



Planning Commission Agenda

Development and Public Works Director

Tom Boyatt, AIC 541-744-3373

Current Development Manager:

Greg Mott 541-726-3774

Management Specialist:

Brenda Jones 541.726.3610

City Attorney's Office

Kristina Kraaz

City Hall

225 Fifth Street

Springfield, Oregon 97477

541.726.3610

Online at www.springfield-or.gov

Planning Commissioners:

Greg James, Chair

Michael Koivula, Vice Chair

Open Position

Tim Vohs

Sean Dunn

Andrew Landen

Troy Sherwood

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To request a reasonable accommodation at this meeting, please contact Brenda Jones at 541.726.3610 or bjones@springfield-or.gov.

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

All proceedings before the Planning Commission are recorded.

March 20, 2018

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

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

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

PLEDGE OF ALLEGIANCE

ADJUSTMENTS TO THE REGULAR SESSION AGENDA

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

BUSINESS FROM THE AUDIENCE

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

APPROVAL OF MINUTES:

- January 23, 2018 Joint Work Minutes
- January 23, 2018 Joint Regular Minutes

PUBLIC HEARING(S)

LEGISLATIVE PUBLIC HEARING –

1. **Relocate Glenwood Riverfront Street Design Standards from Engineering Design Standards and Procedures Manual (EDSPM) to Springfield Development Code. 811-17-000137-TYP4**

Staff: Molly Markarian, Senior Planner
30 Minutes

CONDUCT OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION

- Chair opens the public hearing
- Staff report
- Testimony in support of the proposal
- Testimony opposed to the proposal
- Testimony neither in support of nor opposed to the proposal
- Questions from the Commission
- Summation by staff
- Consideration of request for continuation of public hearing, extension of written record, or both
- Close or continue public hearing; close or extend written record (continuance or extension by motion)
- Discussion of the proposal including testimony and evidence addressing the applicable approval criteria or other criteria cited in the record as applicable to the proposal; possible questions to staff or public
- Motion to recommend approval, approval with modification or conditions, or recommendation not to adopt the proposal based on the information contained in the staff report, oral and written testimony, and all other evidence submitted into the record
- Chair signs recommendation to the City Council

REPORT OF COUNCIL ACTION

BUSINESS FROM THE PLANNING COMMISSION

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

BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DIRECTOR

ADJOURN REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION

City of Springfield
Work Session Meeting

MINUTES OF THE JOINT WORK SESSION MEETING OF
THE SPRINGFIELD AND LANE COUNTY PLANNING
COMMISSION HELD
TUESDAY, January 23, 2018

The City of Springfield and Lane County Planning Commission met in a joint work session in the Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Tuesday, January 23, 2018 at 6:00 p.m., with Springfield Commissioner James and Lane County Commissioner Rose presiding.

ATTENDANCE

Springfield:

Present were Chair James, Vice Chair Koivula, Commissioners Vohs, Dunn, and Sherwood. Also present were, Current Development Manager Greg Mott, Springfield Senior Transportation Planner Emma Newman, Lane County Senior Transportation Planner Becky Taylor, Springfield Transportation Engineer Michael Liebler, City Attorney Kristina Kraaz and Management Specialist Brenda Jones and members of the staff.

Lane County:

Present were Chair Rose, Vice Chair Weeks, Commissioners Taylor, Dignam, Hledik

ABSENT:

City of Springfield: Nick Nelson and Andy Landen

Lane County: Ryan Sisson, Larry Thorp and Dwight Coon

WORK SESSION STAFF REPORT

Chair Greg James: Call to order this January 23, 2018 work session of the Springfield Planning Commission.

Chair Gary Rose called to order this January 23, 2018 work session of the Lane County Planning Commission.

Chair James announced that the Commissions will be discussing the Transportation System Plan Implementation Project. The Commissions have all received the information and have had some time to digest it. At this time, Commissioner James turned over the work session to Emma Newman, the City of Springfield Transportation senior planner, and Becky Taylor Lane County's Transportation senior planner.

Emma Newman explained that in 2014 the Transportation System Plan itself was co-adopted by the city and the county. In that plan, they've identified policies and next steps to further implement the Transportation System Plan. There are three components: 1. there's proposed amendments to the Springfield Development Code, 2. adoption of the Conceptual Street Map, and; 3. some changes to Transportation

System Plan project list and maps, to help further implement the policies that were already adopted.

On November 21st, 2017, the Springfield Planning Commission met in work session to review and discuss the draft materials. Since then, additional changes have been made based on some of the feedback that they received at that meeting. To briefly highlight those changes for the Commissioners, they're available in attachment 1, the Planning Commission memo attachment. Changes to the Springfield Development Code, which is attachment 3 in your packet, they updated the language to reflect that planning commission's feedback to use the EDSPM key for disability reason, so disabled persons and not within one section of the development code that we are proposing changes to. They have incorporated some content from the engineering design standards and procedures manual regarding lighting standards, medians, sidewalks and multi-use paths. That language was residing in the EDSPM, but it's more appropriate to be located in the Springfield Development Code, so they have brought that text in for this draft that's before the commissions this evening.

The second component is the Conceptual Street Map; a substantive edit that they made was to add two local conceptual streets, showed on either end of East 20th Avenue in Glenwood. This was based on feedback that they received from the property owner along that street. He discussed with staff previously, and it was the type of thing that they would have suggested if they had seen it and considered it in the draft development process. That's been added in to the draft before the commissions this evening to help improve street connectivity and not have an isolated public street with no access so that they're public streets.

Lastly, there are a few typo eds. T Street, did not connect through, so they adjusted that. The north bank path was not shown as existing facilities, so those have been edited on this draft as well. Third, is the TSP project list in figure amendments? There was one typo; they had been showing R-8 (Mallard Ave), a collector, a roadway project connecting all the way through. The originally adopted TSP, they are showing it as a change, but that was not intentional, so it's reverted back to the already adopted project.

Emma would like to move on to public involvement and community feedback that was an item that commissions probably hoping to hear more from in your last work session. The Stakeholder Sounding Board did additional review and provided more feedback on the Conceptual Street Map, their comments were from the members who provided input were included with the email correspondents, packet available on the web page.

They also mailed public notice to all property owners within the Springfield Urban Growth Boundary. This was a joint notice with the city and the county, in accordance with Ballot Measure 56 and state statute requirements. In that notice, the open house was publicized, as well as this evening's public hearing at 7:00. The open house was hosted on January 9th, and there were over a hundred attendees. It was an

opportunity for people to drop in and ask staff questions, clarify the proposed changes and get more information.

Additional follow up, they had phone, email and meetings. There have been, she would say, approximately 400 additional computations with community members regarding the public notice and proposed changes in addition to the open house participation. There were about 500 contacts or more. There were probably another 30 today that came in. The highlights are included on attachment one in the planning commission memo, some specific topics that were brought up and then they have also continued to receive feedback, so they be including that in the next packet as well, compiling all of the public comment.

The records from the open house and comment forms, the emails and the letters received are available in their original form on the project web page. The commissioners have a link to the web page in their packets. Down where it says comments received from the public open house here, and re-comments are seen by email and mail." That's where all of the comments received prior to-- or on January 11th have been compiled, and they updated that again prior to your next meeting on the sixth. With that, unless there are any questions, Emma would like to turn it over to Becky to speak some county specific items.

Becky Taylor introduced herself as the senior Transportation Planner with Lane County. As a reminder, Lane County's role in the process is to co-adopt the proposed amendments to Springfield's Transportation System Plan and Springfield Development Code for applicability within their urbanize-able area between the city limits and the urban growth boundary. The Counties planning commission has recently adopted other city Transportation System Plans for Eugene, Junction City in 2017 and Cottage Grove in 2016.

As a reminder to our Lane County Commission, that they have done this for other cities recently. Also as a reminder, they processed the TSP amendment package as an amendment to the Metro Plan. You'll recall that process for Eugene in 2017. As Emma said, Lane County did co-adopt Springfield's TSP in 2014. She explained why they are amending the code and the TSP at this time, and to implement the 2014 TSP.

Becky looked through the amendment package, honing in on better Urban Transition area for implications and **[unintelligible 00:07:28]** in their memo. Becky summarized the amendments as they relate to the TSP on page two of your memo and the code amendments on page three. This work session is the commission's opportunity to ask any clarifying questions and also to prepare them for the public hearing tonight at 7:00.

Becky also wanted to remind the Commission that this is a legislative decision rather than a quasi-judicial one, so the commissions are free to ask staff questions throughout the work session. However, we would like you to hold off from making any recommended edits to the package until deliberations. Deliberations will not happen until after the second public hearing tonight. It is just the first of two public hearings. A

second public hearing will be held on February 6th, and therefore known decisions are going to be maintained. That concludes Becky's staff presentation and is open for questions.

Emma had one more item that she would like to add and also speak to during the public hearing introduction, is that they did meet with several property owners along the main street corridor. Springfield has had ongoing planning efforts along Main Street; the property owners were expressing concern primarily with regards to Table 4.2-1, that's the minimum curb-to-curb width and right-of-way width. Staff would like to propose this new language that's highlighted as a footnote in green that specifies for the arterial section of the table saying that, "Arterials that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards." Emma will provide a copy to all of the Commissioners of that.

Lastly, the approval criteria for the Springfield Development Code and Lane Code say, "The amendment shall be consistent with the relevant statewide planning goals; and the adoption of the amendment shall not make the natural plan internally inconsistent." For the development code amendments, there will be approval criteria state: "In reaching the decision to adopt or amend the Springfield Development Code, the council must adopt findings that demonstrate conformance to the following: one, the Metro Plan; two, applicable state statutes; and three, applicable statewide planning goals and administrative rules." With that, Emma will turn it over to the Chairs.

Commissioner James this is our opportunity to pose questions to staff, he then opened the floor. The Springfield Planning Commissioners have questions at this time for staff.

Commissioner Koivula has three items he is still concerned about. One was the parking credit, he noticed in one spot, he read that there was a required reserve in some place, and when he went back through the packet, he didn't find that language again. It was saying that some areas would need to be held in reserve to make sure that the credits worked and that the parking actually wasn't needed that was one. The second was regarding bike parking. I did see that there were some changes for long term versus short term, and he still think we are shorting our long term bicycle parking. As a long-time bicycle commuter, he recognizes the need for long-term bicycle parking. He doesn't think short term is as needed in many cases. Then the last item, and he brought this up in a work session, was regarding sidewalks, which was on page 36 of the attachment, which stated that obstruction which was concluding a flush amount of utilities would need to be moved out of the sidewalk for sidewalk construction, and he think that that wording is somehow real bad that water mains, valves, animals and junction boxes should certainly be allowed in the sidewalk.

If they need to have a non-split texture or something put on, that's one thing, but to actually say in the code that those structures, flush mode structures would actually need to be moved on the sidewalk would be a tremendous expense. That, to his opinion, would not increase safety, so he really thinks that language should change.

Emma responded that she's not sure exactly the section of the parking credit comment that was provided was in, so she doesn't know if other staff in the room might help identify that location.

Kristina Kraaz 4.6-110 on attachment 3, page 45 of 87, sub-section B, she's wondering if this is what Commissioner Koivula is referring to. "If parking has been provided to serve an existing use, the number of parking spaces cannot be reduced to fewer spaces than required by this section, except as parking reductions are allowed below and under the special provisions of Table 4.6-2. Is this the section Commissioner Koivula was thinking of?"

Commissioner Koivula answered no. Actually this did speak of the parking reserve that they would actually reserve areas in the development if parking was needed. They would be granted a reduction in parking based on proximity to transit et cetera, but they would be required to actually hold a reserve area to increase numbers of parking installed should prove the reduction wasn't warranted later. Commissioner Koivula can't find it again.

Kristina doesn't believe in changes to those reductions between the commission's last work session and now, but personally, it does not ring a bell. There's language that they had and took out. She asked Commissioner Koivula to follow up by emailing staff directly that he found the reference.

Commissioner Sherwood asked if it is possible that what they're talking about is attachment 3, page 44, at the bottom.

Commissioner Koivula answered he didn't think so, but that he would try to find it.

Emma added that with regards to the bike parking question and expressing the desire for more long-term parking, they do have provisions in the code that once the short term parking gets up to a certain number, then some of that starts to be covered and starts to act in some ways like long-term parking with some of those amenities such as being out of the rain. That being said, if the commission would like to provide direction to further increase long-term parking that would be something we probably get to discuss. And, if you have specific uses that you think need adjustment, that would be helpful as well, so that staff not just going down the whole used table and converting it all to a 100% long term or something. We would like a little bit more direction as to how to implement that. Then with regards to sidewalks, Michael, would you like to speak to that item?

Michael Liebler responded that you are correct that it is often convenient to site things like water meters, junction boxes and another utility that can be made flush mount and can have the characteristics too and then allow for ADA acceptability. What we've found in practice through working through development and redevelopment and also just basic maintenance of a lot of these utilities is that, as they age, they create problems when trying to maintain them both in allowing users to still use the sidewalk

as they are maintaining them and the additional points and structures that are required for putting them in the sidewalk. It's a longer term maintenance issue and often specifically with ADA ramps, where SUB (Springfield Utility Board) would have to come through and maintain them or other entities, since essentially laying for telecom or other vaults like that. When they come in, they have to bring up the ramps and/or sidewalks in the ADA compliance which means having to rebuild the entire corners which has been very cost prohibitive and ADA regulations have been ever changing and there are ever threats and lawsuits associated with that. The costs bared at that moment due to maintenance often outweigh the initial advantage you get to having them in those structures at that time. It's something that right now, when you're doing something, we try to plan to keep them out of there as much as possible, so in the future, when they have to maintain them and replace them or do anything, they're not affecting any of those structures and then wouldn't have to rebuild the entire intersections or corners to merely do maintenance.

Maybe, it would be great to have commentary in relation to SUB and some of the utilities as to the issues that they've had with finding lids and making them ADA accessible and fulfilling those requirements and so this text is really meant to try to avoid future maintenance issues and future issues with bringing facilities into compliance in relation to those utilities and their flush service.

We do recognize that there are places where we do not have sufficient right-of-way or we're just forced into that situation. Michael thinks those are best to be handled in a case-by-case basis, but the intent is to try to do everything we can to not cite them in there. So we didn't have issue with having to move and detour people when they're maintained or bringing full structures in compliance.

Commissioner James asked Emma, In relation to—the matrix on page 41 of 43, and this in regard to the comparing the TSP to the TPR requirements. She stated in the matrix that proposed amendments to SDC 4.2-105 regarding minimum right-of-way and paving lids are intended to allow more flexibility for certain design elements and reduce paving width. For example, curb and minimum right-of-way and paving with requirements distinguished between streets and provide on-street parking and those that do not propose changes from narrower streets and currently permitted with no on-street parking **[unintelligible 00:19:14]** or when planned for only one side of the street. He thinks that is good comparator, but the reality of 4.2-105 in the cross sections that you provide for the street. He's on page 13, attachment 3 goes on through the 20s.

The reality is that there is some flexibility, but this would require sidewalks on both sides of the street. Is that correct? Could you have that revised with discretionary, going through a discretionary process, because there are times when it just does not make sense for a developer to put sidewalks on both sides of the street and in steep terrain and things of that nature.

Emma responded yes. The current minimum right-of-way and curb-to-curb widths do accommodate sidewalks on both side including the steep hillside condition that you see further down the chart. The table as presented to you provides clarification as to whether on-street parking is intended to be provided on both-sides, one side or no sides, no on-street parking for the street. The current table that's in the code is here on your new handout as well and just had one width listed and didn't provide that level of clarity, talking about the different components of the street. The intent with this showing the sidewalk and bike facilities when applicable is to allocate space with that, but there are situations where you could have a specific street or it could be an off-street multi-use path. That's next to the street that accommodates walking and biking and provides that component but isn't necessarily as shown in the illustrative graphics.

Kristina Kraaz followed up, with the question, these elements to be converted into discretionary process and the city could do that, here's the legal reason not to propose it that way; currently under Oregon law if there are non-discretionary city wide street standards. Those are not subject to a constitutional pickings analysis for elections, if they're imposed with development review. If we have a uniformly adopted a non-discretionary standard that applies to all the development. We would require property owner to dedicate that right away based on that standard that is subject to much higher standard of review for that pickings analysis. If you introduce a discretionary process, then we have an-- it's a higher burden to show that the right away that's being required, it's specifically related to the development being proposed which makes it difficult to adopt the uniform street network across the city.

Commissioner Dignam has a question for Becky. There's obviously a lot of public interest, a lot of public comment so far. 500, I think, was the number someone throughout. Becky, I'm paraphrasing here, but I believe you said as a Lane County Planning Commissioner, we should be focusing my review on land that's outside the city limit, inside the urban growth boundary. Can we approximate the number of-- how many of the 500 comments might address land that falls in that zone? Are there a lot of folks in that transition area that have expressed strong interest in this process?

Becky answered that she didn't have exact numbers; she did review the comment log and tried to isolate how many of those individuals were in the county in urban transition area. That's the type of information I'll be listening to when the public addresses you at the public hearing, she will be making notes and will do some follow-up to determine which of the testimony applies to every transition area. She will help the Commissioners with that determination, but just kind of big picture, she attended the public open house and talked to lots of people in the urban transition area. She would say maybe 10, that's a lot **[unintelligible 00:24:37]** planning-- public interest is so high in this amendment package, it's pretty unusual for other planning projects that involve public outreach that I'd participated in, so you might hear from a lot of people tonight. What the consistent theme that I heard from people in every transition area was fear of annexation, which is not included in this package. As part of the staff report before the public hearing, she will be addressing her comments merely for the public's benefit to clarify that they should be directing comments to the Lane County

Commission specific to the urban transition area, and then again, confirming that this package does not include annexation. The other thing that she heard from the public was concern that the county and the city was in a build some of this planned projects right away and property impacts and many of the projects are existing as she outlined in your memo. There's very few new projects proposed in the urban transitioning area and most of those would involve some kind of public outreach process to determine property impacts and that level of detail isn't ready at this time.

Commissioner Dignam, when Lane County Commissioners get to the deliberations stage, he thinks it would be very helpful for him, anyway as Lane County Planning Commissioner to be able to have an easier visibility as to the concerns of those folks in the transition area.

Becky agreed that she will be more than happy to create that for the Commission to isolate the public testimonies specific to urban transition area residents.

Commissioner Dignam said that if he's the only one who feels that way, he can--

Commissioner Weeks has a question which touches on the same subject. He went through the notification of the public and found the notice of public hearing postcard which was on the website. He also observed and recorded that there were public comments exactly like Commissioner Dignam mentioned, basically with people being concerned about annexation. Obviously, for much more of what we're interested in Lane County is the unincorporated area. Can you speak a little bit about how we know that this got to the unincorporated areas and not just the city areas?

Becky relayed that Emma assures her that this was mailed to everyone inside city limits and the UGB.-

Emma testified that all property owners within the Springfield UGB's, that includes the urbanizable area outside the city limits but within the county and within the Springfield UGB. We based it on the taxes assessor's records.

Commissioner Hledik has three questions. The first one, He wasn't able to find the specific project list on his iPad but he got it tonight. First question has to do—he's sure there's been coordination with the state, ODOT. Are there any projects planned for re-configuring the inner changes into the Glenwood area from I-5?

Emma answered that this package that we have for the Commissioners tonight does not include any changes for Interchange Area Management Plan or any of those facilities in Glenwood.

Commissioner Hledik asked if this would be in the future then or--?

Emma replied that there might be some existing study projects in the TSP that she could look into and get back to him, but there are no proposed changes right now.

Commissioner Hledik asked where he might find that. Second question has to do back with the matrix that they passed out this evening, and he sees that on the sheet that was handed to the Commissioners, it's listed as 4.2-105 which correspondence to Table 4.2-1 in attachment 3 on page 15 and 16, they are the same and this one **[unintelligible 00:28:55]**. In the table that's being replaced, travel lane widths weren't identified. They are in the new table, specific travel lane widths. The whole table just talks about minimum right-of-way and minimum curb-to-curb distances, and the new Table has several additional designer dimensional features included. His first question is, these are minimums, and how-- for example, let's just takes travel lane widths for major arterial is 12 feet, the minimum? And if it is, how does one go about getting a wider one, who makes that determination?

Emma answered yes; 12 feet would be the typical minimum on the ones that say 12 feet.

Commissioner Hledik replied, so they could be 13?

Emma answered that there could be wider lanes, she believe it would have to have a specific plan that's been adopted or reason that the city would want additional right-of-way or the County would want additional right-of-way. Kristina wants us to weigh in to legal aspects of this.

Commissioner Hledik wants to jump right to the heart of the question. Can the transitional areas, the urbanizable areas is the new streets punched into those areas and development occurs and specifically, the local streets which he assumes could be the responsibility of the developer. The minimum width on that lane width is 10 feet. His first question, is that a new standard for the City of Springfield minimum of 10 feet for local dwellings?

Michael Liebler thinks in the City of Springfield, they have wide range of local roads and there are definitely places where once you assumed the 8 feet parking when you will be left with 20 feet for bi-direction. You can see in the previous table, there's an option for a 28 feet curb-to-curb. We assume 80 feet parking with that, so that was the previous one where you assume 20 foot for all points of 10 feet in each direction, which is acceptable in a local standard without truck movements in crossing in the volumes.

Commissioner Hledik responded that that's really where it really goes to is truck traffic through these areas. **[Unintelligible 00:31:24]** that a local road could have lane widths in excess of 10 feet.

Michael answered that it is conceivable if there was a rational reason to accommodate for that. Typically, we're not trying to accommodate trucks through a local, so it has to be a very special case where there's a pre-existing non-conforming condition or something as part of review that that necessitated a larger lane width.

Commissioner Hledik asked his third question. Again, it is on the transition areas, specifically this 28th street connection from the McVay, now it dead-ends as you head west, your proposing a connection to Nugget Way, which is an industrial local collector, local street. His question is why would you want to introduce a possibility of industrial traffic emerging from or to Nugget Way through what is essentially a residential neighborhood right now on both sides of 20th Street?

Emma responded yes, built as a local street, if it did turn into a local street connection between the Nugget Way and McVay Highway. That would be built to the local street standards, which are not going to be encouraging large scale truck traffic, as she said this-- and it was made in response to property owners along that street who said, "We're basically in an island right now." If you dig into the paperwork and there was a survey there, there is an easement for some uses to get into the public street, but right now, it's an isolated local street that doesn't have any connectivity via off-street connection to the other public streets in the area.

