

# Downtown Urban Renewal Plan

## Part One: RENEWAL PLAN

November 26, 2007



Springfield Economic Development Agency  
November 26, 2007

# **DOWNTOWN URBAN RENEWAL PLAN**

## **ACKNOWLEDGEMENTS**

This urban renewal plan and report was prepared with funding assistance from the City of Springfield. Springfield citizens participated in 2 townhalls leading to the preparation of the Downtown Urban Renewal Plan and Report.

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**Downtown Urban Renewal Plan  
Table of Contents**

<b>100. The Downtown Urban Renewal Plan</b>	<b>4</b>
<b>200. Citizen Participation</b>	<b>5</b>
<b>300. Relationship to Local Objectives</b>	<b>7</b>
<b>400. Proposed Land Uses</b>	<b>12</b>
<b>500. Outline of Development</b>	<b>14</b>
<b>600. Description of Potential Projects to be Undertaken</b>	<b>16</b>
<b>700. Property Acquisition Procedures</b>	<b>22</b>
<b>800. Property Disposition and Redevelopers' Obligations</b>	<b>23</b>
<b>900. Amendments to the Urban Renewal Plan</b>	<b>24</b>
<b>1000. Maximum Indebtedness</b>	<b>25</b>
<b>1100. Financing Methods</b>	<b>26</b>
<b>1200. Relocation</b>	<b>26</b>
<b>1300. Definitions</b>	<b>27</b>
<b>Exhibit 1 -Boundary Map and Legal Description</b>	<b>29</b>
<b>Exhibit 2 -Zoning Map and Plan Diagram</b>	<b>36</b>
<b>Appendix 1</b>	<b>38</b>
<b>Appendix 2</b>	<b>42</b>

## **100. THE DOWNTOWN URBAN RENEWAL PLAN**

### **A. General**

The primary goal of this Downtown Urban Renewal Plan is to assist in the revitalization of business and elimination of blight in the downtown area. Urban renewal is ideal for the encouragement of the type of high quality, commercial, industrial, residential and mixed use development that is vital to the economic growth of the City of Springfield. This cannot readily be done without public involvement due to multiple ownerships; high land prices; and a mix of uses that are not conducive to development. The Downtown Urban Renewal Plan includes projects, activities, and actions that treat the causes of the blight and deterioration in the Downtown Urban Renewal Area.

The Springfield Economic Development Agency (SEDA), will act as the Urban Renewal Agency to administer the Downtown Urban Renewal Plan. SEDA is comprised of individuals serving as mayor and members of the Springfield City Council, along with two representatives from the Lane County Board of County Commissioners. SEDA currently administers the Glenwood Urban Renewal Plan.

The Downtown Urban Renewal Plan consists of Part One – Text and Part Two – Exhibits. This Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and the City of Springfield respectively. All such applicable laws and ordinances are made part of this Plan, whether expressly referred to in the text or not.

The Downtown Urban Renewal Area is a single geographic area with a single continuous boundary within which a variety of activities and projects are contemplated in order to eliminate blight and the causes of blight. The Plan's activities and projects are intended to create an environment conducive to private sector and development of uses compatible with the purposes of this Plan.

The Downtown Urban Renewal Plan was approved by the City Council of the City of Springfield on November 26, 2007 by Ordinance No. 6210 after recommendation by the Springfield Economic Development Agency Board on November 19, 2007.

### **B. The Renewal Plan Area Boundary**

The boundary of the Renewal Area is shown in (Map) Exhibit 1 – Page 1, attached to this plan. A legal description of the project boundary is shown in Exhibit 1 – Page 2, attached to this Plan.

## 200. CITIZEN PARTICIPATION

This Urban Renewal Plan was developed under the guidance of the Springfield City Council. In June 2007, the Committee for Citizen Involvement approved a participation plan that included public drop-in meetings, direct mail communications, media articles and other methods of engaging the general public and citizens within the Renewal Plan Area. Staff conducted two broadly advertised public meetings, inviting the general public to discuss urban renewal concepts, and the elements of the draft renewal plan. All meetings were open to the public for discussion and comment. Press releases and news stories about the public meetings and plan development contributed to public awareness and public involvement.

In formulating the plan, City and SEDA staff drew from the findings and recommendations of three recent public planning efforts: the Springfield Station Specific Area Plan (2002); the AIA Downtown Charrette 2006; and the updated Downtown Refinement Plan (2005). These planning activities themselves included a high level of public participation in the assessment of downtown needs and in the formulation of recommended solutions.



*Public participation was a key element in preparing the Downtown Urban Renewal Plan.*

Staff presented briefings to the Springfield Chamber of Commerce, Springfield Rotary and other community, business, and service organizations. Staff also responded to numerous individual public inquiries about the proposed plan and boundaries that were spurred by media articles and advertisements about the public meetings.

Early in the formation of the Plan, the governing bodies for the Springfield School District 19, the Springfield Utility Board and the Willamalane Park and Recreation District were briefed on the proposed Downtown Urban Renewal Plan. The elected officials comprising these entities were encouraged to give their comments and suggested project ideas. Willamalane submitted conceptual projects that were added to the draft project list for the Urban Renewal Area.

Formal review of the Downtown Urban Renewal Plan was conducted by the Springfield Planning Commission in advance of hearings by the City Council. A public hearing on the Plan was held by the Springfield Planning Commission on October 2, 2007. The Planning Commission voted, 7 yes's and 0 no's, to recommend that the Springfield City Council approve the Downtown Urban Renewal Plan at the conclusion of that hearing.

As required by ORS.457.120, notice was provided announcing an opportunity for the public to provide comments on the draft Downtown

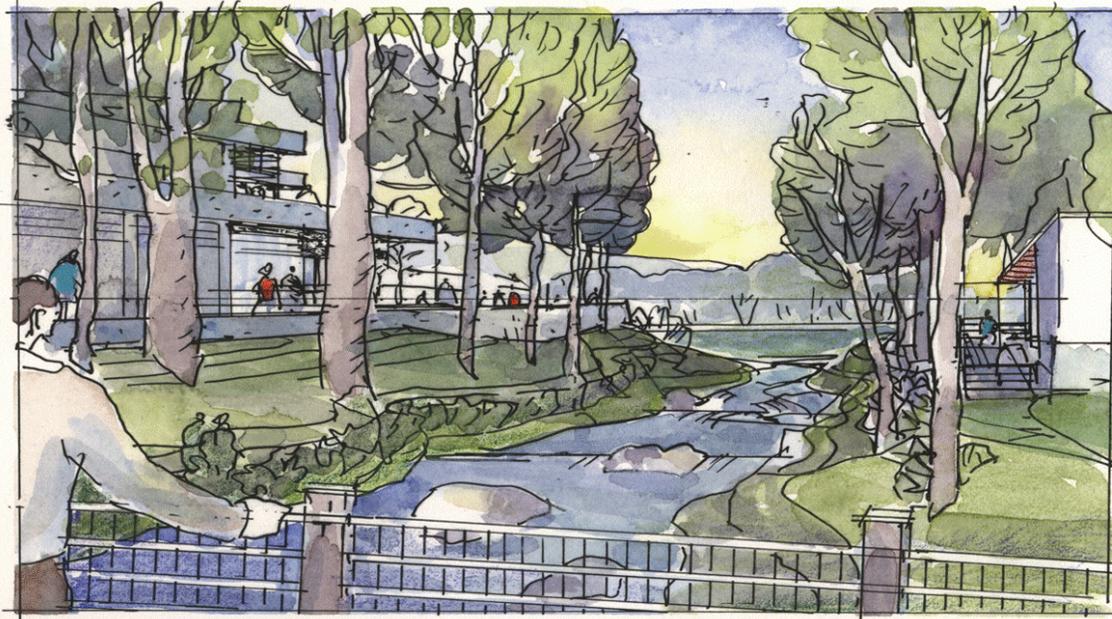
Urban Renewal Plan at a public hearing at the Springfield City Hall on November 19, 2007 at 7:00 p.m. The Springfield City Council held the public hearing, received testimony about the draft Plan from the general public along with comments from affected taxing districts. On November 26, 2007 after considering the public testimony about the draft Plan and specifically considering the comments from affected districts, the City Council adopted the draft Plan by non-emergency ordinance.



*In formulating the plan, City and SEDA staff drew from the findings and recommendations of three recent public planning efforts.*

### **300. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES**

The purpose of this Urban Renewal Plan is to eliminate blighting influences found in the Urban Renewal Area, to further goals and objectives outlined in the Eugene-Springfield Metropolitan Area General Plan (Metro Plan), and the Downtown Refinement Plan and to implement development strategies and objectives for the Downtown Urban Renewal Area. The Springfield Station Specific Area Plan (2005), AIA Downtown Charrette (2006) and Springfield Tomorrow planning efforts also contributed to the assessment of downtown needs and to a statement of goals, objectives and activities for revitalizing the downtown. The Urban Renewal Plan is consistent with Metro Plan and the Downtown Refinement Plan and implements the goals and objectives outlined below.



*Restoring and enhancing the historic Millrace would create an attractive amenity for downtown.*

### **301. DOWNTOWN URBAN RENEWAL GOALS**

The eight goals of the Downtown Urban Renewal Plan are not newly discovered or unique to Springfield. They are derived from previous planning efforts and adopted planning policy documents including the Downtown Refinement Plan, and the Metro Plan with its associated functional plans. As broad categories of intent, the Downtown Urban Renewal Goals are listed below:

- A. Promote Public and Private Improvement
- B. Rehabilitate Building Stock
- C. Improve Streets, Streetscapes, Parks and Open Spaces
- D. Make Utility Improvements
- E. Construct or Rehabilitate Parking Facilities
- F. Construct or Rehabilitate Public Facilities

G. Improve and Expand Housing Opportunities

H. Improve Public Signage and Make Gateway Improvements to the Downtown

Each of these goals is further defined in Appendix 1 of this document. Achieving these goals is the objective of the combined projects listed in Section 600.

The eight goals embody the spirit, optimism and commitment of downtown property owners, businesses, community organizations, and the general public. They establish a positive vision for downtown Springfield. These goals are deliberately achievable and intended to recognize the value of enduring public-private partnerships. They are also intended to encompass the goals and reflect the vision of the Downtown Refinement Plan.

