

Summary of Methodology Utilized to Refine the Location of the Springfield Urban Growth Boundary

Purpose of this action

1. To establish a tax lot-specific map of the acknowledged Metro Urban Growth Boundary, east of Interstate 5, in accordance with OAR 660-024-0020(2).
2. To establish a separate Urban Growth Boundary for the city of Springfield, as required by ORS 197.304.

Background & Findings

1. The Urban Growth Boundary (UGB) was originally acknowledged by the Land Conservation and Development Commission on August 19, 1982.
2. The existing map of the UGB was adopted by the Springfield City Council on May 17, 2004, by Ordinance No. 6087.
3. The tax lot-specific map of the acknowledged Metro Urban Growth Boundary, east of Interstate 5 establishes a more precise location of the UGB.
4. The methodology used to determine the precise location of the acknowledged UGB is based on the adopted policies contained in the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).
5. As adopted, the UGB is only tax lot-specific where it is coterminous with city limits, where it has been determined through the annexation process, and where it falls on the outside edge of existing or planned rights-of-way. (Page II-G-14 of the Metro Plan).
6. Where it is not tax lot-specific, the UGB is approximately 200' wide. In accordance with the adopted policies in the Metro Plan as well as decisions by the Lane County Hearings Official.
 - a. Levi Landing (Journal #1997-06-142 & #1999-06-144) is the only area where a more precise location of the UGB east of I5 has been determined by the Lane County Hearings Official.
 - b. Letter from Steve Gordon, dated June 29, 1999.
 - c. The Springfield Planning Commission determined the location of the UGB in the SE Hills as follows:
 - i. the ridgeline separating the drainage basins (Journal #2000-06-128, Dilbeck), and
 - ii. a legal description of a portion of the UGB was accurate (Journal #1998-11-256, Dilbeck).

Methodology

1. OAR 660-024-0020(2): “The UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. Where a UGB does not follow lot or parcel lines, the map must provide sufficient information to determine the precise UGB location.”
 - a. This OAR requires the UGB to be shown at a scale that identifies which particular tax lots are included in the UGB. If a tax lot is split by the UGB, there must be sufficient information to determine the precise UGB location.
 - b. Where the UGB does not follow tax lot lines, a written description shall provide sufficient information to determine the precise UGB location. This information is contained in the table called: “Tax lots Adjacent and Split by the UGB”
2. The UGB is coincident with tax lot lines unless the tax lot line is outside the 200’ wide area.
3. The UGB is coincident with tax lot lines when they are coterminous with the outside edge of rights of way, so the full width of the right-of-way is inside the UGB.
4. Roads and Rights of Way. The UGB shall lie along the outside edge of existing and planned rights-of-way that form a portion of the UGB so that the full right-of-way is within the UGB. Refer to Policy #2, Page II-C-4 of the Metro Plan.
5. The location of the UGB in relation to the I5 corridor is based on the policies contained in “Jurisdictional Responsibility” on Page II-D of the Metro Plan.
 - a. **General description.** The northbound lane is inside the Springfield UGB. The southbound lane is outside the Springfield UGB.
 - b. **Northern terminus.** Extend the northern tax lot line of 1703150000100 to the west until it intersects the centerline of the I5 right-of-way.
 - c. **Southern terminus.** Extend the southernmost point of tax lot 180311001800 that is south of and adjacent to the Filbert Grove 5th Addition, to the W, to the intersection of the I5 centerline and the common section line of TRS 180311 and 180310. This point is approximately 275’ south of the NB I5 on-ramp.
 - d. For the area underneath the Willamette River Bridge, the UGB and the city limits are coincident. |
6. Split Tax Lots. When the UGB is not coincident with tax lot lines, the criteria from the Metro Plan shall apply. The following criteria are from Page II-G-14 of the Metro Plan. The UGB shall follow the most appropriate feature:
 - a. Protection of Agricultural Lands
 - b. Protection of Forest Lands
 - c. Ridgeline (Drainage Basin)
 - d. Orderly and Economic Public Services
 - e. Floodway Fringe
 - f. Protection of Wetlands
 - g. Protection of Sand and Gravel Resources
 - h. Airport Protection

