
AGENDA ITEM SUMMARY

Meeting Date: 9/19/2017
Meeting Type: Regular Meeting
Staff Contact/Dept.: Andy Limbird, DPW
Staff Phone No: 541-726-3784
Estimated Time: 15 Minutes
Council Goals: Promote and Enhance our Hometown
Feel while Focusing on Livability and
Environmental Quality

**SPRINGFIELD
PLANNING COMMISSION**

ITEM TITLE: ZONING MAP AMENDMENT – REZONE APPROXIMATELY 4.87 ACRES OF VACANT LAND FROM HEAVY INDUSTRIAL (HI) TO COMMUNITY COMMERCIAL (CC) AND LOW DENSITY RESIDENTIAL (LDR) TO CORRECT A DISCREPANCY BETWEEN THE CURRENT ZONING AND THE COMPREHENSIVE PLAN DESIGNATION

ACTION REQUESTED: Conduct deliberations, and approve, approve with amendments, or deny a request for Zoning Map Amendment from Heavy Industrial (HI) to a combination of Community Commercial (CC) and Low Density Residential (LDR).

ISSUE STATEMENT: Willamalane Park & Recreation District is requesting a Zoning Map Amendment for a 4.87-acre property (a segment of the former Weyerhaeuser haul road) from HI to CC and LDR.

ATTACHMENTS:

1. Amended Staff Report and Findings for Zoning Map Amendment
2. Application and Exhibits
3. Written Testimony from Oregon Fair Housing Council
4. PC Final Order – Zoning Map Amendment Request 811-17-000049-TYP3

DISCUSSION: The property requested for Zoning Map Amendment is a linear, 4.87-acre parcel that runs south of Main Street near the intersection with South 48th Street to the convergence with the Booth-Kelly Road south of Daisy Street. The linear property represents an extension of the Weyerhaeuser haul road that provided dedicated log truck access to the wood products and paper manufacturing complex operated by International Paper and (formerly) Sierra Pine.

The applicant is requesting a Zoning Map amendment to correct a plan/zone conflict between the current zoning of Heavy Industrial and the comprehensive plan designations of Community Commercial and Low Density Residential depicted in the adopted *East Main Refinement Plan* diagram. The Zoning Map amendment also would allow for surplus portions of the former haul road parcel to be incorporated into the Westwind Phase 2 residential subdivision, and for a developable commercial parcel to be created at the intersection of Main and South 48th Streets. The linear property is vacant and not currently assigned a street address (Assessor's Map 17-02-32-00, Tax Lot 100).

Staff observes that the current zoning for the property (Heavy Industrial) is incongruous with the adjacent commercial and residential zoning in the immediate vicinity. Because the bulk of the property is identified as a future street and multi-use pathway corridor that extends south of Main Street and Daisy Street to the Booth-Kelly Road, the rezoning action would bring the property into conformity with the Refinement Plan diagram. For this reason, the request for Zoning Map amendment can be reviewed on its own merits as a correction to a discrepancy between the current zoning and the adopted comprehensive plan designation.

The Springfield Planning Commission conducted a public hearing for the requested Zoning Map amendment on September 6, 2017. Based on the testimony provided at the meeting, the public hearing was closed but the written record was held open for seven days to allow for submittal of additional material. A supplementary finding has been added to the covering staff report to address the testimony submitted by the Oregon Fair Housing Council (see Finding 6B). Staff recommends that the Planning Commission reviews the submitted material and conducts deliberations on the requested Zoning Map amendment.

**Amended Staff Report and Findings
Planning Commission
Zone Change Request (Willamalane Park & Recreation District)**

Meeting Date: September 19, 2017

Case Number: 811-17-000049-TYP3

Applicant: City of Springfield and Willamalane Park & Recreation District

Property Owner: Willamalane Park & Recreation District

Site: Adjacent to South 48th Street between Main Street and the Y-intersection with the Booth-Kelly Road South of Daisy Street (Map 17-02-32-00, Tax Lot 100)

Request

Rezone Tax Lot 100 from Heavy Industrial (HI) to Community Commercial (CC) and Low Density Residential (LDR) to correct a plan/zone conflict.

Site Information/Background

The application was submitted on June 9, 2017 and the City conducted a Development Review Committee meeting on the Zone Change request on June 27, 2017. The Springfield Planning Commission conducted a public hearing on the matter of the Zone Change request on September 6, 2017. As a result of testimony submitted at the public hearing meeting, the public hearing was closed but the written record was held open an additional seven days to the close of business on September 13, 2017. The Springfield Planning Commission is reconvening on September 19, 2017 to conduct deliberations on the matter.

The property that is subject of the Zone Change request is a segment of the former Weyerhaeuser haul road that extends southward from Main Street to a confluence with the Booth-Kelly Road south of Daisy Street. The linear property is approximately 4.8-acres in extent and is currently zoned Heavy Industrial (Figure 1). The Assessor's description of the affected property is Map 17-02-32-00, Tax Lot 100, and because it is a former private industrial road the property does not have an assigned street address.

Portions of the former Weyerhaeuser haul road parcel are proposed for extension of South 48th Street to an intersection with Daisy Street, and installation of a multi-use pathway adjacent to the public street. A small portion of the former haul road between Aster Street and Daisy Street is proposed for transfer to Hayden Homes to facilitate construction of the Westwind Phase 2 subdivision (tentatively approved May 12, 2017, Case TYP217-00012). The adopted *East Main Refinement Plan* designates the subject property for a combination of Mixed Use/Community Commercial (segment between Main Street and Aster Street) and Low Density Residential (the remaining segment south of Aster Street) as depicted in Figure 2 below. Because the current Heavy Industrial zoning is not consistent with the comprehensive plan designation, a plan/zone conflict exists. The requested Zoning Map amendment would bring the property into conformity with the adopted Refinement Plan and allow for its use for planned residential, transportation, and recreational projects to serve the neighborhood and community.

Staff advises that the scope of the Zoning Map amendment has been expanded from the applicant's initial submittal, which only affected the segment between Aster Street and Daisy Street. Instead, staff is recommending that the full length of Tax Lot 100 from Main Street to the intersection with Booth-Kelly Road is rezoned to be consistent with the comprehensive plan designation.

Notification and Written Comments

Notification of the September 6, 2017 Planning Commission public hearing was sent to all property owners and residents within 300 feet of the site on August 15, 2017. Notification was also published in the August 21 and 28, 2017 editions of *The Register Guard*. Staff posted public hearing notices in the City Hall lobby, on the Development & Public Works Department digital display, and four places along the property: at the intersection of South 48th and

Main Street; at the intersection of South 48th and Aster Street; and on the north and south sides of Daisy Street at the former Weyerhaeuser road crossing. No telephone calls or written comments were received.

