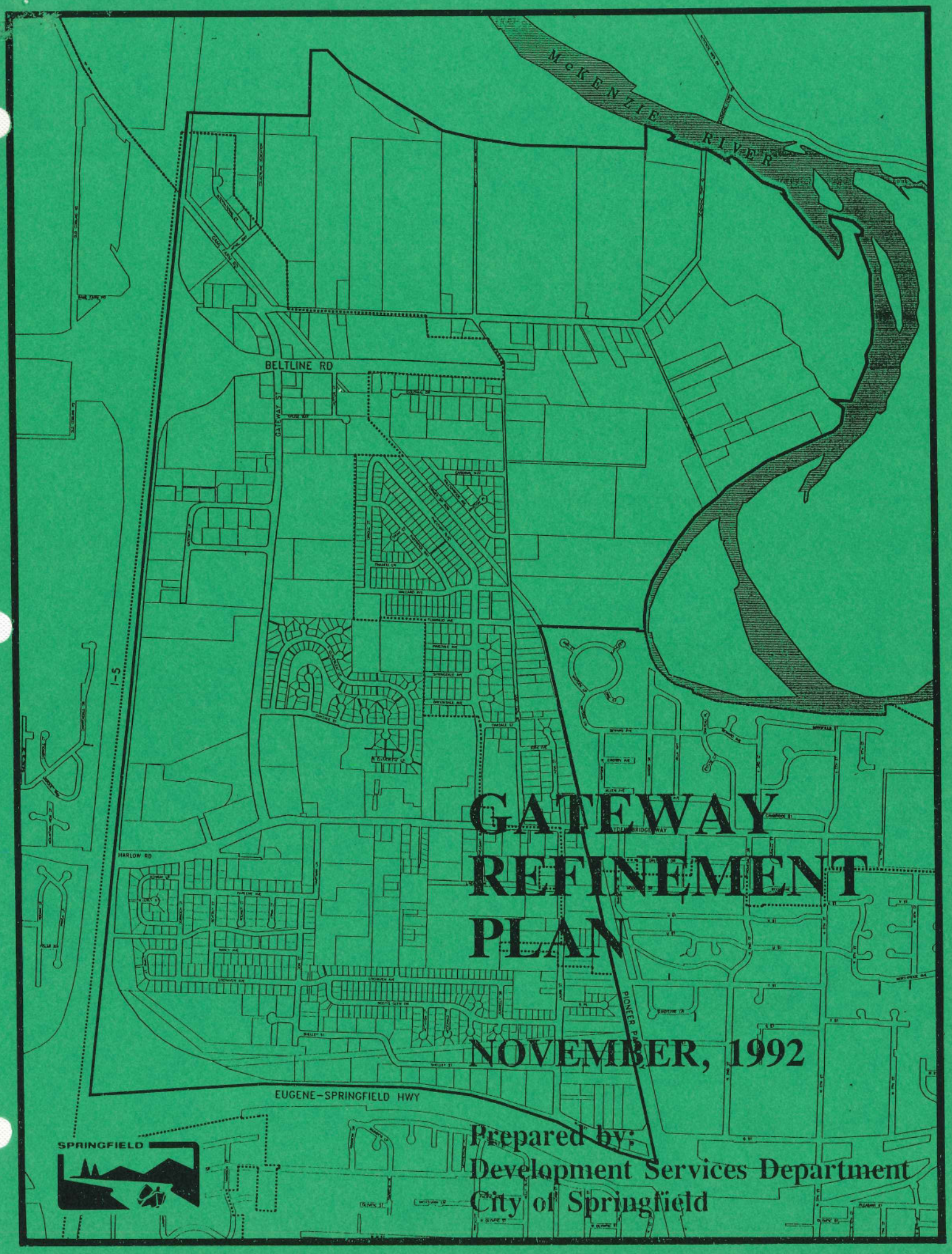

GATEWAY REFINEMENT PLAN

NOVEMBER, 1992

Prepared by:
Development Services Department
City of Springfield

GATEWAY REFINEMENT PLAN

(Interim Printing)

Prepared by:

Development Services Department
City of Springfield

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The following citizens participated in the development of the Gateway Refinement Plan as members of the Plan Advisory Committee:

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Jean Hurst, Chair
Richard Boyles, Vice Chair
Kenn Nickell
Barbara Shidek
John Swezey
Larry Brabham
Karl Manseth
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Linda Cheney
Valerie McDonald

Ex-Officio Members

Tom Atkinson, Springfield Planning Commissioner
Stu Burge, Springfield Planning Commissioner
Lee Beyer, Springfield City Councilor
Steve Cornacchia, Lane County Commissioner

The following people also served on the PAC, but were unable to finish their terms:

Joseph Holladay
Doc Boyles
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INTRODUCTION

INTRODUCTION

PURPOSE

The Gateway Refinement Plan (Refinement Plan) is one of several Springfield refinement plans that refine and augment the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). The Metro Plan is the general land use policy document that guides all land use decision making in Springfield, Eugene, and Lane County. "Subarea" or "neighborhood" refinement plans are developed to provide more specific application of Metro Plan policies, and to provide site-specific determination of Metro Plan land use designations. Refinement plans resolve any pre-existing conflicts between local zoning districts and Metro Plan designations. They also provide the opportunity to examine, in greater detail, the area's future public facilities and transportation needs, and to resolve potential conflicts between adjoining land uses. "All refinement plans and regulatory measures must be consistent with the Metropolitan Plan, and should inconsistencies occur, the Metropolitan Plan is the prevailing policy document." (Metro Plan, 1987, p. IV-3)

RELATIONSHIP TO OTHER PLANS

The Refinement Plan Diagram is more specific than the Metro Plan Diagram. Whereas the Metro Plan Diagram is of a scale that illustrates only general area designations, the Refinement Plan Diagram provides site-specific land use designations that sometimes cover areas too small to appear on the Metro Plan Diagram. Like all other elements of the Gateway Refinement Plan, the Refinement Plan Diagram must be consistent with the Metro Plan Diagram. Upon adoption (consistent with the Metro Plan), the Gateway Refinement Plan shall be definitive in making site-specific land use decisions. Land use decisions made as a result of adoption of this Plan shall be incorporated into Metro Plan inventories and shall be reflected on the Metro Plan Diagram as part of the next Metro Plan update.

In addition to serving as a land use policy guideline and as an information source, this Refinement Plan will guide local decision-makers in dealing with area issues and infrastructure needs. This Refinement Plan will be used in conjunction with the Metro Plan, TransPlan, the Public Facilities Plan, and the Willamalane Comprehensive Plan in making land use and public facilities decisions for the Gateway area. The Gateway Refinement Plan also is intended to provide certainty for developers and residents throughout the land development process. The application of site-specific land use designations is based on findings of fact, and clear and understandable criteria. Refinement Plan land use designations, policies, and implementation actions are designed to minimize the negative impacts of development on existing residential neighborhoods and natural resources, while facilitating commercial and industrial areas to develop consistent with the Metro Plan, and with the growing economic development needs of the greater metropolitan area community.

PLANNING PROCESS

Springfield began land use planning activities in 1968 with the development of the 1990 Plan, a metropolitan-wide long-range plan. Springfield grew rapidly between 1968 and 1982. During that time, Springfield conducted planning studies and continued participating in Metropolitan-level planning work in response to the 1975 adoption of Oregon's Statewide Planning Goals and Guidelines. The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) was developed by Springfield, Eugene,

and Lane County to replace the 1990 Plan, and was acknowledged by the Land Conservation and Development Commission (LCDC) in 1982 for compliance with the Statewide Goals and Guidelines.

The Metro Plan was most recently updated in 1987, and it continues to undergo periodic review and updates to ensure that it reflects changing circumstances in the metropolitan area, and to ensure continued compliance with LCDC goals. (E.g., in 1990-91 the Natural Resources Special Study and the Industrial Lands Special Study were developed as updates to the Metro Plan.) The Metro Plan Update process, which was initiated in 1986, provides an overall review of the Metro Plan, including its findings, research, data, assumptions, and projections. The update process provides the mechanism for "re-evaluating and possibly changing or modifying basic concepts, goals, and policies." (Metro Plan, p. IV-5) As a result of the 1986-87 Update Process, the Metro Plan was amended and republished in 1987.

The refinement planning process is provided by the Metro Plan as a means to address the special needs of specific geographic areas and/or special purpose or functional elements, "as determined appropriate by each governing body." (Metro Plan, p. IV-5) Springfield began its refinement planning program in the early 1980's, and has adopted neighborhood refinement plans covering several geographically defined areas throughout the City. The Gateway Refinement Plan is the first Springfield refinement plan that includes land outside the City Limits.

Lane County and the City of Springfield entered into an urban transition agreement in 1986, which transferred planning and building jurisdiction in the urbanizable area to the City. Under this agreement, the City is responsible to plan for the future land use, facilities, and transportation needs of the area, based on the goals, policies, and projections of the Metro Plan. Lane County, however, must jointly adopt land use planning regulations that are to be applied in the urbanizable area. Adoption of this Refinement Plan was therefore contingent on approval by the elected officials of Lane County as well as the City of Springfield. This Refinement Plan also was reviewed by the City of Eugene. Metro Plan Diagram amendments, as well as amendments to the TransPlan and the Public Facilities Plan, proposed in association with this Refinement Plan, were adopted by all three jurisdictions.

DEVELOPMENT OF THE GATEWAY REFINEMENT PLAN

Work on the Gateway Refinement Plan began in 1989, with extensive field and inventory work to assess land uses, development constraints and opportunities, natural and historic resources, and other existing conditions in the area. In early 1990, the City began to develop a citizen involvement process and to establish a Plan Advisory Committee (PAC). Two neighborhood forums were held in order to introduce the refinement planning process to area neighbors, to take input from residents regarding pressing issues and concerns, and to invite the citizens to participate in the development and review of the Refinement Plan. The high level of interest in this Refinement Plan demonstrated by the residents of the Gateway area is unprecedented in the history of refinement planning in Springfield.

Each neighborhood forum was attended by over 100 residents, and over 40 citizens expressed an interest in participating as members of the Gateway Refinement Plan PAC. Springfield's Committee for Citizen Involvement appointed a 17-member PAC to serve throughout the development of the Gateway Refinement Plan. The committee selection process was designed to provide representation of a diverse cross-section of interests and geographic areas within and adjacent to the Refinement Plan boundaries. The 17-member PAC was made up of 13 voting citizen members and four non-voting ex officio members, including two planning commissioners, one city councilor, and one Lane County commissioner.

The PAC met from May of 1990 through February 15, 1991 in order to provide input and review in the development of the draft Refinement Plan. The PAC convened again in April of 1991 to make final recommendations on the Refinement Plan. In addition to the PAC, approximately 220 interested parties were kept apprised of the development and review of the Refinement Plan. Staff from several City departments and other local agencies, including Willamalane, Springfield Utility Board, Rainbow Water District, and Lane Council of Governments provided assistance in the development of the draft Refinement Plan.

The draft Refinement Plan was made available to the public for review and comment one month prior to the first public hearing before the Springfield Planning Commission. The planning commissions from Springfield, Lane County, and Eugene held public hearings on the Refinement Plan and associated amendment proposals on October 2, 1991. Following the public hearing, the planning commissions took separate actions to refer the Refinement Plan and associated amendment proposals to the Lane County Board of Commissioners and the two city councils. On January 29, 1991, the elected officials of Springfield, Lane County, and Eugene held a joint public hearing. Following the public hearing, each jurisdiction took separate action adopting identical versions of the Refinement Plan and associated amendments. Adoption of the Refinement Plan was considered final on November 9, 1992, when the Eugene City Council adopted the amendments to the Metro Plan Diagram, the TransPlan, and the Public Facilities Plan.

GENERAL OVERVIEW OF THE GATEWAY AREA

The Gateway Refinement Plan area is bound on the west by I-5, on the north and northeast by the UGB (which follows Maple Island Slough and the McKenzie River), on the southeast by Pioneer Parkway, and on the south by the Eugene-Springfield Highway. Because the Refinement Plan area lies at the outskirts of Springfield and includes part of the City's urbanizable area, its character is transitional between the urban character of the city, and the more rural character of the urbanizable area (the area between the city limits and the urban growth boundary).

vicinity map goes here

Roughly one half of the approximately 1,000-acre Refinement Plan area has been developed for urban uses. The remaining half is either vacant land, or underdeveloped land in agricultural or single-family use. The vacant areas and agricultural uses provide open space and scenic value to the area. They also serve as a buffer between the urbanized areas to the south, and the natural features (which provide habitat and movement corridors for wildlife) along the McKenzie River. A primary goal in planning for the future of the Gateway area is to provide for the logical development of the urbanizable area to meet the anticipated growth needs of the metropolitan area, while preserving the area's local neighborhoods and significant natural resources and amenities.

Most of the urbanizable area adjacent to the McKenzie River and Maple Island Slough is designated for Special Light Industrial (SLI) and Medium Density Residential (MDR) development. The 280-acre McKenzie-Gateway SLI site is one of two in Springfield. The site has several advantages that make it a likely future location for development that will provide "family wage" jobs in Springfield. Scenic surroundings, excellent access to a major transportation network and to the airport, and proximity to a wide variety of commercial- and service-oriented businesses are some of the factors that make the SLI site an important asset to Springfield and the metropolitan area.

South of the SLI site is an area of approximately 180 ares, which is designated for MDR development. This area represents a significant portion of the remaining vacant land allocated for MDR development in Springfield and in the metropolitan area. This large MDR area is important to meet the future housing needs of a growing metropolitan population that has nearly exhausted the area's housing supply.

The Refinement Plan area has a mixture of developed single-family and multi-family residential neighborhoods. Remaining opportunities for residential development are primarily for multi-family housing. Land available for low density residential development lies between Harlow Road and the Eugene-Springfield Highway, and along the west side of Game Farm Road South.

The Refinement Plan area's commercial uses and commercially-designated vacant land are concentrated in an area along I-5 north of Harlow Road. The Gateway Mall, constructed in 1989/90, is the dominant commercial attraction. It is highly visible, is easily accessed from I-5 and Belt Line Road, and is conveniently located for access by Eugene and Springfield residents. Other commercial uses and professional services are located north of the shopping center.

Increased commercial, industrial, and residential development in the Gateway area will inevitably increase demand on the area's transportation system and public facilities. Planning for improvements and expansion of the road system to accommodate adequate access and circulation throughout the Gateway area is a critical aspect of the refinement planning process. Providing for adequate sanitary and storm sewer systems, or alternative means of treating sewage and storm run-off, also are of critical importance in planning for future development of the Gateway area. The Gateway Refinement Plan will enable the City and its residents to provide for certainty in the development process, and to mitigate the impacts of future development on the area's neighborhoods and the natural environment.

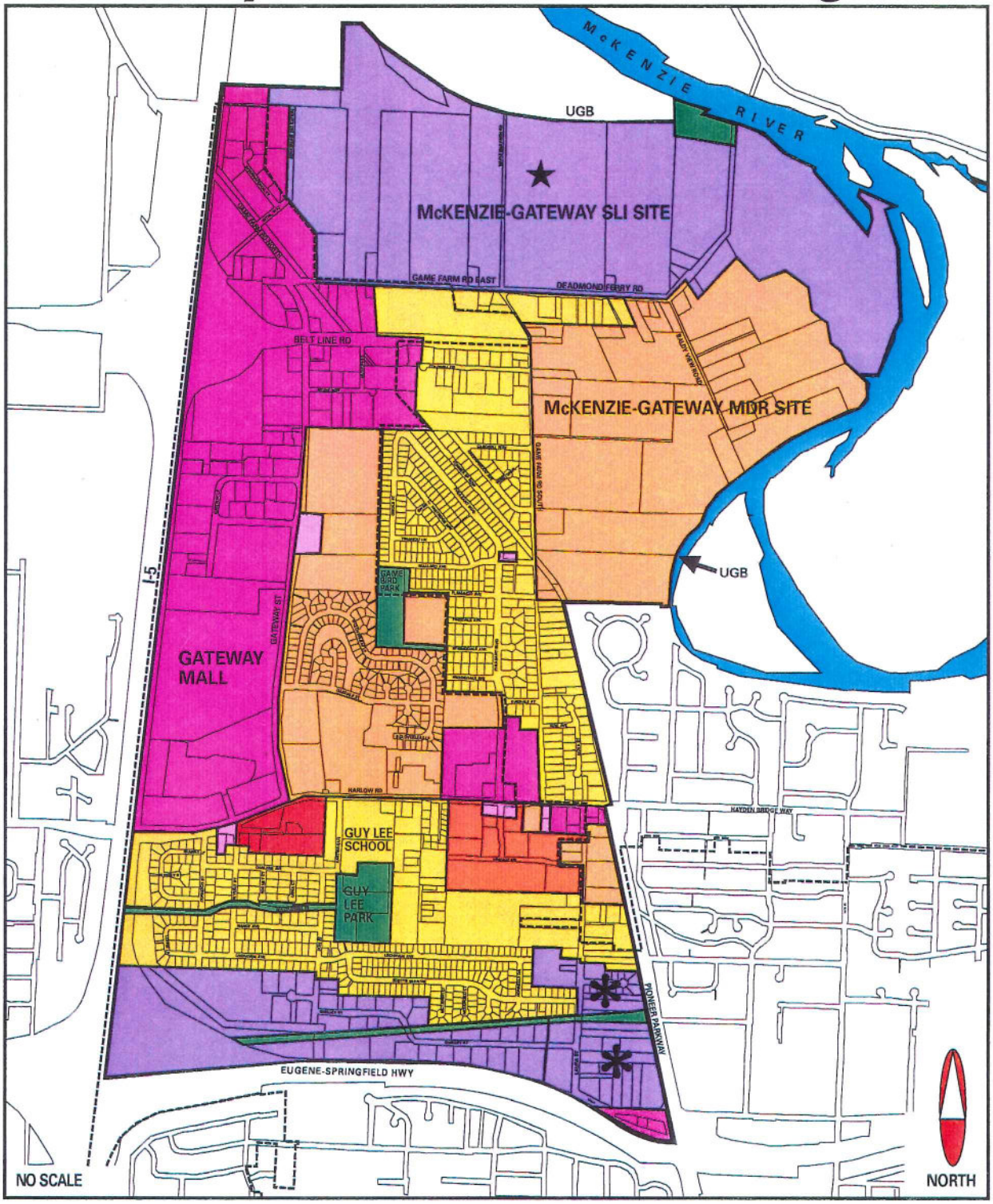
PLAN ORGANIZATION

The Gateway Refinement Plan is published in two documents--the Refinement Plan itself, and a Technical Supplement (which is referred to throughout this Refinement Plan as the GRP Technical Supplement). The Refinement Plan is divided into the following chapters or elements: Community and Economic Development; Residential; Commercial; Industrial; Natural Assets, Open Space/Scenic Areas, and Recreation; Historic Resources; Transportation; and Public Facilities. Each element of the

Refinement Plan includes an introductory overview, goals, and policies and implementation actions. **Findings** are factual statements resulting from research, analysis, and/or community perceptions. Findings in this Refinement Plan reflect existing conditions, or conclusions from other plans or studies regarding existing conditions that need to be addressed, and they relate to or substantiate policies. **Goals** are broad statements of philosophy that describe the hopes of the people with respect to the future of the Gateway Refinement Plan area. **Policies and implementation actions** are statements adopted as part of the Refinement Plan to provide specific courses of action in attainment of goals, and are based on findings of fact.

The Gateway Refinement Plan Technical Supplement (published under a separate cover) is divided into the same components as the Refinement Plan document. Each element of the GRP Technical Supplement includes detailed assessments of existing conditions, analyses, and in some cases, in-depth technical studies and supplemental documents are attached as appendices. The findings, upon which the Refinement Plan policies are based, are also found in the Technical Supplement, as they provide conclusions resulting from the analyses.

