Planning Commission Agenda

Development and Public Works Director,
Anette Spickard, 541-726-3697
Current Development Manager:
Greg Mott 541-726-3774
Management Specialist:
Brenda Jones 541.726.3610

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3610
Online at www.springfield-or.gov

Planning Commissioners:
Tim Vohs, Chair
Nick Nelson, Vice Chair
Steve Moe
Greg James
Sean Dunn
Michael Koivula
Open Position

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 541.726.3610.
Meetings will end prior to 10:00 p.m. unless extended by a vote of the Planning Commission.

All proceedings before the Planning Commission are recorded.

April 21, 2015

6:00 p.m. Work Session
Jesse Maine Room

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

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

ATTENDANCE: Chair Vohs _____, Vice Chair Nelson _____, Moe___, James _____, Dunn _____, Koivula _____, Open Position _____.

WORK SESSION ITEM(S)

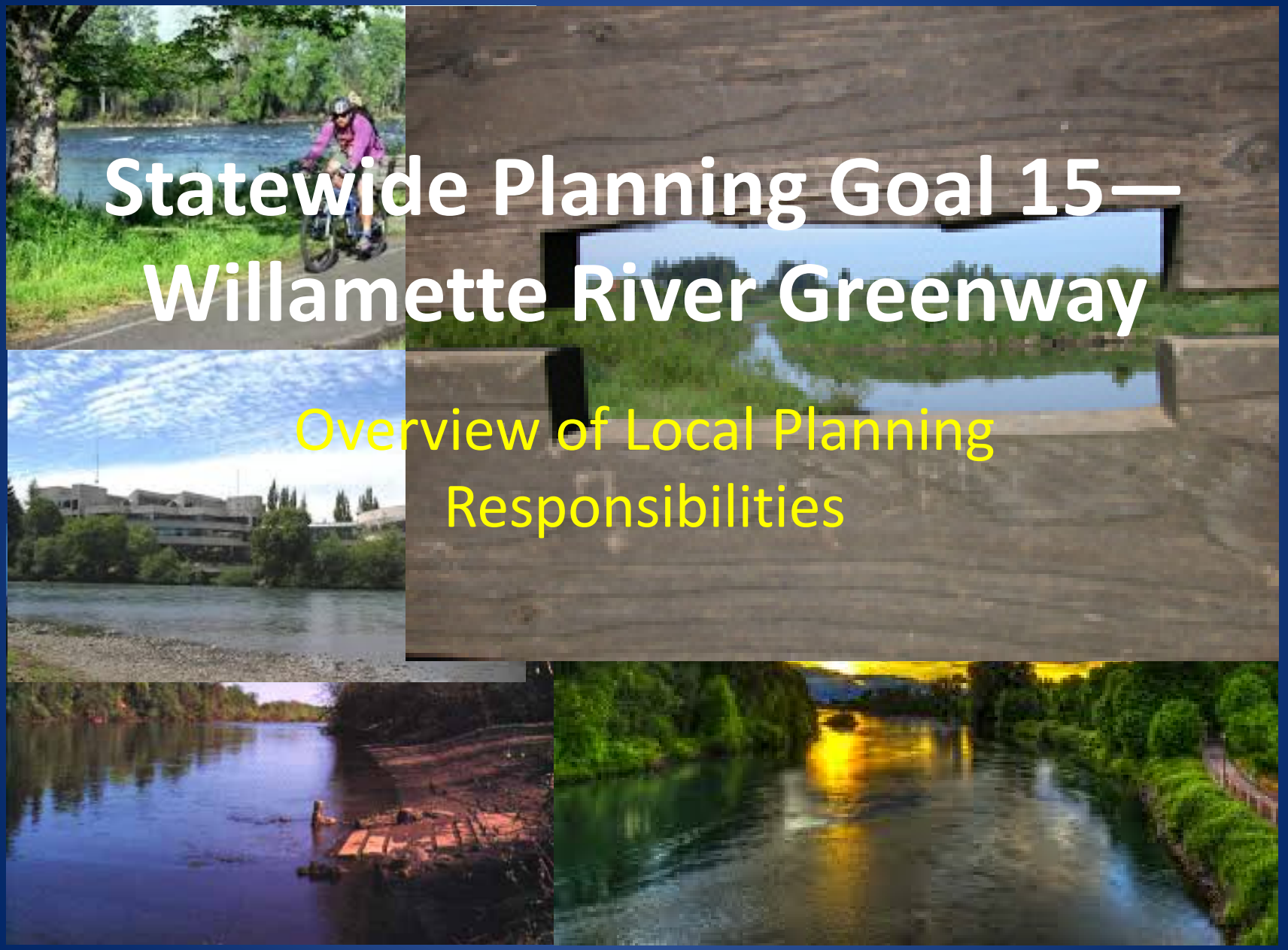
1. **Establishing the Willamette Greenway Setback Line in Glenwood**

   Staff: Mark Metzger, Senior Planner
   60 Minutes

ADJOURN WORK SESSION OF THE SPRINGFIELD PLANNING COMMISSSION

COMMUNICATION MEMORANDUM	**Meeting Date:**	4/21/2015
	Meeting Type:	Work Session
	Staff Contact/Dept.:	Mark Metzger/DPW
	Staff Phone No:	541-726-3775
	Estimated Time:	N/A
S P R I N G F I E L D PLANNING COMMISSION	**Council Goals:**	Mandate

ITEM TITLE:	ESTABLISHING THE WILLAMETTE RIVER GREENWAY SETBACK LINE IN GLENWOOD
ACTION REQUESTED:	No action requested at this work session. On May 5th the Planning Commission and Hearings Official will meet in joint session to consider a proposal to adopt a "Greenway Setback Line" for properties in Glenwood where this line has yet to be established. Staff will provide an overview of Springfield's Willamette Greenway policies and responsibilities and will provide a preview of the proposed Glenwood Willamette River Greenway Setback Line.
ISSUE STATEMENT:	Statewide Planning Goal 15—Willamette Greenway, requires local governments to incorporate Greenway objectives into comprehensive plans and implementing ordinances. Part of this responsibility includes the delineation of a "Greenway Setback Line" that establishes an uninterrupted line paralleling the river within which only water-related or water-dependent uses are allowed. The Planning Commission and Hearings Official have both approved delineations of the Greenway Setback Line for various private and public properties with Willamette River frontage. On May 5th, the City of Springfield, in collaboration with several property owners in Glenwood, will propose a Greenway Setback line for all remaining properties in Glenwood that do not have an established setback line.
ATTACHMENTS:	1. Glenwood Greenway Boundary and Setback Line (Powerpoint presentation in a .pdf file format) 2. Proposed Glenwood Greenway Setback Line (Aerial map showing the line in segments starting at the I-5 bridges and moving east parallel to the river and to Franklin Blvd.)
DISCUSSION:	On September 8, 2014 the Springfield City Council directed staff to work with property owners to complete the Greenway Setback line for the entire Glenwood Riverfront in advance of development. The City hired Schirmer/Satre Group to assist with the field work and analysis required to recommend a Greenway Setback line for those remaining properties that do not have established setbacks. Beginning in January, staff sent letters and made personal contacts with owners, encouraging their participation in the setback delineation project. In addition to two mailings, staff conducted an open, drop-in meeting with interested owners to discuss the Greenway Setback and how it might affect their property. All of the affected properties south and west of the Springfield bridges are outside the city limits and therefore the responsibility of the Hearings Official. The area beneath the bridges was annexed in 2005 and therefore the setback is the responsibility of the planning commission. Attachment 1 provides an overview of the Greenway Goal; Attachment 2 contains a series of maps showing the proposed Greenway Setback Line for Glenwood.