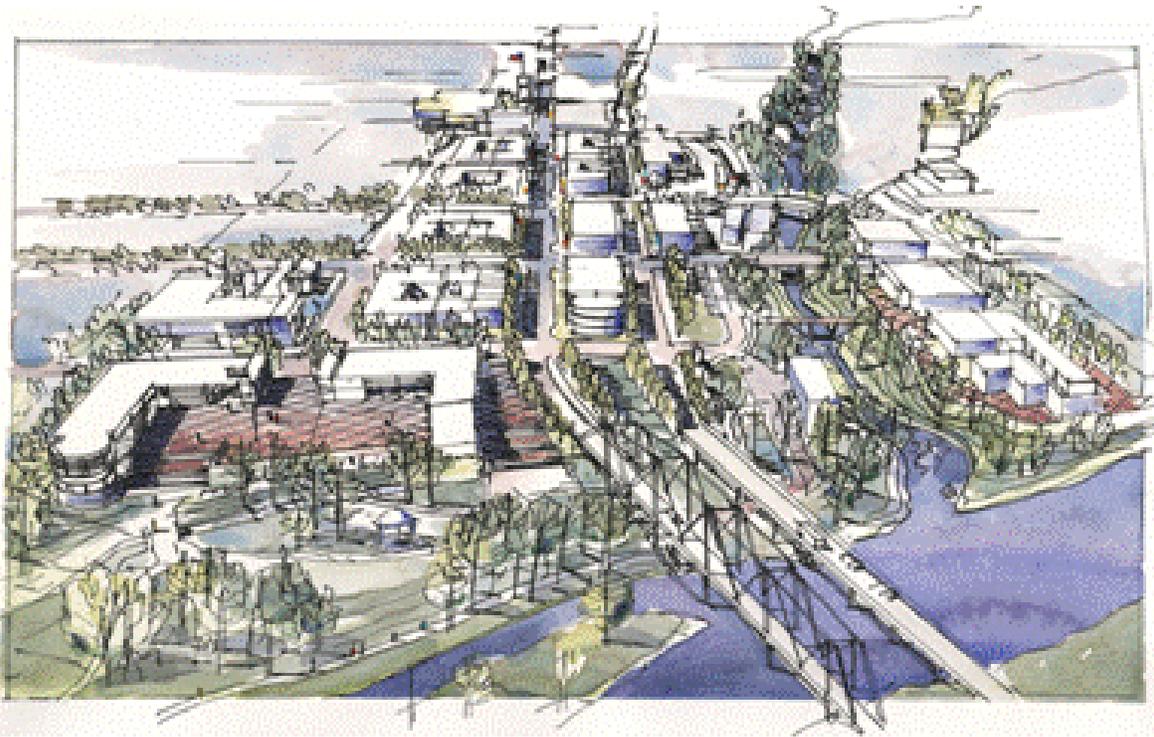


*Attractive redevelopment that provides off-street parking would benefit downtown. This cross-section diagram shows mixed-use development with parking located in an off-street court with alley access.*

The Downtown Refinement Plan's goals are listed below:

***Create a Pedestrian and Transit Friendly Downtown.*** Develop a setting that is conducive to walking, bicycling and transit while providing accessibility to regional automobile and freight networks. Provide safe and walkable streets.

***Preserve the Past.*** Enhance the downtown's future character by preserving the best of its past. Promote appropriate in-fill construction and historic preservation of the existing buildings.



*Reconnecting downtown to the Willamette River is an important goal for downtown redevelopment.*

***Reconnect to Key Natural Resource Features.*** Connect the downtown with the Millrace and Island Park, and provide opportunities for appropriate downtown uses adjacent to these areas.

***Alive After Five.*** Encourage evening activity in the downtown with dining, cultural and entertainment opportunities for all ages. Increase housing development in the downtown to generate the 18 to 24-hour city.

***Revitalize the Downtown with New Uses.*** Create new opportunities for office, commercial, residential, civic, and mixed uses. Encourage high-density uses that are transit-oriented and located within a short walk from Springfield Station.

***Ensure Adequate Parking.*** Provide parking that supports a vital downtown.

***Create Civic Gathering Places.*** Create great public spaces, both large and small. Consider creation of a town square.

***Identify Catalyst Projects.*** Identify projects that will spur growth in the downtown, including improvements that can be successfully accomplished in the short term.

***Create Downtown Partnerships.*** Collaborate with Lane Transit District, the Springfield Renaissance Development Corporation, and other groups to coordinate efforts and build community support.

***Establish a Positive Identity for the Downtown.*** Work with downtown business interests and the Springfield community to foster a positive identity and sense of pride for the downtown.

***Develop the Downtown as the Gateway to Springfield.*** Work to achieve a visual impression in the Downtown that reflects well on the rest of the City.



*Public parking areas can be redeveloped as multi-use plazas which could serve as public gathering areas for special events.*

### **302. CONSISTENCY WITH LOCAL AND REGIONAL PLANNING OBJECTIVES AND POLICIES**

ORS 457.085 requires that an urban renewal plan relate to definite local objectives. The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is currently the City's comprehensive land use plan. It was adopted locally and acknowledged by the Land Conservation and Development Commission (LCDC) in 1982 and amended in 1987. The Metro Plan is Springfield's comprehensive plan and controlling land use document.

The Metro Plan considers a wide range of goals and policies relating to land uses, traffic, transportation, public utilities, recreation and community facilities, economic development, housing and environmental protection. The Downtown Urban Renewal Plan advances many of those goals.

As used in this document, the term "Metro Plan" refers not only to the Eugene-Springfield Metropolitan Area General Plan as a document in itself, but also those adopted neighborhood and special purpose/functional refinement plans which implement and are subservient to the Metropolitan Area General Plan itself. Periodic review of the Metro Plan was completed locally and approved in accordance with the post-acknowledgment procedures of ORS 197 in 2006. Other portions of the Metro Plan which affect the Urban Renewal Plan, such as the Downtown Refinement Plan (regulating land use in the entire area included in the Downtown Urban Renewal Plan), Willamalane Parks and Recreation Comprehensive Plan, and the TransPlan (special purpose/functional refinement plans of the Metro Plan) were adopted by the City Council, and approved in accordance with state post-acknowledgment procedures.

The projects in the Urban Renewal Plan also advance goals and objectives set forth in other adopted plan documents. These findings are outlined in Appendix 2. Projects listed in the Downtown Urban Renewal Plan project list are supported by policies from the Metro Plan, the Downtown Refinement Plan, Trans Plan, and the Willamalane Comprehensive Plan.



*Redevelopment of the Main Street/South A Street Corridor is the focus of the Downtown Urban Renewal Plan.*

## 400. PROPOSED LAND USES

The projects and uses proposed by the Downtown Urban Renewal Plan conform to the land use designations and zoning within the Renewal Area and are consistent with the Metro Plan Diagram, Downtown Refinement Plan, and Springfield Zoning Map. Exhibit 2 includes the Metro Plan Diagram, Downtown Refinement Plan Diagram, and the Zoning Map for the Urban Renewal Area.

The Downtown Urban Renewal Plan includes approximately 417 acres\* of residential, commercial, industrial and publicly zoned lands. About 268 acres of residential, commercial and industrial lands are “non-exempt” properties that will contribute tax increment revenues to the Renewal Area. Table 1 presents the distribution in acres and percentage for these uses.

**Table 1. Downtown Urban Renewal Area Uses by Acreage and Percent\***

Downtown Urban Renewal Area	Total Parcel Acres	Non-Exempt Parcel Acres**	Residential** Low Density Residential Medium Density Res. High Density Residential Mixed-Use Residential	Commercial** Community Commercial Mixed-Use Commercial	Industrial** Heavy Industrial Light-Medium Ind. Booth Kelly MU
	417	268	49 acres/ 12%	91 acres/ 23%	128 acres/ 28%

\* The entire Downtown Urban Renewal Area includes 537 acres. This number includes all streets and right-of-ways. Streets and right-of-ways do not carry zoning designations.

\*\* Public and tax-exempt lands such as parks, public buildings, churches and fraternal organizations are excluded from these figures.

Table 2 briefly describes the land uses allowed within the zoning districts represented within the Downtown Urban Renewal Area.

**Table 2. Downtown Plan and Zoning Designation and Description of Uses**

Land Use Designations	Description of Uses
Low Density Residential	This designation includes single-family residential with duplexes and some auxiliary uses allowed (foster care, day care, etc.). Development density is limited to 10 dwelling units per acre.
Medium Density Residential	This designation includes apartment complexes, condominiums and other multi-family housing types. The prescribed development density is between 10 and 20 dwelling units per acre.
High Density Residential	This designation includes apartments and condominiums and other multi-family types, often reaching more than 3 stories in height. The prescribed density is between 20 and 40 units per acre.

Mixed-Use Residential	Mixed-use Residential allows a compatible mix of multi-family housing types with small scale commercial uses. No more than about 20% of the development can be commercial. Residential uses dominate.
Community Commercial	This category includes more commercial activities than neighborhood commercial but less than large malls and retail centers. Such areas usually develop around a small department store and supermarket. The development occupies at least five acres and normally not more than 40 acres. This category contains such general activities as retail stores; personal services; financial, insurance, and real estate offices; private recreational facilities, such as movie theaters; and tourist-related facilities, such as motels.
Mixed-Use Commercial	Mixed-Use Commercial allows for a compatible mix of commercial and multi-family residential uses with commercial uses dominating on the ground level. Mixed-use commercial developments often feature ground-level commercial uses with apartments or other residential uses upstairs. Special design standards are intended to make development attractive and pedestrian-friendly.
Nodal Development Overlay (applied to Mixed-Use Residential and Commercial)	The downtown core area is designated for nodal development by the Metro Plan. The Nodal Development Overlay applies to the area downtown zoned Mixed-Use Commercial and Mixed-Use Residential. Mixed-use implements the nodal development designation described in the Metro Plan. Nodal development is a mixed-use pedestrian-friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented.
Light-Medium Industrial	This designation accommodates a variety of industries, including those involved in the secondary processing of materials into components, the assembly of components into finished products, transportation, communication and utilities, wholesaling, and warehousing. The external impact from these uses is generally less than Heavy Industrial. This designation may also accommodate supporting offices and commercial activities.
Heavy Industrial	This designation generally accommodates industries that process large volumes of raw materials into refined products and/or that have significant external impacts. Examples of heavy industry include: lumber and wood products manufacturing; paper, chemicals and primary metal manufacturing; large-scale storage of hazardous materials; power plants; and railroad yards. Such industries often are energy-intensive, and resource-intensive.
Booth Kelly Mixed-Use	This designation is unique to the former Booth Kelly Mill site, south of the intersection of South A and 5 <sup>th</sup> Streets and provides for a mixed-use employment center that compliments the downtown area. A variety of commercial, industrial, residential and recreational uses are allowed within the area. A conceptual development plan and site plan review is required to ensure that land use conflicts are minimized and that the full potential of the site is maximized.