Gateway Refinement Plan Diagram



Refinement Plan Boundary

Springfield City Limits

SLI Special Light Industrial

LMI Light-Medium Industrial

Mixed Use: LMI/CC

CC Community Commercial

NC Neighborhood Commercial

GO General Office

HDR High Density Residential

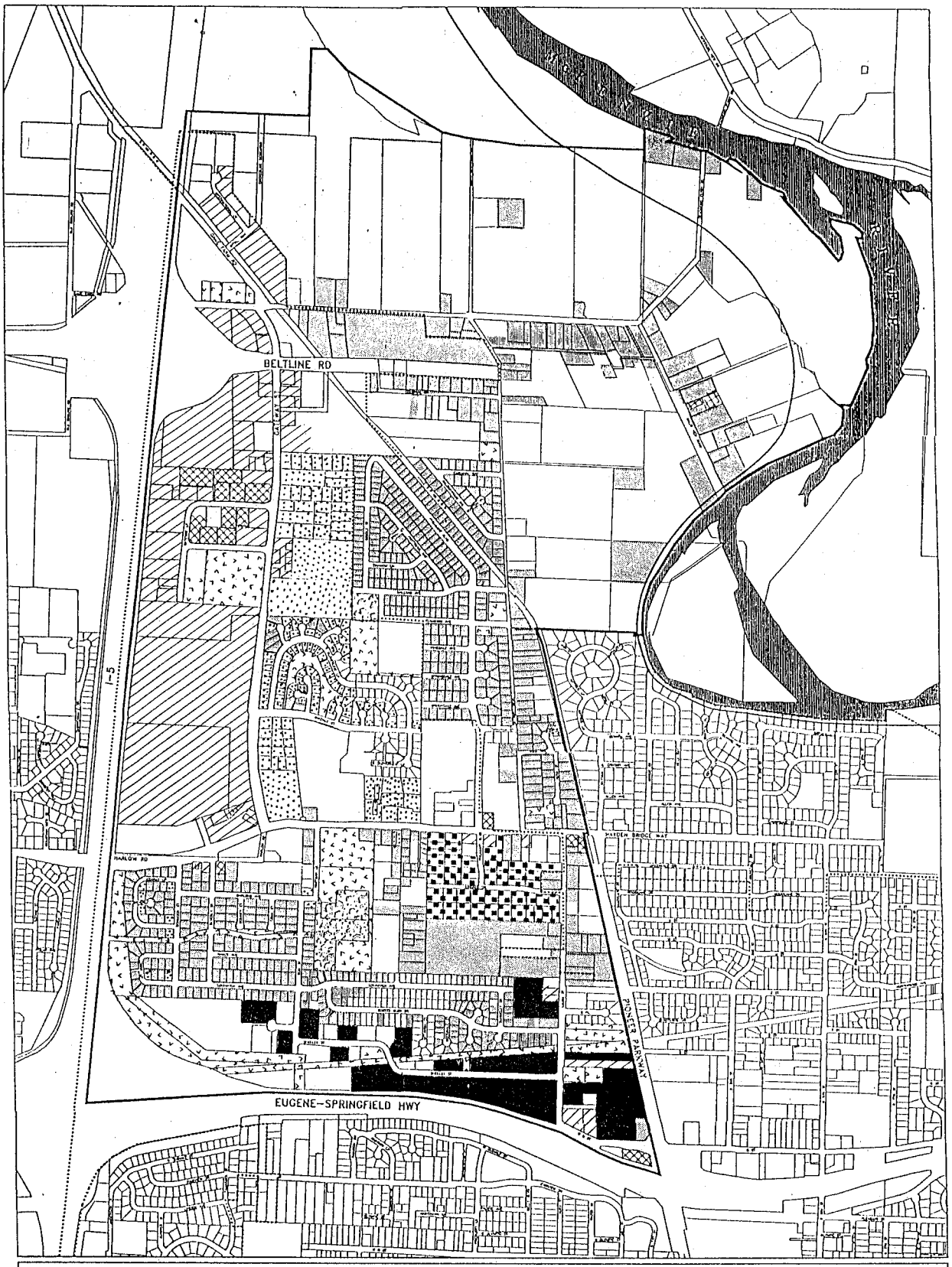
MDR Med. Density Residential

LDR Low Density Residential

POS Parks & Open Space

SPRINGFIELD

Refinement Plan and Diagram final adoption: November 9, 1992.



EXISTING LAND USE

GATEWAY REFINEMENT PLAN

NO SCALE

NORTH

COMMUNITY AND ECONOMIC DEVELOPMENT ELEMENT

COMMUNITY AND ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

The Gateway Refinement Plan (Refinement Plan) area is experiencing some of the most significant commercial development activity ever seen in the Eugene-Springfield metropolitan area. (The Gateway Mall, for example, is the largest single investment in Springfield since the Weyerhaueser lumber mills were developed in the 1940's.) The economic benefits these developments provide the residents of Springfield are clear. These benefits include, among others, easier access to goods and services, a wider choice of goods available to shoppers, greater competition leading to lower prices, reduced tax rates for property owners, and greater job opportunities in the Springfield community. Yet these commercial developments have been somewhat controversial. They have heightened discussions about the impacts on both the community's quality of life and, in particular, on changes in the neighborhoods within the Refinement Plan area.

The Gateway area is a logical location for infill development because it is directly between two of the larger population centers in Oregon, and is mostly within one of them. Development, like that already occurring elsewhere between Eugene and Springfield (such as the residential developments north and south of Centennial Blvd.), will probably occur more rapidly in the Gateway area because of better public and private services, more commercial choices, and better access roads (major highways and arterial streets) connecting residential areas to employment sites. Springfield sites for all kinds of development have historically been less expensive than Eugene sites, yet they offer equivalent amenities--features becoming more attractive to residents, businesses, developers, and investors as other costs continue to rise. Consequently, residential, commercial, and industrial development will continue in the Refinement Plan area because urban services are readily available and development costs are reasonable for a quality living and working environment. Given that development will continue, the overriding concern is to ensure that the quality of the community is acceptable and supportive of its residents and businesses.

This Element addresses the significance of the Refinement Plan area in terms of its development potential, and the potential economic and community development benefits and costs that will accompany such development. The purpose of this Element is to provide a framework for this Refinement Plan's policies, which will enable beneficial community development and retention of the area's high quality of life. Additional background information on community and economic development issues is included in the Community and Economic Development Element of the GRP Technical Supplement.

SIGNIFICANCE OF THE REFINEMENT PLAN AREA TO SPRINGFIELD AND THE METRO AREA (GENERAL ECONOMIC CHARACTERISTICS AND COMPARATIVE ADVANTAGES)

The Refinement Plan area provides significant economic development potential for Springfield and the metro area. The following characteristics of the area have made it a focal point of development and job creation.

1. The transportation system links population centers of Eugene and Springfield and provides rapid access among residential, commercial, industrial, and recreational areas (i.e., Interstate-5, cloverleaf interchange, Belt Line Road, Eugene-Springfield Highway, Harlow Road, Laura Street, and Game Farm Road connections to Coburg Road and Pioneer Parkway).

2. The area's primary transportation node--the Gateway-Belt Line intersection--will continue to be the focus of redevelopment and new development. It provides the most rapid link among Springfield and Eugene population centers, regional commercial development, and the McKenzie-Gateway SLI site.

3. Public facilities, utilities, and services are readily available in the area or can be efficiently provided or extended because the area is within Springfield's urbanizable area. The cost to provide services in infill areas like Gateway is generally lower than extending them out to new development sites. The Refinement Plan area's underdeveloped and undeveloped commercial, residential, and industrial sites located between two cities will be pressured to develop.

4. The $70 million Gateway Mall development is the major impetus for both short- and long-term development activities.

   a. It is the basis for some land speculation, land assembly or subdivision, and transitional commercial relocations in the next 1-3 years.

   b. But more importantly, it provides the underlying basis for long-term supportive commercial activities for: existing and future residential development; motel, tourism, and convention projects; and special light industrial uses planned for the area.

   The Mall and other commercial facilities nearby serve the broad range of residential development (from low- to high-income) in the area. It is the centerpiece to continued diversity in commercial activities of the Refinement Plan area (as Valley River Center has been to development of the nearby office, retail, hotel, and restaurant uses, as well as, business, auto, and consumer services in Eugene).

5. The Gateway area's five existing motels (with over 700 rooms) will soon be joined by other planned facilities. These tourism and convention facilities enhance and draw economic activity and businesses from I-5, around the state, and the Northwest. They also are a key asset, supportive to many light industrial and office headquarters facilities that either exist along Gateway Street or that could develop on the McKenzie-Gateway Special Light Industrial site. Many of these uses require conference and restaurant facilities and easy access to air transportation services (for passengers and freight shipping).

SUMMARY

With all the comparative advantages the Gateway Refinement Plan area has for development come the risks associated with inappropriate, poorly designed or poorly located development. The goals and policies of this plan help ensure that the economic needs are balanced with the need to preserve the sense of community in the area's neighborhoods. This Refinement Plan also provides development controls and design standards in areas where protections need to be stringent. The following list includes important goals, which this plan intends to achieve.

1. Retaining open spaces in certain areas.
2. Protecting prominent natural features and habitat.
3. Preserving key historic features and buildings.
4. Protecting the quality of neighborhoods.
5. Providing for specific urban facilities (parks, bike paths, etc.).
6. Linking certain improvements to shifts from rural to urban character.

7. Protection/enhancement of development by providing appropriate public facilities, services, and utilities.
8. Ensuring orderly development to minimize negative impacts on neighborhoods, and maximize use of existing resources.
9. Providing for development that integrates the aesthetics of open spaces, landscaping, and architectural design with orderly layout, efficient use of resources, and compatibility with high quality neighborhoods.

GOALS

The following goals balance the Refinement Plan area's needs with those of the larger Springfield and metropolitan community. They recognize the area's ongoing transition from rural to urban conditions, its importance to generating jobs, the regional significance of its commercial and industrial resources, and the need to preserve key assets and features that are intrinsic to a high quality of life.

1. Provide suitable areas and conditions for growth and development that will:

   a. increase employment opportunities for the local labor force, primarily for family-wage jobs but also for all wage levels;
   b. broaden consumers' choices and the availability of goods and services in commercial areas;
   c. enhance investment and re-investment in the community;
   d. support expansion of existing businesses;
   e. maintain livable and attractive neighborhoods; and
   f. preserve and protect significant historic and natural features.

2. Enhance opportunities for industrial, commercial, recreational, and tourism-related property to be developed, redeveloped, improved, rehabilitated, conserved and protected in ways that will:

   a. ensure that public improvements and infrastructure in the Refinement Plan area are sufficient to accommodate current and future development, while mitigating any adverse impacts of such development on residential, school, park, and other uses;

   b. encourage the expansion and development of value-added businesses to produce jobs that match the current and future labor force by considering wage levels, employment stability, training and hiring opportunities for local workers, youth, and protected classes; and

   c. leverage the community's resources to the maximum extent possible with private investment and, where appropriate, with other public funding sources. **

3. Sustain and improve Springfield's economic vitality and ability to provide appropriate levels of urban services at reasonable and stable tax rates. **

4. Assist and support growth of existing businesses. (Goal I) **

5. Support tourism and convention activities that promote the Springfield area. (Goal II) **

6. Attract new business, development, and investment to the Springfield area. (Goal III) **

7. Maintain the livability and quality of existing residential neighborhoods as new development occurs.

8. Maintain and enhance the Refinement Plan area's high quality of life. (Goal IV) **

FUNDAMENTAL PRINCIPLES

The following principles provide a context for development of specific policies in other elements of this Refinement Plan.

1. The policies must remain flexible to meet changing conditions in the larger economies influencing the local economy and to respond to the innovative nature of business and development proposals. **

2. The policies must maintain a long-term view of the local economy, the high quality of life in the Refinement Plan area, the community conditions, and the natural environment. **

3. The policies should recognize the importance to Springfield and Eugene of the Refinement Plan area for residents, tourism, and special light industrial uses, and set high standards for the:

   a. design, siting and quality of public improvements and private development;
   b. mitigation of adverse impacts to the Gateway neighborhoods and nearby communities; and
   c. conservation or preservation of significant natural and historic features.

Note: Those items marked with a double-asterisk (**) in the preceding **GOALS** and **FUNDAMENTAL PRINCIPLES** sections are paraphrased from the adopted Springfield Economic Development Plan (1987, Chapter VI).

RESIDENTIAL ELEMENT

RESIDENTIAL ELEMENT

INTRODUCTION

The Residential Element of the Gateway Refinement Plan addresses lands within the Refinement Plan area that are residentially designated on the Metro Plan Diagram. It also addresses conditions that may warrant changes in Metro Plan designations to reflect more appropriate uses (consistent with Metro Plan text), or to acknowledge well-established, compatible residential uses, which meet the goals and policies of the Metro Plan, and which would otherwise be considered nonconforming. The purpose of this Element is to provide site-specific application of adopted Metro Plan residential land use designations, to resolve plan/zone conflicts, and to resolve land use conflicts as they relate to the livability of residential neighborhoods. This Element also is intended to implement the Metro Plan's "Residential Land Use and Housing Element" policies by providing policies to guide development of the remaining vacant residential land in the Refinement Plan area.

Three residential land use designations are established on the Refinement Plan Diagram, i.e., Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). An overview and analysis of residentially-designated areas, an assessment of relevant land use issues, and the designation criteria used to assess the appropriateness of residential designations in potential conflict areas are included in the Residential Element of the GRP Technical Supplement. Findings, which support the residential policies, also are included in the Residential Element of the GRP Technical Supplement, and are divided into four subareas: 1) South Harlow Subarea; 2) Gateway Multi-Family Subarea; 3) Game Farm Single-Family Subarea; and 4) McKenzie-Gateway MDR Subarea. (See the "Residential Subareas" Map on page 20.)

GOALS

1. Provide for a diversity of sound, affordable housing in the Refinement Plan area.

2. Ensure availability of adequate supplies of land appropriate for low-, medium-, and high-density residential development. Maintain approximately the existing balance among LDR-, MDR-, and HDR-designated lands, consistent with Metro Plan allocations.

3. Achieve the densities allowed in the Metro Plan for LDR (up to 10 du/acre), MDR (11-20 du/acre), and HDR (21-30 du/acre). Encourage optimization of densities, reducing the amount of underdeveloped land within the three categories in order to achieve the Metro Plan's overall target density (for all residential development in urbanized areas) of 6 du/acre.

4. Minimize potential conflicts between LDR, MDR, and HDR uses, and between residential and other less intensive land uses.

5. Maintain and enhance the livability of Refinement Plan area neighborhoods.

6. Minimize adverse environmental impacts of residential development. Integrate identified natural assets into residential development planning to the maximum extent practicable.

7. Minimize the adverse impacts of public facilities on residential neighborhoods.

8. Ensure efficient and safe transportation systems in and around residential areas. Promote walking and bicycling as alternative modes of travel by providing pathway connections between residential areas and other important destinations.

9. Work on an incentive-based approach for acquisition or use of areas to be dedicated for recreational pathways and other public amenities.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 The City shall, through site plan review, home and neighborhood improvement programs, and/or other related programs, actively participate in efforts to maintain and enhance existing residential neighborhoods and attract compatible multi-family developments that would enhance the Gateway Refinement Plan area.

2.0 The City shall provide continued support for the Substantial Home, Rental Rehabilitation, and Emergency Minor Home Repair Programs, using Community Development Block Grant funds and/or other sources.

3.0 Mitigate negative impacts on the Beverly Park and Ken Ray subdivisions from the freeway traffic on I-5.

3.1 Work with the appropriate agencies to establish a buffer planting of trees and shrubs in the open area between I-5 and the Beverly Park and Ken Ray Park subdivisions.

4.0 Identify potential wetlands in the Clear Vue neighborhood, and improve pedestrian access to Guy Lee Park and School.

4.1 Require a wetlands assessment and delineation at Assessor's map 17-03-27-12, tax lot # 4000, east of the Guy Lee Ash Forest, prior to granting development approval. Work with the property-owner, Willamalane, and School District 19 to investigate the feasibility of including wetlands or potential wetlands in the demonstration wetland restoration project proposed in Policy 6.2 of the Natural Assets, Open Space/Scenic Areas, and Recreation Element.

4.2 Through the site plan review, partition, and subdivision processes, require easements as needed to establish pedestrian connections from the Lindale multi-family residential area to the east, through the Clear Vue Lane neighborhood, to Guy Lee Park and School, especially along SCS Channel 6.

5.0 Resolve the existing plan/zone conflict at the Shady View PUD (see GRP Tech. Supp., Residential Element, Map 3, Area 5).

5.1 Rezone the Shady View PUD from MDR to LDR, consistent with the existing Metro Plan designation.

5.2 Existing and future developments on Assessor's map 17-03-27-12, lot #'s 1100, 1200, 1300, and 1400, in the Shady View PUD, shall not be considered non-conforming uses in terms of minimum lot size or maximum density requirements.

6.0 Resolve the existing plan/zone conflict at the Lindale Street Multi-family Residential Area (see

GRP Tech. Supp., Residential Element Map 3, Area 6).

6.1 Redesignate the Lindale Street Multi-family Residential Area to HDR on the Metro Plan and Refinement Plan Diagrams, consistent with its existing zoning.

7.0 Recognize the suitability of Assessor's map 17-03-27-12, tax lot # 500 (Sampson property; GRP Tech. Supp., Residential Element Map 3, Area 7) for HDR development.

7.1 Redesignate and rezone Assessor's map 17-03-27-12, tax lot # 500 to HDR.

8.0 Resolve the existing plan/zone conflict at the southwest quadrant of the Game Farm/Harlow intersection.

8.1 Rezone Assessor's map 17-03-22-44, tax lot # 7200 from HDR to MDR, consistent with its Metro Plan Designation.

9.0 Recognize the suitability of GO zoning at the McKenzie-Willamette site, and at the adjacent Evans and Dilts properties (see GRP Tech. Supp., Residential Element Map 3, Areas 9 and 10), while mitigating negative impacts on the neighboring uses from future GO development.

9.1 Consistent with applicable goals and policies of the Metro Plan and of this Refinement Plan, and with the intent of the GO District, GO zoning at the MDR-designated McKenzie-Willamette site, and at the Evans and Dilts properties, shall not be considered a plan/zone conflict.

9.2 Redesignate the Evans and Dilts properties (Assessor's map 17-03-27-22, tax lot #'s 300 and 200) from LDR to MDR.

9.3 Rezone the Evans and Dilts properties from LDR to GO. These two properties shall be exempt from the 1-acre minimum development area standard established in the SDC for the GO District.

9.4 Through the site plan review process, require a landscaped front yard setback of 10 feet at the McKenzie-Willamette site. Encourage the special treatment of the Harlow Road frontage to enhance the visual quality of this entry to the city.

9.5 Through the site plan review process, require a 15 foot landscaped setback from GO-zoned sites' property lines adjacent to residential areas to the south. Pay special attention to the need to buffer the adjacent residential area from potential negative impacts from the proposed medical services center.

9.6 Require a Development Area Plan (DAP) for the entire McKenzie-Willamette site prior to development approval for any portion.

9.7 Coordinate with the McKenzie-Willamette Hospital, as well as with Guy Lee School, School District 19, the Guy Lee PTA, and affected property owners, when planning for the placement and construction of the possible future pedestrian overpass at Guy Lee School.

9.8 Through the site plan review process, require a detailed traffic impact study in connection with future GO development, with special attention to potential traffic

impacts at the Guy Lee School crossing at the Harlow/Hartman intersection.

9.9 Through the site plan review process, pay close attention to visibility of the Harlow Road/Hartman Lane intersection to maximize safety at the Guy Lee School crossing.

10.0 Improve access to the Granada Subdivision and to the undeveloped MDR-designated land between Harlow Road and Oakdale Street, while addressing concerns regarding pedestrian safety at the Harlow/Hartman school crossing. (See GRP Tech. Supp., Residential Element Map 4.)

10.1 Through the site plan review, partition, and subdivision processes, consider the need for requiring improvement agreements and dedication of rights-of-way to provide access to the development area and adjacent Granada Subdivision.

10.2 Require traffic impact studies in connection with development planning for the McKenzie-Willamette site and the undeveloped MDR-designated land between Harlow and Oakdale. These studies shall address concerns regarding pedestrian safety at the Harlow/Hartman school crossing.

11.0 Recognize that the vacant 5-acre site (the northerly 5 acres of Assessor's map 17-03-22, tax lot # 2600) on Pheasant Boulevard, north of Harlow Road, has limited capability for development at HDR densities and that it is more suitable for MDR development. Protect LDR uses to the north from potential negative impacts resulting from such MDR development. (See GRP Tech. Supp., Residential Element Map 4, Area 2.)

11.1 Redesignate and rezone the northerly 5 acres of Assessor's map 17-03-22, tax lot # 2600 from HDR to MDR.

11.2 Through the site plan review process, require improvement agreements and dedication of right-of-way for the Oakdale extension, in a manner consistent with the policies of the Transportation Element of this Refinement Plan, prior to development approval.

11.3 Through the site plan review process, pay special attention to buffering the adjacent LDR uses from potential negative impacts and to protecting their solar access, as well as to minimizing land use conflicts between proposed MDR development and existing or future CC development to the south.

12.0 Allow limited rezoning of land within the "McKenzie-Gateway MDR Site" to neighborhood commercial, in order to promote retention and rehabilitation of historic properties that may otherwise become non-conforming uses, to promote limited public or semi-public access to and view of the McKenzie River, and to allow for provision of services specifically intended to meet needs of future residents in this area.

