



Type II Metro Plan Map Amendment & Zoning Map Amendment Staff Report and Findings

Hearing Date:

June 17th, 2008 –
Planning Commission
July 7th, 2007 – City
Council

Case Number:

LRP 2008-00008

Applicant

City of Springfield
225 Fifth Street
Springfield, OR 97477

Property Owners

See appendix 'A'

**Applicant's
Representative**

N/A

Date Submitted: April 24, 2008

EXECUTIVE SUMMARY:

The Springfield City Council voted unanimously on April 21st, 2008 to initiate a Metro Plan Diagram Amendment for property in the subject area. Staff first presented the issue to the Planning Commission on April 1st, 2008, who in turn recommended it be sent to Council for initiation of a Plan Amendment. This City Council initiated Plan Amendment is based upon evidence in the record which supports the need for the Diagram Amendment.

In the summer of 2007, the owner of property located at 1398 Rainbow Drive approached the City about further developing his property. At that time, he was told that there was a Plan / Zone conflict on his property, and that he could apply for a City sponsored zone change to resolve the conflict on the property. After applying for the City sponsored zone change, further research from Planning Staff indicated that there were conflicting issues related to the Plan / Zone conflict. The applicant withdrew the City sponsored zone change application until the City could resolve these issues.

In recent years, Staff had interpreted the LDR designation on the Plan Diagram to “match up” with the western boundary of the Community Commercial (CC) zoning south of Centennial. However, research conducted in the fall of 2007 found that the City of Springfield approved MDR zoning (which was considered “R-2” zoning at the time) west of Rainbow Drive in 1971 (Ord. 3100) and again in 1978 (Ord. 5121). From this research, it seemed doubtful to Staff that the intent of the Plan makers was to consciously invalidate approximately 8 acres of existing MDR zoning west of Rainbow Drive. Staff’s research also found that the rezoning of properties in the 1970s to MDR (R-2 at the time) resulted in the development of the Rainbow Village apartments in the early 1970s and the Bicentennial Park Condos in the mid-1990s. Journal files for both the Bicentennial Park Condos and the Rainbow Village apartments stated the Plan designation as MDR.

Currently no refinement plan exists for this area. Two local decisions have provided direction to property owners in this area in the past. That direction has been to confirm that medium density levels are appropriate in this location west of Rainbow Drive and consistent with the Plan. Based upon the results of this research, the City Council initiated a Plan Diagram Amendment for the subject area.

REQUEST:

The applicant is requesting approval to change the map designation on the Metropolitan Area General Plan ("Metro Plan") diagram from Low Density Residential (LDR) to Medium Density Residential (MDR) for approximately 8.79 acres located near Main Rainbow Drive. A Metro Plan Amendment at this time (not during Periodic Review) is known as a Post Acknowledgement Plan Amendments (PAPA).

SITE DESCRIPTION:

The subject site is located on approximately 8.79 acres identified as Tax Lots 1700, 1801-1826, 1900, 2000, 2100, 2300, 2400, 2401, 2402, 2602 on Assessor's Map No. 17-03-27-34.

