

# MID-SPRINGFIELD REFINEMENT PLAN

(Interim Printing March 2024)

**Prepared by:**

**Development and Public Works Department  
City of Springfield**



**ADOPTION DATES:**

**City of Springfield – July 21, 1986**

**TEXT AMENDMENT DATES:**

**March 2, 1992**

**May 17, 1999**

**July 17, 2006**

**November 20, 2023**

**DIAGRAM AMENDMENT DATES:**

**March 2, 1987**

**June 18, 1990**

**March 2, 1992**

**September 21, 1992**

**March 6, 1995**

**May 15, 1995**

**May 17, 1999**

**December 6, 1999**

**December 9, 2002**

**July 18, 2005**

**July 17, 2006**

**November 20, 2023**

# ORDINANCE HISTORY

## **Ordinance Number 5341; Adopted July 21, 1986**

- An ordinance adopting the Mid-Springfield Refinement Plan as a Refinement Plan of the Metropolitan Area General Plan and Repealing the Mid-Springfield Neighborhood Plan (Ordinance No. 50-86, Dated August 16, 1982), and Declaring an Emergency.

## **Ordinance Number 5364; Adopted March 2, 1987**

- An ordinance amending the Mid-Springfield Refinement Plan, and Declaring an Emergency.

## **Ordinance Number 5516; Adopted June 18, 1990**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram, changing portions of Tax Lots 6600, Map 17-02-31-41, from Medium Density Residential to Community Commercial (Jo. No., 90-04-58) and declaring an emergency.

## **Ordinance Number 5615; Adopted March 2, 1992**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram, Changing Portions of Tax Lot 700, Map 17-02-31, from Heavy Industrial to Light-Medium Industrial, Medium Density Residential and Community Commercial, and Portions of Tax Lot 300, Map 17-02-31, from Light-Medium Industrial to Medium Density Residential and Community Commercial (Jo. No. 92-01-06)

## **Ordinance Number 5616; Adopted March 2, 1992**

- An ordinance amending the Mid-Springfield Refinement Plan Text by Adding Four (4) New Policies to the Residential Development Policies Section of the Plan that Limit the Residential Development of Tax Lots 300 and 700, Map 17-02-31, to Affordable Housing, Housing for the elderly and adults, a residential setback of 420 feet from the current boundary of Neste Resins Plat, and re-evaluation of the residential designation of this property during periodic review if substantial progress on this development has not be made (Jo. No. 92-01-06).

## **Ordinance Number 5653; Adopted September 21, 1992**

- An ordinance amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) Diagram and the Mid-Springfield Refinement Plan Diagram and Rezoning a 5.3 Acre Site, Identified as Tax Lots 4200-5000 of Assessor's Map 17-02-32-33 and Tax Lots 200 and 201 of Assessor's Map 18-02-05-22, from Medium Density Residential land use to Low Density Residential land use, and adopting a savings and severability clause.

## **Ordinance Number 5775; Adopted March 6, 1995**

- An ordinance amending the Mid-Springfield Refinement Plan, Changing the Plan Designation from Low Density Residential to Light Medium Industrial for the Northern 90 Feet of Tax Lot 1900, Map Number 17-02-31-24, in the City of Springfield.

## **Ordinance Number 5784; Adopted May 15, 1995**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram, to Redesignate a Portion of Tax Lot 6700, Assessor's Map 17-02-31-31, from Medium Density Residential to Community Commercial, (Jo. No. 94-10-194) and Rezoning Same Property from Medium Density Residential to Community Commercial, (Jo. No. 94-11-223) Leon and Vickie Search, applicants, and declaring an emergency.

## **Ordinance Number 5922; Adopted May 17, 1999**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram by Redesignating 6.6 Acres of Land from Medium Density Residential to Light Medium Industrial.

**Ordinance Number 5923; Adopted May 17, 1999**

- An ordinance amending the Mid-Springfield Refinement Plan Text by Deleting Residential Development Policies 11 and 12.

**Ordinance Number 5947; Adopted December 6, 1999**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram, Designation from Low Density Residential to Light Medium Industrial for the Northern 74 Feet of Tax Lot 1800, Assessor's Map Number 17-02-31-24 in the City of Springfield.

**Ordinance Number 6034; Adopted December 9, 2002**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram by Redesignating Approximately 35 Acres of Land from Light-Medium and Heavy Industrial to Community Commercial and Parks and Open Space Consistent with the Metropolitan Area General Plan Diagram Designations for This Property.

**Ordinance Number 6135; Adopted July 18, 2005**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram by Redesignating Approximately 1.55 Acres of Land from Light-Medium Industrial to Low Density Residential Consistent with the Metropolitan Area General Plan Diagram Designations for this Property.

**Ordinance Number 6178; Adopted July 17, 2006**

- An ordinance amending the Mid-Springfield Refinement Plan Diagram by Redesignating 5.32 Acres of Land from Light-Medium Industrial to Community Commercial/Nodal Development Area and Amend the Plan Text to Implement TransPlan Nodal Development Area 9C and Allow the Application of the Nodal Development Area Designation and Zoning Overlay; Adopting a Severability Clause; and Declaring an Emergency.

**Ordinance Number 6463; Adopted November 20, 2023**

- An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and Springfield Comprehensive Plan to Adopt the Springfield Comprehensive Plan Map and Land Use Element; Amending the Downtown Refinement Plan, Gateway Refinement Plan, Glenwood Refinement Plan, East Kelly Butte Refinement Plan, East Main Refinement Plan, Mid-Springfield Refinement Plan, and Q Street Refinement Plan; Amending the Springfield Development Code; Adopting a Savings Clause and Severability Clause; and Providing an Effective Date.

## NOTES

**Note:** The following Plan Diagram that appears before the Table of Contents reflects amendments to the Diagram since its initial adoption. The remaining diagrams and maps in this document have not been updated to reflect changes in current condition/status.

**Note:** References to the prior Development Code in effect in 1986 have been inserted with the applicable provision under the existing Springfield Development Code (as of March 2023).

**Note:** The various plans referenced in this document, such as the Eugene-Springfield Metropolitan Area General Plan, have either received a series of updates since adoption of this Refinement Plan or have been replaced. In the case of conflicting information between versions, the most recently adopted version of each plan takes precedence.

**Note:** Some provisions (e.g., allowable uses and approval processes) as of adoption of this Plan may differ from current provisions. Additionally, this Refinement Plan has not been updated to incorporate changes in state statutes that may impact or limit Refinement Plan policies or uses allowed within the plan area. Development Code requirements demanded by statute or administrative rule override any refinement plan text that appears to be in conflict.

# **CITY OF SPRINGFIELD**

Sandra Rennie, Mayor

## **SPRINGFIELD CITY COUNCIL**

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John Kelley  
Chris Larson  
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## **SPRINGFIELD PLANNING COMMISSION**

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Bill Randall  
Ben Reed

## **REVIEW GROUP**

Lee Beyer  
John Kelley  
Bill Randall  
Sherri Sanford

## **SPRINGFIELD PLANNING AND DEVELOPMENT DEPARTMENT**

ORDINANCE NO. 5341 (SPECIAL)

AN ORDINANCE ADOPTING THE MID-SPRINGFIELD REFINEMENT PLAN AS A REFINEMENT PLAN OF THE METROPOLITAN AREA GENERAL PLAN AND REPEALING THE MID-SPRINGFIELD NEIGHBORHOOD PLAN (ORDINANCE NO. 50-86, DATED AUGUST 16, 1982), AND DECLARING AN EMERGENCY.