Statewide Planning Goal 15—Willamette River Greenway

Overview of Local Planning Responsibilities

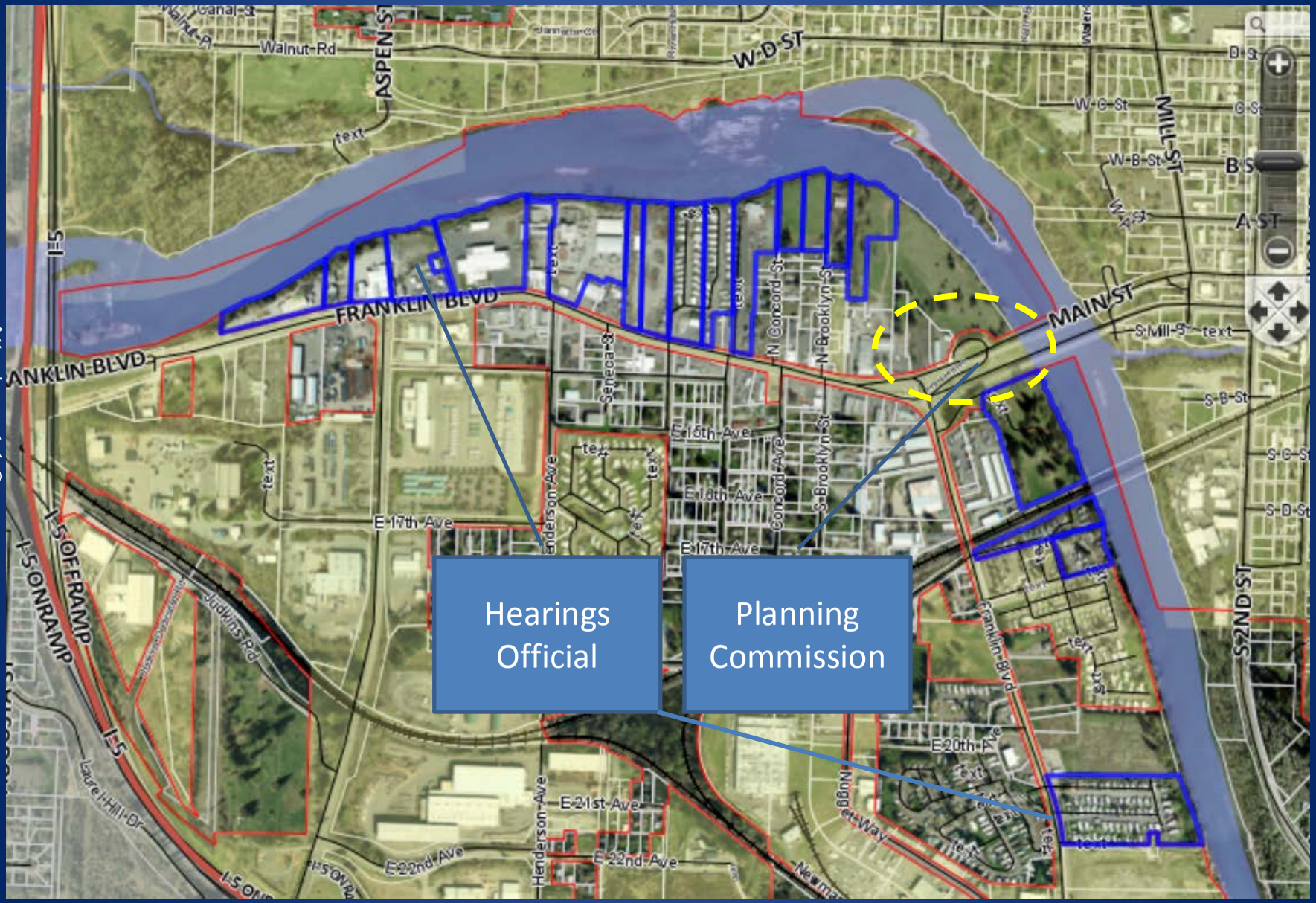
Attachment 1-1

- The City of Springfield proposes to establish the "Willamette River Greenway Setback Line" on all properties in the Glenwood area where the setback has not already been established. The matter will be considered by the Planning Commission in a joint public hearing with the Springfield Hearings Official on May 5th.

- The purpose of this presentation is to review Springfield's responsibilities with respect to Statewide Planning Goal 15-Willamette River Greenway. This material will be a review for some Commissioners, but will be a useful primer for new Commission members.

- The properties to be considered on May 5th are located primarily outside of the city limits. One lot, located beneath the Springfield bridges near the entrance to Springfield's downtown, is within the city limits and is within the Commission's jurisdiction. The Greenway Setback for properties outside of the city limits will be determined by the Hearings Official.

Properties without Established Greenway Setbacks



Attachment 1-3

As you view this presentation, the following terms will be important:

- Willamette River Greenway Boundary
- Willamette River Greenway Setback
- 75-foot Water Quality/Natural Resources Development Setback

These terms are easily confused but are important to distinguish as the Commission prepares for the hearing on May 5th. The Planning Commission will approve the location for the Greenway Setback at that meeting.

Attachment 1-4

Establishment of the Greenway Program

- The Willamette River Greenway Program, established by the 1967 Oregon Legislature, is a cooperative state and local government effort to maintain and enhance the scenic, recreational, historic, natural and agricultural qualities of the Willamette River and its adjacent lands.

- In 1973 the Legislature passed the Willamette River Greenway Act, which established ties to the comprehensive state land use law (Oregon Senate Bill 100) that passed that same year.

- In 1975, the Oregon Department of Land Conservation and Development included the Willamette River Greenway as one of nineteen standards for statewide planning, requiring that public access, native vegetation, and scenic views be considered when planning new developments.

Local Implementation of Goal 15—Willamette River Greenway

- Statewide Planning Goal 15 requires local governments to establish a Greenway Boundary within their jurisdiction. Generally, the Greenway Boundary is set 150-feet from the river, and expands to include public lands.

- Local governments are also charged with determining allowed uses within the Greenway Boundary and to identify potential acquisition areas for public use and conservation.