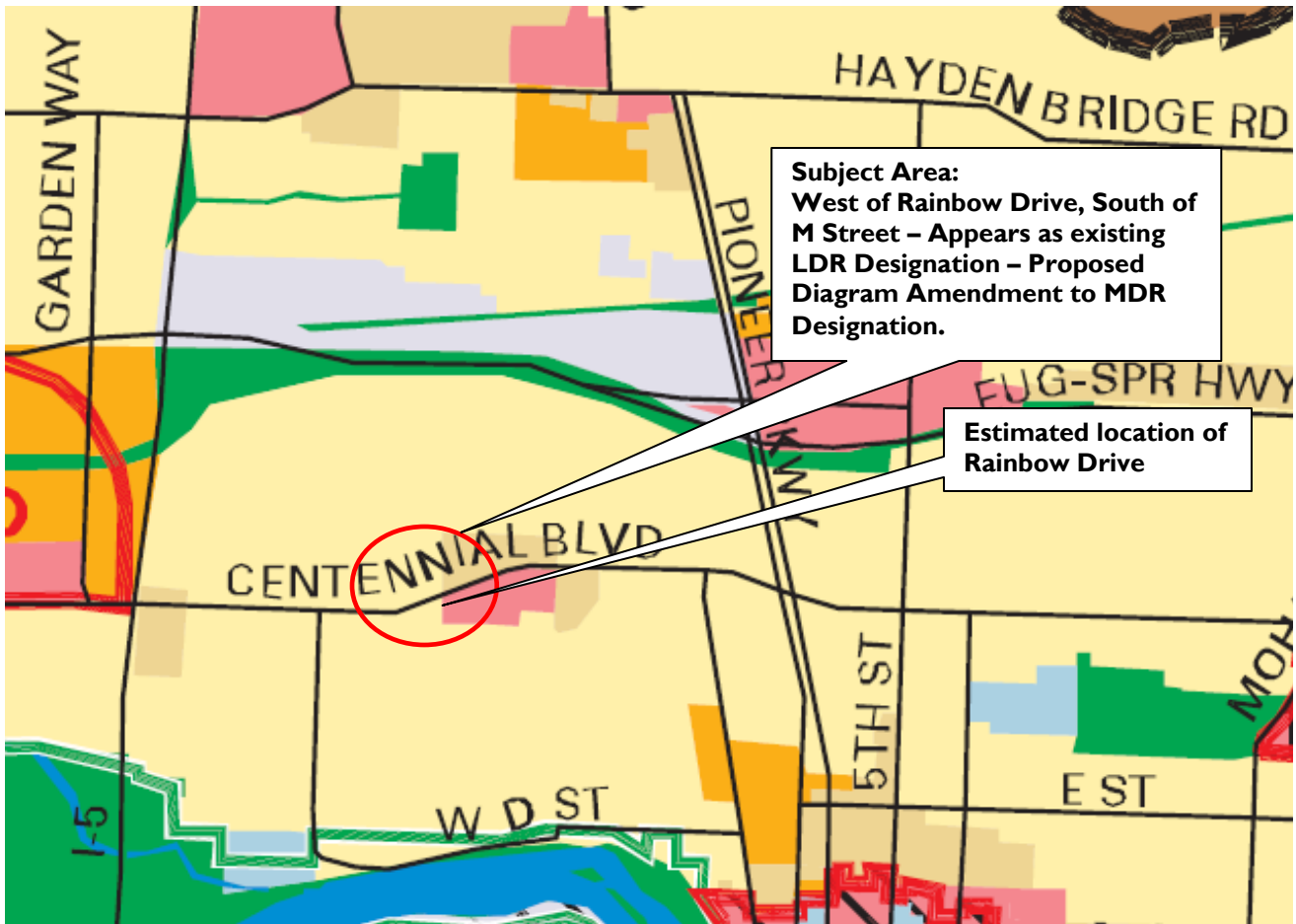
The subject properties include currently developed property east of Rainbow Drive; south of M Street; east of Centennial Elementary School; and north of Centennial Blvd. The site consists primarily of medium density development, with some existing single family homes within the subject area.

The properties have no jurisdictional wetlands or inventoried Goal 5 natural or historic resources. The site is within the Springfield Urban Growth Boundary, and all the subject parcels were annexed into the City of Springfield in the 1960s. There is no existing Refinement Plan for the subject area.