THE CITY OF SPRINGFIELD DOES ORDAIN AS FOLLOWS:

Section 1: The Mid-Springfield Refinement Plan, a copy of which is attached hereto and incorporated herein by reference is hereby adopted.

Section 2: The Mid-Springfield Refinement Plan shall be applicable to all lands within the Mid-Springfield boundaries illustrated in the Plan.

Section 3: This adoption specifically includes the text of the Mid-Springfield Refinement Plan including but not limited to the Findings and Conclusions and Policies set forth therein.

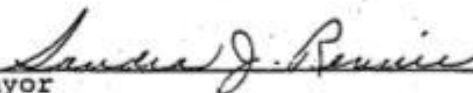
Section 4: A copy of the Mid-Springfield Refinement Plan shall be available in the City of Springfield Public Library and also in the offices of Community and Economic Development, City of Springfield.

Section 5: Ordinance No. 50-86, dated August 16, 1982 is hereby repealed.

Section 6: It is hereby found and determined that the adoption of the Mid-Springfield Refinement Plan as a Refinement Plan of the Metropolitan Area General Plan is a matter affecting the public health, safety and welfare and that an emergency therefore exists and that this Ordinance shall therefore take effect immediately upon its passage by the Council and approval by the Mayor.

ADOPTED by the Common Council of the City of Springfield by a vote of 5 for and 0 against this 21st day of July, 1986.


APPROVED by the Mayor of the City of Springfield this 21st day of July, 1986.

  
Mayor

ATTEST:

  
City Recorder

REVIEWED & APPROVED  
AS TO FORM

  
DATE: July 15, 1986  
OFFICE OF CITY ATTORNEY  
CITY OF SPRINGFIELD

# Mid-Springfield Refinement Plan

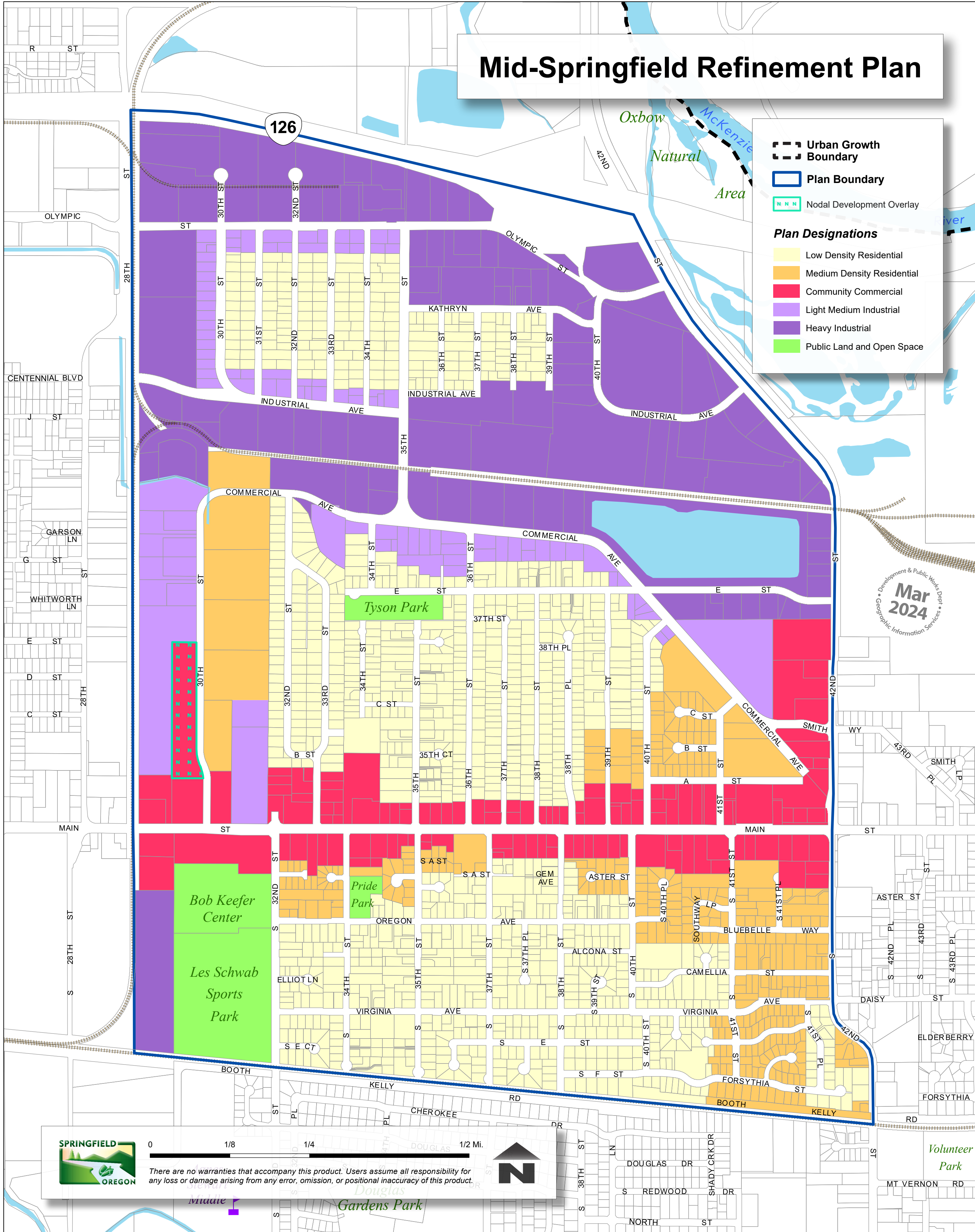
**Urban Growth Boundary**  
 [Dashed line symbol] Urban Growth Boundary

**Plan Boundary**  
 [Solid blue line symbol] Plan Boundary

**Nodal Development Overlay**  
 [Green dashed line symbol] Nodal Development Overlay

**Plan Designations**

- [Yellow box] Low Density Residential
- [Orange box] Medium Density Residential
- [Red box] Community Commercial
- [Light purple box] Light Medium Industrial
- [Dark purple box] Heavy Industrial
- [Green box] Public Land and Open Space



Development & Public Works Dept.  
 Geographic Information Services  
**Mar 2024**



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Volunteer Park

Gardens Park

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## INTRODUCTION

(Text amended by Ordinance Number 6463; Adopted November 20, 2023.)

### PURPOSE

The Mid-Springfield Refinement Plan will replace the Mid-Springfield Neighborhood Plan. The primary reasons for revising this plan are: 1) to assign site-specific Mixed-Use plan designations; and 2) to recognize the needs of industrial and commercial land uses and to resolve conflicts with residential neighbors. The boundaries of the planning area have been expanded to include additional industrial areas.

Residential, Commercial and Industrial users of land in Mid-Springfield will be particularly interested in the “goals and policies” section of the plan as it addresses future development in the area. A “goal” is a statement of the general direction the City intends to follow. A “policy” is a statement mandating the direction that the City and private developers must follow in making land use decisions and developing property. Information about existing facilities, services, and conditions in the planning area are found under the “findings” heading. Findings serve as the factual basis for the policies in this plan.

In addition to serving as a refinement plan and an information source, the plan will be a guide to local decision-makers when dealing with area issues. It will be a valuable tool for commissions, committees and neighborhood groups regarding capital improvements, budgeting, block grant allocations and neighborhood self-improvement actions.