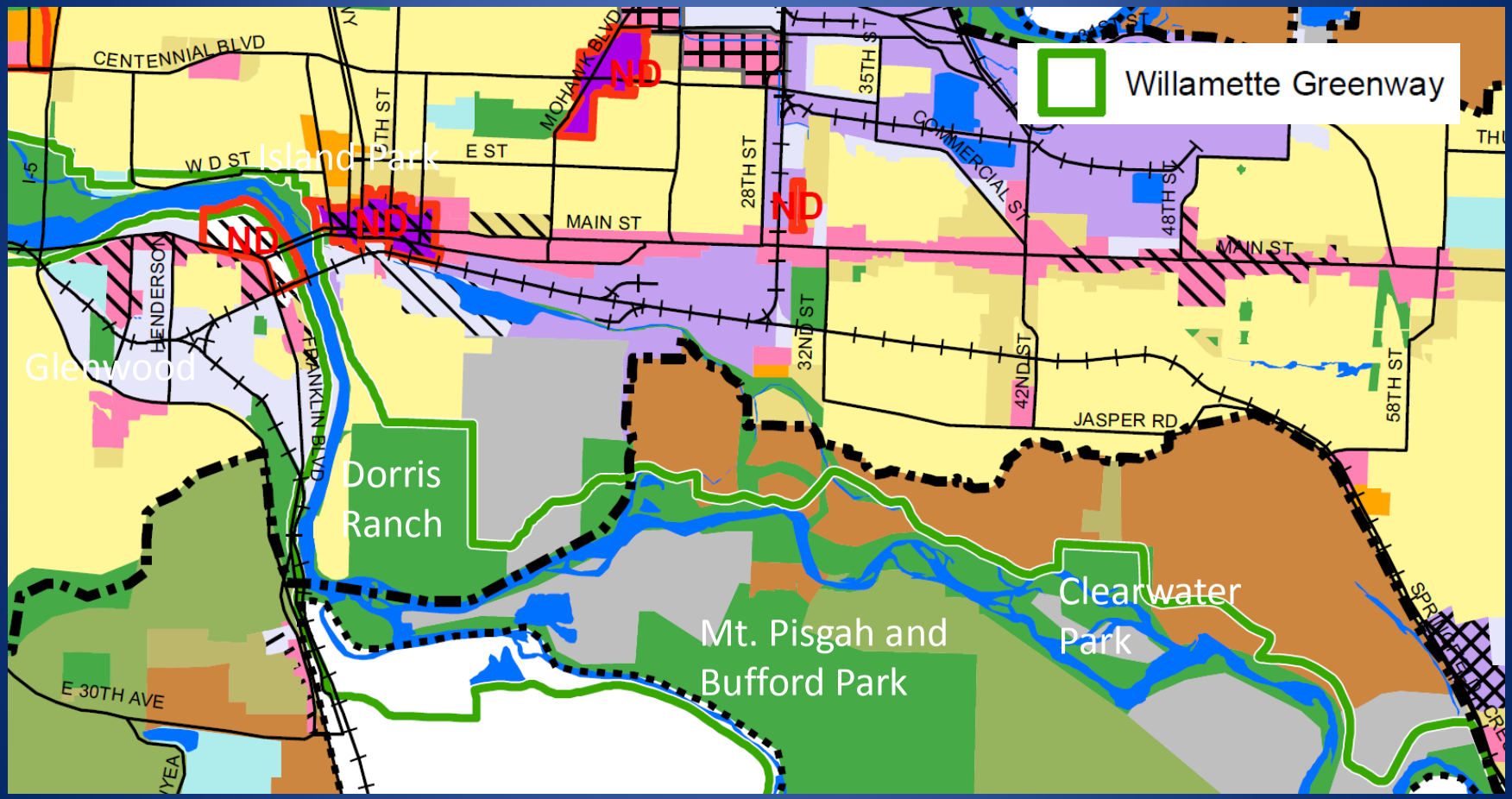
- Local jurisdictions retain the primary responsibility for implementation of the Willamette River Greenway Goal.

- The Metro Plan, Springfield's comprehensive plan, contains a section called, the *Willamette River Greenway, River Corridors, and Waterways Element.* This section includes policies for implementation of Goal 15.

- The **Greenway Boundary** within the Eugene-Springfield area was approved by the state in September 1982. The Metro Plan also established planned land uses along the river within the Boundary.

- Within Glenwood, the Greenway Boundary is set about 150-feet inland from the ordinary low water mark of the river. Across the river from Glenwood, the Greenway Boundary expands to include Alton Baker Park, Island Park and further up stream, Dorris Ranch, Mt Pisgah, and Clearwater Park.

Willamette River Greenway Boundary within Springfield's Planning Jurisdiction



Attachment 1-8

The Metro Plan allows for a variety of uses within the Greenway Boundary

"Land along the Greenway in private ownership is in a variety of uses, some of which appear to provide greater opportunity than others for public access and enjoyment. Residential uses along the Greenway can provide the residents with access to the river area. Certain commercial uses, such as restaurants, can allow customers visual enjoyment of the Greenway."

Other uses, such as the many industrial uses, would appear to provide little if any opportunity for access or enjoyment of the Greenway. This is evidenced by much of the existing industrial development along the Willamette River in the Glenwood area."

Metro Plan Willamette Greenway Element, pg. III D-1

Springfield's Greenway Policies in the Springfield Development Code (SDC)

- SDC 3.3-300—establishes the Willamette Greenway (WG) Overlay District to protect and preserve natural scenic, historic and recreational qualities of lands along the Willamette River. This overlay district applies within the Willamette Greenway area [as defined by the Greenway Boundary].

- Uses allowed in the WG Overlay District are the same as those in the underlying zoning districts. SDC 3.3-320. Zoning along the river in Glenwood is a mix of residential, commercial and employment uses as layed out in the Glenwood Riverfront Plan.

- SDC 3.3-325 sets standards for establishing the Greenway Setback Line. The Greenway Setback Line determines how close urban development can approach the river. The location of the setback is based on a variety of criteria.

Greenway Setback Line SDC 3.3-325

- A Greenway Setback Line is established to protect, maintain, preserve and enhance the natural, scenic, historic and recreational qualities of the Willamette Greenway.

- Only water-dependent or water-related uses are permitted between the Willamette River and the Greenway Setback Line. Prior land use decisions have recognized riverfront multi-use paths as water related- water dependent uses.

- Establishment of this Setback Line may occur with or without a request for development approval, but any request for development approval on land without an established Setback Line shall be accompanied by an application for establishment of the Greenway Setback Line.

SDC 3.3-325 Standards for Establishing the Greenway Setback

The Development Code states that the location of the Greenway Setback Line shall be determined consistent with the following standards derived from Statewide Planning Goal 15:

A. Local, regional and State recreational needs shall be provided for consistent with the carrying capacity of the land. The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent possible.

B. Adequate public access to the river shall be provided.

C. Significant fish and wildlife habitats shall be protected.

D. Identified scenic qualities and view-points shall be preserved.

E. The maintenance of public safety and protection of public and private property, especially from vandalism and trespass shall be provided for, to the maximum extent practicable.

F. The natural vegetative fringe along the river shall be enhanced and protected to the maximum extent practicable.

G. The location of known aggregate deposits shall be considered.

H. Developments shall be directed away from the river to the greatest possible degree; provided, however, lands committed to urban uses shall be permitted to continue as urban uses, including port, public, industrial, commercial and residential uses, uses pertaining to navigational requirements, water and land access needs and related facilities.

