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225 Fifth Street
Springfield, OR 97477

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225 Fifth Street
Springfield, OR 97477

GLENWOOD URBAN RENEWAL PLAN NOTICE

Springfield Economic Development Agency
225 Fifth Street
Springfield, OR 97477

Consideration: The consideration for this Glenwood Urban Renewal Plan is other than monetary.

Legal Description is attached as Exhibit 1.



(BAR CODE STICKER)

EXHIBIT 1-2

Beginning at the point of intersection of the centerline of the Interstate Highway I-5 right of way, in Section 33, Township 17 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon with the centerline of the Willamette River; thence along the City limits line, Easterly and Southerly (upstream) along the centerline of the Willamette River, 13,000 feet, more or less, to a point at right angles from a point on the Westerly bank where the Easterly right of way of the Southern Pacific Railroad intersect the Westerly bank (most southerly point of tax lot 17-03-02-32-03800); thence Westerly at right angles to the centerline of the river, 200 feet, more or less, to the last said point of intersection on the West bank of the Willamette River; thence Northerly along the Easterly right of way of the Southern Pacific Railroad to a point of intersection with the Easterly right of way of McVay Highway (State Highway 225); thence Southerly along the Easterly right of way of said Highway to a point of intersection with the Westerly right of way of the Southern Pacific Railroad; thence Westerly, crossing said Highway right of way to a point on the Westerly right of way which is the Southeast corner of that tract of land described in a deed from Helene Macauley to Edward Macauley filed and recorded September 27, 1982 in Reel 1212R at Reception No. 8228958, Lane County Official Records, Lane County, Oregon (current tax lot 1803034000700); thence Northwesterly along the Southerly line of the last said tract to the Southwest corner thereof, said point is on the Easterly right of way of Interstate Highway I-5; thence Southwesterly at right angles the centerline of I-5 120 feet, more or less to a point on the centerline of I-5; thence along the centerline of I-5 Northerly and Westerly, 10,000 feet, more or less to the point of beginning, all in Lane County, Oregon.

GLENWOOD URBAN RENEWAL PLAN

PART ONE – TEXT

November 15, 2004

**Springfield Economic Development Agency
November 2004**

**Glenwood Urban Renewal Plan
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100. THE GLENWOOD URBAN RENEWAL PLAN

A. General

The primary intention of this Glenwood Urban Renewal Plan is to assist in providing basic infrastructure for not only underdeveloped riverfront areas so it becomes ideal for high quality, mixed use development but also for underused vacant and underdeveloped industrial sites so they can become vital to the economic growth of the City and Lane County. This cannot readily be done without public involvement because of multiple ownerships; high land prices; and parcels of size, shape, and lack of access they are not conducive to development. The Urban Renewal Plan includes projects, activities, and actions which treat the causes of the blight and deterioration in the Glenwood Urban Renewal Area.

The Glenwood Urban Renewal Plan consists of Part One – Text and Part Two – Exhibits. The governing body of the City of Springfield acts as the Urban Renewal Agency of the City of Springfield and is accepted as the Urban Renewal Agency for the Glenwood Urban Renewal Plan by the Lane County Board of County Commissioners through the Board's approval of the Glenwood Urban Renewal Plan.

This Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon, Lane County, and the City of Springfield respectively. All such applicable laws and ordinances are made part of this Plan, whether expressly referred to in the text or not.

The Urban Renewal Area is a single geographic area with a single continuous boundary in which a variety of activities and projects are contemplated to eliminate blight and the causes of blight and are intended to create an environment in which the private sector may develop uses compatible with the purposes of this Plan.

The Glenwood Urban Renewal Plan was approved by the Lane County Board of Commissioners on November 23, 2004 by Resolution No. 04-11-23.6 and the City Council of the City of Springfield on December 6, 2004 by Ordinance No. 6103.

B. The Renewal Plan Area Boundary

The boundary of the renewal area is shown in (Map) Exhibit 1 – Page 1, attached to this plan. A legal description of the project boundary is shown in Exhibit 1 – Page 2, attached to this Plan.

200. CITIZEN PARTICIPATION

This Urban Renewal Plan was developed under the guidance of the Springfield Economic Development Agency, Springfield City Council, and Lane County Board of Commissioners. In formulating the plan, City staff and Lane County staff conducted 14 public meetings, inviting the general public to discuss urban renewal concepts, and the renewal plan. All meetings were open to the public for discussion and comment.

The Lane County Commissioners met to review the concept of the Plan on September 22, 2004.

The Springfield Planning Commission met to review the Plan on October 12 and 19, 2004. This Urban Renewal Plan for the Glenwood Urban Renewal Area was reviewed by the Springfield Planning Commission on October 19, 2004 after a Public Hearing. The Springfield Planning Commission recommended the Springfield City Council approve the Glenwood Urban Renewal Plan.

The Lane County Board of County Commissioners met to review the Plan on November 10, 2004 and considered the adoption of this Plan on November 23, 2004.

Special notice was mailed on October 22, 2004 to registered voters in Springfield and within the area of the Glenwood Urban Renewal District Plan as required in ORS 457.120 for the Public Hearing to be held in Springfield City Hall on November 15, 2004 at 7:00 p.m. conducted by the Springfield City Council to consider adoption of an ordinance approving the proposed Glenwood Urban Renewal Plan. The Springfield City Council held the Public Hearing and heard testimony concerning the adoption of an ordinance approving the proposed Glenwood Urban Renewal Plan. Springfield City Council also received comments from affected taxing districts and considered them in approving the ordinance approving the Plan for the Glenwood Urban Renewal District.

300. RELATIONSHIP TO LOCAL OBJECTIVES

The purpose of this Urban Renewal Plan is to eliminate blighting influences found in the Renewal Area, to implement goals and objectives of the Eugene-Springfield Metropolitan Area General Plan, Glenwood Refinement Plan, and Glenwood Riverfront Plan and to implement development strategies and objectives for the Glenwood Urban Renewal Area. The Urban Renewal Plan relates to the following local goals and objectives:

301. GLENWOOD URBAN RENEWAL GOALS:

The goals of this Plan are outlined below.

A. Promote Private Development

Goal: To promote private development, redevelopment, and rehabilitation within the urban renewal area to help create jobs, tax revenues, and self sustaining, vital and vibrant industrial and commercial areas.

Objectives:

1. Enhance the environment for development and investment through improvements to streets, streetscapes, parks, and public buildings and spaces.
2. Assist property owners in rehabilitating buildings so they can accommodate more intensive and dynamic industrial and commercial activity;
3. Help create economic vitality by creating activities and encouraging uses that bring a significant number of jobs, employees, potential shoppers and investors throughout the renewal area.

B. Rehabilitate Building Stock

Goal: To upgrade the stock of existing structures in the renewal area which contribute to its unique character, but which are run down or do not meet current State Building and Specialty Codes' requirements.

Objectives:

1. Improve the appearance of existing buildings in order to enhance the overall aesthetics of the renewal area.
2. Help in improving the safety of older buildings in regard to seismic stability, fire safety, building code compliance and accessibility to persons with disabilities.

3. Redevelop buildings and areas that are inconsistent with the goals and objectives of this plan in ways that benefit the entire economic development effort and the property owners.

C. Improvements to Streets, Streetscapes, Parks and Open Spaces

Goal: To improve existing streets and construct the missing or needed street links to improve connectivity within the area, including on-street and off-street pedestrian and bicycle connections; to improve and enhance parks and open spaces, like multi-use paths, as an integral part of the area, and to enhance livability.

Objectives:

1. Enhance streetscapes by installing street lighting, street furniture, banners, planters and other amenities.
2. Reconstruct existing roadways and sidewalks where needed and in a manner meeting the objectives of this Plan.
3. Construct new streets to provide surface transportation connectivity and encourage private investment especially along the Willamette riverfront.
4. Address and improve pedestrian safety along heavily traveled streets through the urban renewal area.
5. Create on-street and off-street multi-use pedestrian and bicycle access to and through the renewal area. Create additional open space areas and pedestrian spaces that are attractive areas for residents and employees and that stimulate economic activity and enhance livability.

D. Utility Improvements

Goal: Improve and repair utilities to allow efficient development of the areas.

Objectives:

1. Construct new, reconstruct, or upgrade existing utilities (including water, electrical, and sanitary and storm sewers) as necessary to encourage and permit development of private properties and public amenities.

E. Parking

Goal: Develop convenient attractive parking facilities close to shopping, entertainment, and business destinations.

Objectives:

1. Construct public parking to support businesses and activities in the Glenwood Urban Renewal Area, especially a major development critical to mixed-use development on the riverfront.

F. Public Facilities

Goal: Maintain, acquire and develop public parks and open spaces, and public safety, health, and other facilities, to maintain and enhance public use, safety, and enjoyment of the renewal area.

Objectives:

1. Ensure that public safety facilities within the renewal area are adequate to support and protect existing and proposed development in the renewal area.
2. Evaluate the adequacy of other public facilities serving the renewal area. In particular Lane County's Glenwood Central Receiving Station for solid waste collection would be evaluated to ensure its compatibility with the surrounding development and proposed redevelopment in the area.
3. Ensure that public parks and open spaces are adequate to serve existing and proposed development.

G. Housing

Goal: Provide for new and rehabilitated housing units in livable mixed-income neighborhoods that collectively reflect a diversity of housing types, occupancy (rental and owner-occupied), and income levels in the City. Support housing development that is geared to support the area's goals for generating new employment.

Objectives:

1. Provide a wide range of housing opportunities to accommodate households at all income levels, including low-, moderate-, and upper-income rental and owner-occupied housing, which support prospective residential markets in, adjacent to, and near the renewal area.
2. Provide assistance to help maintain and assist in the rehabilitation of the stock of existing housing in the renewal area.
3. Assist in the development of quality housing for a range of household incomes that are representative of the City as a whole.

H. Public Signage and Entrance Improvements

Goal: Assist in funding for a program of entrance beautification and signage indicating cultural, historical, natural, and tourism landmarks within the renewal area.

Objectives:

1. Provide urban renewal funds for signage and entrance improvements in spaces within the urban renewal area reflecting the community's history, culture, natural areas, tourism opportunities, and welcoming attitude.

302. EUGENE-SPRINGFIELD METROPOLITAN AREA COMPREHENSIVE PLAN

ORS 457.085 requires that an Urban Renewal Plan relate to definite local objectives. The Metro Plan, the area's comprehensive land use plan, considers a wide range of goals and policies relating to land uses, traffic, transportation, public utilities, recreation and community facilities, economic development, housing and environmental protection. Citations of relevant goals and policies are included as Attachment "B" of this Plan.

Springfield's controlling land use document is its comprehensive plan: the Eugene-Springfield Metropolitan Area General Plan (Metro Plan). It was adopted locally and acknowledged by the Land Conservation and Development Commission (LCDC) in 1982 and amended in 1987.

As used in this document, the term "Metro Plan" refers not only to the Metropolitan Area General Plan as a document in itself, but also those adopted neighborhood and special purpose/functional refinement plans which implement and are subservient to the Metropolitan Area General Plan itself. Mid-period review of the Metro Plan was completed locally and approved in accordance with the post-acknowledgment procedures of ORS 197 in 1986. Other portions of the Metro Plan which affect the Urban Renewal Plan, such as the Willamalane Parks and Recreation Comprehensive Plan, Lane County Solid Waste Management Plan, Lane County Parks and Open Space Master Plan, and the TransPlan (special purpose/functional refinement plans of the Metro Plan) and the Glenwood Refinement Plan (regulating land use in all of Glenwood included in the Glenwood Urban Renewal Plan) were adopted by the City Council, and approved in accordance with state post-acknowledgment procedures.

The projects in the urban renewal plan also address goals and objectives set forth in other adopted plan documents. These findings are outlined here. Projects listed in the Glenwood Urban Renewal Plan project list are supported by policies from the Metro Plan and the Glenwood Refinement Plan. The following is a list of the supporting policies for each of the projects and indicate the conformance of the Plan to local land use plans and policies. (Projects are referenced by line item number according to the project list spreadsheet in the Report accompanying this Plan.)

Line 7 Prepare sites for industrial development

Glenwood Refinement Plan Policies:

“General Land Use Policies and Implementation Strategies” section (p. 16)

6. Recognize Glenwood's strategic location in the metropolitan area for industrial development, in particular for distribution-related industrial uses.
 - 6.1 Seek industrial incentives such as enterprise zones in order to strengthen the area for industrial development.

Metro Plan Policies:

Economic Element Policy 6: Increase the amount of undeveloped land zoned for light industrial and commercial uses correlating the effective supply in terms of suitability and availability with the projections of demand.

Economic Element Policy 7: Encourage industrial park development, including areas for warehousing and distributive industries and research and development activities.

Economic Element Policy 11: Encourage economic activities which strengthen the metropolitan area's position as a regional distribution, trade, health, and service center.

Economic Element Policy 25: Pursue an aggressive annexation program and servicing of designated industrial lands in order to have a sufficient supply of “development ready” land.

**Line 8 Business façade and landscaping improvement program
Set up industrial and business property rehabilitation loan program**

Metro Plan Policies:

Economic Element Policy 8: Encourage the improvement of the appearance of existing industrial areas, as well as their ability to serve the needs of existing and potential light industrial development.

Line 10 Clean up industrial sites

Glenwood Refinement Plan Policies:

“General Land Use Policies and Implementation Strategies” section (p. 16)

6. Recognize Glenwood's strategic location in the metropolitan area for industrial development, in particular for distribution-related industrial uses.
 - 6.1 Seek industrial incentives such as enterprise zones in order to strengthen the area for industrial development.

Metro Plan Policies:

Economic Element Policy 7: Encourage industrial park development, including areas for warehousing and distributive industries and research and development activities.

Economic Element Policy 25: Pursue an aggressive annexation program and servicing of designated industrial lands in order to have a sufficient supply of "development ready" land.

Line 12 Redevelop parcels/ buildings through options, property acquisitions/ dispositions, assembly, resale, conveyance, and lease

Line 16 Remove/ Replace substandard commercial buildings for mixed-use redevelopment

Metro Plan Policies:

Residential Supply and Demand Policy A.1: Encourage the consolidation of residentially zoned parcels to facilitate more options for development and redevelopment of such parcels.

Economic Element Policy 16: Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or reuse in a comprehensive manner rather than a piecemeal fashion.

Design and Mixed Use Policy A.22: Expand opportunities for a mix of uses in newly developing areas and existing neighborhoods through local zoning and development regulations.

Line 19 Upgrade public utilities and infrastructure (stormwater, water, electric, etc.)

Metro Plan Policies:

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. The provision of all urban services shall be concentrated inside the urban growth boundary."

Growth Management Policy 8: Land within the urban growth boundary may be converted from urbanizable to urban only through annexation to a city when it is found that:

- a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.
- b. There will be a logical area and time within which to deliver urban services and facilities. Conversion of urbanizable land to urban shall also be consistent with the Metropolitan Plan.

Growth Management Policy 9: A full range of key urban facilities and services shall be provided to urban areas according to demonstrated need and budgetary priorities.

Line 24 Mitigate for wetlands & riverside/riparian improvements, bank stabilization, etc.

Glenwood Refinement Plan Policies:

Storm Sewers and Drainage, Storm Drainage and Wetlands Policy 1: The City shall design a storm sewer and drainage plan for Glenwood to accommodate storm runoff from growth and development in the area that is also sensitive to other wetland issues.

