staff to take on the Street Standards Update Project work as part of the TSP Implementation Project, it would delay the TSP Implementation Project.

6. How do Street Tree Code requirements work? (Exhibit A pages 40-41 – SDC 4.2-140)

The recommended changes to this section are minor in nature and do not impact how this section of code is implemented. The majority of this section is existing language in the code. This section works in conjunction with the Engineering Design Standards and Procedures Manual (EDSPM), specifically

Chapter 6. The existing and revised code sections together with the EDSPM provisions require street trees to be provided in new development along street frontage. The general requirement is that street trees must be placed every 30 feet with exceptions for driveways, utilities, etc. These regulations also work in conjunction with the tree removal standards of the Springfield Development Code to preserve existing trees, prevent removal of required trees, and replace trees when removed.

7. If a neighborhood has decorative lighting, where would the 5G cell attachments go? (Exhibit A page 42 – SDC 4.2-145)

The Council adopted amendments to the Wireless Telecommunications Services standards to accommodate small wireless facilities in the public right-of-way on January 7. The new standards allow replacement of decorative lighting with a new pole matching the design, for the purpose of accommodating small wireless facilities in neighborhoods with decorative lighting when there are no other reasonable options for locating small wireless facilities elsewhere.

8. Minimum and Maximum Motor Vehicle Parking Requirements. What is the basis for the minimum and maximum requirements? How do we allow for reduced development costs through parking requirement reductions and limit encroachments into surrounding neighborhoods? (Exhibit A pages 47-59 – SDC 4.6-125)

The minimum parking requirements in Table 4.6-2 (pages 55-56) are largely based on the Institute of Transportation Engineering (ITE) *Parking Generation Manual*, which provides estimated parking demand for different types of land use based on studies and real-world data. Some of the parking requirements in this table are different from the ITE parking level due to our area's unique parking expectations for individual land uses. The recommended maximum parking requirement is 125% of the minimum parking requirement. This level was proposed initially by City staff to be similar to maximum parking requirements in other jurisdictions in Oregon, and similar to the existing maximum parking requirement established for the Glenwood Riverfront Mixed-Use Plan District (120%). The Strategic Advisory Committee members and the Planning Commission both reviewed this proposed maximum parking level and recommended it as the appropriate maximum. For more discussion of the maximum parking level and other jurisdictions in Oregon, see the Commentary on page 54 of Exhibit A.

Existing Sections 4.6-120 and 4.6-125 provide a range of options for developers to reduce the minimum parking requirement for a specific development, based upon special conditions, unique land uses, or special zoning.

The recommended code amendments allow a developer to further reduce off-street parking requirements by providing evidence that less parking is necessary for a particular development. There are specific reductions listed in Section 4.6-110 (see Exhibit A pages 48-50) that include, for example, parking reductions along frequent transit corridors or in exchange for ADA improvements off-site. These reductions are generally capped at 20% of minimum parking requirement. However, the recommended code also allows a developer to submit any other evidence to the City to reduce parking requirements

more than 20%. This evidence would most likely consist of a parking study. See Exhibit A page 47 for the relevant TSP policies and commentary.

The existing and recommended code aims to limit parking encroachments into surrounding property by ensuring that minimum off-street parking is provided that is appropriate for a specific development. Many of the existing reductions require a finding from the Director that an exception or reduction will have no negative impact on neighboring properties. However, there are other factors outside the control of the City under the existing and recommended code that can cause a development to impact on-street parking outside the development area. Changes to business models and operations over time may change the need for parking. Online banking is an example of a changing business model affecting how and when people drive to their bank, and therefore how and when they use parking at banks. Under the new business model, fewer people may be driving and parking at a bank, leading to a reduced need for off-street parking.

In addition, the existing and recommended code requirements assume that people parking at a development will use off-street parking if it is available. However, unless on-street parking is specifically restricted, anyone may use available on-street parking, even if there is available off-street parking. For example, a business could instruct their employees to park on the street to ensure customers have wide open access to off-street parking closer to the business.

9. Outside of 10% systems development charge reduction for bike parking, do we offer any other system development charge reductions for transportation? (Exhibit A pages 66-67 – SDC4.6-150B)

No, this is the only location in the Code that allows for system development charge reductions for transportation. It is one of the few existing Code sections that encourages developers to consider encouraging bicycling and other active modes of transportation by providing changing rooms, shower facilities, and other amenities.

Springfield's adopted transportation systems development charge methodology sets the rate of system development charges based on expected number of trips a development will produce. A developer may reduce the number of expected trips for a development by performing a Trip Generation Study. These studies look at comparable local sites to appropriately fit the number of expected trips to a development according to local area characteristics relating to transportation mode choice, population density, and other factors.

10. Do the recommended Code Amendments require one bike parking spot for every unit in a multi-family development? How much of an increase in bike parking is this? (Exhibit A page 76 – SDC 4.6-155)

Yes, the recommended Code Amendments require one bike parking space per unit in a multi-family development, which is the same as the existing Code requirement. With the recommended code

amendments, the proportion of long term bicycle parking spaces has decreased and short term has increased.

Recommended SDC Table 4.6-3 Minimum Required Bicycle Parking Spaces (Exhibit A page 76 of 104) requires 1 bicycle parking space per dwelling unit for triplex, four-plex, and multi-family with 75% long term parking and 25% short term parking. Existing Code requires 1 bicycle parking space per dwelling unit with all spaces provided as long term parking.