## **500. OUTLINE OF DEVELOPMENT**

Projects designed to eliminate blight and deterioration in the Urban Renewal Area are key components of the Downtown Urban Renewal Plan. Blighting conditions found in the downtown area constrain future development called for in the Downtown Refinement Plan and other City planning documents. The Plan's projects and activities include:

1. Improvements to streets, curbs, and sidewalks, as described in Section 600A of this Plan, will address blighting conditions noted in Section 100A of the Report on this Plan, and will encourage new development in the project area, also addressing pedestrian and vehicular safety problems;
2. Improvements to water, storm and sanitary sewer infrastructure, as described in Section 600A of this Plan, will address blighting conditions noted in Section 100A of the Report on this Plan, and will encourage new development in the project area;
3. Improvements to the visual appearance of the Renewal Area, as described in Section 600A of this Plan, will provide a safer, more attractive pedestrian environment, including streetscape and landscape improvements, and development of public parks and open spaces, as described in Section 100A of the Report on this Plan;
4. Improvements to existing public parking facilities and construction of new public facilities as needed to meet current and future needs, as described in Section 600A of this Plan, will address the current parking conditions noted in Section 100A of the Report on this Plan;
5. Financial assistance to rehabilitate and renovate blighted properties in the Renewal Area, as described in Section 600B of this Plan will address blighting conditions noted in Section 100A of the Report on this Plan;
6. Financial assistance to encourage new construction, as described in Section 600B of this Plan, will address conditions noted in Section 100A of the Report on this Plan, and contribute to economic and social revitalization within the Renewal Area;
7. Acquisition and disposal of land for public improvements, rights-of-way, utility improvements, and private development, as described in Section 600C of this Plan, will address conditions noted in Section 100A of the Report on this Plan; and
8. Administration and support of the Renewal Agency and the Downtown Urban Renewal Plan, as described in Section 600D of this Plan, will assure the plan is carried out effectively, as noted in Section 400 of the Report on this Plan.

Please refer to Section 600 of this Plan for further description of potential urban renewal projects to be undertaken within the Downtown Urban Renewal Area.

## 600. DESCRIPTION OF POTENTIAL PROJECTS TO BE UNDERTAKEN

In order to achieve the objectives of this Plan, the following activities will be undertaken on behalf of the City by the Springfield Economic Development Agency (SEDA) the City's Urban Renewal Agency in accordance with applicable federal, state, county, and city laws, policies, and procedures. SEDA may fund these activities in full, or in part, or seek other sources of funding for them. The list of projects was developed during the public involvement process as the most important projects to undertake. The intent in describing these projects and activities includes establishing, through this Plan, the general and specific authority to undertake these projects and activities within the Urban Renewal Area. It is not assumed that these projects will be entirely funded with urban renewal funds. It is not possible to foresee all the changing conditions and events that may occur during the life of this Plan. Such projects will be added to the plan by amendment, if such amendment is required by Section 900 of this plan. These projects and activities may be modified, or expanded upon as needed to meet renewal plan objectives. Changes will be undertaken in accordance with procedures for amendments to this Plan.

### A. PUBLIC IMPROVEMENTS

Public improvements include the construction, repair, or replacement of sidewalks, streets, parking, parks and open spaces, pedestrian amenities, water, sanitary sewer and storm sewer facilities, wetlands and riverside/riparian improvements, and other public facilities necessary to carry out the goals and objectives of this Plan.



*South "A" Street also serves as Oregon State Hwy 126, Business Route, carrying a high volume of traffic.*

#### 1. Street Construction and Circulation Improvements.

These provide the construction of improvements throughout the Urban Renewal Area and include, but are not limited to, landscaping, construction, reconstruction, repair or replacement of streets, sidewalks, bike and pedestrian amenities, public transit facilities, and acquisition of land, right of ways, easements and other land rights. Identified projects include but are not limited to:

- South A and Main Street couplet redesign;
- North A "Civic Street" curb and streetscape improvements; and
- Pedestrian amenity improvements on A Street from 8<sup>th</sup> to Mill Street.

Other specific projects may be identified during the life of this plan.

## **2. Infrastructure and Utilities Improvements.**

These activities allow SEDA to construct and improve infrastructure and utilities throughout the Downtown Urban Renewal Area. These projects include, but are not limited to, construction, reconstruction, repair, upgrading, and over sizing or replacement of electric, water, sanitary sewer and storm drainage facilities, relocation of overhead line to underground locations, and acquisition of land, right of ways, easements and other land rights. SEDA shall, as deemed appropriate, assist the utility providers in building new links and repairing and upgrading selected portions of these utility service systems to enhance opportunities or secure development. Identified projects including, but not limited to:

- Undergrounding of overhead utilities from Mill to 10<sup>th</sup> Street and between So. A and B Street; and
- Stormwater system upgrades to provide adequate capacity for a fully developed renewal area.

Other specific projects may be identified during the life of this plan.

## **3. Public Facilities Improvements.**

These activities include construction and improvement of public facilities throughout the Downtown Urban Renewal Area including the list below and the brief explanations following:

- Relocation of a Downtown fire station;
- Construction of a Springfield Library building;
- Downtown parking construction and upgrades;
- Downtown public art showcases;
- Island Park Facilities Upgrades;
- Springfield Museum improvements;
- School District facility upgrades; and
- Millrace improvements, restoration; and supporting land acquisition

The relocation of a Downtown fire station will provide better coverage of service to the Downtown area. Complete coverage will become increasingly important as the population, both commercial and residential, within the Downtown Urban Renewal Area rise.

Construction of a new Springfield Library facility will allow for future expansion while adequately serving the patrons of today. With a larger facility the Library will be able to offer increased services, attracting additional citizens to the Downtown area.

Convenient, safe, visible parking facilities are necessary supports for any downtown business center. Downtown parking upgrades and the construction of a new parking

facility will provide much needed parking to the retail core of Downtown, as well as to surrounding employment and residential centers.

Downtown art such as the murals that currently grace the walls of downtown buildings create an interesting and attractive environment that replaces the graffiti and deteriorating building exteriors that are typical of blighted areas. Visitors to these sites add to the downtown economy as many shop and eat in the downtown as well.

Improving Island Park Facilities will enhance the park environment along the waterfront and within the Downtown Core. Parks increase the quality of life by serving as enjoyable gathering places for visitors, residents, and employees of the downtown area.

Improvements to the Springfield Museum facility will increase Downtown visits and foot traffic by providing an enhanced amenity and honoring Springfield heritage and pride.

Upgrades to School District 19 facilities will increase the quality of learning environment and efficiency of services provided to affected students and surrounding residences.

Restoration and improvements to the Springfield Millrace/pond will increase the land value while providing a healthy amenity for the Downtown area. A portion of the Millrace/pond is located outside both the Springfield city limits and the Downtown Urban Renewal Boundary. The Urban Renewal Agency may make improvements to the Springfield Millrace/pond in its entirety, possibly extending outside the city limits and the urban renewal boundary as these improvements will ensure the quality and sustainability of the entire project.

Public improvements such as those listed above are important supports to the function of a healthy downtown. Parks, the Springfield Museum, the Island Park Facilities, and the Millrace/pond improvement projects are positive attractors to the downtown area and provide services and amenities to visitors downtown, residents, retail and service firms, as well as, employees. Projects within the Renewal Area, extending outside the boundary, such as the Millrace/pond, may exist. Provisions have been made within the project list, included as Tables 6 and 9 in the Report on this Plan, for such circumstances.

Other specific projects may be identified during the life of this plan.

#### **4. Parks, Recreation, Pedestrian and Bike Corridors, and Other Public Amenity Improvements.**

These activities will include, but are not limited to, pedestrian, bicycle and transit connections linking the Renewal Area with adjacent areas in and around Downtown. Improvements to these connections may include, but are not limited to, street lighting, trash receptacles, benches, historical markers, street trees and landscaping, and signage. Actual projects may include, but are not limited to:

- Downtown Millrace Access, Restoration, and Improvements
- Downtown Parks Development and Improvements

Other specific projects may be identified during the life of this plan.



*Parks increase the quality of life by serving as enjoyable gathering places for visitors, residents, and employees of the downtown.*

SEDA may participate in funding the design, acquisition, construction or rehabilitation of existing or new park sites or other appropriate public spaces, or parks or public facilities within the Urban Renewal Area, including improvements listed in the Willamalane Parks and Recreation Comprehensive Plan. These park and pedestrian-friendly improvements include suitable signage, markers, art and related improvements to signify the major assets in the Renewal Area and the entrances to the City. These projects will improve the visual appearance of the Renewal Area by adding public amenities downtown.

## **5. Public Safety Improvements.**

To achieve the objectives of this Plan, and to target public investments in a manner which benefits the Renewal Area and Springfield residents, the SEDA is authorized to improve, acquire or construct safety-related, health, and public-service-related facilities within the Urban Renewal Area.

## B. PRESERVATION, REHABILITATION, DEVELOPMENT AND REDEVELOPMENT



*St. Vincent DePaul mixed-use residential development caters to a wide variety of community members offering ground floor commercial and office space as well as low income living units above.*

### 1. **Redevelopment through New Construction.**

It is the intent of this Plan to stimulate new investment by public, private, non-profit, or community-based organizations by facilitating redevelopment of underutilized property, and in particular, to assure that new investments serve to benefit the existing residents and businesses in the area. Redevelopment through new construction may be achieved in two ways:

- (a) By public or private property owners, with or without financial assistance by the Agency;
- (b) By acquisition of property by the Agency for redevelopment or resale to others for redevelopment.

## **2. Redevelopment and Rehabilitation Financing.**

As it may deem appropriate in order to achieve the objectives of this Plan, SEDA may set guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to redevelop, rehabilitate, and acquire property. These grant and loan programs will be consistent with the provisions set forth in Section 800 of this Plan. Any grant and loan programs developed for owner-occupied residential structures will be limited to assistance for primarily low- and moderate income households in correcting health and safety problems and substandard housing.

## **3. Preservation, Rehabilitation, and Conservation.**

Projects and activities in this category will enable SEDA to advance renewal and comprehensive plan goals for (i) improving Springfield's economy, and (ii) improving the appearance and vitality of the Downtown area. As allowed by state and federal law, SEDA may participate, through loans, grants, or both, in assisting development of new public and private buildings and facilities in the renewal area by establishing grant and loan programs. These programs might include, for example, grants and loans for private building façade improvements and for eliminating substandard structural conditions and interior remodeling. SEDA may make this assistance available as it deems necessary to achieve the objectives of this Plan.