Figure 1 – Extract from Springfield Zoning Map

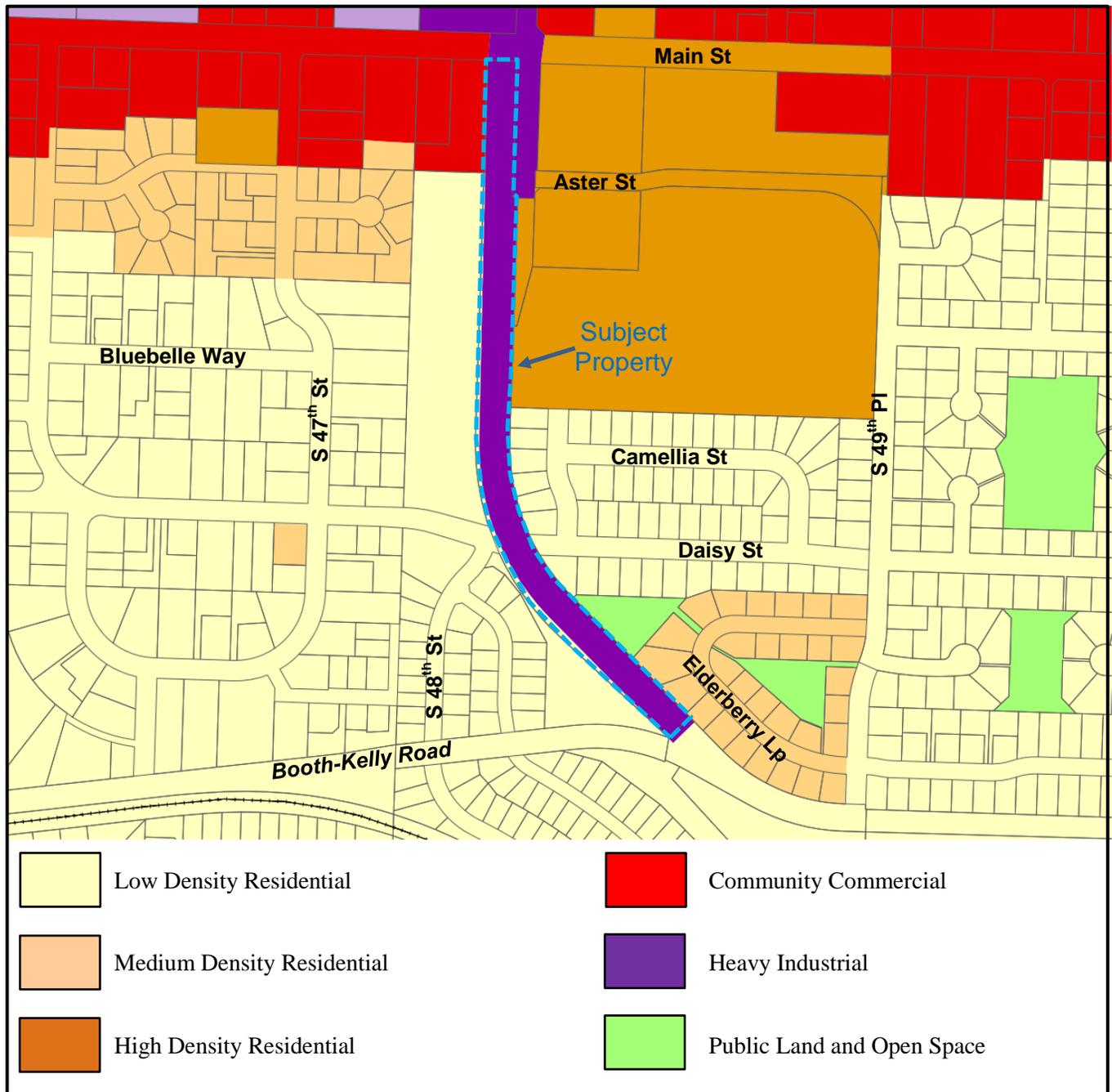
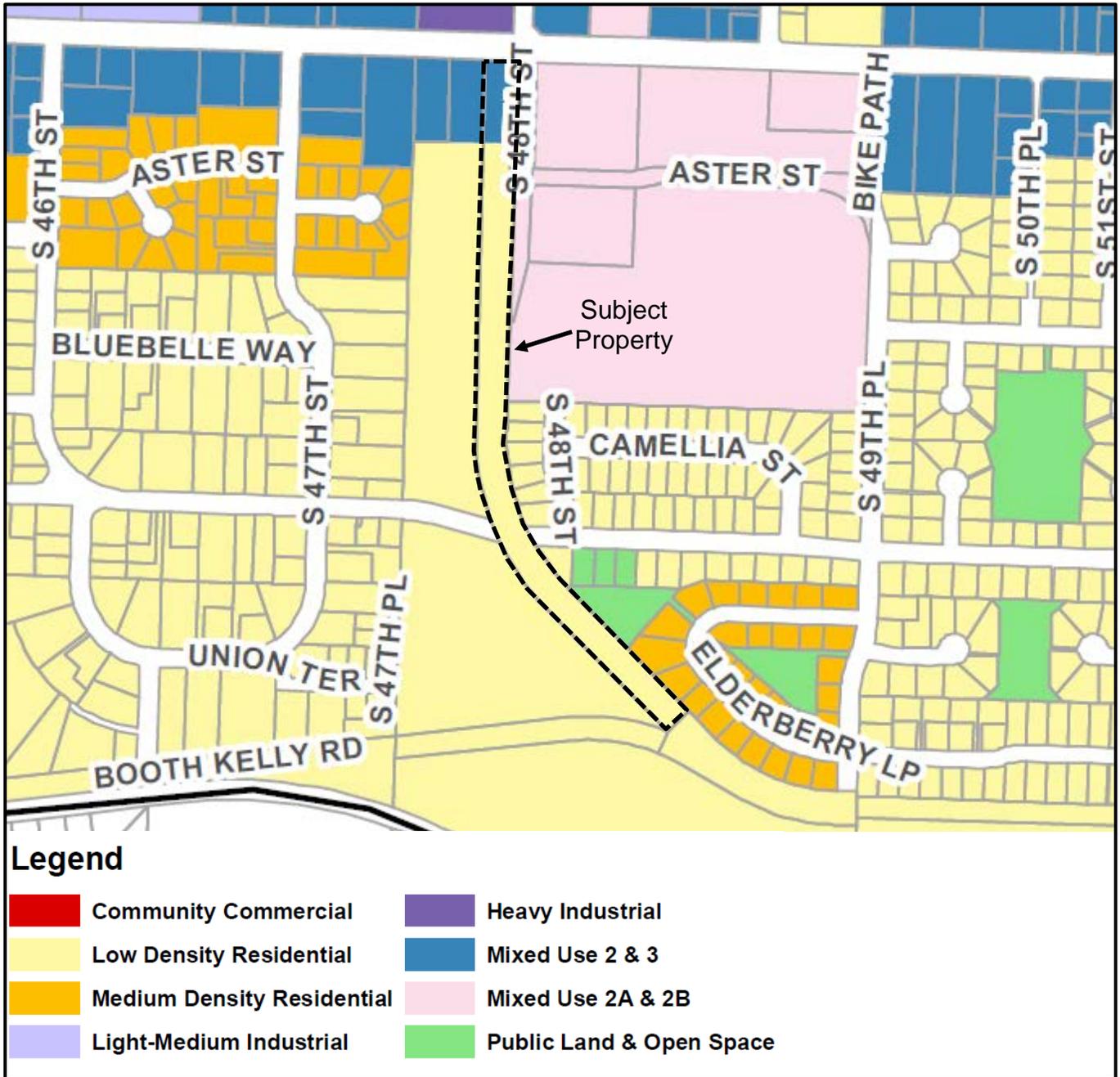


Figure 2 – Extract from *East Main Refinement Plan* diagram



Criteria of Approval

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

SDC 5.22-115 CRITERIA

C. *Zoning Map amendment criteria of approval:*

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

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

Proposed Findings In Support of Zone Change Approval

Criterion: Zoning Map amendment criteria of approval:

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

Applicant's Submittal: *"The Metro Plan diagram shows the area as Low Density Residential and this application will rezone the site to the same. The Metro Plan policies applicable to this rezoning application are as follows:*

'Chapter III, A.2: Residentially designated land within the UGB should be zoned consistent with the Metro Plan and applicable plans and policies; however, existing agricultural zoning may be continued within the area between the city limits and the UGB until rezoned for urban uses.'

The area is designated as Low Density Residential in the Metro Plan; therefore, the proposed zone change from HI to LDR meets this criterion."

Finding 1: As stated above, City staff has expanded the scope of the zone change to include the entire length of the former Weyerhaeuser haul road parcel. The current owner of the property, Willamalane Park & Recreation District, has provided written concurrence for the Zoning Map amendment to all of Tax Lot 100. Therefore, additional Metro Plan policies are applicable to the site as noted below.

Finding 2: *Metro Plan* Policy B.6, Page III-B-4 states: "Increase the amount of undeveloped land zoned for light industrial and commercial uses correlating the effective supply in terms of suitability and availability with the projections of demand."

Finding 3: *Metro Plan* Policy B.16, Page III-B-5 states: "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 rather than piecemeal fashion."

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

Finding 5: Consistent with the *Metro Plan* policies, the proposed rezoning of the linear property would create a site with Community Commercial (CC) zoning on the west side of South 48th Street between Main Street and Aster Street. Upon rezoning, this property would be eligible for consolidation with the adjoining property to the west (also zoned CC) thereby creating a more viable development site.

Finding 6: Consistent with the *Metro Plan* policies, the proposed rezoning of the linear property would create a corridor of residentially-zoned land that can be more readily integrated with the existing neighborhood. Portions of the residentially-zoned area are proposed for incorporation into a recently-approved subdivision (Westwind Phase 2) and the remainder would provide for future transportation corridors (extension of South 48th Street and provision of a multi-use pathway).

Finding 6B: The proposed rezoning is consistent with the *Springfield 2030 Comprehensive Plan Residential Land and Housing Element*, which was adopted as a Springfield-specific refinement of the *Metro Plan. Residential Land and Housing Element*, Finding 8, page 11, specifically provides that owners of residentially planned land in the buildable land inventory are entitled to residential zoning that matches the plan designation. The portion of the subject property that is low density residential is already included within the City's acknowledged residential buildable lands inventory. Therefore, the proposed rezoning will have no effect on the amount of buildable land, and is consistent with the *Residential Land and Housing Element*.

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

Applicant's Submittal: "*The site falls within the East Main Refinement Plan. The Plan lists the area as Low Density Residential; therefore, the proposed rezoning is in compliance with this criterion.*"

Finding 7: The subject property is within the adopted *East Main Refinement Plan* area as depicted on Figure 2 above. The Refinement Plan diagram depicts the majority of the linear property with LDR zoning designation and the portion between Aster Street and Main Street with "Mixed Use 2 & 3".