Example of multi-family bike parking at 5th Street townhomes Phase 1

11. How does City Hall’s secured bike parking compare with the recommended standards?

City Hall staff secured bike parking has 24 bike parking spaces at staple racks and two bike lockers.

In accordance with the recommended bicycle parking standards of SDC 4.6-155 for government uses, the required bicycle parking for City Hall, which is 90,000 square feet, is 30 bicycle parking spaces, only 8 of which would be required to be long-term.

12. Multi-Use Path Typos: need to keep “multi” before “use” (Exhibit A page 92 – SDC 5.12-120D.3) and SDC 4.2-150 misspelled “multi-use” under A.

Staff has noted the typos and has added to list of edits.

13. What role does the Local Street Network Map play within the Springfield Development Code? How is flexibility provided for street connectivity implementation? (Exhibit A page 15 – SDC 4.2-105D.2.a and Exhibit C). Do we have to have a Local Street Network Map?

Attachment 4 of the November 26, 2018 and January 14, 2019 work session packets includes a summary of the options and flexibility for the City and developers under the Planning Commission's recommendation for the Local Street Network Map, under the initial staff recommendation to the Planning Commission, and under a Code-only approach without any Local Street Network Map.

As recommended by the Planning Commission, the Local Street Network Map is optional for developers. A development that is subject to the General Criteria for streets (SDC 4.2-105D rather than the clear and objective housing standards SDC 4.2-105E) can choose to either (A) build what is shown on the map (connection point to connection point), or (B) build any alternative that meets the written standards. The map and written standards would not apply at the same time; lines shown on the map are not further subject to the written standards. Under the Planning Commission recommendation, if a developer chooses to construct a street that is shown on the map, and City staff or public comments later identify a problem with the location of that street, the developer would not be required to alter the location of the street.

The state Transportation Planning Rule (TPR) does not specifically require a map of local streets; it requires the City to adopt standards for the layout of local streets that address the extension of existing streets, connections to existing or planned streets, and connections to neighborhood destinations (OAR 660-012-0020). The Planning Commission expressed the value of having a visual map to show a possible future street network throughout Springfield as a helpful customer service and communication tool.

14. Appreciate Exhibit E pp. 54-62 W. A St connection since it allows for more creativity in implementing street connections through future development. Where else are there “creative solutions” where we can remove lines from the Local Street Network Map (Exhibit C)?

City staff is looking to the City Council for direction on how to implement the TSP's street connectivity policies, given the Planning Commission's recommendation, public comment in the Planning Commission record, and future public comment to the City Council. The Planning Commission reviewed other planned local street connections shown on the Local Street Network Map and chose to recommend keeping the locations shown and add findings to respond to comments received (see Exhibit E pages 43-61 of 62).

The initial staff recommendation for the local street network included the best information known to City staff at the time. Through the Planning Commission public hearing process, members of the public provided information in public testimony and documents entered into the written record for many of the proposed local street connections. In response to new information and/or public testimony regarding several local streets, the Planning Commission's final recommendation for the Local Street Network Map did not include some of the planned local streets initially recommended by City staff.

The initial staff recommendation to the Planning Commission included the W. A Street connection. Based upon public testimony and evidence submitted to the Planning Commission during the public hearing process, the Planning Commission removed the W. A Street connection from the recommended Local Street Network Map.

As another example, a proposed local street connection for Fairhaven Street was removed, due to public comment that identified the communal ownership of the green space and the presence of reserve strips located directly in the path of the proposed connections. For this location, City staff recommended reviewing connectivity options at the time of development.

Additionally, at 31st and Yolanda, the Planning Commission received public comment from residents in the area regarding neighbors' concerns regarding the proposed local street layout in relation to development potential and comments identifying wetlands in the area. In response to this public comment, City staff worked with property owners to identify an alternative layout for local streets in that area, which was incorporated into the Planning Commission's recommendation (Exhibit C).

15. How can on-street parking congestion on Hartman Ln near the Urology Center and Guy Lee Elementary School be addressed? Would recommended Code Amendments create a similar situation? Another example is along Game Farm Road near the women's center. (Exhibit A pages 55-56 – SD 4.2-125 Table 4.6-2)

The Oregon Urology development was approved with the appropriate amount of parking according to the code requirements at that time. This development was allowed to reduce the minimum parking requirement by ½ space for each on-street parking space, which is allowed under the existing code (see Exhibit A page 49 SDC 4.6-110G). In addition, business operations at this facility may not exactly match the typical parking needs of a medical office building, which may be forcing some of their business parking onto the street near Guy Lee Elementary School.

Guy Lee Elementary School was built in a time when more kids arrived to school via bussing, walking or biking. The combination of a business in close proximity to a school has created a much more congested area, due to the changes in the operational characteristics for the school and the business over time.

The recommended code amendments allow a developer to reduce the required parking when in close proximity to a frequent transit network. Because Harlow Road is part of a frequent transit network, future developments in this area would be able to develop with a lower parking requirement. Other areas of the city along frequent transit networks would also be allowed to reduce the minimum parking requirement under the recommended code, which may create some situations where on street parking is utilized at a higher rate than what had been historically expected within the surrounding areas and neighborhoods. There are ways that the City could address issues with on-street parking in specific neighborhoods other than through changes to the development code, such as through on-street parking regulations and parking enforcement. The Downtown Parking Program is an example of the City taking an active role in managing the use of on-street parking.