### **C. PROPERTY ACQUISITION AND DISPOSITION**

In order to carry out the objectives of this Plan, SEDA is authorized to acquire land or buildings for public and private development/redevelopment purposes. The procedures for acquiring and disposing of property are described in Sections 700 and 800 of this Plan.

### **D. PLAN TECHNICAL STUDIES AND ADMINISTRATION**

Administration of the Downtown Urban Renewal Plan and implementation of its projects and activities will be done in an effective, efficient and financially responsible manner. SEDA funds may be utilized to pay indebtedness associated with preparation of the urban renewal plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market analyses and programs, and other technical studies as may be needed to fulfill the Plan's goals. SEDA funds may be utilized to pay for marketing materials and programs to assist in carrying out the objectives of the redevelopment plan.

## **700. PROPERTY ACQUISITION PROCEDURES**

Acquisition of real property may be necessary to advance the goals of this Plan. Property for public or private preservation, rehabilitation, development, or redevelopment may be acquired by gift, eminent domain or any other lawful method when acquisition is needed for development or redevelopment. SEDA is authorized to acquire property within the Urban Renewal Area, if necessary by any legal means to achieve the objectives of this Plan. Property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the objectives of this Plan. All acquisition of property by SEDA must comply with Section 900 of this Plan.

### **A. ACQUISITION REQUIRING CITY COUNCIL RATIFICATION.**

City Council ratification is required for SEDA acquisitions for the following purposes:

1. Assembling land for development by the public or private sector. Such acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.
2. Where conditions exist that may affect the health, safety and welfare of the Area and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard and blighting conditions, acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.
3. Acquisition for any purpose that requires the use of the Agency's powers of eminent domain. Such acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.

### **B. ACQUISITION NOT REQUIRING CITY COUNCIL RATIFICATION.**

Land acquisition not requiring City Council ratification requires an amendment to this Plan as set forth in Section 900.D of this Plan. The minor amendment to the Renewal Plan may be adopted by the Renewal Agency by Resolution. The Agency may acquire land without Council ratification where the following conditions exist:

1. Where it is determined that the property is needed to provide public improvements and facilities as follows:
  - a. Right-of-way acquisition for streets, alleys or pedestrian ways;
  - b. Right-of-way and easement acquisition for water, sewer, and other utilities
  - c. Property acquisition for public use or for public buildings and facilities

2. Where the owner of real property within the boundaries of the Area wishes to convey title of such property by any means, including by gift.

### C. PROPERTIES TO BE ACQUIRED

At the time this plan is prepared, no properties are identified for acquisition. If plan amendments to acquire property are approved, a map exhibit shall be prepared showing the properties to be acquired and the property will be added to the list of properties to be acquired. The list of properties acquired will be shown in this section of the Plan. The map exhibit shall be appropriately numbered and shall be included in Part Two as an official part of this Urban Renewal Plan.

## **800. PROPERTY DISPOSITION AND REDEVELOPERS' OBLIGATIONS**

### A. PROPERTY DISPOSITION AND REDEVELOPMENT

The SEDA is authorized to dispose of acquired property by sale, lease, exchange, or other appropriate means for redevelopment and development uses and purposes specified in this Plan. If property is identified for public acquisition in this Plan, SEDA proposes to commence disposition of property within five (5) years from the date of identifying those properties in this plan, and to complete disposition within ten (10) years from such approval. Publicly acquired properties may be disposed by sale, lease, exchange or dedication or by any other lawful means when disposition is deemed necessary for the following purposes:

1. Road, street, pedestrian, bikeway, and utility projects, and other right-of-way improvements listed in Section 600 of this plan.
2. Construction of public facilities in Section 600 of this plan.
3. Redevelopment by private redevelopers for purposes consistent with the goals of this plan. Such disposition will be in accordance with the terms of a Disposition & Development Agreement between the Developer and SEDA and with the developer's obligations pursuant to Section 800 B of this Plan.

SEDA may dispose of any land it has acquired at fair reuse value and may define the fair reuse value of any land.

### B. DEVELOPERS' OBLIGATIONS

Developers seeking assistance by SEDA through the benefit of one or more of the Agency's projects or activities within the Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan, including the following requirements:

1. The developer shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan and in the legally applicable local land use plans and zoning provisions for the Downtown Urban Renewal Area.
2. SEDA may require the redeveloper to execute a development agreement acceptable to the Renewal Agency as a condition of any form of assistance by the Renewal Agency. The developer shall accept all conditions and agreements as may be required by the Renewal Agency in order to receive assistance from the Agency.
3. The developer shall submit to SEDA (or its designated agent) for Agency review and approval, all plans and specifications for construction of SEDA-assisted improvements prior to distribution of these improvements to other reviewing bodies as required by the City's building permit review procedures.
4. Any private project benefiting from SEDA assistance shall commence and be completed within a reasonable time, as determined by SEDA.
5. Any developer benefiting from SEDA assistance shall not affect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.

## **900. AMENDMENTS TO THE URBAN RENEWAL PLAN**

It is anticipated that this Downtown Urban Renewal Plan will be reviewed periodically during the life of the Plan. The Plan may be changed, modified, or amended as future conditions warrant. Types of Renewal Plan amendments are:

### **A. SUBSTANTIAL AMENDMENTS**

Substantial amendments consist of:

1. Increases in the Downtown Urban Renewal Area boundary in cumulative excess of 1% shall be a substantial amendment requiring approval per ORS 457.095 and notice as provided in ORS 457.120.
2. Increasing the maximum amount of indebtedness to be issued under the plan shall be a substantial amendment requiring approval per ORS 457.095 and notice as provided in ORS 457.120.

### **B. AMENDMENTS NOT REQUIRING SPECIAL NOTICE**

The following Plan amendments will require approval per ORS 457.095 but will not require special notice as provided in ORS 457.120:

1. The addition of improvements or activities which represent a substantial change in the purpose and objectives of this Plan, and which cost more than \$500,000, shall be a substantial amendment requiring approval per ORS 457.095, but not requiring notice as provided in ORS 457.120. The \$500,000 amount will be adjusted annually from the year 2008 according to the "Engineering News Record" construction cost index for the Northwestern United States.
2. The addition of improvements or activities that substantially alter the goals and objectives of the Urban Renewal Plan.

#### C. AMENDMENTS REQUIRING APPROVAL BY CITY COUNCIL ONLY

The following Plan amendments must be approved by the Renewal Agency by resolution and presented to City Council for required approval by City Council resolution:

1. Acquisition of property for purposes specified in Sections 700A of this Downtown Urban Renewal Plan.

#### D. MINOR AMENDMENTS

Minor amendments may be approved by the Renewal Agency in resolution form. Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of the Plan.
2. Acquisition of property for purposes specified in Section 700 B1 and B2 of this plan.
3. Addition of a project substantially different from those identified in Sections 600 of the Plan or substantial modification of a project identified in Section 600 if the addition or modification of the project costs less than \$500,000 in 2008 dollars.
4. Increases in the urban renewal area boundary not in cumulative excess of 1 %.

### **1000. MAXIMUM INDEBTEDNESS**

The Maximum Indebtedness authorized under this plan is forty-three million, ten thousand dollars (\$43,010,000). This amount is the principle of such indebtedness and does not include interest or indebtedness incurred to refund, or refinance such indebtedness.

## **1100. FINANCING METHODS**

### **A. GENERAL**

The Urban Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of paying indebtedness incurred in undertaking and carrying out this Plan. In addition, the Agency may borrow money from or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this Plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

### **B. TAX INCREMENT FINANCING**

This Plan will be financed in whole, or in part, by tax increment revenues. The ad valorem taxes levied by all taxing districts in which all or a portion of the Urban Renewal Area is located shall be divided as provided in Section 1C, Article IX of the Oregon Constitution and ORS 457.420 to 457.460.

### **C. PRIOR INDEBTEDNESS**

Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning for this Urban Renewal Plan shall be repaid from tax increment proceeds generated pursuant to this section.

## **1200. RELOCATION**

To the extent required by law, SEDA will provide relocation assistance to all persons or businesses displaced temporarily or permanently by project activities. As required, those displaced will be given assistance in finding replacement properties. As required, all persons or businesses which may be displaced will be contacted to determine specific relocation needs and will be provided information on available housing or commercial/industrial property as may be applicable, and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500 - 35.530 and any other applicable laws or regulations.

Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. As required, payment for moving expenses will be made to residents and businesses displaced. SEDA may contract with Oregon Department of Transportation or other parties to help administer its relocation program.

## **1300. DEFINITIONS**

The following definitions will govern the construction of this Plan unless the context otherwise requires:

"Agency", "Renewal Agency", "Urban Renewal Agency", "Springfield Economic Development Agency", or "SEDA" means the Urban Renewal Agency of the City of Springfield, Oregon.

"Area" means the area included within the boundaries of the Springfield Downtown Urban Renewal Plan.

"City" means the City of Springfield, Oregon.

"City Council" means the City Council of the City of Springfield, Oregon.

"Comprehensive Plan" means the City's Comprehensive Land Use Plan and its implementing ordinances, policies, refinement plans, and development standards.

"County" means the County of Lane, State of Oregon.

"Displaced" person or business means any person or business that is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose.

"Disposition and Development Agreement" means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions under which will govern the disposition of land to a private developer.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan for the Springfield Downtown Urban Renewal Area, Part Two -Exhibits.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"Plan" means the Urban Renewal Plan for the Springfield Downtown Urban Renewal Area, Parts One and Two.

"Plan Area" means the area included within the boundaries of the Springfield Downtown Urban Renewal Plan.

"Planning Commission" means the Planning Commission of the City of Springfield, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the

Renewal Area, such as a public improvement, street project or other activity authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Public Safety Project" means projects intended to assist police, fire, ambulance, and emergency services in the City of Springfield or in Lane County within the Plan Area.

"Renewal Area" means the area included within the boundaries of the Springfield Downtown Urban Renewal Plan.

"Report" means the report accompanying the Plan, as provided in ORS 457.085 (3).

"Developer" means any individual or group acquiring property from the Urban Renewal Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

"SEDA" means the Springfield Economic Development Agency.

"Text" means the Urban Renewal Plan for the Springfield Downtown Urban Renewal Area, Part One - Text.

"Urban Renewal Area", "Springfield Downtown Urban Renewal Area", "Urban Renewal Area", or "Renewal Area" means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Urban Renewal Area is described in Exhibits made a part of this plan.