Finding 8: The Mixed-Use Element, Policies 2A and 2B, of the *East Main Refinement Plan* states:

- 2A) The following land uses are allowed under Community Commercial zoning:
 - Medium and High Density Residential
 - All Community Commercial uses subject to Article 18 [Note: now Article 3.2-300] of the Springfield Development Code.
- 2B) All properties shall be legislatively rezoned to Community Commercial except as stated in Section D below.

Finding 9: The Commercial Element, Policies 1 and 2, of the *East Main Refinement Plan* states:

- 1) Where safe and efficient vehicular access can be provided, encourage the development of neighborhood or small commercial shopping centers at the intersections of collector streets and Main Street.
- 2) Apply site-specific Commercial refinement plan designation to clearly define the limits of new commercial uses where there is not an existing, legally established, and beneficial mixing of uses.

Finding 10: Consistent with provisions of the adopted Refinement Plan, staff is recommending that the segment of former Weyerhaeuser haul road between Aster Street and Main Street is rezoned from Heavy Industrial to Community Commercial. Changing the subject area to Community Commercial zoning would implement the policies of the adopted Refinement Plan, allow for potential consolidation of the area with adjoining commercial properties, and provide for the highest and best use for the currently vacant land.

Finding 11: *The Springfield 2035 Transportation System Plan* (TSP) is the functional refinement to the *Metro Plan* dealing specifically with transportation facilities and Springfield's compliance with statewide planning Goal 12. The proposed zone change from HI to CC and LDR is consistent with, and does not alter the TSP's policies and projects, and is therefore consistent with the TSP.

Finding 12: The extension of South 48th Street south to Daisy Street is identified as a planned collector street connection on the City's Conceptual Street Map and is a 20-year priority (Project R-39) in the adopted TSP. The future extension of the public street is not reliant on the underlying zoning, so the proposed action would have no effect on planned transportation improvements in the area.

Finding 13: The provision of a multi-use pathway along the South 48th Street corridor and continuing along the former Weyerhaeuser haul road alignment is another long-range priority project identified in the City's TSP (Project PB-38) and the Willamalane Comprehensive Plan (Project 4-22). Transportation facilities, including local and regional off-street pathway connections, are allowable uses in the LDR District. Therefore, the proposed Zoning Map amendment will have no adverse effect on adopted Refinement Plans, conceptual development plans, and functional plans. Furthermore, the Zoning Map amendment will facilitate completion of transportation and recreational facility projects listed as priority projects in the TSP and the Willamalane Comprehensive Plan – which is a refinement plan to the *Metro Plan*.

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

Applicant's Submittal: *"The majority of the area being rezoned will be developed with roadway and a stormwater conveyance channel. The portion to be used as residential will be primarily used as yard space. The project site is concurrently undergoing the subdivision process (Westwind Estates 1st Addition, TYP217-00012). Availability of facilities, services and transportation networks was addressed in the application, which was approved on May 12, 2017. A brief overview of that application is as follows:*

As part of the conditions of transfer of the property from Willamalane to the City of Springfield, improvements to South 48th Street will include a multi-use path on the east side of the street. No houses, new or existing, will front on the South 48th Street extension; therefore, a sidewalk on the west side of the street is unnecessary. Bike lanes will not be needed for connectivity due to the multi-use path. Their addition would only increase impervious surface and maintenance needs. Intersection improvements will be needed at both Aster Street and Daisy Street; these improvements will be designed by City staff as a roundabout is desired at Daisy Street and merging the multi-use path at Aster Street may require changes to South 48th Street north of the intersection. The 48th Street channel provides stormwater conveyance. In order to create additional system loops, the Springfield Utility Board will be extending water and electric mainlines from Aster Street to Daisy Street as part of the South 48th Street improvements."

Finding 14: The property requested for Zone Change has a full range of public utilities and services available on the perimeter and a developed urban transportation network (Main Street, Daisy Street, South 48th Street) along portions of the property frontage. At this point, urban utilities have been requested to serve only the portion proposed for incorporation within the Westwind Phase 2 subdivision area. The remainder of the property will serve as a transportation (vehicular, bicycle and pedestrian) and potential utility corridor for the neighborhood. Other utilities (including but not limited to sanitary sewer, storm sewer, and telecommunications) can be extended to the property as future development requirements dictate.

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

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

Finding 15: The requested Zone Change is being undertaken as a correction to a plan/zone conflict between the current zoning and the plan designations identified in the adopted *East Main Refinement Plan*. Because the proposed CC and LDR zoning is consistent and compatible with the *Metro Plan* and the

adopted *East Main Refinement Plan* land use designation, a *Metro Plan* diagram amendment is not required or warranted. Therefore, the criterion to comply with SDC 5.14-100 is not applicable.

Finding 16: The Transportation Planning Rule, OAR 660-012-0060(1), requires a local government to put in place certain mitigation measures if an amendment to a land use regulation (including a zoning map amendment) would “significantly affect” an existing or planned transportation facility. OAR 660-012-0060 (9) provides that the “local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility” if all the requirements in subsections (a)-(c) are met.

Finding 17: OAR 660-012-0060 (9)(a) requires that the proposed zoning map amendment be consistent with the existing comprehensive plan map designation, and the map amendment does not change the comprehensive plan map. As found above, the proposal brings the property into compliance with the Refinement Plan diagram.

Finding 18: OAR 660-012-0060 (9)(b) requires that the local government has an acknowledged Transportation System Plan (TSP) and that the proposed zoning map amendment is consistent with the TSP. The *Springfield 2035 TSP* was acknowledged by DLCD, and the proposed zone change is consistent with the TSP, and does not adversely affect TSP policies or projects. Staff finds that the proposed zone change could facilitate completion of one or more priority projects listed in the TSP.

Finding 19: OAR 660-012-0060 (9)(c) requires that the area subject to the proposed zoning map amendment not be subject to an exemption from the TPR standards pursuant to a prior UGB amendment or TSP amendment to account for urbanization of the area. The subject site is within the Springfield UGB and city limits, so this criterion is not applicable.

Finding 20: Because the proposed zoning map amendment meets all the criteria of OAR 660-012-0060(9)(a)-(c), the proposed amendment does not “significantly affect” an existing or planned transportation facility under OAR 660-012-0060(1), and no mitigation measures under that rule are required. Therefore, the proposal complies with the Transportation Planning Rule, OAR 660-012-0060.

Conclusion: Based on the above-listed criteria, staff recommends support for the request as the proposal meets the stated criteria for Zone Change approval in accordance with provisions of the *Metro Plan* and the Springfield Development Code.

Conditions of Approval

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

5.22-120 CONDITIONS

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

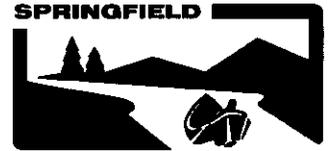
Most of the subject property is a former private industrial road that is designated as a future collector street extension and multi-use pathway corridor. As such, it is not expected that extensive development will occur on the property aside from improvements to the existing paved surface and extension of South 48th Street as a collector road. A small portion of the property between Aster Street and Daisy Street is proposed for incorporation into the backyards of residential lots in the Westwind Phase 2 subdivision area.

The Planning Commission may choose to apply conditions of approval as necessary to comply with the Zone Change criteria.

Recommendation

The subject application facilitates development and redevelopment of the property with residential and recreational uses, which cannot be readily achieved with the current Heavy Industrial zoning. Staff advises that the requested Zoning Map amendment can be reviewed and approved on its own merit because it brings the property into conformity with the adopted East Main Refinement Plan and facilitates completion of projects identified in the City's TSP and the Willamalane Comprehensive Plan. For these reasons, staff recommends support for the requested Zoning Map amendment.