12.1 Rezoning to NC will be allowed for up to 3 acres (total) of <u>vacant</u> land within the McKenzie-Gateway MDR Site under the following provisions:

a) The property requested for rezoning shall front on a collector or arterial that is either existing or planned in an adopted CDP for the McKenzie-Gateway MDR Site, or that currently borders the site.

b) Proposed zone changes shall be reviewed under a Type III procedure in accordance with Article 3 of the SDC and shall be consistent with all provisions

of SDC Article 12--Zoning District and Overlay District Changes.

c) This type of rezoning shall not be approved until at least 25 percent of the anticipated dwelling units are constructed (based on an average of 15 dwelling units per acre.)

12.2 Rezoning to NC shall be allowed for the following historic houses, and up to .3 acre of the associated property (these rezonings shall be exempt from the 3-acre maximum area specified in policy 12.1): Stowbridge House, 203 Deadmond Ferry Road, (c. 1930); Conley Farm House, 3345 Game Farm Road (c. 1920); un-named house at 273 Deadmond Ferry Road (c. 1925). The following provisions shall apply:

a) Rezoning of these properties shall occur automatically upon approval (under Type II procedure) of a site plan for the properties listed in 12.2.

b) City landmark status shall be applied, in all cases, in conjunction with rezoning of the properties identified in 12.2, and future expansion or remodelling shall comply with all provisions of SDC Article 30.

c) Development Area Plan requirements are waived for approved NC uses in historic structures.

12.3 Rezoning of the properties specified above shall not preclude maintenance of a residence at the site (ie, a residential use shall not be considered non-conforming with NC zoning applied at any of the historic resource sites).

12.4 NC uses located within the McKenzie-Gateway MDR Site shall meet the following provisions in addition to the provisions of SDC Article 31:

a) The maximum floor area of any single NC use shall not exceed 4,000 square feet;

b) Parking areas shall not be visible from the McKenzie River Corridor and shall be screened from public streets in a manner which does not obscure visibility of the use; and

c) Public access to the McKenzie River shall be provided by NC uses abutting the riparian setback.

13.0 A CDP shall be approved, under a Type II review process, for the area mapped as the "McKenzie-Gateway MDR Site" on the Refinement Plan Diagram, prior to annexation and urban development of any portion of the site.

13.1 The City shall begin preparation of a CDP by January 1, 1992, and shall approve a CDP no later than July 1, 1993. In the interim, a CDP may be submitted by the initial developer of a portion of the site. A City-initiated CDP shall involve input from the affected property owners, and appropriate public agencies.

13.2 The CDP shall be prepared by an engineer, and one of the following: an architect, landscape architect, or planning professional.

13.3 All development within the McKenzie-Gateway MDR Site shall be consistent with an approved CDP. An approved CDP may be modified by the initial developer, a subsequent developer, or the City, under a Type II review process.

13.4 The CDP shall address, at a minimum, the following development issues:

a) Preservation and enhancement of natural assets identified in this Refinement Plan;
b) Access and circulation needs;
c) Access to arterial and collector streets;
d) Provision of public facilities and services;
e) Development needs of future users;
f) Location of areas larger than 1 acre proposed for auxiliary uses, including neighborhood commercial;
g) Provision of open space areas; and
h) Access to the McKenzie River.

13.5 Applications for the initial CDP or for substantial modifications to an approved CDP shall be exempt from the requirements of Section 3.050(2)(b) of the SDC.

13.6 The CDP shall be consistent with the goals and policies of the Metro Plan and of this Refinement Plan.

14.0 A Development Area Plan (DAP) shall be approved, under a Type II review process, prior to development approval for any portion of the area mapped as the "McKenzie-Gateway MDR Site" on the Refinement Plan Diagram, and shall not be approved unless it is consistent with an approved CDP. The intent of the DAP is to provide resolution of significant development issues at a scale and level of specificity that are intermediate to the CDP and Site Plan levels. All DAP's shall conform to the following requirements:

14.1 DAP's shall address the following development issues, at a minimum:

a) Provision of adequate circulation for the Development Area and its adjoining properties, including dedication of right-of-way for future streets and pathways shown on the approved CDP;
b) Provision of coordinated extension of public facilities to serve the site and surrounding properties; and
c) Incorporation, to the maximum extent practicable, of natural assets identified in this Refinement Plan, and on the approved CDP.

14.2 DAP's shall include the following information, at a minimum:

a) All significant site features, including drainageways, existing vegetation, and other natural assets as identified in this Refinement Plan;
b) Proposed building footprints;
c) Proposed open spaces and landscaped areas;
d) Engineering studies of any identified natural hazards, e.g., for development within the 100 year floodplain;
e) Proposed access and circulation, including roads, drives, parking areas, and bicycle and pedestrian pathways; and
f) All other proposed land uses.

14.3 If the DAP complies with all Site Plan Review standards of the SDC, subsequent permitted uses that conform to the DAP shall not require additional site plan review. (This implementation action is intended to simplify the development approval process

for large, phased developments by allowing a sufficiently detailed DAP to meet both DAP and Site Plan requirements.)

14.4 DAP's shall be consistent with the approved CDP, and with the policies of the Metro Plan and of this Refinement Plan.

14.5 Site Plans for portions of a development area shall conform with an approved DAP, provided, however, that the DAP may be modified as permitted in implementation action 14.6.

14.6 Substantial modifications of DAP's shall be reviewed under Type II procedure, in accordance with Article 3 of the SDC.

14.7 The minimum Development Area for MDR-designated area shall be 5 acres.

14.8 The minimum size for Development Areas may be reduced, if approved by the Development Services Director, in individual instances where insufficient vacant land, ownership patterns, lot configuration, or abutting existing uses prohibit consolidation of parcels to achieve a 5-acre Development Area.

15.0 Encourage the incorporation of significant natural features, shared open spaces/scenic areas, and recreational pathways into development plans.

15.1 Development density may be transferred from natural assets and recreational pathways identified in the Natural Assets, Open Space/Scenic Areas, and Recreation Element, or from proposed shared open spaces, to buildable portions of the development area, provided that the gross density of the development area does not exceed 20 du/a, and the net density on the buildable portion does not exceed 25 du/a.

15.2 Encourage Willamalane to continue its efforts to identify areas for pathways in the near future, and develop an incentive-based approach to planning and acquiring recreational facilities, pedestrian pathways, etc.

15.3 Encourage Willamalane to continue to examine the potential for future acquisitions within the Gateway Refinement Plan area.

16.0 The City shall encourage and facilitate comprehensive development of a range (in type and affordability) of quality housing opportunities within the area mapped as the "McKenzie-Gateway MDR Site" by taking the following actions.

16.1 At the property owners' request, the City shall work with property owners and appropriate state, federal, and non-profit agencies, to seek financing assistance for housing developments and associated public facilities and amenities, where a minimum of 20% of the total units would provide low-moderate income housing opportunities, consistent with US Department of Housing and Urban Development (HUD) guidelines for low-moderate income.

16.2 The City shall develop a program (amending the City Code as needed) for waiving (at the property owner's request) fees for DAP and site plan reviews for development proposals that include, at a minimum of 20% of the total number of units, low-moderate income housing opportunities (consistent with HUD guidelines). The program

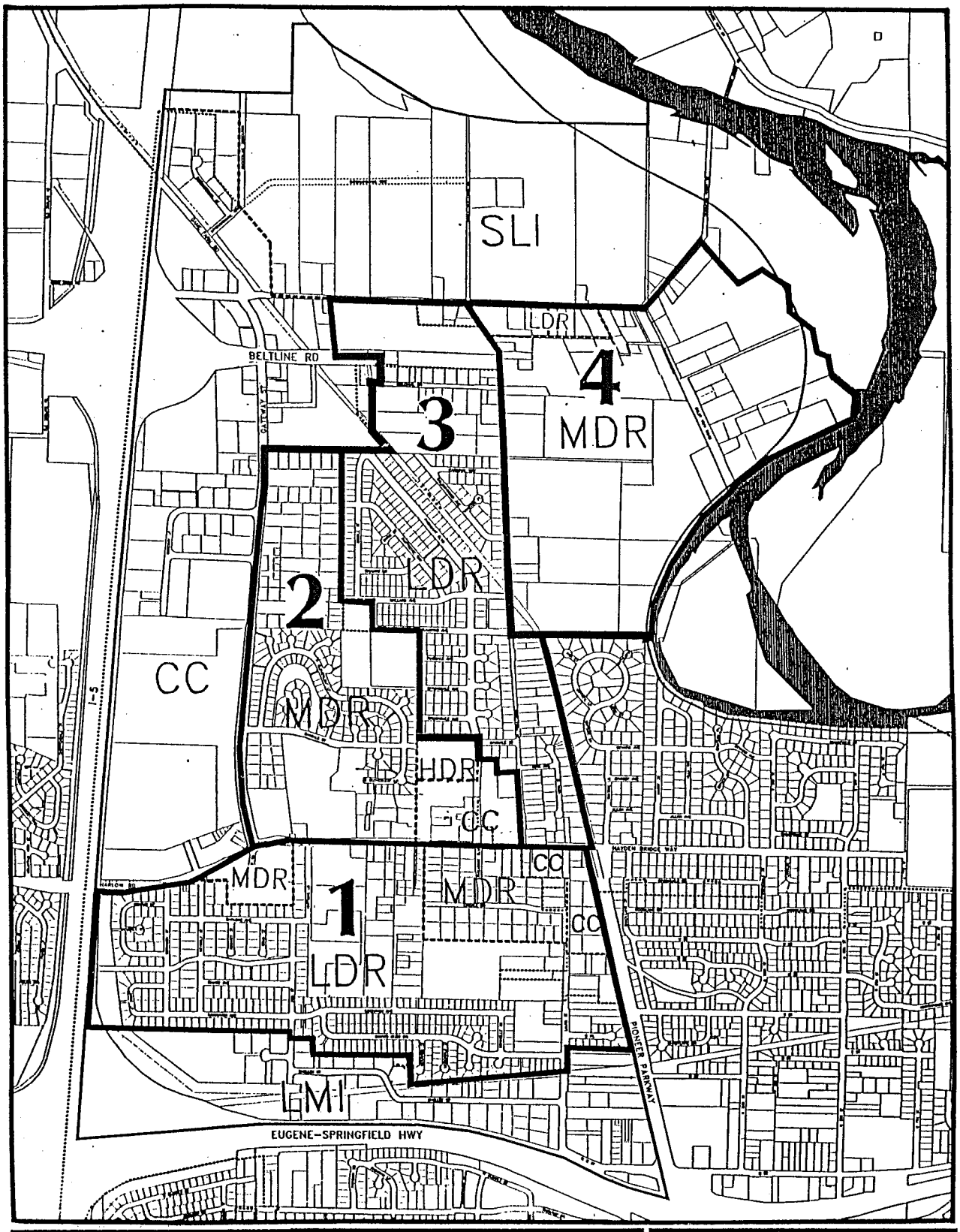
shall establish clear criteria for application of the fee waiver.

16.3 At the property owner's request, a density transfer of up to 5 du/acre will be allowed in development areas where 20% or more of the total units provide low-moderate income housing opportunities.

17.0 Mitigate adverse impacts of public facilities on residential areas.

17.1 Future electrical substations, roads, fire stations, and sanitary and storm sewer facilities shall be buffered, to the extent reasonably practical, from existing residential developments and residentially designated areas. Acceptable buffering shall include a combination of landscaping, set-backs, berms, wood or masonry fences or walls, and other methods that provide aesthetic buffering.

18.0 The City of Springfield shall evaluate the potential of redesignating some portion of the land east of Baldy View Lane, which is currently designated MDR, to LDR in the context of the next Metro Plan Update or Periodic Review Process (whichever comes first), in order to expand the range of housing opportunities available in the Gateway Refinement Plan area.



1 - SOUTH HARLOW SUBAREA
2 - GATEWAY MULTI-FAMILY SUBAREA
3 - GAME FARM SINGLE-FAMILY SUBAREA
4 - McKENZIE GATEWAY MDR SUBAREA

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
RESIDENTIAL SUBAREAS

COMMERCIAL ELEMENT

COMMERCIAL ELEMENT

INTRODUCTION

The Commercial Element of the Gateway Refinement Plan addresses lands within the Refinement Plan area that are commercially designated on the Metro Plan Diagram. It also addresses conditions that may warrant changes in Metro Plan designations (or application of compatible Refinement Plan designations) to reflect more appropriate uses (consistent with Metro Plan text), or to acknowledge well-established, compatible commercial uses, which meet the goals and policies of the Metro Plan, and which would otherwise be considered nonconforming. The purpose of this Element is to provide site-specific application of adopted Metro Plan commercial land use designations, to resolve plan/zone conflicts, and to resolve identified land use conflicts and neighborhood compatibility issues.

Three types of commercial land use designations are established on the Refinement Plan Diagram, i.e., Community Commercial (CC), Neighborhood Commercial (NC), and General Office (GO). The "Commercial Areas" Map on page 24 shows the primary commercial areas within the Refinement Plan area. An overview and analysis of commercially-designated areas, an assessment of relevant land use issues, and the designation criteria used to assess the appropriateness of commercial designations in potential conflict areas are included in the Commercial Element of the GRP Technical Supplement. Findings, which support the commercial policies, also are included in the Commercial Element of the GRP Technical Supplement.

GOALS

1. Improve the appearance and vitality of all commercial activities in the Gateway Refinement Plan area, especially those that promote regional economic development and provide everyday neighborhood services.

2. Minimize potential conflicts between residential and commercial development.

3. Ensure availability of an adequate supply of land appropriate for commercial development.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 Provide for appropriate buffering between commercial and adjacent residential uses.

- 1.1 Give particular attention, during the site plan review process, to minimizing lighting, noise, and visual impacts from commercial development on adjacent residential areas.

2.0 Improve the appearance of the freeway commercial area around the intersection of Gateway Street and Belt Line Road.

- 2.1 As part of the site plan review process for development, require all landscaped areas to be at least 75 percent covered with living plant materials within 3 years of the date of installation.

2.2 Through the site plan review process require 7.5% of the interior of parking lots visible from arterials and collectors to be landscaped. Require vegetative screening of parking lots. Allow such vegetative screens to include shrubs to 3 1/2' high, except in vision clearance areas.

2.3 Require properties developing along the potential access routes to the McKenzie-Gateway Special Light Industrial site to provide planter strip and front yard landscaping designed to enhance the site's entryway. Examples could include additional street trees and landscaped areas.

2.4 The City shall explore siting and construction of a "Welcome to Springfield" sign in the vicinity of the Gateway/Belt Line intersection. The sign shall be aesthetically designed and visible to travelers entering the Gateway area from Belt Line Road and I-5. Surrounding park-like landscaping should be considered and encouraged as part of this entry design.

3.0 Maintain viable commercial uses in the Harlow and Laura area, and redesignate CC-designated areas that are better suited to other uses.

3.1 Redesignate and rezone the following parcels from CC to Medium Density Residential (MDR). This action maintains the residential character of the area, and recognizes the limitations to commercial development posed by the area's limited visibility and access.

* Assessor's Map 17-03-27-1 tax lot #'s 1100, 1200, 1300, and 1400

4.0 Recognize existing neighborhood commercial-scale uses; utilize NC and GO Refinement Plan designations to accommodate the uses where appropriate, providing a buffer for residential areas from more intensive commercial uses and arterial streets.

4.1 Rezone the following parcels to Neighborhood Commercial (NC) use from their present zone. These lots are all developed with neighborhood commercial uses.

* property at southeast corner of Harlow and Pheasant (Assessor's Map 17-03-27-12 tax lot #100) (presently zoned LDR)
* property at southwest corner of Harlow and Pheasant (Assessor's Map 17-03-27-12 tax lot #400) (presently zoned CC)
* property at southwest corner of Harlow and Beverly (Assessor's Map 17-03-27-22 tax lot #'s 400 and 600) (presently zoned LDR)
* property on Gateway across from Postal Way (Assessor's Map 17-03-22-2 tax lot #3100) (presently zoned MDR)

4.2 Appropriately redesignate (to MDR) and rezone the following parcels to General Office (GO). Assessor's Map 17-03-27-22 tax lot #300 is presently developed with an office use, and the other lot (lot 200) provides a transition from the Medium Density Residential area to the east.

* parcels at southeast corner of Harlow and Beverly (Assessor's Map 17-03-27-22 tax lot #'s 200 and 300) (presently zoned LDR)

4.3 Apply the General Office (GO) Refinement Plan designation to the following properties on Refinement Plan Diagram.

* Assessor's Map 17-03-22 tax lot #'s 2304, 2500, 2501, and 3100; Assessor's Map 17-03-27-21 tax lot #300; Assessor's Map 17-03-27-22 tax lot #'s 200 and 300.

5.0 Provide for future neighborhood commercial development in the Medium Density Residential development east of Game Farm Road.

5.1 No more than 3 acres of NC uses can be zoned as part of the Medium Density Residential area. This rezoning shall not be approved until at least 25 percent of the anticipated total dwelling units in the area are constructed. The neighborhood commercial area shall be sited in a location that presented the least traffic, noise, and lighting conflicts with adjacent residential uses. (Properties inventoried in the Historic Resources Element as significant resources may be rezoned to NC and are exempt from this provision.)

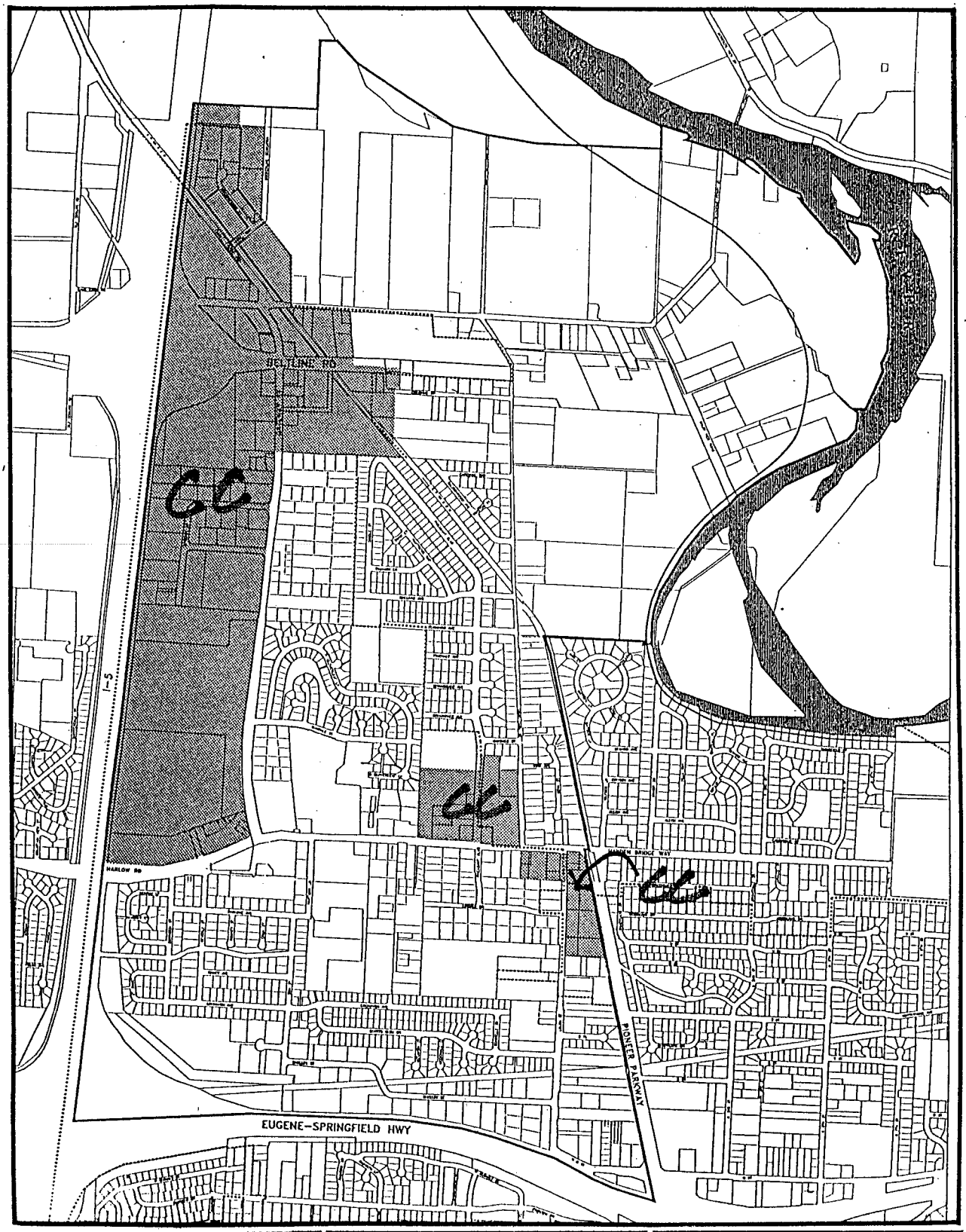
6.0 Resolve conflicts between plan designations and zoning

6.1 Redesignate the following parcels from Light Medium Industrial to CC on the Refinement Plan Diagram. These parcels are all zoned CC.