#### **Attachments to the Springfield Downtown Urban Renewal Plan:**

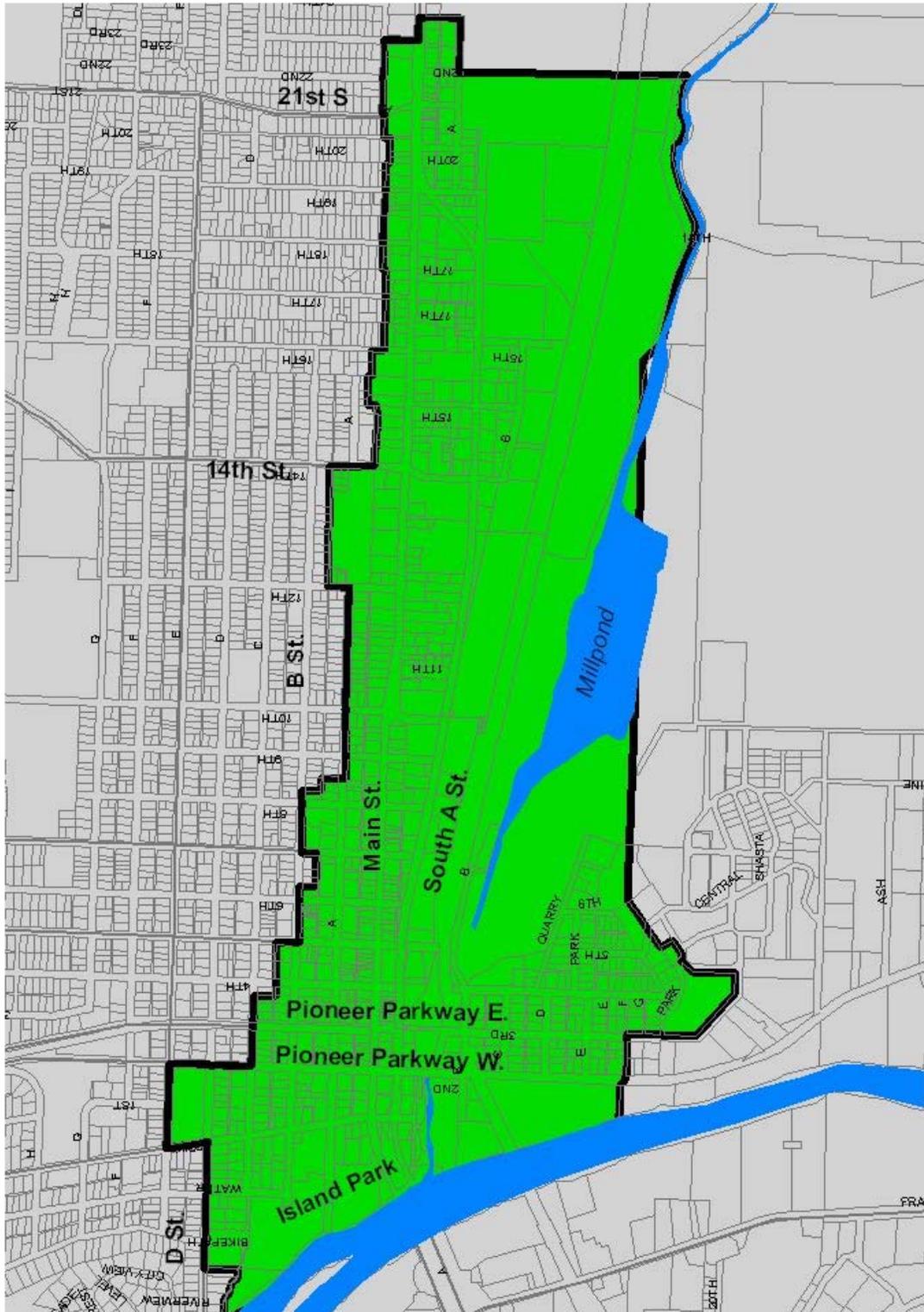
Exhibit 1 -Boundary Map and Legal Description

Exhibit 2 -Zoning Map and Plan Diagram

Appendix 1- Detailed Goal Description

Appendix 2- Detailed Outline of Consistency with Local and Regional Planning Objectives

**EXHIBIT 1**



**Downtown Urban Renewal Boundary**

**EXHIBIT 1**  
**(continued)**

**Downtown Urban Renewal Boundary Legal Description**

Beginning at the Northeast corner of the intersection of "E" Street and Pioneer Parkway West (formerly 2<sup>nd</sup> Street), said point is the Southwest corner of Lot 10, Block 93 of Washburne's Subdivision of the Springfield Investment and Power Company's Addition to Springfield, as platted and recorded in Book 2, Page 73, Plat Records of Lane County, Oregon (current tax lot 17-03-35-23-03800);

thence Southerly along the Easterly right of way line of Pioneer Parkway West (formerly 2<sup>nd</sup> Street) 645 feet, more or less to the Northeast corner of "C" Street and Pioneer Parkway West (formerly 2<sup>nd</sup> Street), said point is the Southwest corner of Lot 5, Block 26 of the Map of Springfield as platted and recorded in Book I, Page 1, Plat Records of Lane County, Oregon;

thence Easterly along the Northerly right of way of "C" Street 527 feet, more or less to the Southeast corner of Lot 7, Block 29, of the Map of Springfield as platted and recorded in Book I, Page 1, Plat Records of Lane County, Oregon;

thence Southerly 186 feet, more or less, across "C" Street and along the Westerly line of Lot 1, Block 28 of the Map of Springfield as platted and recorded in Book I, Page 1, Plat Records of Lane County, Oregon to the Southwesterly corner thereof;

thence Easterly along the Northerly line of an alley 462 feet, more or less to the Southeast corner of Lot 4, Block 7 of Kelly's Addition to Springfield, platted and recorded in Volume W, page 20, Plat Records of Lane County, Oregon, said point is on the Easterly right of way of 5<sup>th</sup> Street (Southwest corner of current tax lot 17-03-35-24-13100);

thence Southerly along the Easterly right of way of 5<sup>th</sup> Street 134 feet, more or less, to the Southwest corner of above said Block 7, said point the Northeast corner of 5<sup>th</sup> Street and "B" Street;

thence Easterly along the Northerly right of way line of "B" Street, 324 feet, more or less to the Northeast corner of "B" Street and 6<sup>th</sup> Street, said point is the Southwest corner of Block 74 of the Springfield Investment and Power Company's Addition, as platted and recorded in Volume 25, Page 306 and 307, plat records of Lane County, Oregon;

thence Southerly along the Easterly right of way of 6<sup>th</sup> Street 185 feet, more or less, to a point of intersection with the Northerly line of an East-West alley in Block 73 of Springfield Investment and Power Company Addition to Springfield, Oregon, said point is also the Southwest corner of the East Parcel of the Springfield Dental Arts Condominiums plat, filed and recorded on File 75, Slide 78, Plat Records of Lane County, Oregon;

thence Easterly along the Northerly line of said alley 320 feet, more or less, to a point on the Westerly right of way of 7<sup>th</sup> Street;

thence Northerly along the Westerly right of way 185 feet, more or less to the Northwest corner of 7<sup>th</sup> Street and "B" Street, said point is the Southwest corner of Lot 20, Block 74 of the Springfield Investment and Power Company Addition (southwest corner of current tax lot 17-03-35-24-15700);

thence Easterly along the Northerly right of way of "B" Street 504 feet, more or less, to the Southeast corner of Lot 12, Block 76 of the Springfield Investment and Power Company Addition;

thence Southerly 185 feet, more or less, across "B" Street and along the common lot line between Lots 8 and 9, of Block 71 of the Springfield Investment and Power Company Addition to the North line of an East-West alley (southwest corner of current tax lot 17-03-35-42-01300);

thence Easterly along the Northerly line of last said alley, 64 feet, more or less, to the Southwest corner of Lot 6, Block 71 of the Springfield Investment and Power Company Addition;

thence Southerly across last said alley and along the Westerly line of Lot 15, Block 71 of the Springfield Investment and Power Company Addition, 134 feet, more or less, to the Southwest corner thereof, said point lies on the Northerly right of way line of "A" Street;

thence Easterly along the Northerly right of way of "A" Street 1515 feet, more or less to the Northwest corner of "A" Street and 12<sup>th</sup> Street (southeast corner of current tax lot 17-03-35-41-00700);

thence Northerly along the Westerly right of way of 12<sup>th</sup> Street 135 feet, more or less, to a point of intersection with the Northerly line of an East – West alley, said point is the Southeast corner of Parcel 2 of Land Partition Plat No. 2003-P1728, filed December 2, 2003 at Reception No. 2003-116045, Lane County Deeds and Records in Lane County, Oregon (southeast corner of current tax lot 17-03-35-14-18402);

thence Easterly along the Northerly line of the last said alley and across 14<sup>th</sup> Street, 1020 feet, more or less, to the point of intersection of the Easterly right of way line of 14<sup>th</sup> Street and the Northerly line of an East – West alley (southwest corner of current tax lot 17-03-36-23-13600);

thence Southerly along the Easterly right of way of 14<sup>th</sup> Street, 321 feet, more or less, to a point of intersection with the Northerly line of an East – West alley (southwest corner of current tax lot 17-03-36-32-01800)

thence Easterly along the Northerly line of last said alley, 436 feet, more or less, to the Southeast corner of Lot 3, Block 5, of the Molly B. Scott Addition, Book 12, Page 7, Plat Records of Lane County, Oregon;

thence Northerly along the Easterly line of last said Lot 3, 54 feet, more or less, to the Southwest Corner of Lot 2, Block 5 of last said Molly B. Scott Addition;

thence Easterly along the Southerly line of Lots 1 and 2 of said Block 5, 234 feet, more or less, to the Southeast corner of Lot 1 of said Block 5;

thence Southerly along the East line of the P. Brattain Donation Land Claim No. 63, 23 feet more or less, to the Northwest corner of a tract of land described in a deed from Charles A. Edwards and Elisabeth M. Edwards to Edward B. Schuck, Sr. and Gladys A. Schuck recorded for public record May 4, 2004 at Reception No. 2004-033182, Lane County Deeds and Records, Lane County, Oregon (current tax lot 17-03-36-31-04702);

thence Easterly 229 feet, more or less, along the Northerly line of the last said tract and along it's prolongation across 16<sup>th</sup> Street to a point of intersection with the Easterly right of way of 16<sup>th</sup> Street;

