

## 4.10 Land Use and Prime Agricultural Lands

This section provides an overview of the existing land uses, zoning and agricultural lands in the Study Area. Some land uses are more supportive of transit use than others and should be considered when improving transit service or siting a transit facility.

### 4.10.1 Existing Conditions

The Eugene-Springfield Metropolitan region in Lane County, Oregon, is the economic and population center of the south-Willamette Valley. The Metropolitan Statistical Area (MSA) includes the cities of Springfield and Eugene and all of Lane County. The Central Lane Metropolitan Planning Organization that prepares this metropolitan area's Regional Transportation Plan includes the cities of Springfield, Eugene, and Coburg, plus proximate portions of Lane County. Major employers in the Eugene-Springfield region include Sacred Heart hospital, the University of Oregon, and governments.

The Main-McVay Study Area extends from about 69th Street in Springfield into unincorporated Lane County. It is located mostly in the City of Springfield, and all of the Main-McVay Corridor is located within the Springfield-Eugene Metropolitan Area as shown on Figure 2.1-1 in Section 2.1.

The Study Area is characterized by primarily commercial and industrial uses, with concentrations of residential uses along the perimeter of the commercial areas as shown on Figure 4.10-1. The dominant residential trend in the region is low-to-mid-density residential, although other residential types also exist in some areas. Higher density multi-family residences in Springfield are concentrated near downtown and just off Main Street at major intersections, such as 28th Street, 42nd Street and 58th Street. Low density residential uses are primarily located in subdivisions behind the commercial, industrial and higher density residential uses. Heavy and light industrial activities are concentrated south of Main Street between 5th Street and 28th Street along the railroad; railroad spurs travel north-south just east of 28th Street within the Study Area.

The Main Street Corridor Vision Plan, Revised Memo #2 – Existing Conditions, Opportunities and Constraints, identifies six activity nodes between 10th Street and 69th Street (OTAK, 2014). These are shown on Figures 4.10.2, 4.10.3, 4.10.4 and 4.10-5. From east to west these include:

- The 58th Street Activity Node lies just east of the Bob Straub Parkway intersection. Businesses located in this node included:
  - Walgreens
  - 7-11
  - Goodwill
  - Big Lots
  - Bi-Mart
  - 76 Gas Station
  - McDonalds
  - Albertsons
  - Chase Bank
  - Shell Gas Station
- The 53rd Street Activity Node has a mix residential and retail uses. It includes a handful of apartment buildings and the following businesses:
  - Time Out Tavern
  - VFW Post
  - Umpqua Bank
  - McKenzie Animal Hospital

- a mini-storage facility
- The 42nd Street Activity Node is centered on the intersection of 42nd Street and Main Street. Land use in this node is primarily retail, with some industrial, residential, and vacant land. Land uses include:
  - Automotive retail, including several gas stations, 24 Hour Finish Line Car Wash, B&A Automotive, Tire Factory, Pennzoil Pit Stop, O'Reilly Auto Parts, J&K Auto Repair, Acme collision service. These uses are especially common in the western portion of the node, between 41st and 42nd.
  - Fast food, centered on the intersection of Main Street and 42nd. Fast food businesses include: Taco Bell, Jack in the Box, Arby's, and Subway.
  - McKenzie West shopping plaza
  - Main Street Mini Storage
  - Residential, especially south of Main street and along 42nd Street.
- The 30th Street Activity Node is centered on the railroad crossing between 28th Street and 30th Street. Current land uses are mainly industrial and low-density, auto-oriented retail. The Willamalane Center is located near this node. Businesses located in or near this node include:
 

<ul style="list-style-type: none"> <li>○ American Auto Salvage</li> <li>○ AutoZone</li> <li>○ Americas</li> </ul>	<ul style="list-style-type: none"> <li>○ Roberts Supply (retail, work wear)</li> <li>○ OK Tavern</li> <li>○ Goodwill</li> </ul>
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- The 21st Street Activity Node is just east of the Main Street/South A Street couplet. The west side of the intersection has retail space, but the buildings are vacant. On the east side of the intersection, there is on-street retail. Businesses located in this node included:
  - Dead Man's Chest (used goods)
  - Hutch's Bicycle Stores

Just east of the intersection lies Paramount Center, a busy strip mall. It offers a mix of small retailers and the Busy Bee Café.