City of Springfield
 Development & Public Works
 225 Fifth Street
 Springfield, OR 97477



Zoning Map Amendment, Type III

Required Project Information (Applicant: complete this section)			
Applicant Name:	City of Springfield	Phone	541-726-3700
Company:	City of Springfield	Fax:	
Address:	225 Fifth Street, Springfield OR 97477		
Applicant Signature:			
Property Owner:	Willamalane Park & Recreation	Phone	541-736-4030
Company:	Willamalane Park & Recreation	Fax:	
Address:	250 S. 32nd St, Springfield OR 97478		
Owner Signature:	<i>L. Williams, Planning & Dev. Manager</i>		
If the applicant is other than the owner, the owner hereby grants permission for the applicant to act in his or her behalf			
ASSESSOR'S MAP NO:	17-02-32-00	TAX LOT NO(S):	100 (portion)
Property Address:	Weyerhaeuser Haul Road between Aster St and Daisy St		
Area of Request	Square Feet: 105,347	Acres:	
Existing Use(s) of Property:	Vacant		
Description of The Proposal:	Rezoning to address a conflict between the current zoning (HI - Heavy Industrial) and the Metro Plan designation (LDR - Low Density Residential).		
Required Property Information (City Intake Staff: complete this section)			
Case No.:	17-000049-TR3	Date	6/9/17
Application Fee:	CITIZEN INITIATED	Postage Fee:	421
		Received by: (initials)	<i>[Signature]</i>
		Total Fee:	421

Edited 7/19/2007 bjones

Date Received

JUN 09 2017

Original Submittal *gm*



June 7, 2017

FINDINGS
ZONING MAP AMENDMENT, TYPE III
TM 17-02-32-00, TL 100 (PORTION)
Branch Engineering Inc. Project No. 16-399

This application addresses a conflict which exists between the site's current Heavy Industrial (HI) zoning and the Metro Plan's Low Density Residential (LDR) designation by rezoning the site as LDR. The City of Springfield and Willamalane Park and Recreation District are currently in the process of a property line adjustment on the site, which runs along Weyerhaeuser Haul Road between Aster Street and Daisy Street (TM 17-02-32-00, TL 100). The PLA is intended to adjust the southerly tax lot boundary to Daisy Street. That portion of the adjusted tax lot between Daisy Street and Aster Street will be included in the Westwind Estates, 1st Addition plat. Most of the subject area will be developed as a collector roadway, multi-use path and stormwater conveyance channel. The remainder will be incorporated in the residential lots and stormwater ponds. The subdivision conditions of approval required this rezoning in order to prevent Industrial zoning on property being used as Low Density Residential.

The following describes how the proposed zoning map amendment conforms to the Criteria:

5.22-115 Criteria.

- A. Quasi-Judicial Zoning Map Amendments. The Planning Commission or Hearings Official may approve, approve with conditions or deny a quasi-judicial Zoning Map amendment based upon approval criteria C.1. through 3., below. The Planning Commission or Hearings Official shall make the final local decision on all quasi-judicial zoning map amendments that do not include a Metro Plan diagram amendment.

There are no changes to the Metro Plan as part of this zoning; therefore, this process is applicable.

- C. Zoning Map amendment criteria of approval:

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

The Metro Plan diagram shows the area as Low Density Residential, and this application will rezone the site to the same.

Date Received

JUN 09 2017

Original Submittal SM

The Metro Plan policies applicable to this rezoning application are as follows:

Chapter III, A.2: Residentially designated land within the UGB should be zoned consistent with the Metro Plan and applicable plans and policies; however, existing agricultural zoning may be continued within the area between the city limits and the UGB until rezoned for urban uses.

The area is designated as Low Density Residential in the Metro Plan; therefore, the proposed zone change from HI to LDR meets this criterion.

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

The site falls within the East Main Refinement Plan. The Plan lists the area as Low Density Residential; therefore, the proposed rezoning is in compliance with this criterion.

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

The majority of the area being rezoned will be developed with roadway and a stormwater conveyance channel. The portion to be used as residential will be primarily used as yard space.

The project site is concurrently undergoing the subdivision process (Westwind Estates 1st Addition, TYP 217-00012). Availability of facilities, services and transportation networks was addressed in the application, which was approved on May 12, 2017. A brief overview of that application is as follows:

As part of the conditions of transfer of the property from Willamalane to the City of Springfield, improvements to South 48th Street will include a multi-use path on the east side of the street. No houses, new or existing, will front on the South 48th Street extension; therefore, a sidewalk on the west side of the street is unnecessary. Bike lanes will not be needed for connectivity due to the multi-use path. Their addition would only increase impervious surface and maintenance needs. Intersection improvements will be needed at both Aster Street and Daisy Street; these improvements will be designed by City staff as a roundabout is desired at Daisy Street and merging the multi-use path at Aster Street may require changes to South 48th Street north of the intersection.

The 48th Street channel provides stormwater conveyance.

In order to create additional system loops, the Springfield Utility Board will be extending water and electric mainlines from Aster Street to Daisy Street as part of the South 48th Street improvements.

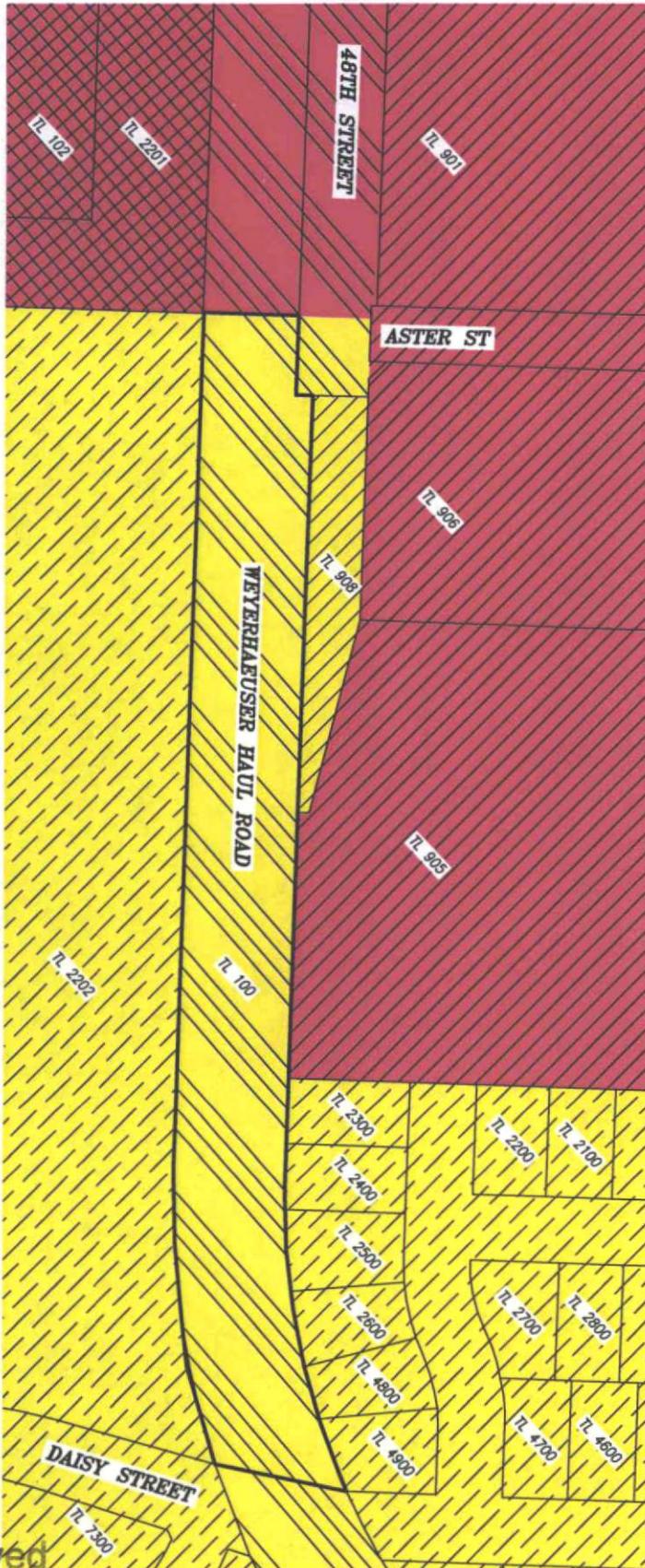
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JUN 09 2017
Page 8 of 33

Original Submittal _____
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EXHIBIT "A"

JUNE 8, 2017
SCALE: 1"=100'



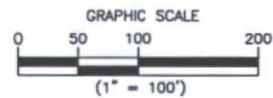
LEGEND

CURRENT ZONING:

-  HEAVY INDUSTRIAL (HI)
-  HIGH DENSITY RESIDENTIAL (HDR)
-  COMMUNITY COMMERCIAL (CC)
-  LOW DENSITY RESIDENTIAL (LDR)

METRO PLAN DESIGNATION:

-  MIXED USE COMMERCIAL
-  LOW DENSITY RESIDENTIAL



civil • transportation
structural • geotechnical
SURVEYING

310 5th Street
Springfield, OR 97477
p: 541.746.0637

www.BranchEngineering.com
Springfield OR | Salem OR

PROJECT No. 16-399

Date Received

JUN 09 2017

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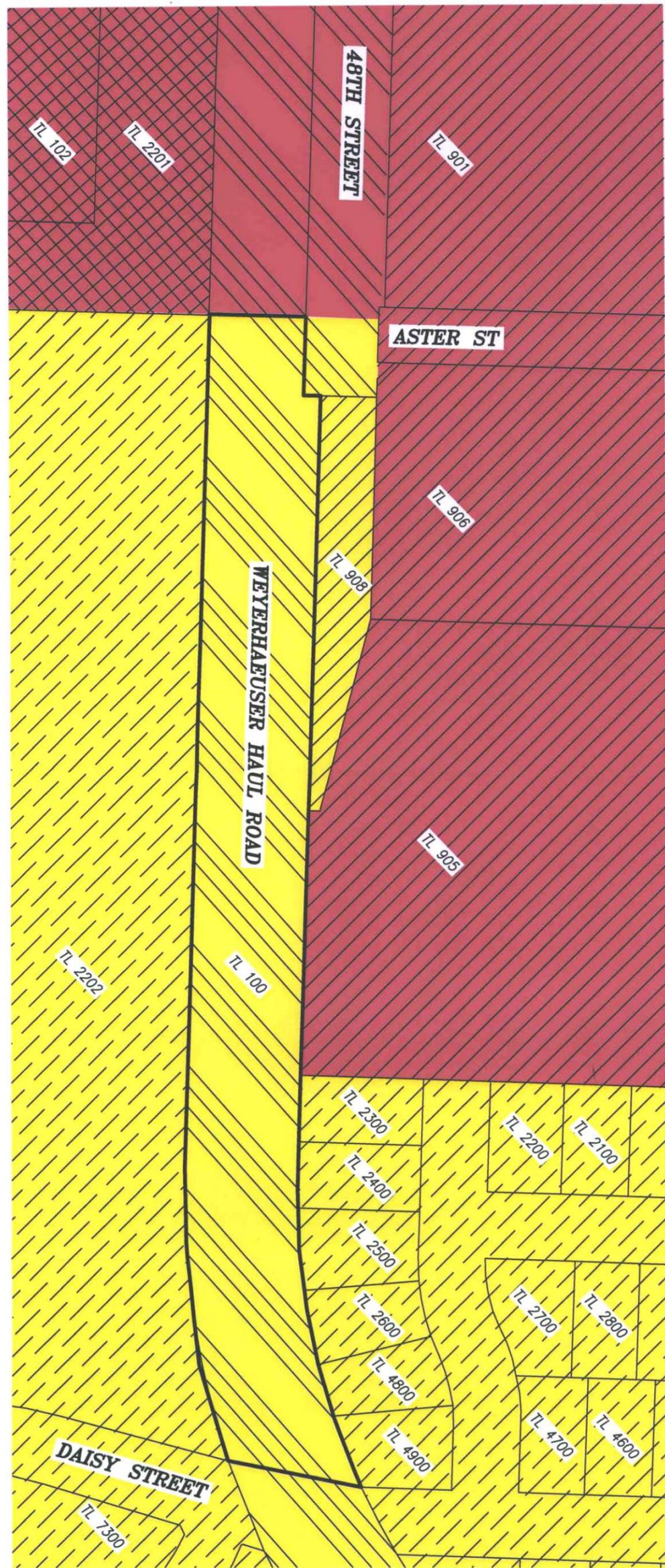
Original Submittal 

JUN 09 2017

Date Received

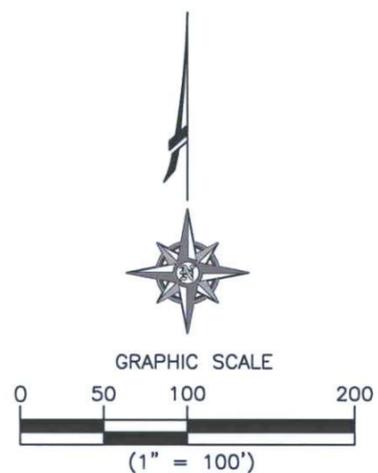
EXHIBIT "A"

JUNE 8, 2017
SCALE: 1"=100'



LEGEND

- CURRENT ZONING:**
- HEAVY INDUSTRIAL (HI)
 - HIGH DENSITY RESIDENTIAL (HDR)
 - COMMUNITY COMMERCIAL (CC)
 - LOW DENSITY RESIDENTIAL (LDR)
- METRO PLAN DESIGNATION:**
- MIXED USE COMMERCIAL
 - LOW DENSITY RESIDENTIAL



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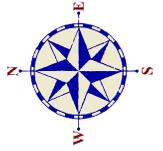
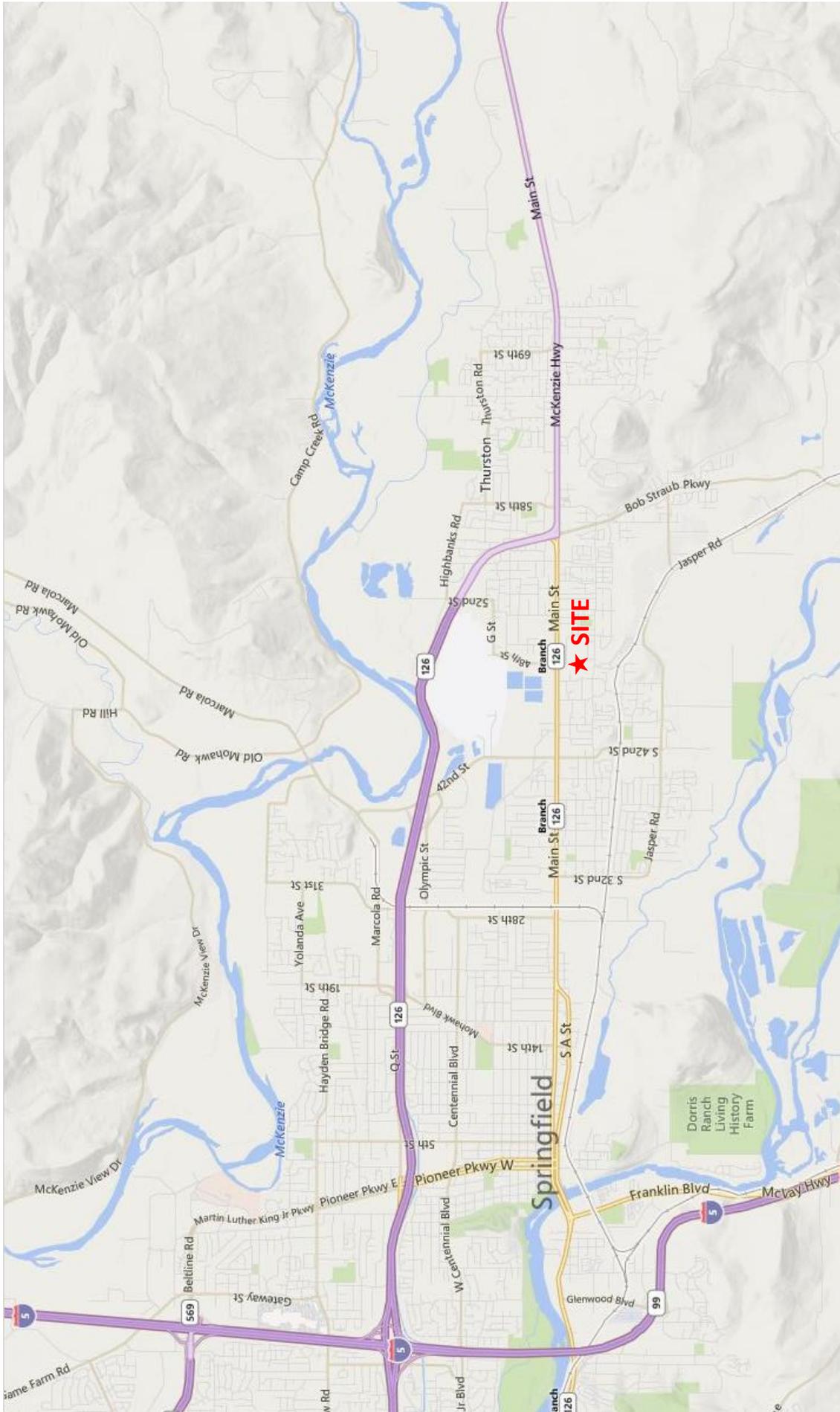
310 5th Street
Springfield, OR 97477
p: 541.746.0637