Environmental Design Element Policy 1: Significant wetland areas in Glenwood shall be protected from encroachment and degradation in order to retain their important functions and values related to fish and wildlife habitat, flood control, sediment and erosion control, water quality control, and groundwater pollution control.

Franklin Boulevard/Willamette River Corridor Policy 2: The City shall ensure that new development and redevelopment in the Willamette River Greenway is sensitive to Greenway concerns.

- 2.1 Use the Willamette River Site Development Guidelines beginning on Page 37 in reviewing development proposals within the Willamette River Greenway until such time when Springfield establishes a Greenway Setback Line for all Glenwood properties.

Metro Plan Policies:

Environmental Resources Element Policy 1: Springfield, Lane County, and Eugene shall consider downstream impacts when planning for urbanization, flood control, urban storm runoff, recreation, and water quality along the Willamette and McKenzie Rivers.

Line 28 Assist siting major development (civic center , tourism/sports facilities, etc.)

Metro Plan Policies:

Economic Element Policy 13: Continue to encourage the development of convention and tourist-related facilities.

Economic Element Policy 16: Utilize processes and local controls which encourage retention of large parcels or consolidation of small parcels of industrially or commercially zoned land to facilitate their use or reuse in a comprehensive manner rather than piecemeal fashion.

Line 32 Sanitary sewer laterals

Line 35 Sanitary sewer remediation

Glenwood Refinement Plan Policies:

General Land Use Policies and Implementation Strategies Policies:

2. Develop programs that will strengthen designated residential and mixed-use areas, including the Central Residential sub-area.
 - 2.1 Pursue programs to provide low-interest loans and other services designed to help improve housing stock in Glenwood.
 - 2.2 Explore the feasibility of creating a tax increment district. Consider using the revenues from the district for such uses as constructing essential infrastructure improvements, increasing housing resources for low and moderate-income households for sub-areas 1, 8, and 9, and reducing the financial burden of infrastructure improvements on low and moderate-income households.

Line 38 Develop low/moderate income housing and other housing types

Glenwood Refinement Plan Policies:

General Land Use Policies and Implementation Strategies Policies:

2. Develop programs that will strengthen designated residential and mixed-use areas, including the Central Residential sub-area.
 - 2.1 Pursue programs to provide low-interest loans and other services designed to help improve housing stock in Glenwood.

- 2.2 Explore the feasibility of creating a tax increment district. Consider using the revenues from the district for such uses as constructing essential infrastructure improvements, increasing housing resources for low and moderate-income households for sub-areas 1, 8, and 9, and reducing the financial burden of infrastructure improvements on low and moderate-income households.
- 2.3 Explore innovative housing options for designated residential areas in Glenwood, including provision for manufactured dwellings on individual lots.
- 2.4 Consider development of a low-interest loan program to upgrade manufactured dwelling parks through use of Community Development Block Grant funds.
- 2.5 The City shall consider adopting a Manufactured Dwelling Park Closure ordinance for Glenwood in order to provide protection to manufactured dwelling dwellers in manufactured dwelling parks that convert to other uses.

Metro Plan Policies:

Growth Management Policy 14: Both Eugene and Springfield shall examine potential assessment deferral programs for low-income households.

Residential Land Use and Housing Element Policies:

Supply and Demand Policy A.1: Encourage the consolidation of residentially zoned parcels to facilitate more options for development and redevelopment of such parcels.

Supply and Demand Policy A.8: Require development to pay the cost, as determined by the local jurisdiction, of extending public services and infrastructure. The cities shall examine ways to provide subsidies or incentives for providing infrastructure that support affordable housing and/or higher density housing.

Housing Type and Tenure Policy A.17: Provide opportunities for a full range of choice in housing type, density, size, cost, and location.

Housing Type and Tenure Policy A.19: Encourage residential developments in or near downtown core areas in both cities.

Housing Type and Tenure Policy A.20: Encourage home ownership of all housing types, particularly for low-income households.

Affordable, Special Need, and Fair Housing Policy A.27: Seek to maintain and increase public and private assistance for low and very low income households that are unable to pay for shelter on the open market.

Affordable, Special Need, and Fair Housing Policy A.28: Seek to maintain and increase the supply of rental housing and increase home ownership options for low- and very low-income households by providing economic and other incentives, such as density bonuses, to developers that agree to provide needed below-market and service-enhanced housing in the community.

Line 40 Housing/neighborhood rehabilitation /home repair programs

Metro Plan Policies:

Residential Land Use and Housing Element Policies:

Supply and Demand Policy A.7: Endeavor to provide key urban services and facilities required to maintain a five-year supply of serviced, buildable residential land.

Existing Housing Supply and Neighborhoods Policy A.25: Conserve the metropolitan area's supply of existing affordable housing and increase the stability and quality of older residential neighborhoods, through measures such as revitalization; code enforcement; appropriate zoning; rehabilitation programs; relocation of existing structures; traffic calming; parking requirements; or public safety considerations. These actions should support planned densities in these areas.

Existing Housing Supply and Neighborhoods Policy A.26: Pursue strategies that encourage rehabilitation of existing housing and neighborhoods.

Line 42 Provide mandated expenses of relocation or displacements of firms or residents

Glenwood Refinement Plan Policies:

General Land Use Policies and Implementation Strategies Policy 2: Develop programs that will strengthen designated residential and mixed-use areas, including the Central Residential sub-area.

- 2.5 The City shall consider adopting a Manufactured Dwelling Park Closure ordinance for Glenwood in order to provide protection to manufactured dwelling dwellers in manufactured dwelling parks that convert to other uses.

- Line 46 Improve roads to urban standards (Franklin, McVay, and utilities)
- Line 49 Acquire land for and do intersection improvements
- Line 52 Re-align and build roads and connections

Glenwood Refinement Plan Policies:

Transportation Element (TransPlan) Policies:

Policy 1: Improve the major transportation network within and through Glenwood to urban standards, with emphasis on improvements to Franklin Boulevard/McVay Highway, Glenwood Boulevard, Henderson Avenue, 19th Avenue, 17th Avenue west of Henderson, and 22nd Avenue between Glenwood Boulevard and Henderson Avenue.

- 1.1 The City should consult with other metropolitan agencies to update TransPlan, addressing the need for improvements to Franklin Boulevard, including policies concerning mass transit and Nodal Development.
- 1.2 The City should consult with the Oregon Department of Transportation to identify needed improvements and a means of financing them. Items to consider when improving Franklin Boulevard/McVay Highway are the following:
 - a. Sidewalks along both sides of the highway with a priority on developing sidewalks on the south side of Franklin Boulevard when Franklin Boulevard is improved (Note: Consideration should be given to extending sidewalks on the north side of Franklin from the Springfield Bridge to the intersection with Glenwood Boulevard. However, the most westerly extent of sidewalks on the north side of Franklin Boulevard will be decided upon at the time Franklin improvements are designed. The design should consider the need for pedestrians to travel on the north side of Franklin Boulevard westward from Glenwood Boulevard as well as the physical and topographical restraints for placing a sidewalk north of the highway at this location);
 - b. Bike lanes connecting to Eugene, Springfield, and Lane Community College;
 - c. Intersection improvements to allow better differentiation of the local intersecting streets, such as providing curbs and gutters and better signage to make it safer to turn off Franklin Boulevard onto local streets;
 - d. Improvements to traffic flow, especially during commuting hours, through changes in signal timing and other appropriate means. Request

that the Oregon Department of Transportation analyze signal timing at Brooklyn Street and Henderson Avenue;

- e. The possibility of reducing the speed of traffic entering Glenwood from Eugene and the McVay Highway; and
 - f. Improvements to storm drainage, including maintenance as well as reconstruction where needed.
- 1.3 The City should consult with Lane County about urban transition agreements, TransPlan, and abutting property owners to identify needed improvements and a means of financing them for collector and arterial streets in Glenwood. However, certain streets were transferred to the City that included Lane County payments through urban transition agreements to defray the cost bringing them up to standard. Lane County considers its obligation for those streets completed. Items to consider when improving streets are:
- a. Street improvements appropriate to the street's classification, including sidewalks, bike lanes if appropriate, improvements to storm drainage, and adequate street paving width; and
 - b. The possibility of controlling traffic traveling along Glenwood Boulevard to and from I-5, including deceleration lanes for the Lane County Solid-Waste Facility and LTD.
- 1.4 The City and State Highway Division should consider combining access points along Franklin Boulevard/McVay Highway and Glenwood Boulevard when reviewing new development proposals.

System-Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer along all transportation modes.

System Improvements: Transit Policy F.18: Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.

Transportation System Improvements: Pedestrian Policy F.26: Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

Transportation System Improvements: Pedestrian Policy F.27: Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

Transportation System Improvements: Pedestrian Policy F.28: Construct sidewalks along urban area arterial and collector roadways, except freeways.

Metro Plan Policies:

See TransPlan projects lists

Line 55 Improve City entries and landmarks

Glenwood Refinement Plan Policies:

General Land Use Policies and Implementation Strategies Policy 8: Recognize Franklin Boulevard/McVay Highway and Glenwood Boulevard as important entrance corridors for both Eugene and Springfield.

- 8.1 Apply applicable Springfield Downtown Refinement Plan Design Element policies to the Franklin Boulevard/McVay Highway and Glenwood Boulevard entrances until such time as specific Glenwood beautification policies are adopted.

Franklin Boulevard/Willamette River Corridor Policy1: The City shall ensure that new development and redevelopment will aesthetically and functionally enhance the Franklin Boulevard and McVay Highway corridors.

- 1.1 On a strip 100 feet deep and parallel to Franklin Boulevard and the McVay Highway use the Franklin Boulevard or McVay Highway Site Development Guidelines (whichever is appropriate) through the site plan review process.

Line 58 Relocate, remediate, re-use Lane County solid waste facility

Line 61 Lane County courts/sheriff substation

Line 63 Provide other city/county public service facilities

Glenwood Refinement Plan Policies:

Public Facilities and Services Policy 1: The City shall provide public facilities and services to Glenwood in a timely fashion and in response to requests for service.

- 1.1 A variety of sources for funding public facilities and services should be identified and explored as to their feasibility, including but not limited to tax increment financing, local improvement districts, block grants, and public/private partnerships.

Public Safety Policy 2: Eugene and Springfield shall continue an enhanced joint response program in the Glenwood area, even after complete annexation of the area to Springfield, and shall maintain current levels of fire response time to the Glenwood area.

Public Safety Policy 3: As additional Glenwood properties annex to Springfield, there will be a need to construct a new fire station in the downtown area that can serve all of Glenwood.

Metro Plan Policies:

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. The provision of all urban services shall be concentrated inside the urban growth boundary.”

Growth Management Policy 8: Land within the urban growth boundary may be converted from urbanizable to urban only through annexation to a city when it is found that:

- a. A minimum level of key urban facilities and services can be provided to the area in an orderly and efficient manner.
- b. There will be a logical area and time within which to deliver urban services and facilities. Conversion of urbanizable land to urban shall also be consistent with the Metropolitan Plan.

Growth Management Policy 9: A full range of key urban facilities and services shall be provided to urban areas according to demonstrated need and budgetary priorities.

Line 67 Expand and improve James Park

**Line 68 Acquire and develop a neighborhood park to meet the needs of
Glenwood residents**

**Line 70 Acquire and develop a multi-use community-scale park, along the
Willamette River with off-street pathways, among other amenities.**

Line 72 Historic landmark preservation and identification Program

Willamalane Parks and Recreation District Comprehensive Plan, Map & Policies:

See Plan Diagram Map 2, Existing and Proposed Park and Recreation Resources

Glenwood Refinement Plan Policies:

Parks and Recreation Element Policies:

1. The City and Willamalane shall work with property owners along those portions of the Willamette River within the Glenwood area in recognition of the area's role as part of the Willamette Greenway system and the community-wide resource it represents.

2. The City will consult with Willamalane and other public agencies and private landowners to coordinate acquisition of property and development of public access and recreational facilities with preservation and enhancement of significant natural habitats and scenic corridors and with economic use of those lands along the river.
3. The City will defer to Willamalane to consider the following park acquisition and development priorities in developing park and recreation services for the Glenwood area listed in priority order. See the Possible Park Site Map, Page 76.
 - B. Explore the feasibility of acquisition of one or more parcels within or adjacent to the central residential area for redevelopment as a small neighborhood park.
 - C. Consider future land uses in determining ongoing use and development of James Park for Glenwood residents and investigate acquisition and development of alternative sites east of McVay Highway. Consider the possible purchase of the old Glenwood School site for an expansion of James Park, thereby increasing the parks access and visibility from McVay Highway.

Historic Qualities Policy 1: The City shall recognize potentially historic resources that exist in Glenwood and support historic preservation efforts.

Metro Plan Policies:

Historic Preservation Element Policy 1: Adopt and implement historic preservation policies, regulations, and incentive programs that encourage the inventory, preservation, and restoration of structures; landmarks; sites; and areas of cultural, historic, or archaeological significance, consistent with overall policies.

Historic Preservation Element Policy 2: Institute and support projects and programs that increase citizen and visitor awareness of the area's history and encourage citizen participation in and support of programs designed to recognize and memorialize the area's history.

400. PROPOSED LAND USES

The Glenwood Urban Renewal Plan conforms to the Glenwood Refinement Plan. The Refinement Plan's Land Use Element (pp. 9-46) describes in detail the existing and proposed land uses (Zoning Map and Plan Diagram are Exhibit 2 of this Plan). Excerpts of the Refinement Plan relating to existing land use follow. Proposed land uses, policies, and implementation strategies are described in detail (pp. 21-46) for 10 sub-areas in Glenwood (see Plan Diagram).

"The Land Use Element addresses the population, housing, land use, and zoning characteristics of the Glenwood area. It provides direction on the way future growth and development should occur based on existing development patterns and zoning, and based on the goals and policies contained in the Metro Plan and related policy documents.

In general, diversity in type and condition characterize the existing land use patterns in Glenwood.... While there are distinct residential and industrial areas, there are also other areas that are mixed commercial and industrial areas. Sites and structures are found in a range of standard and substandard conditions.

The Glenwood area's unique combination and pattern of land uses are due in part to its central location between Eugene and Springfield and in part to its location along major transportation corridors. In particular, the transportation corridors of Franklin Boulevard and the McVay Highway cater to automobile-oriented commercial/industrial uses and travel-oriented residential uses, such as mobile home/recreational vehicle parks. Glenwood's central location has also prompted large regional services to locate here, such as the Lane County Solid Waste Facility and more recently Lane Transit District's (LTD) bus maintenance and operations facility.

Much of Glenwood's development has occurred without benefit of City services and a majority of the area is still outside the Springfield city limits. This largely non-urban form of development has also affected Glenwood's land use pattern. Most development has had to occur without sewers, resulting in land-intensive rather than labor-intensive industrial uses. Also, because of sewer unavailability, much of the 618 acres of land in Glenwood remains vacant or underutilized. In fact, there is more vacant land (27 percent or 167 acres) in Glenwood than in any other single land use category. ...

...The community of Glenwood has a population of approximately 1,330 people. Most of the residents are found either in the Central Residential subarea or in the eight mobile home parks located along Franklin Boulevard and the McVay Highway.

Glenwood has a small average household size (1.82 persons) and a high percentage of one-person households (43 percent). Glenwood has a significantly higher proportion of elderly persons than Eugene or Springfield....

...Glenwood serves an important function in the metropolitan area by providing low-cost housing, including manufactured dwellings. Residential development in Glenwood generally consists of single-family houses, manufactured dwellings on individual lots, and manufactured dwellings in parks. The density in the residential area is 6.9 units per acre, within the low-density residential range of 1-10 units per acre....