Balancing the standards used establish the Greenway Setback

- Terms that require flexibility:
  - "maximum extent practicable"

    While not defined in Goal 15, staff understands the term to require a balancing of factors so that each of the identified Willamette Greenway criteria is met to the greatest extent possible without precluding the planned use.

  - "land committed to urban uses"

    Goal 15 defines this to mean "those lands upon which the economic, developmental and locational factors have, when considered together, made the use of the property for other than urban purposes inappropriate."

Other Ordinances Protecting the Willamette River Corridor

- There are other setbacks and protections on the Willamette that will overlap and may supercede the Greenway Setback Line.

- SDC 4.3-115—Water Quality Protection

Along all watercourses shown on the Water Quality Limited Watercourse (WQLW) Map with average annual stream flow greater than 1,000 cubic feet per second (CFS), the riparian area boundary shall be 75 feet landward from the top of the bank.

- SDC 4.3-117—Natural Resource Protection Areas

The Willamette River (WA/WB) is a water quality limited watercourse and is protected by a 75-foot development setback.

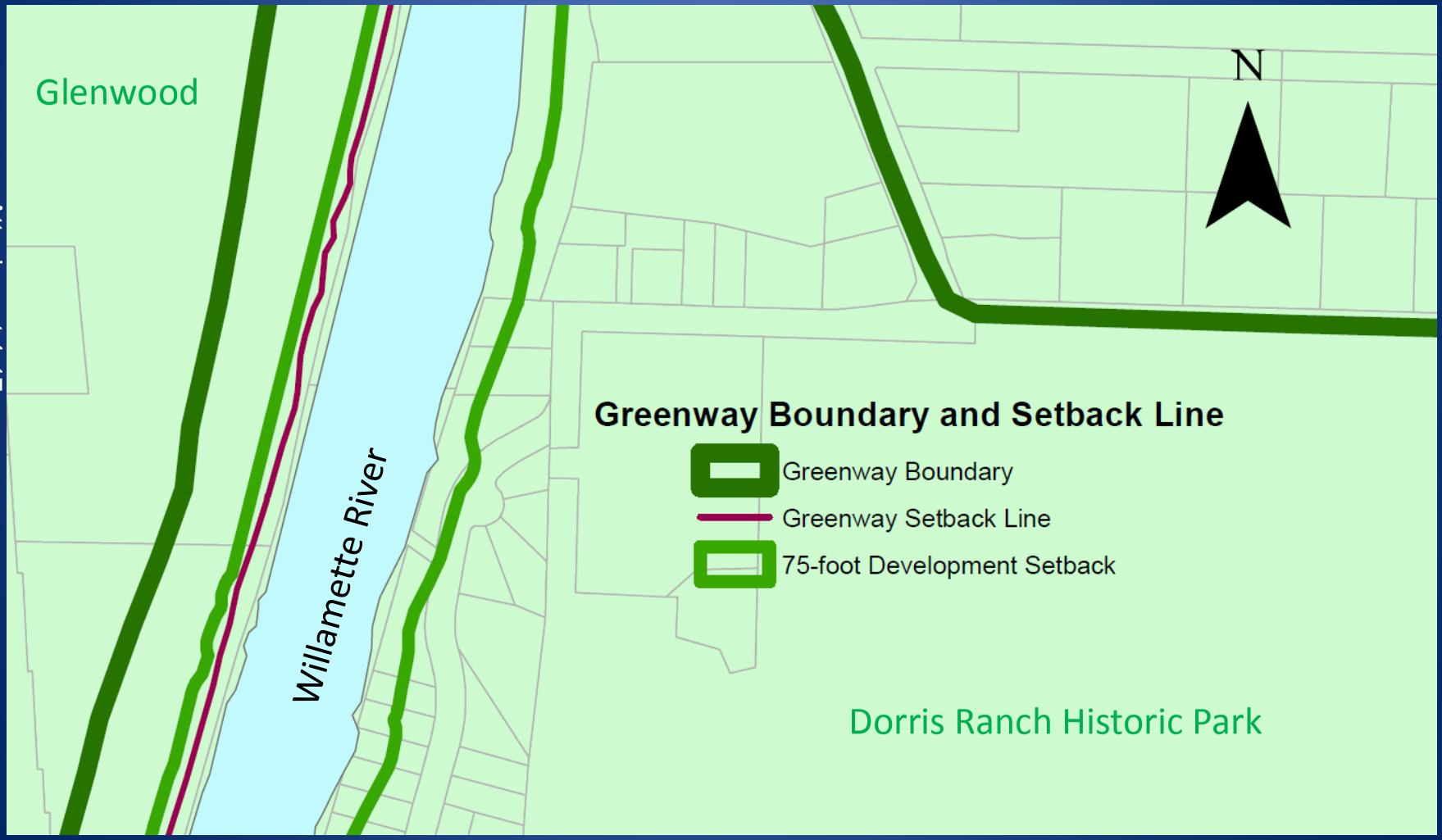
To Recap--

- **The Greenway Boundary** defines a 150-wide corridor along the river which also takes in public lands. The Boundary delineates the "side-boards" within which special Greenway standards are applied.

- **The Greenway Setback Line** is a development setback from the river. The line is not a fixed distance. The line is established through a balancing of economic, social and environmental objectives. Only water-related, water dependent uses are allowed between the setback line and the river.