For additional explanation of the TSP policies that direct the City to generally reduce the area of developments required for off-street parking, see the Commentary in Exhibit A page 47.

Transportation System Plan Questions

- 1. Would new projects on the TSP Project List and Figures increase system development charges? (i.e. Exhibit D PB-53 – PB-56)**

The system development charge eligible project list and methodology that sets rates are not part of the TSP Implementation project. The City Council could choose to add the new projects shown in Exhibit D to the system development charge eligible project list as a separate, future action. Previously the TSP projects were included in the system development charge eligible project list to ensure developers are contributing to the cost of developing the transportation infrastructure needed to support the city's growth.

- 2. What is the justification for TSP project R-51 Gateway/Harlow intersection?**

TSP project R-51 Gateway Street/Harlow Road described as "Construct traffic control improvements" was recommended to be added to the TSP for consistency with the Regional Transportation Plan (RTP). The RTP includes this project as project #785. This project has been in the regional transportation planning documents for quite some time. It is shown as part of a corridor of intersection improvements and widening along Gateway Street in the 1986 TransPlan. It is included as the specific Gateway/Harlow intersection improvements project #785 in the [2002 TransPlan](#) document.

- 3. How can the barrier at Don St and Lochaven Ave be specifically called out beyond the broader Planning Commission recommended language in the S-17 Study Project description?**

City Council could revise the description of the S-17 Study Project. For example, Council could direct staff to revise the description to read, "Study street connectivity and traffic calming improvements in I-5/Harlow Rd/Laura St/Hwy 126 area that would retain motor vehicle traffic diversion at the intersection of Don St and Lochaven Ave." Red underlined text shows new text that could be added to the Planning Commission's recommendation.

Both/General Questions

1. What are speed tables?

Speed tables are a type of traffic calming that encourages people to slow down to slower, neighborhood-appropriate speeds. Speed tables will be built as part of the raised crosswalks at various locations within the Virginia-Daisy Bikeway project. Some speed tables already exist along West D St. Speed tables can be designed to have different geometries depending on the desired maximum speed of travel for a specific street.



Virginia-Daisy Bikeway Project example concept drawing of speed table as part of raised crosswalk



West D St example of existing speed table (photo credit: Google street view)

2. Are there Springfield policies and/or Code language for electric scooters that are currently launching and in use in other cities? Would there be boundaries if they came to Springfield?

The Oregon Vehicle Code restricts the use of motorized scooters to people 16 years of age or older, and requires them to be used in the bike lanes or bike path when there is a bike lane or path adjacent to the roadway. Motorized scooters are not allowed on sidewalks, except to enter or leave adjacent property.

Springfield does not currently have any ordinances that restrict the use of motorized scooters beyond the requirements of state law, but the City Council could adopt certain restrictions through separate amendments to the Springfield Municipal Code (e.g. restrictions on use in public parks). No changes to Springfield ordinances in the Springfield Municipal Code or Springfield Development Code are needed to allow the use of motorized scooters that are owned by individuals. If a company is interested in launching shared scooters that would be stored in the public right-of-way, the City Council would need to approve a right-of-way use agreement that outlines the terms and conditions for placing and operating shared scooters in the right-of-way.

3. The TSP Implementation Project Goals include “Promote walking, biking, and transit.” Where is this required? What does it mean? How it is interpreted? At what cost? Does the end justify the means? What motor vehicle efficiencies can be gained (i.e. 14th and Main doesn’t work with bike lane obstructing right turns), congestion reduction, delay, growth of traffic over time.

The language quoted in this question is found in Chapter 7 of the TSP, which states that the recommended implementation measures for the TSP will need to address “ways of supporting and promoting walking, biking, and taking transit” through future amendments to the Springfield Development Code. This statement is meant to provide a helpful summary and overview of the specific TSP policies to be implemented through development code language. This bullet point in Chapter 7 was not intended to serve as an adopted policy by itself.

Within the TSP, there are many specific policies and implementing actions regarding bicycles and pedestrians, including the following list (with TSP page numbers in parenthesis): Policy 1.4 (9), Policy 2.1 (1), Policy 2.3 (11), Policy 2.4 (11), Policy 2.10 (12), Policy 3.2 (13), Policy 3.3 (13-14), Policy 3.4 (14), Policy 3.7 (14), Policy 3.8 (14-15), and Policy 3.10 (16).

With regard to balancing the needs of bicycles, pedestrians, transit, and automobiles as roadway users, the Springfield TSP adopts an overall “level of service” (LOS) standard that corresponds to acceptable and reliable performance during peak hour traffic conditions. LOS D is the adopted standard for streets that are not part of the state highway system; ODOT sets performance standards for state facilities. See Policy 2.09 (page 11 of the TSP). In addition to the general LOS D standard, TSP Policy 2.10 provides an option for future multi-modal LOS standards that will apply in areas such as Gateway, Glenwood, and Downtown (page 12 of the TSP). Adoption of a multi-modal LOS methodology will need to be based on stakeholder input and land use considerations, with the purpose “to encourage diverse development

types such as more mixed-use development and higher densities in these high-priority economic growth areas... and to provide a balanced approach to measuring LOS beyond just motor vehicles. Until a multi-modal LOS methodology is developed under Policy 2.10, LOS D for motor vehicles is the only applicable LOS standard. LOS D typically corresponds with an average intersection delay of 25-35 seconds at an unsignalized intersection and 35-55 seconds at a signalized intersection for all vehicles during a peak period. The peak period represents less than 10% of a typical day. With LOS D, at peak periods a vehicle would typically only sit through one cycle at a traffic signal.