Commissioner Hledik responded that it still doesn't get to his question. You could divert industrial traffic from Nugget through the residential area into McVay and vice versa. That, to him, just creates the potential for some hazards and issues there.

Michael added that one of the issues is the existing built-in environments associated with that stretch. Houses were built across the entire middle part of the parcel and there's emergency access needs that require turn around after a certain number of feet-150 feet, which does not exist right now. So if there is a fire down at the end of it from one of the houses, there would be no way for an emergency vehicle to turn around. Since the middle part is completely built, the only way to get through there to get secondary access for turnaround is to build the other two **[unintelligible 00:34:06]**. It's kind of a consequence in the built environment that we showed to both of those. Does that mean that in the future, you couldn't have a situation where one end becomes a turn around to block it off from industrial traffic going through, that would work, but they would have to comply with our standards for the longest you can have of a dead end road with a turn-around. In this case, it was really a symptom of trying to deal with the built environment and the houses that are associated with that. He thinks Mark is bringing up more of an aerial photo on the screen which will show that condition. It's a special condition from those--

Commissioner Hledik Yes, he's familiar with that. He's heard from **[unintelligible 00:34:48]** that conceivably alternative, could you just have a fire lane access from Nugget to 20th that's a little bit off.

Michael answered that there are options for that, but in relation to our code language for block lengths and other things, he would negate some of our option for block lengths in relation to local or industrial standards.

Michael answered that It's kind of hard to see, but its existing access is off of McVay and swoops around, comes back down as a gravel and then terminates-- That really is an unavailability for a turn around. It's rather a large block length.

Commissioner Koivula asked, could a street like that be signed, "No through trucks?"

Michael responded, that they could always sign streets, "No through trucks."

Commissioner Hledik added that it reduces residential traffic into the industrial area too.

Commissioner James asked if there are any other questions.

Commissioner James asked for other questions? Hearing none at this time. Asked staff if they had anything in closing?

Emma In closing, she would like to just reiterate what Becky spoke to earlier. They are going to have a second planning vision, continued public hearing on February 6th, and she'll announce that as well. If the Commissioners would like additional items that come out of this evening's public hearing to be followed up on by staff. If the Commissions could indicate that at the end of the meeting, that would very helpful, so that staff can bring the Commissions the additional information for the next meeting.

Commissioner James asked if there were any other questions.

Lane County Commissioner asked if the February 6th meeting will we be back here, in Springfield.

Commissioner James responded that I believe. Is that correct?

Brenda Jones replied yes, 7:00.

Commissioner James announced that the work session stands adjourned.

ADJOURNMENT

The meeting was adjourned at 7:00 p.m.

Minutes Recorder – Brenda Jones

Greg James
Planning Commission Chair

Attest:

Brenda Jones
Management Support Specialist

MINUTES OF THE JOINT REGULAR SESSION MEETING OF
THE SPRINGFIELD PLANNING COMMISSION AND THE
LANE COUNTY PLANNING COMMISSION HELD
Tuesday, January 23, 2018

The City of Springfield Planning Commission and the Lane County Planning Commission met in a joint regular session in the City Council Chambers, 225 Fifth Street, Springfield, Oregon, on Tuesday, January 23, 2018 at 7:00 p.m., with Commissioner James presiding for Springfield and Commissioner Gary Rose presiding for Lane County Planning Commission.

ATTENDANCE

Springfield:

Present were Commissioner James, Vice Chair Koivula, Commissioners Vohs, Dunn, and Sherwood. Also present were, Current Development Manager Greg Mott, Senior Transportation Planner Emma Newman, Transportation Engineer Michael Liebler, City Attorney Kristina Kraaz and Management Specialist Brenda Jones and members of the staff.

Lane County:

Present were Chair Gary Rose, Vice Chair Robert Weeks, Commissioners Taylor, Dignam and Hledik. Also present were: Senior Transportation Planner Becky Taylor.

ABSENT FOR SPRINGFIELD

- Nick Nelson
- Andrew Landen

ABSENT FOR LANE COUNTY

- Ryan Sisson
- Larry Thorp
- Dwight Coon

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Greg James

DECLARATION OF CONFLICT

- Read by City Attorney Kristina Schmunk-Krazz

LEGISLATIVE PUBLIC HEARING

1. Transportation System Plan (TSP) Implementation Project-

Chair Greg James: All right. This evening we are conducting a joint meeting of the Springfield and Lane County Planning Commissions, in relation to Transportation System Plan Implementation Project. Tonight we have cards for comments. There will be an opportunity tonight to comment to the Planning Commissions. If you haven't gotten a card and you would like to make a comment, they're available.

The Transportation Systems Plan is-- This process is a huge undertaking. You can see with the interest that there is in the community. First Commissioner James thanked you as citizens, for showing here tonight and being part of the process. This is very important to this planning process, goal one is public engagement and involvement in the process. We appreciate you as members of the community being here tonight and being part of this process.

The Commissions will move through the process, they will have presentation from staff; we will have an opportunity for public input. This process will not close tonight. This is a public session, which will continue the public hearing that we will open tonight and leave the public record open at the will of the commissions at least until February 6, which is a subsequent meeting. We will reconvene at 7:00 p.m. on February 6.

The Commissions will go through as much public comment as we have time to tonight, and will close no later than 10 o'clock, unless the Planning Commissions jointly agree to go later than that. The citizens who want to speak, have a three-minute time limit for public comment, and we as a group will talk about that, collectively, we appreciate the input, but we need to move through the public comment. When the Commissions get to public comment we will talk more about that.

At this time, the other thing he will say is, this Transportation Plan, and staff will talk about this as well, has nothing to do with annexation. If you're here tonight thinking that this has something to do with annexation, it does not. Staff will address that when they get into their process.

At this time, Commissioner James will turn over the Hearing to staff. Legal counsel, should we convene the public hearing at this time? This is a legislative process, and so we will open the public hearing of the Springfield Planning Commission at this time.

Chair Rose opened the public hearing Lane County Planning Commission.

Commissioner James turned it over to Emma Newman City of Springfield, and Becky Taylor Lane County.

Emma Newman Senior Transportation Planner thanked the Chairs. The Commissioners are familiar with the project and proposed changes, Emma will primarily be speaking to the public, with this introductory statement to better explain the proposed changes that are before the commissions this evening. The City of Springfield adopted the 2035 transportation system plan in 2014. In that plan there were policies, and this project is helping to further implement the plan, by taking those policies and updating the Springfield's Development Code, adopting a Conceptual Street Map, and making some changes to the TSP projects list and figures to implement the already adopted policies.

In December, public notice was mailed to all property owners within the Springfield urban growth boundaries, in accordance with Ballot Measure 56 and the associated state statutes. In 1998, Oregon voters approved Ballot Measure 56. Under Ballot Measure 56, cities and counties must send a notice to property owners when they "rezone" property. "Rezoning" included changes to land use regulations that limit or prohibit uses of property that are currently allowed.

The City has not determined that these amendments will reduce the value of a specific property. The proposed changes may reduce, may increase or have no effect on a specific property's value.

The public notice included information about this evening's public hearing, as well as information about the January 9 Open House, which provided people with an opportunity to drop in and ask staff questions. Additionally, frequently asked question sheets were provided, that included the public web page, which is at the bottom of the FAQ sheet, which contains all of the project materials and information. FAQ sheets were available, and if people need additional FAQ sheets, we're happy to provide those as well this evening.

There are three parts to the proposed materials. The first are proposed changes to the Springfield Development Code. The Springfield Development Code is the city's document that contains the requirements that apply when development or redevelopment occurs in Springfield.

The proposed changes to the Development Code are helping to further implement the already adopted Transportation System Plan Policies. With the proposed changes on the Springfield Development Code, staff has brought forward additional recommendation this evening, which was distributed at work session that includes an amendment to Table 4.2-1 that pertains to minimum street right-of-away and curb-to-curb widths. Adding a footnote for the arterial section of the table, stating in the arterials that Oregon Department of Transportation "ODOT" facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.

Second is the Draft Conceptual Street Map. The Draft Conceptual Street Map is helping to further implement the TSP, the Transportation System Plan, to improve transportation system connectivity throughout Springfield, and demonstrate conformance with the street rights planning rules. The arterial streets, collective streets, and multiuse paths depicted on the map are an adopted part of the 2035 TSP. The local streets depicted on the map

are shown for reference only, and are not part of the 2035 TSP. The adopted local street connectivity standards are located in chapter 4.2 of the Springfield Development Code.

Emma would like to speak briefly to the proposal to have both this combination of a visual map and the development code language. The map provides a clear objective, simple way to provide additional street connectivity throughout Springfield, but then there's additional flexibility in the provisions of the code language itself. There are some communities that rely more heavily on a graphic map and then other communities that merely provide the code language. This is kind of a hybrid version that provides the clear and objective nature, but also flexibility.

The third are the updates to the Transportation System Plan project lists and maps. The project list and maps identify transportation projects to guide the expansion and improvement of the Springfield transportation system to meet the current and the future travel needs throughout the Springfield community. This is a long range plan, which includes projects within a 20-year and beyond 20-year time frame.

The proposed changes being considered are higher level planning that does not include detailed design concepts for specific projects. When transportation projects move forward from being identified in a long range plan, to being funded and constructed, depending on the type of the project, additional public involvement, planning, and design will occur.

Lastly, I'd like to note that no recommendation for decision is being made tonight. There will be a continuation of the public hearing and our recommendation on February 6, here at Springfield City Hall, or we might choose a bigger location depending, we'll let everyone know on the project web page.

After the Planning Commissions make a recommendation, the Springfield City Council and Lane County Board of Commissioners will start their process, which will include a public hearing and recommendation for adoption. This is really the start of a public hearing process to hear from everyone who wants to provide comments.

Lastly, Emma noted the criteria for approval for this. For the Springfield Development Code proposed changes and Lane Code changes, the provisions state that the Lane County Board of Commissioners and Springfield City Council must each adopt findings that demonstrate conformance with the applicable criteria. One, amendment shall be consistent with the relevant statewide planning goals. Two, adoption of the amendment shall not make the Metro Plan internally inconsistent.

Secondly, the Development Code amendment approval criteria are as follows. In reaching a decision to adopt or amend the Springfield Development Code, the council must adopt findings that demonstrate conformance to the following. One, the Metro Plan, two, applicable statutes, and three, applicable statewide planning goals and administrative rules. With that Emma turned over the meeting to Becky Taylor from Lane County.

Becky Taylor Senior Transportation Planner thanked the Commissioners. Becky's comments are for the public's benefit. She wants to reserve as much time as possible to hear from the public, so her presentation will be brief. She wants to emphasize annexation is not included in this amendment package tonight.

Lane County's involvement in this process is to co-adopt Springfield's proposed amendments, to apply to the urban transition area, which is the area between the city limits and urban growth boundary. So people here wishing to address their comments to the Lane County Planning Commission, your concern would be for the Lands within the urban growth boundary, but you haven't been annexed yet. Again, we're not proposing annexation.

The focus of tonight is to hear from the public. Becky will be paying attention to public comments relating to the urban transition area for follow up and apply those to the Lane County Planning Commission. There will be a second public hearing on February 6. We're not making any decisions tonight.

Becky found the impact to the urban transition area regarding these amendments to be minimal. There are a handful of projects with amendments in the urban transition area, and for the most part, the code amendments wouldn't apply to property in the urban transition area-- They wouldn't be triggered until that property is annexed and upon development. That would be someone wants to develop their property, and so therefore they annex,

and then that would trigger compliance with these code amendments. With that I will conclude my staff presentation.

Commissioner Koivula added, to be specific, the urban growth boundary you're speaking of is Springfield growth boundaries to Springfield City maps.

Becky Thanks Commissioner Koivula and responded that, that is correct.

Emma added that there was a note earlier from a Commissioner. If you are providing testimony and know that you live outside of the city limits but within the Springfield urban growth boundary, if you can specify that, that will be helpful.

Commissioner James indicated, as the public provides testimony, if you know you live in that urban transition area between the city limits and the urban growth boundary, as you address the commissioners, please state that. If you're not aware, that's fine too. We'll certainly take all testimony, but if you do know that, it is specific to the Lane County Planning Commission, they are very engaged and want to make sure that they can be assured the testimony related to the decisions that they are charged to make.

Commissioner James asked the Springfield Planning Commission if they would like to remain at the three-minute testimony threshold, knowing though, that we will continue public testimony and our subsequent meeting on February 6th. What is the desire of the Springfield Planning Commission?

Commissioner Sherwood asked how many comment cards?

Brenda Jones Management Support Specialist responded that we had 29 so far.

Commissioner James repeated that they had received 29 cards at this time. That's about an hour and a half towards the testimonies and it is 7:30. It sounds to him as if they have plenty of time to deal with 29 comment cards at this time.

Brenda added that the citizens could still turn top speak cards in as the hearing continued tonight.

Commissioner James agreed, that the commissions would continue to take comment cards throughout the course of the hearing. He also asked all the Commissioners if they feel like they should stick with their three-minute time plan Springfield Planning Commission, Commissioner James is looking for consensus.

Commissioner Weeks responded that three minutes is fine. For those who have duplicate testimony, he would just ask them to be understanding about that, but he's okay with three minutes.

Commissioner James added that the key is that they want to hear from as many folks that are interested in addressing the commission as possible. The Commissions try to hold the time frame that's reasonable. Three minutes is typically a reasonable time frame. If you are addressing the planning commissions, they ask that you step forward, state your name and your address. Also state, if you are aware, if you live in the urban transition zone, between the city limit and the edge of the urban growth boundary.

Commissioner James there is time in our agenda to take testimony in support, take testimony opposed, and take testimony that is neither in support nor opposed to the proposal. There are no cards that are marked as being in support at this time. We have a group of neutral and we have a group of opposed. The Commissions will move through the testimony of support, unless someone raises their hand. We'll move to testimony opposed to the proposal.

TESTIMONY FROM THOSE IN SUPPORT

- **None**

The first request to speak is Phil Farrington, if you can step forward. On deck will be Eric Adams. Eric Adams will be up following Phil Farrington.

TESTIMONY OF THOSE OPPOSED

- **Phillip Farrington; 800 Willamette Street, Suite 750; Eugene, Or. 97401 (card #2)**

Good evening commissioners. Thank you very much for your attention and support in project and for your service. My name is Phil Farrington. I serve as the planning and real estate development director for CDC Management Board. We also represent the owners of Island Park Professional Center, which is located west of Mill Street, mostly north of A and south of B Street and east of Island Park. There's one building that we own in that complex that's located south of B Street.

As the owners of that property at the Island Park Professional Center, the short story is that we're asking for your recommendations to your respective elective bodies that would recommend removal of a line that's on the conceptual street map. I have about four pages, five pages of testimony that's been submitted to you, dated January 11th, if you would please refer to that between now and your next hearing.

Essentially, if you recall that in the '60s, if anybody's around then when the Island Park Professional Center was developed, there were agreements that were reached with the City of Springfield. Regarding the development of A and B streets. Each of those streets was required to be improved at a certain length to city standards, and beyond that point there was allowance for parking within the right of way and to be constructed to a lesser standard.

There is no public right of way between A and B streets that fronts Island Park. There is a driveway that's used that provides connectivity, but not a public right of way. The closest building to the top of the bank of the Island Park Slough is 25 feet roughly, far less than the minimum right of way that'd be required. By including this line on the map and requiring then a dedication right of way of a local street to city standards, provides a lot of complications, both for Willamalane, around the park and its development or redevelopment, as well as potential redevelopment of Island Park Professional Center. The city planning efforts had identified some 15 times or more, the intensity of development that exists right now on the park.

There could be a requirement or a need that we would identify for a street in that location. How it looks, where it's located and so forth, he thinks, needs to be determined through more intelligent planning process, that involves the property owner, Willamalane and the city, and not pre-ordaining this new right of way and new street, where one has never been located on any other prior planning document.

Mr. Farrington is asking the Planning Commissions to review these materials, come to him with any questions that you have. He can tell you that having been a park's planner for Willamalane, as well as one of staff planners on this project, that this to me seems like flaw that he would suggest removing that, it would make it far simpler and easier and a more coherent planning process to make improvements that would allow for the kind of vision that he thinks the community and the development of our community want to see together. Thank you very much.

- **Eric Adams; 250 S. 32nd Street; Springfield, Or. 97478-6302 (card #3)**

Good evening members of Planning Commission. My name is Eric Adams. I'm a Planning and Development Manager for Willamalane Park and Recreation District. He just wants to say that, although he is signed up to testify in opposition this evening, we certainly do support the City's overall goals for this project, and really appreciated the opportunity to coordinate with staff early on in reviewing earlier gaps.

There's a letter he has submitted this evening and it will hopefully makes its way around to you. Within that, he addressed six components of this overall package that he will summarize for the Commissions this evening. If the Commissions could read the letter, it goes in great detail; he will also be back in February 6th hearing to answer any questions the Commission might have.

First, we deal with request your revisions to the code language itself. The first of those seeks to make the review process for neighboring parks, clear and objective non-discretionary review as is requested for or proposed by the staff for linear parks. Within the street design section, we recommend consideration of situations where streets may need to cross through that same corridors, bathrooms or steep hillsides, to allow for certain non-discretionary standards that allow applicants, potentially Willamalane, to move through that design process without variance.

Lastly, in section 4.2-150 with respect to multi-use path development, he would like to have some broader language inserted that would encapsulate any potential City adopted use plan through the Willamalane Comprehensive Plan, that would then enable construction of those types of facilities through the land use review and approval process.

The last item, this pertains to Mr. Farrington's previous comments, concerns of conceptual street map. As he identified in the letter, there are three specific street extensions that are proposed that affect three of our public parks: Tyson Park, Thurston Hills Natural Area and Island Park. For Thurston Hills Natural Area, we request clarification concerning an annexation agreement that's already in place with the City. With respect to the other two, we have concerns about the eventual need and timing of extension of public streets through those parks. From our perspective, given the developed condition within those neighborhoods, ideally that determination would be made based on the factors of a particular development proposal, as demonstrated through a corresponding traffic impact study. Although he understands from staff's presentation and coordinating with them prior to this point, that local streets are shown on the conceptual street map for reference purposes only, there is language within the code as proposed that could lock those shown alignments in place. Unless it demonstrated that they are impractical. With that he will close his comments. Thank you.

- **Joe Bruns; 2750, Main Street; Springfield, Or. 97478; Resides at 6002 Main Street; Springfield, Or. 97478 (card #4)**

He has some pretty good questions or comments that he needs to probably look into a little bit closer, a lot of his stuff has to deal with Main Street so with email that came out today, he has more questions or statements or comments or whatever on February 6th.

One of the things that, at the open house that he noticed, he was asking, talking with people and talking with some staff members giving some scenarios, like what if his happened, what if that happened? Who would have to pay for this? Who would have to pay for that? To quote one of the staff members said that, property owners need to do their due diligence to know if this is good or bad for them. He came away thinking there is a lot of people, and himself included, that don't understand 10% what's in that half inch thick packet with papers to be able to understand that. Maybe it doesn't affect him at all, but he didn't come away with a good feeling of being able to have an answer of, "They need to figure it out themselves."

If those postcards were sent out to every property owner in the City of Springfield, there is probably a 100, my guess, maybe 110 people that came to that open house. He doesn't know if it was bad timing coming at Christmas time those postcards. He seen the first day for he thinks the open house, but he didn't see the date for this meeting, somebody else told him about it. He thinks if citizens or property owners knew, not necessarily big development guys, but the guy that has the house or half an acre, that wants to do something to it and he realizes that he has to pay for the street in front of his property that may be his neighboring properties won't ever develop, so it will never get done. They're paying for a street that doesn't do anything. He specifically asked that on one of the maps and he said, "Yes that's what would have to happen." He doesn't know. He's not very well organized as this wasn't really what he was going to talk about, so he'll be back February 6 maybe with some little bit more organization for what pertains to him and his properties, but anyhow that's it.

- **Danny Wright; McKenzie Feed and Supply; 4441 Main Street; Springfield, Or 97478 (card #5)**

I'm Dani from McKenzie Feed and Pet Supplies in Springfield and I have a property on Main Street. When she first read this TSP, she was very concerned because the 100 foot would take out her front room and all my parking. She talked with staff and we met, we talked, her concerns were addressed with ODOT on the Main Street that would have to go through ODOT.

Her request is that Main Street should be designated into separate arterial, exempt from the TSP if ODOT grants Springfield Main Street. Please look at the roundabouts in Glenwood, if you have any questions about why I'm asking this. It's important for Main Street to become and continue to be a viable access to Glenwood to Springfield. If we make it too big, too wide, too narrow, too wide of sidewalks, take out all the businesses on Main Street, what does that leave? Thank you.

- **Danny Roche; 2355 Main Street; Springfield Or. 97478; Residence at 791 S. 47th Street; Springfield, Or. 97478 (card #6)**

Thank you. Dan Roche, business on 2355 Main Street and residence at 791 South 47th Street. He is basically in the Urban Growth boundary right around the edge. He sees it as being my home maybe being developed into a-- I'm right on the cusp, his neighbor is city limits, he is on the other edge. He sees an expansion, maybe more traffic, a danger to

the kids around the neighborhood. He knows down by Clearwater they talked about the expansion of Clearwater, opening all that up.

He's concerned about just the heavy traffic flow through the neighborhoods with the expansion. Back to my business, as the last person and Joe we're-- I've got a street [unintelligible 00:31:11] one of my main street, I know everything it's kind of a stepping stone. He see's traffic, the problem with more pedestrians, more traffic, more—he's a bicycle freak, he loves Mountain biking. He see's projects coming around town with Thurston project, he loves that. DOD, He is part of the DOD Group. He is totally support all kind of presentation as it being-- I don't see a lot of bus traffic come into my shop. He's a car guy, but also a bike guy, so he supports all of that. The little main street section, like he said before, there are some bad areas; we've got some great businesses and large businesses that need the extra parking. He knows they're talking more of neighboring here, but it's going to step into our business aspect. The area of Main Street in general as he's concerned, is going to be more of-- he would think generalized into block by block assessment so that you can help out each individual either property owner or business owner, and make it good for all involved.