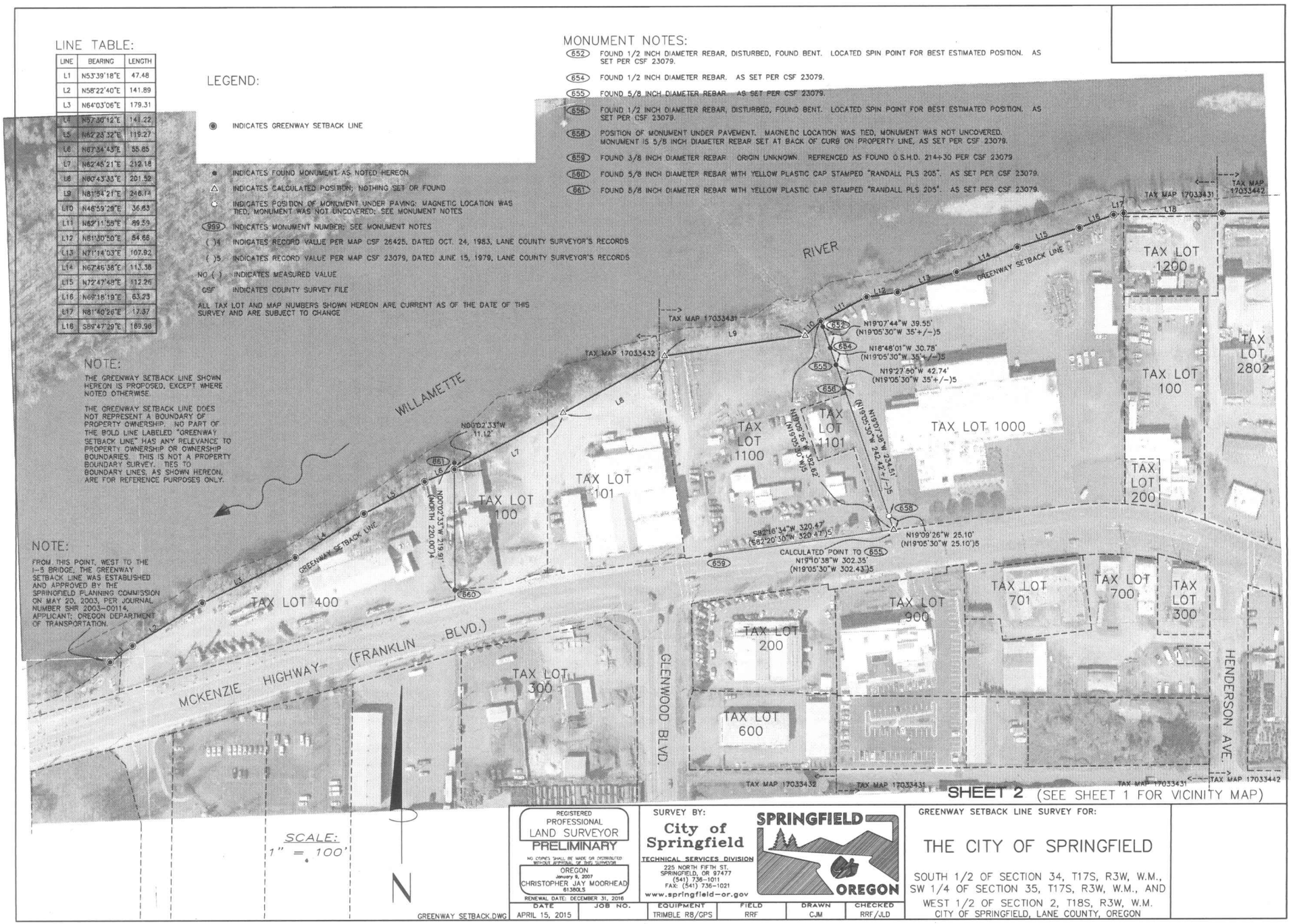
- **The Water Quality/ Natural Resource Setbacks** are existing 75-foot setbacks along the Willamette that define how close development can come the river. These setbacks are not related to the Willamette Greenway Boundary or Greenway Setback Line and in fact, overlap them.

Excerpt of the Existing Greenway Boundary and Greenway Setback Line in Glenwood



Attachment 1-17

Attachment 2-1



REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
NO COPIES SHALL BE MADE OR DISTRIBUTED WITHOUT APPROVAL OF THE SURVEYOR
OREGON
January 9, 2007
CHRISTOPHER JAY MOORHEAD
61380LS
RENEWAL DATE: DECEMBER 31, 2016

SURVEY BY:
City of Springfield
TECHNICAL SERVICES DIVISION
225 NORTH FIFTH ST.
SPRINGFIELD, OR 97477
(541) 736-1011
FAX: (541) 736-1021
www.springfield-or.gov

SPRINGFIELD OREGON

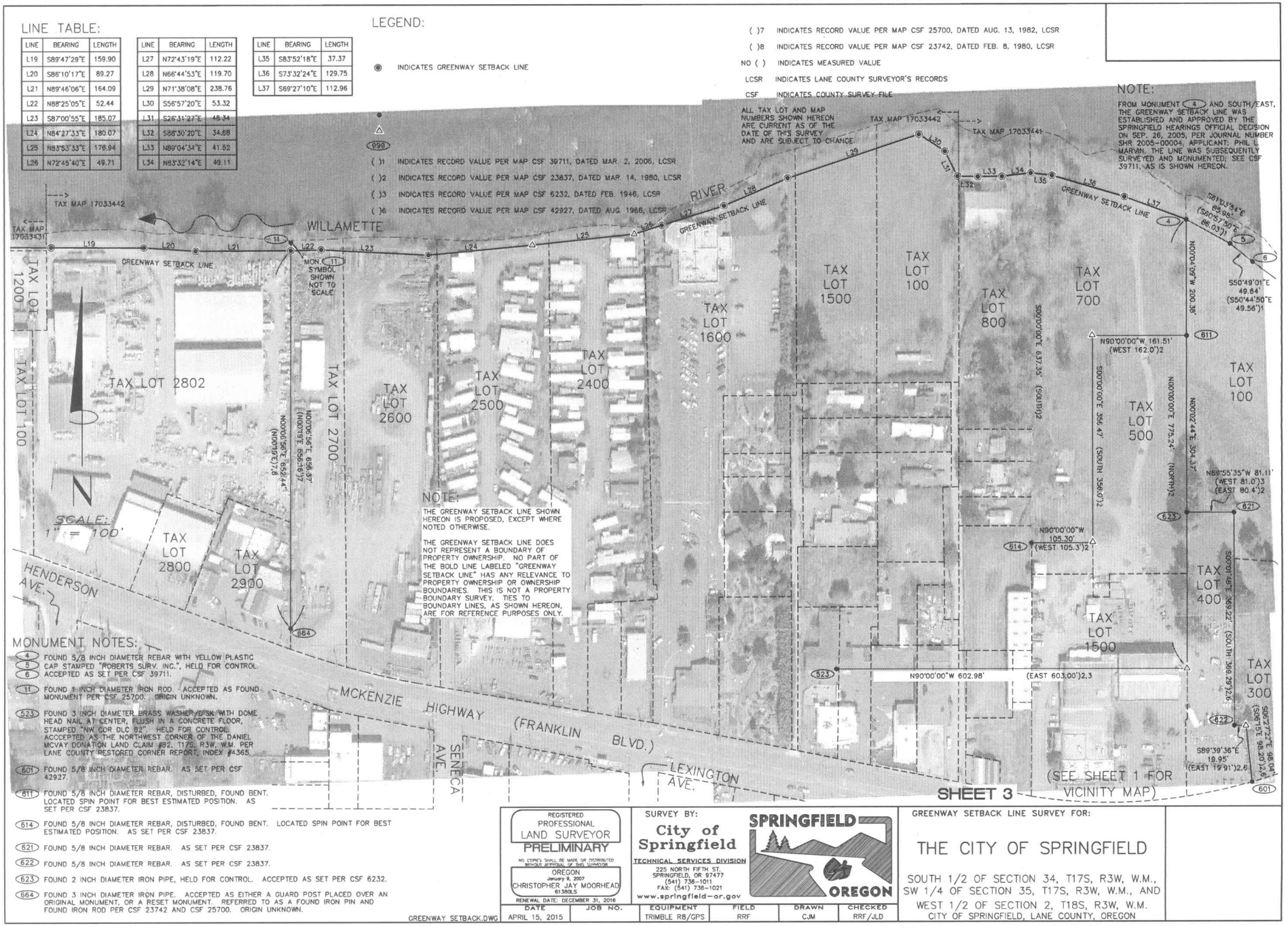
GREENWAY SETBACK LINE SURVEY FOR:

THE CITY OF SPRINGFIELD

SOUTH 1/2 OF SECTION 34, T17S, R3W, W.M., SW 1/4 OF SECTION 35, T17S, R3W, W.M., AND WEST 1/2 OF SECTION 2, T18S, R3W, W.M. CITY OF SPRINGFIELD, LANE COUNTY, OREGON

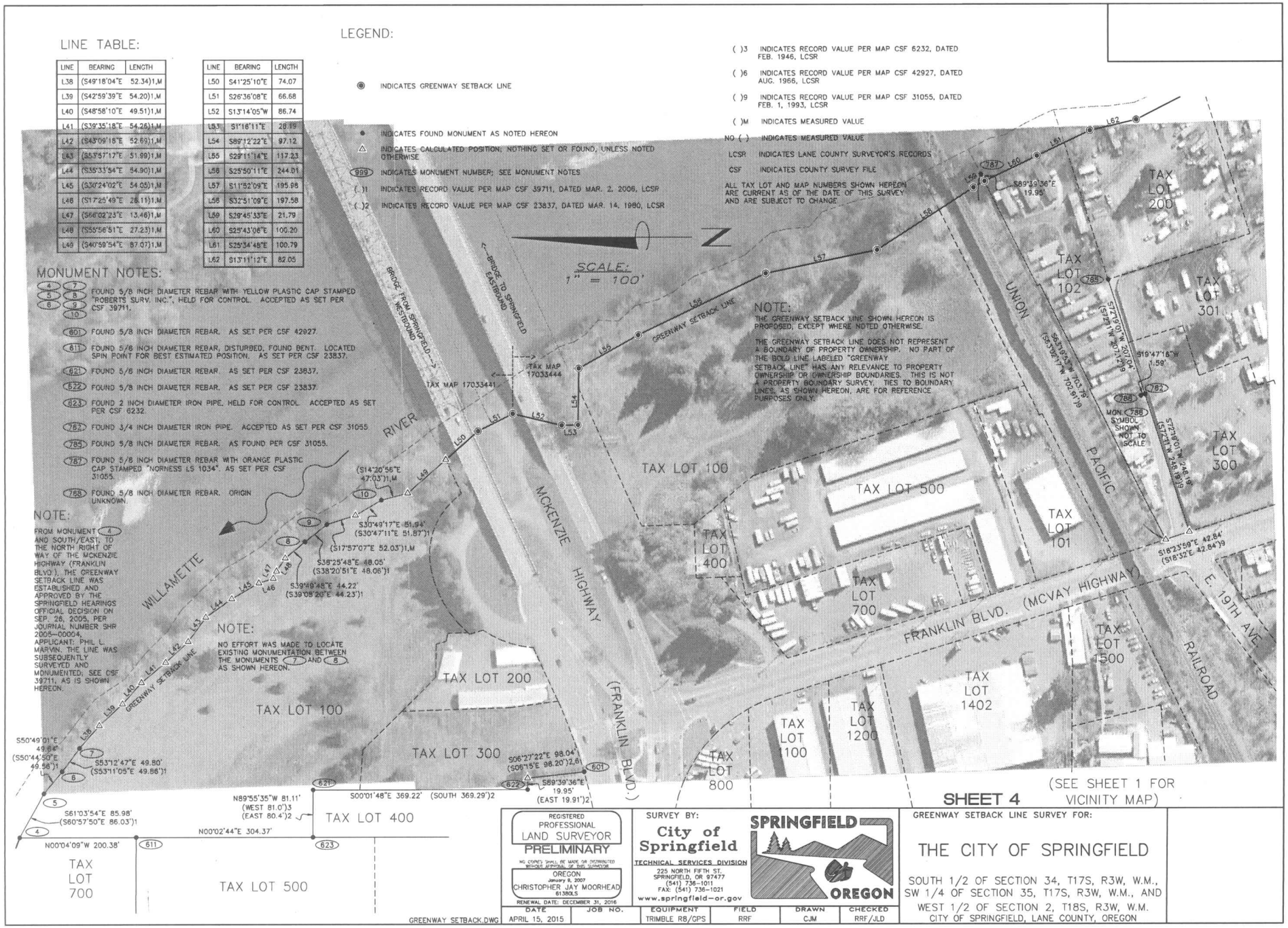
DATE	JOB NO.	EQUIPMENT	FIELD	DRAWN	CHECKED
APRIL 15, 2015		TRIMBLE R8/GPS	RRF	CJM	RRF/JLD

GREENWAY_SETBACK.DWG



Attachment 2-2

Attachment 2-3



LINE	BEARING	LENGTH
L38	(S49°18'04"E	52.34')1,M
L39	(S42°59'39"E	54.20')1,M
L40	(S48°58'10"E	49.51')1,M
L41	(S39°35'18"E	54.26')1,M
L42	(S43°09'15"E	52.69')1,M
L43	(S53°57'17"E	51.99')1,M
L44	(S35°33'54"E	54.90')1,M
L45	(S30°24'02"E	54.05')1,M
L46	(S17°25'49"E	26.11')1,M
L47	(S66°02'23"E	13.46')1,M
L48	(S55°56'51"E	27.23')1,M
L49	(S40°59'54"E	87.07')1,M

LINE	BEARING	LENGTH
L50	S41°25'10"E	74.07
L51	S26°36'08"E	66.68
L52	S13°14'05"W	86.74
L53	S1°16'11"E	28.19
L54	S89°12'22"E	97.12
L55	S29°11'14"E	117.23
L56	S25°50'11"E	244.01
L57	S11°52'09"E	195.98
L58	S32°51'09"E	197.58
L59	S29°45'33"E	21.79
L60	S25°43'06"E	100.20
L61	S25°34'48"E	100.79
L62	S13°11'12"E	82.05

INDICATES GREENWAY SETBACK LINE

INDICATES FOUND MONUMENT AS NOTED HEREON

INDICATES CALCULATED POSITION; NOTHING SET OR FOUND, UNLESS NOTED OTHERWISE

(999) INDICATES MONUMENT NUMBER; SEE MONUMENT NOTES

( )1 INDICATES RECORD VALUE PER MAP CSF 39711, DATED MAR. 2, 2006, LCSR

( )2 INDICATES RECORD VALUE PER MAP CSF 23837, DATED MAR. 14, 1980, LCSR

( )3 INDICATES RECORD VALUE PER MAP CSF 6232, DATED FEB. 1946, LCSR

( )6 INDICATES RECORD VALUE PER MAP CSF 42927, DATED AUG. 1966, LCSR

( )9 INDICATES RECORD VALUE PER MAP CSF 31055, DATED FEB. 1, 1993, LCSR

( )M INDICATES MEASURED VALUE

NO ( ) INDICATES MEASURED VALUE

LCSR INDICATES LANE COUNTY SURVEYOR'S RECORDS

CSF INDICATES COUNTY SURVEY FILE

ALL TAX LOT AND MAP NUMBERS SHOWN HEREON ARE CURRENT AS OF THE DATE OF THIS SURVEY AND ARE SUBJECT TO CHANGE.

4 5 6 7 8 9 10 FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "ROBERTS SURV. INC.", HELD FOR CONTROL. ACCEPTED AS SET PER CSF 39711.