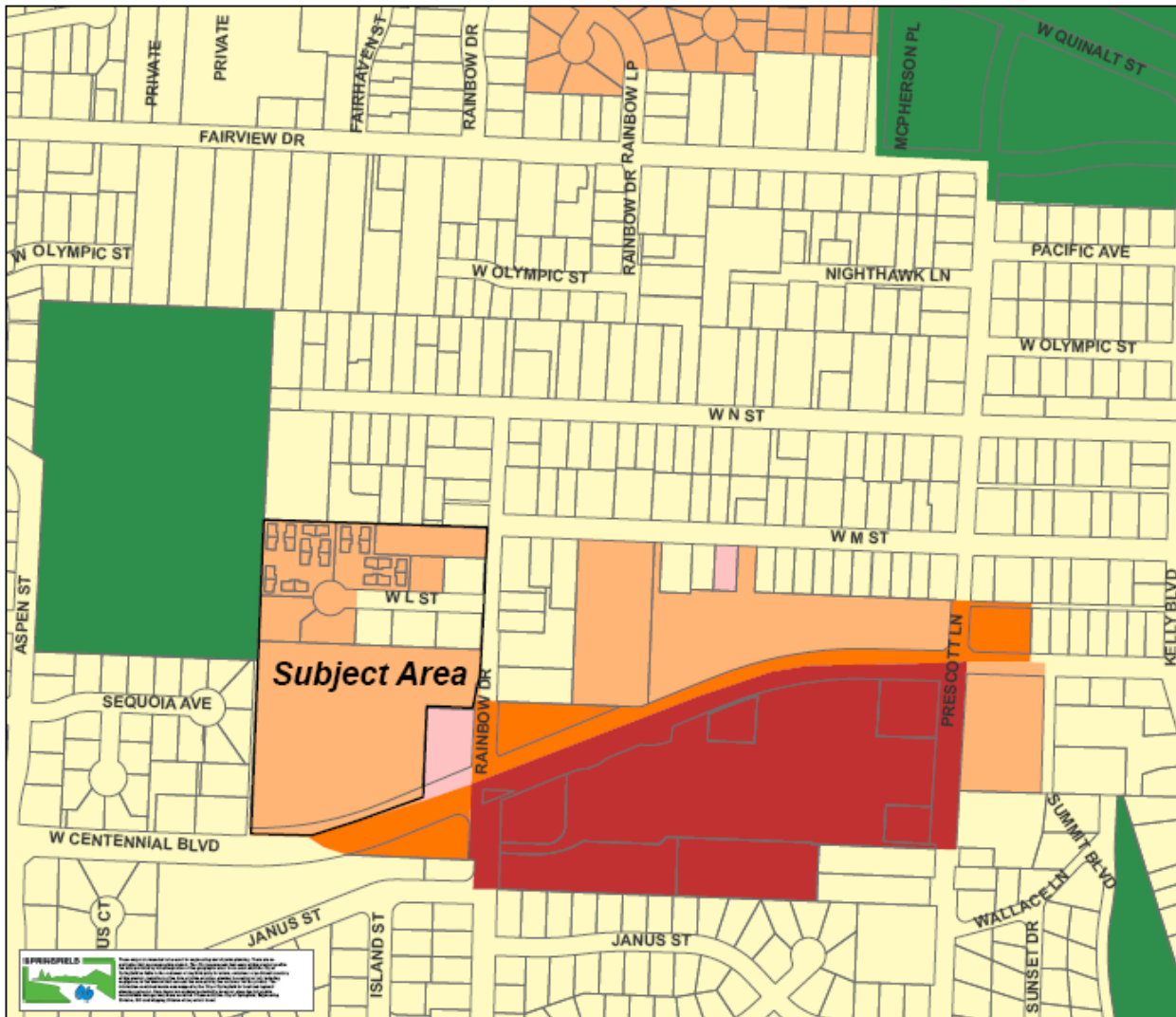
The abutting properties to the east are designated Medium Density Residential. The areas immediately west, north and south of the site are designated Low Density Residential.

Eugene-Springfield Metropolitan Area General Plan Plan Diagram

(The interpretation and purpose of the Plan Diagram, and descriptions of the land uses and symbols shown, are contained in Chapter II-G.)