- **Alice Scheck; 103 T Street; Springfield, Oregon 97477 (card #7)**
Alice Scheck is a retired legal secretary, paralegal. She lives at 103 T Street, Springfield. She has lived there 17 years waiting for two middle streets to get repaired. Now, instead of falling down, we jump over. Across the street, is other properties or for streets, they have a heck of a large amount of Mexican people in their apartments around us. There's not many property owners like myself. They don't want their places ripped up or hers either. She has a double lot and she's concerned about that. She was told by a realtor, "Hang on a few years and that thing's going to double." Well, it has done more than that, and she doesn't want that ruined because she has almost two blocks there. Thank you much.
- **Bob DuPriest; 500 Edgemont Way; Springfield, Or. 97477 (card #8)**
He would like to say between Centennial and D Street and Rainbow and Mill. On the map that he looked at when it came to the open house. There'd a big black line going from the end of Prescott and Prescott down to Edgemont Way in the form of an inverted Y over the summit. He would like to point out that it looks great—he's all in favor of connectivity, but this is a hill and by putting those streets in some time it's going to have a consequence that you may not have heard about. One of the principles or at least aims of this Transportation Plan is looking at bicycle transportation. One of the jewels of our Springfield and Eugene community is the North Bank bicycle path. Bicycle path ends on D Street between River Hills and Riverview, and then the traffic continues down D Street. D Street has no parking on one side, parking on the other side and two skinny lanes for traffic.

Anything that is done to bring more cars down onto D Street is going to make it worse and worse for the bicyclist. He has spent a lot of time walking his dogs on the North Bank area. He knows there are a lot of bicycle commuters, there are a lot of recreational bicyclists. During the hot summer time, there are a lot of cars parked all along South D Street. His point, you want to consider the impact of that connectivity on bicyclist.

In addition, the road that you go that would be connected up to Summit on the hill, those roads—He moved here in 1952 and lived on River View for a while. Those roads have no side blocks, they're narrow, and by dumping more traffic there, it's going to make it a lot worse for pedestrians, for moms pushing baby buggies that sort of thing. Thanks.

- **Dean Burkhart; 1244 Delrose Drive; Springfield, Or. 97477 (card #10)**
He lives at 1244 Delrose Drive in Springfield. He is representing himself, but also the owners and residents of Orchard View subdivision, but you can say sort of Delrose Drive, a portion of Delrose Drive and Delrose Court.

The street that they live on, they're subdivision contains flying curves in both ends and it is a local street, so it's relatively narrow. He's concerned about an extension of Yolanda Avenue connecting to Delrose Drive which they believe would increase the traffic such that it would classify as a collector street rather than local street and it's just not wide enough to even be a minor collector street.

The residents have signed a petition, he's got copies that he'll give to Emma and Becky for the Commissions, but let me read it. "Whereas we the owners of lots 1 through 23 of Orchard View subdivision with Lane County believe that the adoption of the ordinance sense specifically the change in the Conceptual Street Map will have an adverse effect on our properties, our way of life, and the safety of our residents in particular children living in our subdivision. Therefore, we object to the extension of Yolanda Avenue from Harvest Lane to connect with Delrose Drive, and ask that this planned local street extension be removed from the Springfield Conceptual Map. Homes in Orchard View subdivision are situated on a double cul-de-sac. The extension of Yolanda Avenue to connect with Delrose Drive would be expected to

greatly increase traffic through our safe and quiet neighborhood, in particularly during times that Page Elementary School, speed limits are in effect on Hayden Bridge. Traffic from Yolanda and all streets of the streets east of Harvest Lane and North of Hayden Bridge would be tempted to beat the system, by cuttings through Orchard View to get up to Hayden Bridge. This increase in traffic most likely some of the traveling as much as 30 to 40 miles an hour where a residential neighborhood would be detrimental to the safety of the residents. Most Springfield Development Code amendments draft 12, 15 and 17, Section 4.2-105 Public Streets, A. General Provisions, Item 3 states, "Developmental approval shall not be granted for a proposed application which creates unsafe traffic conditions. We believe the extension of Yolanda Avenue to connect with Delrose Drive would create unsafe traffic conditions and should not be granted." He has two copies of the signatures of all the owners.

Commissioner James excellent. Provide them for the public record. Question for you, Dean, is your home within the city limits, because he knows on the other side, it's in that transition. Are you in the transition?

Dean answered that they are in the city limits, [unintelligible 00:41:05] Hayden Bridge and Orchard View there's some county property, but the City jumped over that.

- **David Jessel; 160 Allen Avenue; Springfield, Or. 97477 (card #11)**

He lives in kind of a little botched area right by the double roundabout, and we're on the north side of Hayden Bridge which puts us in the county. He has not been annexed as this young lady happily said, yet. He has a funny feeling that yet is the keyword in all of this. When faced with this a couple of years ago, but he'd like to get right to my point. The thing that troubles him more than anything about this is they did open a street up that was blocked off prior to this that goes in the Wayside Loop about three years ago. Traffic has increased between the Wayside Loop and our housing district, in a tremendous amount.

For people, as this gentleman just said, to cut out there, to get to the roundabout to get on the town. My thing, it's bothering him is, follow me very closely, Wayside Loop is really close to the new hospital, is it not? It's not much of a thought to be able to punch a road in there at the left and let the hospital traffic go right through that neighborhood into the new hospital, there's already paved roads all the way around the new hospital, Is there not? It's just a matter of just 100 feet to put a nice viable road in there. It may not be on the agenda tonight, but you know if this passes, that's going to be not too far down the street.

The other thing he wants to say about this is two months ago, there was a killer accident at Fifth and Hayden Bridge. That's how fast traffic runs through that area. He knows the police can't be there all the time, but we need a little more representation there to slow that traffic down. They live in that little boxed area, we like that little-boxed area. Ambulances, fire trucks, all emergency vehicles, school buses can come and go through that area. It's all open. They can and go, they can come out onto Hayden Bridge at 5th Street, they can come on the Hayden Bridge at 3rd Street, they can come onto Hayden Bridge at Manor, come onto the roundabout through Wayside Loop and come out that way.

We do not want any of those roads opened up at all. He has been out of town and didn't get this till he got home. He went up and down the street today just of matter of minutes. If the Commission wants signed signatures, he'll go out and run up and down the street like they did two years ago when the City tried to annex us, they will bring the Commissions a whole flood of signature that people who do not want that disturbed. There are about nine neighbors that he walked up and down Allen Avenue with, and they said, "No, go down there and give your piece."

He hopes the Commissions listened, paid attention, and he hopes that the Commissions would put some boundaries into what can open up and what you cannot open up in that small area. Thank you for your time.

- **Mike Reeder; Attorney with Arnold Gallagher; 800 Willamette Street, Suite 800; Eugene, Or. 97401 (card #12)**

I am an attorney with the law firm, Arnold Gallagher. He's here tonight representing Joseph Tokatly, who is a Springfield resident inside the Urban Growth Boundary and also a business owner along Main Street – landowner and business owner.

He is here tonight to talk about two things in respect to people that takes the process of the Transportation System Plan. One is that these clear concerned that the process for the TSP is flawed somewhat, in the respect that the Stakeholder

Sounding Board did not include any Main Street business owners. There are hundreds of Main Street landowners and business owners along Main Street. It's a minor arterial and major arterial depending on where it springs around Main Street is. The proposed changes to the arterial standards are concerning to my client as well as others. First of all, this is a very real problem. He has provided the Commissions with some written materials. One of those exhibits that he provided to you is the Highland partition decision wherein the applicant had property inside the Urban Growth Boundary outside the city limits, which the partition the property into two was told they were required to expand Hayden Bridge Road in one location for one additional lot. We argued unsuccessfully to the hearing's officials that that was in violation of the Dolan Doctrine. It was an unlawful exaction, because it wasn't roughly proportionate to the impact that one additional home would put up Hayden Bridge Road, but fortunately, the hearing's official agreed with the city. The city took the position based on the McClure case, which he provided to the Commissions for their consideration, that says that, "When you have legislatively adopted street standards, those standards themselves are not subject to the Dolan analysis," –they heard that from your Assistant City Attorney, earlier this evening. So what is the problem? Well, the problem is that Main Street standards, the arterial standards from Main Street that would be adopted as part of this process, why we enlarge the right-of-way and the additional dedication that would be required on any Main Street property regardless of the size of that property, one or two either divide land, develop the vacant property or redevelop that property, and this is basically front-loading that Dolan issue, and his proposal is that the proposed SDC's be changed to include and basically exempt Main Street until they've had that Main Street planning process. Thank you.

- **Michael Fleming on behalf of his father regarding his property at 2186 Laura Street; Springfield, Or. 97477 (card #15)**

He is here on behalf of my father; he has a property in 2186 Laura Street. The City has proposed putting a bike path to the center of that property. The property is roughly one-half acre. They were here for the viewing on the 9th, he was told then that we could ask questions today as far as why.

Emma believes the project that he is addressing is the already adopted multi-use path. She can zoom in on the map to show the location. At the connection of Laura and-- which location?

Mr. Fleming responded that it's the one at the intersection of Laura Street and Prasad. They've also proposed another one more than 400-500 ft. to the south of that location.

Commissioner James asked if that was his concern.

Mr. Fleming answered, Absolutely.

Commissioner James doesn't know if we're going to get to why.

Mr. Fleming Okay. If not, why? What would happen if there was a bike path to the center of someone's property?

Emma responded that there are no proposed changes as part of this package to change the already adopted projects, if and when there's funding available and the project goes to implementation. There would be more planning involved with that process, but currently, there's no identified funding that the city has to build it. It's just in the 20-year plan. No proposed changes as at this time.

Mr. Fleming asked what the process to remove that?

Emma answered that if the Planning Commission would like to recommend additional elements, we would need to change the draft report for the staff findings to support your ordinances that are before you and dropped for in this evening. If you'd like to expand the scope of the original intent of this project, that would be direction we'd need from Planning Commission.

Commissioner James repeated what Emma said. What is there on the map has already been adopted as part of the 2015--?

Emma corrected the year, 2014, it was adopted into the 2035 TSP.

Commissioner James continued that it was adopted, and if in fact, the Planning Commission were to choose to expand the scope of this process, they could take that under consideration, but it would be outside of the scope of this process as

it's being presented. Is that right? The concern is the current adopted plan, that's staffs concern and certainly, this is the place to voice that concern. He thanked Mr. Fleming for his input. The information has been taken down. It's on the public record now. They will have staff provide some additional information to this.

Mr. Fleming added so everyone knows at the meeting, that the bike path being proposed just starts at Laura Street. It doesn't connect to the bike path that's existing at Pioneer Parkway. It just starts right there and then it heads towards the west.

- **Dave and June Jenison – Pass (didn't want to testify) (card #16)**

- **Joan Daly; 3370 Osage Street; Springfield, Or. 97478 (card #17)**

The house is this pictured on the wall of this building to the Mayor's office. The proposal is to drive through her property, through her house, and down her driveway or connected route. She was told not to worry about this, that there would've been too much paperwork involved to take it off the historic registry. After hearing the gentleman before me, concerned about a bike path going through his father's property, the trust level in the City is zero. She was told not to worry about this, because it wouldn't happen until it was developed. Well, the 3.2 acres that she owns would not be developed unless she decides to put some of the houses that she's designed on her property.

She needs reassurance from this committee that nobody's going to go through my property, and through her house, and down the driveway for a new bike path or road. Also, being concerned if she decide to build the two or three houses that she's designed to put on my own land, can she not develop it my own way? Does it have to be the city's plan to develop my property? What a City. Thank you.

Commissioner Koivula asked to see this property on the map that was on the TV's to show the audience.

Ms. Daly added that it goes down Kinsley. Commissioner Koivula added that he is familiar with this area.

Commissioner James asked Emma to flag it out for the Commissions. Emma added that it is south of Douglas Gardens Park, its part of the Conceptual Street shown that those from the left down to the right of Kinsley.

- **Lennon Mathews; 1780 Fairhaven Dr. Springfield, Or. 97477 (card #18)**

- **Lucas Huss; 1725 Fairhaven; Springfield, Or. 97477 (card #19)**

You can't take their field away because we have tiny yards. He uses that field to play with his friends. He has water balloon fights, and he learned how to play baseball, football and soccer. He plays tag, build forts, and find bugs and all those types of things. So if you take their field away that's like taking all away our only tiny bit of togetherness we have, because without big yards, we use the field to hold barbecues, birthday parties and where he gets together and play with his friends.

Lennon Mathews added, he's lived and played in and around this field for almost 10 years. You're taking away their field, and he won't let you. Thank you.

- **Dan Huss; Pass (didn't want to testify) 1725 Fairhaven; Springfield, Or. 97477 (card #20)**

- **Heather Hawthorne; 1772 Fairhaven; Springfield, Or. 97477 (card #21)**

She is Lucas and Lennon's neighbor. Looking at the map you'll see that they are in a cul-de-sac that was specifically designed with narrow streets and small yards. They do need to use that green area for their kids to play. The plan is to connect two points of the neighborhood to the privately owned Fairview Mobile Home Park. They also have small yards, and they have a common area where they've have dances, they have-- it's where their kids play, and they ride their bikes.

By connecting those two things, you're removing the safe places for their kids to play, because those streets are narrow and they wind. You would likely also have to remove a large portion of our sidewalks in order to make it street savvy— That would also reduce the safety of the kids, because then they would have fewer sidewalks. They have a basketball hoop where we play basketball. Making this change would literally change their community drastically. Thank you.

- **Laurel Olds; 3501 Garden Avenue; Springfield, Or. 97477 (card #23)**

She is outside of City limits, inside Urban Growth Boundary. She [unintelligible 01:00:02] county, and she called somebody to complain.

Her property is on the Urban Fringe. She has two aspects she wants to talk about. First, she was not notified of this, and was upset that she missed the viewing. She learned about the thing today when her neighbor said, "Hey, are you going?" She called the City and got kind of a cold reception. She finally got a call back and the employee said, "Will you bring me the information on postcard?" Got here, person didn't bring it. Somebody else just said, "It didn't have any information anyways". Laura replied, "All the Websites that she didn't know about and all the dates that she doesn't know about. So they got her one.

She then looked at her neighbor who had an agenda and then asked for another agenda. The lady said, "It's a one liner and doesn't have any other information on it," and I said, "Okay." I started looking at my neighbor's. It was a two-pager with lots of information.

Commissioner James asked if she received her agenda.

Laura then went back to her and said, "Can I get an agenda, this isn't a one-liner this is two pages. Can I get one please?" She said, "I'm sorry, I have to help other people." She walked away from me. I was not impressed with the county, because this directly affects my property. Again, she lives at 3501 Garden Avenue. It's right above the red and white lines of Garden. She lives at the G.

Laura is here because she just found out about it today. Upset that she didn't know anything about it. Got here, it was really hard to get information about it.

You'll see from the diagram that you're proposing a road literally right through her front yard, about 10 feet away from her windows. She went to the neighbor at the bottom of 34th street and said, "Hey, do you guys know about this?" One didn't know about it, on the west. He's a really super old man. His children who are older than me, they could be her parents, pick up his mail. The neighbor at 34th street on the east is here tonight. The neighbors she went to on Dondea, that's directly in front of my house. The one neighbor didn't realize that she got a postcard, but didn't understand it – and she's highly intelligent – because it didn't really say anything about that neighborhood.

She talked to the neighbor across from her that is on the bottom of Dondea to the east, she opposes it. She received no notice. Her husband is disabled, she can't make it tonight. She wanted me to come and tell you.

She talked to two other neighbors on Garden, they did not get notification. They are opposed to it. She brought one more neighbor--

Commissioner James announced that her time is up. It sounds like your concern is notification, is that primarily it?

Laura see's that this is conceptual; however, it's physically flawed. She invited the Commissioners to come out and walk the property with her that is being proposed.

Commissioner James: There'll be additional opportunities for a public comment.

Commissioner James restated for the audience, there will be additional opportunities for public comment on February 6, 2018. The Planning Commission's action is forwarded to both Springfield City Council and the Lane County Board of Commissioners. There will be time during these hearings for additional Public Testimony.

Commissioner Koivula requested a 5 minute break.

Commissioner James announced that the Commissioners will be taking a 5 minute break.

The Springfield Commissioner James resumed the Meeting from the break with Planning Secretary out of the room, thus the recorder did not get turned back on. Notes from Greg Mott will be added to the minutes for those that testified but were not recorded.

- **Danielle Smith; 1210 Dondea Street; Springfield, Oregon 97477 (card #25)**

Planning Manager Greg Mott's Notes: Conceptual Street Map objection, also Richland Street Connectors

- **Jim McLaughlin; 2600 19th Street; Springfield, Or. 97477 (card #22)**

Planning Manager Greg Mott's Notes: objects to the proposal not complying with Goal 12. Does the City have a maintenance plan? Is there a strategy to maintain new streets as well as old?

In dollars, what's the value of the maintenance if it's differed 5, 10 or 20 years as this plan says just of the existing system. What is the current strategy to fund the old backlog? How does the unimproved streets factor into the funding strategy? Finally, given the recent history of, he thinks at least two payment preservation Bond Measures, what's the strategies to come out with a positive outcome in the future?

Given all of the questions he asked, how does this proposed Transportation Plan impact the ability of local governments i.e.: The City of Springfield, to rationally consider the construction, and operation of the facilities. That comes right out of goal 12. He thinks we have a big hurdle before you go out to buy a bunch more. The City needs to take care of what they have, and he thinks there's a lot of folks in this room tonight that it. He thanks the Commissioners for the opportunity to speak.

- **Crag Rash; 2748 Hayden Bridge Road; Springfield, Or. 97478 (card #27)**

He is here tonight representing himself and Suzie Anderson. [unintelligible 00:01:27] discussed Hayden Bridge Road, and the increase in traffic. One of his big concerns is when moved out there because it's quiet, it's nice, there are a lot of retired people out there, and a lot of elderly people out there walk up and down those roads all the time. You already have a problem with traffic. He lives on the curb where you come off Marcola, and you come down the hill you have a pretty good curb to the west.

He already has [unintelligible 00:01:57] cars running cars off the road because there's nobody there to monitor the road, it's a two way road, and nobody takes care of the speed limit, they also have wildlife people that they dodge, and they have a very high bicycle population uses the road. They have a two bike relays that go down there every spring and summer.

His biggest concern is what's going to happen to that road? Part of that road you cannot widen to accept more traffic because you're going to have to push the road of the cliff, and that doesn't make sense. The other problem, basically just huge amounts of safety that we're already dealing with now. Thank you for your time

- **Laverne Ritter; 1101 Delrose Court; Springfield, Or. 97477 (card #28)**

One of her neighbors spoke earlier, his concerns about having streets into our neighborhood. Her concern is the heavy traffic that is in North Springfield. It seemed to have started when they put the Pioneer Parkway down to Safeway. That area is heavily congested most people traveling in that area will shy away from it when it couldn't be turn around. She said, in the meeting when they announced that, She said, "Good they're going to run the traffic on the Hayden Bridge Road, the 19th and Yolanda, Mohawk area right there. Safeway there's no means for a free right-hand turn at Walgreens. People will try to go around Walgreens drug store, come out through the parking lot, or they'll go around through Safeway, and sneak out that way. It's heavily congestive there. If you come off the freeway at night you come in through Pioneer Parkway trying to go north. All the people want to crowd into one lane on the left. The signs that direct the traffic in the two lanes center are right behind a post, close to it, and it doesn't direct the traffic properly because there should be two lanes turning left, In front of Walgreens, and one lane and is heavily congested when you go out and hit the freeway head to town that way. That is her number one problem on her list.

Number two, is that they're the turn-about. People are now trying to shy away from it by using Laura Street. If you watch, they're cutting over there and going down that headway now. We just missed connecting Laura Street to that turnaround because they're building in there right now, but right at the Hayden Bridge Road and Laura Street right now, giving that property away.

It's probably still accessible if one were to study it. She's been looking at this here map for the last few days, and my summation of that whole area east of the Pioneer Parkway is a box. You've proposed a lot of changes in her neighborhood, and in the neighborhood to the west of them, any change you make inside the box will do nothing to move your traffic out of that area because everybody has to come out to that roundabout.

Anything you do in there is wasted money and wasted time. She thinks that they need to go, we, I'm talking about you too, we need to go in there, and start thinking about how we can get a bridge across the McKenzie River and maybe one or two places to direct the traffic going to East Springfield on the north side.

- **Gary Burnett 3210 Raleighwood Avenue; Springfield, Or. 97477 (card #31)**

He moved right next to Gamebird Village right off of Game Farm Road. This particular thing does pertain particularly to what's going on right now, other than the fact that he got a City and County person in front of me which he's been trying to do for the last two and a half years. Every time he called the City about it, they say, "Talk to the County and they'll take care of it." What it boils down to, Game Farm Road is a narrow road, very narrow road. The City gave permits to whoever is planning to build a building without adequate parking. When he built his building on "Q" Street, his building's on "Q" Street, he went to the City, he had to have adequate parking, he couldn't park on the City street. He had to have adequate parking, and had to be paved parking, it had to be beautified, so what did he do? The County and the City got together and the workers [unintelligible 00:08:53] could park on dirt, gravel, and make U-turns on Game Farm Road and open their doors on the Main Street, and expect people to stop for them.

He thinks it's time that they take care of what we've got, and not what's into future. He can't understand for the life of him that you ever allowed it, or that nobody on the County or the City wants to take the bull my horns and do something about it. When he bought and developed his property, they had to have so much parking. He would have liked to cover that whole property with the building, and then park on the street, but that wasn't allowed. Thank you.

- **Colleen Prock; 2230 Rhododendron Street; Springfield, Or. 97477 (card #30)**

She's in the transition area that you're talking about.

Every time she called to talk about this or every—the last meeting that she went to, she kept hearing, "This has nothing to do with annexation", which she disagrees. Who's going to be controlling those roads that you are now taking from the county? whose taking control of those now? City, city is taking control of those. We are outside the city limits and yet she's going to be surrounded by City property now, with every single one of these roads and bike paths that are going to be going around, literally around my property at 2230.

She thinks a lot of reason that you don't see a lot of people here is because they keep being told that this has nothing to do with annexation. It is the very beginning stages of the annexation. She knows we're inside the Urban Growth Boundary. She knows eventually they're going to be annexed into the City. They have fought it for 30 years. She bought her house in '87. The house is payed for. She does not want to start putting—hooking up to sewer, in her retired age. She's not interested and she doesn't think any of her neighbors are either.

Please stop telling people this has nothing to do with Annexation, because it's the very beginning stages of it. They fought through it numerous times and they don't want to do it anymore.