- i. Existing Development and Services (City Limits)
 - j. Meet Economic Goals
7. The following areas contain tax lots that are split by the UGB. Refer to the detail maps in the supporting documentation for further clarification.
- a. **Hayden Bridge Area Split Tax Lots:** The location of the UGB is a fixed distance (300') that is measured from the N edge of the Hayden Bridge right-of-way, unless it has been previously determined as a result of a land use decision or annexation. The location of 300' north of the right of way was chosen since it included most of the existing dwellings and was within the 200' area. In addition, the land use decisions indicated the UGB was not intended to follow the Hayden Bridge right of way.
 - b. **High Banks Area Split Tax Lots.** The location of the UGB is either:
 - A fixed distance (450') that is measured from the N edge of the High Banks right-of-way, or
 - Coincident with the city limits.
 - c. **N Gateway Area Split Tax Lots.** The UGB is coincident with the unnumbered tax lot that contains the public drainage facility. The tax lot is entirely within the UGB.
 - d. **Thurston Area Split Tax Lots.** The city limits extend outside the UGB on the tax lot that contains the Thurston Middle School. On that tax lot, the UGB is coincident with the section line.
 - e. **SE Hills Area Split Tax Lots.** The adopted policies indicate the UGB should follow the ridgeline (refer to the table "Metro Plan Urban Growth Boundary Map Key" from Page II-G-21 of the Metro plan). The line was originally drawn in 1982 and generally follows the ridgeline. The city's current mapping technology is able to more accurately follow the ridgeline. The letter from Steve Gordon, dated June 29, 1999, provides evidence of the intent to follow the ridgeline. Journal #1998-11-0256 is a land use decision that provided a legal description for a portion of this area.
 - f. **Clearwater Area Split Tax Lots:** When the UGB does not follow tax lot lines in this area, its location is based on aerial photo interpretation and proximity to the Jasper Rd. right of way.
 - g. **Willamette Area Split Tax Lots:** Refer to the description of the UGB within the I5 corridor. The location is based on the policies contained in "Jurisdictional Responsibility" on Page II-D of the Metro Plan.

Attachments

1. Tax lot list: "Tax lots that are Adjacent to and Inside, or Split by, the UGB"
2. Pages II-G-1 through II-G-21 of the Metro Plan. Adopted UGB map and location policies.
3. Description of the Springfield Urban Growth Boundary within the I5 Corridor.
4. Maps
 - a. Citywide map of areas with tax lots split by the UGB
 - b. Detailed maps of areas with tax lots split by the UGB
 - N Gateway Area Split Tax Lots
 - Hayden Bridge Area Split Tax Lots
 - High Banks & Thurston Area Split Tax Lots
 - SE Hills Area Split Tax Lots
 - Clearwater Area Split Tax Lots
 - Willamette Area Split Tax Lots
5. Land use decisions, plats, surveys and other evidence.
 - a. Plats: First and Third Additions to McKenzie Manor (1956 & 1960).
 - b. Plats: First and Third Additions to Royal Delle (1963 & 1969)
 - c. Journal #1987-03-20, Sweeney. Survey #28405.
 - d. Journal #1992-10-202, O'Niell. Plat #92-P0306; CS #33470 & 31021.
 - e. Journal #1994-02-28, Guffin. Plat #94-P0567.
 - f. Journal #1994-02-32, Henderson. Plat #94-P0555.
 - g. Journal #1997-06-142, Levi Landing, Phase 1. Plat of Levi Landing.
 - h. Journal #1998-11-256, Dilbeck. Legal description attached as Exhibit D.
 - i. Letter from Steve Gordon, dated June 29, 1999.
 - j. Journal #1998-02-00051, Plat: River Glen Third Addition (1999).
 - k. Journal #1999-06-144; Levi Landing, Phase 2. Plats of Levi Landing First Addition, Second Addition and 2nd Addition Replat.
 - l. Journal #2000-06-0128, Dilbeck.
 - m. SUB 2003-00019, Brainard. Plat #2004-P1787.