Springfield Zoning Map



Legend

- Tax Lots
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Community Commercial
- Neighborhood Commercial
- Public Land & Open Space

NORTH

200 100 0 200 Feet

SPRINGFIELD
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Existing Site Conditions:



Bicentennial Condominiums – Stage 2
Approximately 17 Dwelling Units per/acre
Located west of Rainbow Drive



Rainbow Village Apartments – Located west of
Rainbow Drive



Bicentennial Condominiums – Stage 1
Approximately 17 Dwelling Units per/acre – Located
west of Rainbow Drive



Rainbow Village Apartments – Located west of
Rainbow Drive



Centennial Apartments – Located east of Rainbow
Drive



Single family homes – Located east of Rainbow Drive,
adjacent to the Centennial Apartments

REVIEW PROCESS:

The proposed Metro Plan Amendment is a Type II Amendment because it is located inside the city limits and is site specific.

The City Council initiated this Plan Amendment on April 21st, 2008. Notice was mailed to Department of Land Conservation and Development (DLCD) and to both Lane County and City of Eugene Planning Directors on April 24th, 2008. Notice of the public hearing date and notice of the was mailed out on May 14th, 2008 to property owners within 300 feet of the proposed zone change per Section 5.2-115 (a)(1)-(14) of the SDC. Public notice of the hearing was published in the local newspaper (*Register Guard*) on May 26th, 2008, as required in Section 5.2-115(B) of the SDC.

Since this application was initiated by the City Council, Staff conducted a neighborhood meeting regarding the application on May 29th, 2008. Two property owners attended the meeting – one owned property within the subject area; and the other owned property just west of the subject area. No concerns were raised. However, the two attendees asked questions related to the application. Staff answered questions and discussed the process in detail with the attendees. No written comments from any citizens receiving notice were submitted at the time of issuing this report.

METRO PLAN DESIGNATION:

The subject property is designated LDR as shown in the *Metro Plan* diagram. The subject property is not part of any approved Refinement Plan. Specific Findings related to the Metro Plan are discussed in this report.

METRO PLAN DIAGRAM AMENDMENT CRITERIA OF APPROVAL – SDC 5.14-135 (C)(1) and (2)

"The following criteria shall be applied by the City Council in approving or denying a Metro Plan amendment application:

- 1. The amendment must be consistent with the relevant Statewide planning goals adopted by the Land Conservation and Development Commission; and*
- 2. Adoption of the amendment must not make the Metro Plan internally inconsistent.*

CRITERIA OF APPROVAL - SDC 5.14-135 (C)(1)

- 1. The amendment must be consistent with the relevant Statewide planning goals adopted by the Land Conservation and Development Commission*

STAFF'S FINDINGS RELATED TO GOAL 1:

Goal 1 – Citizen Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding 1: Goal 1 addresses the need to develop a citizen involvement program to ensure citizen involvement in all phases of the land use planning process. The Planning Commission and the City Council will hold public hearings and accept testimony on the proposal. Through the procedures established by the city, citizens have received notice of hearings in a generally published local paper (e.g. Register Guard) and have the opportunity to be heard regarding the proposed diagram amendment. Notice of the public hearings was also given in accordance with SDC requirements to property owners within 300 feet of the proposed Plan Map Amendment. Since the proposed amendment complies with the City's citizen involvement program and citizens have opportunities to be involved in the procedure, the proposed amendment is consistent with Goal 1.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 2:

Goal 2: Land Use Planning: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding 2: Goal 2 requires that local comprehensive plans be consistent with the Goals, that local comprehensive plans be internally consistent, and that implementing ordinances be consistent with acknowledged comprehensive plans. Goal 2 also requires that land use decisions be coordinated with affected jurisdictions and that they be supported by an adequate factual base. As required in SDC Section 5.14-125, the City is required to give referral notice of the proposed Type II Metro Plan diagram amendment to the City of Eugene and Lane County so they may determine if there are grounds to participate as parties to the hearing. The City also sends the statutorily required notice of the initial public hearing 45 days in advance to the state Department of Land Conservation and Development, ensuring that they are given opportunity for comment and review conformity to applicable statewide planning goals.