- **Emily Dahl; 650 Flamingo; Springfield, Or. 97477 (card #32)**

She represent the [unintelligible 00:12:02] that live at 630 Flamingo. They are not against a bike path or a walking path, just not down Flamingo. The reason why is because they already have the County Garden for Springfield School District and a Community Garden. On Saturdays it's already quite a target for people. She believes that having additional trail is beyond their capacity for tolerance. Right now there's parking issues when they have any special activity, so we don't want additional cars with the Community Garden. It's bringing in preschoolers that run through the street. They don't want any more traffic because the-- We would just like the trail to go someplace else and take any additional traffic or people coming down our street. That's all they want, is to put it somewhere else, because nobody wants it but we already have our share. Thank you.

- **Dave Hyland; 90570 Nadeau Road; Springfield, Or. 97477 (card #33)**

I have lived in Springfield my entire life. My Father was born in Lowell somewhere in the early 1900. He loves Springfield. He goes out of his way to stay on this side of the River. He has four businesses on Main Street and one at 1517 South "A" Street. He simply doesn't have any room to give up. He has a finance business there and we have a car lot there. There are zero inches to give up. To familiarize yourself to where it's at, Bullfrog is on one side and Star Rental is across the street. There was a terrible car accident there about ten days ago. If you drive by his lot, you'll see that it barely functions. There's an old service station at one time. It just wasn't designed to be a car lot. It amazes him that we're pushing this project through, you're saying there's no funding, he's sure there's funding. He's sure that it's just a matter of checking boxes he imagines.

He would hope that we don't do what we did in Eugene and just jammed it down the throats of those that didn't want it. He hopes you guys really think about that. He imagines this project there's no way to stop it, no way to derail it. You don't have one person that he has heard supporting it. It just appears to him that we have plenty of projects, like the [unintelligible 00:15:30] was talking about. Take care of our own; take care of what we have.

His business here on 15th Street, there's a gravel road to the west of us. He gravels it himself and rakes it out. One block back to the north or the south of us is another gravel road. They all pay taxes. There aren't a lot of things to do here. He heard one person down the aisle saying that the DOT, the regulations you guys are using is an 85 ft. width highway. But you aren't showing anything in the middle for the turning lanes.

By the time you add a turning lane there in the middle it's 15 ft. Now you're going to shovel all that back out, 78 ft. on both sides. He thinks our measurements we're using are unrealistic. It might be helpful to push it through and get it going, but when you look 85 ft. arterial that you guys are proposing, it's truly not going to end up being 85. Everybody is about free money, matching money, this isn't free money. We all pay taxes, it's our money. Its Federal Government Action money, but really it's coming from this room. Every person in here that pays taxes is going to be paying for this.

- **David Brabley; 488 S. 52nd Street; Springfield, Oregon 97478 (card #34)**

When he purchased his home he spoke with David from the City Planning Department and he gave him not only a promise but a guarantee that there would never be any easements or property or any modifications to the road there on Daisy at his property. The reason why he knows he contacted him is because there was an easement on either side of his property already.

Four years went by David shows up at my front door and says "hey, by the way we want to build a sidewalk over here. Do you want to give us some of your property or would it just be okay if we build on the opposite side of your fence, and it won't affect you at all?" he said, "go ahead, and build your sidewalk on that side." Which is—As a matter of fact, the one thing that David said is that the City would never put money toward because there was a side walk on the other side of the street.

He was not given a notification on the Open House or for tonight. He found out about it yesterday so he contacted every one of my neighbors. None of them were notified of either the Open House or tonight's meeting. Therefore that's why they are not here. He will be here on the 6th. He still doesn't know quite yet what the plan is for that street. He has to do my due diligence to find out what it is for the 6th.

He just wanted to stress his opinion, and point that there's a problem when the City gives you a promise. You buy a piece of property because of a promise and a guarantee. You put your heart and money into his first home. He bought it with my wife who passed away two years afterwards, she had cancer. Here he is now, not knowing whether he's going to lose his property or the availability of my subdivision that's on that lot. He has 488 and 488 ½. His whole life at this point is in the hands of a City which guaranteed me my life would never change. Here it is today he feels like it's going to have a big change. Thank you.

- **Scott Sattler; 1133 Delrose Dr.; Springfield, Or. 97477 (card #35)**

They are in the city limits. His wife and he moved into their house 17 years ago. The road dead-ends at both ends of Delrose. Several of his neighbors have already spoken that are in the Orchard View neighborhood. As they said, there are many children in their neighborhood. Two families just recently moved in within the last year. Each has three children, all under the age of eight years old.

The street is not with cars parked on both sides of Delrose. It's not wide enough for an increase in traffic. If you could pull up Harvest Lane, he's sure everybody's been to the Rodakowski boat landing. Beautiful down there, he loves going down there with the kids during the summer and playing in the water. Usually at least once, twice, three times a month we can hear the racing traffic on Harvest Lane. In fact, he thinks it closes at 10:00 pm., supposedly. Usually after 10:00 pm there's racing heading towards the river and then back. If you're going to connect Delrose to Harvest Lane, He thinks that would just add to the racetrack, right?

From the roundabout you take your souped-up car and go through the neighborhoods and he'll go down Hayden Bridge and we'll see who can get to the boat landing first. He just thinks it should be questioned and it doesn't need to be connected to Harvest lane. Thank you.

- **Steven Booher; 35 Ann Court; Springfield, Or. 97477 (card #36)**

He's in the urban growth boundary. If you bring that up it's like there's a little dotted line that goes down my property line, takes how many feet you're going to have for a multipurpose path right down the east part of his property and the west part of another lady that's here.

He's been in that location since 1958. He dealt with this extension for 30 years. He was told by the previous governor when he was down here in Lane County that he didn't pay him enough to go to bat for him. He actually told him that while we were walking the railroad in my father's backyard. They took 20 feet of my back yard, 280 feet long. 20 feet cut in and then made us move all this stuff for the parkway.

They came and asked for another 10 feet so they could put a bike path down each side of what's Martin Luther King Boulevard now. Then he found out through his neighbor on the other side that they're going to put a bike path, a proposed bike path, through Ann Court and open up beautiful, lovely closed community to all kinds of garbage that goes on the bike paths.

They've already dealt with the transients trying to camp underneath the laurel hedges. They had to have them moved out. They've already dealt with the people coming over the gate that is there to rob them, take stuff that's not theirs. They caught them; they've done this and that trying to figure out how to take care of the deal that comes through there. They've had the drug paraphernalia and all the stuff for my grandkids to get stuck with on the outside there between the hospital and us.

He would like to see and propose that you take that off of the agenda and off of this proposal completely because it opens up - I am speaking for the whole neighborhood Laura, Manor, Allen clear over to those. I'm speaking for those people.

He didn't get a postcard. He doesn't miss these things. He doesn't throw the stuff away when it comes to what they are doing. He didn't get one. He found out from his neighbor. He would like to, with the existing bike paths that go along the Martin Luther King, why put another one 68 feet and open up and put all of that garbage back into the neighborhood.

He had his grandson come from Royal Dell Park the other day with a needle stuck in his bike tread. That could have very easily got him pricked. That was on a bike path that opened up some people over there, their backyards into Royal Dell. Please, take heed of what he's saying. Please rethink this dotted line on Ann Court. Thank you.

TESTIMONY OF THOSE NEUTRAL

- **Robert McPherson; PO Box 70291; Springfield, Oregon 97475 (card #1)**

There's a couple properties involved, but the one that he's concerned for my family is on Jasper Road past Clearwater. It's in the Urban Growth Boundary the other properties are in the city limits.

It's pretty clear at this point that, after his past experience in going to Council meetings, that this is just a minor formality because you've already made up your mind. He wonders how much money you people spent on this already? Quite honestly he's very disappointed. H came here years ago when even more people showed up for the Bond roundabout Paris France deal and you guys all backed off. All of a sudden, bam, it got shoved through. These kind of things need to come up to a vote by the people affected. From the Urban Growth Boundary in. You shouldn't be jamming down their throats. It's just wrong.

This is turning into a damn Banana Republic and you people should be ashamed of yourselves. You know it's true. We're getting regulated to death, taxed to death. Our family looking to split, not one lot not long after the 2001 new City Charter. It went from a few thousand dollars to you guys getting over two thirds of the money out of the value of one lot. Only people who can even do that are Hayden Homes that do a hundred lots or more, it is wrong. If he did that you guys would have me in jail for racketeering.

Why is it legal for you guys to charge so damn much money? Yet you give big breaks to the big money people on top of that. This is just like the EMX thing in Eugene. You guys had that all mapped out. You jammed it down people's throat.

It's sick and it's wrong. You people need to step back and put it on a vote for the ballot for the majority of the people to vote on it.

Commissioner Dignam wanted to point out to the Audience that he is a volunteer. As far as he knows, not too many people are able to read his mind and decide how he might vote.

- **Jeff Heacock- 4270 Main Street; Springfield, Or. 97478 (card #9)**

He has a Commercial property on 4270 Main Street. He asked if he could ask a question, you guys are probably all up to date on all the paperwork that's involved on this TSP document. He had to be in order to come here. His question is, originally there was about a year and a half or two years ago there was a Main Street Corridor Design where LTD was involved, with the EMX bus expansion. I was in a meeting with you guys on that and he understood that it's been shelved for now.

Emma responded that the Main Street planning efforts are currently on pause yes.

Jeff asked if those are not adopted in this TSP plan that would be adopted, right?

Emma responded that if a property owner wishes to develop along the Main Street corridor the Springfield Development Code would apply, yes.

Jeff continued, with the TSP. Okay, so his question is, can you put this figure 4.2-p up on the board there. This is the stuff that we got to look at. Now you see that right there, that's a major arterial with no on street parking which he would assume would be Main Street, there is no other street that have four lane accesses like that.

Emma said that it might be helpful to clarify that the Main Street is a minor arterial and it is also under ODOT jurisdiction.

Jeff added that just changed, right? He mean's, that the City has asked ODOT for a safety report on the design of the Main Street, he know that's true so you don't even have to answer it. If ODOT adopts that, you've got an 84 feet design right there that shows that's a right away but if ODOT adopts that, you can't drive a car side by side going the opposite way on a four lane street. Is that happening anywhere in here in Springfield? They may have to put either a 14 foot turning lane or-

Commissioner James asked that the citizen direct his comments to the Planning Commissions.

Jeff continued that she'd have to put a 14 foot turning lane or a median in there, permanent medians, which would widen that out to almost 100 feet which would mean then you would be coming in and taking property from the adjacent property owners on some Main Street. That doesn't show and that's deceptive, number one. He has dealt with the City before and he can tell you right now it has never been a good experience on property. It's always been deceitful, always been half-truths and it's pretty upsetting. But he's just saying that if you're going to do something like that you have to make a drawing that shows a median or the turning lane in it. If you put a median in it then the businesses that are going down Main Street now, you are going to only access them from one side or the other. In order to go to a business on the other side you have to drive down, turn and come back down the other way. You're also affecting the traffic flow into the businesses that you're taking the money from.

Commissioner James hears what Mr. Heacock is saying. Commissioner James asked Emma to correct him if he is wrong; you entered some additional information into the public record.

Jeff responded yes, but that wasn't in the original amendment. It's not the right way to do business. Anybody in here, if you think these guys are going to make it easy for you, He's got news for you.

- **Jennifer Snyder; 25 Ann Court; Springfield, Or. 97477 (card #13)**

She absolutely agrees with my neighbor about getting rid of that walk path design. It would have unsafe consequences to the neighborhood as well as she thinks she heard the term turning the road way into some larger kind of traffic congestion, which would definitely happen since they're so close to Riverbend.

She understands that may not be happening until Riverbend decides to develop its parcel but they don't know when that will happen. She actually came here with some prepared statements and she support NEDCO. So many of my neighbors concerns about our Hayden Bridge area being really overwhelmed with traffic. She herself is guilty of travelling Seaward to Mansfield to get over to 19th instead of taking Hayden Bride Road. But she would like to make two points that may be relevant and thinks are relevant to what we've heard tonight and the concerns we have as citizens here. Whether you live in the Urban Growth Boundary like herself or in the City of Springfield.

At the moment the City is engaged to construct the bike walk path adjacent to our neighborhood, but there is no clear way for the people who own the property that would be affected. Maybe taken a little bit of that property or for the neighbors, people who aren't property owners, the neighbors who live there, no clear way for us to understand what's really happening. There is no clear process for them to get clarification and this is a great concern. When something as huge as planned for the future, which is applaud able happens, all of the people involved whether they are property owners or renters. The people who live currently need to have access both to the information that will affect us personally, their children our grandchildren but also to have input when the actual actions are taking place. That would be her second point.

To be able to know exactly that, they would honor- - She would like the Commissions to codify that in the Transportation Plan, to make it clear how citizens can get information and that we will be honored when the things happen. Thank you.

- **Marcel Carmen; 1072 Nancy Avenue; Springfield, Or. 97477 (card #14)**

She has lived in Beverly Park since 1959. She was raised in a house outside Darlene. When her parents were no longer able to keep the home, her husband and I bought it. They live on Nancy so they actually have two properties a block away from each other. Sold the house to their daughter so now they have fourth generation living in the same neighborhood. We're kind of committed there.

She started at Guy Lee Elementary, the first year the school opened, her kids went to Guy Lee and her grandkids are going to Guy Lee. They've seen a lot of changes in the neighborhood, some good, some not good but what concerns her at this point is the issue of opening the diverter on Don Street and Lochaven. The kids walk to school in this street because there are no sidewalks on Beverly, Darlene or Nancy. They have so many trucks that pass through the neighborhood; they have destroyed our curb on the corner of Nancy and Beverly.

The City came out, repaired it once a few years ago, the trucks came through destroyed it again. Couple years ago they had the City out again to give an estimate and they said, "This just isn't on our list of priorities." This neighborhood is-- we thought it was going to be our first home our starter home, but we settled in, we love it, we've stayed there. Almost a hundred years if you would, but it's not a wealthy neighborhood. They are beginner homes and she can't imagine how if that diverter was opened and they put in sidewalks how any of them are going to be able to afford to pay for sidewalks. They have a corner lot and she doesn't see it happening. Her question to the Commissions, if the diverter's removed it's no longer safe to walk in the street, that's just given. Who pays for the sidewalks? That's a real concern for every person that lives there and for the renters that their rents are going to go up to pay for this. She thinks it's the most important thing to keep everybody safe and by opening up that diverter to relieve traffic on Harlow road so somebody can save two minutes is just a real detriment to their quality of life. Thank you.

Commissioner James asked Emma about the diverter. Emma responded that she is referring to the intersection at Don and Lochaven. Commissioner James added that it's a dead-end? - - Emma answered the street currently is open from Lochaven up north to Don and from Lochaven south to Shelley, but there is no cross access between the southeast and the northwest currently.

- **Jeff Nelson; SUB; 250 A Street; Springfield, Or. 97477 (card #26)**

He is representing Springfield Utility Board located at 250 Street. SUB has a number of properties in Springfield and in the county, so he probably got 10 or 15 of those cards, he appreciates that. The things he would like to talk about today is he appreciate the efforts that are done by the County and the City such as those to collaborate with those agencies to try to be as effective as we can in developing out infrastructure.

Sometimes these processes are complicated. Sometimes there is transition. You've heard of folks that have been with the city and then moved on but in some of those cases, some shared information and in this case it may have been over looked. He just wanted to highlight 65th street. He did provide a handout, but the end of 65th Street SUB owns a property that's has tons of floodway and SUB has plans for a in service water treatment facility which is critical water infrastructure and right now there is a proposed street and multi-use path at that location.

He thinks that was just an oversight because of prior communications that SUB and the City had. Then the next item he would like to talk about. That particular place is within the City limits and within the Urban Growth Boundary. The other locations, Area B in his testimony, which is at South 26th Street, which is outside the Urban Growth Boundary, outside the City limits so he guess's this is directed to the County Planning Commission.

Commissioner James asked if it was inside the UGB and outside the City limits.

Jeff answered that is outside both on this map. That has to do with a small connector of multi-use paths proposed and that particular location; there is some disagreement about the right-of-way and property ownership. He was assured that -which the transportation plan for the actual area would be more expanded upon after the UGB was finalized. That would happen down the road so he was thinking that perhaps this was a little bit of premature and that there would be further opportunity to have discussions because SUB has received information regarding a connectivity that the Mill Race Path outside the middle fort, which is different than what the City has represented on this design. He thinks it would be helpful for both the City, Willamalane and SUB to have further discussions before any planned designations is in this process. Thank you.

- **Bret; 1050 Darlene Avenue; Springfield, Or. 97477 (card #24)**

He is a prior service act of duty, a three combat tour so he understands that when a lot of people move in your planning is tied 10, 15 years. Just look at [unintelligible 00:44:35] air base and you go like, wow. His biggest question is- - we live in an area that Springfield forgot i.e. like he said Darlene Street.

His big question, he knows this is more for the City Council because they handle budgetary and financial issues, is the big 300 pound elephant in the room, eminent domain. Partial ticket. Our road is not that large, at his house he is going to lose generally about 10 to 15 feet in his lawn so he wants to know and maybe again he should address this to the City Council, is One, is he going to be required to pay for this? Two, will a property assessor come out to my home and either increase or decrease the value. Because that affects my taxes and that's something that really hasn't been talked about is the gentleman stated earlier again cause and effect.

Their property values go down; he pays less money in taxes. They have less money to actually pay for what we currently have. Those are kind of the financial nuts and bolts of whose going to pay for it. Is he going to be required to? If so, does he get a tax break, if not well, why not? That's really the questions that he has for this committee. Again, not decision makers but those with a healthy amount of influence to the key decision makers, i.e. the Springfield City Council.

Again when it comes to Darlene and opening of the diverter and we can talk about long-term traffic safety proposals, public safety proposals and impacts to transitory routes and what not. But the biggest question, if he loses that 15% that 15 feet of my front yard, how does that impact me. He is just one guy living in that neighborhood and no one has even remotely said, "Hey, these are the financial impacts to you the tax payer." The people that are ultimately going to foot the bill for all of this. Again, a lot of it is needed because like he said Eugene and Springfield are growing by leaps and bounds, our infrastructure again, maintain and improve infrastructure and facilities. One of the Springfield's City Councils core values. That's about it.

Commissioner James that is all of the public testimony that we have cards for. Is there anyone else that would like to address the Planning Commission this evening?

- **Chet Rob: 910 Nancy Avenue; Springfield, Oregon 97477**

In the area where Darlene Street is. He did not honestly know about all of this because he's been sick. He called today to find out a little bit information from the card. He talked to very nice gentlemen. He did not know that there was going to be sidewalks and so forth.

He knows his neighbors and he doesn't think there is a lot of money in this neighborhood. It's going to be additional things—when he bought his house without a sidewalk and he didn't think anything about it. He would appreciate not having to be able to pay for one. He does have a different view than probably his neighbors at the end of Don Street where they have that gate.

He talked to the man that works here in Springfield and he assured him that if they remove that gate, they would only remove it so far, so people that live in that area- - it works as a manufacture Home Park and private homes would be able to have another way of being able to leave, for example, if there is an emergency. As far as he knows there is only one entrance into that area and so it would be nice to have another area. His property does abut onto Don street, he is on the corner of Don and Nancy and he knows that it would increase car traffic but he assured him that he would have a no truck allowed rule on Don Street that would go into there, and it also through Guy Lee School and everything. The only trucks that would be allowed would be like the moving van's moving furniture in or if someone had to have a roof put on their house there would be truck come in. The roof on the basically would be local needs and they would put a gate just beyond the **[unintelligible 00:50:27]** that straight goes into the mobile home park, manufactured home park and they would put a gate there. He also said that they would not allow anything except for a fire truck to go through and they would have the key to that gate. The gate would just be moved a few yards.

Maybe he doesn't have all the information but it did seem to make sense to him. Benefits, if it's not good then he's against it, but whatever you explain to him, he sees no problem and it would help the people to live out there and have another access road. He kept reminding himself that they need to do unto others as we would have them do unto us. He thought if he lived there he would appreciate that other avenue of escape if there was an emergency and to be able to get out.

PLANNING COMMISSION DISCUSSION

Commissioner James announced that concludes public testimony for this evening. He knows that thematically they had several things come up this evening. He would just like to highlight those quickly and certainly with input from the other commissioners. They had resoundingly a question in relation to communication-related to at this hatch. He would like to take a moment and just have staff address the process that was followed for communication out to the public in relation to this public hearing as well as the open houses and the other types of processes that had built to where we're at, at this stage.

Emma answered that there was several different pieces. There was a stakeholder sounding board that primarily had membership continuing on from the TSP development and adoption process back in 2014. There's continuity from adopting the high-level policies and to developing the draft to propose changes.

Commissioner James added that what he heard stated more than once, is that there were folks that were involved in the Main Street process and was there an inclusion from that Main Street group in this group?

Emma answered that there was not specifically a Main Street property owner. That's something that you can think about. There was also the public notice sent out to all property owners in accordance with our measure 56 and that had to be sent out legally between 20 and 40 days in advance of your first hearing. Staff discussed it and went on the longest time frame so that people had opportunities to attend open house to drop and ask questions on January 9th. All the material listed available on the project web page. All of the appropriate legal notice in advance of this hearing has also been submitted. We notified the state in accordance with the notice in advance of this type of hearing.

There's also been a lot of follow up phone calls, emails, dropped in to City Hall to talk to staff. Staff has done our best to respond to people. Our goal is to respond within 48 hours to all of the questions and comments that we've received. Now I'd say we're done. Commissioner James asked about the mailing that went out, the postcard that went out. That the data set that you pulled those mailing addresses from, was that provided by LCOG?

Emma responded that the addresses were based on the Lane County tax assessor's records.

Commissioner James repeated from the tax assessors records. Of all deliverable addresses within the UGB. Is that correct?

Emma again answered, correct. Within the Springfield Urban Growth Boundary, I'll defer to Kristina.

Kristina Kraaz added for clarity. The statute lays out who they have to be sent to and what addresses you need. They have to be sent to property owners as shown on the latest version of the tax assessment roles.

Commissioner James added, if you're a renter--

Kristina Kraaz continued if you are a tenant then you may not get a notice if the address that's on file of the tax assessor does not match your residence.

Commissioner James repeated it's going to go to the property owner.

Kristina Kraaz added it's going to go to the property owner. That is the legal requirement under ballot measure 56 on the statute that codifies that.