...Glenwood has a very high percentage of manufactured dwellings compared with other types of housing. There are 744 dwelling units in Glenwood. Of these, 72 percent are manufactured dwellings (66 percent in parks and 6 percent on individual lots) and 23 percent are single-family residences (See Figure 3 Page 12, Number of Residential Units by Structure Type). There are 46 manufactured dwellings on individual lots in Glenwood. These were established when Glenwood was under Lane County's jurisdiction. The City allows Type I manufactured dwellings on vacant lots, outside of manufactured dwelling parks; and Type I and II manufactured dwellings within manufactured dwelling parks. ...

...There are 167 single-family residences in Glenwood. Of these, 42 percent are owner-occupied. Eugene's windshield survey conducted to determine general housing quality *has* indicated that a majority (62 percent) of the residential structures in Glenwood are in need of major repair. ...

...Over the past 30 years, industrial development has gradually become the single most predominant form of development (14 percent) in Glenwood. In line with this industrial orientation, a majority of Glenwood's total acreage (59 percent) and of Glenwood's vacant acreage (65 percent) is designated in the Metropolitan Plan for light-medium industrial use. Industrial park sites and freestanding industrial sites are available for development as well. A majority of the land (68 percent) in Glenwood is also zoned for industrial use.

On the other hand, there is very little land developed (six percent), designated (eight percent), or zoned (two percent) for retail commercial uses. These commercial uses are located mostly along Franklin Boulevard.

About 116 acres of industrially zoned land in Glenwood is vacant. Of this total, a majority of these parcels are five acres or less in size (There are 73 acres in 67 parcels). Conversely, there are 43 acres in five parcels that are six acres or larger (See Figure 4 Page 13, Industrially Zoned Undeveloped Area). These figures indicate that most of the industrial land in Glenwood is best suited for small to mid-size industrial uses.”

500. OUTLINE OF DEVELOPMENT

The key component of this Glenwood Urban Renewal Plan is to assist in providing basic infrastructure for not only the underdeveloped riverfront area so it becomes ideal for high quality, mixed use development, but also for the underused vacant and underdeveloped industrial sites so they can be vital to the economic growth of the City and Lane County. This cannot readily be done without public involvement because of multiple ownerships; high land prices; and parcels of size, shape, and lack of access that are not conducive to development. The Urban Renewal Plan includes projects, activities, and actions which treat the causes of blight and deterioration in the Glenwood Urban Renewal Area. Project activities to treat these conditions include:

1. Assist in improvements to streets, curbs, and sidewalks to encourage new development in the project area, and to address pedestrian and vehicular safety problems.
2. Assist in improvements to water, storm and sanitary sewer infrastructure to encourage new development in the project area.
3. Assist in activities to improve the visual appearance of the renewal area and provide a safer, more attractive pedestrian environment, including streetscape and landscape improvements, and development of public parks and open spaces.
4. Authorization to construct public parking facilities.
5. Authorization to assist in the rehabilitation and renovation of residential and commercial properties in the renewal Area.
6. Authorization to lend financial assistance to encourage property owners or potential redevelopers to undertake new construction projects within the project area.
7. Authority to acquire and dispose of land for public improvements, rights-of-way, utility improvements, and private development.
8. Administration of the Renewal Agency and Renewal Plan.

Section 600 provides further description of each urban renewal project to be undertaken within Glenwood Urban Renewal Area.

600. DESCRIPTION OF PROJECTS TO BE UNDERTAKEN

In order to achieve the objectives of this Plan, the following activities will be undertaken on behalf of the City by the Springfield Economic Development Agency (SEDA) the City's Urban Renewal Agency in accordance with applicable federal, state, county, and city laws, policies, and procedures. The Urban Renewal Agency may fund these activities in full, in part, or seek other sources of funding for them. The description of projects herein provides general authority to undertake these activities. These project activities may be modified, or expanded upon as needed to meet renewal plan objectives. Changes will be undertaken in accordance with procedures for amendments to this Plan.

A. PUBLIC IMPROVEMENTS

Public improvements include the construction, repair, or replacement of sidewalks, streets, parking, parks and open spaces, pedestrian amenities, water, sanitary sewer and storm sewer facilities, wetlands and riverside/riparian improvements, and other public facilities necessary to carry out the goals and objectives of this plan.

1. Street, Intersection, Bicycle, and Sidewalk Improvements. There are deficiencies in streets, curb, and sidewalks within the project area, including the lack of access to several large areas between Franklin Boulevard and the Willamette River that need better public access to allow development to occur. Major deficiencies also exist along almost all arterials, collectors and street corridors throughout the renewal area. To remedy these conditions, it is the intent of the Renewal Agency to participate in funding sidewalk, roadway, and access improvements including design, redesign, construction, resurfacing, repair and acquisition of right-of way for curbs, streets, sidewalks, and pedestrian and bicycle ways.
2. Storm and Sanitary Sewer Systems and Electrical/Water Systems. City staff has identified a list of missing sanitary and storm sewer systems that are needed throughout the Glenwood area and some improvements to electric and water services for potential industrial users. It is the intent of the SEDA to assist the utility providers in building new links and repairing and upgrading selected portions of these utility service systems to enhance opportunities or secure development.
3. Streetscape Projects. This activity will enable the SEDA to participate in activities improving the visual appearance of the project area. To carry out these objectives, the Renewal Agency will undertake a variety of improvements to the appearance of key locations within the urban renewal area. These improvements may include street lighting, trash receptacles, benches, historical markers, street trees and landscaping, signage, or removal of trees that pose a safety hazard.

4. **Pedestrian, Bike, and Transit Facilities.** These activities will include pedestrian, bicycle and transit connections between the renewal project area and the Downtown core and residential areas in Glenwood and across the Willamette River. Activities may include bikeways and paths, bicycle parking and storage, transit stops and pullouts, and other related activities which will promote pedestrian, bicycle, and public transportation uses in the renewal area.
5. **Public Open Spaces.** The Renewal Agency may participate in funding the design, acquisition, construction or rehabilitation of existing or new park sites or other appropriate public spaces, or parks or public facilities within the urban renewal area, including improvements listed in the Willamalane Parks and Recreation Comprehensive Plan or Lane County Parks Division.
6. **Public Safety Improvements.** To achieve the objectives of this Plan, and to target public investments in a manner which benefits the Renewal area and Glenwood and Springfield residents, the SEDA is authorized to improve, acquire or construct safety-related, health, and public-service-related facilities within the urban renewal area, including those in partnership with Lane County.
7. **Public Parking Facilities.** It is anticipated that development of commercial property in the renewal area may create demand for additional public parking within the renewal area. Accordingly, the Agency is authorized to participate in funding the acquisition and construction of new public parking facilities within the renewal area.
8. **Public Signage and Entrance Improvements.** The entrances to the Glenwood and Springfield communities have deficiencies in indicating the locations of tourism and other attractions of economic significance. The public face of the community is first reflected by the entrance signage and then by the acknowledgment and recognition of natural, cultural, and historical assets and landmarks important to the community's quality of life, development, and economy. The Agency is authorized to provide suitable signage, markers, art and related improvements to signify the major assets in Glenwood and the entrances to the City. The projects would be developed with recommendations from the Springfield Arts and Historical Commissions.
9. **Major Community Development Improvements.** The locational qualities of much of Glenwood (bounded by Interstate-5 and the Willamette River and between Springfield and Eugene) have not been achieved because of the lack of public infrastructure and the difficulty of capturing an initial major facility (like a civic center, conference center, athletic facility, hotel, etc.) to launch development or redevelopment that would anchor mixed-use development on the riverfront. The Agency is authorized to participate in providing public improvements, public parking, housing, and other public facilities as it deems necessary to achieve the intent and objectives of the Plan.

B. REDEVELOPMENT THROUGH NEW CONSTRUCTION

1. It is the intent of this Plan to stimulate new investment by public, private, non-profit, or community-based organizations on vacant or underutilized property to achieve the goals and objectives of this Plan, and in particular to assure that new investments serve to benefit the existing residents and businesses in the area. Redevelopment through new construction may be achieved in two ways:
 - (a) By public or private property owners, with or without financial assistance by the Agency;
 - (b) By acquisition of property by the Agency for redevelopment or resale to others for redevelopment.
2. Redevelopment and Rehabilitation Financing. The Renewal Agency is authorized to set guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to redevelop, rehabilitate, and acquire property, as it may deem appropriate in order to achieve the objectives of this Plan. These loan programs could include both rehabilitation assistance for residential, commercial and industrial structures and sites. The obligations of the redeveloper, if any, shall be in accordance with Section 800 of this Plan. The obligations of an owner-occupied residential structure will be developed to assist primarily low- and moderate income households in correcting health and safety problems.

C. PRESERVATION, REHABILITATION, DEVELOPMENT AND REDEVELOPMENT

This activity will enable the Renewal Agency to carry out Council, Metro Plan, and Glenwood Refinement Plan objectives for improving the appearance the project area, and encouraging infill and reuse in the project area. The Renewal Agency may participate, through loans, grants, or both, in maintaining and improving exterior and interior conditions of buildings in the renewal area. The Renewal Agency also is authorized to provide loans or other forms of financial assistance to property owners, or persons desiring to acquire or lease buildings or land from the Agency. The Agency may make this assistance available as it deems necessary to achieve the objectives of this Plan.

D. PROPERTY ACQUISITION AND DISPOSITION

In order to carry out the objectives of this Plan, the Renewal Agency is authorized to acquire land or buildings for public and private development purposes. The procedures for acquiring and disposing of property are described in Sections 700 and 800 of this Plan.

E. PLAN TECHNICAL STUDIES AND ADMINISTRATION

It is the intent of this Renewal Plan to provide for the effective and efficient administration of the Plan and to plan for the various activities contained in the Plan in a financially responsible manner. Project funds may be utilized to pay indebtedness associated with preparation of the urban renewal plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the course of the urban renewal plan. Project funds may be utilized to pay for marketing materials and programs to assist in carrying out the objectives of the redevelopment plan. Project funds also may be used to pay for personnel and other direct administrative costs incurred in management of the renewal plan.

700. PROPERTY ACQUISITION PROCEDURES

Acquisition of real property may be necessary to carry out the objectives of this Plan. Property for public or private preservation, rehabilitation, development, or redevelopment may be acquired by gift, eminent domain or any other lawful method for the purpose of the redevelopment. The purposes and procedures for acquisition under this Plan are:

The Renewal Agency is authorized to acquire property within the Area, if necessary by any legal means to achieve the objectives of this Plan. Property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the objectives of this Plan. All acquisition of property will require an amendment to the plan as set forth in Section 900 of this Plan.

A. ACQUISITION REQUIRING CITY COUNCIL RATIFICATION.

City Council ratification is required for Renewal Agency acquisitions for the following purposes:

1. Assembling land for development by the public or private sector. Such acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.
2. Where conditions exist that may affect the health, safety and welfare of the Area and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard and blighting conditions, acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.
3. Acquisition for any purpose that requires the use of the Agency's powers of eminent domain. Such acquisition shall be undertaken only following completion of an amendment to this Plan as set forth in Section 900.C of this Plan. The City Council shall ratify the amendment to this Plan by resolution.

B. ACQUISITION NOT REQUIRING CITY COUNCIL RATIFICATION.

Land acquisition not requiring City Council ratification requires an amendment to this Plan as set forth in Section 900.D of this Plan. The minor amendment to the Renewal Plan may be adopted by the Renewal Agency by Resolution. The Agency may acquire land without Council ratification where the following conditions exist:

1. Where it is determined that the property is needed to provide public improvements and facilities as follows:
 - a. Right-of-way acquisition for streets, alleys or pedestrian ways;
 - b. Right of way and easement acquisition for water, sewer, and other utilities
 - c. Property acquisition for public use or for public buildings and facilities
2. Where the owner of real property within the boundaries of the Area wishes to convey title of such property by any means, including by gift.

C. PROPERTIES TO BE ACQUIRED

At the time this plan is prepared, no properties are identified for acquisition. If plan amendments to acquire property are approved, a map exhibit shall be prepared showing the properties to be acquired and the property will be added to the list of properties to be acquired. The list of properties acquired will be shown in this section of the Plan. The map exhibit shall be appropriately numbered and shall be included in Part Two as an official part of this Urban Renewal Plan.

800. PROPERTY DISPOSITION AND REDEVELOPERS' OBLIGATIONS

A. PROPERTY DISPOSITION AND REDEVELOPMENT

The Renewal Agency is authorized to dispose of acquired property by sale, lease, exchange, or other appropriate means for redevelopment and development uses and purposes specified in this Plan. If property is identified for acquisition in this plan, the Agency proposes to commence disposition of property within five (5) years from the date of identifying those properties in this plan, and to complete disposition within ten (10) years from such approval. Properties shall be subject to disposition by sale, lease or dedication for the following purposes:

1. Road, street, pedestrian, bikeway, and utility projects, and other right-of-way improvements listed in Section 600 of this plan.
2. Construction of public facilities in Section 600 of this plan.

3. Redevelopment by private redevelopers for purposes consistent with the uses and objectives of this plan. Such disposition will be in accordance with the terms of a Disposition & Development Agreement between the Developer and the Renewal Agency and with the Redeveloper's obligations in Section 800 B of this plan.

The Renewal Agency may dispose of any land it has acquired at fair reuse value and to define the fair reuse value of any land.

B. REDEVELOPERS' OBLIGATIONS

Redevelopers within the Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan. Redevelopers also will be obligated by the following requirements:

1. The Redeveloper shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan and in the legally applicable local land use plans for the Glenwood Urban Renewal Area.
2. The Renewal Agency may require the redeveloper to execute a development agreement acceptable to the Renewal Agency as a condition of any form of assistance by the Renewal Agency. The Redeveloper shall accept all conditions and agreements as may be required by the Renewal Agency.
3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Renewal Agency or its designated agent, for review and approval prior to distribution to reviewing bodies as required by the City.
4. The Redeveloper shall commence and complete the development of such property for the use provided in this Plan within a reasonable time as determined by the Renewal Agency.
5. The Redeveloper shall not affect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.

900. AMENDMENTS TO THE URBAN RENEWAL PLAN

It is anticipated that this Renewal Plan will be reviewed intermittently during the execution of the Project. The plan may be changed, modified, or amended as future conditions warrant. Types of Renewal Plan amendments are:

A. SUBSTANTIAL AMENDMENTS

Substantial amendments consist of:

1. Increases in the Glenwood Urban Renewal Area boundary in cumulative excess of 1% shall be a substantial amendment requiring approval per ORS 457.095 and notice as provided in ORS 457.120.
2. Increasing the maximum amount of indebtedness to be issued under the plan shall be a substantial amendment requiring approval per ORS 457.095 and notice as provided in ORS 457.120.

B. SUBSTANTIAL AMENDMENTS NOT REQUIRING SPECIAL NOTICE

The following Plan amendments will require approval per ORS 457.095 but will not require special notice as provided in ORS 457.120:

1. The addition of improvements or activities which represent a substantial change in the purpose and objectives of this Plan, and which cost more than \$500,000, shall be a substantial amendment requiring approval per ORS 457.095, but not requiring notice as provided in ORS 457.120. The \$500,000 amount will be adjusted annually from the year 2004 according to the "Engineering News Record" construction cost index for the Northwestern United States.
2. The addition of improvements or activities that substantially alter the goals and objectives of the Urban Renewal Plan.