The Metro Plan and the SDC, as well as the Statewide Planning Goals and applicable statutes, provide policies and criteria for the evaluation of comprehensive plan amendments. Compliance with these measures assures an adequate factual base for approval of the proposed Metro Plan diagram amendment. As discussed elsewhere in this document, the proposed map amendment is consistent with the Metro Plan and the Goals. By demonstrating such compliance, the amendments satisfy the consistency element of Goal 2.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 3:

Goal 3 – Agricultural Land: To preserve and maintain agricultural lands.

Finding 3: This goal is inapplicable because as provided in OAR 660-15-000(3), Goal 3 applies only to rural agricultural lands. The subject properties are located within an acknowledged urban growth boundary, are inside Springfield's corporate limits, and are not been in agricultural use.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 4:

Goal 4 – Forest Land: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding 4: Goal 4 does not apply within urban growth boundaries, per OAR 660-06-0020, and the area affected by the proposed Plan amendment is inside Springfield's acknowledged UGB.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 5:

Goal 5 – Open Spaces, Scenic and Historic Area, and Natural Resources: To conserve open space and protect natural and scenic resources.

Finding 5: Goal 5 requires local governments to protect a variety of open space, scenic, historic, and natural resource values. Goal 5 and its implementing rule, OAR Ch. 660, Division 16, require planning jurisdictions, at acknowledgment and as a part of periodic review, to

- (1) identify such resources;
- (2) determine their quality, quantity, and location;
- (3) identify conflicting uses;
- (4) examine the economic, social, environmental, and energy (ESEE) consequences that could result from allowing, limiting, or prohibiting the conflicting uses; and
- (5) develop programs to resolve the conflicts.

The subject properties are not on Springfield's acknowledged Metro Plan Goal 5 inventory. No threatened or endangered species have been inventoried on the site, and no archeological or significant historical inventoried resources are located on the site. The National Wetland Inventory and Springfield Local Wetland Inventory maps have been consulted and there are no jurisdictional wetlands located on the site. Therefore, the proposed amendment does not alter the City's compliance with Goal 5.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 6:

Goal 6 – Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

Finding 6: The purpose of Goal 6 is to maintain and improve the quality of the air, water and land resources of the state. Generally, Goal 6 requires that development comply with applicable state and federal air and water quality standards. In the context of the proposed Metro Plan diagram amendment, Goal 6 requires that the applicant demonstrate that it is reasonable to expect that applicable state and federal environmental quality standards can be met.

The proposed Plan Map Amendment does not modify any of the Goal 6 related policies of the Metro Plan, nor do they amend the Regional Transportation Plan, the Springfield Development Code, other applicable Goal 6 policies, or any regulations implementing those policies.

The subject property is located outside the Zone of Contribution and outside any of the Time of Travel Zones, which are regulated by the Drinking Water Protection Overlay District. The proposed amendment does not alter the City's compliance with Goal 6.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 7:

Goal 7 – Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.

Finding 7: Goal 7 requires that development subject to damage from natural hazards and disasters be planned and/or constructed with appropriate safeguards and mitigation. The goal also requires that plans be based on an inventory of known areas of natural disaster and hazards, such as areas prone to landslides, flooding, etc.

Staff has reviewed the natural constraints map and the FEMA Floodplain Map in relation to the subject area. The subject area is not included in the City's inventory of known areas of natural hazards. The site is flat and not subject to landslide hazards, and is located well outside of any established FEMA flood hazard area. Therefore, approval of the proposed Plan Amendment will not alter the City's acknowledged compliance with Goal 7 through its adopted plans, codes and procedures.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 8:

Goal 8 – Recreation Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding 8: Goal 8 requires local governments to plan and provide for the siting of necessary recreational facilities to "satisfy the recreational needs of the citizens of the state and visitors," and where appropriate, provide for the siting of recreational facilities including destination resorts. Staff has consulted the *Willamalane 20-year Parks and Recreation Comprehensive Plan* in relation to Goal 8 compliance. The *Willamalane 20-year Parks and Recreation Comprehensive Plan* was adopted by the City of Springfield as part of the Metro Plan's compliance with Goal 8. None of the various studies, inventories, and facilities plans regarding recreational facilities in the adopted *Willamalane 20-year Parks and Recreation Comprehensive Plan* have designated the subject site for parks and open space in an adopted inventory, declared it a significant resource, or slated it for acquisition. The proposed Plan Map Amendment does not alter the City's compliance with Goal 8.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 9:

Goal 9 – Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding 9: Goal 9 requires the city to provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of the citizens. The proposed amendment to the Metro Plan diagram will not affect the city's capacity for economic development, and does not alter the City's compliance with Goal 9.

STAFF'S FINDINGS RELATED TO GOAL 10:

Goal 10 – Housing: To provide for the housing needs of citizens of the state.

Finding 10: LCDC's Housing goal requires cities to maintain adequate supplies of buildable lands for needed housing, based on an acknowledged inventory of buildable lands.

The 1999 *Eugene-Springfield Metropolitan Area Residential Land and Housing Study* is Springfield's most current adopted housing study related to Goal 10. The City of Springfield is also currently undergoing a new Residential Lands Study which analyzes housing inventory and need for the next 20 years. Preliminary findings of that study have shown that there is a need for additional housing within the planning period. Some of that need can be met through increasing density of existing residential zones. The proposed Plan Map Amendment would increase allowable density levels within the subject area, thus providing more housing options for Springfield residents. The subject area is primarily zoned MDR, and is currently built to mostly MDR density levels. The following table illustrates the on-site density levels:

EXISTING CONDITIONS		
Existing Zoning	Existing Development Type	Acres
LDR	Single Family	0.92
MDR	Multi-Family *	7.14
MDR	Single Family	0.73
TOTAL ACRES OF SITE		8.79

** Note - Existing build-out MDR development on site is as follows: Bi-Centennial Condos = 17 units per/acre; Rainbow Village Apartments = 15.6 units per/acre*

POTENTIAL ACREAGE FOR INCREASE IN DENSITY		
Existing Zoning	Existing Development Type	Acres
LDR	Single Family	0.92
MDR	Single Family	0.73
POTENTIAL ACRES AVAILABLE FOR INCREASE IN DENSITY		1.65

As listed in the table above, the proposed Plan Map Amendment would have a marginal effect of increased density on 1.65 acres, as most of the subject area is already zoned and built to MDR density levels. The very slight increase in estimated density that would result from redevelopment of the 1.65 acres at increased density would have no measurable effect on the overall citywide housing inventory. Given this fact, the

proposed Plan Map Amendment does not affect Springfield's continued compliance with Goal 10.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 11:

Goal 11 – Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services as a framework for urban and rural development.

OAR 660-011-0005(7)(a)-(d) Definition of Public Facilities:

- (a) Water**
- (b) Sanitary Sewer**
- (c) Storm sewer**
- (d) Transportation**

Finding 11: This goal requires the provision of a timely, orderly and efficient arrangement of public facilities and services. The subject area is located within the Springfield UGB and city limits, and is already designated for urban levels of use. The proposed amendment to the Plan map designations from LDR to MDR will not affect the ability to provide needed services since all the required urban services are available to support existing or future commercial uses on the subject site. The Metro Plan and associated facility plans have been acknowledged to conform to Goal 11 ensuring that public facilities and services are currently available to the subject site. The proposed Plan Map Amendment is on "infill" property, which currently has city services available to the site. As mentioned previously in this report, the majority of the subject area is already zoned MDR and built out to MDR density levels. Any significant redevelopment in the area will be subject to an in depth review of public facilities and services based upon a development proposal. The Plan Map Amendment proposal does not affect the Metro Plan's compliance with Goal 11.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 12:

Goal 12 - Transportation: To provide and encourage a safe, convenient and economic transportation system.

Finding 12: Goal 12 requires local governments to provide and encourage a safe, convenient and economical transportation system. The proposed map amendment involves approximately 8.79 acres of property, of which the majority is zoned MDR and currently built-out to medium density levels.