In addition to the TSP policies, the Transportation Planning Rule (TPR) section that governs the implementation of the TSP (OAR 660-012-0045) requires the City to adopt land use regulations that provide “safe and convenient” pedestrian, bicycle, and vehicle traffic. More specifically, the TPR requires the City to adopt regulations that meet the following requirements regarding bicycle and pedestrian facilities:

- Bikeways are required along all arterials and major collectors.
- Bicycle parking facilities are required in new multi-family residential development; new retail, office, and industrial development; at all transit transfer stations and park-and-ride lots;
- Pedestrians must be provided with access ways through parking lots and single-family subdivisions; and
- On-site facilities must accommodate “safe and convenient” pedestrian and bicycle access between adjacent developments when required (i.e. between high-use areas like shopping centers or commercial districts, and adjacent residential areas, transit stops, and neighborhood activity centers). “Safe and convenient” means the routes, facilities, or improvements (1) are reasonably free from automobile traffic that would “interfere with or discourage pedestrian or cycle travel for short trips,” (2) provide reasonably direct routes of travel between destinations, and (3) meet the travel needs of cyclists and pedestrians for destination and length of trip (ideally, with trip lengths $\frac{1}{4}$ to $\frac{1}{2}$ mile).

14th and Main Update

Based on Council input, staff provided a recommendation to ODOT in June 2018 to address the automobile-bicycle conflict approaching the 14th Street intersection on Main Street heading westbound as part of an ODOT Fix-It pavement preservation project. The Fix-It project will be scoped in January by ODOT to evaluate cost and what design elements will be incorporated if the project receives funding. After that, ODOT will narrow their 150% project funding list down to a 100% funding list that will move forward to design and construction.

The recommendation would move the automobile-bicycle conflict zone back from the intersection in order to improve safety and improve the flow of right turning vehicles and people continuing to bike westbound on Main Street. Staff will participate in the scoping meeting in January and will have more information afterward if Council would like further updates.

4. It seems that the proposed amendments/accommodations are “bike heavy.” Are we doing this to meet state standards? If so, where are those standards?

The goals of the TSP Implementation Project (see TSP Chapter 7) include changes that address the needs of the transportation dependent and disadvantaged, account for system connectivity, and promote walking, biking, and taking transit. The project is also guided by the adopted TSP goals, policies, and actions (see TSP Chapter 2), which include policies to make it easier and safer to bike in Springfield. The Development Code has been amended over the years, but the bicycle related code language has not been updated since the Springfield TSP adopted new policies. The amendments that relate to bicycles were recommended by the Bicycle and Pedestrian Advisory Committee, the project’s Stakeholder Sounding Board, and the Planning Commission to be updated in order to better achieve the goals, policies, and actions that were adopted in 2014 in the Springfield 2035 TSP. Many of the bike parking sections of the Code were outdated compared with many modern day bike standards that have evolved substantially over the last couple of decades on a national level as more emphasis has been put on healthy, more affordable transportation options, such as bicycle transportation.

Community planning, work, and resources were put into the [2013 Regional Bike Parking Study](#) to develop draft bike parking standards for the Springfield Development Code that has not yet been adopted into the Code. This bike parking code amendment work from the 2013 study formed the basis for most of the bike parking code language amendments that are recommended as part of this project.

The state standards for transportation planning are found in the Transportation Planning Rule, which is the foundation of many of the findings in Exhibit E.

If the Council finds that the recommended amendments do not align with TSP policy direction and state Transportation Planning Rule requirements, Council can give direction to change the recommended amendments.

5. How are the needs of community members who are unable to get to and from transportation hubs and mass transit access points addressed and considered? With an aging population, and others who are at a disadvantage, maybe economically or physically, what consideration is being given to them in this plan?

A variety of amendments have been recommended that are intended to provide and encourage development to contribute increased access to transportation options for community members that are transportation disadvantaged. A few examples include:

- Sidewalk standards amendments (SDC 4.2-135) that improve walkability
- Motor Vehicle Parking reduction provisions do not reduce the number of ADA parking spaces required (SDC 4.6-110C), but allow for places to be located in closer proximity to one another by providing developers with the option to reduce on-site motor vehicle parking and utilize more of their sites for economic development
- Parking reduction credit for ADA improvements for Frequent Transit Corridors (SDC 4.6-110K)

- Lighting for multi-use paths (SDC 4.2-150)