**RELATIONSHIP TO OTHER PLANS** (Text added by Ordinance Number 6463; Adopted November 20, 2023.)

### COMPREHENSIVE PLANS

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the regional long-range comprehensive plan that establishes the broad policy framework upon which Springfield, Eugene, and Lane County make coordinated land use decisions within the Eugene-Springfield Metropolitan planning area. In 2011, Springfield began to create its own Comprehensive Plan, which started with a Metro Plan amendment to establish a Springfield urban growth boundary and adopt a city-specific residential element (chapter). The City has since added more elements to the Springfield Comprehensive Plan. The Springfield Comprehensive Plan is the local long-range comprehensive plan that establishes city-specific goals, policies, and implementations strategies to inform land use decisions within the Springfield urban growth boundary. Together, the Metro Plan and Springfield Comprehensive Plan serve as Springfield’s applicable comprehensive plans.

Metro Plan Chapter I explains the relationship between its broad policy framework, city-specific comprehensive plans, and refinement plans. Some Springfield Comprehensive Plan elements explicitly supplant the relevant portion of the Metro Plan while others supplement the Metro Plan. For information about how the different elements of the Metro Plan apply to Springfield, see the Preface of the Springfield Comprehensive Plan.

The City and Lane County co-adopted a Springfield Comprehensive Plan Land Use Element and Springfield Comprehensive Plan Map, which replace the text in the Metro Plan Diagram Chapter II-G and remove the plan designations shown on the Metro Plan Diagram for areas within Springfield’s urban growth boundary. These amendments were adopted by Springfield City Council in 2023 and the Lane County Board of Commissioners in 2024 (Springfield Ordinance No. 6463, and Lane County Ordinance No. PA 1390 and Ordinance No. 23-07). The Springfield Comprehensive Plan Map includes the plan designations from adopted Neighborhood Refinement Plan Diagrams. An updated Refinement Plan Diagram reflecting amendments since the Refinement Plan’s original adoption and some minor



plan designation name changes is included prior to the Table of Contents in this document. The original Refinement Plan Diagram is retained on page 5 for historical reference.

## **NEIGHBORHOOD REFINEMENT PLANS**

Neighborhood refinement plans often have more specific policies than those in the comprehensive plans due to more detailed analysis of neighborhood needs and aspirations. In these cases, the more specific or restrictive policies typically prevail. In the case of an actual conflict between plan policies, the Springfield City Council has the authority to interpret the provision that prevails, to give maximum effect to the overall policies and purposes of the Springfield Comprehensive Plan.

Some neighborhood refinement plans, created decades ago, have not been fully updated to incorporate changes made through adoption of more recent plans. For example, adoption of Springfield's Transportation System Plan resulted in changes to the functional classification of some streets which were not incorporated into the Neighborhood Refinement Plans. In such cases, the more recently adopted plan generally prevails.

## **DESCRIPTION**

The Mid-Springfield Refinement Plan covers the area bordered on the west by the railroad spur that parallels 28<sup>th</sup> St., the eastern edge is 42<sup>nd</sup> St., the southern border is the Southern Pacific track, and the northern boundary is the Eugene-Springfield Freeway. Within the plan boundaries are three residential neighborhoods: Adams Plat, North Main, and South Main.

## **HISTORY**

Pre-World War II Springfield maintained a small-town demeanor. The center of Springfield was on Main Street near the river, and industry was to the northwest of the Main Street retail area and to the south of the millrace (Booth-Kelly Mill). Residences were located to the north of the retail center. Only a few residences were scattered among the filbert orchards east of 28<sup>th</sup> Street.

In 1940, the population of Springfield was 3,805, having increased by only 1,300 in the previous 30 years. In 1948, the Weyerhaeuser Company arrived in Springfield and in 1949, Booth-Kelly enlarged and modernized its mill. By 1950 Springfield had grown to 10,087.

In 1960 the Mid-Springfield area was annexed to the City of Springfield. At that time it was a rapidly developing area that lacked public service such as storm and sanitary sewers, parks, and fully improved streets. Springfield is still in the process of providing the full range of urban services to an area that developed under county standards.

Since the adoption of the Mid-Springfield Refinement Plan in July 1986, several significant planning activities have occurred which have a direct impact on the implementation policies in this Plan. These activities include the update of the Metro Plan, adopted in April 1987; adoption of TransPlan in July 2001; and adoption of Article 40 Mixed-Use Zoning Districts [now Section 3.2.600] and Article 41 /Nodal Development Overlay District [now Section 3.3.1000] in 2002. (Paragraph added by Ordinance Number 6178; Adopted July 17, 2006.) The Mid-Springfield Refinement Plan Diagram was the basis for the Springfield Comprehensive Plan Map. (Text amended by Ordinance Number 6463; Adopted November 20, 2023.)

### Main Street Commercial

Prior to the 1950's commercial development in Springfield was centered in Downtown. With the arrival of the Weyerhaeuser and the increasing use of the automobile, commercial use in outlying areas became more prevalent. The 1950's and 60's were a time of rapid commercial growth along Main Street. This coincided with 40 miles of road construction within Springfield from 1953-1960.

### Adams Plat

The Adams Plat was subdivided in 1948 by J.O. and Glennie Adams in response to the demand for housing close to the newly constructed Weyerhaeuser mill.

In 1961, following its annexation in 1960, the Adams Plat was rezoned from M-3 (Heavy Industrial) to M-2 (Medium Industrial). Then in 1971 the M-2 was changed to R-1 (Single Family Residential), MHS (Mobile Home Subdivision), and C-1 (neighborhood Commercial). Since that time there have been a number of spot re-zonings.

This mixing of uses has resulted in a pattern of development that is not ideally suited for either residential or industrial. Many of the residential streets in the Adams Plat are used by large trucks. There is not buffering at all between the industrial uses and the residential uses.

### North and South Main

By 1951 the street patterns were laid out in the two neighborhoods: North Main had a long narrow layout and South Main was laid out in large squares (this is probably due to the influence of the filbert orchards south of Main Street).

## **PLANNING PROCESS**

Springfield has been intimately involved in land use planning since work began on the 1990 Plan in 1968. From 1968 to 1982 the growth of the City was rapid: the population increased more than 50% due to in-migration and annexations. This increasing population resulted in a need to make our urban surroundings more livable. During this period, residents from different areas of Springfield demonstrated concern for improving their local environments by forming neighborhood groups.

The planning process for the Mid-Springfield area began in 1979 when a door-to-door survey was conducted to find out how residents felt about local problems. Then, in early 1981, the area was targeted by the City of Springfield as an area where improvements were needed and could be addressed in the next few years. (One other neighborhood was chosen at the same time). It was determined that the Mid-Springfield area needed to have a clear identification of existing problems and potential solutions so that improvements can be directed where they are most needed. A second telephone survey was then conducted, in the fall of 1981, which concentrated primarily on activities eligible for Community Development Block Grant (CDBG) funding. This survey also demonstrated changing priorities among neighborhood residents when it was compared with earlier surveys.

Extensively field and office work was undertaken to obtain information about parks, streets, bus transportation, bicycle paths, social services, housing conditions, and numerous other topics. This led to the adoption of the Mid-Springfield Neighborhood Plan in August of 1982.

By 1986, however, it became increasingly clear that the City's attempts to mix industrial, commercial and residential land uses resulted in ongoing problems. "Spot re-zonings" were being approved by the City in the absence of clear policy direction. The limits of commercial development along Main Street were ill-defined. Land use controversies in the Adams Plat had no satisfactory resolution.