Commissioner James asked if he was a property owner in Springfield. I own rental properties and I lived in Timbuktu, I'm going to get a postcard?

Kristina Kraaz answered that If that address in Timbuktu is on the Lane County assessment role as the property owners' address then the city would have mailed that postcard to that address.

Commissioner James added that he thinks that clarification is a good clarification for the audience. If you are a tenant and not a property owner potentially, you would not have been notified. Correct?

Julie Goodyear from the audience says that she can verify that. I live in Louisiana and I got a postcard but I didn't get anything else.

Commissioner James asked staff to proceed. I didn't mean to interrupt you but I felt it was very important that we identify who exactly received the postcard information and how we gathered that information.

Emma Newman added that the Chair spoke about Main Street. This morning we sent out an e-update. An email to all the interested parties that are on the Main Street mailing list to help clarify that the main street planning efforts are currently on pause and there's the separate public notice that had gone out for this project because we've received some questions that indicated there might be some confusion. That email went out this morning and it went to the full main street address and parties list.

Commissioner James responded that thematically he heard communication. He heard some other themes. He heard a little bit of confusion around what those lines on the map mean. That's a conceptual map, if development occurs those would be by default. If I was a developer and I was going to develop property in those areas, I could develop and I could go straight to that map and say I'm going to develop this vacant property and I could follow that by design and purchase the properties that I needed to do the development. If I follow that map by design it would streamline my process for development. Is that correct?

There also other cases where the City might choose to move forward with development. That would be by design how the development would occur. Is that correct? I'm looking to our legal counsel.

Kristina Kraaz answered that the primary use of the black lines on this map would function is that these establish a network for local street connectivity. Under the proposed code language that you have at 4.2105 and their connectivity standards there and are essential to establish a two-tier system. One as you explained if you were developing property that needs to be served by a street connection that doesn't exist currently. Then you can construct the black line and that would be the standard that the city has laid out.

Ultimately if the developer has a reason that that is impractical or if there's no black line on the map and there's a connectivity need then the written connectivity standards in the code will apply. This map does not cover the city's imminent dominant authority. It may be an expression of what this City would view as a priority for that imminent dominant authority, but there's nothing that connects this map to any City plan or authority to go out and procure public right-of-way.

In theory, the city could condemn public right-of-way for road purpose through a separate process if this map doesn't exist or if this map does exist. Nothing on this map will control or regulate any imminent dominant authority that the City would have. It's strictly a development regulation.

Commissioner James added that that was another theme he heard. He heard also a theme related to and he thinks there was some confusion there from a public standpoint about what these lines on this map really reflect. He heard the concern from several small community groups that were on the Urban Fringe in relation to connectors that are on the map increasing traffic through their neighborhoods. He heard that concern voiced probably 8 or 10 times during the course of the meeting tonight. He also heard a comment in relation to better signage, a need for better signage. He heard its comments also on multiple occasions. He thinks there is a perception that this map and this plan set the City on course for development and moving this process forward before taking care of our current street related issues.

He thinks clarity needs to be brought to the difference between this planning process and a process to maintain our current streets.

Kristina Kraaz responded that the City's planning this is primarily this project implements City's obligation under the transportation planning rule. Which requires that we set out plans for how transportation systems will look and how development will provide for sufficient transportation and transit in the City? The City has a Capital Improvement Plan that is a separately adopted document that provides for the revenue that the City has to spend on the street projects and prioritizes those.

The Transportation System Plan does not allocate money to any specific project, it identifies the relative cost of the project were the City to perform that project or construct that project. The Capital Improvement Plan is the process by which the city-

The City also adopts and collects Systems Development Charges for transportation related improvements. That methodology isn't and how the City works and then what those charges are, is not proposed to be changed as part of this project.

Jim McLaughlin 2600 19th Street; Springfield, Oregon 97477

Asked if he could speak. He is not trying to have a rebuttal. He wants clarity on that topic specific. Again if you do look at the specific-- It does say that you should identify the positive and negative impacts. You don't have to explain what you are doing but he thinks you do have to make that step that says, "This is the negative impacts of this land. The goal 12-2B. Here they are right here and he will leave them for the record. He's just pointing out that it's not the explanation, its do the work, the goal that the planning effort says. There is many others that he doesn't think have been met but at least he hasn't seen this evening. You need to do it so we don't get this thing appealed in another level. Thank you

Commissioner James said that it's been entered into the public record as well. That was one of the themes that he heard. Another theme that he heard was the theme of safety in relation to -- he heard from a standpoint of safety of children, safety of -- Increase traffic flow through areas that the streets were not sufficient to support that level of traffic flow. Those were all themes that I heard that came out of the public testimony tonight. There may be others. Commissioners thematically, did you hear other themes coming forward tonight or? Yes.

Commissioner Rose: On the Lane County side, he heard concerns over the impact financially and implicitly on the non-incorporated areas through road and infrastructure changes and concerns on who might pay for some of those changes and uncertainty on the true meaning of the urban growth boundary and what it quite means.

Commissioner Dignam: Mr. Chair I wanted to say that I really appreciated listening to the two and half hours of public testimony this evening. There might have been some of the testimony that I didn't appreciate quite as much. As a citizen volunteer I could tell you, I don't appreciate being rudely criticized. I was a basketball referee so I have a pretty thick skin, I can take most of that stuff.

Also, I want to say I really appreciate the work of staff, believe it or not, this is an extremely complex and comprehensive project that we need to do. Staff has done a great job of getting us to where we are today. Other improvements that we can and still should make to this process, I believe there are and I can tell you that the people up here will be working with staff to try to listen to your comments and incorporate changes into this plan as we move forward. Thanks.

Commissioner Koivula heard some concerns. I guess they relate to our last goal here regarding livability. Number of them related to the connectivity. I call it connectivity issue where you connect streets that have not been connected before, traffic, public safety for walking, et cetera. Also on that same connectivity issue, there have been a number of problems brought forth about bike paths. I wanted to make sure that was addressed. A couple of people from Ann Court and the other one along Lochaven, and believes there was one more -- quite a few actually.

Commissioner Hledik asked what the schedule for the process? Are we continuing the hearing? Are we going to have another joint session? When are we deliberating and making a recommendation?

Commissioner James answered that the process our legal counsel can talk about this. The intent is he believes to continue the public hearing until our meeting on February 6th. At that time we will open again for public testimony, is that correct?

Kristina Kraaz answered that that's the agreement between City staff and County staff and Council about how to meet the notice requirements required by Lane County for timeline. That will take -- At least for Springfield Planning Commission that will take the motion to continue at February 6th. Earlier there was some discussion about it could be at an alternate location, we need to clarify the location that will be held. If it will not be held in this room or City Hall then you will need to provide that location of that. Maybe the County would need to make the same motion.

Commissioner James asked staff if the Council Chambers available on February 6th? Okay, so Council Chambers are available on February 6th. I appreciated the ability to get the people into the space and I appreciated the ability to have the use of microphones so folks could hear what was going on. I think the Council Chambers would be a good location. I would offer that as a location for our February 6th continuation of the hearing.

Would that meet the requirements of the Springfield and Lane County Commissioners? Yes? Did I get a general head nod? I don't think we need a motion. I would say that we would like to propose having continuation of the hearing, we haven't voted on the continuation of the hearing yet, but we would propose having it in Council Chambers on February 6th. You need to form a motion?

Kristina Kraaz asked if you could just move to continue the public hearing.

Emma Newman added that a work session is not currently planned, we were just thinking that you might want to continue the public hearing in a Regular Session on the 6th, so if you would like a work session as well, that would be good to know.

Commissioner Rose said Personally I think the work session would be a good idea to address some of the public comment that we have already to provide better answers and information. We'll have a second public meeting.

Commissioner Koivula thinks it would be valuable too. Response from staff to a lot of questions.

Commissioner Sherwood has one concern he has is that with all the public comment, we have work sessions where we become very informed on what's going on. With the level of interest here, I think it's important for everybody in the audience to be as informed as we are on the topics which they're offering testimony or receiving testimony on. I don't know if it would work better if we just had a longer public hearing or started a public hearing earlier, but I feel that everything we can accomplish in a work session can be accomplished in a public hearing, and that way there's a larger audience for that session.

Commissioner James concern as well is that we, during the work session, cannot deliberate, and any part of what we need to do is deliberate. I think this comes to your point as well, I think we can probably continue the public hearing and take additional testimony and have staff recap what we have heard and ask for additional information if we need it. We certainly can request additional information prior to the February 6th public hearing or continuation of the public hearing. We can move into deliberation after we get through additional public testimony. Am I stating that correctly?

Kristina Kraaz answered yes, the public hearing is simply the time during our regular session and the postal work session in which testimony is accepted, but you can conduct deliberations or converse with staff before the public hearing is closed, or in the regular session both before and after you were to reopen the public hearing.

Commissioner James asked, but not during the work session.

Kristina Kraaz responded that during a work session, you can have a discussion, and you can deliberate. You cannot vote. A work session is open to the public, so the public meetings requirement is that if you're deliberating towards a decision then that must be done in a public meeting and a work session qualifies as a public meeting. This is a legislative land-use decision, so you can have discussions and deliberations at a work session, you just can't take any final action or any vote at that point because this is legislative. In a quasi-judicial setting, that would be different.

Commissioner Sherwood added that his main concern was essentially, we have a work session where we have 20 people in the audience and then by the time the public hearing actually starts, we have 80 more people filtering into the room. Then we have to re-inform 80 people things the 20 people have already heard, and on top of that, some things might not be re-said. Some of our deliberations may not be seen, and some of the questions may not be heard by those 80 people.

I think it's beneficial to the constituency for us to have a longer public hearing and not have a work session in this specific instance, and maybe call a public hearing for 6:00 PM instead of the regular session.

Commissioner James asked if we had already noticed.

Commissioner Vohs questioned, do both commissions have to be unified in this decision?

Commissioner James answered absolutely. We'll reach consensus. That's what we're moving toward.

Commissioner Vohs added that one commission could act without the other.

Commissioner James answered, that's correct. Has there been a public notice for the February 6th, 7:00 PM continuation of the public hearing?

Emma Newman answered, no, there has not. What you decide this evening will be put into the record and it's for everyone here to hear and we will also update the project webpage that I just pulled up. That does not state a specific time, it just says February 6, 2018, Joint City and County Planning Commission will continue public hearing and recommendations.

Commissioner James asked again, we have the ability to say, we want to begin at 6:00 pm as opposed to 7:00 pm?

Kristina Kraaz asked to clarify the County Planning staffers that your newspaper notice says February 6th at 7:00 pm, because I think that would-- I don't know the answer to that. I know that the other--

Emma Newman offered that the newspaper notice that we jointly sent out did say "tentative" for the February 6th date, knowing that we would announce at this evening's meeting what the actual decision would be.

Kristina Kraaz added that unless that 7:00 pm time was included in that newspaper notice, that means that we can reset the time.

Commissioner James asked the Commissions collectively is, do we have a desire because of the public interest to start our meeting on February 6th at an earlier time to allow enough time to move through the process and deliberate.

Becky Taylor said she has a procedural consideration. The legal notice did indicate 7:00 pm on February 6th.

Kristina Kraaz recommended not beginning your public hearing portion of the meeting earlier.

Commissioner James said that the question would be back to whether we would want a work session and there was a concerned voice about having a work session like we had tonight, where we had a small turnout for the work session and a large group attends the 7:00 pm. Probably, if we've already noticed, my sense would be we move forward with the 7:00 pm, and if we need to continue, and continue the public hearing, we could beyond that. Correct?

Kristina Kraaz answered, correct and you need to have one record and one public hearing as a joint body, but if time doesn't allow, you could also decide to conduct your deliberations and your recommendations separately. That's another option.

Commissioner Hledik said that he is in favor of not having a work session, having the public hearing on the 6th at 7:00 pm, go through the public hearing, and begin deliberations. If we can't come to a conclusion that evening, then we can decide whether to do it jointly or go our separate ways.

Commissioner Hledik motioned to not having a work session, having the public hearing on the 6th of February 2018 at 7:00 pm, go through the public hearing, and begin deliberations. Seconded by Commissioner Dignam. Vote 5:0:4 absent, Motion Carries

Commissioner Sherwood motioned to continue the public hearing and reconvene at this location at 7:00 pm., seconded by Commissioner Vohs. 5:0:2 absent, motion carries.

Commissioner James said that the motion carries unanimously. We have consensus and at this time, we will not close out the public hearing, but we'll move into our own Springfield Planning Commission and continuation of our meeting. At this time you are certainly welcome to adjourn the County Planning Commission. You're welcome to stay or you're welcome to take off for points unknown.

Commissioner Rose adjourned the Lane County Planning Commission.

Commissioner James reminded the audience that the Springfield Planning Commission is still in session. The

Commissioner James adjourned the Springfield Planning Commission.

ADJOURNMENT

The meeting was adjourned at 10:00 p.m.

Minutes Recorder – Brenda Jones

Greg James
Planning Commission Chair

Attest:

Brenda Jones
Planning Secretary

AGENDA ITEM SUMMARY

Meeting Date: 3/20/2018
Meeting Type: Regular Meeting
Staff Contact/Dept.: Molly Markarian/DPW
Staff Phone No: 541-726-4611
Estimated Time: 30 Minutes
Council Goals: Mandate

**SPRINGFIELD
PLANNING COMMISSION**

ITEM TITLE:

RELOCATE GLENWOOD RIVERFRONT STREET DESIGN STANDARDS FROM ENGINEERING DESIGN STANDARDS AND PROCEDURES MANUAL (EDSPM) TO SPRINGFIELD DEVELOPMENT CODE

ACTION

REQUESTED: Conduct a public hearing to receive testimony on the proposed Development Code amendment contained in Attachment 3 to relocate the Glenwood Riverfront street design standards from the EDSPM to the Development Code. Then, discuss and develop a recommendation for Council deliberation.

ISSUE

STATEMENT: The City Attorney's Office has recommended that the Glenwood Riverfront Street Cross-Section Standards currently adopted as Appendix 1A of the EDSPM be adopted as land use regulations into the Springfield Development Code.

ATTACHMENTS:

Attachment 1: Draft Planning Commission Final Order
Attachment 2: Exhibit A - Staff Report
Attachment 3: Exhibit B - Proposed Development Code Amendment

DISCUSSION:

In 2012, the City Council approved amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) diagram, Glenwood Refinement Plan (GRP) text and diagram, Springfield Development Code, and Springfield Zoning Map for the Glenwood Riverfront. The Glenwood amendment package was ultimately acknowledged by the Department of Land Conservation and Development (DLCD) in 2014.

To implement the GRP Transportation policies, the Council approved amendments to the City's Engineering Design Standards and Procedures Manual (EDSPM), including specific design standards for the Glenwood Riverfront internal street network (Resolution 2012-23). These Glenwood-specific street standards comprise Appendix 1A of the EDSPM.

The City Attorney's Office is recommending that the Glenwood Riverfront Street Cross-Section Standards be adopted as land use regulations into the Springfield Development Code pursuant to the Post-Acknowledgement Plan Amendment (PAPA) procedures in ORS 197.610 et seq. Staff recommends moving the text and images from Appendix 1A of the EDSPM to Springfield Development Code (SDC) Section 3.4-200, Glenwood Riverfront Mixed-Use Plan District, as detailed in Attachment 3.

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

**AMENDMENT TO THE SPRINGFIELD DEVELOPMENT CODE FOR
GLENWOOD RIVERFONT STREET DESIGN STANDARDS**

]] 811-17-000137-TYP4

NATURE OF THE PROPOSAL

Request that the Springfield Planning Commission forward a recommendation of approval to the Springfield City Council regarding amendments to the following sections of the Springfield Development Code, as shown in Exhibit B:

Chapter 3 Land Use Districts:

- Section 3.4-200 Glenwood Riverfront Mixed-Use Plan District
 - Subsection 3.4-230 Modifications
 - Subsection 3.4-270 Public and Private Development Standards

Notice was sent to the Department of Land Conservation and Development on February 13, 2018, not less than 35 days prior to the first evidentiary hearing in compliance with OAR 660-018-0020.

Timely and sufficient notice of the public hearing has been provided, pursuant to Springfield Development Code Section 5.2-115.

On March 20, 2018, the Springfield Planning Commission held a duly noticed public hearing on the proposed text amendments. The public hearing was conducted in accordance with Springfield Development Code Sections 5.2-120 through 5.2-145. After review of the staff report, evidence in the record, written comments (Exhibit C), and testimony of those who spoke at the public hearing, the Planning Commission determined that the code amendments meet the approval criteria.

CONCLUSION

On the basis of the Findings of Fact (Exhibit A) and evidence in the record, the proposed code amendments (Exhibit B) meet the approval criteria of Springfield Development Code Section 5.6-115.

ORDER/RECOMMENDATION

It is ORDERED by the Springfield Planning Commission that a RECOMMENDATION for approval of 811-17-000137-TYP4 be forwarded to the Springfield City Council for consideration at an upcoming public hearing.

Planning Commission Chairperson

Date

ATTEST
AYES:
NOES:
ABSENT:
ABSTAIN:



Type IV Amendment to the Springfield Development Code Exhibit A - Staff Report & Findings

Project Name: EDSPM Land Use Regulation Amendment

Nature of Application: To move text and images from Appendix 1A of EDSPM to Development Code by Council Ordinance.

Case Number: 811-17-000137-TYP4

Project Location: Glenwood Refinement Plan Phase I legislative action

Date of Initiation: October 20, 2017

Date of DLCD Notice of Proposed Amendment: February 13, 2018

Date of Newspaper Notice: February 28, 2018

Date of Mailed Notice: February 28, 2018

Date of Hearings: March 20, 2018 (Planning Commission)

Executive Summary

In 2012, the City Council approved amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) diagram, Glenwood Refinement Plan (GRP) text and diagram, Springfield Development Code, and Springfield Zoning Map for the Glenwood Riverfront. The Glenwood amendment package was ultimately acknowledged by the Department of Land Conservation and Development (DLCD) in 2014.

To support implementation of the GRP policies, the Council approved amendments to the City's Engineering Design Standards and Procedures Manual (EDSPM), including specific design standards for the Glenwood Riverfront internal street network (Resolution 2012-23). These Glenwood-specific street standards comprise Appendix 1A of the EDSPM.

The City Attorney's Office is recommending that the Glenwood Riverfront Street Cross-Section Standards be adopted as land use regulations into the Springfield Development Code pursuant to the Post-Acknowledgement Plan Amendment (PAPA) procedures in ORS 197.610 et seq. Staff recommends moving the text and images from Appendix 1A of the EDSPM to Springfield Development Code (SDC) Section 3.4-200, Glenwood Riverfront Mixed-Use Plan District.

SDC Section 5.6-115 includes the following criteria to be used in approving an amendment to the SDC: "In reaching a decision on the adoption or amendment of refinement plans and this Code's text, the City Council shall adopt findings that demonstrate conformance to the following: The Metro Plan; applicable State statutes; and, applicable Statewide Planning Goals and Administrative Rules. Based on findings

found later in this report in response to these criteria, the proposed amendments to SDC Section 3.4-200 are consistent with these criteria and therefore the Planning Commission may forward a recommendation of approval of this proposal to the City Council.

Nature of Request

The Springfield Development Code (SDC) is the acknowledged land use implementation ordinance for Springfield. The SDC and its development review provisions are periodically reviewed, updated, or revised to meet changing circumstances and conditions. City staff initiated this request pursuant to the City Attorney Office's recommendation to adopt Appendix 1A of the Engineering Design Standards and Procedures Manual (EDSPM) into the Springfield Development Code by ordinance in accordance with the Post-Acknowledgement Plan Amendment procedures outlined in Oregon Revised Statutes 197.610-197.620.

In accordance with SDC 5.6-110, amendments of the Development Code are reviewed under Type IV procedure as a legislative action. Type IV procedures as defined in SDC Section 5.1-140 require: 1) review and a recommendation by the Springfield Planning Commission; and 2) adoption of ordinance by the Springfield City Council.

Staff requests that the Springfield Planning Commission forward a recommendation of approval to the Springfield City Council regarding proposed amendments to SDC Section 3.4-200, Glenwood Riverfront Mixed-Use Plan District, to relocate the text and images from Appendix 1A of the EDSPM to the Springfield Development Code so that they may be acknowledged as a land use regulation.

Overview of Proposed Text Amendment

The Springfield Development Code (SDC) provides the following role for Glenwood Riverfront Mixed-Use Plan District (Section 3.4-200): "The Glenwood Riverfront Mixed-Use Plan District takes policies from the Glenwood Refinement Plan and establishes and implements development standards and building design standards specifically applicable to this Plan District." Thus, Section 3.4-200 is the appropriate location for the Glenwood Riverfront street design standards.

The proposal under review is to amend SDC Section 3.4-200 (specifically Subsections 3.4-230 and 3.4-270), as depicted in Exhibit B, to incorporate the street design standards text and images previously located in Appendix 1A of the Engineering Design Standards and Procedures Manual into the Glenwood Riverfront Mixed-Use Plan District.

Notification and Written Comments

In accordance with the Oregon Administrative Rules 660-018-0020, prior to adopting a change to an acknowledged comprehensive plan or land use regulation, local governments are required to notify the state Department of Land Conservation and Development (DLCD) at least 35 days prior to the first evidentiary hearing. A Notice of Proposed Amendment was submitted electronically to the DLCD on February 13, 2018, which is more than 35 days prior to the Planning Commission public hearing on the matter.

In accordance with Springfield Development Code Section 5.2-115.B, Type IV legislative land use decisions require notice in a newspaper of general circulation. Notification of the Planning Commission public hearing was published in the legal notices section of *The Register Guard* on February 28, 2018. Notice of

the City Council public hearing on the proposal will be published at least one week prior to the hearing date.

In accordance with Oregon Revised Statutes 227.186, Ballot Measure 56 notice was mailed to all landowners within the Glenwood Riverfront (Phase I) boundary on February 28, 2018, which is more than 20 days but less than 40 days before the first public hearing.