C. OTHER AMENDMENTS REQUIRING COUNCIL APPROVAL

The following Plan amendments must be approved by the Renewal Agency by resolution and presented to City Council for required approval by City Council resolution:

1. Acquisition of property for purposes specified in Sections 700A of this Glenwood Urban Renewal Plan.

D. OTHER AMENDMENTS

Minor amendments may be approved by the Renewal Agency in resolution form. Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of the Plan.
2. Acquisition of property for purposes specified in Section 700 B1 and B2 of this plan.
3. Addition of a project substantially different from those identified in Sections 600 of the Plan or substantial modification of a project identified in Section 600 if the addition or modification of the project costs less than \$500,000 in 2004 dollars.

4. Increases in the urban renewal area boundary not in cumulative excess of 1 %.

1000. MAXIMUM INDEBTEDNESS

The Maximum Indebtedness authorized under this plan is thirty-two million eight hundred sixty thousand dollars (\$32,860,000). This amount is the principle of such indebtedness and does not include interest or indebtedness incurred to refund or refinance such indebtedness.

1100. FINANCING METHODS

A. GENERAL

The Urban Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of paying indebtedness incurred in undertaking and carrying out this Plan. In addition, the Agency may borrow money from or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this Plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

B. TAX INCREMENT FINANCING

It is contemplated that the project will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

C. PRIOR INDEBTEDNESS

Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning for this Urban Renewal Plan shall be repaid from tax increment proceeds generated pursuant to this section.

1200. RELOCATION

The Agency will provide relocation assistance to all persons or businesses displaced temporarily or permanently by project activities. Those displaced will be given assistance in finding replacement facilities. All persons or businesses which may be displaced will be contacted to determine such relocation needs. They will be provided information on available housing or space and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations.

Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expenses will be made to residents and businesses displaced. The Renewal Agency may contract with Oregon Department of Transportation or other parties to help administer its relocation program.

1300. DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

"Agency", "Renewal Agency", "Urban Renewal Agency", "Springfield Economic Development Agency", or "SEDA" means the Urban Renewal Agency of the City of Springfield, Oregon.

"Area" means the area included within the boundaries of the Springfield Urban Renewal Plan.

"City" means the City of Springfield, Oregon.

"City Council" means the City Council of the City of Springfield, Oregon.

"Comprehensive Plan" means the City's Comprehensive Land Use Plan and its implementing ordinances, policies, refinement plans, and development standards.

"County" means the County of Lane, State of Oregon.

"Displaced" person or business means any person or business that is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose.

"Disposition and Development Agreement" means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions under which will govern the disposition of land to a private developer.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan for the Springfield Urban Renewal Area, Part Two -Exhibits.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"Plan" means the Urban Renewal Plan for the Springfield Urban Renewal Area, Parts One and Two.

"Plan Area" means the area included within the boundaries of the Springfield Urban Renewal Plan.

"Planning Commission" means the Planning Commission of the City of Springfield, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the Renewal Area, such as a public improvement, street project or other activity authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Public Safety Project" means projects intended to assist police, fire, ambulance, and emergency services in the City of Springfield or in Lane County within the Plan Area.

"Renewal Area" means the area included within the boundaries of the Springfield Urban Renewal Plan.

"Report" means the report accompanying the Plan, as provided in ORS 457.085 (3).

"Redeveloper" means any individual or group acquiring property from the Urban Renewal Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

"SEDA" means the Springfield Economic Development Agency.

"Text" means the Urban Renewal Plan for the Springfield Urban Renewal Area, Part One - Text.

"Urban Renewal Area", "Springfield Urban Renewal Area", "Urban Renewal Area", or "Renewal Area" means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Urban Renewal Area is described in Exhibits made a part of this plan.

Springfield Urban Renewal Plan
Exhibit 1 -Boundary Map and Legal Description
Exhibit 2 -Zoning Map and Plan Diagram

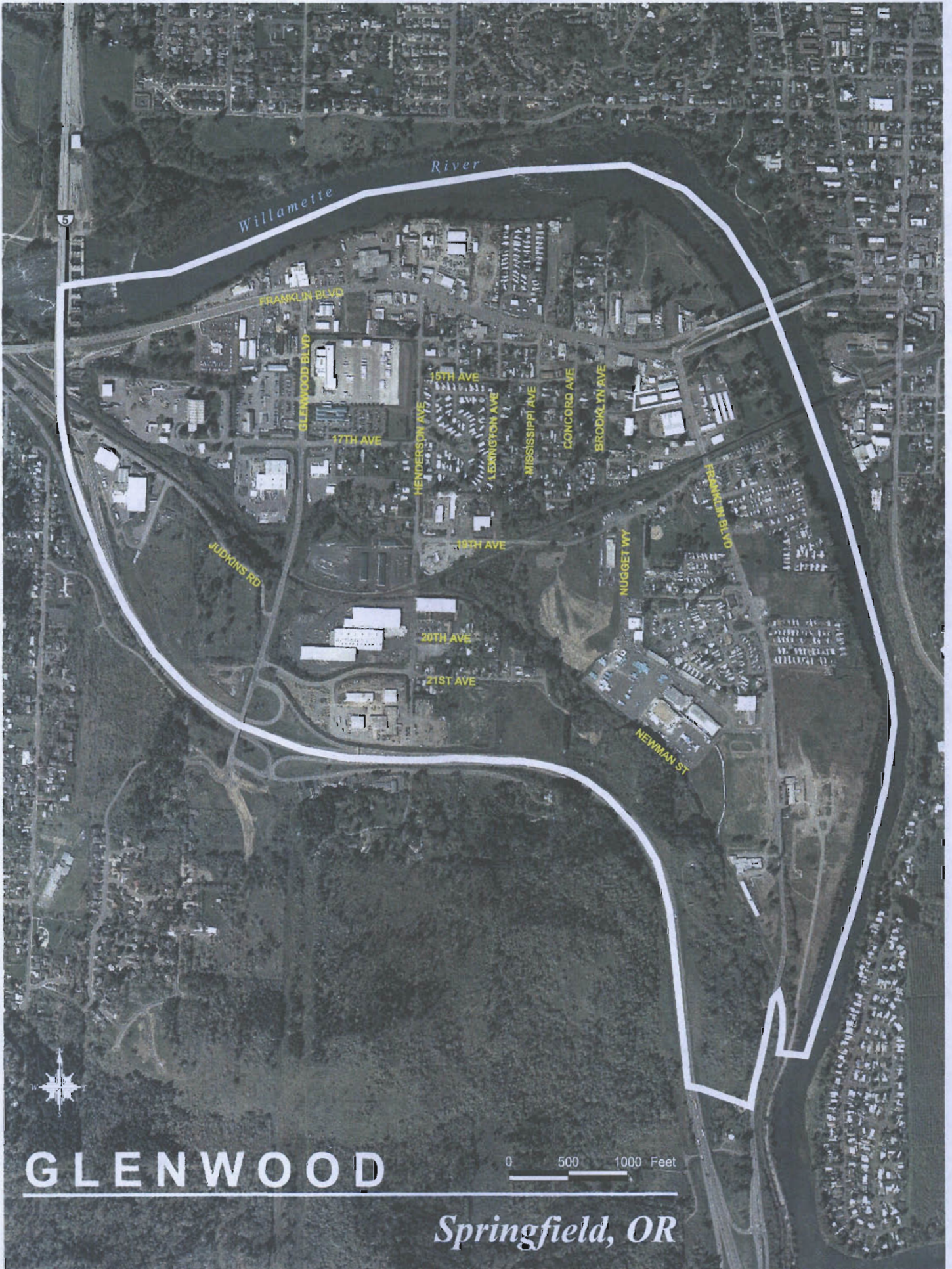
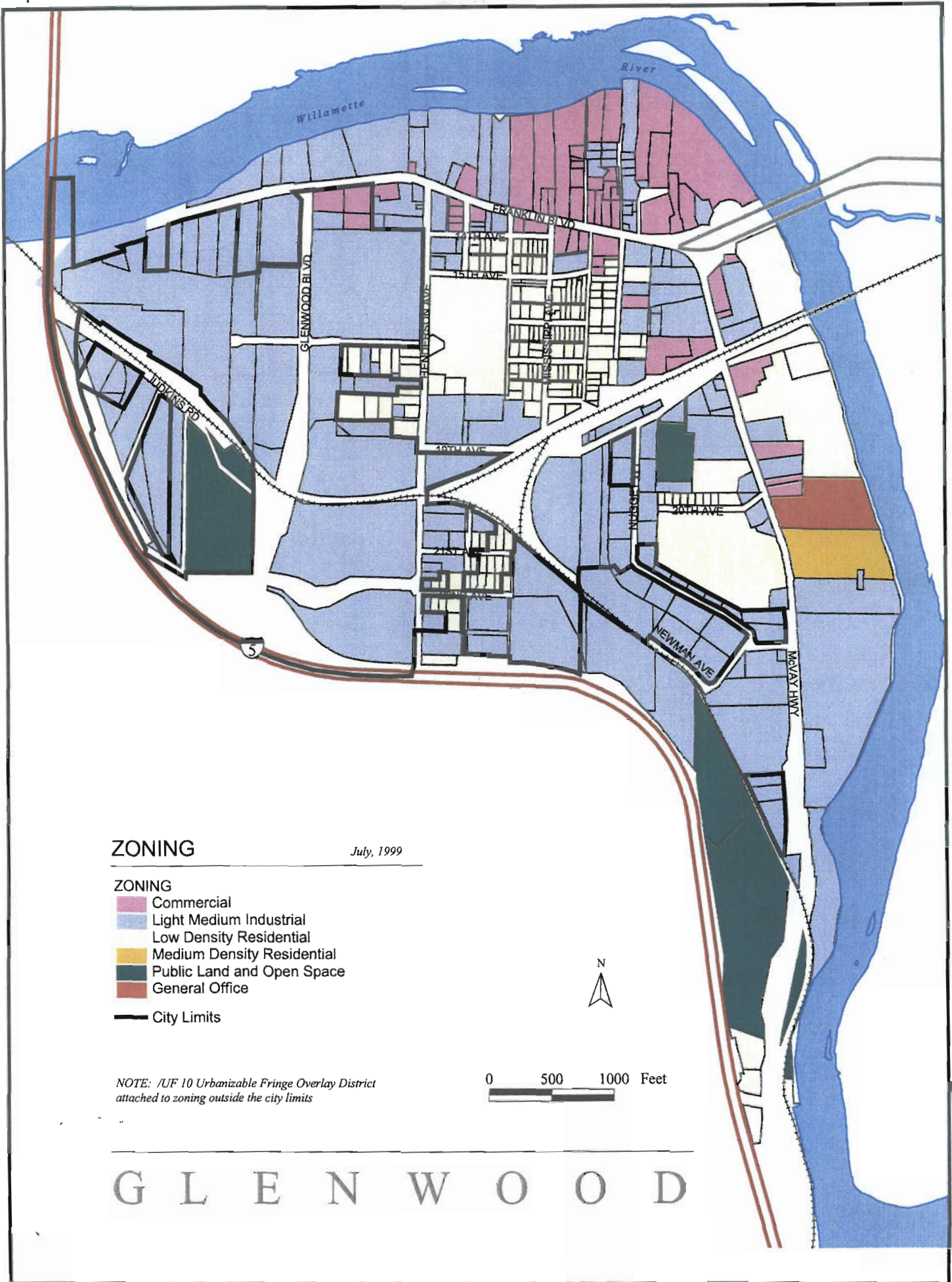


EXHIBIT 1-2

Beginning at the point of intersection of the centerline of the Interstate Highway I-5 right of way, in Section 33, Township 17 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon with the centerline of the Willamette River; thence along the City limits line, Easterly and Southerly (upstream) along the centerline of the Willamette River, 13,000 feet, more or less, to a point at right angles from a point on the Westerly bank where the Easterly right of way of the Southern Pacific Railroad intersect the Westerly bank (most southerly point of tax lot 17-03-02-32-03800); thence Westerly at right angles to the centerline of the river, 200 feet, more or less, to the last said point of intersection on the West bank of the Willamette River; thence Northerly along the Easterly right of way of the Southern Pacific Railroad to a point of intersection with the Easterly right of way of McVay Highway (State Highway 225); thence Southerly along the Easterly right of way of said Highway to a point of intersection with the Westerly right of way of the Southern Pacific Railroad; thence Westerly, crossing said Highway right of way to a point on the Westerly right of way which is the Southeast corner of that tract of land described in a deed from Helene Macauley to Edward Macauley filed and recorded September 27, 1982 in Reel 1212R at Reception No. 8228958, Lane County Official Records, Lane County, Oregon (current tax lot 1803034000700); thence Northwesterly along the Southerly line of the last said tract to the Southwest corner thereof, said point is on the Easterly right of way of Interstate Highway I-5; thence Southwesterly at right angles the centerline of I-5 120 feet, more or less to a point on the centerline of I-5; thence along the centerline of I-5 Northerly and Westerly, 10,000 feet, more or less to the point of beginning, all in Lane County, Oregon.



ZONING

July, 1999

ZONING

- Commercial
- Light Medium Industrial
- Low Density Residential
- Medium Density Residential
- Public Land and Open Space
- General Office

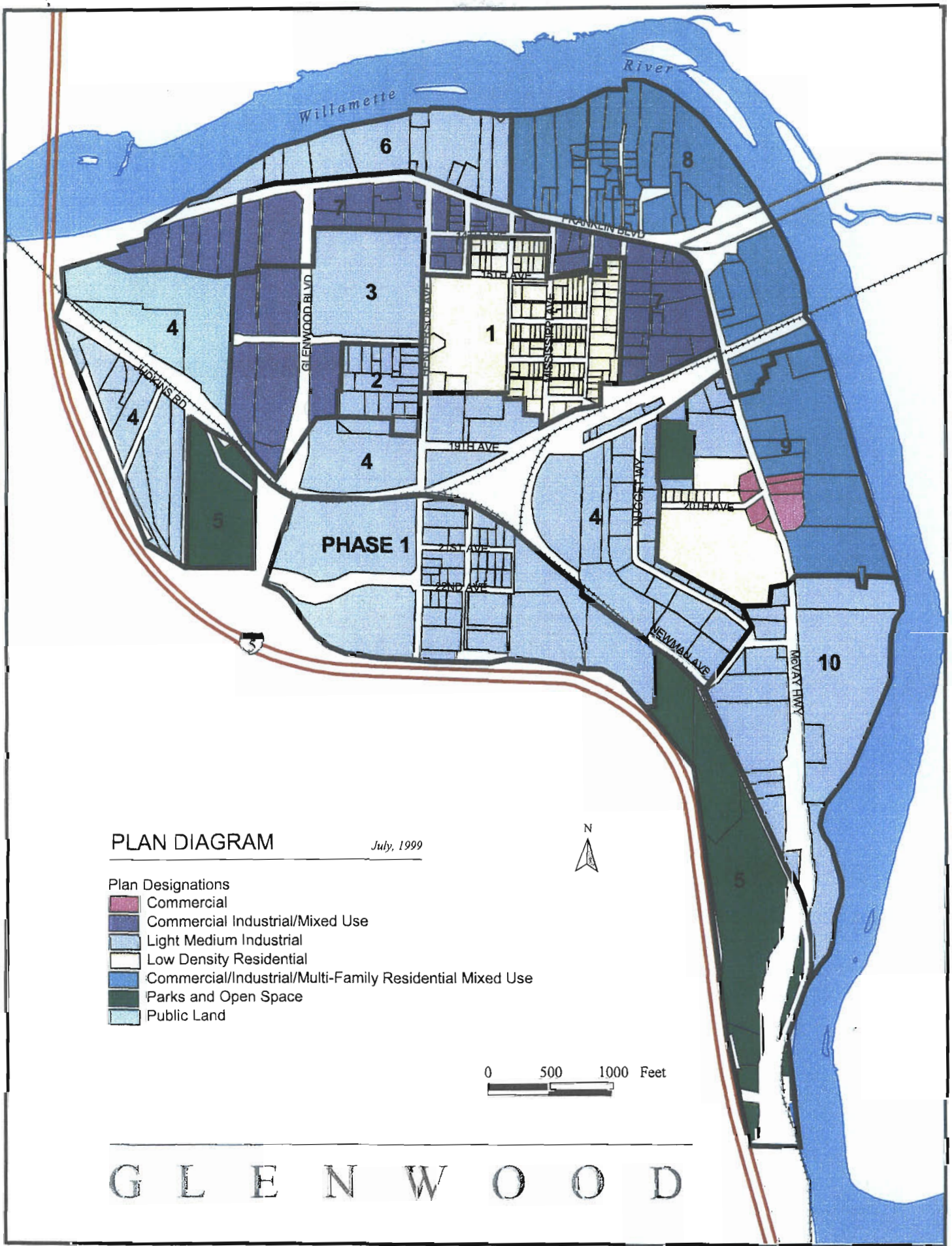
— City Limits



NOTE: /UF 10 Urbanizable Fringe Overlay District attached to zoning outside the city limits



