

Date: February 4, 2014
To: Kristi Krueger, Principal Civil Engineer, Community Development Division, Development and Public Works Department, City of Springfield
From: John Kelly, Principal Planner, URS Corporation
Subject: Land Use and Planning, Franklin Boulevard Design Refinement and Environmental Classification Project

COMPREHENSIVE PLAN DESIGNATIONS

Figure 1 shows the comprehensive plan designations in the Franklin Boulevard Project Area. They come from the Glenwood Refinement Plan¹ and the Eugene-Springfield Metropolitan Area General Plan,² referred to as MetroPlan. The designations from the Glenwood Refinement Plan are:

- Residential Mixed Use
- Commercial Mixed-Use
- Office Mixed-Use
- Employment Mixed-Use

The Glenwood Refinement Plan includes a Nodal Designation Overlay, shown on Figure 1.

The designations outside of the Glenwood Refinement Plan area are from MetroPlan. They are:

- Low Density Residential
- Commercial
- Light Medium Industrial
- Government & Education

ZONING DISTRICTS

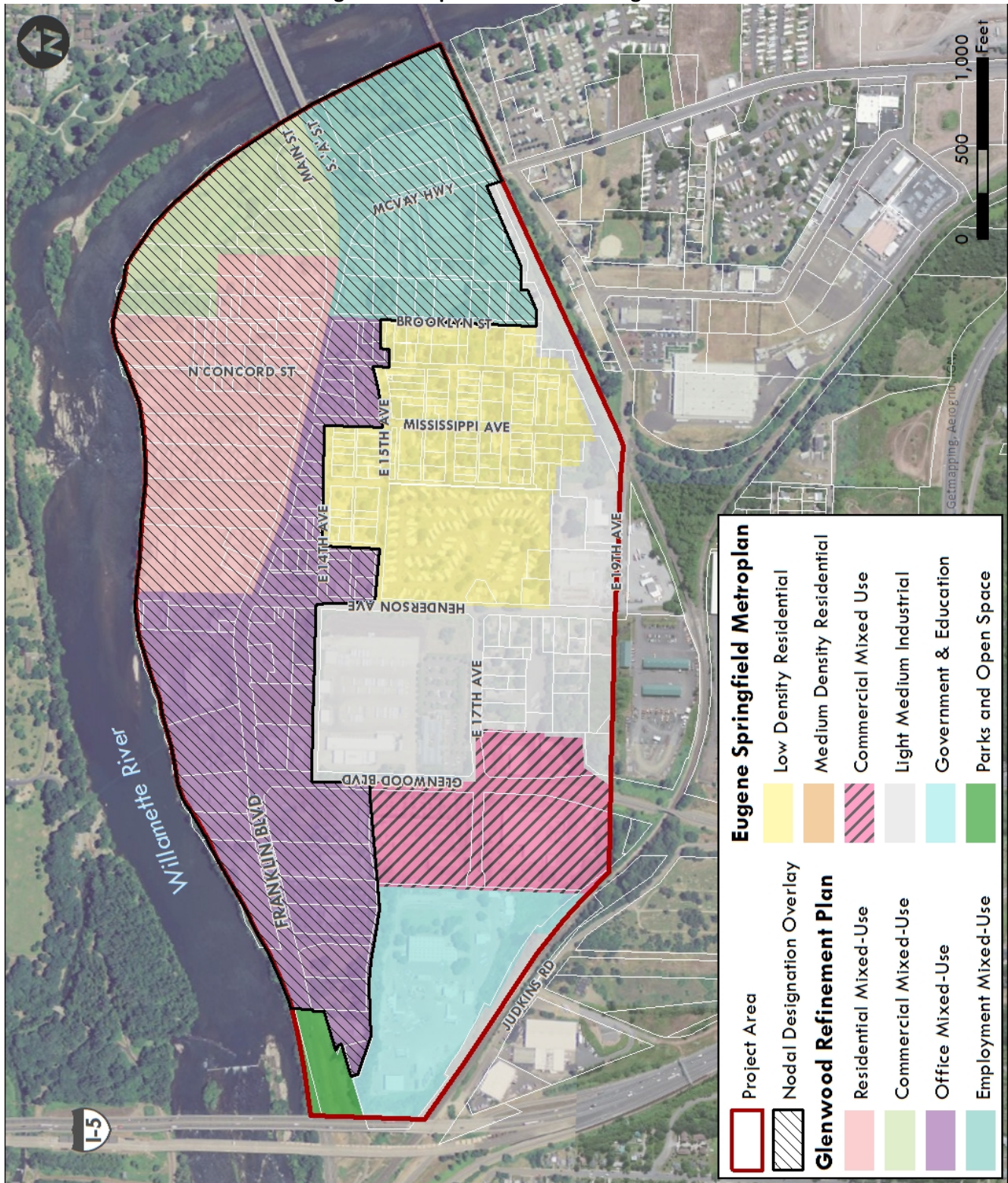
Figure 2 shows the zoning in the Project Area. Zoning districts in the Project Area are:

- Residential Mixed-Use (Glenwood)
- Office Mixed-Use (Glenwood)
- Commercial Mixed-Use (Glenwood)
- Employment Mixed-Use (Glenwood)
- Light-Medium Industrial
- Low Density Residential

¹ City of Springfield. 2012. Glenwood Refinement Plan. p. 32. The City of Springfield adopted the Glenwood Refinement Plan in June 2012, but the Oregon Land Conservation and Development Commission has not acknowledged the plan. Acknowledgement is expected to follow City adoption of amendments to the Plan made to respond to a decision by the Oregon Land Use Board of Appeals in July 2013. Adoption of the amendments is expected in spring 2014. The Glenwood Refinement Plan is considered to be in effect.

² Lane Council of Governments. 2010. Eugene-Springfield Metropolitan Area General Plan, Plan Diagram.

Figure 1 Comprehensive Plan Designations



Zoning Districts

- Project Area
- Low Density Residential
- Medium Density Residential
- Residential Mixed-Use (Glenwood)
- Mixed Use Commercial (Glenwood)
- Light/Medium Industrial
- Employment Mixed-Use (Glenwood)
- Office Mixed-Use (Glenwood)

INCLUSION OF PROJECT IN THE APPLICABLE TRANSPORTATION SYSTEM PLAN

The Project is in the currently applicable transportation system plan (TSP) as a future project, but is included within the 20-year timeframe in the proposed TSP the City of Springfield expects to adopt in early 2014. TransPlan, the Eugene-Springfield Transportation System Plan, now serves as the TSP for both Springfield and Eugene and as the regional TSP. It includes a project to “upgrade to urban facility” Franklin Boulevard in the Project Area. See Table 1b, Future (Beyond 20-Years), Capital Investment Actions: Roadway Projects.³ The project is not in Table 1a, Financially Constrained 20-Year Capital Investment Actions: Roadway Projects.⁴ Springfield and Eugene are now developing their own TSPs. The proposed Springfield TSP will replace TransPlan as Springfield’s TSP, when it is adopted, possibly as early as February 2014. The draft Springfield TSP includes in the table of “Priority projects in the 20-year project list” two projects comprising components of the Project.⁵ The first project is R-13, “Franklin Boulevard Multi-modal Improvements.” The description states, “Construct multi-modal improvements on Franklin Boulevard, from I-5 to the railroad tracks south of the Franklin Boulevard/McVay Highway intersection, and construct a roundabout at the Franklin Boulevard/Glenwood Boulevard intersection.” The second project is R-14, “Franklin Boulevard/McVay Highway Multi-lane Roundabout.” The description states, “Construct a multi-lane roundabout.”

APPLICABILITY OF ZONING REGULATIONS TO THE PROJECT

The Project is exempt from the Springfield Development Code. Section 5.1-110, Development Exemptions, lists as not requiring review under the Code, “The establishment, construction or termination of certain public facilities authorized by the City Engineer including streets, driveways, drainage ways, sewers, pump stations, and traffic control devices . . . unless specified elsewhere in this Code.” As a public improvement, the Project will require approval of the City Engineer under Chapter 3, Public Improvements, of the Springfield Municipal Code.

³ Lane Council of Governments. 2002. TransPlan, Chapter 3, p. 33, project 839.

⁴ TransPlan includes a financially-constrained project list as a legacy from when it served as the Metropolitan Planning Organization Regional Transportation Plan. TSPs are not required to be fiscally constrained. Neither the new Springfield TSP nor the new regional TSP, which will replace TransPlan, will have financially constrained project lists.

⁵ City of Springfield. December 9, 2013. Draft 2035 Transportation System Plan. p. 51.