In the spring of 1986, the Mid-Springfield Refinement Plan Review Group, composed of three Planning Commissioners and two City Councilors, was formed primarily to assign site-specific land use designations to areas that are designated "mixed-use" on the Metro Plan Diagram. In early June the Committee took a proposed plan before a meeting of area residents. City staff also met with representatives from SUB and Willamalane to address policy implications and implementation measures needed to carry out this plan. The input received at these meetings aided in the development of the document which was presented at the public hearing before the Planning commission and the city Council in July.

## FINDINGS AND CONCLUSIONS

These findings and conclusions were developed from the findings in the Mid-Springfield Neighborhood Plan, public meetings of area residents and landowners, and the consensus of the Mid-Springfield Refinement Plan Review Group.

### RESIDENTIAL

- 1) The Adams Plat neighborhood is primarily residential intermixed with industrial, with the surrounding area being heavy industrial.
- 2) A small grocery and laundromat (located on North 35<sup>th</sup> Street) provide commercial services to the Adams Plat area.
- 3) A variety of low and moderately priced housing opportunities exist throughout the area. These include conventional single-family dwellings, mobile homes, duplexes and apartments.
- 4) The North Main neighborhood almost exclusively consists of conventional single family dwellings. The principal exception to this is a 68-unit mobile home park on the eastern edge of the area.
- 5) The South Main neighborhood has a mix of single-family, duplex, and apartments. The majority of the apartment units are surrounding the 42<sup>nd</sup> Street commercial node.
- 6) The majority of housing in Mid-Springfield was built in the 1950's and 1960's as Weyerhaeuser expanded.
- 7) Housing costs are lower in Mid-Springfield than in the rest of Springfield as a whole.
- 8) The average rental costs in Mid-Springfield are lower than in the rest of the city.
- 9) Approximately 40% of single family dwellings are rented in Mid-Springfield. This ranges from 30% in North Main to nearly 50% in the Adams Plat.
- 10) Approximately 15% of the single-family homes in the area are in need of major or minor repairs.
- 11) Residential streets are being used by trucks for access to the industrial uses of the Adams Plat area.
- 12) The Mid-Springfield area lacks bicycle path access to Downtown and to the regional bikeway system.
- 13) Many areas which have not experienced recent development along Main Street are lacking sidewalks.
- 14) Increased access for handicapped persons is generally favored by neighborhood residents.
- 15) There are conflicts between the residential uses in Mid-Springfield and Industrial and Commercial uses.
- 16) There are four elementary schools which service the area: Maple, Moffit, Douglas Gardens, and Mt. Vernon.
- 17) The Adams Plat, 1<sup>st</sup> Addition, is recognized in the Springfield Development Code as a "mobile home subdivision"

## INDUSTRIAL

- 1) The mix of industrial and residential uses in the Adams Plat have resulted in conflicts between the two uses.
- 2) In the Adams Plat there are four gravel roads and only two fully improved streets. The storm sewers and fire flows are inadequate for further industrial development in the Adams Plat area.
- 3) There is inadequate visual screening between industrial and residential uses where these uses adjoin each other.
- 4) The lots in the Adams Plat are often too small to accommodate the need of new industrial development.
- 5) Screening of industrial uses from streets is inadequate.
- 6) The Metro Plan gives direction on the applicability of industrial designations in the Mid-Springfield area.<sup>1</sup> (Footnote added by Ordinance Number 6463; Adopted November 20, 2023.)
- 7) There is a need to reduce the conflicts which arise when Heavy Industrial uses locate adjacent to Residential uses.
- 8) Light-Medium Industrial land is acting as a buffer between Heavy Industrial uses and Residential uses in some areas of the Mid-Springfield Refinement Plan area.
- 9) There are no Industrial uses abutting Main Street.
- 10) There are industrial buildings that represent a substantial capital investment that are located in areas planned for residential or commercial use.

## COMMERCIAL

- 1) Main Street serves as a regional access route to the McKenzie River recreation corridor and to Central and Eastern Oregon and is classified as a major arterial.
- 2) The general appearance along Main Street is one of haphazard, unkept commercial development, with the notable exception of the development around 42<sup>nd</sup> Street.
- 3) With lot-by-lot strip development of Main Street there has been no coordination of design.
- 4) There is need for a refinement plan for East Main Street to set the limits of commercial expansion into residential areas, and to provide for certainty in the development of commercial land.
- 5) 42<sup>nd</sup> and Main streets is a major commercial node for East and Mid-Springfield.

## TRANSPORTATION

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<sup>1</sup> These findings supported the refinement plan adoption and have not been updated to reflect that the Land Use Element of the Springfield Comprehensive Plan Map replaces the Metro Plan Diagram Chapter II-G for areas with Springfield's UGB, which includes plan designation descriptions.

- 1) A designated bikeway currently exists on South 42<sup>nd</sup> Street from Main Street south to the railroad tracks, and on North 42<sup>nd</sup> Street from Main Street to the railroad crossing.
- 2) The TransPlan shows several new bikeways which would greatly enhance the accessibility via bicycle to, from and through the Mid-Springfield area.
- 3) The bus line on Main Street is the only designated route serving Mid-Springfield.
- 4) LTD's Dial-A-Bus service is available to seniors and handicapped people in the area.
- 5) LTD park and ride lots exist on South 42<sup>nd</sup> just south of Main, and on Main just east of 40<sup>th</sup> Street.
- 6) Truck traffic on residential streets poses a hazard to the children of the area.
- 7) There are few traffic noise buffering features in the Mid-Springfield area.
- 8) In the Adams Plat area, large trucks are using residential streets which are not designed to carry the weight of such vehicles.
- 9) The connection between Industrial Ave. and Centennial Blvd. is listed in the CIP for funding for construction in 1989-90.
- 10) There is currently no through access to the heavy industrial and light-medium industrial land north of Main Street between 28<sup>th</sup> and 32<sup>nd</sup> Streets.
- 11) Two railroad tracks run east and west through the area. The Weyerhaeuser spur lies between North Main and Adams Plat and the Southern Pacific Mainline (used also by Amtrak) borders the South Main neighborhood on its south side, and one running north from the SP Mainline that runs through the Mohawk Valley.
- 12) There is a need to improve vehicular access to the industrial properties which are located east of the railroad tracks that parallel 28<sup>th</sup> Street.

## **ENVIRONMENTAL DESIGN**

- 1) Most of the Mid-Springfield area is beyond the maximum half mile service (walking) distance established by Willamalane Parks and Recreation District for neighborhood parks. However, a good deal of the Mid-Springfield area is not within a half mile actual walking distance of neighborhood parks.
- 2) Tyson Park serves most of the North Main and part of the Adams Plat neighborhood (within the half mile service radius) with softball, picnicking and basketball facilities and open space.
- 3) Many streets in the Mid-Springfield area lack street trees and landscaping.
- 4) Mid-Springfield contains one home that is listed on the city's historic inventory.
- 5) Many residential lots in Mid-Springfield border industrial uses or vacant industrial property.
- 6) There is a need to adequately buffer residential uses from commercial and industrial uses.

- 7) There is a need to improve the appearance and functional design of the development along arterial and collector streets.

**\*NOTE\*** Environmental design policies are contained within the policy elements for which they have the greatest relevance.