G L E N W O O D



PLAN DIAGRAM

July, 1999

- Plan Designations
- Commercial
 - Commercial Industrial/Mixed Use
 - Light Medium Industrial
 - Low Density Residential
 - Commercial/Industrial/Multi-Family Residential Mixed Use
 - Parks and Open Space
 - Public Land

0 500 1000 Feet

G L E N W O O D

**GLENWOOD URBAN
RENEWAL PLAN**

**PART TWO EXHIBITS:
REPORT ON THE
GLENWOOD URBAN
RENEWAL PLAN**

November 15, 2004

**Springfield Economic Development Agency
November 2004**

GLENWOOD URBAN RENEWAL PLAN

ACKNOWLEDGEMENTS

This urban renewal plan was prepared with funding assistance from the City of Springfield. Springfield citizens participated in 14 workshops leading to the preparation of the renewal Plan and Report.

Staff Assistance

Michael A. Kelly, City Manager
Cynthia Pappas, Assistant City Manager
William Grile, Development Services Director
John Tamulonis, Community Development Manager

Urban Renewal Consultant

Charles Kupper, Spencer & Kupper

REPORT ON THE GLENWOOD URBAN RENEWAL PLAN

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REPORT ON THE GLENWOOD URBAN RENEWAL PLAN

PROJECT BACKGROUND

The primary purpose of the Glenwood urban renewal plan is to revitalize the emerging industrial areas of this western part of Springfield and to redevelop the Willamette River-front areas along the north and easterly portions of Glenwood. The intent is to create jobs by attracting new industrial business, building housing, and attracting commercial businesses to the mixed residential-commercial zoned areas of Glenwood along the Willamette riverfront.

The renewal plan builds upon other work and study efforts focused on Glenwood. They include the Glenwood Refinement Plan (1999), the Glenwood Jurisdictional Study (1997), the Glenwood Riverfront Plan (2004), and the Willamalane Parks and Recreation Comprehensive Plan (2004).

The Glenwood urban renewal area is larger than the Glenwood Riverfront Plan project area of 2004 and incorporates that area within its boundary.

The General Introduction to Land Use (p. 9) in the Glenwood Refinement Plan forms a good general summary of the current state of conditions within the Glenwood Urban Renewal area. It states:

“In general, diversity in type and condition characterize the existing land use patterns in Glenwood (See the Existing Land Use Map on Page 14). While there are distinct residential and industrial areas, there are also other areas that are mixed commercial and industrial areas. Sites and structures are found in a range of standard and substandard conditions.

The Glenwood area’s unique combination and pattern of land uses are due in part to its central location between Eugene and Springfield and in part to its location along major transportation corridors. In particular, the transportation corridors of Franklin Boulevard and the McVay Highway cater to automobile-oriented commercial/industrial uses and travel-oriented residential uses, such as mobile home/recreational vehicle parks. Glenwood’s central location has also prompted large regional services to locate here, such as the Lane County Solid Waste Facility and more recently Lane Transit District’s (LTD) bus maintenance and operations facility.

Much of Glenwood’s development has occurred without benefit of City services and a majority of the area is still outside the Springfield city limits. This largely non-urban form of development has also affected Glenwood’s land use pattern. Most development has had to occur without sewers, resulting in land-intensive rather than labor-intensive industrial uses. Also, because of sewer unavailability, much of the 618 acres of land in Glenwood remains vacant or underutilized.”

A general lack of urban services has restricted development, hindered redevelopment, and constrained widespread improvement in the quality of life in Glenwood. With a strong sense of residential community and neighborliness, the residents have an ambitious vision and direction outlined in the Refinement Plan. However, most of the problems are physical and need funds to

be built or that vision will not be realized. The Glenwood Urban Renewal Plan is intended to be the combination of projects and funding to overcome the problems and achieve the vision in the Refinement Plan (pp. 7-8):

“II. COMMUNITY VISION

- Glenwood as an area that provides a strong sense of residential community and neighborliness and affordable housing.
- Glenwood as a prime industrial location which allows industrial and residential development to be compatible with one another.
- Franklin Boulevard and the McVay Highway as attractive commercial corridors with safe pedestrian and bicycle access.
- The Willamette River frontage as an area that is accessible to the public and is developed with a compatible mixture of uses that take advantage of the river's aesthetic and recreational assets.
- Glenwood as an area that is easily accessible for pedestrians, bicyclists, and motorists to both Eugene and Springfield.
- Glenwood as an area in which full urban services will become available over time, with particular attention to provision of sanitary sewers.

III. COMMUNITY DIRECTION

1. Maintain and improve Glenwood's sense of identity and community as it transitions into the City.
2. Maintain the viability of the residential area within Glenwood by conserving and upgrading the quality of existing housing wherever possible while retaining its affordable character.
3. Promote Glenwood as an attractive industrial area because of its easy access to I-5 and rail service, its convenient location between Eugene and Springfield, and the availability of a variety of sizes of vacant industrial parcels.
4. Reduce conflicts between industrial and residential development through use of site review procedures.
5. Foster Franklin Boulevard and the McVay Highway as a desirable commercial location while improving its visual quality.
6. Encourage a variety of commercial, industrial, and residential uses as an integral part of the Glenwood community.
7. Promote use of rail service as a viable method of transport of industrial materials and goods.
8. Improve bicycle and pedestrian access into, out of, and within Glenwood and along the river.
9. Provide urban services in a timely way, including providing sanitary sewers to those who need them, improving street drainage, ensuring timely public safety response, and maintaining the viability of James Park or other park facilities.
10. Be sensitive to annexation concerns and provide for voluntary annexation wherever feasible.
11. Provide access to the river and promote development opportunities along the river, which take advantage of the river's natural assets and are sensitive to the river environment.
12. Improve the community's quality of life by addressing such issues as litter and noise pollution.

The existence of blighting conditions extends throughout the larger area covered by the Glenwood Urban Renewal Plan.

DEFINITION OF BLIGHTING CONDITIONS

ORS 457.010 defines "blight" as follows: (underlining is added for emphasis)

"Blighted areas mean areas which, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health or welfare of the community. A blighted area is characterized by the existence of one or more of the following conditions:

"The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, which are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions:

"Defective design and quality of physical construction;

"Faulty interior arrangement and exterior spacing;

"Overcrowding and a high density of population;

"Inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities; or
"Obsolescence, deterioration, dilapidation, mixed character or shifting of uses."

"An economic dislocation, deterioration or disuse of property resulting from faulty planning;

"The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for property usefulness and development;

"The laying out of property or lots in disregard of contours, drainage and other physical characteristics of the terrain and surrounding conditions;

"The existence of inadequate streets and other rights-of-way, open spaces and utilities;

"The existence of property or lots or other areas which are subject to inundation by water;

"A prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered;

"A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety, and welfare; or

"A loss of population and reduction of proper utilization of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere."

Note that it is not necessary for each of the cited conditions to be present in the renewal area, or that these conditions are prevalent in each and every sector of the urban renewal area.

100. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS IN THE RENEWAL AREA

100A. PHYSICAL CONDITIONS

1. Land Area

The Glenwood Renewal Area contains approximately 618 acres of land area. ORS 457.420 provides that the total land area of a proposed urban renewal district, when added to the land area of existing Renewal Areas may not exceed 25% of the City's land area. The City's current land area is approximately 9791 acres. The total of all acreage in renewal areas represents 6.25% of the City's land area. Total renewal area acreage is within the 25% limitation prescribed by ORS 457.420.

2. Existing Land Use and Development

The Glenwood Urban Renewal Area consists primarily of industrial land uses. The next largest land use is for residential purposes. There are a very limited number of residential uses scattered throughout the project area. Commercial development is concentrated along Franklin Boulevard that runs through the project area. This development is mostly strip commercial and serves Glenwood and surrounding communities with a range of services, convenience, and comparison shopping opportunities. The Glenwood Urban Renewal Area contains about 380 tax lots. The zoning of the tax lots is shown in Table 1, below.

GLENWOOD URBAN RENEWAL PLAN		
TABLE 1		
Renewal Area Zoning Breakdown		
<u>Zoning Class</u>	<u>Approximate Acres</u>	<u>% of Total</u>
Light-Medium Industrial	312	62.7%
Low-Density Residential	87	17.5%
Community Commercial	48	9.6%
Public Land & Open Space	38	7.6%
Medium-Density Residential	7	1.4%
General Office	6	1.2%
TOTALS:	498	100.0%

Table 1 shows that industrial zoned land is 62.74%; commercial zoned land is 9.6% of the uses planned for Glenwood area; while total residential uses are zoned for about 18.9%. The renewal area boundary was drawn to create a project area that was primarily industrial in nature, the bulk of Glenwood, and mixed residential/commercial along the Willamette riverfront and in scattered pockets south and west of Franklin Boulevard.

Actions undertaken in the Glenwood Urban Renewal Area will help make more productive use of land in Glenwood.

3. Building Conditions

There nearly 400 buildings in the Glenwood Urban Renewal area, excluding manufactured homes. As a side note to Table 1, most buildings in the area are zoned for industrial and commercial purposes. Visual inspection of building exteriors in the area shows the overall level of building conditions and upkeep is good for nearly 90% of industrial buildings. However, in scattered pockets, a significant number of industrial and commercial buildings exist in poor condition on Franklin Boulevard and Concord and Brooklyn Avenues; on Henderson, Seneca, 14th, 15th, Lexington, Mississippi and 19th Avenues; and on Nugget Way. The condition of some of these properties may make it economically infeasible to rehabilitate or repair them. The renewal area also contains vacant buildings in various states of disrepair: industrial (sub-areas 4, 6, 7, 8, and 9); commercial (in sub-areas 1, 6, 7, 8, 9, 10); and residential properties (in sub-areas 1, 2, 7, 8, and 9) in evident need of extensive exterior repairs to roofing, siding, foundations, steps, and exterior trim. A high proportion of the area's housing stock is in need of repair based on a windshield survey completed in the mid-1990's.

4. Conditions – Streets, Intersections, Sidewalk, and Storm Drainage

The general level of this basic infrastructure in the project area is more consistent with a rural area than with an urbanized one. The following discussion includes a summary of these conditions:

Most of the Glenwood area has been developed without an urban level of street improvements. This means that many of the streets are not well-defined by curbs and gutters, making it difficult to tell where the street stops and private property begins. Many of these streets are improved only to rural standards, have substandard rights-of way, or exist only on paper and are not developed at all. The existing improvements lack definition and have inadequate drainage due to their many types of construction.

In particular, there is no suitable, adequate, storm water drainage system for nearly the entire Urban Renewal area. In one of the few places it does exist, the Oregon Department of Transportation (ODOT) has indicated that its storm drainage pipe from Mississippi Avenue to I-5 is old, undersized, and needs to be replaced. Existing intersection improvements do not readily allow differentiation of local intersecting streets, through sidewalks, crossings, curbs, gutters, or signage, except with recent improvement near the Springfield bridges. There are few sidewalks. The few existing sidewalks are along Franklin Boulevard. They are both narrow and discontinuous and at curbside, immediately next to that heavily used highway.

Streetlights exist mostly along Franklin Boulevard and on streets that have annexed and at very wide spacing (below 'urban' standards) elsewhere in Glenwood outside the city limits. Two intersections in Glenwood have inadequate lighting: the intersection of Glenwood Boulevard and 22nd Avenue and the I-5 on and off ramps.

Except for the bike path connector to the Knickerbocker Bridge and on-street bike lane along Franklin Boulevard west of Glenwood Avenue, Glenwood does not have bicycle paths either on- or off-street for safe bike connections to and from Glenwood or for safe bicycle travel within the Glenwood area.

The following are key areas in need of infrastructure assistance: From Henderson Boulevard on the west and eastward between Franklin Boulevard/ McVay Highway and the Willamette River: Deep lots with many older buildings, houses, and manufactured homes needing repair, replacement, or upgrading; infrastructure in poor condition or non-existent; few or no street improvements except asphalt mat pavement in most of these areas and lack of roads providing suitable off-highway, internal access and circulation.

Nugget Way and Newman Street: Public streets in poor repair, misaligned, limited substandard curbing, and lack of storm water system, curbside sidewalks, and landscaping. Several industrial buildings in fair repair, many yards in general disarray.

22nd and 21st Avenues: Misaligned, narrow without curb, gutter, sidewalks, or suitable storm drainage systems. 21st Avenue is an unimproved gravel street serving three or four homes. Secondary emergency connections are not available to the areas served by these streets.

5. Conditions - Public Parking

There is very limited curbside public parking available in just a few partially improved streets, like 17th Street and Nugget Way (and during weekday working hours, the Nugget Way spaces are heavily used). There is no public parking or public parking lot on Franklin Boulevard or McVay Highway the main commercial thoroughfares. There is private, off-street parking available to patrons of most of the newer strip commercial properties along these streets. There is some limited public parking along unimproved streets, however, these parking areas are compromised in winter weather conditions because of the poor storm water drainage or storm water ditches. The lack of accessible and convenient parking is a detriment to investment in the urban renewal area.

6. Conditions - Water and Sanitary Sewer Services and Other Urban Services

Water and sanitary sewer service in the renewal project area is in need of repair, upgrade and maintenance, and are barely adequate for existing levels of development. New development would likely require additional sanitary sewer infrastructure or service improvements for looped systems, pumping, or valving to meet greater demands and/or timing of new industrial uses. Springfield Utility Board (SUB) is installing a major water line from Downtown Springfield to Glenwood to provide water from SUB sources. The Glenwood system is in transition to SUB sources from the Eugene Water and Electric Board and the Glenwood Water District as annexation and development occur.

Willamalane's Park and Recreation Comprehensive Plan (March 2004) notes that Glenwood residents have limited access to close-to-home parks (within a service area of ¼ to ½ mile considering major barriers to access: major Streets, railways, topography). Willamalane identifies the difficulties in Glenwood and indicates a need to expand the Willamette River park

system, active recreation areas, river access, and expand recreation opportunities for Glenwood residents.