Institute of Transportation Engineers (ITE) trip generation rates for existing and potential uses are as follows:

Use	PM Peak Hour Trips/D.U	Daily Trips/D.U
Single Family Housing ITE Code 210	1.01	9.57
Apartments ITE Code 220	0.62	6.72
Condo/Townhouse ITE Code 230	0.52	5.86

A comparison of trip generation from the 1.65 acres available for development at increased density with 28 apartments (17 D.U./acre) instead of 7 single family residences (4 D.U./acre) is shown in the following table:

Use	PM Peak Hour	Daily
Apartments ITE Code 220	28 X 0.62 = 17 Trips	28 X 6.72 = 188 Trips
Single Family Housing ITE Code 210	7 X 1.01 = 7 Trips	7 X 9.57 = 67 Trips
Difference	10 Trips	121 Trips

Adopted mobility standards that apply to transportation facilities serving the subject site are based on traffic operations during the PM Peak Hour per *TransPlan TSI Roadway Policy #2: Motor Vehicle Level of Service*. The very slight increase in estimated PM Peak Hour trip generation (10 trips) that would result from development of the 1.65 acres at increased density would have no measurable effect on transportation facilities. Any significant intensification of development will be subject to development review to assure existing transportation capacity is not exceeded. The proposed Plan Map Amendment is consistent with Goal 12 and applicable local implementing policies.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 13:

Goal 13 - Energy Conservation: *To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.*

Finding 13: The Energy goal is a general planning goal and provides limited guidance for site-specific map amendments. The proposed amendment has no direct impact on energy conservation, though it would in fact will promote greater energy efficiency by enabling future redevelopment at medium density levels within the subject area. Therefore, the proposed amendment is consistent with, and does not alter the City's continued compliance with Goal 13.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 14:

Goal 14 – Urbanization: *To provide for an orderly and efficient transition from rural to urban land use.*

Finding 14: Goal 14 requires local jurisdictions to provide for an "orderly and efficient transition from rural to urban land use." The subject area is within the UGB and the city limits of Springfield, and within an existing urbanized area of the community. Therefore, Goal 14 is not applicable to this application.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOAL 15:

Goal 15 – Willamette River Greenway: *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

Finding 15: Goal 15 does not apply to the subject Plan Map Amendment application because the subject area is not located within the Willamette River Greenway.

STAFF'S FINDINGS RELATED TO COMPLIANCE WITH GOALS 16-19:

Goal 16 through 19: (Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources):

Finding 16: The subject site is not located within any coastal, ocean, estuarine, or beach and dune resources related area. Goals 16-19 do not apply to this Plan Map Amendment application.

CRITERIA OF APPROVAL - SDC 5.14-135 (C)(2)

- 2. Adoption of the amendment must not make the Metro Plan internally inconsistent.*

STAFFS FINDINGS RELATED TO 5.14-135 (C)(2):

Finding 17: The application requests amendment of the Metro Plan diagram from LDR to MDR for approximately 8.79 acres. This section of the application narrative addresses the consistency of the amendment with the applicable policies of the Metro Plan, to demonstrate that adoption of the amendment will not make the Metro Plan internally inconsistent (as required by the approval criteria in SDC 5.14-135 (C)(2)).

This narrative only addresses those policies that apply to the proposal, and does not discuss those portions of the Metro Plan that: (1) apply only to rural or other lands outside of the urban growth boundary, (2) apply to land uses other than the current or proposed designations for the site and will not be affected by the proposed Plan diagram amendment, or (3) clearly apply only to specific development applications (e.g., site plan review submittals or subdivisions). In many instances the goals, policies and implementation measures apply to specific development proposals that will be addressed through compliance with applicable City regulations during site plan review of any given future redevelopment proposal.

The Metro Plan Introduction, Section D provides the following definitions:

A goal as a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable, but is used as a point to strive for.