## INDUSTRIAL DEVELOPMENT POLICIES

**GOAL:** To maintain the industrial development potential of industrially designated land in Mid-Springfield.

**POLICIES:**

- 1) Resolve land use conflicts and provide for certainty in the industrial development process by establishing site-specific industrial plan designations.
- 2) Ensure that the minimum level of urban services are provided to industrial land development through the site plan review process (Article 31 [now Section 5.17.100], Springfield Development Code) and through capital improvements programming.
- 3) Ensure that public facilities and streets are planned and constructed to city standards to meet the needs of existing and future industrial users.
- 4) Require participation in improvement districts as a condition of development approval where necessary to ensure the timely provision of public facilities and streets.
- 5) Recognize that industrially designated property receives first priority in industrially designated areas, while ensuring that residential uses are visually screened and protected from new industrial development through the site plan review process.
- 6) Encourage the consolidation of smaller lots in industrially designated areas to allow for the efficient and productive use of industrial land.
- 7) Eliminate mixed-use plan designations involving industrial and residential uses, so as to avoid the perpetuation of land use conflicts, except in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. In this case, the /Nodal Development Overlay District specified in Article 41 [now Section 3.3.1000] of the Springfield Development Code shall be applied to the Light-Medium Industrial, Special Light Industrial, Heavy Industrial and/or Mixed Use Employment base zones. (Policy amended by Ordinance Number 6178; Adopted July 17, 2006.)
- 8) Place a high priority on the extension and improvement of Centennial Street to connect with Industrial Street, and so improve access to industrially designated land in Mid-Springfield.
- 9) Provide for vehicular access to industrial land south of Industrial Street by extending 30<sup>th</sup> Street south to Main Street. (See Plan Implementation Policy #6)
- 10) Provide for landscaping and screening of industrial storage areas along Main, Commercial and 42<sup>nd</sup> Street through the site plan review process.
- 11) There is a need to provide for sufficient on-site paved area for maneuvering of trucks and other vehicles through the site plan review process.

## **CRITERIA FOR DESIGNATING INDUSTRIAL LAND**

- 1) Applicable policies from Springfield's comprehensive plans and the shall be applied in designating land for industrial use in Mid-Springfield. (Text amended by Ordinance Number 6463; Adopted November 20, 2023.)
- 2) Encourage large blocks of Heavy Industrial land.
- 3) Recognize existing light-medium industrial uses, and consider applying the Light-Medium Industrial plan designation as a buffer between Heavy Industrial and Residential plan designations.
- 4) Minimize industrial development along Main Street.
- 5) Minimize areas where Industrial and Residential designations abut, except in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. (Criterion amended by Ordinance Number 6178; Adopted July 17, 2006.)



## COMMERCIAL DEVELOPMENT POLICIES

**GOAL:** Encourage attractive and functional commercial development on commercially designated land along Main and North 42<sup>nd</sup> Streets and 30<sup>th</sup> Street in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. (Goal amended by Ordinance Number 6178; Adopted July 17, 2006.)

### POLICIES:

- 1) Provide vacant and re-developable land to allow for the expansion of commercial uses, and to encourage new commercial development along Main Street.
- 2) Encourage the development of nodal commercial shopping centers at the intersection of minor arterials (example 32<sup>nd</sup> and 42<sup>nd</sup> Streets) and Main Street and 30<sup>th</sup> Street in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. In the latter case, the /Nodal Development Overlay District specified in Article 41 [now Section 3.3.1000] of the Springfield Development Code shall be applied to the Neighborhood Commercial, Community Commercial, Major Retail Commercial, General Office, Medical Support and/or Mixed Use Commercial base zones. (Policy amended by Ordinance Number 6178; Adopted July 17, 2006.)
- 3) Apply site-specific Commercial plan designations along Main Street to clearly define the limits of commercial uses, and so avoid zoning controversies in the future.
- 4) Apply site plan review conditions (Article 31 [now Section 5.17.100], Springfield Development Code) to commercial development to: 1) improve the appearance of Main Street; and, 2) minimize conflicts with residentially-designated areas.
- 5) Reduce the number of curb cuts and require the rebuilding of curbs through the site plan review process, especially along Main Street.
- 6) Recognize existing commercial uses along Main Street and North 42<sup>nd</sup> Street, and provide for certainty in the commercial land development process by specifically designating commercially-used land as Commercial.
- 7) Encourage small-scale commercial shopping centers, as opposed to isolated commercial uses, along Main Street. Such small commercial centers increase design flexibility and reduce the negative impacts of commercial development on adjacent residential neighborhoods.
- 8) Discourage unattractive discretionary uses, such as auto-wrecking yards, along Main Street.

### CRITERIA FOR DESIGNATING COMMERCIAL LANDS

- 1) Recognize the predominance of commercial strip development along Main Street and North 42<sup>nd</sup> by designating these areas for commercial use.
- 2) Allow for the expansion and/or redevelopment of strip commercial areas, considering the following:
  - a) Generally a maximum of 200 feet back from either side of Main Street;
  - b) Recognize that well-maintained residential neighborhoods should be preserved;

- c) Minimize points of conflicts between residential and commercial areas;
  - d) Recognize criteria for designating land for medium density residential use;
  - e) Tax lot lines and existing commercial uses;
  - f) Encourage small-scale shopping centers, as opposed to individual strip commercial developments, by providing the full 200 feet in some areas along Main Street.
- 3) The 200-foot boundary for Community Commercial plan designation may be extended at the intersections of minor arterial streets and Main Street and the collector street in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan, provided that safe and efficient transportation facilities can be provided. (Criterion amended by Ordinance Number 6178; Adopted July 17, 2006.)
- 4) Allow for the continuance of commercial uses in areas designated Industrial or Residential on the Plan Diagram, and evaluate the expansion of such non-conforming uses through the Discretionary Use process, as outlined in Article 10 [now Section 5.9.100] of the Springfield Development Code.

## RESIDENTIAL DEVELOPMENT POLICIES

**GOAL:** Preserve the integrity of residentially designated areas.

**POLICIES:**

- 1) Recognize the integrity of residentially designated areas by removing the “Mixed-Use” plan designation, except in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. In this case, the /Nodal Development Overlay District specified in Article 41 [now Section 3.3.1000] of the Springfield Development Code shall be applied to the Medium Density Residential, High Density Residential and/or Mixed Use Residential base zones. (Policy amended by Ordinance Number 6178; Adopted July 17, 2006.)
- 2) Eliminate the incursion of industrial and commercial development into residentially designated neighborhoods by specifically designating land for these uses, except in Nodal Development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan. In this case, the /Nodal Development Overlay District specified in Article 41 [now Section 3.3.1000] of the Springfield Development Code shall be applied to the Medium Density Residential, High Density Residential and/or Mixed Use Residential base zones. (Policy amended by Ordinance Number 6178; Adopted July 17, 2006.)
- 3) Minimize conflicts between residentially designated land and industrial/commercial uses through the site plan review process (Article 31 [now Section 5.17.100], Springfield Development Code).
- 4) Implement mitigating measures for noise and traffic impacts to residentially designated areas along arterial and collector streets through the site plan review process.
- 5) Ensure that public facilities and services are provided to residentially designated areas through the development approval process and capital improvements programming.
- 6) Work with the Willamalane Park and Recreation District to provide adequate park and recreational facilities to residents of Mid-Springfield in accordance with the District’s Comprehensive Plan.
- 7) Provide for buffering of multiple family development from single family development through the site plan review process.
- 8) Discourage through truck traffic in residentially designated areas by designation of alternative truck routes and enforcement of existing laws and regulations.
- 9) Encourage appropriate placement of manufactured homes in the Adams Plat First Addition.
- 10) Provide continued financing for the home and rental rehabilitation program within the City’s financial capabilities and dependent upon the availability of CDBG funds.
- 11) (“Residential Policy 11 deleted by Ordinance Number 5923; Adopted May 17, 1999.)
- 12) (“Residential Policy 12 deleted by Ordinance Number 5923; Adopted May 17, 1999.)
- 13) To provide for greater compatibility between new residential uses and the existing industrial occupancy of Neste Resins on North 28<sup>th</sup> Street, no residential unit shall be located within 420 feet

of any point on the current boundary of the Neste Plant site. (Policy added by Ordinance 5616, adopted March 2, 1992.)