7. Conditions - Visual Appearance

The commercial core of Glenwood is aligned along Franklin Boulevard (called McVay Highway south of the Springfield bridges and part of the State Highway system under the jurisdiction of the Oregon Department of Transportation (ODOT)). Franklin Boulevard is characterized by a mix of strip commercial development of varying styles and quality, most fronted by parking lots, and a mix of older, "main street" commercial properties on very small lots, with only on-site parking. The "main street" area has several vacant storefronts and generally shows more need of repair. There are overhead power lines throughout the area, adding to the visual clutter. Attractive street furniture, signs, banners, trees, landscaping, or other visual amenities are non-existent, rare, or scattered.

The Lane County Central Receiving Station is a transfer site for solid waste from the metropolitan area. Solid waste is received and deposited in the facility's pit where it is compacted and then trucked to the Short Mountain landfill. The site also has a recycling station and a composting project for yard waste. Because of the nature of the activity, the facility does affect surrounding areas in Glenwood. Physical appearance is not specifically listed as a condition of blight in ORS 457, however, appearance of modern industrial sites including green space, plantings, improved business frontage and parking areas, low external impacts, etc. are important to economically productive industrial and commercial sites and nearby properties. Economically underproductive sites are considered blighted. As development and redevelopment occurs in surrounding areas the Lane County Central Receiving Station should be evaluated to see if the facility may be redeveloped for other uses that are more productive economically and that enhance the area's overall redevelopment.

8. Conditions – Land and Building Values

It is anticipated that the 2004-05 tax roll will establish the initial base of assessed values for the Renewal Area. The figures are not yet available for the total assessed valuation for the Glenwood urban renewal district for that year. The total assessed value of property within the Urban Renewal Area for the 2003-04 tax year is calculated at \$74,480,444 in land and building values. The total assessed value of the Glenwood Urban Renewal Area represents about 2.9% of the total property valuation within the City of Springfield. Total certified values within all renewal areas therefore are expected to be well within the maximum 25% of total valuation allowed by urban renewal law.

9. Conditions – Investment and Utilization of Land

Real property values within the Renewal Area are largely concentrated in industrial and commercial property classifications. The overall value of land to improvements in the Renewal Area is extraordinarily low for an urban area, especially an area that represents a major concentration of industrial uses and is developed to nearly urban densities. The real market value of land in the renewal area is \$50.07 million and the real market value of improvements is \$74.48 million. The ratio of building value to land value is just under 1.5:1. Mature urban areas, especially those that include so much commercial and industrial building, are expected to exhibit

improvement to value ratios in the 4:1 or 5:1 range. While this ratio can not be expected in a redeveloping community like Glenwood, it is most unusual for building values in a substantially developed part of an area to barely exceed land values. The data point to a lack of investment in the renewal area, depreciated values, and a loss of tax producing ability for the Glenwood project area.

100B. SOCIAL AND ECONOMIC CONDITIONS

Census data for the renewal area itself is not available. However, according to the Glenwood Refinement Plan (pp. 11-12):

“The community of Glenwood has a population of approximately 1,330 people. Most of the residents are found either in the Central Residential subarea or in the eight mobile home parks located along Franklin Boulevard and the McVay Highway.

Glenwood has a small average household size (1.82 persons) and a high percentage of one-person households (43 percent). Glenwood has a significantly higher proportion of elderly persons than Eugene or Springfield. Glenwood serves an important function in the metropolitan area by providing low-cost housing, including manufactured dwellings. Residential development in Glenwood generally consists of single-family houses, manufactured dwellings on individual lots, and manufactured dwellings in parks. The density in the residential area is 6.9 units per acre, within the low-density residential range of 1-10 units per acre.

Glenwood has a very high percentage of manufactured dwellings compared with other types of housing. There are 744 dwelling units in Glenwood. Of these, 72 percent are manufactured dwellings (66 percent in parks and 6 percent on individual lots) and 23 percent are single-family residences (Number of Residential Units by Structure Type). There are 46 manufactured dwellings on individual lots in Glenwood. These were established when Glenwood was under Lane County's jurisdiction. The City allows Type I manufactured dwellings on vacant lots, outside of manufactured dwelling parks; and Type I and II manufactured dwellings within manufactured dwelling parks.

There are 167 single-family residences in Glenwood. Of these, 42 percent are owner-occupied. Eugene's windshield survey conducted to determine general housing quality has indicated that a majority (62 percent) of the residential structures in Glenwood are in need of major repair.”

200. EXPECTED FISCAL, SERVICE, AND POPULATION IMPACTS OF PLAN

Urban renewal plan activities are aimed at alleviating traffic, parking and pedestrian safety problems, at repairing and redeveloping property within the area, and at upgrading lighting, streets, sidewalks, open space conditions and providing new or upgraded infrastructure in the Renewal Area. The Urban Renewal Plan is expected to facilitate planned, orderly growth as anticipated in the Eugene-Springfield Metro Area General Plan and Glenwood Refinement Plan.

The Plan is not expected to result in a need for any additional police, fire, or other emergency services beyond those already contemplated by the City and other service providers.

The Renewal Area boundary includes some proposed housing development. Carrying out the Renewal Plan is expected to result in population growth in Glenwood, with perhaps as many as 815 new housing units. But that growth is included in the overall population growth of the City of Springfield over the next 20 years and the fiscal impacts are not significant relative to growth in other parts of the much larger Springfield city limits. Renewal Plan activities, however, are not expected to influence the timing or scale of these developments. And therefore, carrying out the Plan is expected to have no impacts on School District 4J, given Glenwood small size relative to the size of School District 4J. Carrying out the Renewal Plan is not expected to have any additional impact on water and sewer service needs, since the utilities' planning include providing services to these and other utilities in the urban renewal area. Project activities are not expected to require the relocation or removal of any residential or commercial properties by the renewal agency.

Carrying out the Renewal Plan will require the use of tax increment revenues. The tax impacts of the Renewal Plan are discussed in detail in Section 500 D of this report.

The Renewal Plan is expected to produce positive fiscal and service impacts for Glenwood. Among the public benefits of the renewal plan are:

- Street and circulation improvements will improve public safety and convenience.
- Infrastructure improvements will provide better utility service and decrease public maintenance costs
- New businesses will provide additional shopping convenience and reduce vehicular trips and time.
- New development that enhances the river experience will improve environmental conditions along the Willamette River.
- Rehabilitation programs will preserve and renew properties in residential neighborhoods and in commercial areas along Franklin Boulevard in Glenwood.
- An increase in construction expenditures and purchases kept in Glenwood will create secondary jobs.
- The Renewal Plan will help the City of Springfield fund a number of projects listed in the City's Capital Improvements Program in the Glenwood Refinement Plan and in the Glenwood Riverfront Plan for the Urban Renewal Plan Area .
- The Renewal Plan will develop the opportunity areas between Franklin Boulevard and the Willamette River, now without suitable streets, public access or infrastructure for tourism, mixed commercial-residential, or other major development by providing urban standard roads, supportive urban services and utilities, area-wide storm drainage systems, and allowing public access and protection of the riverfront areas.
- Construction of a Lane County Sheriff substation/court facility and other city/county public service facilities will help to provide a full complement of public safety, health and other services thereby maintaining and enhancing safety in the renewal area and ensuring that the proposed and existing development in the renewal area are supported and protected by adequate public services.

The public and private investments made in the renewal area are likely to encourage new investment in areas adjacent to the renewal area. The value thus created can not be quantified, but observation of renewal programs around the state indicates that there are spillover investment effects from a successful renewal program. There are other positive effects of a renewal program that do not lend themselves easily to quantification, for they are quality of life issues. Retaining Glenwood's neighborly atmosphere, maintaining the Franklin Boulevard as the artery of the area, improving housing, expanding cultural, and shopping opportunities along the riverfront, and improving the appearance of Glenwood all have value to this area's sense of community. In fact, these qualities have been expressed as important community values and directly influenced creation of this renewal plan and its projects.

The expenditure of tax increment funds is expected to produce new property values for the City of Springfield. The renewal project is estimated to be completed by the year 2025. During that period, property values in the renewal area are expected to increase by approximately \$254.3 million. At current property tax rates, the new property values anticipated in the renewal area will contribute over \$4.07 million in property tax revenues in the first year after the project is ended. Of that revenue, approximately \$1.32 million will return to the City of Springfield. That property tax revenue will continue to grow thereafter as a result of increases in annual assessments.

300. REASONS FOR SELECTING THE URBAN RENEWAL AREA

The Urban Renewal Plan Area was selected based on Glenwood Refinement Plan and the Eugene Springfield Metro Area General Plan goals, objectives, and policies and on the existence of blighting conditions within the area. The project area evidences the following characteristics of blight:

- A lack of proper utilization of land planned for tax producing purposes.
- Deficiencies in streets, curb, sidewalk, water and sewer services in the project area.
- Deficiencies in public recreation and open space opportunities.
- Poor visual and aesthetic conditions, contributing to a low level of investment in the project area.
- Poor building conditions in the project area.
- A prevalence of low values and lack of investment in the project area, and reduced tax receipts resulting there from.

Conditions within the Renewal Area exist and satisfy the definitions of blight in ORS 457.010. Treating and curing these conditions are reasons for selecting this renewal area.

400. RELATIONSHIP BETWEEN PROJECT ACTIVITIES AND EXISTING CONDITIONS IN THE PROJECT AREA

1. Unpaved streets, or those lacking curbs and sidewalks will be improved throughout the Renewal Area.
2. Assistance for rehabilitation and new development will attract new investment to the area, and improve the building conditions and blighted appearance of the area.
3. Streetscape activities will improve the visual appearance of the area, and provide a better climate for new investment in the project area.
4. Parking improvements will make it easier for tourists and visitors to shop, or take advantage of recreational opportunities, thereby encouraging expenditures and new investments in the area.
5. Improvements to parks, public buildings, and open spaces will treat deficiencies in those areas.
6. Administration and planning activities will assure the plan is carried out effectively and in conformance with applicable managerial and fiscal requirements.

500. FINANCIAL ANALYSIS OF PLAN

500A. ESTIMATED PROJECT COST AND REVENUE SOURCES

Table 2 shows the estimated total costs of the Glenwood Urban Renewal Project. These costs are the total anticipated costs, allowing for 4% inflation during the life of the project.

The principal method of funding the project share of costs will be through use of tax increment financing as authorized by ORS 457. Revenues are obtained from anticipated urban renewal bond proceeds and the proceeds of short term urban renewal notes.

Table 2 shows that the total costs of project activities are estimated at \$23,600,000 in 2004 dollars. Table 3 uses the costs in Table 2 and 2a and assumes inflation of 3% annually of the project costs. The Maximum Indebtedness authorized under this plan is thirty-two million eight hundred sixty thousand Dollars (\$32,860,000). This amount is the principle of such indebtedness and does not include interest or indebtedness incurred to refund or refinance such indebtedness.

The capacity for urban renewal bonds is based on projections of urban renewal revenues. Anticipated annual revenues are shown in Table 3 of this Report. Table 3 anticipates there will be five long-term bond issues during the life of the plan.

Bonds will be issued as revenues, project requirements, and overall bond market conditions dictate. In addition, the Renewal Agency will apply for, and make use of funding from other federal, state, local, or private sources as such funds become available.

GLENWOOD RENEWAL PLAN		
Table 2		
ESTIMATED COST OF PROJECT ACTIVITIES	Estimated cost	Completion Date
Development and Redevelopment	\$4,550,500	2015
Prepare industrial sites for development		
Industrial & business rehabilitation loans		
Clean-up unused and under-used sites		
Redevelop parcels & buildings thru options, lease, etc.		
Remove/replace substandard buildings for mixed-use		
Public utility infrastructure		
Riverfront Improvements	\$875,000	2010
Mitigate wetlands, riverside/riparian improvements		
Major Regional Development	\$2,000,000	2012
Assist major development (e.g., civic center, hotel, etc)		
Neighborhood Safety & Health	\$4,480,000	2015
Public sanitary sewer laterals/septic system remediation		
Low/moderate income housing		
Relocation assistance as needed		
Transportation Improvements	\$6,145,000	2014
Franklin Boulevard to 'urban standards'		
Intersection improvements		
Rights-of-way acquisition and urban road construction		
Lane County Projects	\$1,900,000	2013
Study relocation of Solid Waste facility, decommission, clean-up and re-use site		
Sheriff substation/court facilities		
Other County public services, like medical clinic		
Willamalane Parks Plan Projects	\$1,050,000	2013
James Park improvements		
New Glenwood Neighborhood Park		
New multi-use Community Park along Willamette River		
Glenwood historic, natural area, & landmark signage		
Preservation & Rehabilitation	\$550,000	2012
Housing/neighborhood rehabilitation programs		
Urban Renewal Support	\$350,000	2025
Market, geotechnical, planning and other studies; appraisals, engineering, etc.		
Program Administration	\$1,750,000	2025
TOTALS (2004 dollars)	\$23,600,000	

500B. ANTICIPATED START & FINISH DATES OF PROJECT ACTIVITIES

The project activities shown in Table 2 will begin in 2005. The sequencing and prioritization of individual project activities shown in Table 2 and 2a will be done by the Urban Renewal Agency and any citizen advisory bodies that the Agency calls upon to assist in this process. The priority of projects and annual funding will be as established in the annual budget process. Completion dates for individual activities may be affected by changes to local economic and market conditions, changes in the availability of tax increment funds, and changes in priorities for carrying out project activities, especially with public partners like Lane County, Willamalane Parks District, and others.

It is estimated that all activities proposed in this plan will be completed and project indebtedness paid off by 2025. At that time, the tax increment provisions of this plan can be ended.

500C. ESTIMATED EXPENDITURES AND YEAR OF DEBT RETIREMENT

It is estimated that the Glenwood urban renewal district will collect tax increment revenue between the years 2005 and 2025. It is estimated that the district will produce \$36.75 million in tax increment receipts in that period. These funds will be utilized to finance project activities and pay debt service costs, including interest, associated with undertaking these project activities.

It is anticipated that available project revenues and funds accumulated in a special fund for debt redemption will be sufficient to retire outstanding bonded indebtedness in the year 2025 and terminate the tax increment financing provisions of the project. After all project debt is retired and the project closed out, it is estimated that there will be surplus tax increment funds. These funds will be distributed to taxing bodies affected by this plan, as provided in ORS 457.

Table 3 of this Report shows the anticipated tax increment receipts for each year of the project and the use of those receipts. Table 3 follows on the next page.