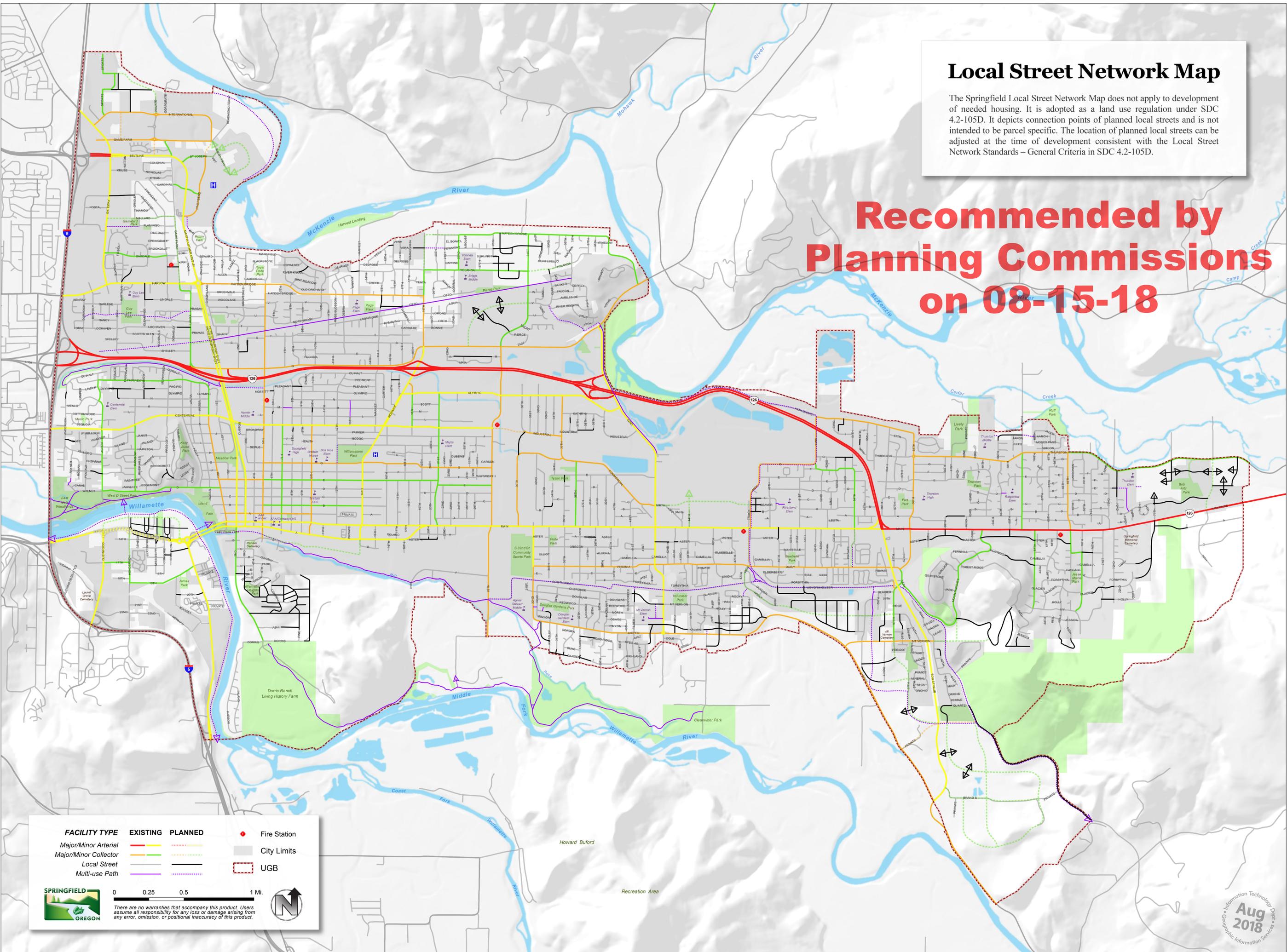
There are already adopted policies in the TSP that support the City of Springfield working to better serve these communities with a variety of local partners with other tools beyond the Springfield Development Code. Some policy examples include TSP policies 1.3, 1.4, 2.3, 2.4, 2.5, 3.4, 3.5, 3.7, 3.8. There are a variety of existing programs and services in place to help provide transportation options to community members, such as LTD transit service (including senior and low-income fare programs), RideSource, Emergency Ride Home, Transportation Network Companies (i.e. Uber and Lyft), and private shuttle services at senior living facilities. There are also existing Code standards that are not being recommended to be changed that ensure the City and development in Springfield complies with the federal ADA standards.

Council can direct staff to further develop additional Springfield Development Code amendments or add projects to the TSP Project List and Figures if there are elements the Council identifies that help further implement the adopted policies and project direction, including amendments that support the needs of transportation disadvantaged people.

Local Street Network Map

The Springfield Local Street Network Map does not apply to development of needed housing. It is adopted as a land use regulation under SDC 4.2-105D. It depicts connection points of planned local streets and is not intended to be parcel specific. The location of planned local streets can be adjusted at the time of development consistent with the Local Street Network Standards – General Criteria in SDC 4.2-105D.

**Recommended by
Planning Commissions
on 08-15-18**



FACILITY TYPE	EXISTING	PLANNED	
Major/Minor Arterial			Fire Station
Major/Minor Collector			City Limits
Local Street			UGB
Multi-use Path			

There are no warranties that accompany this product. Users assume all responsibility for any loss or damage arising from any error, omission, or positional inaccuracy of this product.