* property south of "Q" Street, west of the Pioneer Parkway (Assessor's Map 17-03-26-32 tax lot #'s 100 and 101; and Assessor's Map 17-03-27-41 tax lot #100)

6.2 Rezone the following parcel from CC/UF to Neighborhood Commercial (NC/UF) to accommodate the pre-existing, compatible NC use.

* property at northeast corner of Mallard Avenue and Pheasant Blvd. (Assessor's Map 17-03-22-13 tax lot #2200)



CC Community Commercial

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
EXISTING COMMERCIAL PLAN DESIGNATIONS

INDUSTRIAL ELEMENT

INDUSTRIAL ELEMENT

INTRODUCTION

The Industrial Element of the Gateway Refinement Plan addresses lands within the Refinement Plan area that currently have industrial Metro Plan designations, and lands that may warrant redesignation in order to reflect a more appropriate use, or to acknowledge a pre-existing, well-established, compatible use that would otherwise be considered nonconforming. The purpose of this Element is to provide site-specific application of adopted Metro Plan industrial land use designations, to resolve plan/zone conflicts, and to resolve identified land use conflicts and neighborhood compatibility issues.

Two industrial land use designations are established on the Refinement Plan Diagram, i.e., Special Light Industrial (SLI), and Light-Medium Industrial (LMI). The Refinement Plan Diagram also indicates a "mixed-use asterisk" for a portion of the LMI-designated area, which allows for limited development of commercial uses. An overview and analysis of industrially-designated areas, an assessment of relevant land use issues, and the designation criteria used to assess the appropriateness of industrial designations in potential conflict areas are included in the Industrial Element of the GRP Technical Supplement. Findings, which support the industrial policies, also are included in the Industrial Element of the GRP Technical Supplement, and are divided into three subareas: 1) Shelley Street Subarea; 2) "Q"/Laura Street Mixed-Use Subarea; and 3) the McKenzie-Gateway SLI Site. (See the "Industrial Areas" Map on page 31.)

GOALS

1. Enhance the appearance and economic viability of the Shelley Street and the "Q"/Laura Street Subareas.

2. Minimize environmental impacts associated with industrial development in the Refinement Plan area.

3. Minimize potential conflicts between industrial and commercial development in the Shelley Street and "Q"/Laura Street Subareas and the neighboring residential developments to the north, and between the commercial and industrial developments within the "Q"/Laura Street Subarea.

4. Minimize uncertainty in the development process, as it applies to the "Q"/Laura Street Subarea.

5. Recognize the existing mix of commercial and industrial uses in the "Q"/Laura Street Subarea, and the suitability of this area for a limited amount of CC uses, while preserving its suitability for its primary (industrial) purpose.

6. Encourage infill development in the Shelley Street and "Q"/Laura Street Subareas, consistent with Metro Plan policy guidance.

7. Ensure the suitability and desirability of the McKenzie-Gateway SLI Site for its primary intended (Special Light Industrial) use in a way that is consistent with the campus-industrial park concept.

8. Ensure the orderly and efficient development of the McKenzie-Gateway SLI Site.

9. Ensure the economic viability and attractiveness of McKenzie-Gateway SLI Site development.

10. Minimize the potential for conflict between McKenzie-Gateway SLI Site development and other neighboring land uses, including existing on-site residential and agricultural uses.

11. Minimize impacts of McKenzie-Gateway SLI Site development on scenic, environmental and cultural resources.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 Improve the appearance of the Shelley Street and "Q"/Laura Street Subareas as seen from Interstate 5, the Eugene-Springfield Highway, and the Pioneer Parkway.

1.1 Continue efforts to bring existing uses into compliance with SDC screening requirements.

1.2 Through the site plan review process, require a landscaped setback from property lines abutting I-5 or the Eugene-Springfield Highway of 10 feet for buildings, parking, driveways, and outdoor storage. Landscaping in the required setback area shall comply with standards set forth in SDC 31.140, but trees may be clustered and/or spaced so as to allow visibility for signage.

1.3 Through the site plan review process, require the retention, to the maximum extent practicable, of existing trees in the required setback areas along Interstate 5 and the Eugene-Springfield Highway.

1.4 Ensure that new industrial and commercial uses along the Pioneer Parkway meet SDC standards for signage, street trees, landscaping, and screening.

2.0 Preserve the natural resource and scenic values associated with the riparian corridor crossing the McKay Site.

2.1 The City will comply with the Metro Plan policies (resulting from the NRSS) concerning the riparian corridor crossing the McKay Site (NRSS Site S18). These draft policies are included in Appendix C of the GRP Technical Supplement.

3.0 Ensure adequate emergency vehicle access to the McKay Site while protecting neighboring residential development from the potential adverse impacts of through industrial traffic on local neighborhood streets.

3.1 Through the site plan review process, require development plans to demonstrate how adequate access will be provided for all developable portions of the site. Industrial traffic shall not be allowed access onto Dornoch Street. If a second access from the southern end of Don Street can be provided, this should be considered, and will be preferable to allowing an emergency access at Dornoch Street.

4.0 Provide for adequate buffering and mitigate conflicts between Shelley Street and "Q"/Laura Street Subarea industrial and commercial uses and adjacent residential areas, and between the industrial and commercial uses within the "Q"/Laura Street Subarea.

4.1 Emphasize, during the site plan review process, the minimization of lighting, noise, olfactory, and visual impacts from industrial and commercial development within the Shelley Street and "Q"/Laura Street Subareas on adjacent residential areas and between industrial and commercial uses within the "Q"/Laura Street Subarea. Particular attention should be paid to buffering and screening adjacent residential uses from commercial and industrial development.

4.2 Require the retention of existing trees in required setback areas where feasible.

4.3 Target the "Q"/Laura Street Subarea for specific enforcement efforts to obtain compliance with SDC screening and buffering requirements.

5.0 Where traffic and compatibility issues can be resolved through site plan review and traffic control design, allow a mix of commercial and industrial uses in the "Q"/Laura Street Subarea (see GRP Tech. Supp., Industrial Element, Map 4).

5.1 Designate the "Q"/Laura Street Subarea as Mixed-Use LMI/CC (MU LMI/CC) on the Refinement Plan Diagram.

5.2 The City shall, no later than six months following the adoption of this Refinement Plan, amend the SDC to include a Mixed-Use LMI/CC zoning district, with development standards and approval criteria designed to address compatibility and traffic issues.

5.3 When the SDC has been amended to include the MU LMI/CC zoning district, all properties in the "Q"/Laura Street Subarea will be rezoned MU LMI/CC.

5.4 CC uses not specifically listed in SDC Article 20 as permitted in the LMI District shall be allowed on a maximum of 40% (14 acres) of the "Q"/Laura Mixed-Use Subarea.

5.5 In the interim (until items 5.2 and 5.3 above have been implemented), all uses permitted in the LMI Zoning District, Article 20 of the SDC, shall be permitted in the "Q"/Laura Mixed-Use Subarea, as follows:

a) Such uses shall comply with the provisions of SDC Article 20 (LMI, HI, and SHI Industrial Zoning Districts); and
b) Such uses shall be zoned LMI.

5.6 In the interim (until items 5.2 and 5.3 above have been implemented), CC uses not specifically listed in SDC Article 20 as permitted in the LMI District shall be permitted in the "Q"/Laura Mixed-Use Subarea, under LMI zoning, as follows:

a) Such CC uses shall be permitted on a maximum of 40% (14 acres) of the "Q"/Laura Mixed-Use Subarea;
b) Such CC uses shall not be permitted unless traffic and compatibility issues can be resolved in the site plan review process. Traffic impact studies may be required; and

c) Such CC uses shall comply with CC parking, screening, setback, and other development standards contained in SDC Article 18, Commercial Zoning Districts.

6.0 Eliminate plan/zone conflicts in the "Q"/Laura Street Subarea.

6.1 Rezone the King Arthur subdivision to LMI and designate it as MU-LMI/CC on the Refinement Plan Diagram.

6.2 Designate the KORE site (Assessor's Map 17-03-27-10 tax lot # 4200 and Assessor's Map 17-03-27-13 tax lot # 10900) MU-LMI/CC on the Refinement Plan Diagram.

7.0 Ensure that McKenzie-Gateway SLI Site development achieves a high level of aesthetics and amenity, consistent with the intent of the Metro Plan SLI designation and with the "campus industrial" concept.

7.1 Through the conceptual development plan and site plan review processes, encourage an integrated system of useable shared open spaces and recreational trails linking development areas to each other and to the river.

7.2 Through the conceptual development plan and site plan review processes, encourage the separation of bicycle and pedestrian paths from roadways wherever possible.

7.3 Through the conceptual development plan and site plan review processes, encourage the provision of on-site passive and active recreational facilities.

7.4 Through the conceptual development plan and site plan review processes, encourage the use of site design techniques to emphasize the site's main access points; for example, additional setbacks, additional landscaping designed to accentuate the entry, and monument signage identifying the site.

7.5 Encourage conceptual development plans to include recommendations or requirements for unified planting themes and streetscapes along the internal collector system.

8.0 Provide for an efficient and flexible transportation system for the McKenzie-Gateway SLI Site.

8.1 Through the conceptual development plan and site plan review processes require inclusion of an east-west collector between International Way and Deadmond Ferry Road.

8.2 Through the conceptual development plan and site plan review processes require inclusion of a north-south collector from a point near the existing intersection of Game Farm Road East, Game Farm Road South, and Deadmond Ferry Road, and connecting to the east-west connector discussed above in Policy 8.1.

8.3 Through the conceptual development plan and site plan review processes require the site's eventual primary access point to be at the south-central entry discussed above in Policy 8.2. The west, at International Way, may be identified as an interim primary access point, until sufficient development has occurred in the central and eastern portions of the site.

9.0 Improve the appearance and effectiveness of the main approaches to the McKenzie-Gateway SLI Site. These main approaches include: Belt Line Road from I-5 to Game Farm Road South; Game Farm Road South from Belt Line Road to Game Farm Road East; Game Farm Road North from Belt Line Road to International Way; and International Way from Game Farm Road North to the site boundary.

9.1 Through the site plan review process require all landscaped areas to be at least 75% covered with living plant materials within 3 years.

9.2 Through the site plan review process require 7.5 % of the interior of parking lots visible from arterials or collectors to be landscaped. Require vegetative screening of parking lots. Allow such vegetative screens to include shrubs to 3 1/2' high, except in vision clearance areas.

9.3 In cooperation with property owners and SLI developers, the City shall install identifying signs, e.g. "McKenzie-Gateway Business Park" at strategic points along these approaches, directing traffic to the appropriate site entry. As the central and eastern portions of the site develop, change the signs as necessary to direct the main flow of traffic to the south-central entry.

10.0 Mitigate impacts of incremental (SLI) development on existing on-site (non-SLI) uses occupying the McKenzie-Gateway SLI Site.

11.0 Ensure that development plans adequately consider the site's natural landscape features and amenities, and provide for the development needs of future developers.

11.1 Through the site plan review process encourage the protection of views of the Coburg Hills, and of the McKenzie River and Maple Island Slough riparian corridors.

11.2 Through the site plan review process, when reviewing proposed developments in the 100-year floodplain, emphasize application of the special review procedures and standards set forth in Article 27 Floodplain Overlay District, of the SDC.

11.3 Through the site plan review process, encourage the preservation of existing trees wherever feasible.

11.4 Through the site plan review process, encourage the preservation and reintroduction of native plant communities in interconnected corridors, particularly along existing drainageways and open spaces.

12.0 Encourage the preservation and/or enhancement of reminders of the area's rich agricultural heritage, which are found in the McKenzie-Gateway SLI area.

12.1 Through the conceptual development plan and site plan processes, encourage incorporation of historic resources, consistent with the policies in the Historic Resources Element of this Refinement Plan.

12.2 Through the site plan review process, encourage the preservation of portions of existing orchards, particularly as buffers along collector streets, along Maple Island Slough, and between development areas.

13.0 Ensure adequate storm drainage management planning emphasizing the minimization of negative impacts on water quality and quantity resulting from McKenzie-Gateway SLI Site development.

13.1 The City shall update the West Springfield Storm Drainage Master Plan, as it pertains to the storm drainage needs of the McKenzie-Gateway SLI site. The updated plan should accomplish the following:

a) Emphasize the use, where possible, of vegetated open swales along existing drainageways, as opposed to piped systems;

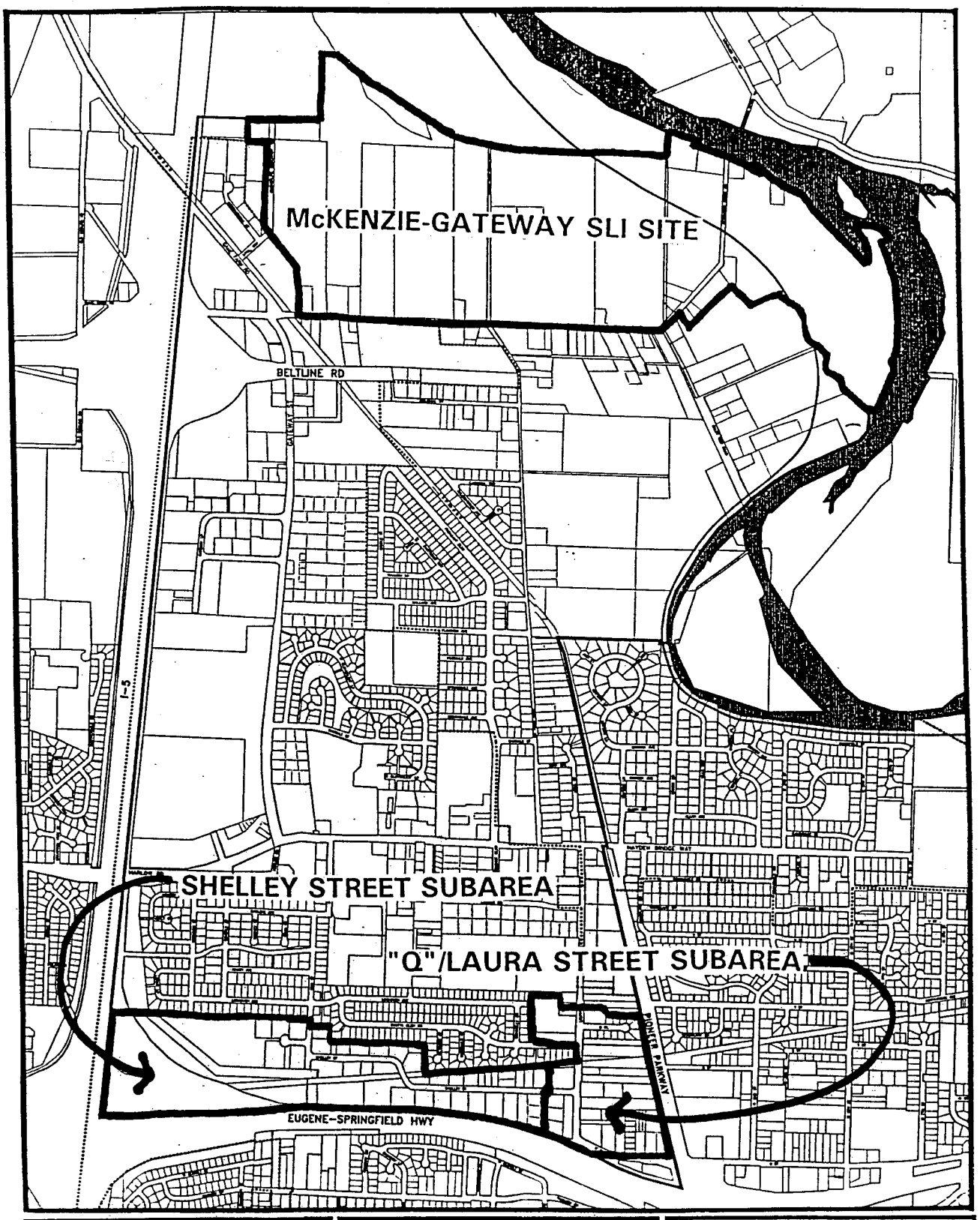
b) Consider the use of techniques to slow and retain runoff on-site, in order to protect and enhance overall water quality and reduce peak storm flows;

c) Consider the use of techniques for filtering contaminants from surface runoff before it enters Maple Island Slough, other open drainageways, or any proposed detention or retention areas, in order to protect the quality of water entering the aquifer of Rainbow Water District's well field, Maple Island Slough, and the McKenzie River; and

d) Consider the potential impacts of increased or decreased volumes of runoff entering the slough on natural resource values associated with the Maple Island Slough riparian corridor, and recommend techniques, if needed and appropriate, for minimizing such impacts.

The storm drainage management plan should include an estimation of expected volumes of runoff and identify the location and approximate size of required storm retention/detention areas, if any.

13.2 Until the City completes an updated Storm drainage management plan, the conceptual development plan and site plan review processes shall consider the items listed in 13.1 "a" through "d" above.



Refinement Plan Boundary
City Limits
Urban Growth Boundary
Floodway Boundary

Industrial Area Boundary

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN

INDUSTRIAL AREAS

NATURAL ASSETS, OPEN SPACE/SCENIC AREAS, AND RECREATION ELEMENT

NATURAL ASSETS, OPEN SPACE/SCENIC AREAS, AND RECREATION ELEMENT

INTRODUCTION

The Natural Assets, Open Space/Scenic Areas, and Recreation Element addresses a variety of natural and cultural features and subareas within the Gateway Refinement Plan area. These features, in varying degrees, contribute to the livability of the Refinement Plan area and of the metro area as a whole. Open space and scenic amenities, parks and recreation opportunities, natural resources and features, and historic and cultural areas all enhance the quality of life, (or livability) of an area. Natural features also can help maintain air and water quality, as well as water supplies in urban environments. Natural features also can pose physical development constraints or hazards and they too are addressed in this Element. In general, the features in the Refinement Plan area that provide these functions and values include waterways, wetlands, riparian areas, orchards and other agricultural areas, prominent trees and wooded areas, parks, school grounds, bikeways, and trails.

The Gateway Refinement Plan area encompasses a wide variety of natural assets, open spaces, and recreation opportunities. This is partly because the area encompasses land in Springfield's urbanizable area, which remains largely in agricultural use, and partly because of the area's proximity to the McKenzie River and Maple Island Slough, along the northern edge of Springfield's UGB. The Refinement Plan area serves as an identifier for the community, with natural features that shape an image for Springfield as the "Gateway to the McKenzie River."

The purpose of this Element is to provide site-specific application of Metro Plan policies and Statewide Planning Goal 5 provisions concerning natural resources, river corridors and other waterways, wetlands, prominent and plentiful vegetation, and publicly-oriented amenities, such as parks, school grounds, and pathways. This Element also identifies areas where natural features pose development constraints, physically and/or by regulation. Maps on pages 39 and 40 identify the significant natural assets, open space/scenic areas, and recreation opportunities addressed in this Refinement Plan. Identified physical development constraints are shown on page 41. An overview and analysis of the Refinement Plan area's natural assets, open space/scenic areas, and recreation opportunities, as well as a discussion of the regulatory framework and inventory methodology are included in the GRP Technical Supplement; Natural Assets, Open Space/Scenic Areas, and Recreation Element (and appendices). Findings, which support the natural assets-, open space/scenic areas-, and recreation-related policies, also are included in the Natural Assets, Open Space/Scenic Areas, and Recreation Element of the GRP Technical Supplement.

GOALS

1. Provide for development of the Gateway Refinement Plan area that is sensitive to and integrates, to the maximum degree practicable, the multiple functions and values associated with the area's natural assets, open space/scenic areas, and recreation opportunities.

2. Utilize the functions and values of the Refinement Plan area's natural assets (e.g. swales and drainageways), to assist and accommodate development, while maintaining their ability to provide long term buffering of the natural resource values outside the UGB from urban

development within the UGB.

3. Emphasize the Refinement Plan area as a "Gateway to the McKenzie" by maintaining and enhancing the attributes that contribute significantly to the area's visual character, and by improving and encouraging public access to and use of the river where appropriate.

4. Provide for recreational and educational opportunities that utilize, protect, and enhance the significant natural and cultural values associated with key natural resources, scenic areas, and open spaces that include, where practical, remnants of the area's agricultural character.

5. Encourage and plan for recreational opportunities within the Refinement Plan area that contribute economic benefits to the community.

6. Provide sufficient, high quality, accessible recreational services/opportunities to residents within the Refinement Plan area; and expand the recreational/educational opportunities associated with the area's natural and historic values for enjoyment and education of the entire community.

7. Develop a pathway system that encourages bicycle transportation throughout the Refinement Plan area, provides public access to the McKenzie River and riparian areas, and enables recreational/educational appreciation of the area's natural assets and open space/scenic areas.