GLENWOOD URBAN RENEWAL PLAN

**Table 3:
RESOURCES AND REQUIREMENTS**

	2005	2006	2007	2008	Year 5 2009	2010
RESOURCES						
Beginning Balance	\$0	\$5,213	\$10,929	\$17,275	\$30,599	\$52,471
Tax Increment Revenue	\$145,943	\$224,709	\$307,611	\$394,866	\$624,228	\$728,105
Delinquency at 3% average	(\$4,378)	(\$6,741)	(\$9,228)	(\$11,846)	(\$18,727)	(\$21,843)
Proceeds of Borrowings	\$0	\$922,000	\$0	\$0	\$0	\$0
Investment Earnings at 2.5%	\$3,649	\$5,748	\$7,964	\$10,304	\$16,371	\$19,514
Total Resources	\$145,213	\$1,150,929	\$317,275	\$410,599	\$652,471	\$778,247
REQUIREMENTS						
Outlays on Projects	\$140,000	\$940,000	\$100,000	\$180,000	\$400,000	\$550,000
	\$0	\$0	\$0	\$0	\$0	\$0
Total project costs funded in year	\$140,000	\$940,000	\$100,000	\$180,000	\$400,000	\$550,000
Total Debt Service	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Total Outlays	\$140,000	\$1,140,000	\$300,000	\$380,000	\$600,000	\$750,000
Total Resources	\$145,213	\$1,150,929	\$317,275	\$410,599	\$652,471	\$778,247
Ending Balance	\$5,213	\$10,929	\$17,275	\$30,599	\$52,471	\$28,247

GLENWOOD URBAN RENEWAL PLAN

Table 3 continued:

RESOURCES AND REQUIREMENTS

	Year 10					
	2011	2012	2013	2014	2015	2016
RESOURCES						
Beginning Balance	\$28,247	\$28,438	\$11,270	\$34,400	\$162,524	\$79,298
Tax Increment Revenue	\$853,753	\$987,057	\$1,128,490	\$1,409,311	\$1,590,665	\$1,783,807
Delinquency at 3% average	(\$25,613)	(\$29,612)	(\$33,855)	(\$42,279)	(\$47,720)	(\$53,514)
Proceeds of Borrowings	\$6,600,000	\$0	\$0	\$0	\$6,280,000	\$0
Investment Earnings at 2.5%	\$22,050	\$25,387	\$28,494	\$36,093	\$43,830	\$46,578
Total Resources	\$7,478,438	\$1,011,270	\$1,134,400	\$1,437,524	\$8,029,298	\$1,856,169
REQUIREMENTS						
Outlays on Projects	\$6,850,000	\$400,000	\$500,000	\$675,000	\$6,600,000	\$475,000
	\$0	\$0	\$0	\$0	\$0	\$0
Total project costs funded in year	\$6,850,000	\$400,000	\$500,000	\$675,000	\$6,600,000	\$475,000
Total Debt Service	\$600,000	\$600,000	\$600,000	\$600,000	\$1,350,000	\$1,350,000
Total Outlays	\$7,450,000	\$1,000,000	\$1,100,000	\$1,275,000	\$7,950,000	\$1,825,000
Total Resources	\$7,478,438	\$1,011,270	\$1,134,400	\$1,437,524	\$8,029,298	\$1,856,169
Ending Balance	\$28,438	\$11,270	\$34,400	\$162,524	\$79,298	\$31,169

GLENWOOD URBAN RENEWAL PLAN
Table 3 continued:
RESOURCES AND REQUIREMENTS

	2017	2018	Year 15 2019	2020	2021	2022
RESOURCES						
Beginning Balance	\$31,169	\$36,505	\$51,713	\$47,288	\$25,006	\$48,148
Tax Increment Revenue	\$1,989,504	\$2,225,423	\$2,334,957	\$2,589,483	\$2,861,826	\$3,153,233
Delinquency at 3% average	(\$59,685)	(\$66,763)	(\$70,049)	(\$77,684)	(\$85,855)	(\$94,597)
Proceeds of Borrowings	\$0	\$0	\$4,621,000	\$0	\$0	\$0
Investment Earnings at 2.5%	\$50,517	\$56,548	\$59,667	\$65,919	\$72,171	\$80,035
Total Resources	\$2,011,505	\$2,251,713	\$6,997,288	\$2,625,006	\$2,873,148	\$3,186,818
REQUIREMENTS						
Outlays on Projects	\$625,000	\$850,000	\$4,850,000	\$500,000	\$725,000	\$1,000,000
	\$0	\$0	\$0	\$0	\$0	\$0
Total project costs funded in year	\$625,000	\$850,000	\$4,850,000	\$500,000	\$725,000	\$1,000,000
Total Debt Service	\$1,350,000	\$1,350,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000
Total Outlays	\$1,975,000	\$2,200,000	\$6,950,000	\$2,600,000	\$2,825,000	\$3,100,000
Total Resources	\$2,011,505	\$2,251,713	\$6,997,288	\$2,625,006	\$2,873,148	\$3,186,818
Ending Balance	\$36,505	\$51,713	\$47,288	\$25,006	\$48,148	\$86,818

GLENWOOD URBAN RENEWAL PLAN

Table 3 continued:

RESOURCES AND REQUIREMENTS

	Year 20			Year 21		
	2023	2024		2025		
RESOURCES						
Beginning Balance	\$86,818	\$86,702		\$68,546		
Tax Increment Revenue	\$3,465,038	\$3,798,670		\$4,155,656		
Delinquency at 3% average	(\$103,951)	(\$113,960)		(\$124,670)		
Proceeds of Borrowings	\$0	\$0		\$0		
Investment Earnings at 2.5%	\$88,796	\$97,134		\$105,605		
Total Resources	\$3,536,702	\$3,868,546		\$4,205,137		
REQUIREMENTS						
Outlays on Projects	\$1,350,000	\$1,700,000		\$3,450,000		
	\$0	\$0		\$0		
Total project costs funded in year	\$1,350,000	\$1,700,000		\$3,450,000		
Total Debt Service	\$2,100,000	\$2,100,000		\$750,000		
Total Outlays	\$3,450,000	\$3,800,000		\$4,200,000		
Total Resources	\$3,536,702	\$3,868,546		\$4,205,137		
Ending Balance	\$86,702	\$68,546		\$5,137		

500D. IMPACT OF TAX INCREMENT FINANCING

The passage of Ballot Measure 50 (BM50) has changed Oregon's property tax system, and the impacts of urban renewal on taxpayers, and other taxing bodies. Prior to BM50, collection of tax increment revenues for a renewal agency resulted in an increase in the taxpayer's property tax rate. Taxing bodies suffered no revenue losses, unless there was overall compression of property tax revenues.

Under Ballot Measure 50, collection of tax increment revenue can impact the potential property tax revenues received by overlapping tax bodies. These taxing bodies will not be able to apply their permanent BM50 tax rates against the new values added within the urban renewal area. As a result, the taxing bodies will forego revenue they otherwise might have had if there was no renewal plan in effect. In addition, the presence of the urban renewal program could impact the tax rates for future local option levies, or exempt bond issues by taxing bodies, for the tax rates for these bonds and levies will be calculated without the incremental values within the urban renewal area.

HB 3215

House Bill 3215, passed by the Legislature in 2001, will result in gradual loss of bond rates and that is taken into account in the revenue projections for the Glenwood Urban Renewal plan. For new renewal plans such as this in Glenwood, the provisions of the bill remove the tax rates for voter approved bonded indebtedness from the formula for calculating tax increment revenues. These tax rates will be phased out of the tax increment revenue formula gradually as current bond issues are retired.

Revenues Foregone by Affected Taxing Bodies

Table 4 shows the anticipated cumulative incremental values in the Renewal Area over the life of the Plan and the anticipated property tax revenues foregone as a result of taxing bodies not being able to apply their permanent BM50 tax rates to those values.

Present Value of Revenues Foregone

The revenues foregone in Table 4 are expressed in constant 2004 dollars. The dollars foregone shown in Table 4 therefore are misleading, for they do not take inflation into account. Clearly a dollar twenty years from now would be worth less than a dollar today as inflationary effects occur. In order then to put the revenue foregone into current day perspective, Table 5 provides a Present Value calculation of the revenue foregone over a twenty year period. In this calculation, the annual revenues foregone by the taxing bodies are discounted by 3.5%. That produces a lower, but more realistic picture of the present day revenues that might be foregone by the taxing bodies over the life of the plan.

Two additional notes should be made about revenues foregone by affected taxing bodies. One, Tables 4 and 5 both assume that all the new values in the Glenwood Renewal Area would occur, even without the investment of urban renewal funds. In fact, however, a major part of the Glenwood Renewal Area lacks even the basic

infrastructure needed to allow new development. It is more realistic to assume that the public expenditures on renewal activities will have some effect on the growth of values within the urban renewal area. If one makes that assumption, some of the values which are used to calculate revenue foregone would not materialize at all. This assumption is not made, here, but if it were used, it would further reduce the revenues foregone by the affected taxing bodies.

Two, some will look at the total revenues foregone, and assume that the total shown is lost immediately. As the revenue foregone tables show, these revenues are foregone annually, over an extended period of time, not all at once. Given the size of the total budgets of the taxing bodies, the annual revenues foregone usually represent only a minor percentage of their total budgets.

Impact on Schools

Under the current method of funding K-12 level education, the urban renewal program will not result in revenue losses for those educational units of government.

Financial Impact of Plan after Indebtedness is Repaid.

When all the projects contained in the Urban Renewal Plan are completed, an estimated \$254.3 million in assessed values will be placed back on the tax roll. In the following year, property tax revenues generated by those values are estimated to be approximately \$4.07 million. Given a 3% inflation of values, the revenues foregone by the overlapping taxing bodies will be repaid in a period of six years after the district is terminated.

The tax impact on each of the overlapping taxing bodies is shown in Tables 4 and 5 on the following pages.

Glenwood Urban Renewal Plan

Table 4- Taxes Foregone by Affected Taxing bodies

	<u>County TaxRate</u>	<u>City Tax Rate</u>	<u>Willamalane</u>	<u>School Dist 4-J</u>	<u>Lane CC</u>	<u>Lane ESD</u>		<u>Water Dist</u>	
	\$1.270	\$4.74	\$2.01	\$4.75	\$0.62	\$0.22		\$3.19	
<u>Fiscal Year</u>	<u>Cumulative New Incremental Values in area</u>	<u>Lane Co tax foregone on new values</u>	<u>Springfield tax foregone on new values</u>	<u>Willamalane Park foregone on new values</u>	<u>4J SD foregone on new values</u>	<u>Lane CC foregone on new values</u>	<u>ESD tax foregone on new values</u>	<u>Glenwood Water Dist Values in area</u>	<u>Water Dist foregone on new values</u>
2005	\$8,580,467	\$10,897	\$40,674	\$17,247	\$40,744	\$5,312	\$1,915	\$3,813,395	\$12,148
2006	\$13,211,438	\$16,779	\$62,626	\$26,555	\$62,735	\$8,179	\$2,949	\$5,871,525	\$18,704
2007	\$18,085,534	\$22,969	\$85,731	\$36,352	\$85,879	\$11,197	\$4,037	\$8,037,707	\$25,604
2008	\$23,215,520	\$29,484	\$110,049	\$46,663	\$110,239	\$14,373	\$5,182	\$10,317,613	\$32,867
2009	\$34,614,831	\$43,961	\$164,085	\$69,576	\$164,369	\$21,430	\$7,726	\$12,717,215	\$40,511
2010	\$48,112,605	\$61,103	\$228,068	\$96,706	\$228,463	\$29,787	\$10,739	\$15,242,796	\$48,556
2011	\$54,819,013	\$69,620	\$259,859	\$110,186	\$260,308	\$33,938	\$12,236	\$17,900,969	\$57,024
2012	\$62,891,975	\$79,873	\$298,127	\$126,413	\$298,643	\$38,936	\$14,037	\$20,698,697	\$65,936
2013	\$71,454,708	\$90,747	\$338,717	\$143,624	\$339,303	\$44,238	\$15,949	\$23,643,305	\$75,316
2014	\$81,275,115	\$103,219	\$385,268	\$163,363	\$385,935	\$50,317	\$18,141	\$26,742,506	\$85,188
2015	\$91,733,850	\$116,502	\$434,846	\$184,385	\$435,598	\$56,792	\$20,475	0***	0***
2016	\$102,872,402	\$130,648	\$487,646	\$206,774	\$488,490	\$63,688	\$22,961	\$0	\$0
2017	\$114,734,960	\$145,713	\$543,878	\$230,617	\$544,819	\$71,032	\$25,609	\$0	\$0
2018	\$128,340,401	\$162,992	\$608,372	\$257,964	\$609,424	\$79,456	\$28,646	\$0	\$0
2019	\$142,898,224	\$181,481	\$677,380	\$287,225	\$678,552	\$88,468	\$31,895	\$0	\$0
2020	\$158,475,094	\$201,263	\$751,219	\$318,535	\$752,519	\$98,112	\$35,372	\$0	\$0
2021	\$175,142,344	\$222,431	\$830,227	\$352,036	\$831,663	\$108,431	\$39,092	\$0	\$0
2022	\$192,976,303	\$245,080	\$914,766	\$387,882	\$916,348	\$119,472	\$43,072	\$0	\$0
2023	\$212,058,638	\$269,314	\$1,005,222	\$426,238	\$1,006,960	\$131,286	\$47,331	\$0	\$0
2024	\$232,476,737	\$295,245	\$1,102,009	\$467,278	\$1,103,916	\$143,926	\$51,889	\$0	\$0
2025	\$254,324,103	\$322,992	\$1,205,573	\$511,191	\$1,207,658	\$157,452	\$56,765	\$0	\$0
Totals		\$2,822,314	\$10,534,341	\$4,466,811	\$10,552,564	\$1,375,822	\$1,061,814		\$461,852
Present Value		\$1,700,155	\$6,345,864	\$2,690,797	\$6,356,841	\$828,792	\$298,799		\$365,086

*** This portion of renewal area assumed to be annexed into Springfield in year 10

TABLE 5
PRESENT VALUE OF REVENUES FOREGONE BY TAXING BODIES
 Revenues Foregone In Table 4 are discounted at 3.5%

Year	Lane County Foregone	Springfield Foregone	Parks District Foregone	SD 4J Foregone	ESD Foregone	LCC Foregone	Glenwood Water Foregone	Goshen FD Foregone
2005	\$10,529	39,299	16,664	39,367	\$1,850	5,133	11,737	6,336
2006	\$15,663	58,462	24,789	58,563	\$2,753	7,635	17,460	9,425
2007	\$20,716	77,324	32,787	77,458	\$3,641	10,099	23,093	12,466
2008	\$25,693	95,901	40,664	96,067	\$4,516	12,525	28,641	15,461
2009	\$37,014	138,155	58,581	138,394	\$6,505	18,044	34,109	18,413
2010	\$49,707	185,534	78,671	185,855	\$8,736	24,231	39,500	21,323
2011	\$54,721	204,246	86,605	204,600	\$9,617	26,675	44,820	24,195
2012	\$60,656	226,401	95,999	226,793	\$10,660	29,569	50,072	27,030
2013	\$66,584	248,527	105,381	248,957	\$11,702	32,459	55,261	29,831
2014	\$73,174	273,124	115,811	273,597	\$12,860	35,671	60,392	32,601
2015	\$79,798	297,846	126,294	298,361	\$14,024	38,900	0	0
2016	\$86,461	322,716	136,839	323,274	\$15,195	42,148	0	0
2017	\$93,170	347,758	147,458	348,360	\$16,374	45,418	0	0
2018	\$100,694	375,841	159,366	376,491	\$17,697	49,086	0	0
2019	\$108,324	404,322	171,442	405,021	\$19,038	52,806	0	0
2020	\$116,070	433,233	183,701	433,982	\$20,399	56,582	0	0
2021	\$123,939	462,606	196,156	463,406	\$21,782	60,418	0	0
2022	\$131,941	492,474	208,821	493,326	\$23,188	64,319	0	0
2023	\$140,085	522,872	221,710	523,776	\$24,620	68,289	0	0
2024	\$148,380	553,832	234,838	554,790	\$26,078	72,332	0	0
2025	\$156,835	585,391	248,220	586,404	\$27,564	76,454	0	0
	\$1,700,155	\$6,345,864	\$2,690,797	\$6,356,841	\$298,799	\$828,792	\$365,086	\$197,081

500E. FINANCIAL FEASIBILITY OF PLAN

Table 3 (Table 2a shows estimating detail) in Section 500 of the Report to the Plan shows the estimated costs of project activities at \$22.6 million. The principal source of revenue to carry out project activities will be annual tax increment revenues of the Renewal Agency. Anticipated tax increment revenues are shown in Table 4. The tax increment revenues shown in Table 5 are based on the following assumptions:

1. Overall assessed values in the renewal area are indexed upward 5.25% annually until 2012, 6.5% annually from 2013 until 2018, and 7% annually from 2019 until 2025. This is mostly below the recent growth rates in Glenwood. Note that these applied growth rates include a combination of increased value of existing development (below 3% maximum increase in assessed value allowed) plus the added property value of new development.
2. Assessed valuation of \$10 million is assumed to be added in 2010 from a new major development in the Plan area.
3. Bond rates are assumed to drop by \$1 in year 10 of the Plan and by an additional \$1 in year 15 of the Plan.