Aug 2018
Information Technology Dept
Geographic Information Services

Local Street Network Map Options (for General Criteria only)

OPTION:	Map AND Written Standards (Staff Recommendation to the PC)	Map OR Written Standards (PC Recommendation to CC)	No Map, Only Written Standards
<p>Code Language</p> <p>SDC 4.2-105D.2.a</p>	<p>“The connection points of local streets must conform to the general location shown on the Local Street Network Map, except where conformance with the Local Street Network Map is impractical, due to, but not limited to, topographical constraints, protected resources, existing development, or conditions affecting compliance with the other standards in this subsection.”</p>	<p>“Local Streets with connection points in the general location shown on the Local Street Network Map are allowed. Alternatives that meet and comply with the other standards in this subsection <u>SDC 4.2-105D.2</u> are also allowed. <u>Alternatives include local streets with different connection points; other facilities with the same or different connection points including but not limited to secondary emergency accesses, pedestrian accessways, or multi-use paths; or any combination thereof.</u>”</p> <p>(*Underlined language is recommended by Staff to clarify the PC’s intention in allowing “alternatives.”)</p>	<p>Do not adopt SDC 4.2-105D.2.a and do not adopt the Local Street Network Map.</p> <p>Local streets under the general criteria would be based on written standards only.</p>
<p>Map Header Language</p>	<p>“The Springfield Local Street Network Map is adopted as a land use regulation that depicts connection points of planned local streets. This map shows the general location of planned local streets and is not intended to be parcel-specific. This map does not apply to the development of needed housing under SDC 4.2-105E. For development that is not reviewed under needed housing standards, the location of the planned local street can be adjusted consistent with the local street network standards in SDC 4.2-105D at time of development.”</p>	<p>“The Springfield Local Street Network Map does not apply to development of needed housing. It is adopted as a land use regulation under SDC 4.2-105D. It depicts connection points of planned local streets and is not intended to be parcel specific. The location of planned local streets can be adjusted at the time of development consistent with the Local Street Network Standards – General Criteria in SDC 4.2-105D.”</p>	<p>N/A</p>

<p>How Code/Map are applied</p>	<p>1. Developer’s default is to build the street shown on map from connection point to connection point. The path between the connection points must be consistent with safety requirements, etc., because map applies in addition to the written standards.</p> <p>2. If City OR Developer identify reason that street on map is impractical, then alternatives that meet the other standards would be required/allowed.</p>	<p>1. Developer can choose either (A) build what is shown on the map (connection point to connection point), or (B) any alternative that meets the written standards. The map and written standards do not apply concurrently.</p> <p>2. If City staff or public comment identifies a problem with a street shown on the map, cannot require Developer to change the connection. Lines shown on the map are not further subject to the written standards.</p>	<p>1. There is no local street map adopted or used.</p> <p>2. Developer proposes any connection that meets the written standards. City staff can work collaboratively with a Developer to identify options if Developer requests assistance.</p>
<p>Public Review and Comment</p>	<ul style="list-style-type: none"> • The general public has had the opportunity to review and comment on specific map locations via City-wide Ballot Measure 56 notice. • At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony is relevant if it discusses the impracticality of the line shown on the map or ways that any proposed street meets or does not meet the written standards. 	<ul style="list-style-type: none"> • The general public has had the opportunity to review and comment on specific map locations via City-wide Ballot Measure 56 notice. • At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony regarding impracticality with the line shown on the map or ways that a street shown on the map meets or does not meet the written standards is not relevant to the criteria of approval. 	<ul style="list-style-type: none"> • At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony regarding any of the written standards is relevant.
<p>Advantages</p>	<ul style="list-style-type: none"> • Provides map as a visual starting place. • If adopted, would clearly express City policy favoring needed connectivity in key locations. • Provides flexibility for both the City and Developers if there are unforeseen reasons not to build what is shown on the map. • Map connections have been subject to broad public process/comment. Adjustments have been made to address public concern at some 	<ul style="list-style-type: none"> • Provides map as a visual starting place. Provides clarity to developers for needed connections. • Provides ultimate flexibility for Developers to build something other than what is shown on the map if written standards are met. • Provides developers with a short cut for approval if line is shown on the map. No other findings under the written standards may be needed. 	<ul style="list-style-type: none"> • No confusion for Developers or City staff as to whether or when the map applies to development. • The written standards alone would require key local street connections at the time of development even without reliance on the map.

<p>Disadvantages</p>	<p>locations.</p> <ul style="list-style-type: none"> • Developers bear the burden of showing a reason that a street on the map is “impractical” before an alternative is allowed. • Whether a street is “impractical” may be a broad standard and is open to multiple interpretations. 	<ul style="list-style-type: none"> • Map connections have not been investigated by staff at the level of detail performed at development review. Some connections might violate other City standards (i.e. for wetlands or hillsides). PC-recommended language could be interpreted to require City to accept a street shown on the map despite problems. • Not clear whether street alignment <i>in between</i> the connection points must meet the listed standards, or whether any street that connects as shown is allowed, without regard to safety or other impacts for the alignment between those points. 	<ul style="list-style-type: none"> • No visual starting place for a Developer. • No clear expression of City policy for specific connections in key locations. • Without a map to show where key local street connections are missing, some connections through existing neighborhoods at the time of development could come as a surprise to surrounding neighbors.
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AGENDA ITEM SUMMARY

Meeting Date: 1/14/2019
Meeting Type: Work Session
Staff Contact/Dept.: Sandy Belson / DPW
Staff Phone No: 736-7135
Estimated Time: 20 Minutes
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: NEW MANUFACTURED DWELLING PARKS

ACTION REQUESTED: Provide direction to staff on whether/how to support a new manufactured dwelling park.**ISSUE STATEMENT:** Council's Housing Strategy identifies the need to increase the supply of housing and accessibility of affordable housing throughout the housing continuum. There is a lack of available housing at all levels including space in manufactured dwelling parks.**ATTACHMENTS:** ATT1: Communication Briefing Memo
ATT2: Council Housing Strategy – updated October 2018

**DISCUSSION/
FINANCIAL
IMPACT:** Staff is seeking direction from Council as to if/how to incorporate support for a new manufactured dwelling park into Springfield's Housing Strategy (see ATT2). Council support for establishing a new manufactured dwelling park could include the contribution of HOME and Community Development Block Grant (CDBG) funds for the placement of new manufactured homes that are affordable to low-income residents, working with our TEAM Springfield partners and other agencies to identify publicly-owned property appropriate for a new manufactured dwelling park, and/or promoting housing of diverse types through code amendments to allow manufactured dwelling parks within the Medium Density Residential zone that allow small manufactured homes.