- 14) The MDR designation of this site shall be subject to re-evaluation during periodic review unless the following circumstances are found to exist: (Policy added by Ordinance 5616, adopted March 2, 1992.)
- a. Substantial progress has been made on the project and the project as built and operated conforms substantially to the representations concerning affordability made by the applicant during the Metro Plan amendment process; or
  - b. An affirmative determination can be made, in light of all the circumstances, including the City of Springfield's forthcoming Housing Plan, that the property should be retained for affordable housing; and
  - c. Examples of substantial progress shall include acquisition of bonds to finance construction, completion of site plan review and start of construction.

### **CRITERIA FOR DESIGNATING RESIDENTIAL LAND**

- 1) Generally the Medium Density Residential plan designation shall be applied under the following circumstances:
  - a) To areas that are currently developed as high quality multiple-family;
  - b) To large under-developed areas immediately adjacent to commercially designated land along Main Street;
  - c) On the west side of 42<sup>nd</sup> Street;
  - d) Nodal development Area 9C as shown on the Potential Nodal Development Areas Map in TransPlan; (Criterion amended by Ordinance Number 6178; Adopted July 17, 2006. This Ordinance referenced Criterion 3c in relation to amending Criteria for Designating Residential Land. However, criterion 1d as presented herein is the correct criterion.) (Text amended by Ordinance Number 6463; Adopted November 20, 2023.)
  - e) To serve as a buffer between single-family and commercial uses along Main Street;
- 2) Generally the Low Density Residential plan designation shall be applied under the following circumstances: (Criterion amended by Ordinance Number 6463; Adopted November 20, 2023.)
  - a) To large areas of land that are clearly single-family in character;
  - b) To areas that have not been seriously and directly affected by pockets of industrial or commercial development;
  - c) To areas that are not located directly on Main Street;

## TRANSPORTATION POLICIES

**GOAL:** Provide for a safe and efficient transportation system for the Mid-Springfield area.

**POLICIES:**

- 1) Work with LTD to improve the efficient and convenience of bus service to the area by providing bus shelters, park-and-ride lots and service to major concentrations of employment and housing.
- 2) Discourage use of local streets in residential areas by commercial and industrial traffic.
- 3) Place a high priority on paving streets to reduce air pollution and city maintenance costs. Use improvements agreements and/or public funding mechanisms to equitably achieve this policy.
- 4) Promote walking and bicycling through the construction of sidewalks and bicycle paths in accordance with TransPlan.
- 5) Coordinate with the Police Department to ensure that truckers use truck routes and do not park illegally in the public right-of-way

## PLAN IMPLEMENTATION POLICIES

**GOAL:** To provide a means to implement the goals and policies contained in this Plan.

- 1) All vacant and underdeveloped land shall be rezoned consistent with the Plan Diagram and Plan Implementation Policies 3 and 4, upon adoption of the Mid-Springfield Refinement Plan.
- 2) Developed properties shall be rezoned consistent with the Mid-Springfield Refinement Plan Diagram, unless the property owner specifically request to retain a zoning classification that reflects the existing use of the property, consistent with the policies of this plan.
- 3) Allow for the continued industrial uses of developed industrial properties in are designated Commercial or Residential on the Plan Diagram, by maintaining the Light-Medium Industrial zoning classification where:
  - a) Existing zoning is Industrial; and
  - b) There has been a substantial investment made in industrial improvements to the property (i.e., the true cash value of industrial buildings on the site must exceed the true cash value of the land itself).
- 4) Application of the Light-Medium Industrial zoning, in accordance with policy #3 of this section, shall not be considered a plan/zone conflict. However, under no circumstances shall Light-Medium Industrial zoning be extended into areas designated for commercial or residential use.
- 5) Allow for the continued residential zoning of developed residential properties in areas designated Commercial or Industrial on the Plan Diagram, provided that:
  - a) Existing zoning is residential; and
  - b) The residential structure is suitable for human habitation
- 6) Prior to implementation of Industrial Development Policy #10, which calls for the extension of 30<sup>th</sup> Street from Main to Industrial Street, the following must be completed:
  - a) A Goal 5 ESEE (Environmental, Social, Economic and Energy Consequences) study for the possible removal of the wetland area, shown on the LCOG Working Paper Map Significant Vegetation and Wildlife Areas, from the inventory of wetland areas (this shall be done during the next Metro Plan Update),
  - b) Inclusion of the 30<sup>th</sup> Street Extension Project in the TransPlan and the Public Facilities Plan, and
  - c) Inclusion of the Project in the CIP.

## APPENDIX

**Residential Land Inventory (Adams Plat)****East of 35th Street**

Total Tax Lots	68
Total Residential Tax Lots	51
Residential (Rentals)	41
Residential (Owner Occupied)	10
Mobile Homes	40

Owner Occupied as a percent of total tax lots=15%  
Owner Occupied as a percent of residential=19%  
Rentals as a percent of total tax lots=81%  
Rentals as a percent of residential=85%