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Springfield OR | Salem OR

PROJECT No. 16-399

APPLICATION NAME	FEES			SPECIAL INSTRUCTIONS
	City or UGB Application Fee	Technical Fee	Postage	
Solar Access Guarantee	City: \$872 UGB: \$1,055	\$43.60 \$52.75	\$174 \$174	Type II
Street Name Change	<u>City Only</u> : \$5,294	\$264.10	N/A	N/A
SUBDIVISIONS:	<u>City Only</u> :			
Subdivision Pre-Submittal Meeting (Tent) Pre-Submittal Meeting (Plat)	\$386	N/A	N/A	Required prior to submittal of Subdivision – Tentative Plan and Subdivision – Plat Applications.
Subdivision – LDR – Tentative Plan <2 acres	\$6,160 + \$265/lot	5%	\$174	Type II
2 acres to 5 acres	\$8,720 + \$436/lot	5%	\$174	
5 acres to 10 acres	\$11,534 + \$693/lot	5%	\$174	
10 acres to 20 acres	\$12,168 + \$709/lot	5%	\$174	
Greater than 20 acres	\$12,802 + \$769/lot	5%	\$174	
Subdivision - LDR – Plat	\$852 + \$531/lot & UGB	5%	N/A	Type I
Subdivision – Non LDR - Tentative Plan	\$10,876 + \$653/acre & UGB	5%	\$174	Type II
Subdivision – Non LDR – Plat	\$4,359 + \$708/acre & UGB	5%	N/A	Type I
Temporary Use – Emergency Medical Hardship	<u>City & UGB</u> : \$309	\$15.45	\$174	Type II
Manufactured Dwelling – After a Disaster	<u>City & UGB</u> : \$415	\$20.75	N/A	Type I
Time Extension for Certain Improvements	City: \$359 UGB: \$1,166	N/A N/A	N/A N/A	N/A
Tree Felling Permit	<u>City & UGB</u> :			
Base Fee	\$1,100	\$55.00	\$174	Type II - Any Tree Felling processed after land use activity is conducted without required City approvals shall be charged an additional fee of \$200 per tree in addition to the regular application fee. The City establishes these fees based on the average cost of providing programmatic service for activities conducted without permits.
6-10 Trees	\$1,100 + \$56/tree	5%	\$174	
>10 Trees	\$1,100 + \$558/acre	5%	\$174	
Filbert Orchards	Base Fee Only \$1,100	\$55.00	\$174	
Less than five (5) trees	No Charge/Application	N/A	N/A	
Corrective	\$1,100	5%	N/A	
Vacation				
Public Easements	City: \$1,385 UGB: \$2,091	\$69.25 \$104.55	\$174 \$174	Type II
ROW, Subdivision Plat and other public property	City: \$5,294 UGB: \$7,986	\$264.70 \$399.30	\$593 \$593	Type IV
Variance:				
Minor Variance (Up to 30%)	<u>City & UGB</u> : \$2,717	\$135.85	\$174	Type II
Major Variance	City: \$7,089 UGB: \$10,693	\$354.45 \$534.65	\$421 \$421	Type III
Willamette Greenway				
Greenway Setback Line already established	City: \$3,225 UGB: \$6,826	\$161.25 \$341.30	\$421 \$421	Type III
Greenway Setback established w/o development	City & UGB: \$3,225	\$161.25	\$421	Type III
Greenway Setback Line <u>not</u> already established	City: \$6,444 + 653/acre UGB: \$9,218 + 653/acre	5% 5%	\$421 \$421	Type III
Zoning Map Amendment	City: \$5,781 UGB: \$11,337	\$289.05 \$566.85	\$421 \$421	Type III - The Development Services Department will process citizens-initiated zoning map amendments, for properties where the zoning and plan designation are in conflict, three times a year beginning in January. There will be no application fee for applicants who choose to utilize this program; however, a Type III notification fee will be required for each application.
Zoning Verification Letter	City: \$314 UGB: \$339	\$15.70 \$16.95	N/A N/A	Date Received

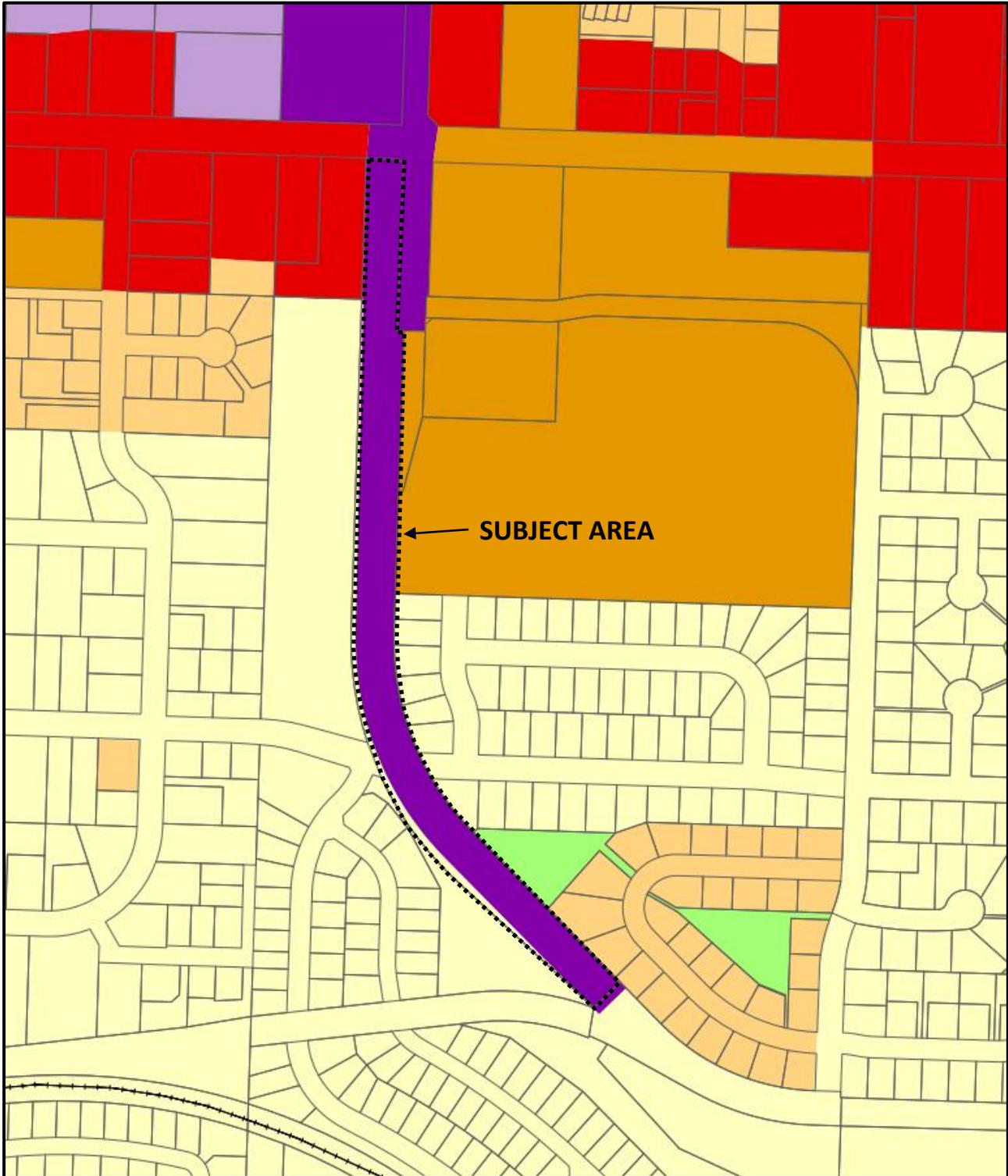
LOCATION OF PROPERTY SUBJECT TO PROPOSED ZONE CHANGE



**SITE CONTEXT MAP FOR PROPOSED ZONING MAP AMENDMENT
SEGMENT OF WEYERHAEUSER ROAD BETWEEN MAIN STREET AND INTERSECTION WITH BOOTH-KELLY ROAD
(ASSESSOR'S MAP 17-02-32-00, TAX LOT 100)**