St. Vincent de Paul (SVDP) is interested in developing a new manufactured dwelling park in Springfield, with homes prioritized for households who may face displacement from another manufactured dwelling park in town. SVDP's plan for a new park would create 40 to 100 new homes. But this plan includes small homes (about 600 sq. ft.) which are currently not allowed through the Springfield Development Code – changes would be needed in order to develop a new park as SVDP intends.

SVDP is currently looking to secure land in Springfield (needing at least a few acres for a project to pencil), and secure funding from the state for site infrastructure costs. Locally-awarded funding through HOME and/or CDBG could make a new park more feasible. Yet state funds for manufactured parks are focused on the preservation of existing parks, rather than helping to create a new park.

Given the increasing costs to develop housing in recent years, SVDP sees the development of a new manufactured dwelling park as a model of affordable housing which can result in move-in ready homes more quickly than possible with on-site home construction and offer low-income households an option for home ownership.

MEMORANDUM

City of Springfield

Date: 1/14/2019
To: Gino Grimaldi **COUNCIL**
From: Tom Boyatt, Interim DPW Director **BRIEFING**
Sandy Belson, Interim CMD Manager with help
from Mark Rust, Senior Planner and
Erin Fifield, Community Development Analyst
Subject: NEW MANUFACTURED DWELLING PARKS **MEMORANDUM**

ISSUE:

Council's Housing Strategy identified the need to increase the supply of housing and accessibility of affordable housing throughout the housing continuum. There is a lack of available housing at all levels including space in manufactured dwelling parks.

COUNCIL GOALS/

MANDATE:

Encourage Economic Development and Revitalization through Community Partnerships

BACKGROUND:

There are currently 24 manufactured dwelling parks (including mobile home parks) in Springfield, housing an estimated 1400 households. In a manufactured dwelling park, residents may own their own home and lease the space from the park owner. In other words, all land is in the ownership of one entity and the structures are usually owned separate from the land.

Manufactured dwelling parks provide an important affordable housing option for community members. They offer residents a sense of community while allowing them to maintain independence. They also offer a homeownership option to households of low incomes because the capital investment required is only for the structure itself and not the land. However, unlike other homes where once the mortgage is paid off, the monthly costs of maintaining ownership is limited to taxes, insurance, and maintenance; the owner of a manufactured home in a manufactured dwelling park will always have to pay the space rent in addition to taxes on the structure, insurance, and maintenance.

Types and descriptions of manufactured homes have evolved over time as well as the regulations surrounding them. Once referred to as residential trailers (built prior to 1962) or mobile homes (built between 1962 and 1976), "manufactured home" is the common term used defining modern manufactured structures which are built to federal codes and designed for movement on highways. Collectively, these are known as "manufactured dwellings". Laws have changed over the years to reflect changes in the industry which have included high standards for quality of construction. The Springfield Development Code language has not been amended to keep up with changes.

By varying degrees, manufactured dwelling Parks are universally impacted by a combination of similar characteristics: their affordability, age/type of structures and infrastructure, stability of residents and park ownership, and pressures from the surrounding market. Manufactured dwelling parks can be at risk for closure due to different reasons and factors. Recognizing this concern in 2016, Springfield convened stakeholders through the Oregon Solutions' Manufactured Home Park Closure and Tenant Displacement Project. The project resulted in the

creation of a Local Agency Toolkit, focused on aligning community service providers and available resources in response to a manufactured dwelling park closure. The Toolkit, however, did not focus on the creation of new housing units, much less a new manufactured dwelling park, to address potential displacement.

There have not been any new manufactured dwelling parks created in Springfield in decades. There have been a couple of minor expansions of existing parks in the last couple of years. Without benefit of extensive research, it is believed that the existing manufactured dwelling Parks within Springfield were initially developed when they were not within the City limits and subsequently annexed to the City.

INTEREST IN CREATING A NEW MANUFACTURED DWELLING PARK:

There has been recent interest in development of a new manufactured dwelling park. For many years, Saint Vincent de Paul (SVDP) has acquired and developed housing in our community that is affordable to low-income persons. Throughout Lane County and Oregon, SVDP has acquired six (6) manufactured dwelling parks, aiming to improve the parks and preserve them for affordable housing for low-income households.

Given the increasing costs to develop housing in recent years, SVDP sees the development of a new manufactured dwelling park as a model of affordable housing they believe can be developed more quickly and efficiently than a traditional subdivision or multi-family development. SVDP has expressed interest in developing a new manufactured dwelling park in Springfield, particularly seeing a need for potentially displaced residents in other parks in Springfield at risk of closure.

SVDP is currently looking to secure land in Springfield (needing at least a few acres for a project to pencil), and secure funding from the state for site infrastructure costs. The plan for a development would create 40 to 100 new units. SVDP's development plan, however, is currently not allowed through the Springfield Development Code – changes would be needed in order for them to develop as they intend.

