

M I N U T E S

Springfield Planning Commission
Work Session
Springfield City Hall--Jesse Main Room
225 Fifth Street, Springfield

January 4, 2005
6:00 p.m.

PRESENT: Steve Moe, Chair; Bill Carpenter, Vice Chair; Frank Cross, Lee Beyer, David Cole, Greg Shaver, members; Brian Barnett, Bill Grile, Mel Oberst, Susanna Julber, Al Peroutka, Jeff Paschall, Ken Voueney, City of Springfield staff; Joe Leahy, City Attorney.

Commissioner Moe called the meeting to order.

1. DISCUSSION OF WORK RELATED TO IMPLEMENTATION OF THE GLENWOOD RIVERFRONT PLAN

Planner Susanna Julber offered a PowerPoint presentation regarding the Glenwood Riverfront Plan. Ms. Julber said the City Council initiated amendments necessary to preserve the development and redevelopment potential of "Subarea 8" for the type, scale, and mix of uses along the riverfront at its September 24, 2004 meeting.

Commissioner Carpenter arrived at 6:05 p.m.

Ms. Julber stated that Subarea 8 was approximately 48 acres, and was currently zoned a mix of Community Commercial, Light/Medium Industrial, and Low Density Residential. She noted that the area was designated for nodal development in TransPlan. She added that the designation for Subarea 8 was "Commercial/Industrial/Multiple Family Mixed Use" in both the Metro Plan and the Glenwood Refinement Plan. In recognition of Subarea 8's advantageous location between the downtowns of Springfield and Eugene, its close proximity to Interstate 5, and its location along the Willamette River, the City was awarded planning grants to establish development guidelines that would encourage redevelopment of Subarea 8 into a pedestrian-friendly, mixed use (residential, commercial, and office) node. She said that redevelopment had not occurred because of the lack of adequate infrastructure improvements including sanitary sewer on Franklin Boulevard. Ms. Julber said that the council wanted to have a redevelopment plan in place prior to completion of the infrastructure improvements before those properties located within the City of Springfield Urban Growth Boundary (UGB) applied for annexation into the city.

Ms. Julber said the infrastructure improvements were being driven in part due to the planned Oregon Department of Transportation (ODOT) pavement overlay project scheduled for 2006. She noted that upon completion of the overlay project, ODOT would not allow a cut of Franklin Boulevard for infrastructure improvements such as water and sewer lines for at least ten years to preserve the integrity of the improvements.

Ms. Julber said the first phase of the proposed Lane Transit District (LTD) Bus Rapid Transit (BRT) line that connected downtown Springfield with downtown Eugene was routed through Glenwood on Franklin Boulevard.

Ms. Julber stated that ODOT had completed the scheduled bridge work. She added that conditions on Franklin Boulevard, including intermittent sidewalks, power poles in the middle of sidewalks, and numerous curb cuts and driveways, and many vision clearance problems created an unsafe condition for pedestrians and cyclists.

Ms. Julber said much of the planning work had been completed by consultants, and staff was currently working on compiling the work into a format that would work with the Springfield Development Code and the City's other existing planning documents.

Ms. Julber stated that the joint meeting with Lane County Planning Commission scheduled for February 1, 2005 had been rescheduled for March 15, 2005.

Ms. Julber explained the specific work included:

- Metropolitan Area General Plan and Glenwood Refinement Plan diagram amendments to re-designate Subarea 8 from Commercial/Industrial/Multi-Family Residential Mixed use to Commercial/Multi-Family Residential Mixed Use/Nodal Development Overlay.
- Adoption of the Willamette Greenway Setback for all Subarea 8 properties abutting the Willamette River.
- Provisions for storm drainage, an internal street system, and design standards for all structures within Subarea 8, which would be incorporated into a "Glenwood Plan District" section of the Springfield Development Code.

Ms. Julber said redevelopment in the area would require either compliance with the Glenwood Riverfront Plan or development of a master plan with a three acre minimum that satisfied additional

criteria that were currently under development. She said a master plan would require addressing the internal street network, open space, building footprints, bicycle and pedestrian circulation, a drainage system, a phasing plan and other Springfield Development Code master plan requirements.

Ms. Julber explained that a Glenwood Riverfront Plan District would have special development standards for the district.

In response to a question from Commissioner Moe regarding a \$350,000 allocation for sidewalks, Mr. Peroutka replied there was a requirement of the grant money to establish a bicycle lane in conjunction with the projects. Commissioner Moe expressed concern that sidewalks would be torn up within a relatively short period of time as other projects were built. Ms. Julber replied that the sidewalk plan called for construction in sections to accommodate other projects.