8. Connect the Refinement Plan area to a broader recreational and natural resource system through pedestrian and bicycle pathways, and protected waterside (riparian) areas.

9. Maintain prominent mature vegetation, as shown on the Natural Assets Map on page 39, for its scenic, air filtration, and noise reduction qualities to the greatest degree practicable.

10. Minimize the potential threats to life and property related to development within the floodway of the McKenzie River, consistent with the Metro Plan goal to "(p)rotect life and property from the effects of natural hazards." (p. III-C-6, Policy 3)

11. Maintain the quality of water in the McKenzie River and the local aquifer.

12. Acknowledge the importance of trees and other landscape features to the overall image and livability of the Refinement Plan area.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 Protect the waterside (riparian) corridors and natural vegetative fringes associated with the McKenzie River and Maple Island Slough.

1.1 Develop and apply a "Natural Resource Zone" (in association with redesignation to Natural Resources) to the portion of the Maple Island Slough riparian area that lies within the Refinement Plan area, in accordance with the adopted policy recommendations of the metropolitan Natural Resources Special Study.

1.2 Until a Natural Resources (NR) designation and zoning district are applied in this area, the following interim protection measures shall be applied to the portion of Maple Island Slough within the Refinement Plan area (consistent with criteria for policy

recommendations established in the draft NRSS (pp. 64-67):

(a) Waterside protection (policy #2a)
(b) Clean-up, Restoration and Education (policy #5)
(c) Stormwater Planning (policy #6)

1.3 The City of Springfield shall conduct a comprehensive inventory, study, and management plan for the riparian corridor along the McKenzie River bordering the Refinement Plan area by 1994. This study shall be coordinated with a comprehensive study and management plan for the McKenzie and Willamette river corridors, which will be a cooperative Eugene-Springfield effort in accordance with policies resulting from the metropolitan Natural Resources Special Study.

1.4 Until a comprehensive study and management plan is completed by the City for this area of the McKenzie River the following interim protection measures shall be applied to the entire McKenzie River riparian area (as recommended by the metropolitan Natural Resources Special Study--see GRP Tech. Supp., Appendix C):

(a) Waterside protection (policy #2a)
(b) Low impact recreation access (policy #4a)
(c) Clean-up, restoration, and education (policy #5)

1.5 The City and Willamalane shall work together to promote and enable recreational and educational use of the McKenzie river-side and floodway in ways that are sensitive to the natural resource values and private property uses in the area.

2.0 Recognize the unsuitability (due to flood hazard) of the McKenzie River floodway for urban development, and explore its suitability for fulfilling community recreation needs, and for buffering the river-oriented natural resource system.

2.1 The City, in cooperation with property owners, shall evaluate the possibility of utilizing a portion of the SLI-designated land in the McKenzie River floodway to satisfy part of a development area's open space requirement, while ensuring that the resulting ratio of built space to open space in the development proper is consistent with the concept of a "campus" industrial setting.

2.2 The City of Springfield and Willamalane shall cooperatively evaluate: 1) the potential of the McKenzie River floodway area to help meet long-term open space and recreation needs; and 2) the feasibility and desirability of acquiring and/or preserving the floodway area for those purposes. The option of redesignating this area to POS or NR (or a combination of both) should also be evaluated as part of this process.

3.0 Ensure adequate storm drainage management planning, emphasizing the minimization of negative impacts on water quality and quantity resulting from development in the Refinement Plan area.

3.1 The City shall update the West Springfield Storm Drainage Master Plan, as it pertains to the storm drainage needs of the Refinement Plan area by 1993. The updated plan should accomplish the following:

a) Emphasize the use, where possible, of vegetated open swales along existing drainageways, as opposed to piped systems;

b) Consider the use of techniques that slow and retain runoff on-site, in order to protect and enhance overall water quality and reduce peak storm flows;

c) Require the use of techniques for filtering contaminants from surface runoff before it enters Maple Island Slough, other open drainageways, or any proposed detention or retention areas, as needed to protect the quality of water entering the aquifer of the Rainbow Water District well fields, Maple Island Slough, or the McKenzie River; and

d) Consider the potential impacts of increased or decreased volumes of runoff on natural resource values associated with the local riparian corridors, and recommend techniques, if needed and appropriate, for minimizing such impacts where applicable.

The storm drainage management plan should include an estimation of expected volumes of runoff and identify the location and approximate size of required storm retention/detention areas, if any.

3.2 Until the City completes an updated storm drainage management plan, the site plan review process shall emphasize consideration of the items listed in 3.1 "a" through "d" above.

4.0 Protect and enhance the natural resource values associated with the open drainageways and swales throughout the Refinement Plan area.

4.1 Through the site plan review process, require the incorporation of open drainageways and swales, and the riparian vegetation along them, into future development plans where practicable.

4.2 The following protection measures shall be applied to SCS Channel #6 and the McKay site drainageway (mapped as site S18 in the NRSS), as recommended in the metropolitan Natural Resources Special Study (see GRP Tech. Supp., Appendix C):

(a) Water-side protection (policy #2a)
(b) Public access (policy #4)
(c) Clean-up, restoration and education (policy #5)
(d) Stormwater planning (policy #6)

5.0 Willamalane shall continue to provide adequate parks and recreational facilities in the Refinement Plan area, which are sensitive to natural assets and scenic values, and are of appropriate size and type for their surrounding environments.

5.1 Willamalane shall work to improve the function and design of, and access to, Gamebird and Guy Lee parks, and upgrade outdated and aging park facilities. Evaluation of the needs and timelines for improvement projects at these parks shall be included in Willamalane's facilities planning process.

5.2 In neighborhood and school parks (such as Gamebird and Guy Lee), Willamalane shall provide opportunities for both active and passive recreation, including picnic areas, playgrounds, multi-use turf areas, and unorganized sports facilities.

5.3 Where natural resource values are present in Willamalane parks, the District shall provide passive recreation opportunities, such as trails, observation platforms, boardwalks, and educational/interpretive facilities, in a manner consistent with the applicable adopted natural resources policies. These facilities shall be approved under the site plan review process.

5.4 If natural assets in Willamalane parks/facilities have been disturbed, Willamalane shall initiate reclamation and management plans.

5.5 Willamalane shall evaluate impacts of the sports facility orientation of Guy Lee Park, and explore options for modifying and improving the park to be more compatible with the neighborhood.

5.6 Willamalane shall work with School District 19 to explore the possibility of joint school/park development with the School-District-owned parcel to the south of Gamebird Park.

5.7 Willamalane shall consider acquisition of, and improvements to, Deadmond Ferry Landing in its facility planning process, in order to increase its functionality and improve its ability to serve public recreation needs.

5.8 Every effort should be made to provide incentives for achieving high quality design in future projects. Examples of such incentives include offering tax concessions, density transfers, or other bonuses as credits for setting aside and constructing pathways and greenways, natural storm water management facilities, and other efforts to provide public amenities and sound land use practices.

6.0 Maintain and enhance the natural resource, recreational, and educational values associated with the Guy Lee Ash copse and the adjacent SCS Channel #6.

6.1 Redesignate the publicly-owned land adjacent to SCS Channel #6 from Low Density Residential to Parks and Open Space.

6.2 The City shall encourage and support Willamalane and School District 19 in their efforts to develop a demonstration wetland restoration/education project at the Guy Lee Ash copse (NRSS site S14).

6.3 The following policies shall be applied to the Guy Lee Ash copse (NRSS site S14) as recommended in the NRSS (see GRP Tech. Supp., Appendix C):

(a) Waterside protection (policy #2a)
(b) Low impact recreation access (policy #4a)
(c) Clean-up, restoration and education (policy #5)

6.4 Redesignate Guy Lee Park and adjacent School District #19 property on the east (Assessor's map 17-03-27-21, Tax lot #'s 101, 200, 201, and the southern 300 feet of #100) from LDR to POS.

7.0 All known and potential wetland areas shall be delineated prior to development approval. Delineated wetlands and wetland mitigation projects shall be maintained to ensure continued provision of wetland functions and values.

7.1 Through the site plan review process, require wetland delineation of the possible wetland at Game Farm & Belt Line (NRSS site S16) prior to development approval.

7.2 Through the site plan review process, require wetland delineation of the potential wetland on the Rice property in the SLI area (identified in the SISS) prior to development approval.

7.3 The City shall work with the appropriate agencies and property owners to ensure the success of the Gateway site mitigation project (NRSS Site S15).

8.0 Maintain and enhance the scenic and open space amenity values in the Refinement Plan area to the maximum extent practicable.

8.1 The City and Lane County shall cooperate with landowners to promote the protection of the visual quality of the Coburg Hills.

8.2 Through the site plan review process, encourage orientation and location of buildings--in the SLI and MDR areas in the northern and northeastern portion of the Refinement Plan area--in ways that avoid or minimize obstruction of scenic views of the McKenzie River corridor and the Coburg Hills.

8.3 Through the conceptual development planning and site plan review processes, the City shall encourage preservation of portions of orchards as open space amenities, and as buffers along streets and waterways, where practical and where consistent with accepted maintenance and safety standards.

8.4 Through the site plan review process, the City shall encourage reasonable retention of existing trees, paying particular attention to those inventoried in this Element as prominent and plentiful vegetation (see the Natural Assets Map on page 39).

8.5 Public improvement projects shall preserve existing trees inventoried as prominent and plentiful vegetation to the maximum extent practicable.

9.0 The City of Springfield and Willamalane shall work together to enhance and interconnect the pathway/bikeway and open space system within the Refinement Plan area with the metropolitan system.

9.1 The City shall work with Willamalane, through the site plan review process, to acquire easements to develop a recreational pedestrian and bicycle pathway along SCS Channel #6 in a manner that is consistent with policies adopted as a result of the NRSS.

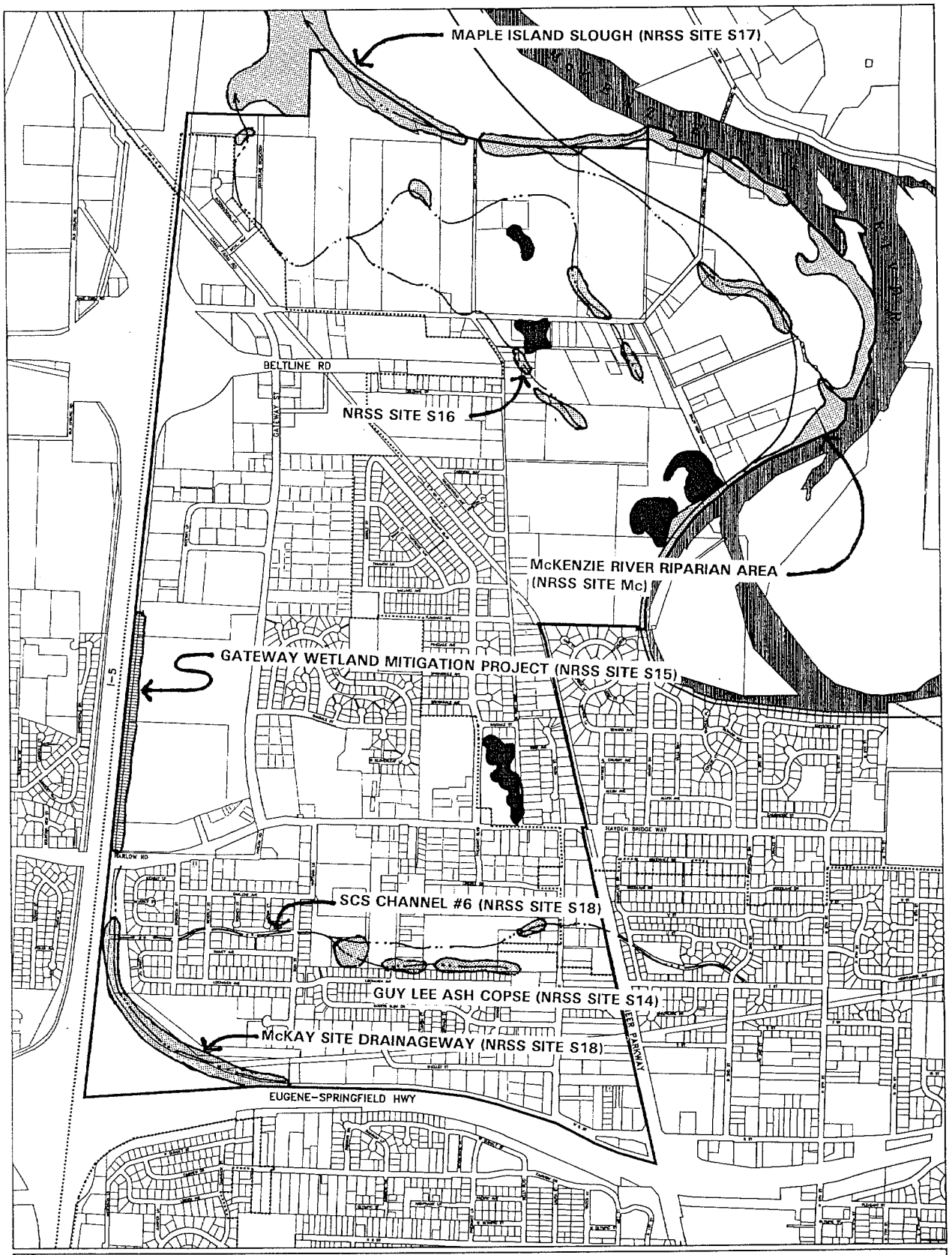
9.2 The City shall work with Willamalane to connect on-street bike routes with recreational bike/pedestrian pathways, where needed, to improve transportation and recreational access and circulation throughout the Refinement Plan area and with adjacent pathways and transportation systems outside the Refinement Plan area.

9.3 The City of Springfield and Willamalane shall explore the acquisition and conversion of remaining undeveloped sections of the former Southern Pacific rail road corridor into a pedestrian/bicycle pathway.

9.4 Redesignate to POS and rezone to PLO, the EWEB right-of way (Assessor's Map 17-03-27 Tax lot #'s 800 and 1000; Assessor's Map 17-03-27-10 Tax lot #2500).

9.5 The City and Willamalane shall work together to investigate the feasibility of expanding/continuing the EWEB right-of-way path southwest from the Pioneer Parkway, where it currently terminates.

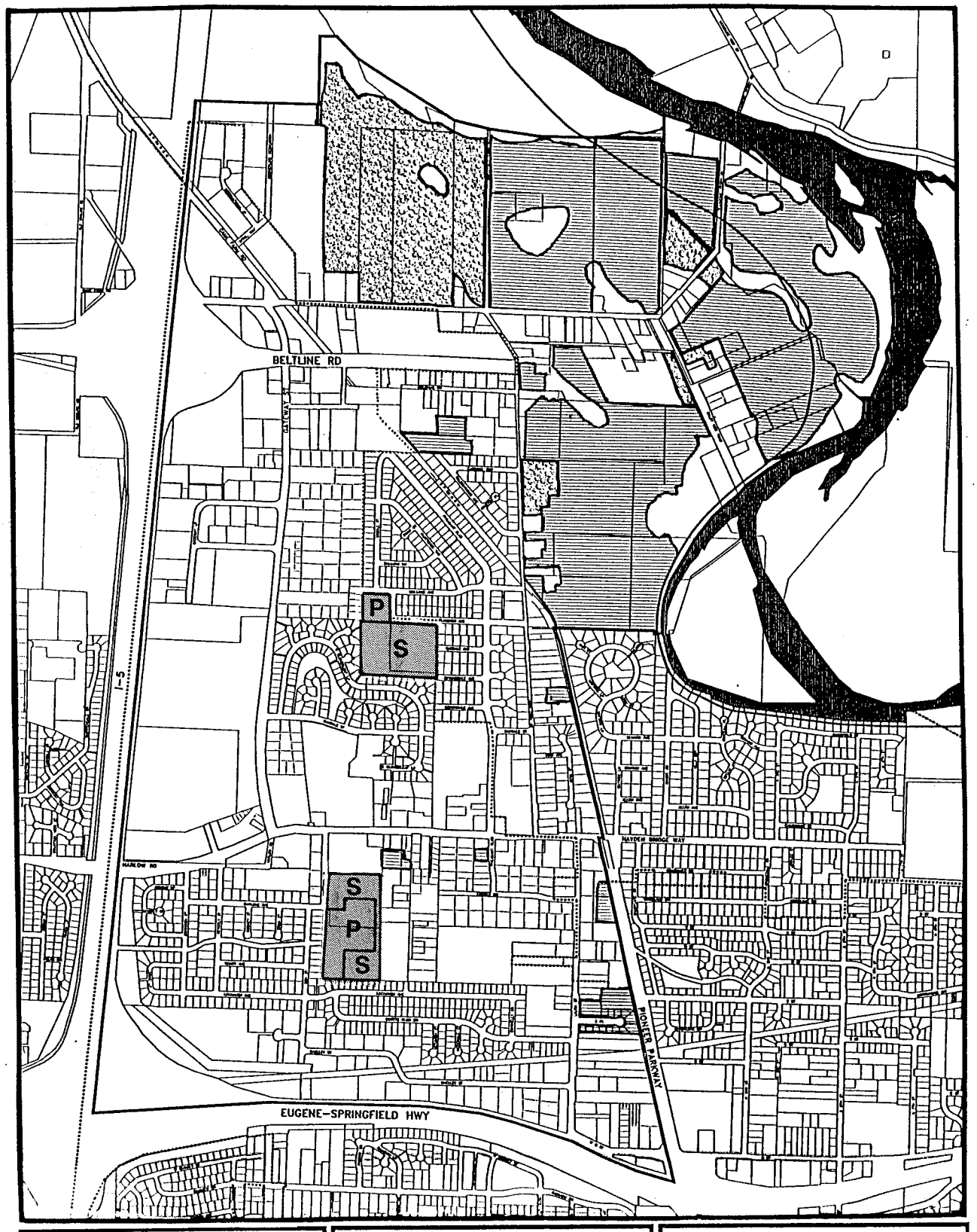
9.6 The City and Willamalane shall seek easements for bikeway/pathways along the McKenzie River riparian corridor, as identified in Willamalane's 1980 Comprehensive Plan and its 1990 draft PROS Plan.