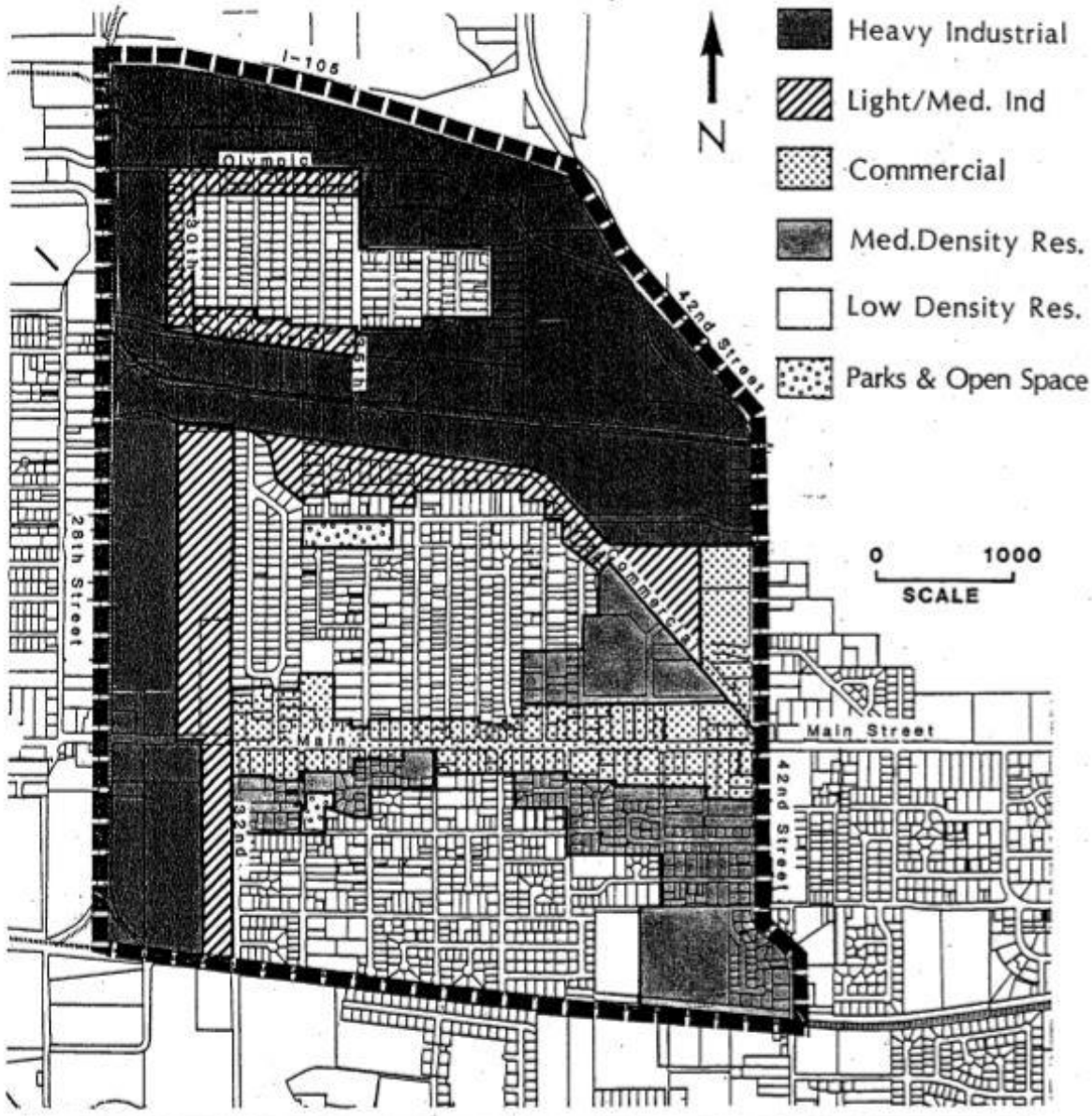
**West of 35th Street**

Total Tax Lots	182
Total Residential Tax Lots	162
Residential (Rentals)	87
Residential (Owner Occupied)	75
Mobile Homes	93

Owner Occupied as a percent of total tax lots=41%  
Owner Occupied as a percent of residential=46%  
Rentals as a percent of total tax lots=47%  
Rentals as a percent of residential=53%