Potential Development Code Amendments

Springfield Development Code (SDC) specifies two types of Manufactured Homes, Type 1 and Type 2. The primary difference between the two types is the size.

- Type 1 – Minimum floor area of 1,000 square feet.
- Type 2 – Minimum floor area of 500 square feet and a minimum width of 12 feet.

A Type 2 manufactured home is not allowed to be placed in a new manufactured dwelling park (only allowed to be placed in an existing park, see SDC 3.2-235).

For the creation of a new Manufactured Home Park in Springfield, only Type I units are allowed. However, SVDP would like to create a new park using the smaller Type II units, thereby allowing for the creation of a greater number of, but also more affordable, units. Smaller homes would allow higher densities and thus a manufactured dwelling park could meet the minimum density requirements of the Medium Density Residential Zone, a zone in which manufactured dwelling parks are not currently allowed.

Limited funds for the development of a new Manufactured Home Park

There are Oregon statutes, and programs and funding sources through Oregon Housing and Community Services to help park residents and nonprofits preserve existing parks. SVDP has used these resources in their own preservation efforts. But despite the state's efforts toward preservation of parks, there is not a direct program or funding source to help replace a park once

it closes (in other words, to help preserve the number of spaces available in manufactured dwelling parks in a community, even if not within the same park).

As mentioned above, the City has federal funds (HOME and CDBG funds) available to help develop new affordable housing, including a new Manufactured Home Park. But SVDP states these funds alone aren't enough to help SVDP finance the development of a new park that would keep rents affordable to low-income households.

Staff with Oregon Housing and Community Services estimate it has been over 20 years since a new manufactured dwelling park was developed in Oregon. Staff have had discussions with the city's lobbyist about advocating for changes at the state level to give developers greater access to funds for the creation of a new manufactured dwelling park and with Council support, would continue to seek support from Oregon legislators.

RECOMMENDED ACTION: Provide direction to staff on whether to support a new manufactured dwelling park as part of the Springfield Housing Strategy.

If so, does Council support:

- Potential use of federal funds (CDBG or HOME) as awarded through the typical request for proposal/concept process
 - Identifying and pursuing publicly-owned property suitable for a new manufactured dwelling park
 - Code amendments to allow manufactured dwelling parks with smaller units and on land zoned Medium Density
 - Advocacy at the state level for funding support for a new manufactured dwelling park
-

Springfield's Housing Strategy

Housing Values

We want Springfield to be a family-friendly community for all people in every phase of life; whether it's just starting out with a new family, or downsizing to a smaller home. We need a diverse housing market that supports employment and families at every phase of life.

Key Findings

- There is a lack of available housing at all levels including: emergency shelter, transitional housing, income-qualified housing, market rate rentals, space in manufactured home parks, and homes for sale.
 - Rental vacancy rates are low.
 - Housing is expensive. 51% of renters and 34% of homeowners are cost-burdened, which means they are paying more than 30% of their income on housing and basic utilities. (2010-14 American Community Survey)

- Limited profit opportunities for developers
- Stagnant wages
- Insufficient public subsidies

Contributing Factors

Increase Affordable Housing in Springfield OR »»»

Partnerships

Human Services Commission

Poverty and Homelessness Board

TEAM Springfield

Community Groups

We've partnered with local and regional groups to help create more affordable housing options across the continuum of housing needs. We also provide funding for human services and work to stimulate economic development, which has helped address the gaps between household income and housing costs.

Through partnerships, important progress has been made. But what could the City of Springfield uniquely do to help improve housing options?

In 2016, the Springfield City Council directed staff to evaluate housing needs and to build on strategies to both increase the supply of housing and the accessibility of affordable housing throughout the housing continuum.

The reverse side outlines strategies that are in place, currently being implemented, or that will be considered in the future.



« Council Strategies to Address Housing Needs »



Expand Overnight Parking Program

- Municipal code allows churches & industrial sites to host up to three vehicles/campers/trailers
- City increased support to \$37,000 per year to cover port-a-potties, & administration cost of local non-profits
- Sanipac is donating trash collection services



Contribute to Income-Qualified Housing Development

- Use HOME Investment Partnership Program (HOME) funds for development of housing that is affordable to low-income residents
- Waive development application fees for non-profit housing
- Reinstated property tax exemption for low-income housing (June 2018)



Encourage Construction of Accessory Dwelling Units (ADUs)

- Temporarily waive System Development Charges (SDCs) (FY 17-19)
- Promote awareness & possibilities for ADUs
- Revised development code to make it easier & potentially less expensive to add an ADU bit.ly/SpringfieldADU (Spring 2018)

(photo: Small Home Oregon)



Secure Property for Targeted Residential Development

- Use Community Development Block Grant (CDBG) funds for acquisition & improvement of properties for new housing units
- Identify publicly-owned property for residential development



Assist Homeowners with CDBG Funds

- Assist low-income homeowners with repairs & accessibility improvements (Emergency Home Repair Program)
- Provide down-payment assistance for home ownership (Springfield Home Ownership Program) springfield-or.gov/dpw/HousingPrograms.htm



Promote Housing of Diverse Types

- Consider a property tax exemption to increase housing diversity
- Explore "Missing Middle" housing types bit.ly/MissingMiddleSpfld
- Update development code (Beginning in Fall 2018)
- Create user-friendly guides to navigate development code and process
- Ensure appropriate zoning for residential land (not programmed)