NATURAL ASSETS

GATEWAY REFINEMENT PLAN

Map 1



Orchards

Other Agriculture

S School Property

P Park

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN

PARKS & OPEN SPACES

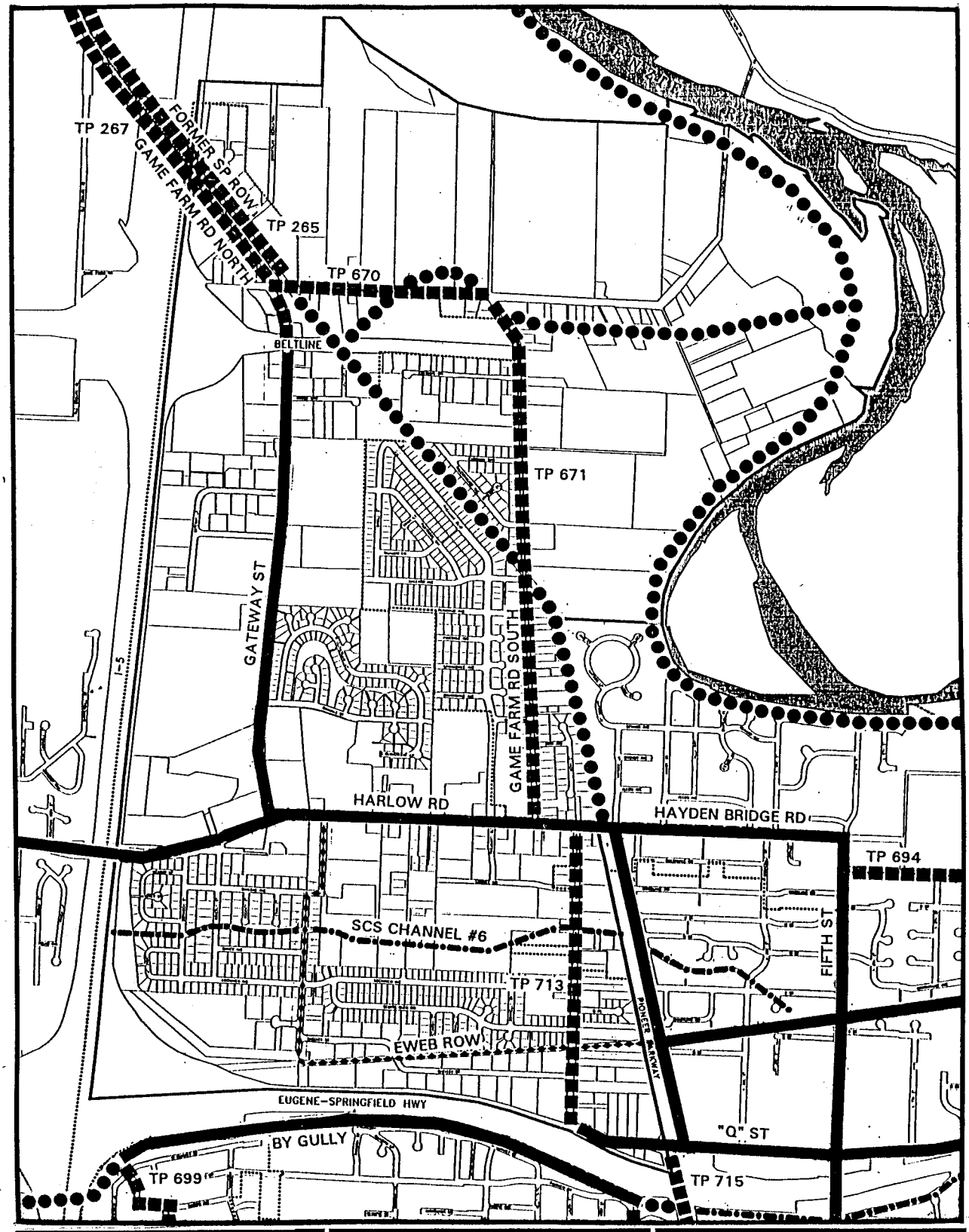
Floodway
Floodway Fringe
Hydric Soils
Drainageways

Sources:
Floodplain Maps, FEMA, 1985;
Lane Co. Soil Survey, SCS, 1981

NO SCALE

NORTH

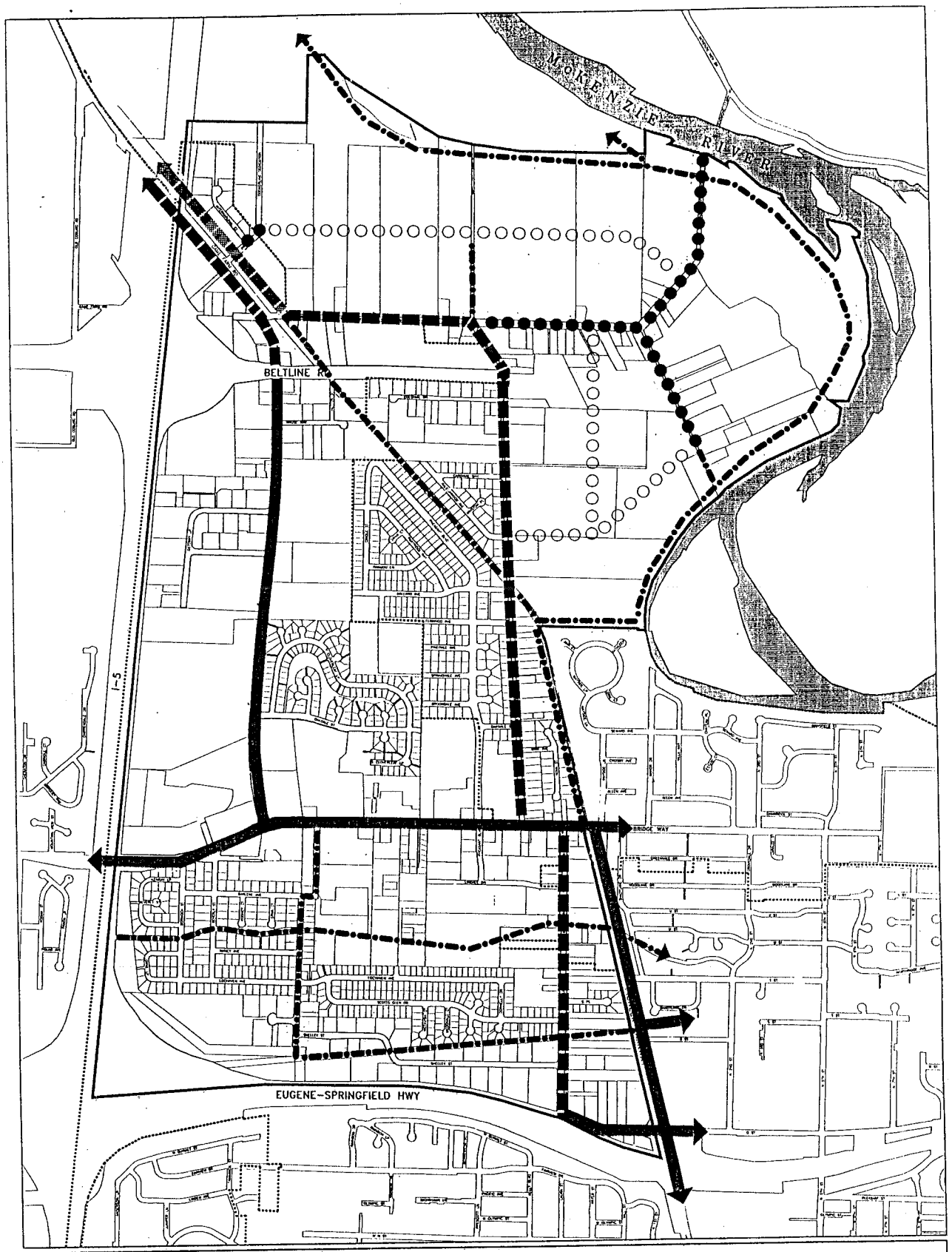
GATEWAY REFINEMENT PLAN
DEVELOPMENT CONSTRAINTS



Existing	Proposed (draft PROS Plan)**
Planned (TransPlan)	TP 278 TransPlan Project Number
Planned (Will. Comp. Plan)*	* Not included in Transplan
Potential (Will. Comp. Plan)	** Not included in Transplan or Will. Comp. Plan

NO SCALE NORTH

GATEWAY REFINEMENT PLAN
BIKE[illegible]AYS



Refinement Plan Boundary
City Limits
Urban Growth Boundary
Existing
Planned (TransPlan)
Planned (TransPlan) (Future Study Needed)
Proposed
Proposed (Conceptual--Exact Alignment to be Determined)
Potential (Future Study Needed)

BIKEWAYS/PATHWAYS PLAN

GATEWAY REFINEMENT PLAN

HISTORIC RESOURCES ELEMENT

HISTORIC RESOURCES ELEMENT

INTRODUCTION

The Historic Resources Element of the Gateway Refinement Plan addresses identified historic features throughout the Refinement Plan area. This Element provides information on the settlement patterns, historic structures, sites, and landscape features in the Refinement Plan area. The historic resources described in this Element define the historic context of the area and maintain a linkage to our past. The historic structures that are left in this area provide evidence of a former lifestyle and document how this area was influenced by trends in transportation and commerce over the course of the last century. Architectural diversity from a mixture of old and new development contributes to the diversity and livability of this area.

The features identified in the historic resources inventory, which was conducted as part of this Refinement Plan and funded (in part) by the State Historic Preservation Office, include sites, structures, objects, and landscape features that are at least 50 years old and have contributed to the development of the cultural history of the area. For the purposes of this Refinement Plan, sighnificant historic resources are classified as "Significant Goal 5 Resources," and are identified in the "Historic Resources Survey Listing" (page 46). The purpose of this Element is to provide site-specific application of Metro Plan and Statewide Planning Goal 5 provisions concerning historic resources in the Refinement Plan area. The Historic Resources Map (page 47) shows the sites that were identified in the historic resources inventory. An historic overview of the Refinement Plan area, an analysis of Statewide Planning Goal 5 issues, and the completed historic resources survey forms are included in the GRP Technical Supplement; Historic Resources Element and Appendix J. Findings, which support the historic policies, also are included in the Historic Resources Element of the GRP Technical Supplement.

GOALS

1. As development and change in the Gateway Refinement Plan area occurs, the retention and rehabilitation of significant historic resources should be achieved in order to maintain the area's historic/cultural linkages to past settlement patterns, and to maintain the educational, cultural, and aesthetic amenity values associated with them.

2. Establish policies, and incentives where possible, to ensure sufficient consideration and documentation of identified significant historic resources, so that future developments and/or demolitions fully address the identified resources, either through on-site preservation, off-site preservation, or through archival documentation of the resource.

3. Provide policy guidelines adequate to ensure compliance with Statewide Planning Goal 5 and the Metro Plan (as they pertain to historic preservation) specific to the newly identified significant historic resources within the Gateway Refinement Plan area.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 A site-specific Economic, Social, Environmental, and Energy Consequences (ESEE) Analysis shall be prepared by the City, reviewed by the Springfield Historical Commission, and approved by the Springfield Planning Commission or the Springfield Hearings Official by July 1, 1993, for each of the "significant Goal 5 historic resources" identified in the Gateway Refinement Plan Historic Resources Survey.

1.1 ESEE analyses of significant Goal 5 historic resources shall include the structure and mature landscape features that are directly related to the resource. Mature landscape features are at least 50 years old and include large trees, hedges, and shrubs and ornamental plantings that have established themselves on the site.

1.2 ESEE analyses shall prescribe one of the following three options: 1) preservation of the resource consistent with Article 30--Historic Overlay District of the Springfield Development Code; 2) partial loss or alteration of the resource with provisions for some level of preservation; or 3)complete loss or demolition of the resource with provisions for the City to acquire an archival record of the resource.

2.0 On-site retention of significant Goal 5 historic resources shall be encouraged. However, moving the structures shall be allowed.

3.0 The Historical Coordinator shall explore the feasibility of and funding for the installation of commemorative plaques marking the sites of the Deadmond Ferry crossing, the former Southern Pacific Railroad corridor, and the hanging tree (see the Historic Resources Survey Listing and the Historic Resources Map).

4.0 The Springfield Planning Commission (and Hearings Official where applicable) shall consider rezoning historic resource sites identified on the Historic Resources Survey Listing to allow different but compatible uses, as an incentive for retention and maintenance of the historic sites/structures. Such rezonings shall be consistent with Metro Plan policies, and shall be contingent upon retention, maintenance, and nomination of the structures for inclusion on the City Landmark Inventory.

HISTORIC RESOURCES SURVEY LISTING

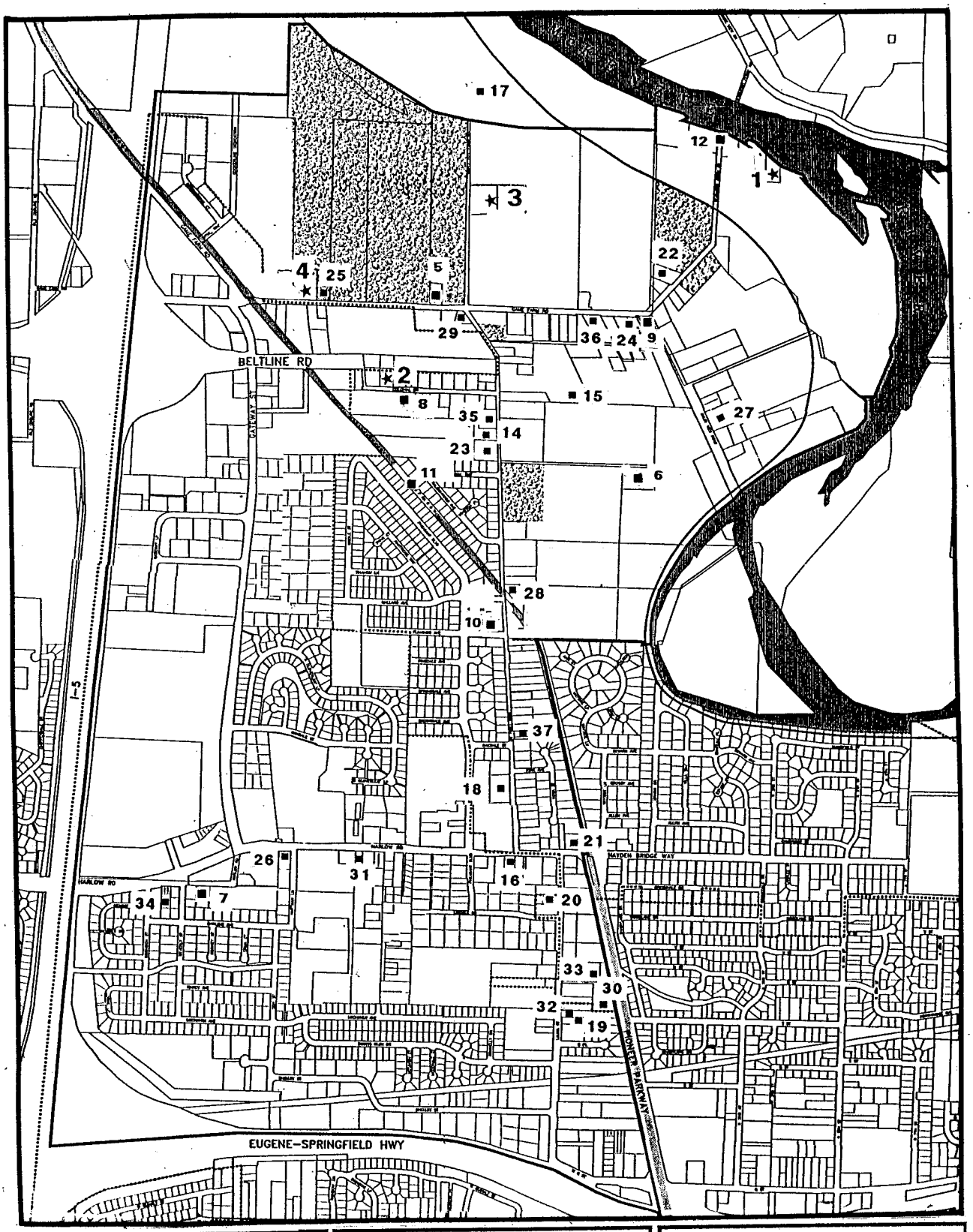
Significant Goal 5 Historic Resources

1.	Brabham Farm	131 Deadmond Ferry Road	c. 1900
2.	Cockerline House (moved)	617 Colonial Drive	c. 1920
3.	Koppe Farm	3663 Maple Island Farm Road	c. 1910
4.	Rice Farm	3635 East Game Farm Road	c. 1911

Contributing Historic Resources

5.	Merzdorf House	3575 East Game Farm Road	c. 1927
6.	Conley Farm	3345 Game Farm Road	c. 1920
7.	Dilt House	1053 Harlow Road	c. 1928
8.	Haxby House (moved)	631 Colonial Drive	c. 1927
9.	Strowbridge House	180 Deadmond Ferry Road	c. 1930
10.	Eugene State Game Farm	3015 Game Farm Road	c. 1925
11.	Abandoned Southern Pacific Railroad Spur Corridor		c. 1890
12.	Deadmond Ferry site	Deadmond Ferry Road	c. 1900
13.	Cloverleaf Dairy (moved)	886 Harlow Road	c. 1930
14.		3368 Game Farm Road	c. 1942
15.	Haxby Barn	3483 Game Farm Road	c. 1948
16.		433 Harlow Road	c. 1930
17.	Wicklund Bean Farm	3951 Maple Island Farm Road	c. 1930
18.		2642 Game Farm Road	c. 1940
19.		2101 Laura Street	c. 1930
20.		2320 Laura Street	c. 1930
21.		18 Hayden Bridge Way	c. 1920
22.	Strowbridge House	203 Deadmond Ferry Road	c. 1930
23.	Bethany Lutheran Church	3360 Game Farm Road	c. 1935
24.		273 Deadmond Ferry Road	c. 1920
25.	Rice Farm - Cottage	3633 East Game Farm Road	c. 1930
26.		881 Harlow Road	c. 1925
27.		3361 Baldy View Lane	c. 1925
28.	Riverbend Stables	3113 Game Farm Road	c. 1925
29.		3562 Game Farm Road	c. 1935
30.		2145 Laura Street	c. 1920
31.		697 Harlow Road	c. 1930
32.		2133 Laura Street	c. 1940
33.		2165 Laura Street	c. 1920
34.		1117-1/2 Harlow Road	c. 1930
35.		3374 Game Farm Road	c. 1930
36.		227 Deadmond Ferry Road	c. 1930
37.		360 Edie Street	c. 1940

Note: Refer to Historic Resources Map (page 47) for location of the above structures, features, and sites.



Orchard

Former Southern Pacific ROW

★ Signficant Goal 5 Resources (1 - 4)

■ Contributing Resources (5 - 37)

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
HISTORIC RESOURCES

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element of the Gateway Refinement Plan examines the transportation system in the Gateway area, and its ability to move people and goods within and through the area. The intent of this Element is to ensure that future mobility throughout the area is maintained and improved, while minimizing the impacts of increased levels of traffic on neighborhood livability. Facilities that serve pedestrian, bicycle, automobile, and public transit access to and circulation within the Refinement Plan area are all addressed in this Element.

While Metro Plan and TransPlan guidance is geared toward increasing transit ridership and reducing energy consumption related to use of automobiles, it assumes that residents will continue to rely on the automobile as their primary mode of transportation. Therefore, this Element emphasizes development and maintenance of the street network in order to provide for efficient movement of vehicles through the Refinement Plan area. Providing for unhindered bicycle and pedestrian movement, and access to public transit from all developed areas within the Refinement Plan boundaries, also are important aspects of this Element.

Information used in developing the Transportation Element was gathered from a variety of sources. The Gateway Neighborhood Transportation System Analysis (July, 1990) evaluates transportation issues related to the major and local street systems, and is based on data generated by the Metro Area Regional Transportation Model. Traffic count information, TransPlan, and public comments taken at public forums in February and March of 1990 also were used in the development of this Element. An overview and an analysis of existing conditions and future needs of the Refinement Plan area transportation system are included in the GRP Technical Supplement, Transportation Element, and appendices. Findings, which support the transportation projects and policies also are included in the Transportation Element of the GRP Technical Supplement. Maps identifying the "Road Classifications," "Existing Road Conditions," and "Planned Street System Improvements" are found on pages 56, 57, and 58.

GOALS

1. Provide for a safe and efficient transportation system for the Gateway Refinement Plan area.

2. Reduce the reliance on single-occupancy vehicles by providing cost-effective and convenient alternate transportation modes.

3. Minimize adverse traffic impacts of high volume arterial streets on adjoining residential neighborhoods.

4. Plan and design an efficient and flexible transportation system for undeveloped lands within the Refinement Plan area to ensure minimum traffic impacts.

5. Reduce future traffic congestion, air pollution, and noise by establishing Transportation Demand Management (TDM), Transportation Supply Management (TSM), and Traffic Reduction

Ordinances (TRO) programs.

6. Provide for the safe and effective movement of pedestrians and bicyclists in the Gateway Refinement Plan area.

7. Establish a network of pedestrian and bicycle pathways that connects the Refinement Plan area to a broader metropolitan transportation and recreational system.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 Discourage use of local residential streets by commercial and industrial traffic.

1.1 Install regulatory "No Truck" symbol signs on key local roads used by industrial traffic, including Game Farm Road South.

1.2 Install signs on Gateway Street and Harlow Road that assist motorists in travelling to the downtown "city center" area.

2.0 Interconnect and coordinate traffic signals along major routes to reduce traffic delays and fuel consumption.

2.1 Continue present signal timing optimization.

2.2 Complete the design and construction of the signal interconnect project.

3.0 Coordinate with law enforcement agencies to ensure the enforcement of the traffic laws and regulations in the area.

3.1 Review traffic accident data and citizen requests\complaints to target high profile streets and intersections for enforcement.

3.2 Request police surveillance when new regulatory traffic control devices are installed to ensure motorist compliance.

3.3 Request initial enforcement of all regulatory sign work orders issued by the Transportation Division.

4.0 Limit access to minor arterials as redevelopment occurs.

4.1 Encourage the use of joint driveways during the site plan review process.

4.2 Require large subdivisions or retail outlets with direct access on arterial roads to use "right in right out" drives as appropriate.

5.0 Coordinate with LTD to improve the efficiency and convenience of bus service to the area.

5.1 Work with LTD to increase service from a 30 minute cycle to 15 minute cycle from downtown Eugene and from downtown Springfield.

5.2 Ensure that additional shelters, bike racks, and facilities accompany extended bus service.

5.3 Encourage the establishment of an employee busing program for major employers in the area in cooperation with LTD.

6.0 Promote bicycling by developing a complete bicycle network within the Refinement Plan area.

6.1 Construct on-street bike lanes along Game Farm Road North and Game Farm Road South as specified by TransPlan projects #670 & #671. Explore the feasibility of developing an off-street bike path along the section of the former Southern Pacific right-of-way that runs from Harlow Road to Game Farm Road South.

6.2 Construct bike lanes on Laura Street by 1992, in accordance with Lane County's CIP, connecting Harlow Road to Marcola Road in the eastern part of Springfield.

6.3 Design and construct the projects on the attached project list to include on-street bicycle lanes.

7.0 Encourage walking by providing sidewalks and paths throughout the area.

7.1 Require full street improvements in conjunction with new residential, commercial, and industrial development projects during the site plan review process.