thence Southerly 89 feet, more or less, along the Easterly right of way of 16<sup>th</sup> Street to the Southwest corner of Lot 41 of H. L. & T. B. Stewarts Plat of Acreage Lots, filed and recorded in Book 3, Page 5, Lane County, Oregon Plat Records (southwest corner current tax lot 17-03-36-31-03700);

thence Easterly 606 feet, more or less along the Southerly line of Lots 41, 40 and 39 of last said Plat to the Southeast corner of Lot 39 of said plat (southeast corner current tax lot 17-03-36-31-02000);

thence Northerly 34 feet, more or less to Northwest corner of Parcel 1 of a Record Survey for James B. Pesiri, filed December 28, 1981 as County Surveyor's File No. 25296 in the office of the Lane County Surveyor ( northwest corner of tax lot 17-03-36-31-01401);

thence Easterly 229 feet, more or less, along the North line of Parcels 1 and 2 of above said Survey extended to intersect with the Easterly right of way of 18<sup>th</sup> Street;

thence Southerly 34 feet, more or less, along the Easterly right of way of 18<sup>th</sup> Street to the Southwest corner of Lot 37 of the H. L. & T. B. Stewarts Plat of Acreage Lots, as platted and recorded in Book 3, Page 5, Lane County, Oregon Plat Records ( southwest corner of tax lot 17-03-36-31-00200);

thence Easterly 417 feet, more or less, along both the South line of above said Lot 37 and along the South line of Lot 21 of the H. L. & T. B. Stewarts Plat No. 2 of Acreage Lots, as platted and recorded in Book 3, Page 36, Lane County, Oregon Plat Records, extended across 19<sup>th</sup> Street to the Southwest corner of Lot 20 of last said Plat;

thence Northerly along the Easterly right of way of 19<sup>th</sup> Street 29 feet, more or less to the Northwest corner of that tract of land conveyed by a deed from Collins Enterprises, Inc to Collins Cauble Investments, LLC, recorded for public record July 26, 2000 at Reception No. 2000-042804, Lane County Deeds and Records, in Lane County, Oregon (current tax lot 17-03-36-42-00900);

thence Easterly 189 feet, more or less along the extended North line of last said deed to a point on the common North – South lot line of Lots 19 and 20 of the H. L. & T. B. Stewarts Plat No. 2 of Acreage Lots, as platted and recorded in Book 3, Page 36, Lane County, Oregon Plat Records;

thence Southerly 29 feet, more or less, along the West line of Lot 19 of last said Plat, to the Southwest corner thereof;

thence Easterly 209 feet, more or less, along the south line of Lot 19 of last said Plat extended to intersect with the Easterly right of way of 20<sup>th</sup> Street which is also the Westerly line of Nicholas Gardens, as platted and recorded March 26, 1940 in Book 11, Page 1, Plat Records of Lane County, Oregon;

thence Northerly 46 feet, more or less, along the West line of Nicholas Gardens to the Northwest corner of Lot 1, Block A of said plat (northwest corner of current tax lot 17-03-36-42-02500);

thence Easterly 130 feet (plat record) along the Northerly line of said Lot 1 to the Northeast corner thereof, said point is on the Westerly right of way of 21<sup>st</sup> Street (northeast corner of tax lot 17-03-36-42-02500);

thence Northerly along the Westerly right of way of 21<sup>st</sup> street, 50 feet, more or less to a point of intersection with the prolongation of the Northerly right of way of "A" Street;

thence Easterly, 665 feet, more or less, along the Northerly right of way of "A" Street to the Northeast corner of "A" Street and 23<sup>rd</sup> Street, said point is the Southwest corner of Lot 1, Block 2 of the Second Addition to Nicholas Gardens, as platted and recorded in Book 12, Page 11, Plat Records of Lane County, Oregon (the southwest corner of current tax lot 17-03-36-14-06700);

thence Southerly 345 feet, more or less, along the Easterly right of way of 23<sup>rd</sup> Street and it's prolongation to a point of intersection with the Southerly right of way of Main Street (McKenzie Highway);

thence Easterly 169 feet, more or less, along the Southerly right of way of Main Street to it's intersection with the Easterly right of way of South 23<sup>rd</sup> Street (the northwest corner of current tax lot 17-03-36-41-02500);

thence Southerly 302 feet, more or less, along the Easterly right of way of South 23<sup>rd</sup> Street to a point of intersection with the South right of way line of South "A" Street;

thence Westerly 450 feet, more or less, along the Southerly right of way of South "A" Street to the former Southeast corner South 22<sup>nd</sup> Street and South A Street (the Southerly extension of South 22<sup>nd</sup> Street has now been vacated);

thence Southwesterly, 1400 feet, more or less, across the Southern Pacific Railroad right of way to a point on the Southerly line thereof, said point being the Northeasterly corner of a tract of land surveyed for Georgia Pacific Corporation, filed in office of the Lane County Surveyor as County Surveyor's File No. 27395 (the northeast corner of current tax lot 18-03-01-00-3800);

thence Southerly 440 feet, more or less, along the East line of last said survey and the prolongation of it to a point of intersection with the Southerly line of the Mill Race as surveyed for the City of Springfield and filed in the office of the Lane County Surveyor as County Surveyor's File No. 29701 to 29705, said Southerly line of the Mill Race is also the City Limits line in this location;

thence Westerly 1360 feet, more or less, along the City Limits line as it follows the South line of the mill race as defined in last said survey to it's most Westerly terminus;

thence continuing along the City limits line, Northerly 40 feet, more or less to the centerline of the millrace;

thence continuing along the City limits line, which runs along the centerline of the Mill Race, Northwesterly 1000 feet, more or less to the intersection with the South line of Section 36, Township 17 South, Range 3 West of the Willamette Meridian;

thence Westerly 1250 feet, more or less, along the City Limits line which is the South line of above said Section 36, to the Southwest corner thereof, being common to Sections 36, 35, 2 and 1;

thence continuing along the City limits line, which follows the South line of Section 35, Township 17 South, Range 3 West of the Willamette Meridian, 3300 feet, more or less, to a point of intersection with the Southeasterly line of Block 14 of the Amended Plat of Willamette Heights Addition to the City of Springfield, as platted and recorded in Book 4, Page 78, Lane County, Oregon Plat Records (current tax lot 18-03-02-21-00200);

thence continuing along the City limits line, which follows the Southeasterly line of Block 14 of last said plat (South 49° 10' West plat record), 40 feet, more or less, to an angle point in the North – Northeasterly right of way line of Central Boulevard;

thence continuing along the City limits line, which follows the Northeasterly right of way of Central Boulevard, South 40° 50' East (plat record) 15 feet, more or less, to a point of intersection with the prolongation of the Southeasterly right of way line of Perry Street (now vacated);

thence continuing along the City limits line, which follows the Southeasterly line of Perry Street (now vacated), South 57° 05' 30" West (plat record) 245 feet, more or less, to the most Northwesterly corner of Lot 3, Block 9 of last said plat;

thence continuing along the City limits line, which follows the Westerly line of said Lot 3, 100 feet (plat record) to the Southwest corner thereof;

thence continuing along the City limits line, which follows the Northerly right of way line of Valley View Avenue along Lots 4 and 5 of last said plat, 145 feet, more or less, to a point of reverse curve of last said plat, said point being the end of a curve with a radius of 31.9 feet as well as the beginning of a curve with a radius of 40 feet;

thence continuing along the City limits line across Valley View Avenue, Southwesterly 40 feet (plat record) to the most Easterly point of Block C of the Amended Plat of Willamette Heights (current tax lot 18-03-02-21-01300);

thence continuing along the City limits line, which follows the Northwesterly and Westerly right of way line of Mohawk Avenue, 426 feet, more or less to the Southeast corner of Block C, said point is Northwest corner of Mohawk Avenue and High Street;

thence continuing along the City limits line, Westerly 178 feet (plat record) along the Northerly right of way of High Street to an angle point where it becomes Third Street;

thence continuing along the City limits line Northwesterly and Northerly 1270, feet more or less, along the Northeasterly and Easterly right of way line of Third Street to a point 28.8 feet South of the South Line of Section 35, Township 17 South, Range 3 West of the Willamette Meridian (see current tax map 17-03-35-33);

thence continuing along the City limits line, Westerly on a line parallel with and 28.8 feet South of the South line of said Section 35, 840 feet, more or less, to the centerline of the Willamette River;

thence continuing along the City limits line in the Willamette River, Northerly and Westerly 2,600 feet, more or less to a point perpendicular to the most westerly point of that tract of land described in a deed from Rosemary E. Philpott, V. Iris Jacobson and Gladys V. Olson to Willamalane Park and Recreation District, filed and recorded June 29, 1972, at Reception No. 6144, Lane County Official Records in Lane County, Oregon (current tax lot 17-03-34-14-11300);

thence leaving the City Limits line and centerline of the Willamette River on a line perpendicular to the City limits line, Northeasterly 350 feet, more or less, to the most Westerly point of the last said tract;

thence along the Northerly line of last said tract, 480 feet, more or less, to a point of intersection with the southerly extension of the East line of that tract of land described in a deed from Michael Kuenne and Reba Kuenne to Reba Lynne Kuenne, filed and recorded May 16, 2003 at Reception No. 2003-044592, Lane County Deeds and Records in Lane County, Oregon (current tax lot number 17-03-34-14-11500);