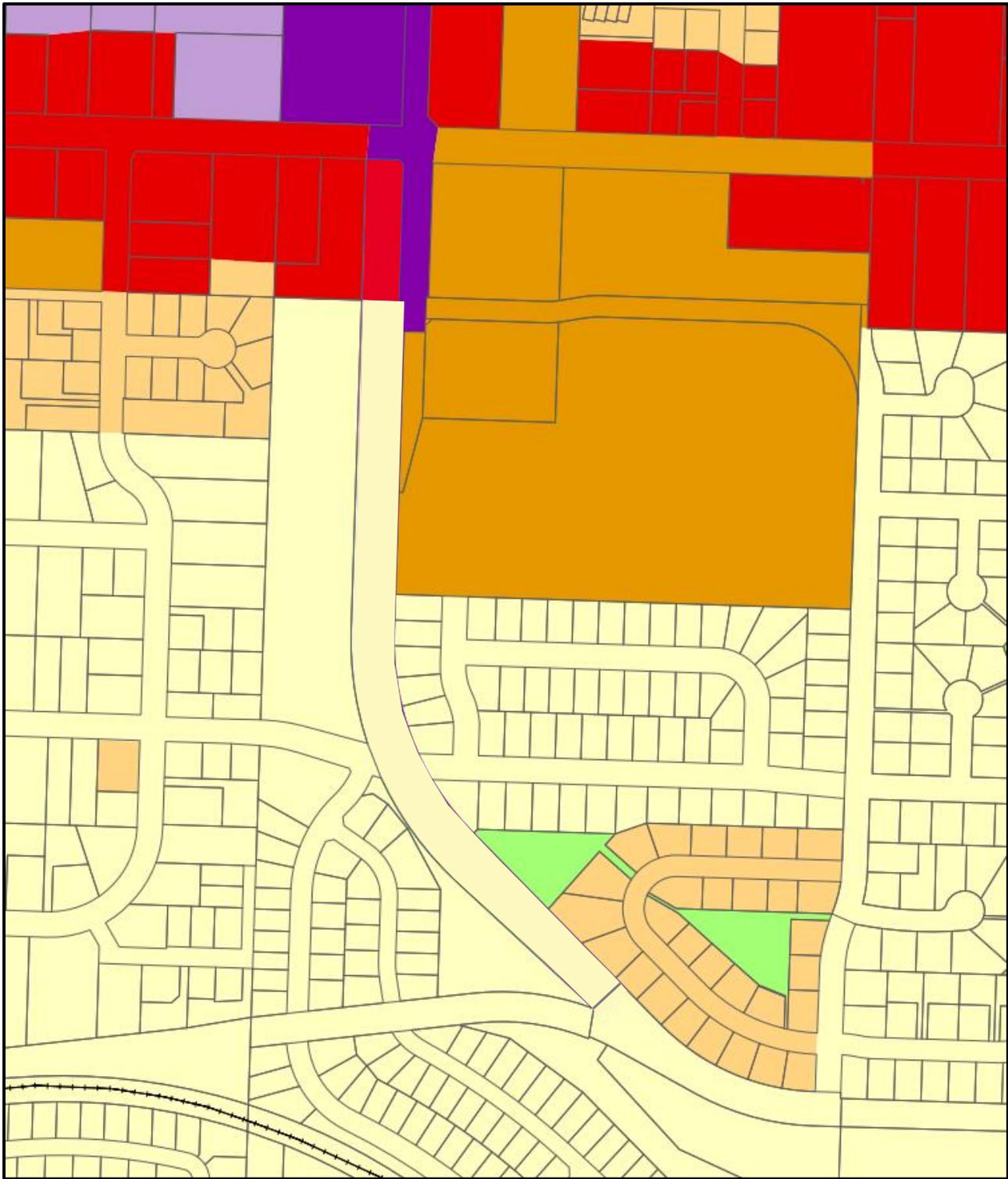


CURRENT ZONING
FORMER WEYERHAEUSER HAUL ROAD (ASSESSOR'S MAP 17-02-32-00, TAX LOT 100)



- | | |
|--|---|
|  Low Density Residential (LDR) |  Community Commercial (CC) |
|  Medium Density Residential (MDR) |  Light Medium Industrial (LMI) |
|  High Density Residential (HDR) |  Heavy Industrial (HI) |
|  Public Land and Open Space (PLO) | |

PROPOSED REZONING (STAFF RECOMMENDATION)



- | | |
|--|---|
|  Low Density Residential (LDR) |  Community Commercial (CC) |
|  Medium Density Residential (MDR) |  Light Medium Industrial (LMI) |
|  High Density Residential (HDR) |  Heavy Industrial (HI) |
|  Public Land and Open Space (PLO) | |



September 6, 2017

City Springfield Planning Commission
225 Fifth Street
Springfield OR 97477

Re: 811-17-00049-TYP3 Rezoning of a 4.87 acre parcel from Heavy Industrial (HI) to Low Density Residential (LDR) and Community Commercial (CC)

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

As you may know, all amendments to the Comprehensive Plan Map and Zoning Map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). The proposed amendment is unsupported by findings regarding the City's Goal 10 obligations. Although the proposal will include some Low Density Residential (LDR) land, the staff report describes that some of the LDR land will not be used to develop housing units. Staff Report, Attachment 2 page 3 (describing road improvements).

When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis and Buildable Land Inventory to show that an adequate number of needed housing units (both housing type and affordability level) will be supported by the residential land supply after enactment of the proposed change—that analysis was not included in the staff report.

Even when a proposal increases the residential land supply, the City must show that it is adding needed residential zones. The City must demonstrate that its actions do not leave it with less than



adequate residential land supplies in the types, locations, and affordability ranges affected. *See Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane County v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).

HLA and FHCO urge the Commission to defer adoption of the proposed amendment until Goal 10 findings can be made. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Louise Dix, at 1221 SW Yamhill Street, #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204. Please feel free to email Louise Dix at ldix@fhco.org or reach her by phone at (541) 951-0667.

Thank you for your consideration.

A handwritten signature in blue ink that reads "Louise Dix".

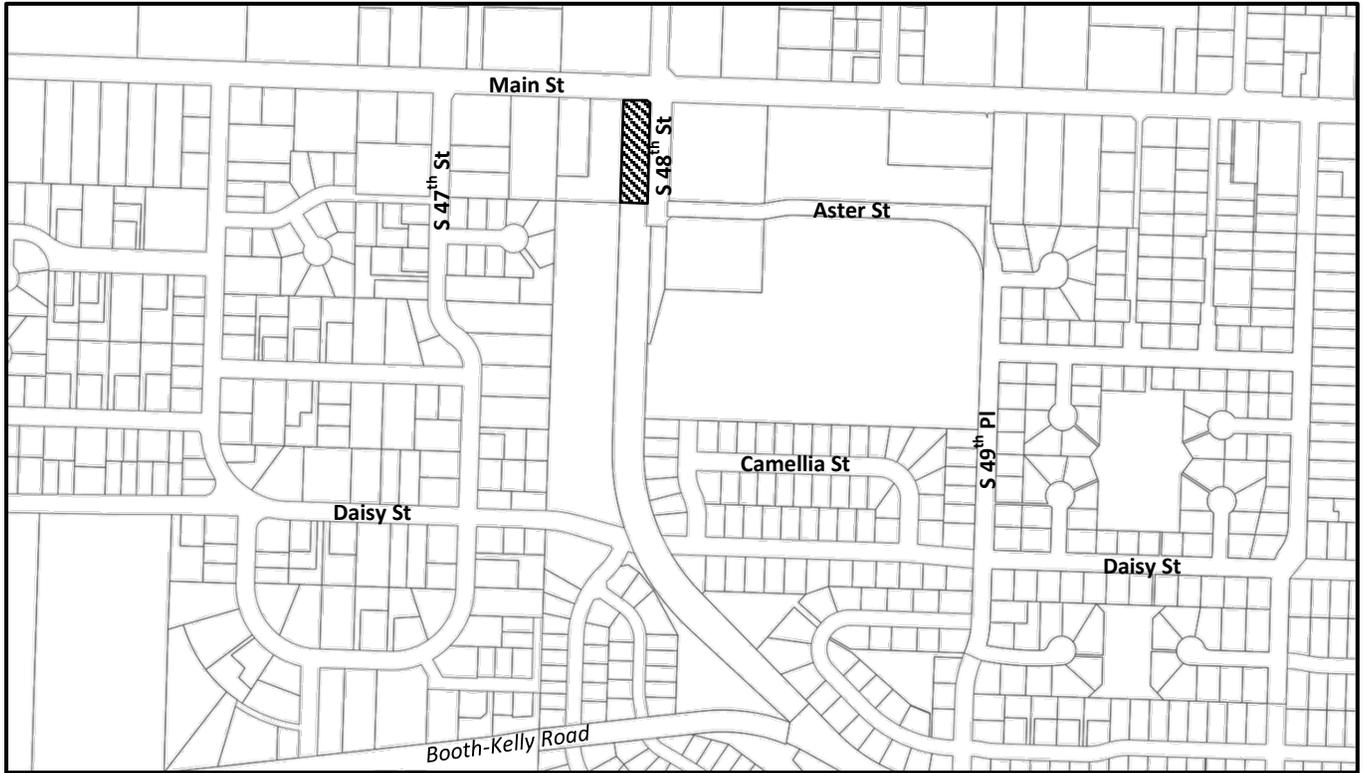
Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

A handwritten signature in blue ink that reads "Jennifer Bragar".

Jennifer Bragar
President
Housing Land Advocates

cc: Gordon Howard (gordon.howard@state.or.us)

PROPERTY REZONED FROM HEAVY INDUSTRIAL (HI) TO COMMUNITY COMMERCIAL (CC)