7.2 Coordinate with Willamalane to provide off-street paths and trails.

7.3 Construct a pedestrian and bicycle path along the south side of Gamebird Park, which connects Gamebird Village to Gateway Street via the Cloverleaf pedestrian paths.

7.4 Upgrade Game Farm Road South between Harlow and Belt Line Roads to a 2-3 lane, city- standard street, including sidewalks and bike paths, consistent with TransPlan project #275. If the Pioneer Parkway is extended to serve a north-south arterial function (#17 on the Transportation Element Project List), the improved Game Farm Road South shall be a two-lane facility only.

8.0 Encourage concentrations of pedestrian and transit amenities in high activity areas and along arterial streets with high pedestrian traffic.

8.1 Widen the existing structure at the Harlow Road and I-5 overcrossing to better accommodate pedestrians and bicyclists.

8.2 Work with LTD to develop more bus routes within the Refinement Plan area and promote construction of bus turnouts on Harlow Road for future developments.

8.3 Explore the possibility of using the Gateway Mall parking lots as "park and ride" areas to facilitate increased transit usage.

9.0 Plan and design new residential and special light industrial developments in a manner that reduces walking distances for potential transit users, and makes transit ridership more convenient.

9.1 Encourage the placement of buildings within newly developed sites close to the street system, providing a convenient pedestrian/transit system.

9.2 Through the site plan review process, consider the need for, and require where deemed necessary, convenient transit access, bus turnouts, and/or shelters for all major commercial, industrial, and higher density residential, and office development occurring on existing or planned transit routes.

10.0 Optimize traffic signal timing along high volume arterial streets to minimize delay, air pollution, and fuel inefficiencies.

10.1 Maintain state-of-the-art traffic signal controllers as funding allows.

10.2 Continue to monitor and improve intersection levels of service using computer program modeling.

11.0 Plan and design new streets in a manner that reduces substandard dead-end streets, provides adequate access and circulation (particularly for emergency vehicles), and that minimizes long straight road sections (in order to reduce speeding problems and detours through residential neighborhoods.)

11.1 Extend Oakdale Street between Gateway and Pheasant using sweeping radius curve alignment.

11.2 As future development occurs in the vicinity of Colonial Drive, provide for an east-west local street south of Colonial Drive, which would have access to Game Farm Road South and would connect with Colonial Drive, in order to serve undeveloped parcels and to bring Colonial Drive up to City standards.

12.0 Design and install traffic control devices to minimize through traffic on residential streets.

13.0 Future transportation system development in the McKenzie-Gateway SLI and the 180-acre MDR sites should occur as needed in conjunction with SLI and MDR development, and shall include pedestrian, bicycle, and transit facilities to reduce vehicle trip generation.

13.1 Upgrade Baldy View Lane to urban standards, including sidewalks and bike paths, and incorporate it as part of a future collector system for the 180-acre MDR site.

13.2 Upgrade Deadmond Ferry Road between Game Farm Road East and the McKenzie River to urban standards, including sidewalks and bike lanes.

13.3 Upgrade Belt Line Road between Gateway and Game Farm Road, widening as needed, including sidewalks only between Gateway Street and Hutton Way, and excluding bike lanes.

13.4 Upgrade Game Farm Road North between Belt Line and I-5 overcrossing to urban standards, including sidewalks and bike lanes.

13.5 Construct bike lanes on Game Farm Road East, consistent with TransPlan project #670.

13.6 Through the site plan review process, ensure that all plans for development of the McKenzie-Gateway SLI and 180-acre MDR sites plan for and maintain the opportunity to achieve efficient and effective road systems.

13.7 Implement the following road system improvements, consistent with the recommendations of the Gateway Neighborhood Transportation System Analysis, and propose TransPlan amendments needed to incorporate them into the TransPlan project list.

* Develop a collector road that connects the extensions of Belt Line Road and Raleighwood Avenue.
* Extend Belt Line Road eastward, mitigating the impact on existing homes to the maximum extent practical, to connect with the McKenzie-Gateway MDR Area's collector system.
* Develop an east-west collector within the McKenzie-Gateway SLI site.

14.0 Design new transportation facilities to accommodate future traffic increases with minimum impact on residential neighborhoods.

14.1 Add a second right-turn-only lane eastbound at the Gateway Street and Belt Line Road intersection.

14.2 Add a "right-thru option" lane for southbound traffic at the Gateway Street and Belt Line Road intersection.

15.0 Propose TransPlan amendments as needed to include the attached project list.

16.0 Explore the feasibility of a Transportation Demand Management program to reduce demand on the transportation system.

17.0 Continue the implementation and expansion of the City's Urban Traffic Control System, in order to provide the most efficient transportation system possible.

18.0 Explore the possibility and feasibility of providing incentives for employers who encourage their employees to commute to work in ways other than driving alone during morning and afternoon peak travel periods.

19.0 Establish Traffic Reduction Ordinances in the future to reduce peak hour vehicle trip generation by major employers in the area.

20.0 Enhance the safety for pedestrians and bicyclists at the Guy Lee School crossing on Harlow Road.

20.1 Identify issues related to pedestrian safety at the school crossing (including completing the task force study of a possible pedestrian overcrossing) and identify options and costs for needed improvements to increase pedestrian safety.

20.2 Maintain the present bike lane, school crossing zone, and bus stop markings and signs as set forth in the Manual of Uniform Traffic Control Devices and State of Oregon Supplements.

20.3 Maintain and install traffic control devices that inform and caution motorists about the presence of pedestrians and bicyclists in the area.

20.4 Coordinate with the School District to educate students on the proper procedure to

cross streets at signalized intersections.

20.5 Ensure that adult crossing guards working at school crossings in the Refinement Plan area are properly trained.

21.0 Respond to citizen requests to investigate conditions perceived as hazardous.

22.0 Investigate, propose, and initiate action to resolve traffic\pedestrian accidents.

23.0 Connect pathway networks through open space corridors, bike and pedestrian paths, and on-street bike route connectors both within the Gateway boundaries and beyond to the regional pathway system.

23.1 Coordinate with Willamalane to develop the proposed McKenzie River bike path.

23.2 Explore conversion of Southern Pacific abandoned railroad corridor.

23.3 Provide on-street bike routes as part of street construction of projects listed on the attached project list, where important to the overall bikeway network.

23.4 Work closely with City of Eugene to complete Transplan Projects #670 & #671 connecting northern Springfield to Coburg via Game Farm Road.

23.5 Work with the City of Eugene to evaluate the feasibility of a bicycle/pedestrian crossing of I-5 from the Willakenzie neighborhood to the Gateway Street Commercial area.

24.0 The City shall design and construct a north-south arterial corridor in the Gateway Refinement Plan area in order to ensure accommodation of increased traffic flows associated with future development of the north Gateway area, in a manner that minimizes impacts on existing Gateway area residences.

24.1 One of the following criteria shall be met prior to the initiation of the neighborhood meetings, right-of-way acquisition (except the acquisition of the former Southern Pacific right-of-way) and except the exactions of dedications of right-of-way as a condition of development approval, and final design phases of the Pioneer Parkway extension project:

a. There is a weekly average traffic count of 10,000 vehicles per day on Game Farm Road South between Oakdale Street and Harlow Road; or

b. There is an overall level of service of D at the Game Farm/Harlow intersection, determined by the detailed operations LOS procedure in the Highway Capacity Manual, 1985, or any approved update (this analysis to include optimization of the signal timing at the intersection); or

c. Documented accident problems or air quality problems exist which lead the Road Authority with jurisdiction over Game Farm Road South and the Game Farm/Harlow intersection to declare that it is in the interest of the public health and safety to proceed with the Pioneer Parkway project.

24.2 The City shall continue to implement transportation system management actions and facilities improvements (including signalization improvements and/or intersection design modifications) as needed to maintain level of service D or better at key intersections, including Pioneer Parkway/Harlow, Pioneer Parkway/"Q" at the Eugene-Springfield

Highway eastbound off ramp, and Belt Line/Gateway.

24.3 Purchase (or maintain the option to purchase) the former Southern Pacific railroad corridor in order to preserve the entire corridor for public use.

24.4 Plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Belt Line Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area.

24.5 Seek TransPlan amendments to include the extension of the Pioneer Parkway as a long-range phase project.

24.6 Design and construct the Pioneer Parkway extension in a manner that significantly reduces noise impacts.

25.0 Facilitate the efficient operation of transportation systems serving the commercially developed areas.

25.1 Provide for the future expansion of the intersection of Gateway Street and Belt Line Road when reviewing site plans for developments fronting this intersection.

25.2 Provide for transit, bicycle, and pedestrian facilities as part of new retail and office commercial development.

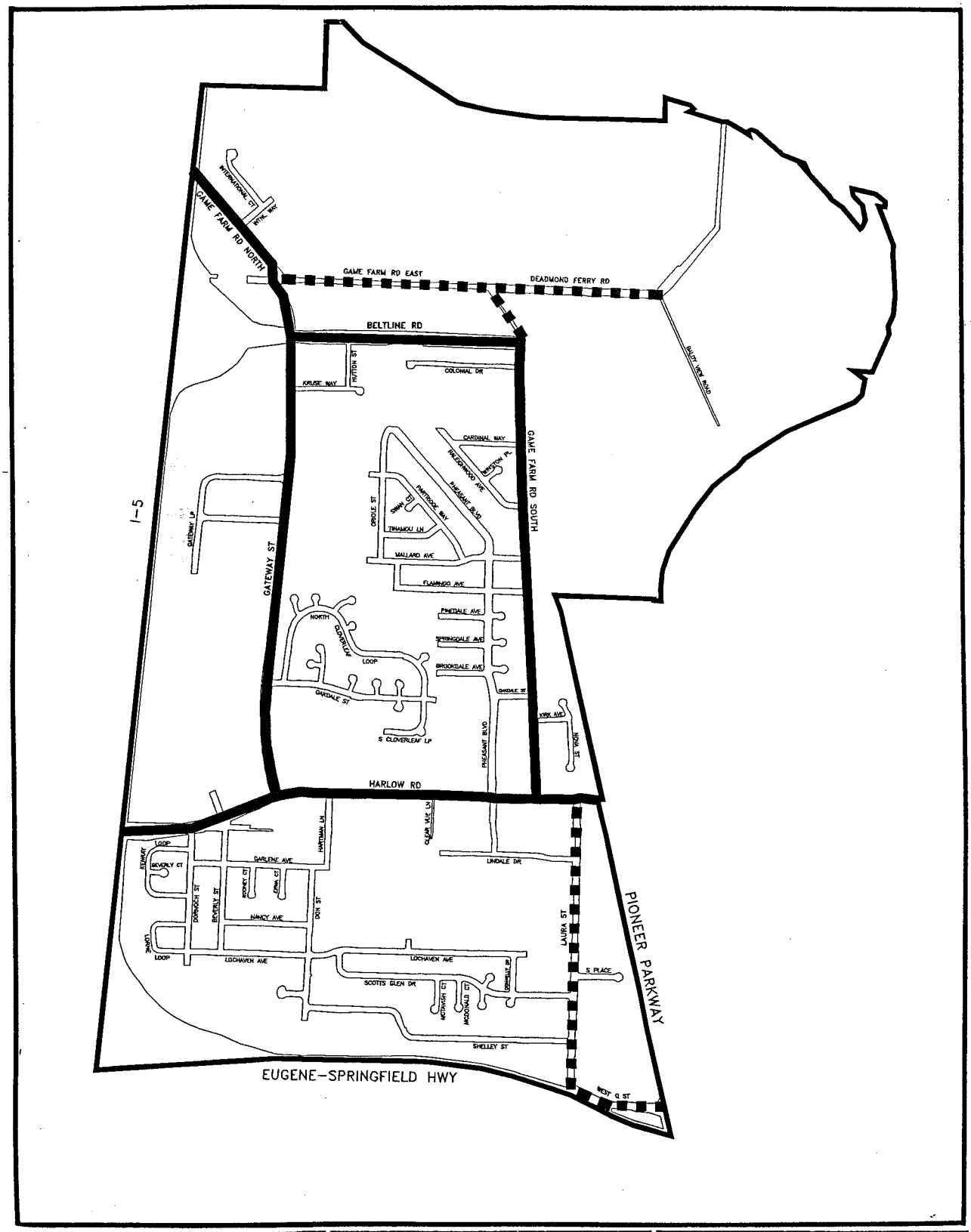
25.3 Work with the City of Eugene, Lane County, the State of Oregon, and the Lane Transit District in developing regional transportation solutions to accommodate traffic generated by the Gateway mall and other commercial developments in the planning area.

26.0 Ensure that the future road system in the area identified as the "McKenzie-Gateway MDR Site" meets the transportation needs of the area in a manner that is sensitive to the interests and concerns of the property owners and residents of local neighborhoods.

26.1 Alignments and other design characteristics for all road improvements and/or additions to the road system within the urbanizable area identified on the Refinement Plan Diagram as the McKenzie-Gateway MDR site, shall be determined and established jointly by the Lane County Board of Commissioners and the Springfield City Council.

PROJECT LIST

1. **Gateway and Belt Line Intersection:**
   - Add a second right-turn-only lane for eastbound traffic.
   - . Add a right-thru option lane for southbound traffic.
2. **Gateway and Old Game Farm Road:**
   - Construct new traffic signal when traffic warrants are satisfied.
3. **Pioneer parkway and Eugene-Springfield Highway eastbound off ramp:**
   - Add second left-turn lane for eastbound traffic.
4. **Pioneer Parkway and "Q" Intersection:**
   - Convert southbound right-turn-only lane to right-thru option lane.
   - Add a second left-turn lane for northbound traffic.
5. **Gateway and Oakdale Intersection:**
   - Construct new traffic signal when traffic warrants are satisfied.
6. **Harlow and Pheasant Intersection:**
   - Construct new traffic signal when traffic warrants are satisfied.
7. **Game Farm Road South between Harlow and Belt Line Roads:**
   - Upgrade to an urban 2 lane street with sidewalks and bike paths.
8. **Oakdale Street between Gateway and Pheasant:**
   - Extend Oakdale east to Pheasant Street (incorporating a curve to maintain slow speeds).
9. **International Way between Gateway Street and Deadmond Ferry Road:**
   - Extend International Way eastward to Deadmond Ferry Road.
10. **Game Farm Road North between Belt Line and I-5 Overcrossing:**
    - Upgrade to urban standards with sidewalks and bike paths.
11. **Harlow Road At I-5 Overcrossing:**
    - Phased widening--short-term addition of bike and pedestrian paths; long-term widening to four lanes plus bike lanes, as needed.
12. **Gamebird Park pedestrian and bike path between Flamingo and Cloverleaf:**
    - Upgrade to urban standards with sidewalks and bike paths, as needed.
13. **Baldy View Lane Between Deadmond Ferry Road and the end of dedicated right-of-way:**
    - Upgrade to urban standards with sidewalks and bike paths, as needed.
14. **Deadmond Ferry Road between Game Farm East and McKenzie River:**
    - Upgrade to urban standards with sidewalks and bike lanes, as needed.
15. **Belt Line Road-Raleighwood Avenue Connector:**
    - Construct a collector road that connects the extensions of Belt Line Road and Raleighwood Avenue.
16. **Belt Line Road between Gateway and Game Farm Road:**
    - Upgrade, widening where needed, and including sidewalks between Gateway Street and Hutton Way.
17. **Pioneer Parkway between Harlow Road and Belt Line Road:**
    - Plan for future construction of a narrowed extension of the Pioneer Parkway, as needed to provide a second north-south arterial function in the Gateway Refinement Plan area.
18. **Belt Line Road from Game Farm Road South to Baldy View Lane:**
    - Extend Belt Line Road from Game Farm Road South to Baldy View Lane.
19. **Raleighwood Avenue Extension:**
    - Extend Raleighwood Avenue eastward (to connect with a north-south collector for the MDR site)--2-3 lanes with bike paths and sidewalks.



Minor Arterial

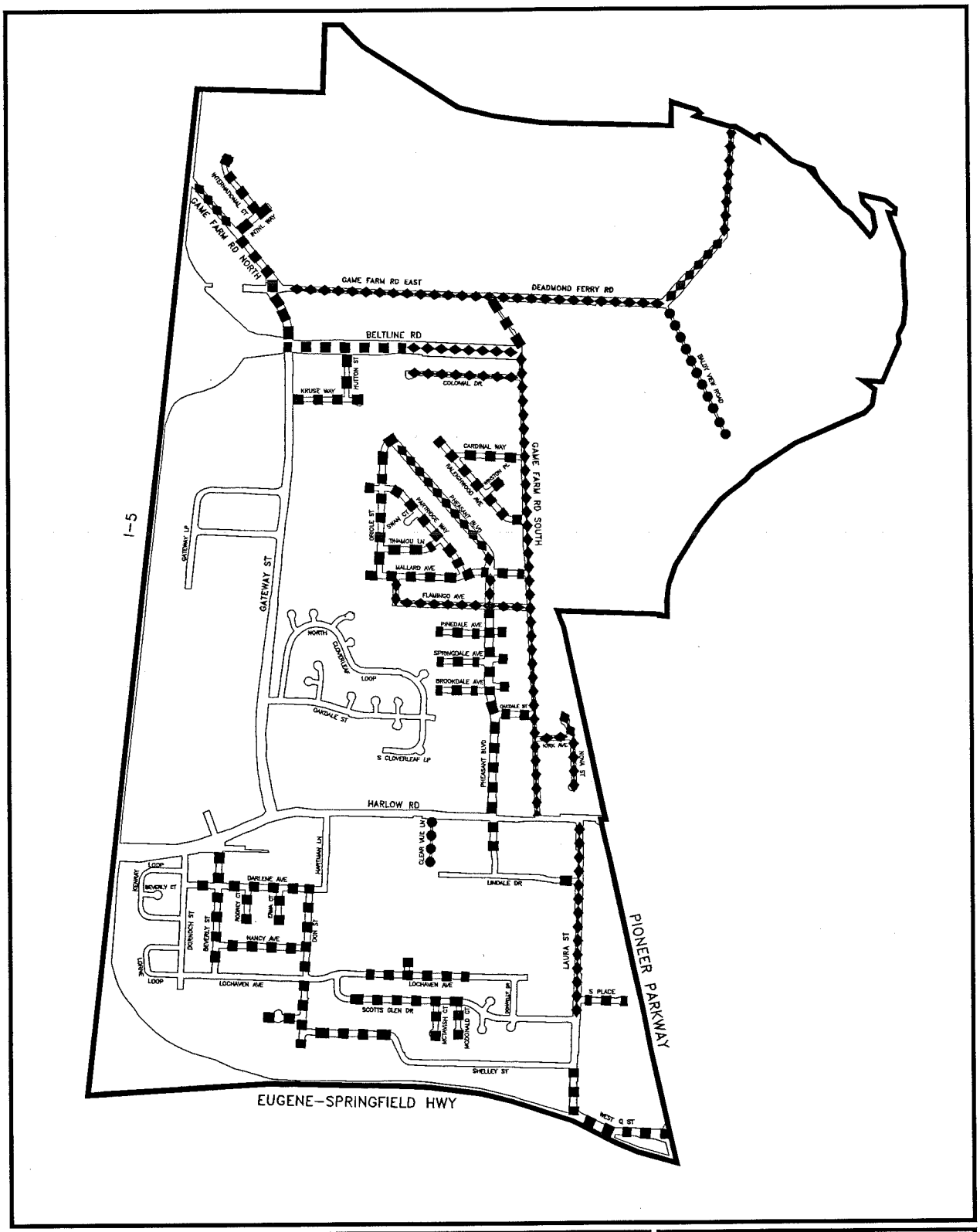
Collector

Local

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
ROAD CLASSIFICATIONS



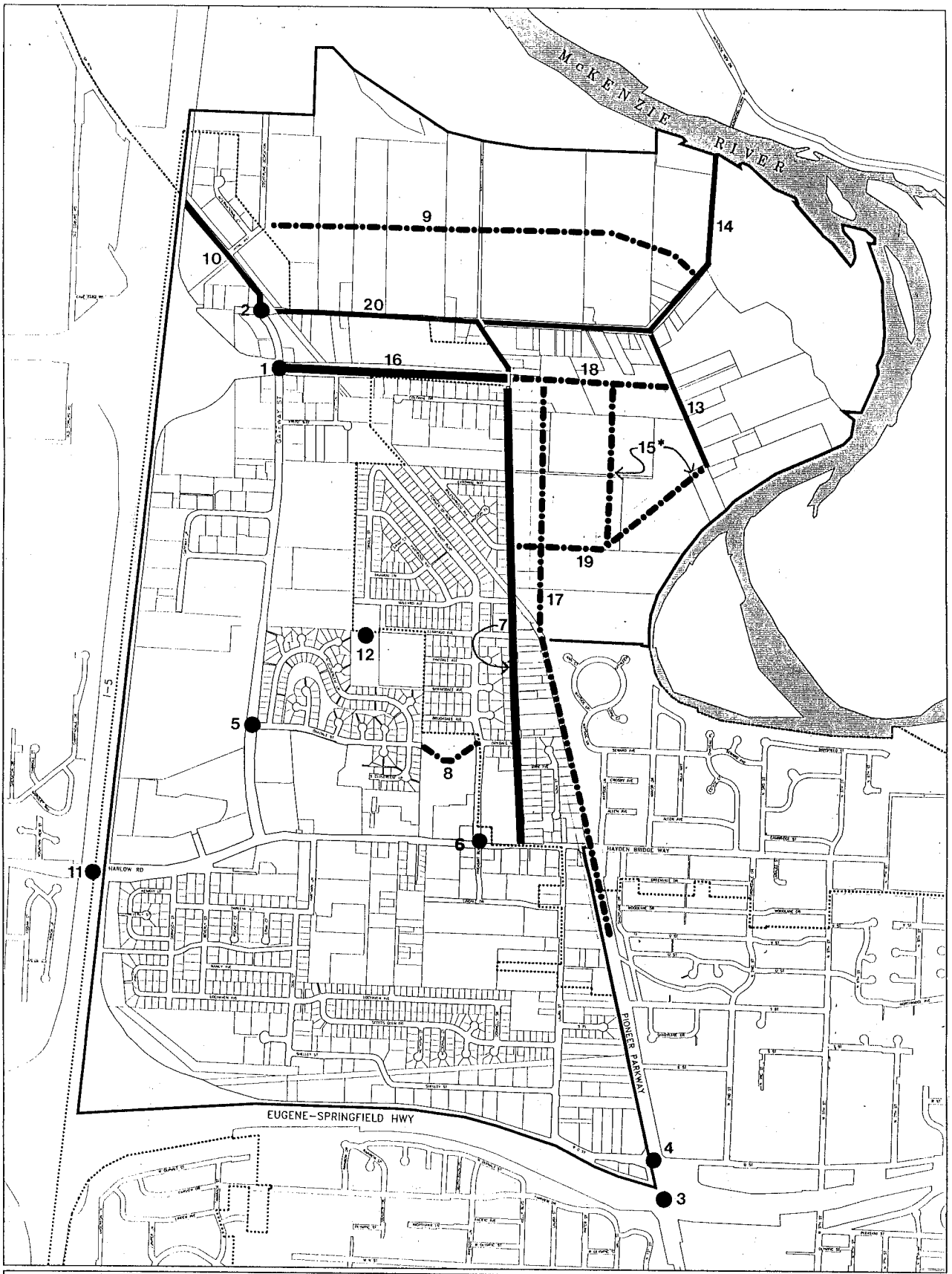
Refinement Plan Boundary
Fully Improved
Partially Improved

Paved Unimproved
Gravel

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
EXISTING ROAD CONDITIONS



Refinement Plan Boundary

City Limits

Urban Growth Boundary

Planned Improvements to Existing Roads

Planned New Road (exact alignment to be determined)

Planned Transportation System Improvement Site

* Only one of these alternatives would be constructed.