An objective is an attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

A policy is a statement adopted as part of the Plan to provide a consistent course of action moving the community towards attainment of its goals.

Except for the Growth Management Goals, which are addressed below, each of the Metro Plan policies are addressed in the order in which they appear in the Plan Element section of the Metro Plan.

Finding 18:

Metro Plan Element:
Growth Management

Policy 1: *The urban growth boundary and sequential development shall continue to be implemented as an essential means to achieve compact urban growth. Provision of all urban services shall be concentrated inside the urban growth boundary.*

The proposed amendment satisfies this policy because the subject property is inside the UGB and city limits and as such, encourages compact urban growth. Also, urban services are available at sufficient levels to accommodate existing development. Any significant intensification of development within the subject area will be subject to development review and will address any need for increased capacity. The City's development review processes ensure that the appropriate level of services is available to serve future development.

Finding 19:

Metro Plan Element:
A. Residential Land Use and Housing Element

Policy A.11:

Generally locate higher density residential development near employment or commercial services, in proximity to major transportation systems or within transportation-efficient nodes.

As previously noted in this report, the proposed Plan Map Amendment would have a marginal effect of increased in density of 1.65 acres, as most of the subject area is already zoned and built to MDR density levels. The very slight increase in estimated density that would result from redevelopment of the 1.65 acres at increased density would have no measurable effect on the overall citywide housing inventory.

Given past approvals of medium density level development within the subject area, and past zoning approvals, it is clear that the subject area is appropriate for MDR Plan Designation. Several acres located just southeast of the subject area are zoned and designated Community Commercial, as well an adjacent neighborhood commercial use currently located west of Rainbow Drive.

Given these facts, the proposed Plan Amendment is consistent with Metro Plan Policy A.11.

Policy A.22:

Expand opportunities for a mix of uses in newly developing areas and existing neighborhoods through local zoning and development regulations.

The proposed Map Amendment will allow existing medium density uses to continue to serve residents in the subject area, and will expand future medium density level redevelopment opportunities consistent with the above policy.

Finding 20:

C. Environmental Design Element

Policy E.1:

In order to promote the greatest possible degree of diversity, a broad variety of commercial, residential, and recreational land uses shall be encouraged when consistent with other planning policies.

Approval of the proposed map amendment will add 8.79 acres into the City's inventory of MDR designated land, thereby allowing for a variety of needed housing types to occur on within subject area. Long-standing existing medium density uses (i.e. Rainbow Valley Apartments and Bicentennial Apartments) would be allowed to continue without being considered a Plan / Zone conflict site, and future redevelopment of the subject area will serve the needs of Springfield's growing population, consistent with the above policy.

Finding 21:

F. Transportation Element

Land Use Policy F.3:

Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within one-quarter mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

The proposed map amendment will enable land use patterns and development consistent with the above policy. Approval of the proposal will allow for higher intensity redevelopment near Centennial Blvd., a major transit corridor. Existing MDR development in the subject area is currently served by LTD services along Centennial Blvd. Any redevelopment in the subject area at medium density levels will be serviced by the same public transit corridor. The proposed Plan Diagram Amendment is consistent with the above policy.

Finding 22:

G. Public Facilities and Service Element

Policy G.1:

Extend the minimum level and full range of key urban facilities and services in an orderly and efficient manner consistent with the growth management policies in Chapter II-B, relevant policies in this chapter and other Metro Plan policies.

The subject property is located in Springfield's city limits and the UGB. All necessary infrastructure and key urban facilities/services are present to serve existing development or are available to serve future redevelopment in the subject area subject to site plan review. Therefore, the proposal is consistent with the above policy.

METRO PLAN MAP AMENDMENT CONCLUSION AND RECOMMENDATION

Staff finds that the request meets the criteria of SDC 5.14-135 (C)(1) and (2). Upon review of the evidence provided by staff research, site visits, existing structures/uses and review of the applicable criteria of approval, staff finds that proposed Metro Plan Map Amendment is appropriate for the subject area.