Brief History of Phase I Glenwood Refinement Plan

- On February 25, 2008, the Springfield City Council directed staff to proceed with updating the Glenwood Refinement Plan in phases.
- For the Phase I (Glenwood Riverfront) update, City staff, along with partner agencies and a 20-member Citizen Advisory Committee, developed a package of amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) diagram, Glenwood Refinement Plan diagram and text, Springfield Development Code, and Springfield Zoning Map.
- On June 18, 2012, the Phase 1 Update was adopted by the Springfield City Council, Ordinance 6279.
- On September 5, 2012, the Phase 1 Update was co-adopted by the Lane County Board of Commissioners, Ordinances PA 1288 and No. 3-12.
- On September 28, 2012, Shamrock Homes, LLC filed a Notice of Intent to Appeal to the Land Use Board of Appeals (LUBA).
- On July 12, 2013, LUBA rendered its decision. LUBA required Springfield and Lane County to take additional action with regards to Goal 9 (Economic Development); Goal 10 (Housing); Goal 12 (Transportation); and Goal 15 (Willamette River Greenway).
- On April 7, 2014, the response to the LUBA Remand by Springfield was adopted by the Springfield City Council, Ordinance 6316.
- On April 14, 2014, the response to the LUBA Remand by Lane County was adopted by the Lane County Board of Commissioners, Ordinances PA 1306 and No. 13-07.
- On May 9, 2014, the Phase 1 Update, including all adopted Ordinances, was acknowledged by the Oregon Department of Land Conservation and Development.

Criteria of Approval

Springfield Development Code (SDC) Section 5.6-115A. describes the criteria to be used in approving an amendment to the SDC. It states that in reaching a decision, the Planning Commission and the City Council must adopt findings that demonstrate conformance with 1) the Metro Plan, 2) applicable State statutes, and 3) applicable Statewide Planning Goals and Administrative Rules.

Findings of Fact

Conformance with the Metro Plan

The *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)* is Springfield's prevailing comprehensive plan. The *Springfield 2030 Residential Land Use and Housing Element* was adopted in 2011 through Springfield Ordinance 6268 and Lane County Ordinance No. PA. 1274 as a refinement to the Metro Plan. Amendments to the Development Code must be considered within the context of Springfield's adopted policies. Thus, any proposed amendments must be consistent with the Metro Plan

and the *Springfield 2030 Residential Land Use and Housing Element*. The *Springfield 2035 Transportation System Plan* adopted in 2014 by Springfield Ordinance 6314 and Lane County Ordinance No. PA 1303 is a functional plan of the Metro Plan. Applicable policies and findings of fact showing compliance with those policies are presented below.

Finding: The street design standards that are the subject of the proposed Development Code amendment implement the adopted and acknowledged policies of the Phase I Glenwood Refinement Plan (GRP) Transportation Chapter, which were found to be in conformance with the *Metro Plan* and *Springfield 2030 Residential Land Use and Housing Element* through the Phase I GRP adoption process.

The following *Metro Plan* policies from the Environmental Design Element are implemented by the proposed amendments to the Development Code and therefore provide substantive confirmation that the proposal is consistent with the Metro Plan.

E.4. Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.

Finding: The street design standards support the design and construction of a local street network in the Glenwood Riverfront that meets Springfield's adopted vision and policies for riverfront redevelopment.

E.6. Local jurisdictions shall carefully evaluate their development regulations to ensure that they address environmental design considerations, such as, but not limited to, safety, crime prevention, aesthetics, and compatibility with existing and anticipated adjacent uses.

Finding: In developing specific street type design standards for the Glenwood Riverfront, the City considered the future land use context and environmental design considerations, as outlined in the Phase I GRP.

E.8. Site planning standards developed by local jurisdictions shall allow for flexibility in design that will achieve site planning objectives while allowing for creative solutions to design problems.

Finding: The proposed Development Code amendments include street design standards that provide design options for meeting the Phase I GRP transportation policies in the design and construction of the Glenwood Riverfront local street network.

The following *Springfield 2035 Transportation System Plan* policies under the System Design goal are implemented by the proposed amendments to the Development Code and therefore provide substantive confirmation that the proposal is consistent with the Metro Plan (refinements of and functional plans to the Metro Plan are elements of the Metro Plan therefore implementing ordinances must achieve the same consistency with these documents as provided to the Metro Plan.).

3.2 Expand and enhance Springfield's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Finding: The street design standards included in the proposed Development Code amendment require the provision of bike lanes on collector streets and the installation of shared-roadway facilities, on-street pavement markings, and traffic calming measures along local streets with slow vehicle traffic.

3.3 Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic, and environmental impacts.

Finding: The proposed Development Code amendment includes street design standards that provide design options. In conformance with the Phase I GRP transportation policies, the street designs are intended to reduce vehicular speeds while encouraging safe bicycle and pedestrian travel, allow for provision of mid-block pedestrian crossings, incorporate traffic calming measures, and integrate pedestrian amenities and environmentally sensitive street design.

3.4 Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.

Finding: The street design standards included in the proposed Development Code amendment support the implementation of a connected grid network in the Glenwood Riverfront and require provision of wide, setback sidewalks on all streets.

3.5 Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing system improvements.

Finding: The development of the street design standards that are the subject of the proposed Development Code amendment was coordinated with traffic engineers, fire and life safety personnel, and public works operations staff.

Conclusion: The code amendment complies with applicable policies from the *Metro Plan*, including the *Springfield 2030 Comprehensive Plan Residential Land Use and Housing Element* and the *Springfield 2035 Transportation System Plan*, and therefore meets Criterion A.1.

Conformance with Applicable State Statutes

Finding: Oregon Revised Statutes (ORS) 197.175(2) states that ... “each city and county in this state shall: (a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission; (b) Enact land use regulations to implement their comprehensive plans;...”

Finding: The proposed amendment to SDC 3.4-200 implements the Phase I GRP Transportation Chapter policies and implementation strategies as required by ORS 197.175(2)(b).

Finding: ORS 227.186 requires local governments to mail individual notices (‘Ballot Measure 56 Notice’) to real property owners of pending land use changes that could limit or prohibit previously allowed uses.

Finding: As noted on p.2, Ballot Measure 56 Notice was mailed to all landowners within the GRP Phase I boundary on February 28, 2018 in compliance with ORS 227.186.

Finding: ORS 197.250 requires local government land use regulations to comply with Statewide Planning Goals.

Finding: This application can be deemed in compliance by adoption of findings relating how the application conforms to each of the Statewide Planning Goals, as outlined in the following section.

Finding: ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to the Department of Land Conservation and Development (DLCD).

Finding: As noted on p.2, notice of the proposed amendment was provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendments.

Conclusion: The preceding findings demonstrate this proposed code amendment complies with applicable statutes, therefore Criterion A.2. is met.

Conformance with Applicable Statewide Planning Goals and Administrative Rules

Finding: Goal 1 – Citizen Involvement – calls for “the opportunity for citizens to be involved in all phases of the planning process”. The public has been given extensive opportunities to be involved in the street design standards that comprise the subject Development Code amendment, including the development and adoption of the Phase I Glenwood Refinement Plan (GRP), the adoption of the standards into the Engineering Design Standards and Procedures Manual (EDSPM), and, more recently, through the public process to incorporate these same standards into the Springfield Development Code (SDC).

Finding: The adopted and acknowledged Phase 1 GRP incorporated an extensive citizen involvement process over the course of the 6½-year work task, including the formation of a Citizen Advisory Committee, mailed (Ballot Measure 56) and newspaper notice, and numerous public hearings at the Planning Commission, Springfield City Council, and Lane County Board of Commissioners.

Finding: The development and adoption of the 2012 EDSPM amendments to incorporate the subject street standards into Appendix 1A, provided opportunities for citizen engagement. Specifically, the updates were posted on the City’s website and three emails were sent to nearly 50 members of the engineering and development community asking for input. A duly noticed Council public hearing was also held on the EDSPM amendments.

Finding: Springfield’s Committee for Citizen Involvement reviewed and approved a Citizen Engagement Plan for the subject land use action on March 6, 2018. This plan builds upon prior citizen involvement opportunities for Glenwood planning efforts and encourages and maintains open channels of communication between the City and affected parties.

Finding: The proposed Development Code amendment is the subject of a legislative decision-making process with public hearings before the City’s Planning Commission and Council. The Planning Commission is scheduled to conduct a public hearing to consider the proposed amendment on March 20, 2018. The recommendation of the Planning Commission will be forwarded to the Springfield City Council for consideration at a public hearing meeting.

Finding: The Planning Commission public hearing was advertised in the legal notices section of the *Register-Guard* on February 28, 2018 and notification of the City Council public hearing also will be published in the *Register-Guard* newspaper.

Finding: Public hearing notice and responses to Frequently Asked Questions were mailed to all residents and property owners in the Glenwood Riverfront on February 28, 2018. Planning staff was available to

answer additional questions at a general Glenwood Open House sponsored by the City at Roaring Rapids Pizza Company in Glenwood on March 13, 2018.

Finding: Information concerning the proposed amendment and the dates of the public hearings were posted on the City of Springfield website. This website routinely includes information about upcoming and continuing planning matters.

Finding: Agenda notice and/or agenda packets are routinely provided (primarily by e-mail) to interested parties who have asked for such notification. Those notified include local media outlets and newspapers, local utilities, school districts and partner agencies, local state representatives, the Eugene and Springfield Chambers of Commerce, the Lane Homebuilders Association, as well as various neighborhood groups and leaders.

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

Finding: The Springfield Development Code is a key mechanism used to implement the goals and policies of the City’s adopted comprehensive plans, particularly the *Metro Plan*. The purpose of this amendment is to move the street design standards, adopted into the EDSPM in 2012 to implement the Phase I GRP Transportation Chapter polices, to the Development Code. As demonstrated for Criterion A.1. above, the proposed amendment is consistent with the *Metro Plan* and does not affect City ordinances, policies, plans, and studies adopted to comply with Goal 2 requirements.

Finding: Goal 3 – Agricultural Land – applies to areas subject to farm zoning that are outside acknowledged urban growth boundaries (UGBs). The City has an acknowledged UGB and therefore consistent with the express language of the Goal, does not have farm land zoning within its jurisdictional boundary. Consequently, and as expressed in the text of the Goal, Goal 3 is not applicable.

Finding: Goal 4 – Forest Land – applies to timber lands zoned for that use that are outside acknowledged UGBs with the intent to conserve forest lands for forest uses. The City has an acknowledged UGB and does not have forest zoning within its incorporated area. Consequently, and as expressed in the text of the Goal, Goal 4 is not applicable.

Finding : Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources – applies to more than a dozen natural and cultural resources such as wildlife habitats and wetlands, and establishes a process for each resource to be inventoried, evaluated and protected as applicable. The proposed amendment would not circumvent other code provisions for the protection of natural resources. Therefore, this action does not alter the City’s acknowledged compliance with Goal 5.

Finding: Goal 6 – Air, Water and Land Resources Quality – applies to local comprehensive plans and the implementation of measures consistent with state and Federal regulations on matters such as clean air, clean water, and preventing groundwater pollution. The amendment to SDC Section 3.4-200 does not repeal, replace or void existing *Metro Plan* policy or Development Code regulations with respect to any identified air, water or land resource issues. Therefore, this action does not alter the City’s acknowledged compliance with Goal 6.

Finding: Goal 7 – Areas Subject to Natural Disasters and Hazards – applies to development in areas subject to natural hazards such as floodplains and potential landslide areas. The City has inventoried areas subject to natural hazards, and the proposed amendment to SDC 3.4-200 does not remove or exempt compliance with Code standards that apply to development within these hazard areas. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 7.

Finding: Goal 8 – Recreational Needs – requires communities to evaluate their recreation areas and facilities and to develop plans to address current and projected demand. The provision of recreation services within Springfield is the responsibility of Willamalane Park & Recreation District. Willamalane has an adopted 20-Year Comprehensive Plan for the provision of park, open space and recreation services for Springfield which the City has co-adopted. The proposed amendment to SDC 3.4-200 does not alter or conflict with the policies or provisions in the Park and Recreations Comprehensive Plan or with Willamalane’s responsibility to plan for or provide recreational programs or facilities. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 8.

Finding: Goal 9 – Economic Development – addresses diversification and improvement of the economy. The proposed amendment to SDC 3.4-200 does not have an impact on the City’s supply of industrial or commercial lands, and the amendment does not affect City policies, plans, and studies for economic development. Therefore, this action is consistent with the City’s acknowledged compliance with Goal 9.

Finding: Goal 10 – Housing – applies to the planning for and provision of needed housing types. The proposed amendment would not affect City ordinances, policies, plans, and studies adopted to comply with Goal 10 requirements. Therefore, this action is consistent with the city’s acknowledged compliance with Goal 10.

Finding: Goal 11 – Public Facilities and Services – addresses the efficient planning and provision of public services at the appropriate type and level to support planned development. The proposed amendment does not reduce any requirements for the extension or provision of public facilities or services during development review procedures and will have no effect on adopted and acknowledged public facilities plans. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 11.

Finding: Goal 12 – Transportation – applies to the provision of a “safe, convenient and economic transportation system”. The Transportation Planning Rule (OAR 660-012-0060) requires that proposed amendments to a comprehensive plan or land use regulation consider potential impacts to existing or planned transportation facilities “unless the amendment is allowed under section (3), (9) or (10) of this rule.”

Finding: OAR 660-012-0060 (10) states that a local government may amend a land use regulation without applying performance standards related to motor vehicle traffic congestion, delay, or travel time if the amendment affects only land entirely within a multi-modal mixed-use area (MMA) and is consistent with the definition and function of the MMA.

Finding: A key objective of the Phase I GRP is to create a highly pedestrian-oriented environment to support future mixed-use development and increase the ease and convenience of walking. Associated policies and implementation strategies to foster this pedestrian-friendly environment are through decreasing automobile speeds in neighborhoods, focusing most through-traffic on arterials, aligning streets to reduce the distance that pedestrians have to walk to a crosswalk to safely cross a street,

allowing sight lines and connections to destinations that attract pedestrian activity, and minimizing the real and perceived distances between development, parks, and greenway amenities. Policies also include features such as wide setback sidewalks with minimal interruptions in the flow or grade of pedestrian travel, interesting street furniture and public art, pedestrian-scale lighting, street trees, and other green street elements that also make the pedestrian experience safe, comfortable, and attractive.

Finding: In addressing the LUBA Remand of the Phase I GRP, the City established the MMA designation for the Glenwood Riverfront (Springfield Ordinance 6316), which was acknowledged by DLCD on May 9, 2014. The subject Development Code amendment applies to the streets in the Glenwood Riverfront and thus falls entirely within the MMA boundary. Further, the subject street standards are intended to support the development of an interconnected multi-modal grid network that supports high-density mixed-use development. This street grid will enhance multi-modal circulation, disperse traffic, and facilitate walking and biking with wide, setback sidewalks, bike facilities, pedestrian-oriented street crossings, street trees, pedestrian scale lighting, on street parking. Therefore, the proposed amendment is consistent with the definition and function of the MMA.

Finding: The level of development currently permitted through existing zoning regulations will remain the same as a result of this amendment. Therefore, the amendments are consistent with Statewide Planning Goal 12.

Finding: Goal 13 – Energy Conservation – states that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles”. The proposed text amendment does not affect the City’s ordinances, policies, plans, or studies adopted to comply with Goal 13 requirements. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 13.

Finding: Goal 14 – Urbanization – requires cities to estimate future growth rates and patterns and to incorporate, plan, and zone enough land to meet the projected demands. The amendment to SDC Section 3.4-200 does not repeal, replace, or void existing *Metro Plan* policy or change land use designations or Development Code regulations with respect to Springfield’s growth management or annexation. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 14.

Finding: Goal 15 – Willamette River Greenway – establishes procedures for administering the 300 miles of greenway that borders the Willamette River. The proposed text amendment does not change or nullify the requirement for development proposals to comply with the City’s existing Willamette River Greenway regulations. Therefore, this action has no effect on the City’s acknowledged compliance with Goal 15.

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

Conclusion: The code amendment complies with applicable Statewide Planning Goals and therefore meets Criterion A.3.

Conclusion and Recommendation

Based on the findings above and the criteria of SDC 5.6-115 for approving amendments to the Springfield Development Code, the proposed text amendment to Section 3.4-200 is consistent with

these criteria, and based on these findings, the Planning Commission may forward a recommendation of approval for this proposal to the City Council.

Exhibit B

Proposed Amendment to Springfield Development Code

The amendments are shown in legislative format (deleted text with strike-thru red font and new text with underline red font). Commentary is shown in purple italics font.

Chapter 3 Land Use Districts

3.4-200 Glenwood Riverfront Mixed-Use Plan District

Commentary: Remove references to the Engineering Design Standards and Procedures Manual (EDSPM) and replace with Development Code references.

3.4-230 Glenwood Riverfront Mixed-Use Plan District Modifications

Glenwood Riverfront Mixed-Use Plan District modifications shall be categorized as Minor and Major.

- A.** A Minor Glenwood Riverfront Mixed-Use Plan District modification shall be subject to a Director's decision under either a Type I or a Type II review procedure. Minor Modifications are those that result in any of the following:
- 1.** Type I Review Procedure.
 - a.** Changes related to the streetscape, the visual elements of a street, including, but not limited to: the street surface; adjacent buildings; street furniture; and trees and open spaces that combine to form the street's character in a manner consistent with the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies and the Springfield *Engineering Design Standards and Procedures Manual*.
 - b.** A change in the design of a street in a manner consistent with the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies and ~~the Springfield Engineering Design Standards and Procedures Manual~~ Subsection 3.4-270A.3.
- ...[no intervening amendments]...
- E.** Major and Minor Glenwood Riverfront Mixed-Use Plan District Plan modification criteria. The proposed modification shall:
- 1.** Maintain the integrity of the north/south east-west street grid that provides multi-modal internal circulation in the Franklin Riverfront and the future internal street layout in the McVay Riverfront established by the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies, or the proposed modification shall be necessary to adjust to physical constraints evident on the property including, but not limited to:

- a. Hillsides;
 - b. Protecting significant natural features such as trees, rock outcroppings, wetlands, or similar natural features; or
 - c. Adjusting existing property lines between proposed development area boundaries.
2. Not significantly affect the landscaping, stormwater management, design, circulation and access policies and implementation strategies in the applicable chapters of the Glenwood Refinement Plan, [Subsection 3.4-270A.3](#), or the Springfield *Engineering Design Standards and Procedures Manual*.

Commentary: Remove references to the EDSPM and replace with Development Code references and insert text from EDSPM Appendix 1A into Development Code.

3.4-270 Public and Private Development Standards

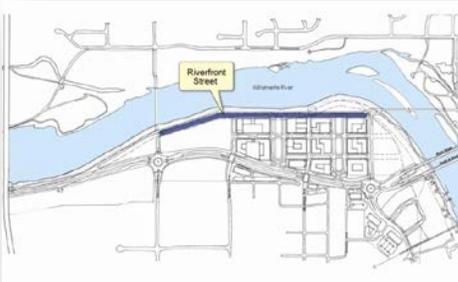
A. Public Streets, Alleys and Sidewalks.

- 1. Public Streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in [Subsection 3.4-270A.3 and](#) the Springfield *Engineering Design Standards and Procedures Manual*.
- 2. Applicable Glenwood Refinement Plan Transportation Policies and Implementation Strategies shall be as specified in Appendix 3. The following is an overview of the Glenwood Riverfront street network:
 - a. Franklin Riverfront Arterial Street. Franklin Boulevard shall be designed and constructed as a hybrid multi-way boulevard.
 - b. Franklin Riverfront Local Street Network. A grid street pattern shall be designed and constructed to include north-south through streets, park block streets, a riverfront street, east-west service streets and alleys as specified in Subsection 3.4-270A.2.d.
 - c. Franklin Riverfront Block Length. Block length and width shall range from 250 to 350 feet.

EXCEPTION: Park block width (east-west) shall be a minimum of 150 feet. However, the City and Willamalane will seek to minimize park block width prior to the submittal of development applications as specified in Subsection 3.4-270J.4.b.
 - d. Franklin Riverfront Mid-block Connectors/Alleys. Mid-block connectors or alleys shall be designed and constructed either mid-way or every 250 to 350 feet in

those larger blocks that exceed the block length standard specified in Subsection 3.4-270A.2.c. In addition, alleys shall be limited to the grid street pattern area described in Subsection 3.4-270A.2.b., and shall be used as specified in Subsection 3.4-270G.11.

- e. In the Franklin Riverfront, the developer shall coordinate with the City to allow temporary access to properties prior to the establishment of the required grid street system. Temporary access will be reviewed and approved during the Site Plan Review process. As the grid system is established, the developer shall be required to remove the temporary access at their own expense, while establishing the required grid street system as specified in the Glenwood Refinement Plan and ~~Subsection 3.4-270A.3~~*the Springfield Engineering Design Standards and Procedures Manual.*
 - f. McVay Riverfront Arterial Street. McVay Highway shall be designed and constructed as a multi-modal facility. In consideration of significant infrastructure improvements required along the frontage of McVay Highway and the uncertainty as to the timing of these improvements, an Improvement Agreement may be accepted in lieu of completing frontage improvements at the time of development approval. In the case of property requiring annexation to the City, the terms of making the improvements shall be described in the Annexation Agreement.
 - g. McVay Riverfront Local Street Network.
 - i. Primary access from McVay Highway shall be from east-west streets in the vicinity of East 19th Avenue, Nugget Way and the south end of Glenwood.
 - ii. A grid street pattern may be accomplished by incorporating north-south streets as specified in Subsection 3.4-270A.2.b. or by shared private driveways.
3. ~~Construction and design of P~~ublic streets, alleys, and sidewalks shall be designed and constructed as specified in the following street cross-section standards and in the Springfield Engineering Design Standards and Procedures Manual:-
- a. Riverfront Street



i. Riverfront Street with Parallel Parking



- (a)** The street shall be two way.
- (b)** There shall be a minimum 7' setback sidewalk on each side of the street.
- (c)** There shall be a minimum 7' amenity zone (elements in an amenity zone are street trees, plants, parking meters, street lights, street furniture, art, etc.) between the curb and sidewalk on the south side of the street.
- (d)** There shall be a minimum 7' amenity zone between the travel way and sidewalk on the north side of the street.
- (e)** There shall be decorative street lighting.
- (f)** All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (g)** Decorative bollards shall be used at the curb returns of the raised intersections.
- (h)** All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.

- (i) Parking bulb-outs shall extend 2' out from the parking striping.
- (j) Parallel parking stall widths shall be 7' wide.
- (k) Parking shall be installed on the south side of the street.
- (l) Parking shall not be installed on the north side of the street.
- (m) Travel lanes shall be 10' wide.