PLANNED STREET SYSTEM IMPROVEMENTS

GATEWAY REFINEMENT PLAN

NORTH

PUBLIC FACILITIES ELEMENT

PUBLIC FACILITIES ELEMENT

INTRODUCTION

The Public Facilities Element of the Gateway Refinement Plan describes the area's key facilities and identifies future facilities needed to serve future development. This Element is intended to implement the Metro Plan goal to: "Provide and maintain public utilities, services and facilities in an orderly and efficient manner." (p. III-G-4) The public facilities examined in this Element include sanitary sewers, water service, electric service, storm drainage, fire protection, and school facilities. Street systems and parks are also considered key urban services by the Metro Plan. The Transportation Element addresses public facilities associated with the area's road system. Parks and recreation facilities are addressed in the Natural Assets, Open Space/Scenic Areas, and Recreation Element of this Refinement Plan.

Currently, public services and facilities in the Refinement Plan area are provided by several agencies and special districts. Residents within the city limits are in Springfield School District 19. Residents within the urbanizable area of the Refinement Plan area are in Eugene School District 4J. Fire protection and emergency services are provided to residents within the city limits by the Springfield Fire Department. In the urbanizable portion of the Refinement Plan area, fire protection and emergency services are provided by both Springfield and Eugene. The Springfield Utility Board and the Eugene Water and Electric Board provide electrical service, Rainbow Water District provides water service, and the City of Springfield provides sanitary and storm sewer service to the current urban service area. Developed areas within the urbanizable area are not served by City sanitary and storm sewers.

The Public Facilities Element identifies capacity, siting, funding, phasing, and other issues related to specific public facilities. An overview and an analysis of existing conditions and future needs of the Refinement Plan area public facilities and services, as well as significant issues such as phasing of and funding for public facilities, are included in the GRP Technical Supplement, Public Facilities Element. Findings, which support the public facilities policies and projects, also are included in the GRP Technical Supplement. Pages 62-64 are maps depicting the primary public facilities in the Refinement Plan area.

GOALS

1. Provide an adequate level of public sanitary sewers, storm drainage facilities, and water and electric service in a timely and efficient manner in order to support development consistent with adopted land use designations.

2. Phase the construction of new facilities so they are completed in an economically efficient manner and so they do not unnecessarily disrupt either developed facilities or undeveloped property prematurely.

3. Design and construct public facilities to minimize impacts on surrounding uses and maximize the quality of life within the area.

4. Incorporate use and enhancement of natural features (i.e. natural drainage areas) into public facilities planning and construction to the greatest degree possible.

5. Provide information to the local school districts, and keep them informed regarding development activity, in order to ensure adequate educational facilities to meet the needs of the Refinement Plan area's residents.

POLICIES AND IMPLEMENTATION ACTIONS

1.0 Continue the prompt provision of public facilities in order to permit anticipated development to occur in a timely manner, while minimizing public subsidization of private improvement costs.

1.1 Ensure adequate funding for public sanitary and storm sewers serving new development through appropriate mechanisms, such as assessments or as a requirement of new development.

1.2 The timing of extending or expanding public facilities shall be coordinated with all facility providers to minimize disruption and maximize cost efficiencies.

1.3 Continue to require developers to pay for the proportion of public facilities which benefits the private development.

2.0 Provide storm drainage facilities to newly annexed areas.

2.1 Based on Public Facilities Plan direction, request Lane County assistance in financing storm drainage facilities in the area of Game Farm Road South, as part of road construction or repair in these areas.

2.2 Require the consideration of the use of storm drainage facilities that store and retain runoff in the McKenzie-Gateway SLI site, and in the proposed MDR area east of Game Farm Road South. Require the consideration of the use and enhancement of natural storm water drainage features as part of the overall storm water systems in these areas.

3.0 Provide adequate electrical service for existing and future development, while minimizing impacts on development and land use, with particular attention to existing and future residential areas.

3.1 SUB's construction of a planned 115 kV line will be supported by the City. It shall be located off the McKenzie-Gateway SLI site.

3.2 SUB's proposed location for a future substation on the east side of Game Farm Road South will be supported by the City.

4.0 Continue providing pure and ample supplies of water to the Refinement Plan area.

4.1 Encourage timely and thorough cooperation between SUB and the Rainbow Water District concerning SUB's assumption of water delivery inside the city limits and their continued joint operation of the present Rainbow system.

4.2 All storm drainage systems serving properties north of Belt Line Road shall be designed to ensure the continued purity of the Rainbow well field to the north.

4.3 No below-grade storage of toxic materials shall be permitted in the McKenzie-Gateway SLI Site.

5.0 Provide adequate and timely public facilities to enable the development of the McKenzie-Gateway SLI site.

5.1 The McKenzie-Gateway SLI site should have the highest priority within the Refinement Plan area for extension of needed public facilities.

5.2 Require construction of storm drainage facilities consistent with Implementation Actions 2.2 and 4.2 and recommendations of the Natural Resources Special Study upon development of the McKenzie-Gateway SLI site.

5.3 Support the timely and eventual extension of new water lines in a looped pattern to the McKenzie-Gateway SLI site.

6.0 Mitigate potential negative impacts associated with public facility siting.

6.1 New or enlarged sanitary sewer pump stations shall be designed and sited to mitigate noise, visual, and/or olfactory impacts on adjacent uses, to the greatest extent possible. New facilities shall be set back at least 10 feet from the property line, and all sites should have vegetative screening designed to obscure facilities from adjoining properties.

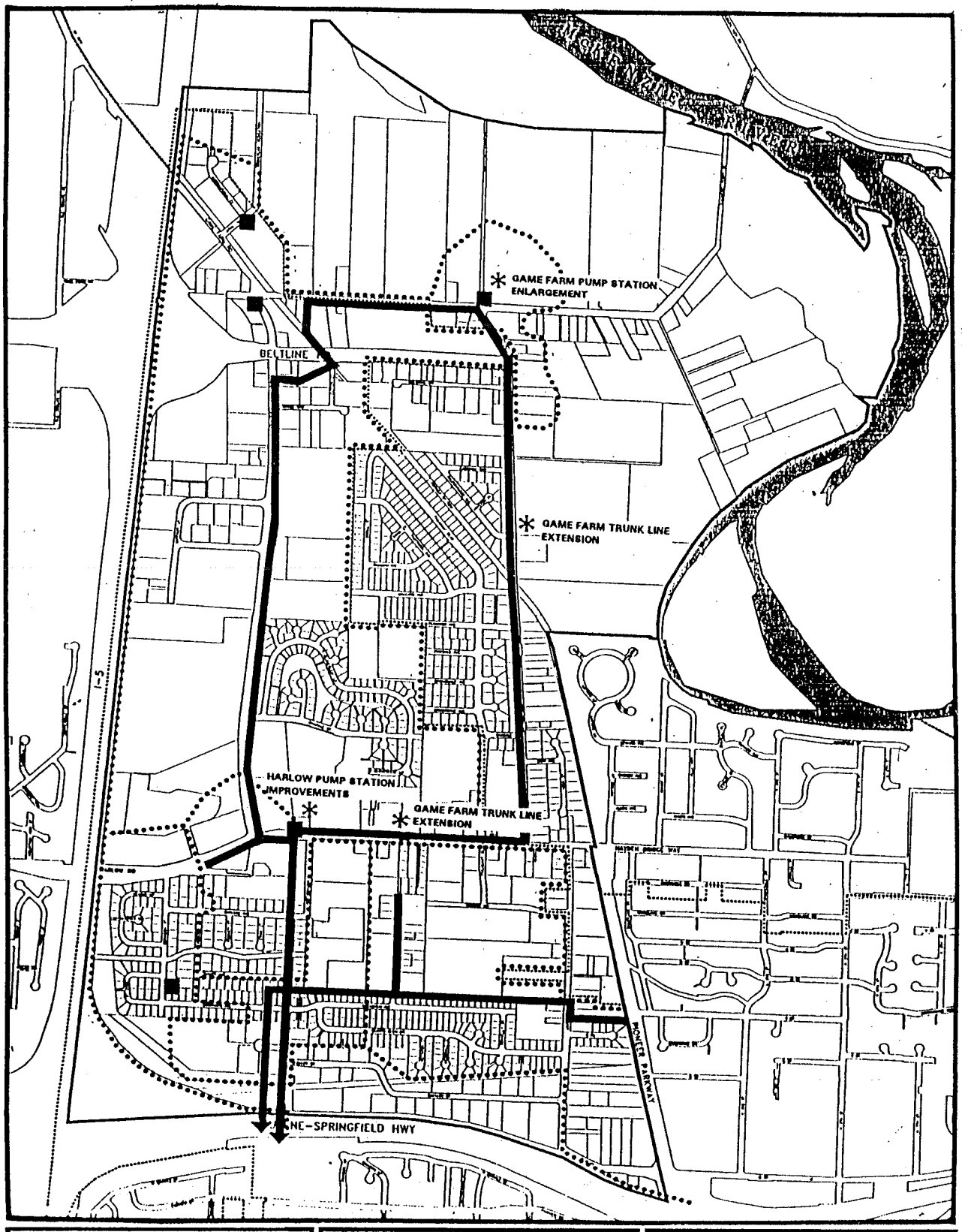
6.2 The City will comply with the recommendations of the Natural Resources Special Study concerning SCS Channel #6.

6.3 The City shall continue to work with BPA to relocate the existing 115 kV transmission line to the north of the McKenzie-Gateway SLI site, and to find acceptable locations for new BPA transmission facilities.

7.0 The City shall provide land use, demographic, and other necessary information to the local school districts in order to assist them in planning for adequate provision of educational facilities as new residential development occurs.

8.0 Resolve the plan/zone conflict at the Guy Lee School site.

8.1 Rezone Assessor's map 17-03-27-21 Tax lot #100 (except for the southern 300 feet), and Assessor's map 17-03-22-00 Tax lot #'s 3000 and 2900, from PLO to LDR.



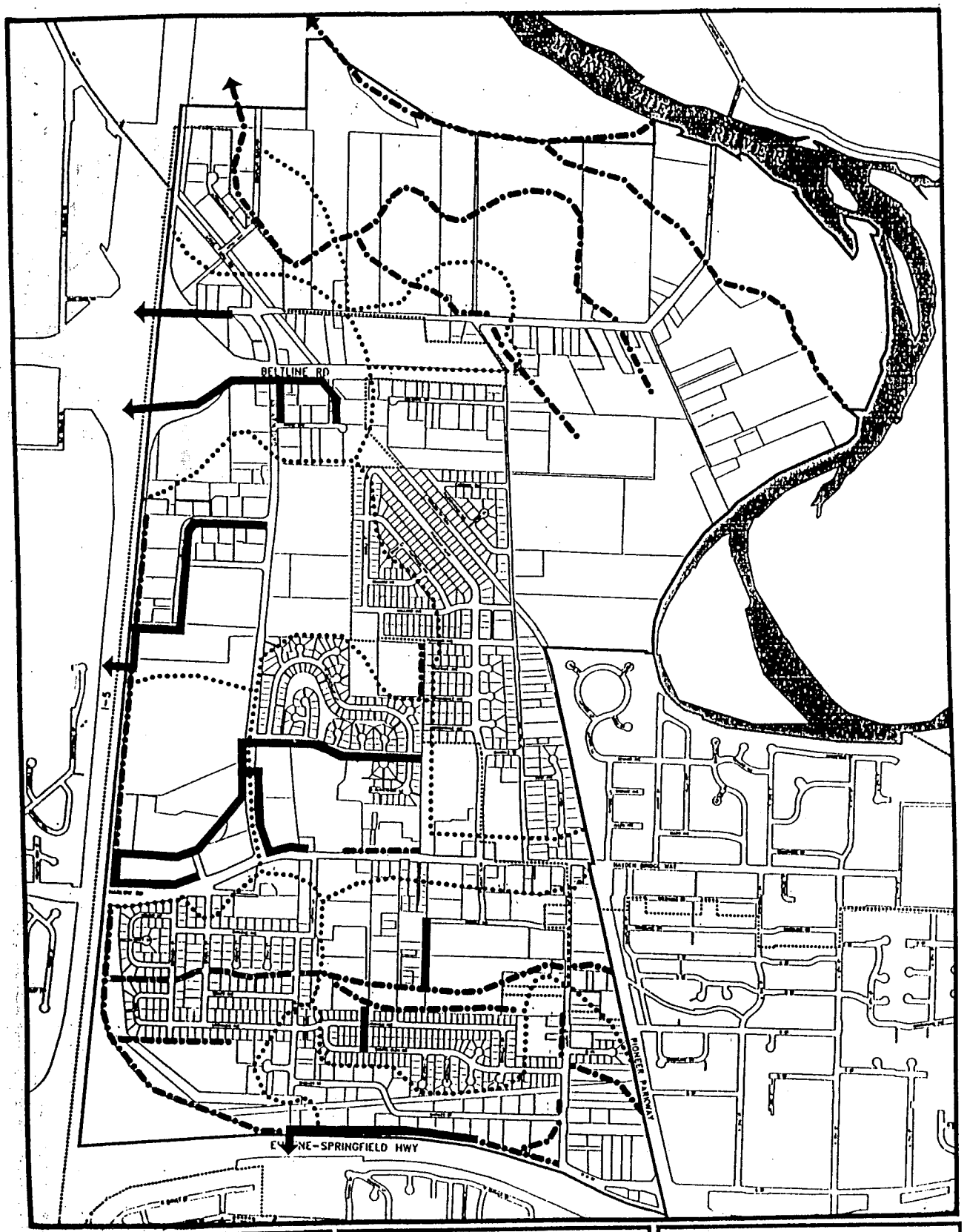
City Limits
Drainage Basin Boundaries
Major Lines (12" or larger)

Pump Station
Identified Future Needs

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
SANITARY SEWERS

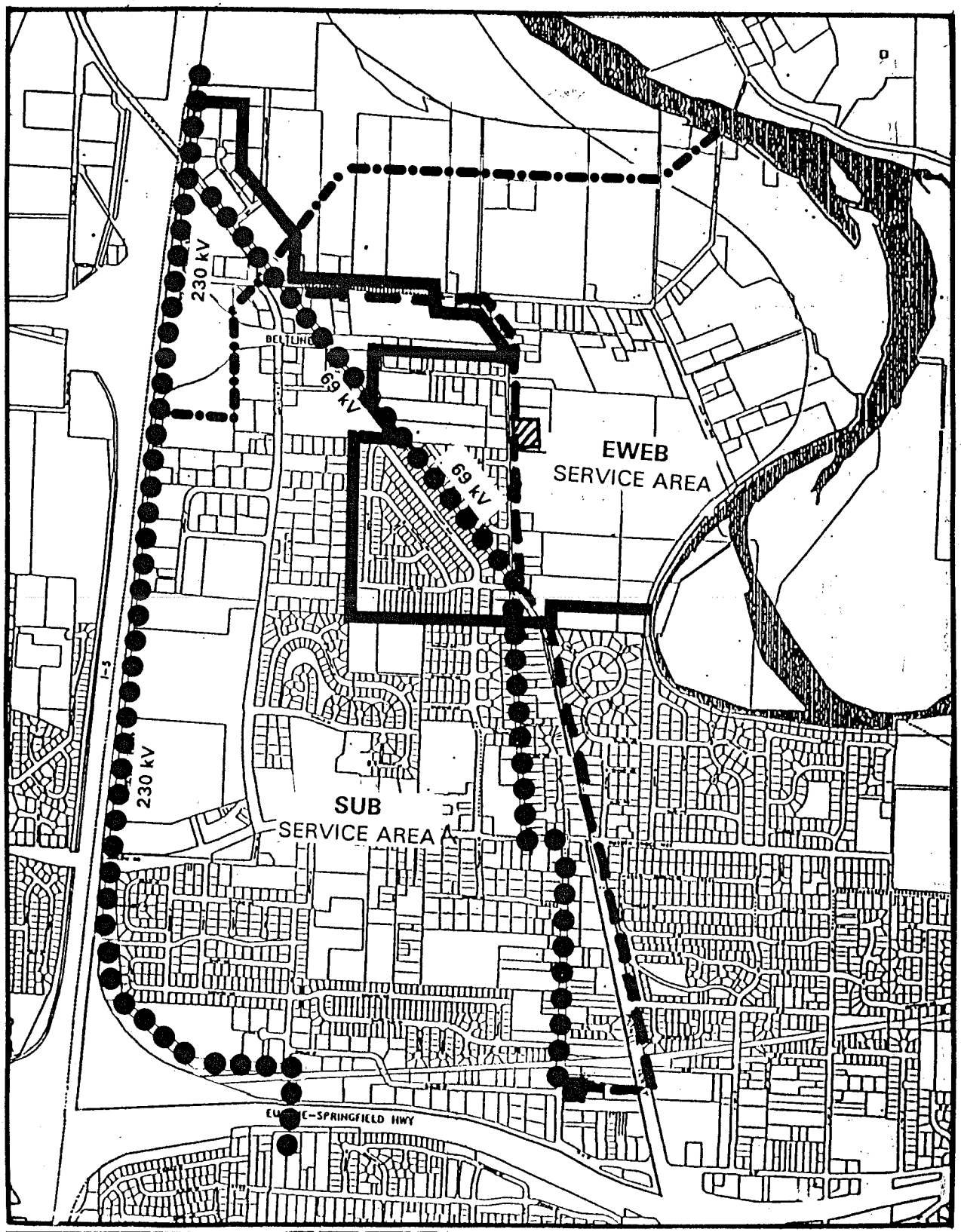


Drainage Basin Boundaries
Open Ditches
Storm Sewer Lines (24" or larger)

NO SCALE

NORTH

GATEWAY REFINEMENT PLAN
STORM DRAINAGE



GATEWAY REFINEMENT PLAN
MAJOR ELECTRICAL FACILITIES