601 FOUND 5/8 INCH DIAMETER REBAR. AS SET PER CSF 42927.

611 FOUND 5/8 INCH DIAMETER REBAR, DISTURBED, FOUND BENT. LOCATED SPIN POINT FOR BEST ESTIMATED POSITION. AS SET PER CSF 23837.

621 FOUND 5/8 INCH DIAMETER REBAR. AS SET PER CSF 23837.

622 FOUND 5/8 INCH DIAMETER REBAR. AS SET PER CSF 23837.

623 FOUND 2 INCH DIAMETER IRON PIPE. HELD FOR CONTROL. ACCEPTED AS SET PER CSF 6232.

782 FOUND 3/4 INCH DIAMETER IRON PIPE. ACCEPTED AS SET PER CSF 31055.

785 FOUND 5/8 INCH DIAMETER REBAR. AS FOUND PER CSF 31055.

787 FOUND 5/8 INCH DIAMETER REBAR WITH ORANGE PLASTIC CAP STAMPED "NORNESS LS 1034". AS SET PER CSF 31055.

788 FOUND 5/8 INCH DIAMETER REBAR. ORIGIN UNKNOWN.

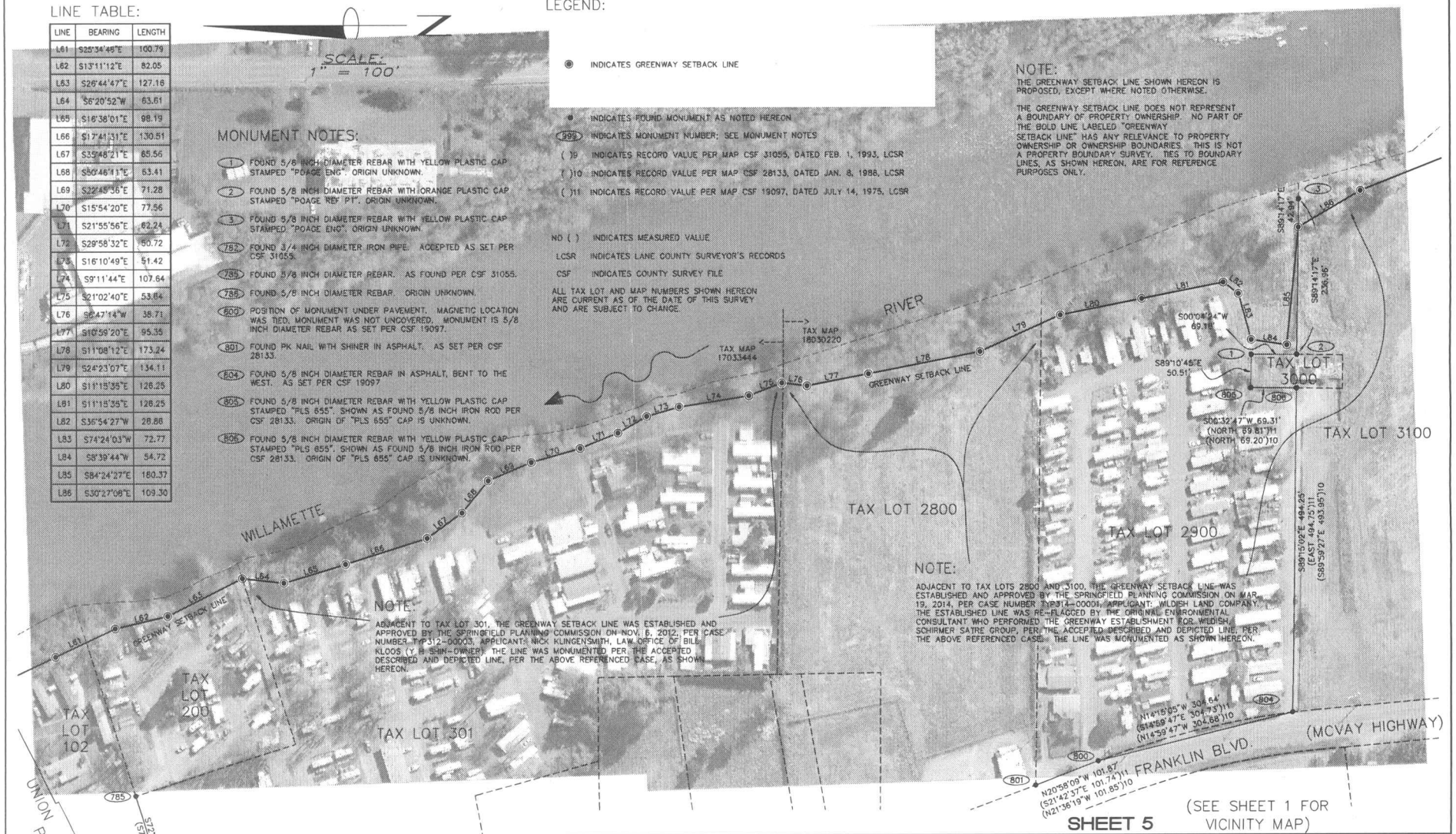
NOTE:
FROM MONUMENT (4) AND SOUTH/EAST, TO THE NORTH RIGHT OF WAY OF THE MCKENZIE HIGHWAY (FRANKLIN BLVD.), THE GREENWAY SETBACK LINE WAS ESTABLISHED AND APPROVED BY THE SPRINGFIELD HEARINGS OFFICIAL DECISION ON SEP. 26, 2005, PER JOURNAL NUMBER SHR 2005-00004, APPLICANT: PHIL L. MARVIN. THE LINE WAS SUBSEQUENTLY SURVEYED AND MONUMENTED; SEE CSF 39711, AS IS SHOWN HEREON.

NOTE:
NO EFFORT WAS MADE TO LOCATE EXISTING MONUMENTATION BETWEEN THE MONUMENTS (7) AND (8) AS SHOWN HEREON.

NOTE:
THE GREENWAY SETBACK LINE SHOWN HEREON IS PROPOSED, EXCEPT WHERE NOTED OTHERWISE.

THE GREENWAY SETBACK LINE DOES NOT REPRESENT A BOUNDARY OF PROPERTY OWNERSHIP. NO PART OF THE BOLD LINE LABELED "GREENWAY SETBACK LINE" HAS ANY RELEVANCE TO PROPERTY OWNERSHIP OR OWNERSHIP BOUNDARIES. THIS IS NOT A PROPERTY BOUNDARY SURVEY. TIES TO BOUNDARY LINES, AS SHOWN HEREON, ARE FOR REFERENCE PURPOSES ONLY.