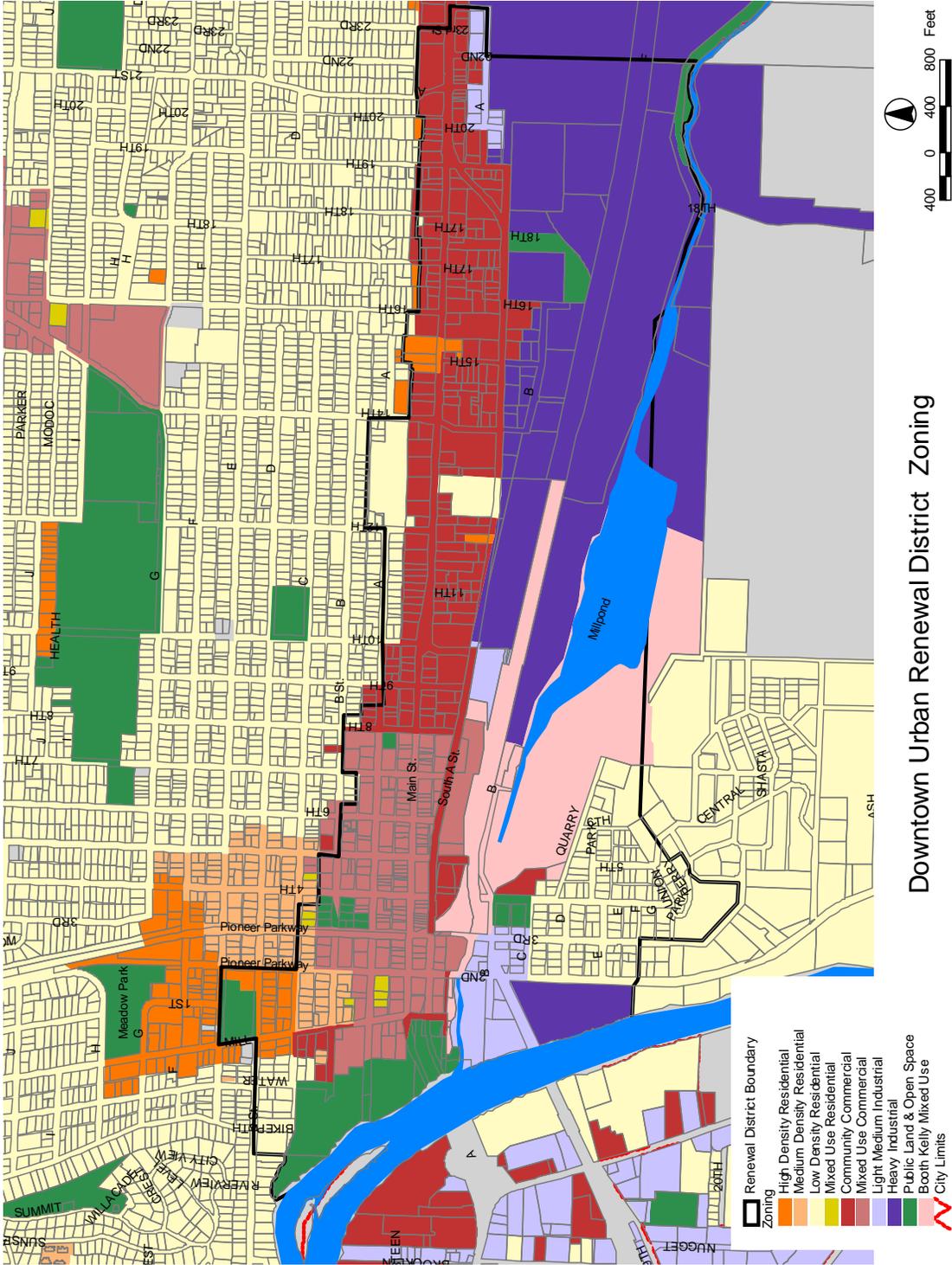
thence Northerly 280 feet, more or less, along the southerly prolongation of the East line of the above said tract, along said East line, and along the northerly prolongation of said East line to a point of intersection with the Northerly right of way line of "D" Street;

thence Easterly 840 feet, more or less, along the Northerly right of way of "D" Street to the Southeast corner of Lot 7, Block 21 of Emerald Heights, as platted and recorded October 26, 1909, in Book 4, Page 14, Plat Records of Lane County, Oregon, also being the Northwest corner of "D" Street and Mill Street, (southeast corner of current tax lot 17-03-35-23-07000)

thence Northwesterly 330 feet, more or less, along the Westerly right of way of Mill Street to the Northwest corner of Mill Street and "E" Street, said point is the Southeast corner of Lot 5, Block 18 of above said Emerald Heights (southeast corner of current tax lot 17-03-35-23-02400);

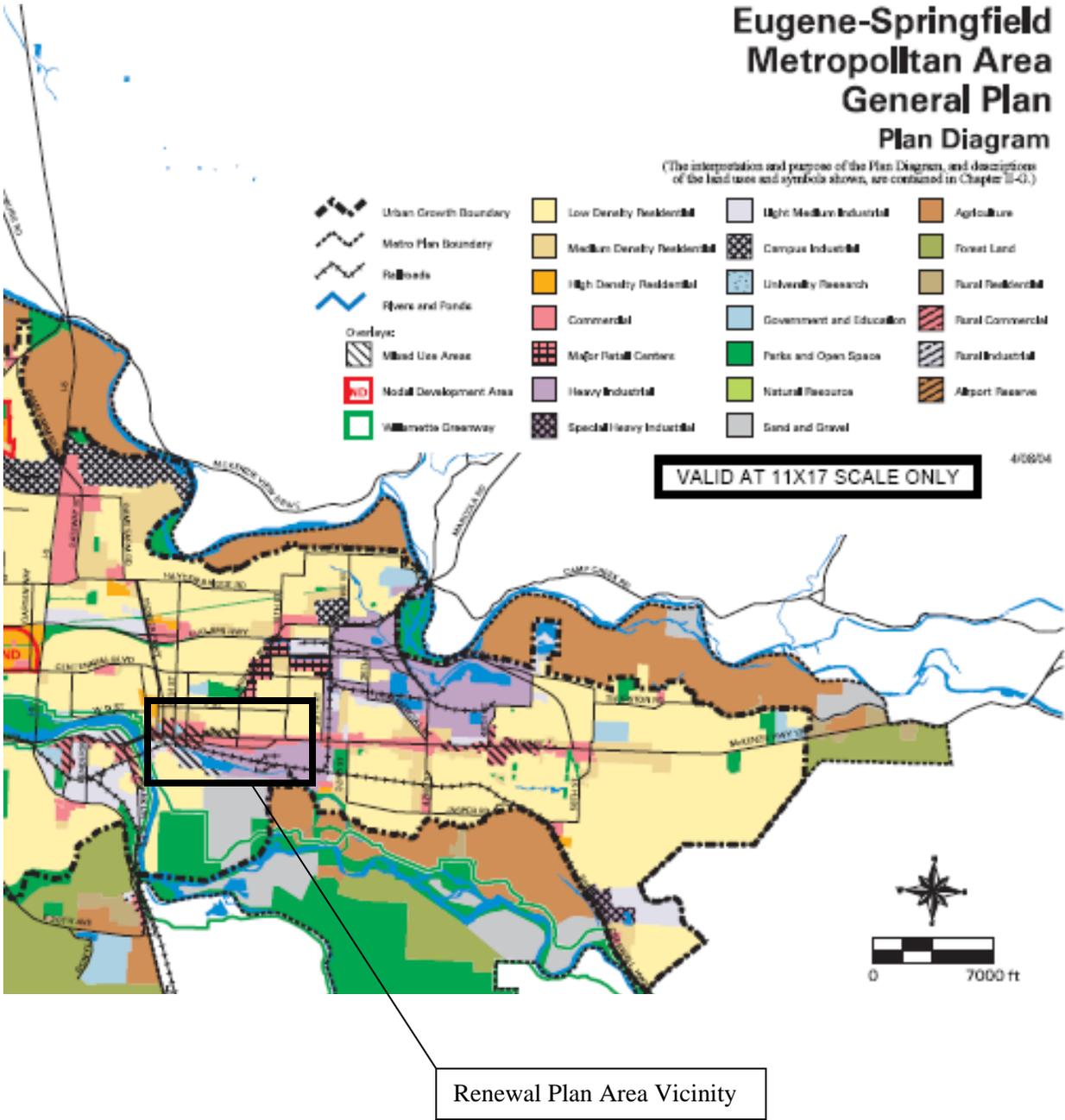
thence Easterly 745 feet, more or less, along the Northerly right of way of "E" Street to the Northeast corner of "E" Street and 2<sup>nd</sup> Street, said point is the Point of Beginning for this description.

ZONING MAP AND PLAN DIAGRAM



**EXHIBIT 2  
(continued)**

**METRO PLAN DIAGRAM (EXCERPT OF RENEWAL BOUNDARY)**



DETAILED GOAL DESCRIPTION

A. Promote Public and Private Development

Goal: To promote public and private development, redevelopment, and rehabilitation within the Urban Renewal Area to help create jobs, tax revenues, and self sustaining, vital and vibrant commercial and industrial areas.

Objectives:

1. Enhance the environment for development and investment through improvements to streets, streetscapes, parks, and public buildings and spaces.
2. Assist property owners in rehabilitating buildings so they can accommodate more intensive commercial, mixed-use, and industrial activity;
3. Help create economic vitality by creating activities and encouraging uses that bring a significant number of jobs, employees, potential shoppers and investors throughout the Renewal Area.

B. Rehabilitate Building Stock

Goal: To upgrade the stock of existing structures in the Renewal Area which contribute to its unique character, but which are run down or do not meet current State Building and Specialty Codes' requirements.

Objectives:

1. Improve the appearance of existing buildings in order to enhance the overall aesthetics of the Renewal Area.
2. Help in improving the safety of older buildings in regard to seismic stability, fire safety, building code compliance and accessibility to persons with disabilities.
3. Redevelop buildings and areas that are currently inconsistent with the goals and objectives of this plan so that the improvements benefit the entire economic development effort for the community and property owners.

C. Improve Streets, Streetscapes, Parks and Open Spaces

Goal: To improve existing streets and both on-street and off-street parking; to improve and enhance parks and open spaces, like multi-use paths, as an integral part of the area, and to enhance livability.

Objectives:

1. Enhance streetscapes by installing street lighting, street furniture, banners, awnings, planters and other amenities.
2. Fund sidewalk and alleyway connections and improvements.
3. Reconstruct and improve existing roadways where needed and in a manner meeting the objectives of this Plan.
4. Address and improve pedestrian safety along heavily traveled streets through the Urban Renewal Area.
5. Create additional open space areas and pedestrian spaces that are attractive areas for residents and employees and that stimulate economic activity and enhance livability.

D. Improve Utilities

Goal: Improve and update utilities to allow more efficient, intensive, and productive development of the areas.

Objectives:

1. Construct new, upgrade, underground, or reconstruct existing utilities (including water, electrical, sanitary and storm sewers, and telecommunications) as necessary to encourage and permit development of private properties, and supportive public amenities.

E. Parking

Goal: Develop convenient attractive parking facilities close to shopping, entertainment, and business destinations.

Objectives:

1. Construct public parking to support businesses and activities in the Downtown Urban Renewal Area that is visible, safe and conveniently located.
2. Install signage that clearly directs citizens to available public parking.

F. Public Facilities

Goal: Maintain, acquire and develop public parks and open spaces, and public safety, health, and other facilities, to maintain and enhance public use, safety, and enjoyment of the Renewal Area.