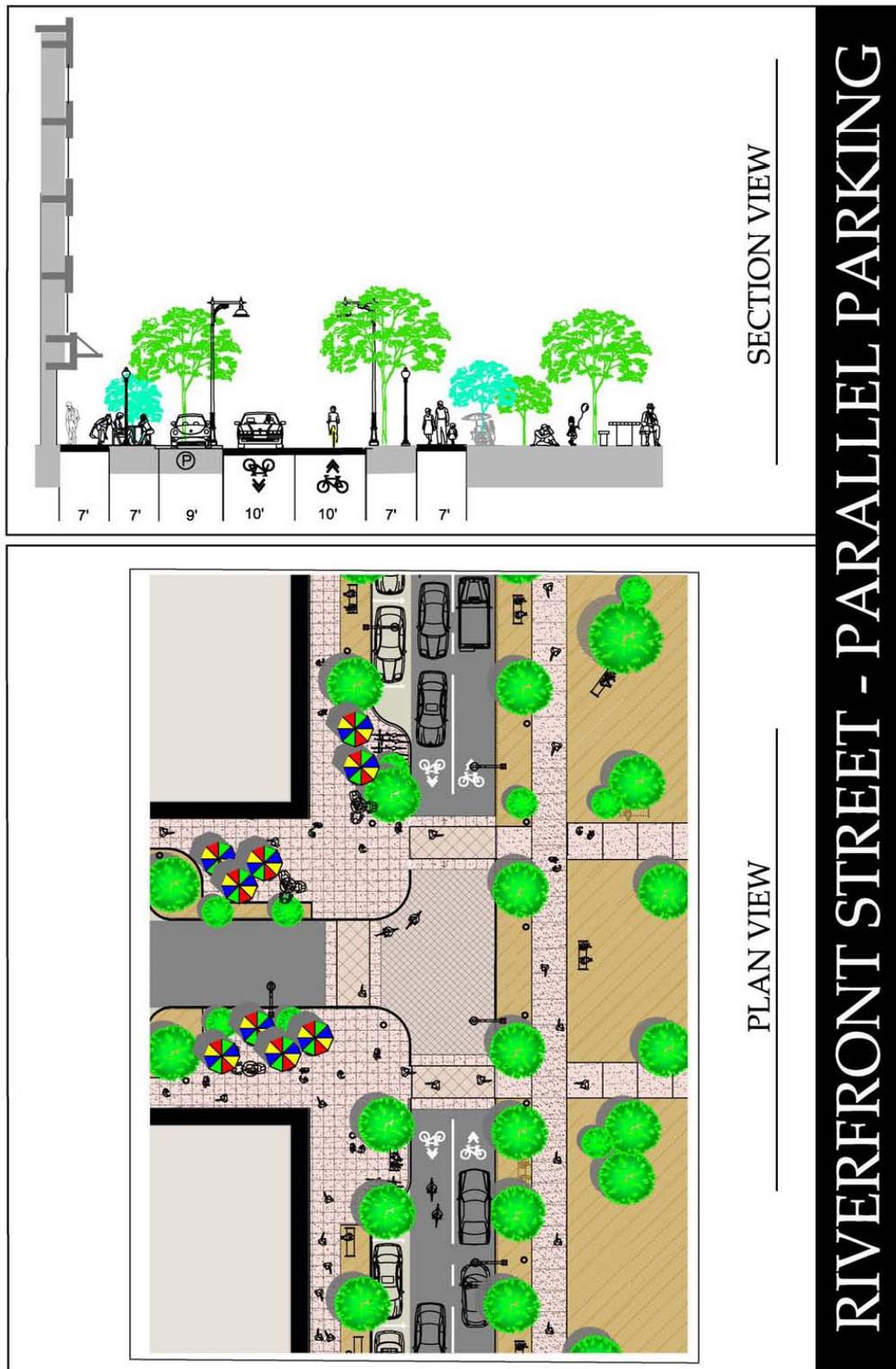


Figure 3.4-A1

ii. Riverfront Street with Angled Parking



Photo Source: Corvallis Riverfront, Google Maps

- (a) The street shall be two way.
- (b) There shall be a minimum 7' setback sidewalk on both sides of the street.
- (c) There shall be a minimum 7' amenity zone (elements in an amenity zone are street trees, plants, parking meters, street lights, street furniture, art, etc.) between the curb and sidewalk on the south side of the street.
- (d) There shall be a minimum 7' amenity zone between the travel way and sidewalk on the north side of the street.
- (e) There shall be decorative street lighting.
- (f) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (g) Decorative bollards shall be used at the curb returns of the raised intersections.
- (h) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (i) Parking bulb-outs shall extend 2' out from the angled parking striping.
- (j) The angled parking dimensions from the Springfield Development Code shall be used.
- (k) Parking shall be installed on the south side of the street.
- (l) Parking shall not be installed on the north side of the street.
- (m) Travel lanes shall be 10' wide.

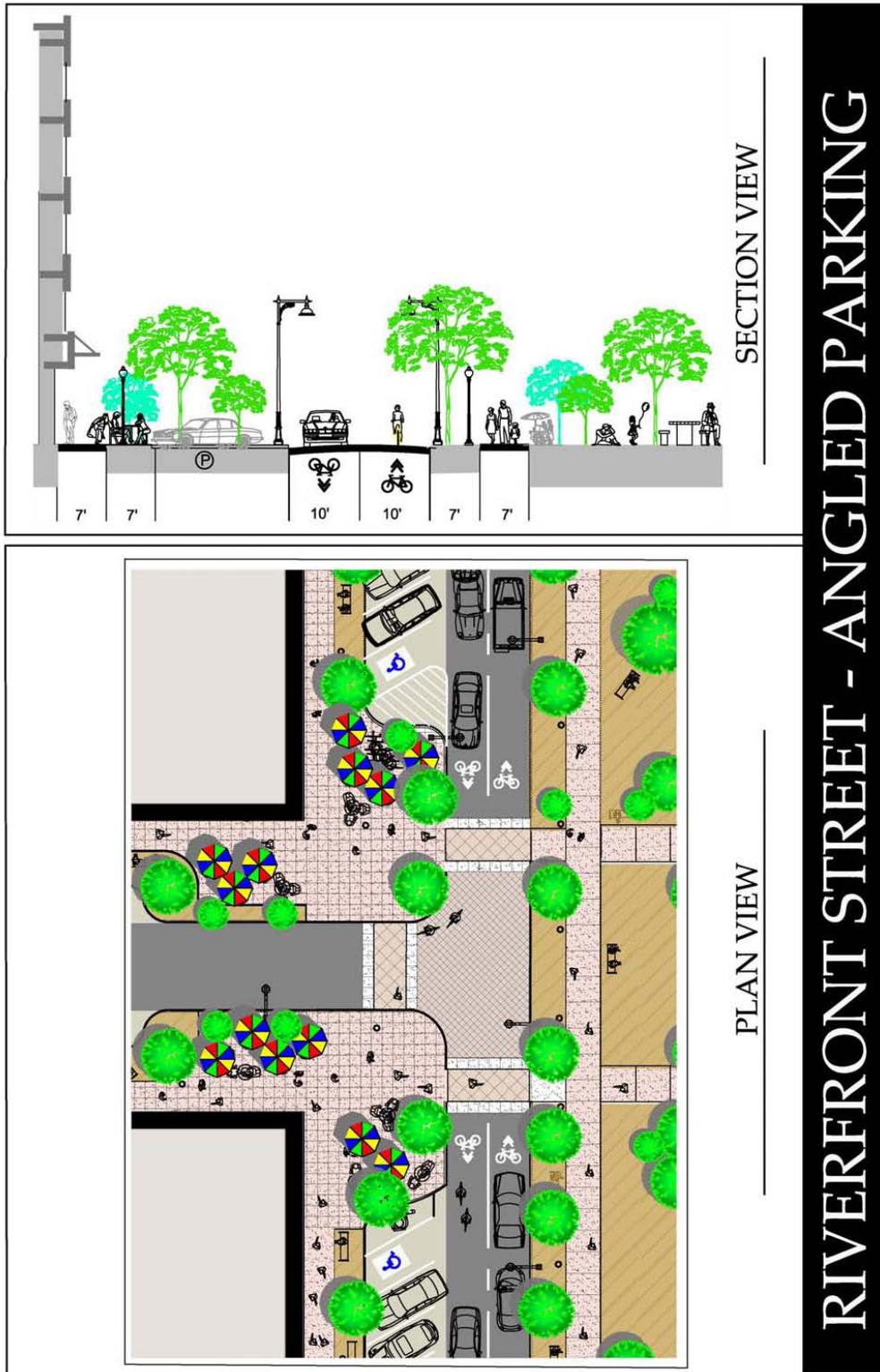


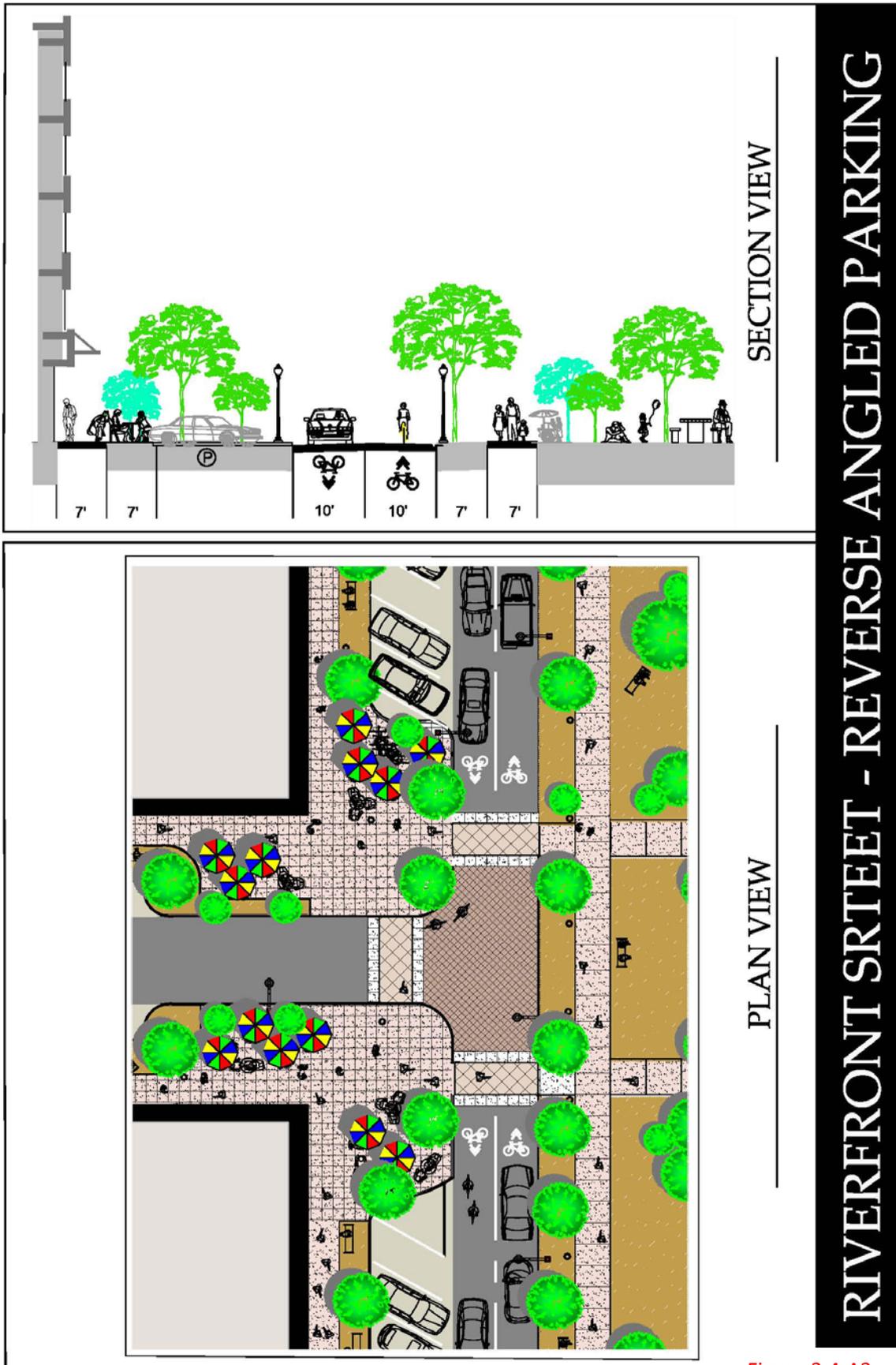
Figure 3.4-A2

iii. Riverfront Street with Reversed Angled Parking



Photo Source: David Dewitte, The Gazette

- (a) The street shall be two way.
- (b) There shall be a minimum 7' setback sidewalk on both sides of the street.
- (c) There shall be a minimum 7' amenity zone between the curb and sidewalk on the south side of the street.
- (d) There shall be a minimum 7' amenity zone between the travel way and sidewalk on the north side of the street.
- (e) There shall be decorative street lighting.
- (f) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (g) Decorative bollards shall be used at the curb returns of the raised intersections.
- (h) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (i) Parking bulb-outs shall extend 2' out from the reverse angled parking striping.
- (j) The reverse angled parking dimensions from the Springfield Development Code shall be used.
- (k) Parking shall be installed on the south side of the street.
- (l) Parking shall not be installed on the north side of the street.
- (m) Travel lanes shall be 10' wide.



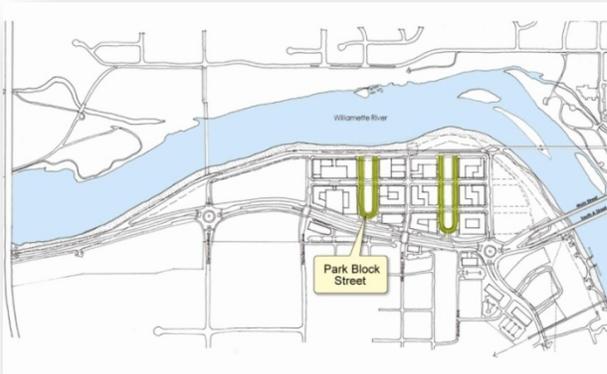
SECTION VIEW

PLAN VIEW

RIVERFRONT STREET - REVERSE ANGLED PARKING

Figure 3.4-A3

b. Park Block Street



i. Park Block Street with Angled Parking on One Side of the Street



Photo Source: Corvallis Riverfront, Google Maps

- (a) The street shall be one way.**
- (b) There shall be a minimum 7' setback sidewalk adjacent to the development.**
- (c) There shall be a minimum 7' amenity zone on the Development side of the street between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.**
- (d) There shall be decorative street lighting.**
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.**
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.**
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.**

- (h) The park block from curb to curb shall be a minimum of 150'.
- (i) The angled parking dimensions from the Springfield Development Code shall be used.
- (j) Parking bulb-outs shall extend 2' out from the angled parking striping.
- (k) Angled parking shall only be on one side of the street.
- (l) Storm water treatment shall be installed between the curb and sidewalk. It shall treat all impervious surfaces that are in the public right of way and shall be sized accordingly.
- (m) There shall be a minimum 8' sidewalk between the stormwater treatment and park block.
- (n) The travel lane shall be 10' wide.

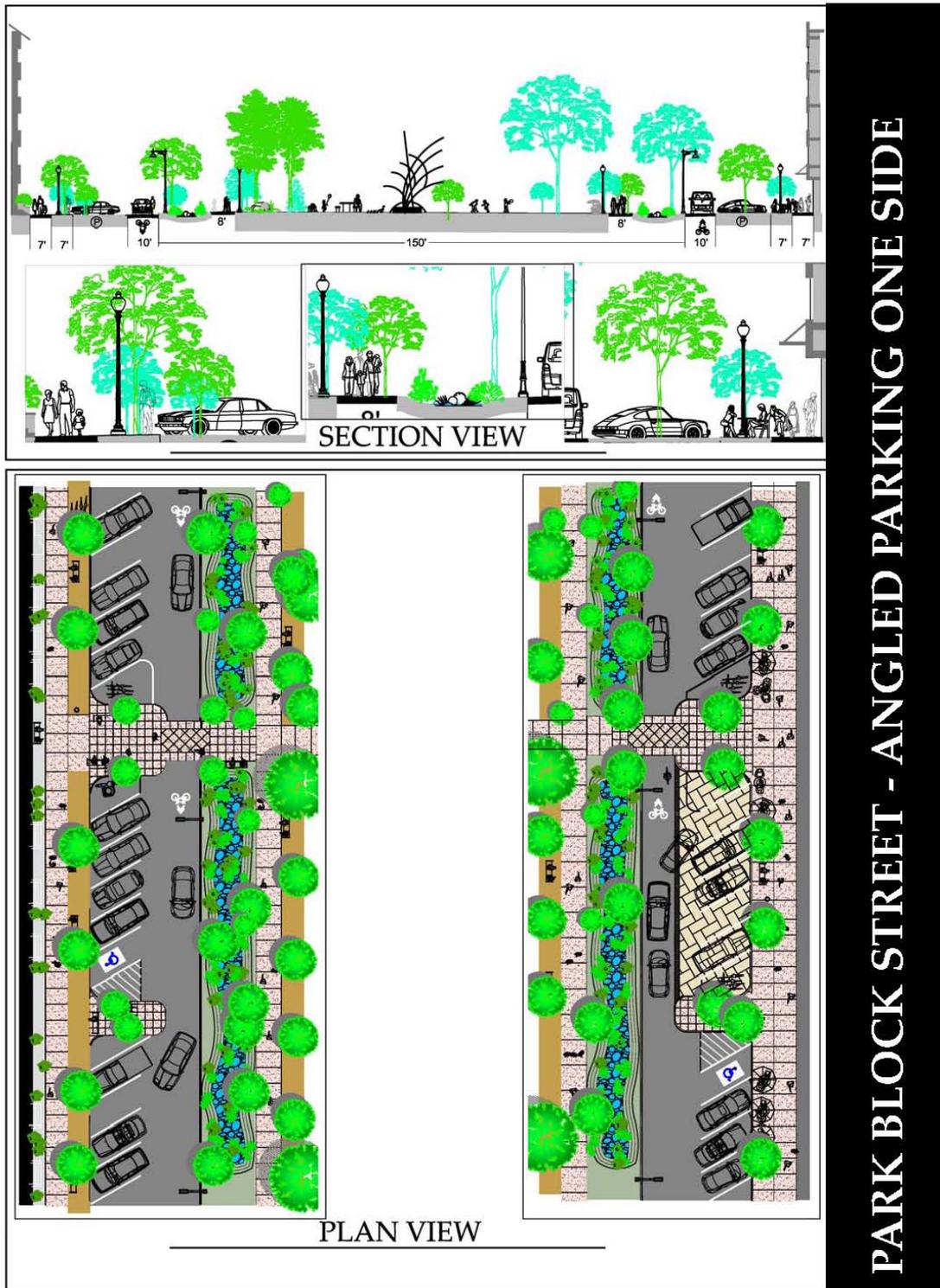


Figure 3.4-B1

ii. Park Block Street with Parallel Parking on Both Sides of the Street



Photo Source: ??

- (a) The street shall be one way.
- (b) There shall be a minimum 7' setback sidewalk adjacent to the development.
- (c) There shall be a minimum 7' amenity zone on the Development side of the street between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.
- (d) There shall be decorative street lighting.
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (h) The park block from curb to curb shall be a minimum of 150'.
- (i) Parking bulb-outs shall extend 2' out from the parking striping.
- (j) Bulb-outs should be staggered to create the narrow travel way.
- (k) Parallel parking stall widths shall be 7' wide.
- (l) Storm water treatment shall be installed between the curb and adjacent sidewalk. It shall treat all impervious surfaces that are in the public right of way and shall be sized accordingly.
- (m) There shall be a minimum 8' sidewalk between the storm water treatment and park block.
- (n) The travel lane shall be 10' wide.
- (o) A 2' paved pedestrian travel way shall be between the parking lane and the storm water treatment.

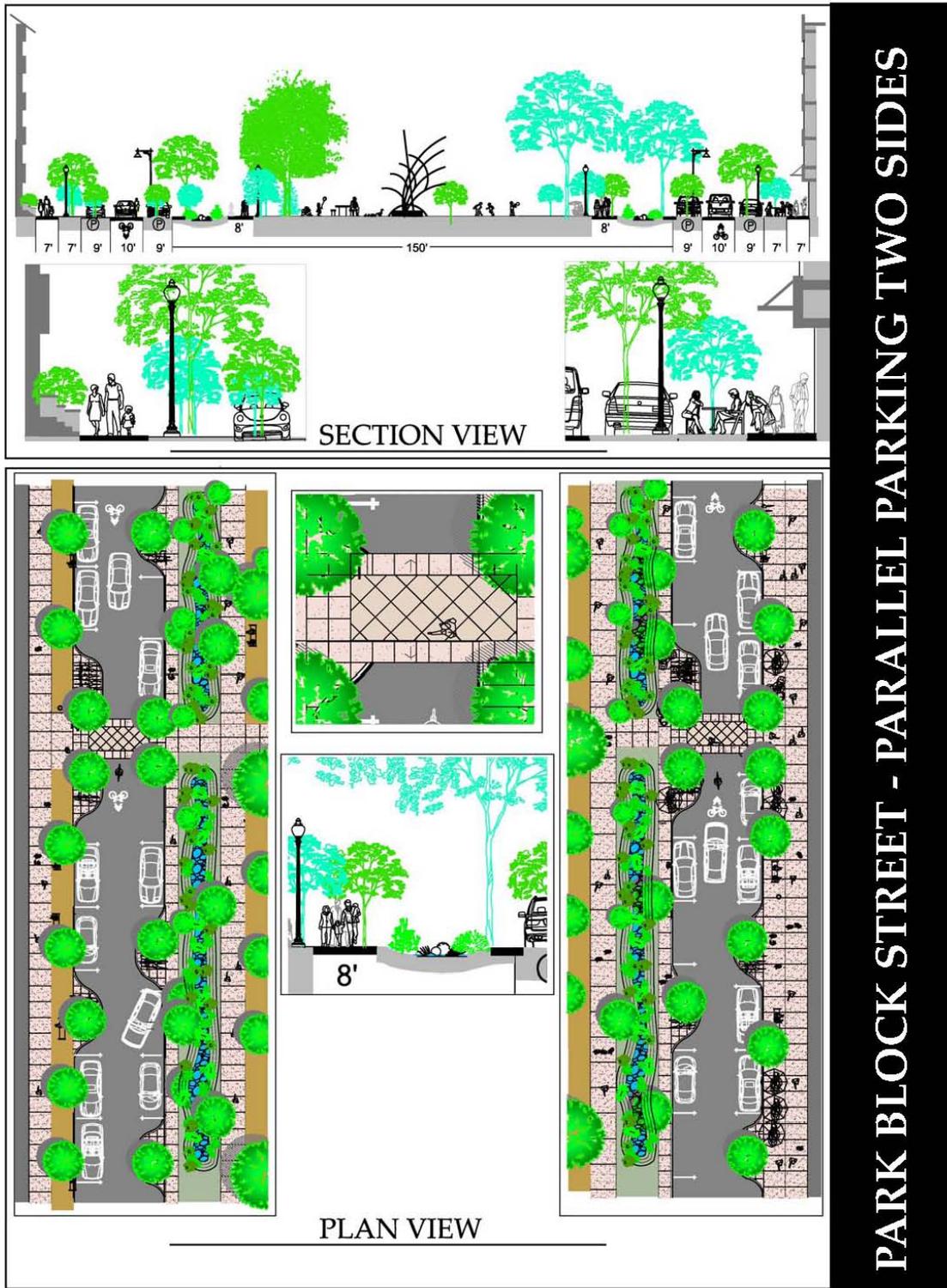


Figure 3.4-B2

iii. Park Block Street with Parallel Parking on One Side of the Street



Photo Source: ??