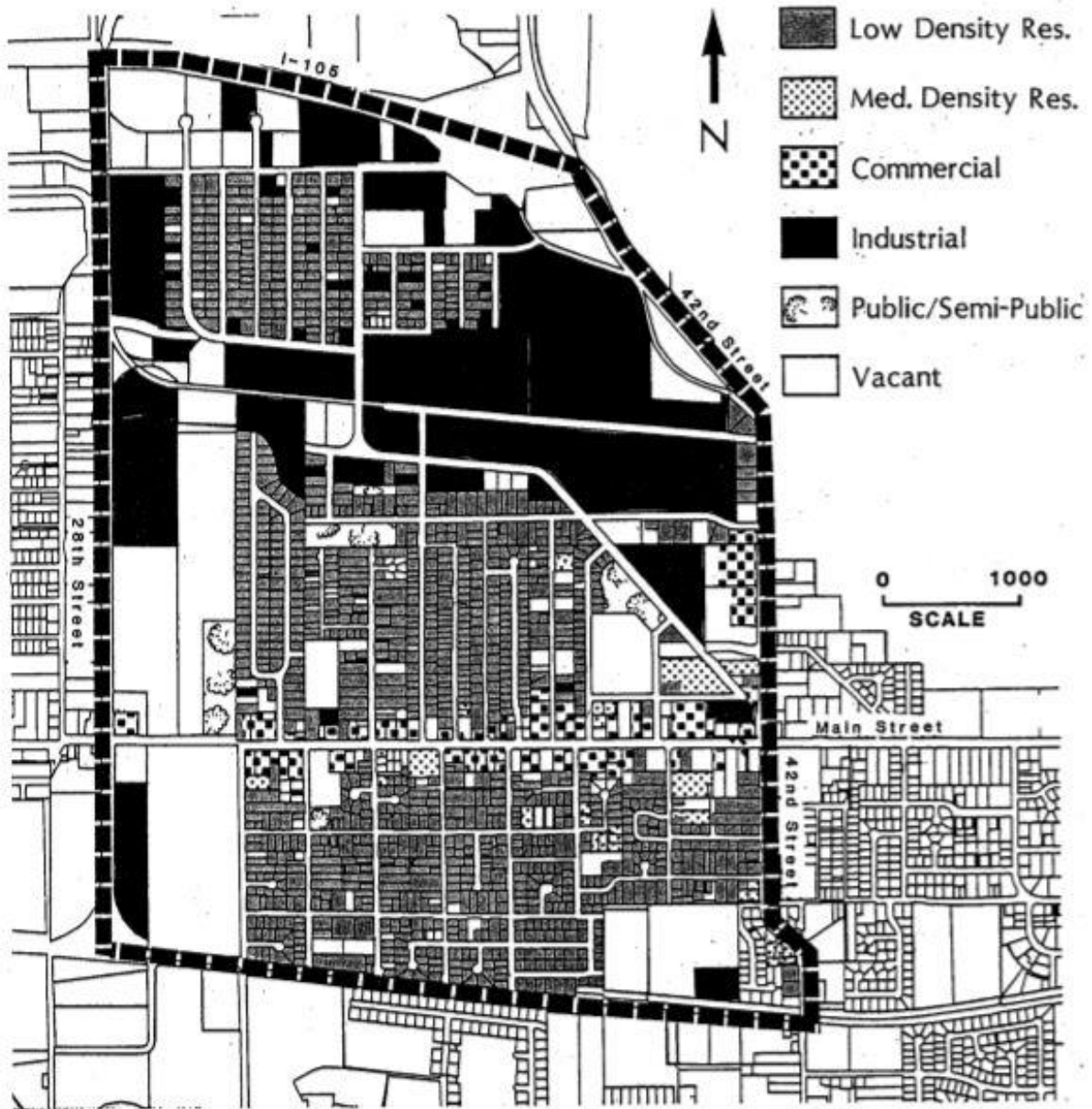


## MAPS

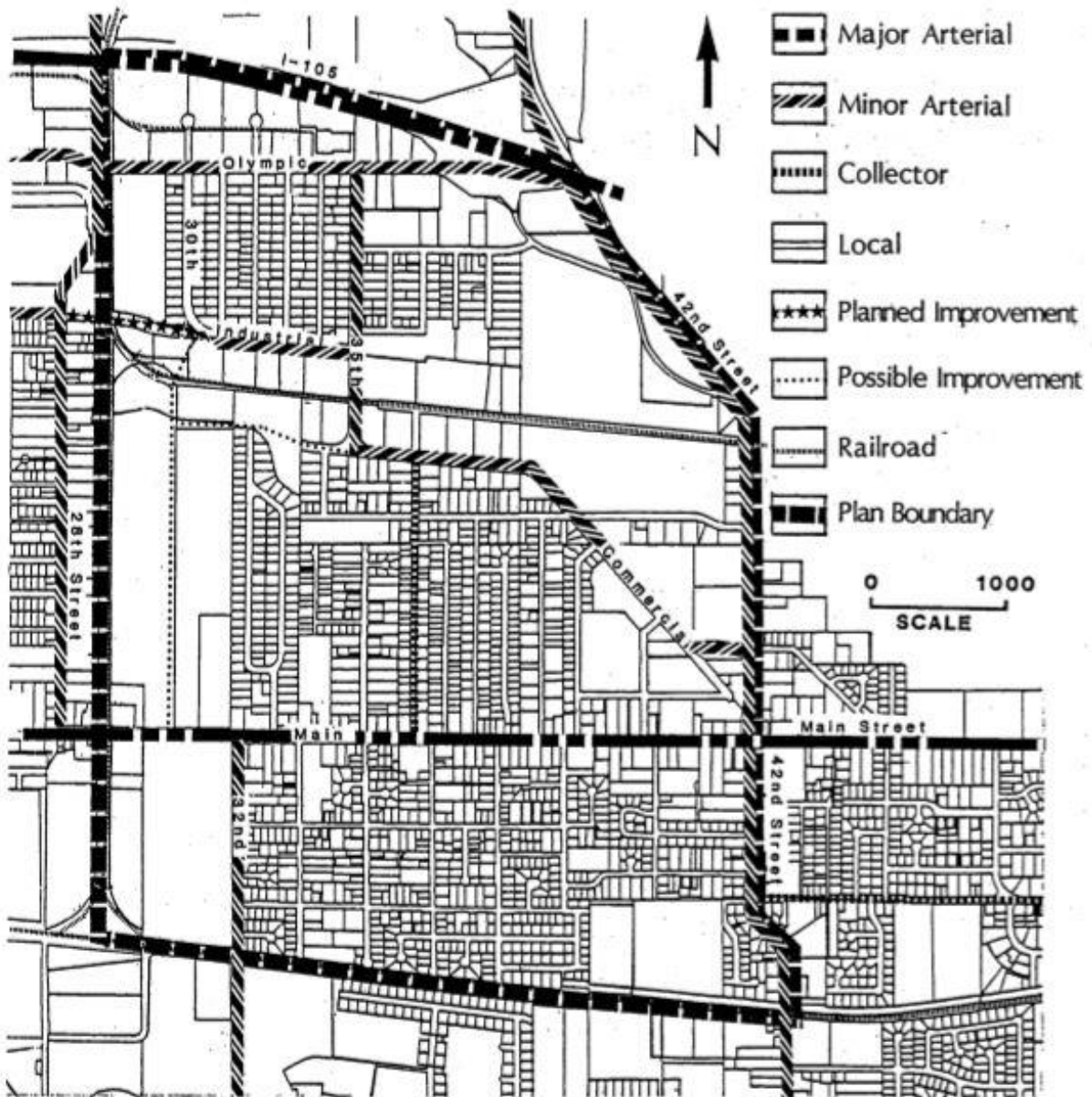


MID-SPRINGFIELD REFINEMENT PLAN  
 July 1986  
 AMENDED MARCH 1987  
**PLAN DIAGRAM**

This Diagram was adopted in 1987 and does not reflect subsequent amendments. A Diagram that incorporates these amendments appears before the Table of Contents.

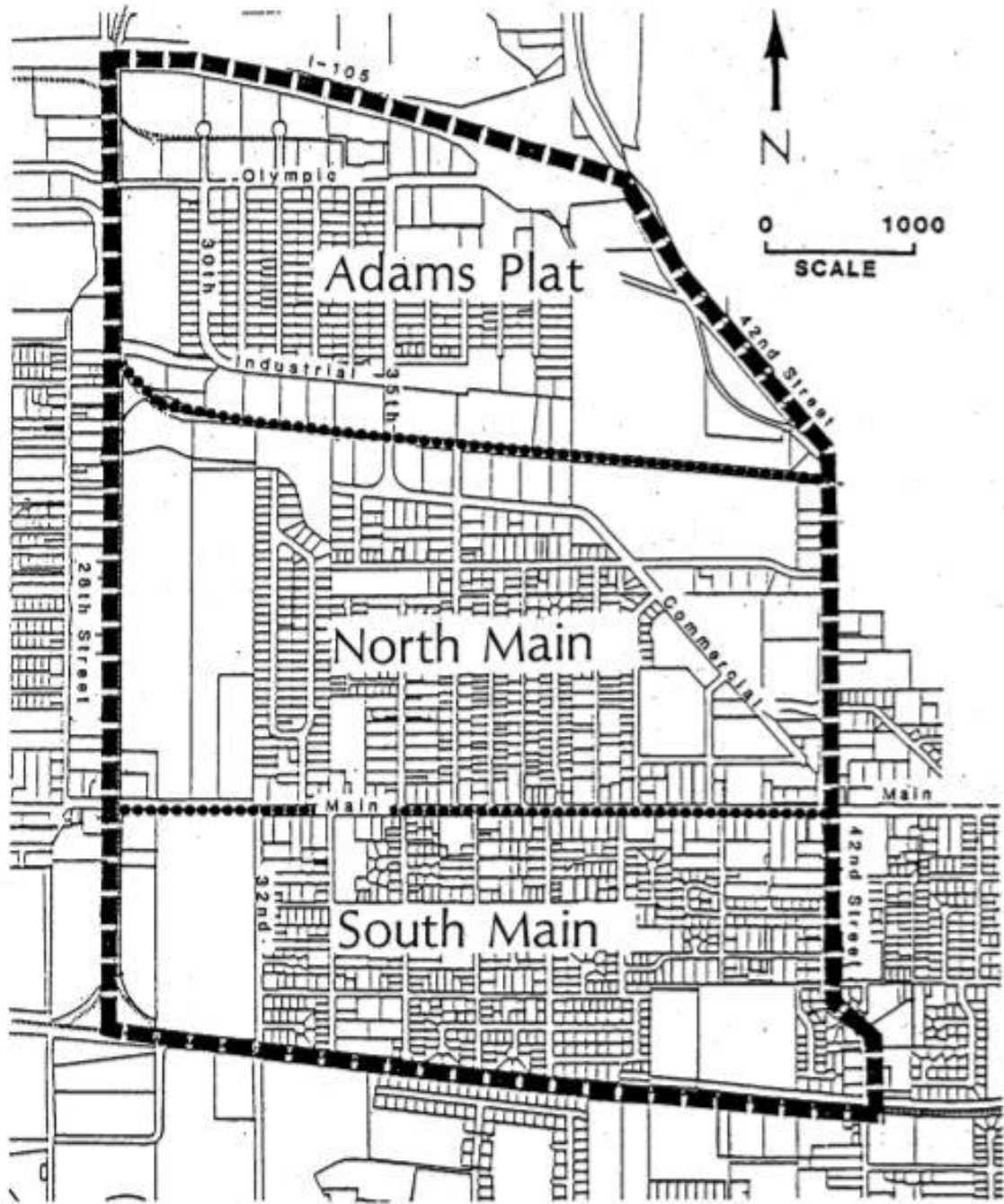


MID-SPRINGFIELD REFINEMENT PLAN  
 July 1986  
**EXISTING LAND USE**



MID-SPRINGFIELD REFINEMENT PLAN  
 July 1986  
**TRANSPORTATION**

Note: The Springfield Transportation System Plan (TSP) has been updated since the adoption of this map in 1986. Please refer to the most recent version of the TSP for street classifications and desired future conditions.



MID-SPRINGFIELD REFINEMENT PLAN

July 1986

**NEIGHBORHOODS**