The revenues shown in Table 3 are expected to be sufficient to carry out all project activities currently shown on the Urban Renewal Plan, and to retire project indebtedness within a 21-year period. It is financially feasible to carry out the Urban Renewal Plan for the Glenwood Urban Renewal Area.

600. RELOCATION

600A. PROPERTIES REQUIRING RELOCATION

No relocation is anticipated at the adoption of this plan.

600B. RELOCATION METHODS

If in the implementation of this Plan, persons or businesses should be displaced by action of the Agency, the Agency shall provide assistance to such persons or businesses to be displaced. Such people and businesses displaced will be contacted to determine their individual relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

600C. HOUSING COST ENUMERATION

The Renewal Plan does not anticipate removing existing housing units. Approximately 384 units of new housing are expected to be developed in the mixed use zones of the Urban Renewal Plan Area. Of these about 40 units are expected to

be rental housing units with Willamette River views for low- to moderate-income residents. In addition, private development may build upwards of 384 net additional units (allowed under existing plan designations and zoning and at an average density of 15 units per acre). These would likely be priced for sale or rent to upper middle and upper income households as described in recent housing market analyses.

	A	B	C	D	E	F	G	H
1	Table 2a: Proposed Glenwood Urban Renewal Projects							
2	November 15, 2004: Estimated costs, start & completion				COST DETAIL (\$1000)			
3		SEDA COST	Expected	Category		SEDA Share	Developer/	
4	PROJECT	(in \$1000)	Completion	Subtotals	Total	(in \$1000)	Owner Share	Other
5								
6	Development & Redevelopment			\$4,550				
7	Prepare sites for industrial development	\$900	2008		\$ 2,100	\$ 900	\$ 1,200	
8	Set up industrial and business property rehabilitation							
9	loan program (facades, landscape, etc.)	\$600	2015		\$ 1,200	\$ 600	\$ 600	
10	Clean-up/Remediate unused & underused sites	\$300	2009		\$ 750	\$ 300	\$ 450	
11								
12	Redevelop Parcels/Buildings through options,							
13	property acquisitions/dispositions, assembly,							
14	resale, conveyance, and lease	\$600	2016		\$ 2,100	\$ 600	\$ 1,500	
15								
16	Remove/Replace substandard commercial buildings	\$1,100	2011		\$ 2,300	\$ 1,100	\$ 1,200	
17	for mixed-use redevelopment							
18								
19	Upgrade water, electrical, sanitary sewer, pump	\$1,050	2010		\$ 1,800	\$ 1,050	\$ 750	
20	stations, stormwater facilities, and other public							
21	infrastructure as needed							
22								
23	Riverfront Improvement			\$875				
24	Mitigate for wetlands & riverside/riparian							
25	improvements, bank stabilization, etc.	\$875	2010		\$ 1,075	\$ 875	\$ 200	
26								
27	Major Regional Development			\$2,000				
28	Assist in developing Civic Center or major development	\$2,000	2012		\$ 34,000	\$ 2,000	\$ 32,000	
29	(e.g., for tourist attraction, hotel, sports venue, etc.)							
30								
31	Neighborhood Safety and Quality of Life			\$5,030				
32	Provide sewer laterals, manholes for residential,							
33	and other development	\$2,130	2010		\$ 4,130	\$ 2,130	\$ 2,000	
34								
35	Develop program for sanitary sewer and septic							
36	system remediation	\$850	2015		\$ 1,200	\$ 850	\$ 350	
37								
38	Develop Low/Moderate-Income Housing	\$1,000	2010		\$ 5,000	\$ 1,000	\$ 4,000	
39								
40	Housing&neighborhood rehab/home repair programs	\$550	2012		\$ 550	\$ 550		
41								
42	Provide mandated expenses of relocation or							
43	displacements of firms or residents	\$500	2015		\$ 500	\$ 500		
44								
45	Transportation Improvements			\$6,145				
46	Improve key portions of Franklin Boulevard to urban							
47	standards for pedestrian, bike, & street utilities	\$1,750	2008		\$ 5,300	\$ 1,750	\$ 2,050	\$ 1,500
48								
49	Acquire land & assist building intersection improvements							
50	at Franklin/McVay Intersection	\$900	2009		\$ 1,800	\$ 900	\$ 900	
51								
52	Acquire rights-of-way for re-alignment of roads	\$1,200	2012		\$ 3,700	\$ 1,200	\$ 2,500	
53	Construct and build roads	\$2,200	2014		\$ 4,200	\$ 2,200	\$ 2,000	
54								
55	Improve City Entries & Landmarks	\$95	2008		\$ 145	\$ 95	\$ 50	
56								
57	Lane County Projects			\$1,900				
58	Study relocating Lane County Solid Waste facilities	\$200	2007		\$ 350	\$ 200	\$ 150	
59	Decommission, cleanup, and re-use	\$1,100	2013		\$ 1,600	\$ 1,100	\$ 500	
60								
61	Build Lane County Sheriff substation/court facility	\$300	2010		\$ 650	\$ 300	\$ 350	
62								
63	Provide other city/county public service facilities	\$300	2012		\$ 700	\$ 300	\$ 200	\$ 200
64	(like County's FQH Clinic)							
65								
66	Willamalane Parks Plan projects			\$1,050				
67	Expand & Improve James Park	\$100	2008		\$ 300	\$ 100	\$ 200	
68	Acquire/develop a neighborhood park to meet the	\$300	2012		\$ 850	\$ 300	\$ 250	\$ 300
69	needs of Glenwood residents							
70	Acquire/develop multiuse community-scale park along	\$575	2012		\$ 700	\$ 575	\$ 125	\$ 575
71	Willamette River with offstreet pathways & other amenities							
72	Glenwood historic, natural area, & landmark signage	\$75	2013		\$ 125	\$ 75	\$ 50	
73								
74	Urban Renewal District Support			\$2,050				
75	Market, geotechnical, appraisals, planning, engineering,	\$300	2025		\$ 450	\$ 300	\$ 150	
76	and other studies associated with projects and							
77	necessary to carry out the projects							
78	Direct/Actual Administrative costs (<\$85k/year average)	\$1,750	2025			\$ 1,750		
79								
80	TOTAL ESTIMATED PROJECT COSTS	\$23,600		\$23,600	\$ 79,900	\$ 23,600	\$ 51,025	\$ 5,275
81					Total	SEDA	Developer/	Other
82					Projects	Share	Owner Share	Share
83								
84	Note: Cost estimates are in 2004 dollars. Cash flow analysis in Table 3 assumes a 3% inflation annually.							
85	Willamalane prioritizes projects as follows at this time: Line 70, Line 68, Line 67, Line 72							

**AN ORDINANCE OF THE CITY OF SPRINGFIELD APPROVING THE
GLENWOOD URBAN RENEWAL PLAN**

WHEREAS, the Common Council has determined that there is need for a Glenwood Urban Renewal Plan for the following reasons: 1) The existence of inadequate streets, rights of way, open spaces, recreation facilities, and utilities (including, for example, storm water systems and sanitary sewer trunk lines and laterals); 2) the existence of buildings and structures for industrial, commercial, and residential use with problematic exterior spacing, design, and physical construction (including obsolescence, deterioration and mixed character of uses); 3) Properties and lots in irregular form, shape and dimensions limiting usefulness and development; 4) Lack of proper utilization of areas resulting in a stagnant and unproductive condition of lands potentially useful and valuable for contributing to the public health, safety, and welfare; and 5) Economic deterioration and disuse of property.

WHEREAS, given the preceding information, the area within the Glenwood Urban Renewal District Plan is blighted;

WHEREAS, the rehabilitation and redevelopment outlined in the Glenwood Urban Renewal Plan, incorporated herein by reference, is necessary to protect the public health, safety or welfare of the municipality;

WHEREAS, the 2001 Springfield Charter, Section 49, requires voter approval before the City Council can approve an Urban Renewal District Plan that includes allocating property taxes;

WHEREAS, Ballot Measure 20-92 presented to the voters of the City of Springfield on November 2, 2004 for their approval the question of the allocation of such taxes before the City Council approval of any Urban Renewal Plan;

WHEREAS, the results of that election overwhelmingly approved Ballot Measure 20-92 so that the City Council may comply with the provisions of Section 49 of the 2001 Springfield Charter and state law;

WHEREAS, Oregon law also requires that adoption of an Urban Renewal Plan be approved by the City Council in the jurisdiction included in the Urban Renewal District;

WHEREAS, a portion of the proposed Glenwood Urban Renewal District Plan extends beyond the boundaries of the City of Springfield, yet within the City of Springfield's Urban Growth Boundary, and is in Lane County, The Lane County Board of Commissioners, as the governing body of that area, has approved the Glenwood Urban Renewal District Plan by resolution on November 10, 2004, subject to certain revisions and final approval on November 23, 2004;

WHEREAS, the City of Springfield is a municipality and political subdivision organized and existing under and pursuant to the laws of the State of Oregon and the 2001 Springfield Charter;

WHEREAS, the Glenwood Urban Renewal Plan and Report was forwarded to the governing body of each taxing district affected by the Glenwood Urban Renewal Plan and the Springfield Economic Development Agency shall consult and confer with the taxing districts prior to presenting the Plan to the City of Springfield for approval;

WHEREAS, the Springfield Economic Development Agency has consulted and conferred with taxing districts;

WHEREAS, the Springfield City Council, the governing body of the municipality, received the proposed Glenwood Urban Renewal Plan and report from the Springfield Economic Development Agency, the City's urban renewal agency;

WHEREAS, the notice was sent out to the electors registered in Springfield and within the proposed Glenwood Urban Renewal Plan area on October 26, 2004, that the Springfield City Council would conduct a Public Hearing on November 15, 2004, at 7:00 p.m. in the Springfield City Council Chambers of Springfield City Hall, 225 Fifth Street, Springfield, OR 97477, to accept testimony on a proposal to consider an ordinance adopting an urban renewal plan for nearly all the area known as "Glenwood" within Springfield's urban growth boundary;

WHEREAS, the maximum indebtedness that can be incurred under the proposed Glenwood Urban Renewal Plan is \$32,860,000;

WHEREAS, the Springfield City Council determines and finds that the urban renewal plan conforms to the Eugene-Springfield Metropolitan Comprehensive Plan that includes the City of Springfield as a whole (along with the Glenwood Refinement Plan and the several individual adopted functional plans) provides an outline for accomplishing the urban renewal projects the Glenwood Urban Renewal Plan proposes;

WHEREAS, provision has been made to house displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or disabled individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing;

WHEREAS, if acquisition of real property is necessary it will be provided for through later amendments to the Glenwood Urban Renewal Plan;

WHEREAS, adoption and carrying out of the urban renewal plan is economically sound and feasible based on the information included in the Report incorporated in the Plan; and

WHEREAS, the City of Springfield, as the governing municipality of the Plan, assumes and shall complete any activities prescribed it by the urban renewal plan.

NOW, THEREFORE, BASED ON THE FOREGOING RECITALS THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD, ORDAINS AS FOLLOWS:

SECTION 1. APPROVAL OF ORDINANCE AUTHORIZING AN URBAN RENEWAL PLAN ALLOCATING TAXES FROM GLENWOOD PROPERTIES TO THE GLENWOOD URBAN RENEWAL PLAN. The Common Council of the City hereby approves the Glenwood Urban Renewal Plan allocating taxes from Glenwood properties to the Glenwood Urban Renewal Plan.

SECTION 2. PUBLIC NOTICE AND SUBMISSION TO LANE COUNTY TAX ASSESSOR. Not later than the 3rd day after the Ordinance is approved by City Council notice of the approval shall be published in the newspaper, as defined in ORS 193.010, having greatest circulation in the City of Springfield and which is published in the municipality.

SECTION 3. ADDITIONAL AUTHORIZATIONS. The City Manager, the City Recorder, the City Finance Director, and the City Attorney, and each of them acting individually, are hereby authorized, empowered and directed, for and on behalf on the City, to do and perform all acts and things necessary or appropriate to cause the Glenwood Urban Renewal Plan set forth in Exhibit A to and to otherwise carry out the purposes and intent of this Ordinance, including notice of adoption of the ordinance approving the urban renewal plan, and the provisions of ORS 457.135, shall be published by the governing body of the municipality in accordance with ORS 457.115 no later than three days following the ordinance adoption.

SECTION 4. EFFECTIVE DATE OF ORDINANCE. This Ordinance shall take effect after its second reading and upon its adoption at a regular meeting of the Common Council of the City and approval by the Mayor.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD ON DECEMBER 6, 2004, AFTER TWO READINGS AT REGULAR CITY COUNCIL MEETINGS HELD ON NOVEMBER 15, 2004 AND DECEMBER 6, 2004 BY THE FOLLOWING VOTES:

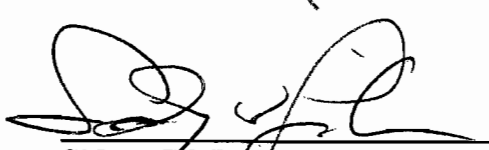
AYES: 5

NAYS: 0

ABSENT: 1

ATTEST:

Amy Sowa
Amy Sowa, City Recorder


Sidney W. Leiken, Mayor

REVIEWED & APPROVED
AS TO FORM
Meghan Kevin
DATE: 11/10/04
OFFICE OF CITY ATTORNEY

PASSED

THE BOARD OF COUNTY COMMISSIONERS, LANE COUNTY, OREGON

ORDER NO: 04-11-23-6) IN THE MATTER OF APPROVING THE
) GLENWOOD URBAN RENEWAL PLAN

WHEREAS, the Board of Commissioners has adopted Resolution & Order 04-11-10-17 setting out recommendations and conditions related to the Glenwood Urban Renewal Plan, and

WHEREAS, the City Council of the City of Springfield and the Springfield Economic Development Agency have implemented the recommendations and otherwise committed to meeting the conditions set forth by the Board of County Commissioners, and

WHEREAS, ORS 457.095 and 457.105 provide that no Urban Renewal Plan be carried out until it has been approved by the governing jurisdictions included in the Urban Renewal District: the Springfield City Council and the Lane County Board of Commissioners, and

WHEREAS, the City of Springfield has presented the Glenwood Urban Renewal Plan, incorporated herein by reference, to the Board of County Commissioners for its consideration and approval.

IT IS HEREBY ORDERED:

That the Lane County Board of Commissioners approves the proposed Glenwood Urban Renewal Plan (November 15, 2004) wherein the City of Springfield is the municipality that activated the Springfield Economic Development Agency, the urban renewal agency that will carry out the Plan.

Dated this 23rd day of November 2004.



Bobby Green, Chair
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM

Date 11-17-2004 Lane County



OFFICE OF LEGAL COUNSEL