- (a) The street shall be one way.
- (b) There shall be a minimum 7' setback sidewalk adjacent to the development.
- (c) There shall be a minimum 7' amenity zone on the Development side of the street between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.
- (d) There shall be decorative street lighting.
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (h) The park block from curb to curb shall be a minimum of 150'.
- (i) Parking bulb-outs shall extend 2' from the parking striping.
- (j) Parallel parking stall widths shall be 7' wide.
- (k) Storm water treatment shall be installed between the curb and sidewalk. It shall treat all impervious surfaces that are in the public right of way and shall be sized accordingly.
- (l) There shall be a minimum 2' paved walking width between the parking and storm water treatment area.
- (m) There shall be a minimum 8' sidewalk between the storm water treatment and park block.
- (n) The travel lane shall be 10' wide.

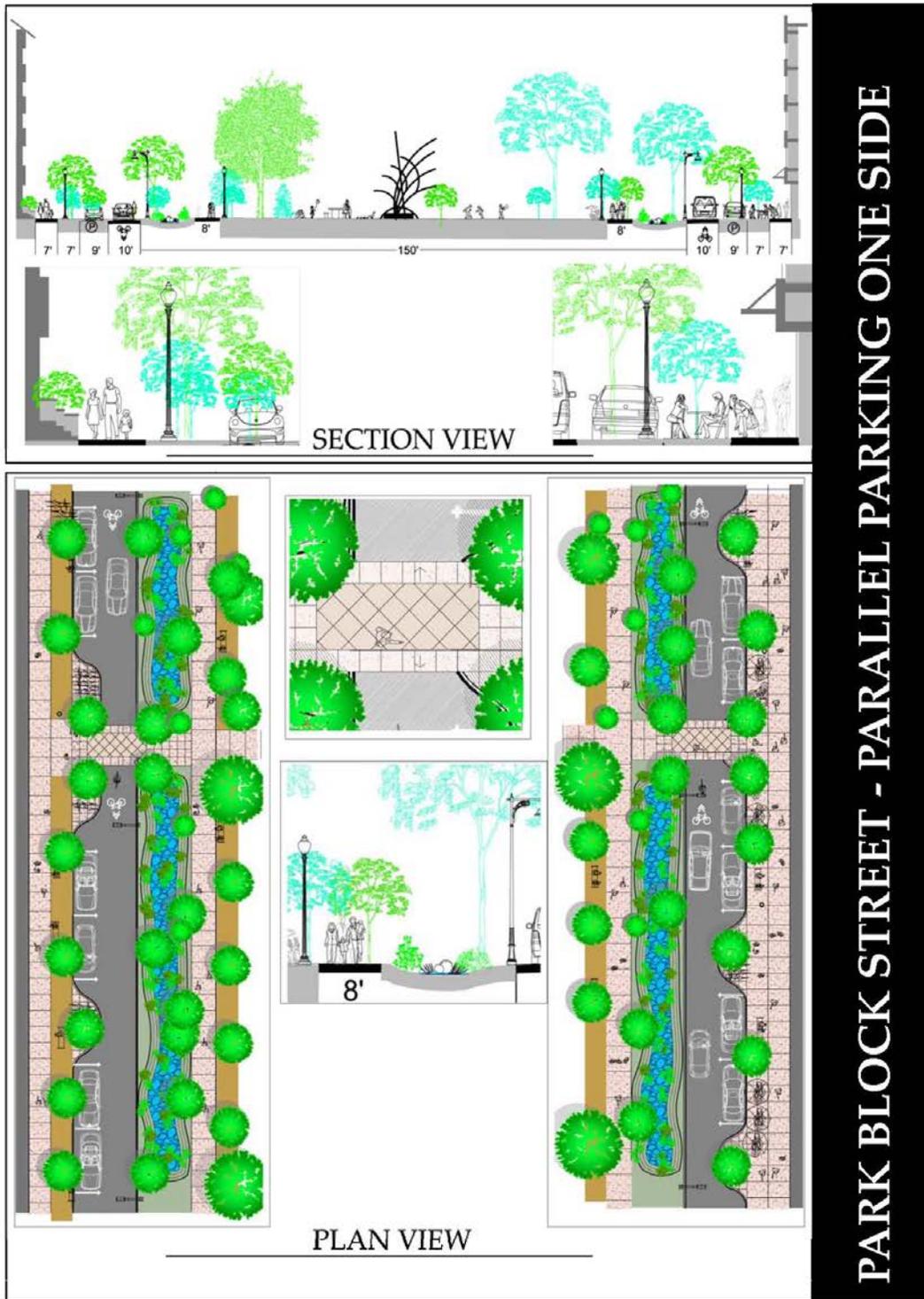
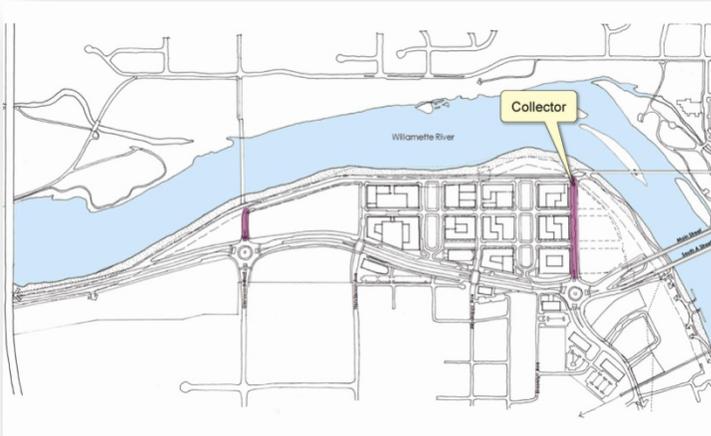


Figure 3.4-B3

c. Collector Street



i. Collector Street with Buffered Bike Lane



Photo Source: Friends of Holgate

- (a) The street shall be two way.
- (b) There shall be a minimum 7' setback sidewalk adjacent to the development.
- (c) There shall be a minimum 7' amenity zone between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.
- (d) There shall be decorative street lighting.
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (h) Parking bulb-outs shall be a minimum of 9' wide.

- (i) Parallel parking stall widths shall be 7' wide.
- (j) Travel lane shall be 10' wide.
- (k) Bicycle lanes shall be 6' wide with a striped 2' buffered area between the bicycle lane and the travel lane and a striped 2' buffered area between the bicycle lane and parking lane.

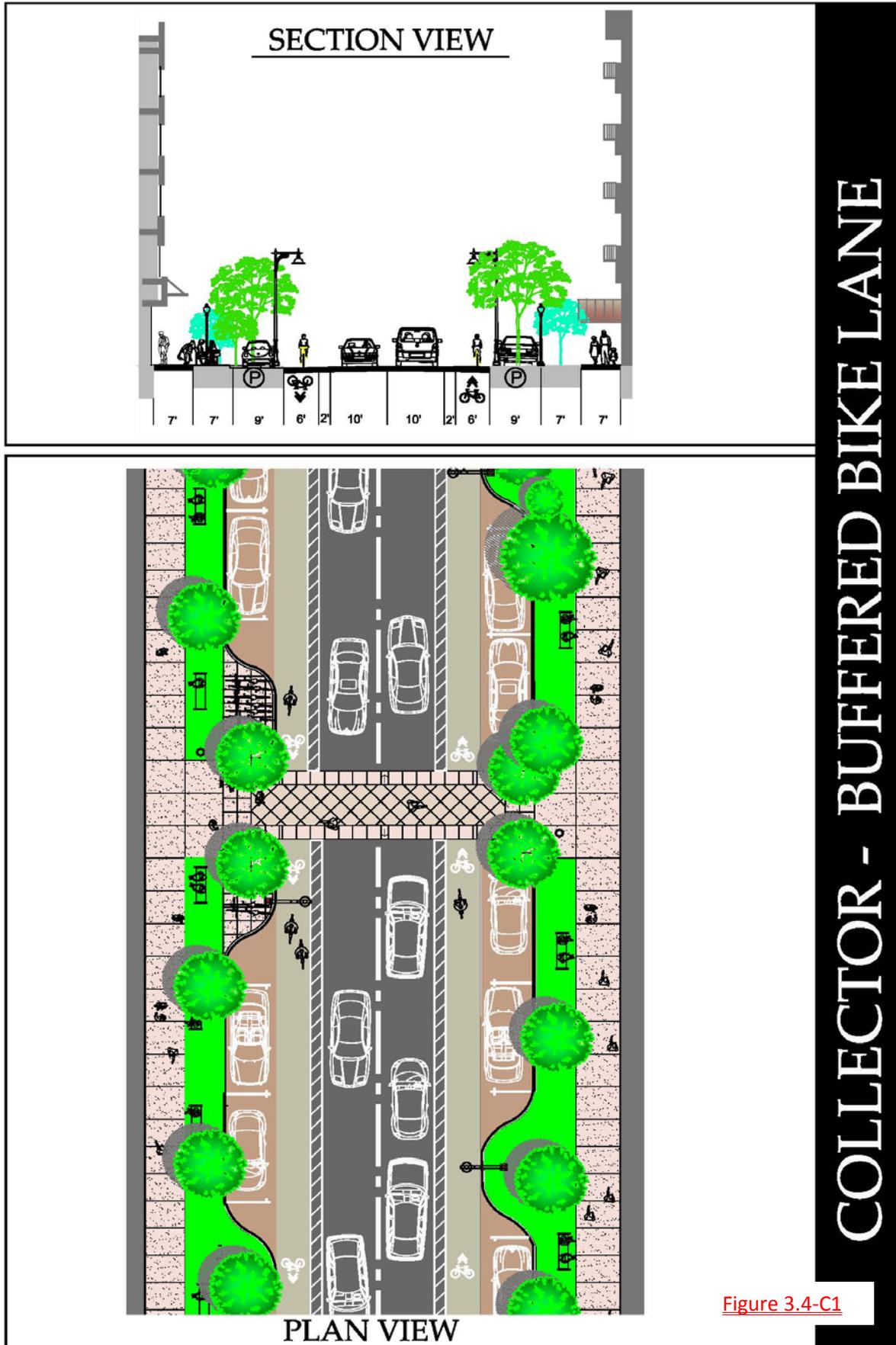


Figure 3.4-C1

ii. Collector Street with Separated Bike Lane



Photo Source: www.bikelongbeach.org

- (a) The street shall be two way.
- (b) There shall be a minimum 7' setback sidewalk adjacent to the development.
- (c) There shall be a minimum 7' amenity zone between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.
- (d) There shall be decorative street lighting.
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.
- (h) Parking bulb-outs shall extend 2' out from the parking striping.
- (i) Parallel parking stall widths shall be 7' wide.
- (j) Travel lane shall be 10' wide.
- (k) Bicycle lanes shall be 6' wide with a 3' buffered area between the bicycle lane and the parking lane and elevated to the same elevation as the sidewalk to not be at the same grade as the parking lane.

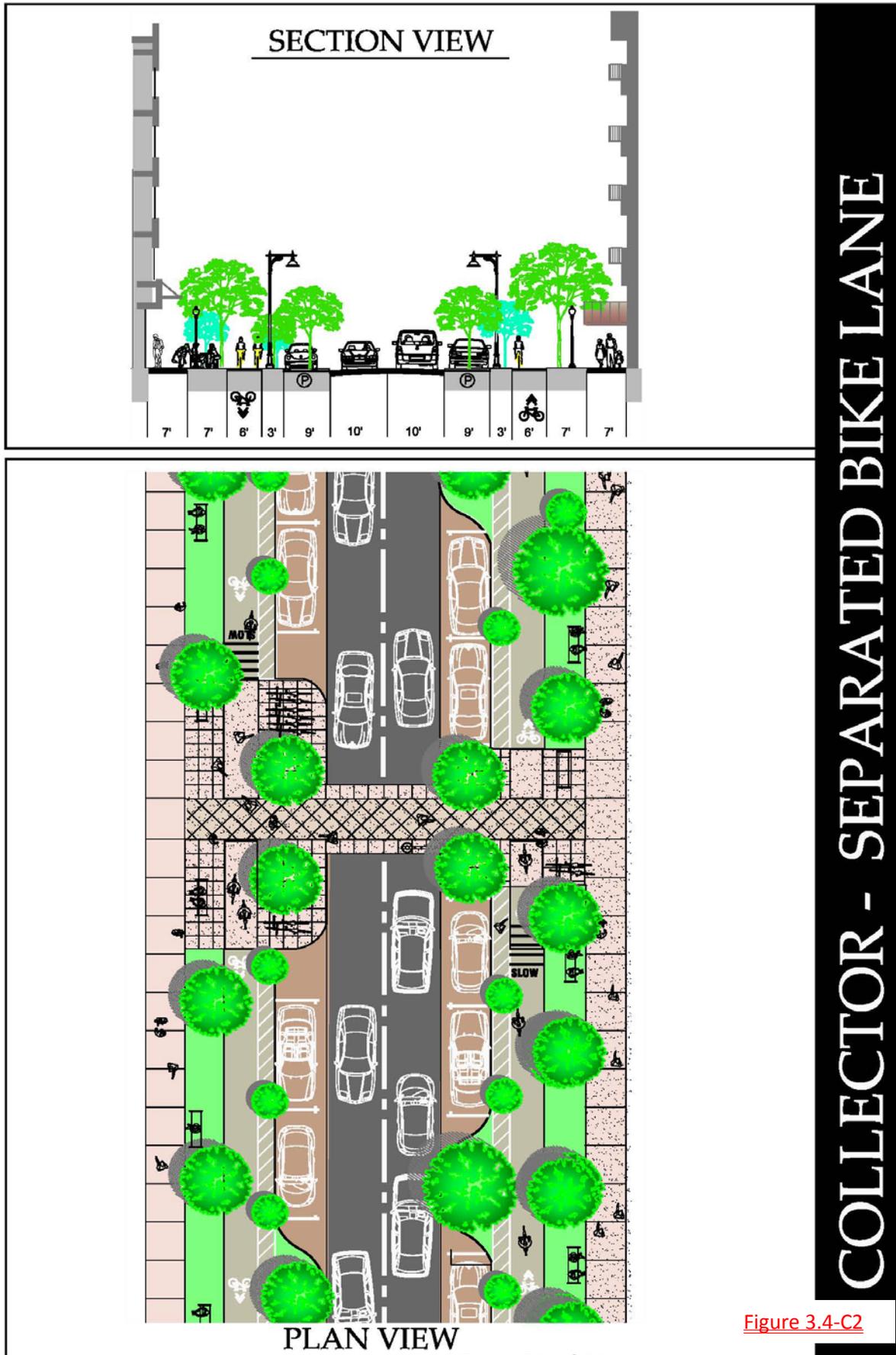


Figure 3.4-C2

d. Typical Street



i. Typical Street with Parallel Parking



Photo Source: Kristi Krueger at Orenco Station

- (a) The street shall be two way.
- (b) There shall be a minimum 7' setback sidewalk on each side of the street.
- (c) There shall be a minimum 7' amenity zone between the curb and sidewalk. Appurtenances may include trees in tree wells, bicycle parking, tables, benches, street lights, landscaping, public art, etc.
- (d) There shall be decorative street lighting.
- (e) All intersections shall be raised with a distinctive stamped pattern and vibrant color.
- (f) Decorative bollards shall be used at the curb returns of the raised intersections.
- (g) All pedestrian crosswalks shall be raised crosswalks with a distinctive stamped pattern and vibrant color.

- (h) Parking bulb-outs shall extend 2' out from the parking striping.
- (i) Parallel parking stall widths shall be 7' wide.
- (j) Travel lanes shall be 10' wide.

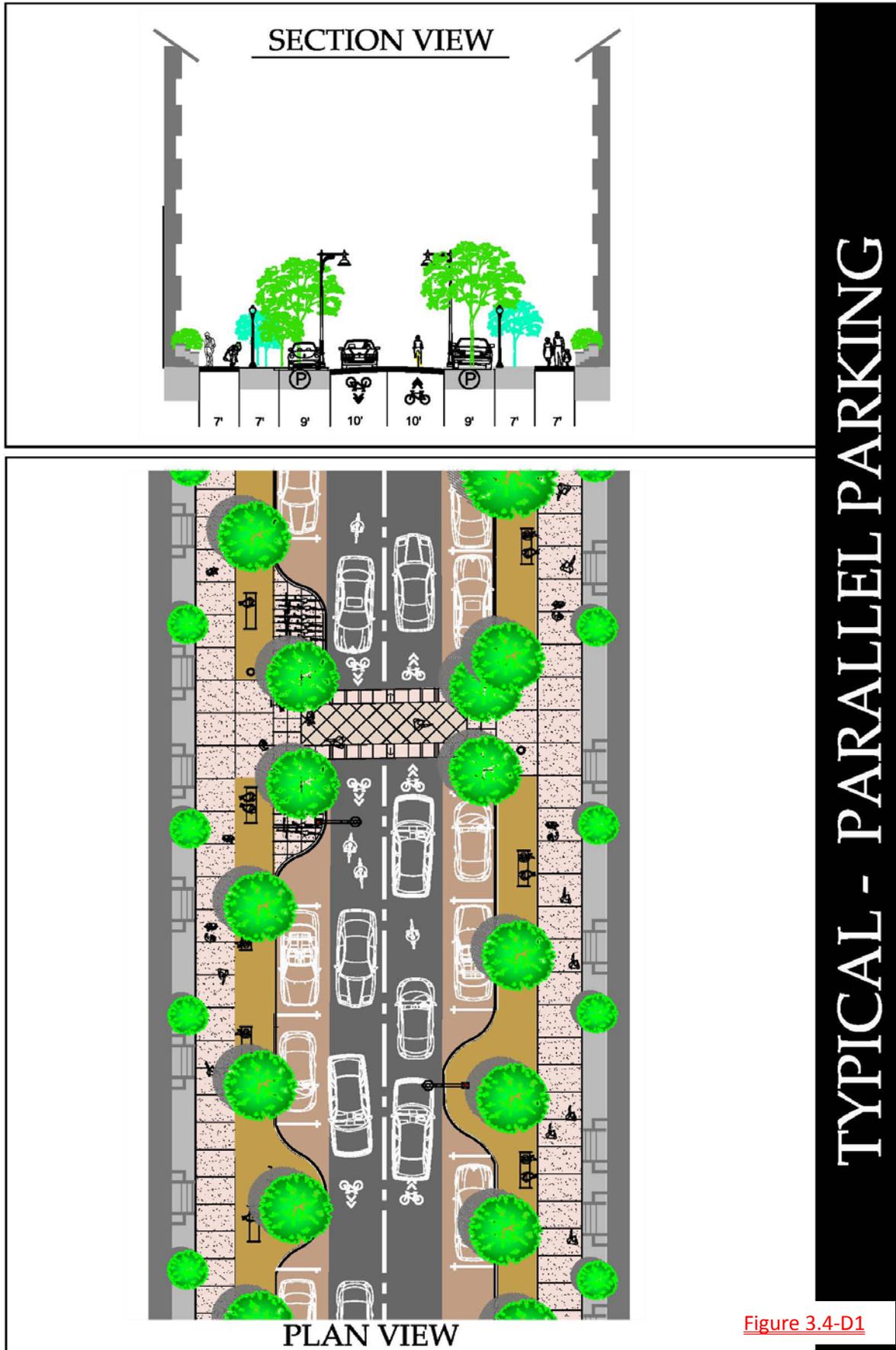


Figure 3.4-D1

Commentary: Incorporate references to the Development Code standards proposed for adoption through the TSP Implementation Project.

...[no intervening amendments]...

- D.** Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path as specified in Subsection 3.4-270E.; on-street; or as part of a mid-block connector.
- 1.** Bicycle facilities in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
 - 2.** Applicable Glenwood Refinement Plan Transportation Policies and Implementation Strategies shall be as specified in Appendix 3.
 - 3.** Bicycle facilities including, but not limited to: mid-block connectors and on-street markings, shall be designed and constructed as specified in [Subsection 4.2-150](#), the *Springfield Engineering Design Standards and Procedures Manual* and the Springfield Standard Construction Specifications.
 - 4.** Bicycle parking shall be as specified in Table 3.4-2.
- E.** Multi-Use Path. The multi-use path shall be part of the riverfront linear park along the entire length of the Willamette River in the Glenwood Riverfront. The multi-use path shall provide opportunities for active and passive recreation activities, including but not limited to: walking; jogging; running; cycling; inline skating; and nature watching. The multi-use path shall be located at the outermost edge of the 75 foot-wide Greenway Setback Line/Riparian Setback to the maximum extent practicable.
- 1.** The multi-use path shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
 - 2.** Applicable Glenwood Refinement Plan Transportation and Open Space Chapter policies and implementation strategies shall be as specified in Appendix 3.
 - 3.** The multi-use path shall be designed and constructed as specified in [Subsection 4.2-150](#), the *Springfield Engineering Design Standards and Procedures Manual* and the Springfield Standard Construction Specifications.