Objectives:

1. Ensure that public safety facilities within the Renewal Area are adequate to support and protect existing and proposed development in the Renewal Area.
2. Evaluate the adequacy of other public facilities serving the Renewal Area and ensure their compatibility with the surrounding development and proposed redevelopment in the area.
3. Ensure that public parks and open spaces are adequate to serve existing and proposed development.

G. Housing

Goal: Provide for new and rehabilitated housing opportunities that collectively reflect a diversity of housing types, occupancy (rental and owner-occupied), and income levels in the City. Support housing development that is geared to support the area's goals for generating new employment.

Objectives:

1. Provide a wide range of housing opportunities to accommodate households at all income levels, including low-, moderate-, and upper-income rental and owner-occupied housing, which support prospective residential markets in, adjacent to, and near the renewal area.
2. Provide assistance to help maintain and assist in the rehabilitation of the stock of existing housing in the renewal area.
3. Assist in the development of quality housing for a range of household incomes and characteristics that are unique to the desired urban, Downtown atmosphere.

H. Improve Public Entrance and Signage

Goal: Assist in funding for a program of entrance beautification and signage indicating cultural, historical, natural, and tourism landmarks within the renewal area.

Objectives:

1. Provide urban renewal funds for signage and entrance improvements in spaces within the urban renewal area reflecting the community's history, culture, natural areas, tourism opportunities, and welcoming attitude.
2. Provide assistance in implementing year round "color and movement" such as banners, hanging flower baskets and holiday decorations.

3. Increase public signage, both directional and informational, especially for functions related to tourism, special community events, and seasonal occurrences.

CONSISTENCY WITH LOCAL AND REGIONAL PLANNING OBJECTIVES

The following is a list of the supporting policies for each of the projects and indicate the conformance of the Plan to local land use plans and policies. (Projects are referenced by letter according to the project list spreadsheet in the Report accompanying this Plan.)

**A. STREET CONSTRUCTION AND CIRCULATION IMPROVEMENTS**

***Metro Plan Policies:***

System Wide Policy F.10: Protect and manage existing and future transportation infrastructure.

System Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation nodes.

System Wide Policy F.13: Support transportation strategies that enhance neighborhood livability.

Transportation System Improvements: Roadways Policy F.14: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.

***Downtown Refinement Plan Policies***

Access, Circulation, and Parking Element Policies 1-8:

1. The City shall pursue funding of identified bicycle and pedestrian improvement projects within the Downtown area to place these projects in the “Programmed” category in TransPlan.
2. The City and Willamalane shall work cooperatively to obtain easements or other instruments to enable construction of park-to-park multi-use paths, including Island Park to Dorris Ranch; Dorris Ranch to Clearwater Park and the Mill Race from the Middle Fork of the Willamette to the confluence at the Springfield Bridges.
3. The City shall evaluate the distribution of public off-street parking in the Downtown and prepare a strategy to address the equitable balance of these resources.
4. The City shall consider formation of a Downtown Association to partner with the City on parking solutions and enhancing the pedestrian experience.

5. The City shall work with LTD to facilitate the success of the BRT system [EmX Line], encourage local businesses to participate in LDT ridership programs, and co-sponsor Transportation Demand Management techniques.
6. The City shall work with ODOT to take full advantage of the opportunities presented by the designation of Main Street as Special Transportation Areas and will pursue a similar designation for South A Street.
7. The grid street system within the Downtown Refinement Plan area, including streets and alleys, shall be maintained to the greatest extent practicable, except where issues of public safety and security may become a concern for public buildings.
8. The City shall study, and where appropriate, implement a plan to improve auto, pedestrian, and bicycle access to the Booth-Kelly site and the Mill Race.

***Oregon Transportation Plan:***

Development of an Integrated Multimodal System: Policy 1.1: Plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Downtowns and Economic Development: Policy 3.3: Provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

**B. Infrastructure and Utilities Improvements**

***Metro Plan Policies:***

Public Facilities and Services Element: Stormwater Policy G.14: Implement changes to stormwater facilities and management practices to reduce the presence of pollutants regulated under the Clean Water Act and to address the requirements of the ESA.

Public Facilities and Services Element: Stormwater Policy G.16: Manage or enhance waterways and open stormwater systems to reduce water quality impacts from runoff and to improve stormwater conveyance.

***Downtown Refinement Plan Policies:***

Design Element Policy 3: Alternative methods of lessening the negative aesthetic character of overhead electric lines in the Downtown area shall be examined and pursued by SUB. This may include: 1) undergrounding new service connections and “clean-up”

of overhead express feeders in the near future, and 2) possible undergrounding of all lines in the future.

**C. PUBLIC FACILITIES**

***Metro Plan Policies:***

Public Facilities and Services Element: Schools Policy G.21: The cities shall initiate a process with school districts within the UGB for coordinating land use and school planning activities. The cities and school districts shall examine the following in their coordination efforts:

- a. The need for new public school facilities and sufficient land to site them

**D. PARKS, RECREATION, PEDESTRIAN AND BIKE CORRIDORS AND OTHER AMENITIES**

**E. (COMBINED WITH PROJECT CATEGORY H)**

**F. WILLAMALANE PARKS IMPROVEMENTS**

***Metro Plan Policies:***

Transportation System Improvements: Bicycle Policy F.22: Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Transportation System Improvements: Bicycle Policy F.24: Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.

Transportation System Improvements: Pedestrian Policy F.26: Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

Transportation System Improvements: Pedestrian Policy F.27: Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

Parks and Recreation Facilities Element Policy H.1: Develop a system of regional-metropolitan recreational activity areas based on a facilities plan for the metropolitan area that includes acquisition, development, and management programs. The *Metro Plan* and system should include reservoir and hill parks, the Willamette River Greenway, and other river corridors.

Parks and Recreation Facilities Element Policy H.4: Encourage the development of private recreational facilities.

Parks and Recreation Facilities Element Policy H.5: Develop mechanisms and processes by which residents of an area to be served by a neighborhood park, neighborhood center, or play lot can participate in the design, development, and maintenance of the facility.

***Downtown Refinement Plan Policies:***

Economic Element Policy 5: The City shall support Willamalane's efforts to develop parks and open spaces in the Refinement Plan area consistent with the Willamalane Park and Recreation Comprehensive Plan.

Design Element Policy 2: The City and Willamalane shall continue to develop and integrate the elements of the river, bridge, White Horse, Millrace and Island Park to enhance historic, recreational, and aesthetic values and promote tourism.

Public Spaces Element Policies 1-4:

1. The City shall encourage the development and use of sites throughout Downtown for displays, exhibits, festivals and other events of public interest.
2. The City and Willamalane shall continue to explore the creation and development of public space improvements in the Downtown including a Downtown overlook and improved pedestrian access to Island Park, the Millrace, and the historic Briggs Ferry Landing.
3. The City shall endeavor to maintain funding for maintenance programs on Downtown streets, sidewalks, and City-owned public spaces.
4. The City, in cooperation with downtown businesses, should identify funding for, design, and construct a New Main Street plaza at the location of the parking lot on the south side of City Hall. The plaza would serve as the primary civic gathering public space in the core of the downtown. The design would explore whether it should be a dual use as both parking and plaza, or be converted to all plaza. The long-term vision for this space would include reconstruction of the south side of City Hall to complement the plaza.

***Willamalane Plan Strategies:***

Parks and Open Space Strategy: Provide parks, open spaces, river access, and pathways, while respecting private property rights.

Community Recreation and Support Facilities: Provide community recreation and support facilities that facilitate a wide variety of activities, create community gathering places, and enhance community pride.

**G. REDEVELOPMENT THROUGH NEW CONSTRUCTION**

***Metro Plan Policies:***

Economic Element Policy B.13: Continue to encourage the development of convention and tourist-related facilities.

Economic Element Policy B.14: Continue efforts to keep the Eugene and Springfield central business districts as vital centers of the metropolitan area.

***Downtown Refinement Plan Policies:***

Economic Element Policy 3: The City shall maintain a variety of strategies and funding sources as incentives to development and redevelopment of the Downtown. This should include, but not be limited to: State Revolving Loan Funds; Industrial Development Revenue Bonds; Oregon Business Development Fund; state lottery funds; CDBG grants and loan programs; tax increment financing; local improvement districts; economic improvement districts; and, special assessment districts.

Economic Element Policy 4: As the design and construction of the Justice Center evolves, the City shall work with nearby businesses and property owners to take advantage of opportunities to develop sites or structures to accommodate the various support uses that are likely to seek this proximity.

Economic Element Policy 7: The City shall support efforts to attract shoppers to the Downtown, including but not limited to specialty events such as festivals and parades, and recurring activities such as a “Farmer’s Market.”

Economic Element Policy 8: The City shall support the retention of local businesses and the relocation of new business to Downtown.

***Oregon Transportation Plan:***

Creating Communities: Policy 4.3: Increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

**H. PRESERVATION, REHABILITATION, AND CONSERVATION**

**E. UPGRADES TO FIRE PROTECTION AND EMERGENCY RESPONSE SYSTEMS**

***Metro Plan Policies:***

Historic Preservation Element Policy I.1: Adopt and implement historic preservation policies, regulations, and incentive programs that encourage the inventory, preservation,

and restoration of structures; landmarks; sites; and areas of cultural, historic, or archaeological significance, consistent with overall policies.

Historic Preservation Element Policy I.2: Institute and support projects and programs that increase citizen and visitor awareness of the area's history and encourage citizen participation in and support of programs designed to recognize and memorialize the area's history.

***Downtown Refinement Plan Policies:***

Design Element Policy 8: The City shall support efforts by Downtown businesses to make building façade improvements.

***Willamalane Plan Strategies:***

Rehabilitation Strategy: Upgrade and revitalize existing parks and recreation facilities to provide recreation opportunities, protect recreation resources, improve the environment, enhance user safety, and improve accessibility for people with disabilities.

**I. Property Acquisition and Disposition**

***Metro Plan Policies:***

Economic Element Policy 16: Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or reuse in a comprehensive manner rather than piecemeal fashion.

**J. TECHNICAL, FINANCIAL AND DESIGN PLAN DRAFTS AND UPDATES**

***Metro Plan Policies:***

***Downtown Refinement Plan Policies:***

Access, Circulation, and Parking Element Policy 3: The City shall evaluate the distribution of public off-street parking in the Downtown and prepare a strategy to address the equitable balance of these resources

Access, Circulation, and Parking Element Policy 8: The City shall study, and where appropriate, implement a plan to improve auto, pedestrian, and bicycle access to the Booth-Kelly site and the Mill Race.