Ms. Julber stated that there was no stormwater drainage system in Glenwood. She added that the consultant had proposed a regional system. Ms. Julber reviewed the objectives of the Glenwood Riverfront Plan District developed by the Citizen Advisory Committee in 2000.

In response to a question from Mr. Shaver regarding the LTD BRT, Commissioner Moe responded that two of the three planned stops had been eliminated due to budget constraints. Commissioner Moe expressed frustration over the planned removal of stops after a few years.

Commissioner Beyer arrived at 6:25 p.m.

Ms. Julber distributed copies of the PowerPoint presentation to Planning Commission members.

Commissioner Shaver asked for clarification regarding minimum development sites in the Glenwood Riverfront Plan. Ms. Julber replied that the three acre minimum was consistent with the City of Springfield Master Plan, adding that the intention was to require property owners to consolidate their properties. Commissioner Shaver noted that several members of the Planning Commission owned property in the area that would be adversely impacted by the three acre minimum, and would have a difficult time supporting such a proposal.

Commissioner Beyer asked why the City of Springfield did not have a master plan. Mr. Leahy replied that the City was planning on completing one.

Brian Barnett arrived at 6:28 p.m.

Commissioner Beyer asked how this requirement differed from that imposed several years ago on 'Q' Street. Mr. Leahy replied that the requirement had not been effective on 'Q' Street.

Commissioner Shaver said aside from the open ditches, the proposed plan looked gorgeous, and he favored highway bifurcation prior to crossing the bridge. He encouraged portable standards that could work in other nodal sites without any changes.

Ms. Julber said that current design standards for mixed use and nodal development, as well as for multi-family develop would be used for future projects.

Ms. Julber stated that ODOT planned to conduct a study for the Franklin Boulevard realignment. Commissioner Shaver stressed the importance of adopting the Springfield plan to allow for the funding for street and sidewalk improvements to be properly spent before ODOT commenced road construction that would preclude any changes for a ten year period.

Commissioner Beyer expressed concern about the kinds of development that would take place, adding that it was important to maintain sufficient flexibility in the plan so that it did not get in the way of future development.

Commissioner Carpenter stated that design standards could be positive for establishing certainty for developers and encouraged development.

Ms. Julber agreed to return at a future meeting to continue the design standards discussion.

2. 2005-2010 CAPITAL IMPROVEMENT PROGRAM

Al Peroutka introduced Jeff Paschall the lead staff on the Capital Improvement Program (CIP), Brian Barnett from Transportation, and Don Branch from Branch Engineering, the CIP consultant, and said they were available to answer questions on the CIP.

Mr. Peroutka distributed a Capital Improvement Projects Sheet for the Justice Center Facility for inclusion in the CIP packet.

Mr. Peroutka referred to a map which illustrated the 2005-2010 projects, the project list posted on the wall, and the draft Capital Improvement Program document included in the Planning

Commission Transmittal Memorandum in the agenda packet. He explained that a variety of sources had been identified to fund the individual projects. He said the current CIP included approximately \$40 million projected over the five year period.

Mr. Peroutka reviewed the highlights of the CIP, noting that funding for street preservation and reconstruction through the gas tax would fund \$3.5 million for street overlays over five years. He added sewer and drainage capital and sewer SDC funds were fully programmed over the five year period. He said new projects included wash down facilities at all of the fire stations to redirect wash down water into the sanitary sewer system rather than through the storm water system. He said bonds would be issued for the new Justice Center. He said the CIP included \$200,000 for a large maintenance project of the storm water system.

In response to a question from Commissioner Beyer, Mr. Peroutka said that improvements to the Jasper-Lowell Highway would bring the road to rural standards that meant there would be no curbs, gutters or street trees. The road would have shoulders and swales.

In response to a question from Commissioner Shaver, Mr. Barnett explained the public involvement process in which alternative traffic controls for the intersection at 42nd Street and the Jasper-Lowell Highway, including signals, no signals and roundabouts were reviewed. He said the roundabout provided the lowest delay, as well as the least potential for accidents and injuries. Mr. Barnett said the CAC recommended a roundabout, which was selected by the City Council for the intersection.

In reply to a question from Commissioner Carpenter regarding traffic projections, Mr. Barnett said the city followed federal guidelines for determining when traffic signals were warranted, although there were no published guidelines for when a roundabout was warranted.

3. ADJOURN

Commissioner Moe adjourned the meeting at 7:00 p.m.

(Recorded by Linda Henry)

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