Attachment 2-4



REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
NO COPIES SHALL BE MADE OR DISTRIBUTED WITHOUT APPROVAL OF THE SURVEYOR
OREGON
January 9, 2007
CHRISTOPHER JAY MOORHEAD
61380LS
RENEWAL DATE: DECEMBER 31, 2016

SURVEY BY:
City of Springfield
TECHNICAL SERVICES DIVISION
225 NORTH FIFTH ST.
SPRINGFIELD, OR 97477
(541) 736-1011
FAX: (541) 736-1021
www.springfield-or.gov

SPRINGFIELD OREGON

GREENWAY SETBACK LINE SURVEY FOR:

THE CITY OF SPRINGFIELD

SOUTH 1/2 OF SECTION 34, T17S, R3W, W.M., SW 1/4 OF SECTION 35, T17S, R3W, W.M., AND WEST 1/2 OF SECTION 2, T18S, R3W, W.M.
CITY OF SPRINGFIELD, LANE COUNTY, OREGON

DATE	JOB NO.	EQUIPMENT	FIELD	DRAWN	CHECKED
APRIL 15, 2015		TRIMBLE R8/GPS	RRF	CJM	RRF/JLD

GREENWAY_SETBACK.DWG

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
NO COPIES SHALL BE MADE OR DISTRIBUTED WITHOUT APPROVAL OF THIS SURVEYOR
OREGON
January 9, 2007
CHRISTOPHER JAY MOORHEAD
61380LS
RENEWAL DATE: DECEMBER 31, 2016

SURVEY BY:
City of Springfield
TECHNICAL SERVICES DIVISION
225 NORTH FIFTH ST.
SPRINGFIELD, OR 97477
(541) 736-1011
FAX: (541) 736-1021
www.springfield-or.gov

SPRINGFIELD OREGON

GREENWAY SETBACK LINE SURVEY FOR:

THE CITY OF SPRINGFIELD

SOUTH 1/2 OF SECTION 34, T17S, R3W, W.M., SW 1/4 OF SECTION 35, T17S, R3W, W.M., AND WEST 1/2 OF SECTION 2, T18S, R3W, W.M.
CITY OF SPRINGFIELD, LANE COUNTY, OREGON

GREENWAY_SETBACK.DWG	DATE	JOB NO.	EQUIPMENT	FIELD	DRAWN	CHECKED
	APRIL 15, 2015		TRIMBLE R8/GPS	RRF	CJM	RRF/JLD

Attachment 2-6

NOTE:
THE GREENWAY SETBACK LINE DOES NOT REPRESENT A BOUNDARY OF PROPERTY OWNERSHIP. NO PART OF THE BOLD LINE LABELED "GREENWAY SETBACK LINE" HAS ANY RELEVANCE TO PROPERTY OWNERSHIP OR OWNERSHIP BOUNDARIES. THIS IS NOT A PROPERTY BOUNDARY SURVEY. TIES TO BOUNDARY LINES, AS SHOWN HEREON, ARE FOR REFERENCE PURPOSES ONLY.

MONUMENT NOTES:

(670) FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "POAGE ENG". ORIGIN UNKNOWN.

(671) FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "POAGE ENG". ORIGIN UNKNOWN.

(672) FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "POAGE ENG". ORIGIN UNKNOWN.

(673) FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "POAGE ENG". ORIGIN UNKNOWN.

(674) FOUND 5/8 INCH DIAMETER REBAR WITH YELLOW PLASTIC CAP STAMPED "POAGE ENG". ORIGIN UNKNOWN.

LINE TABLE:

LINE	BEARING	LENGTH
L98	S15°02'00"W	175.07
L99	S15°02'00"W	175.07
L100	S15°21'02"W	271.39
L101	S14°05'06"W	162.71
L102	S15°13'16"W	196.18
L103	S15°03'00"W	147.06
L104	S15°03'00"W	147.06
L105	S23°43'44"W	180.70
L106	S16°55'34"W	176.62
L107	S7°46'10"W	140.17
L108	S0°42'28"E	84.76
L109	S7°41'04"E	151.34

LEGEND:

INDICATES GREENWAY SETBACK LINE

INDICATES FOUND MONUMENT AS NOTED HEREON

(999) INDICATES MONUMENT NUMBER; SEE MONUMENT NOTES

NO ( ) INDICATES MEASURED VALUE

LCSR INDICATES LANE COUNTY SURVEYOR'S RECORDS

CSF INDICATES COUNTY SURVEY FILE

ALL TAX LOT AND MAP NUMBERS SHOWN HEREON ARE CURRENT AS OF THE DATE OF THIS SURVEY AND ARE SUBJECT TO CHANGE

TAX LOT 3800
(TAX MAP 18030232)

GREENWAY SETBACK LINE

L98 L99 L100 L101 L102 L103 L104 L105 L106 L107 L108 L109

673 IS 16.89' RIGHT OF GREENWAY SETBACK LINE

S31°20'08"W 61.34'

S90°47'30"W 93.04'

672 IS 8.80' RIGHT OF GREENWAY SETBACK LINE

S46°42'25"W 92.17'

671 IS 48.37' LEFT OF GREENWAY SETBACK LINE

S15°46'33"W 31.26'

670 IS 9.41' RIGHT OF GREENWAY SETBACK LINE

674 N89°28'28"W 52.88'

WILLAMETTE RIVER

OREGON

PACIFIC

FRANKLIN BLVD.

CENTRAL

(MCVAY HIGHWAY)

TAX LOT 5100

TAX LOT 5100

TAX LOT 700

RAILROAD

TAX MAP 18030233

TAX MAP 18031100

SCALE: 1" = 100'

NOTE:
THE GREENWAY SETBACK LINE SHOWN HEREON WAS ESTABLISHED AND APPROVED BY THE SPRINGFIELD PLANNING COMMISSION ON MAR. 18, 2014, PER CASE NUMBER TYP3 14-00001, APPLICANT: WILDISH LAND COMPANY. THE ESTABLISHED LINE WAS RE-FLAGGED BY THE ORIGINAL ENVIRONMENTAL CONSULTANT WHO PERFORMED THE GREENWAY ESTABLISHMENT FOR WILDISH, SCHIRMER SATRE GROUP, PER THE ACCEPTED DESCRIBED AND DEPICTED LINE, PER THE ABOVE REFERENCED CASE. THE LINE WAS MONUMENTED AS SHOWN HEREON.

SHEET 7

(SEE SHEET 1 FOR VICINITY MAP)

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
NO COPIES SHALL BE MADE OR DISTRIBUTED WITHOUT APPROVAL OF THIS SURVEYOR
OREGON
January 9, 2007
CHRISTOPHER JAY MOORHEAD
61380LS
RENEWAL DATE: DECEMBER 31, 2016

SURVEY BY:
City of Springfield
TECHNICAL SERVICES DIVISION
225 NORTH FIFTH ST.
SPRINGFIELD, OR 97477
(541) 736-1011
FAX: (541) 736-1021
www.springfield-or.gov

SPRINGFIELD OREGON

GREENWAY SETBACK LINE SURVEY FOR:

THE CITY OF SPRINGFIELD

SOUTH 1/2 OF SECTION 34, T17S, R3W, W.M., SW 1/4 OF SECTION 35, T17S, R3W, W.M., AND WEST 1/2 OF SECTION 2, T18S, R3W, W.M.
CITY OF SPRINGFIELD, LANE COUNTY, OREGON

DATE	JOB NO.	EQUIPMENT	FIELD	DRAWN	CHECKED
APRIL 15, 2015		TRIMBLE R8/GPS	RRF	CJM	RRF/JLD

GREENWAY_SETBACK.DWG