Legal Description

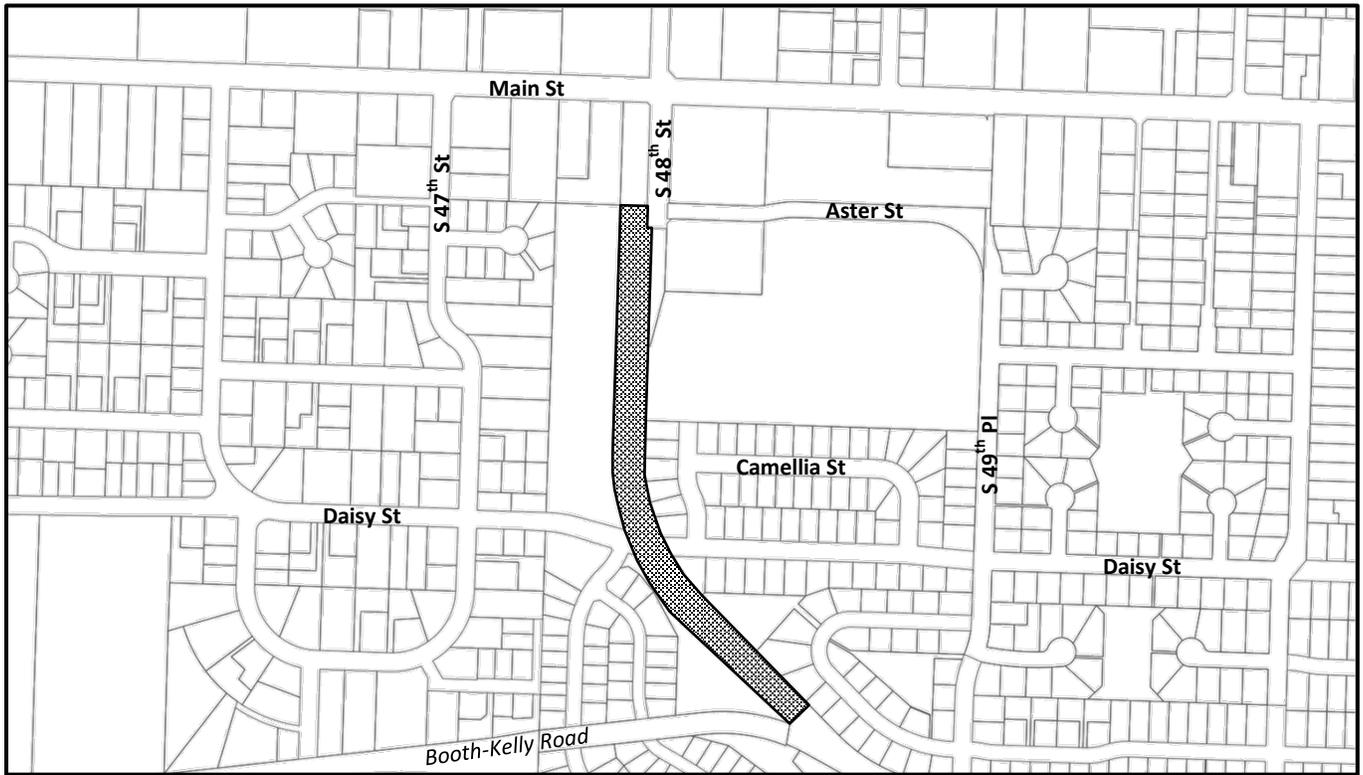
For Property Rezoned from Heavy Industrial (HI) To Community Commercial (CC)

A strip or parcel of land in the A. W. Hammit Donation Land Claim No. 38, and the A. W. Hammit Donation Land Claim No. 86, in Section 32, Township 17 South, Range 2 West, and in Section 5, Township 18 South, Range 2 West of Willamette Meridian, described as follows: Commencing at a point on the South line of the McKenzie Highway, 19,584 chains South of the Northwest corner of said A. W. Hammit Donation Land Claim No. 38, which point is the Northwest corner of a tract of land conveyed by W. R. Robertson and wife, to the Weyerhaeuser Timber Company, by a Deed dated February 28, 1946, and recorded in Book 317, at Page 171 Deed Records of Lane County, and is marked by a concrete monument designated as Weyerhaeuser Timber Company Monument No. 15; thence East, along the South line of said highway, 205 feet to the true point of beginning of the strip herein described; thence, continuing East, along said South line, 150 feet to a point marked by an iron pipe, which point is the Northwest corner of the tract of land conveyed to Jones Enterprises, Inc., by Weyerhaeuser Timber Company by a Warranty Deed dated June 11, 1954; thence, along the West boundary of the Jones Enterprises, Inc. tract and the Westerly boundary of a tract of land conveyed to Jones Enterprises, Inc., by Weyerhaeuser Timber Company, by a Warranty Deed dated April 8, 1952, the following courses: (1) South 0° 49' West 400.0 feet to a point marked by an iron pipe; (2) due West 50.0 feet to a point marked by an iron pipe; (3) South 0° 49' West 701.5 feet; (4) on an 8° 36' curve to the left through a central angle of 49° 03' an arc distance of 570.3 feet; (5) South 48° 14' East 474.4 feet to the Northwest corner of a parcel of land described as Parcel 1 in a Warranty Deed dated February 14, 1955, to The Booth-Kelly Lumber Company; thence along the Northwesterly line of said joint owned road, South 41° 46' West 50.00 feet to a point, designated as Engineer's Station 178+88; thence, continuing along said Northwesterly line, South 41° 46' West 30 feet; thence North 48° 14' West 0.73 feet; thence North 18° 11' 30" East 0.19 feet to a point on the North line of the parcel of land described as Parcel 2 in said Warranty Deed dated February 14, 1955; thence, along the North line of said parcel to a point which is 100 feet Southwesterly of, when measured at right angles to the Easterly line of this tract; thence, along said Easterly boundary as follows: (1) North 48° 14' West, parallel to said East line and along the Easterly boundary of said Weyerhaeuser Real Estate Company tract, to the point of beginning of a curve to the right, (said point being South 41° 46' West 50 feet from a point North 48° 14' West 474.4 feet from a the point identified as Engineer's Station 178+88); (2) on the arc of a curve to the right with a radius of 766.20 feet through a central angle of 49° 03' an arc distance of 655.93 feet; (3) North 0° 49' West 1,101.5 feet, more or less, to the true point of beginning, in Lane County, Oregon.

EXCEPT THEREFROM that portion described in Bargain and Sale Deed to City of Springfield, recorded May 10, 2001, Reception No. 2001-028048, Lane County Deeds and Records, in Lane County, Oregon.

ALSO EXCEPTING THEREFROM the above described parcel of land, all which is lying south of the boundary between Parcel 1 and Parcel 2 of Land Partition Plat Number 2010-P2476, as platted and recorded December 13, 2010, Lane County Plat Records, in Lane County Oregon, as said boundary is extended easterly to the east boundary line of the said above described parcel of land.

PROPERTY REZONED FROM HEAVY INDUSTRIAL (HI) TO LOW DENSITY RESIDENTIAL (LDR)



Legal Description

For Property Rezoned from Heavy Industrial (HI) To Low Density Residential (LDR)

A strip or parcel of land in the A. W. Hammit Donation Land Claim No. 38, and the A. W. Hammit Donation Land Claim No. 86, in Section 32, Township 17 South, Range 2 West, and in Section 5, Township 18 South, Range 2 West of Willamette Meridian, described as follows: Commencing at a point on the South line of the McKenzie Highway, 19.584 chains South of the Northwest corner of said A. W. Hammit Donation Land Claim No. 38, which point is the Northwest corner of a tract of land conveyed by W. R. Robertson and wife, to the Weyerhaeuser Timber Company, by a Deed dated February 28, 1946, and recorded in Book 317, at Page 171 Deed Records of Lane County, and is marked by a concrete monument designated as Weyerhaeuser Timber Company Monument No. 15; thence East, along the South line of said highway, 205 feet to the true point of beginning of the strip herein described; thence, continuing East, along said South line, 150 feet to a point marked by an iron pipe, which point is the Northwest corner of the tract of land conveyed to Jones Enterprises, Inc., by Weyerhaeuser Timber Company by a Warranty Deed dated June 11, 1954; thence, along the West boundary of the Jones Enterprises, Inc. tract and the Westerly boundary of a tract of land conveyed to Jones Enterprises, Inc., by Weyerhaeuser Timber Company, by a Warranty Deed dated April 8, 1952, the following courses: (1) South 0° 49' West 400.0 feet to a point marked by an iron pipe; (2) due West 50.0 feet to a point marked by an iron pipe; (3) South 0° 49' West 701.5 feet; (4) on an 8° 36' curve to the left through a central angle of 49° 03' an arc distance of 570.3 feet; (5) South 48° 14' East 474.4 feet to the Northwest corner of a parcel of land described as Parcel 1 in a Warranty Deed dated February 14, 1955, to The Booth-Kelly Lumber Company; thence along the Northwesterly line of said joint owned road, South 41° 46' West 50.00 feet to a point, designated as Engineer's Station 178+88; thence, continuing along said Northwesterly line, South 41° 46' West 30 feet; thence North 48° 14' West 0.73 feet; thence North 18° 11' 30" East 0.19 feet to a point on the North line of the parcel of land described as Parcel 2 in said Warranty Deed dated February 14, 1955; thence, along the North line of said parcel to a point which is 100 feet Southwesterly of, when measured at right angles to the Easterly line of this tract; thence, along said Easterly boundary as follows: (1) North 48° 14' West, parallel to said East line and along the Easterly boundary of said Weyerhaeuser Real Estate Company tract, to the point of beginning of a curve to the right, (said point being South 41° 46' West 50 feet from a point North 48° 14' West 474.4 feet from a the point identified as Engineer's Station 178+88); (2) on the arc of a curve to the right with a radius of 766.20 feet through a central angle of 49° 03' an arc distance of 655.93 feet; (3) North 0° 49' West 1,101.5 feet, more or less, to the true point of beginning, in Lane County, Oregon.

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