- The 14th Street Activity Node lies on the South A Street/Main Street couplet, with east-bound traffic on A Street and west-bound traffic on Main Street. It is dominated by low-density retail, most of it located in small, older strip malls. The retail businesses include a mix of locally owned and larger chains. Businesses located in this node included:
 

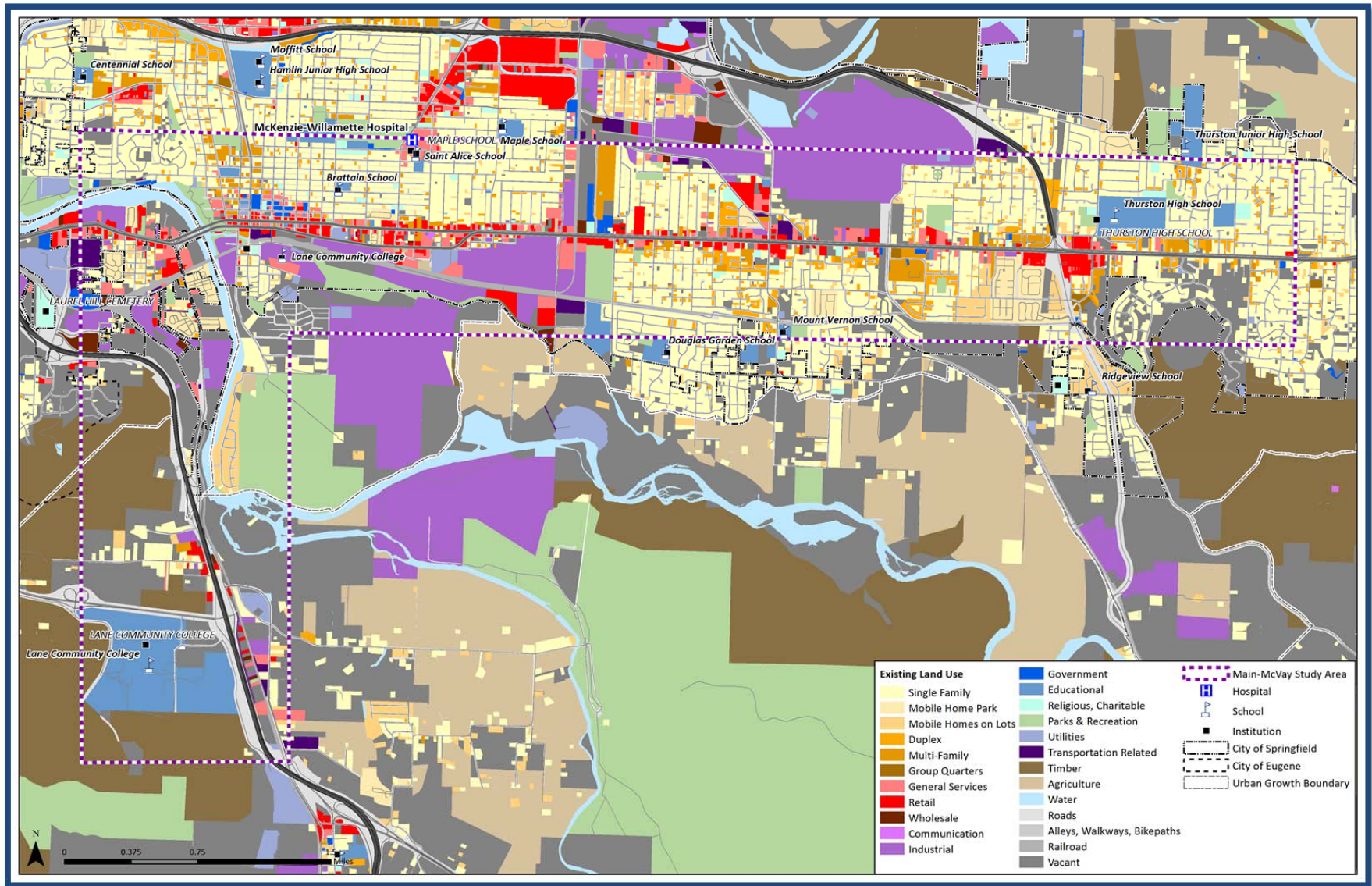
<ul style="list-style-type: none"> <li>○ Goodfellas Lounge</li> <li>○ Club 1444 (an adult entertainment bar)</li> <li>○ 14th and Main Market</li> <li>○ A 7-11</li> <li>○ Grocery Outlet</li> </ul>	<ul style="list-style-type: none"> <li>○ Steve's Breakfast and More</li> <li>○ Ace Buyers (pawn shop)</li> <li>○ A laundromat</li> <li>○ Springfield Rentals (equipment rentals)</li> </ul>
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Another regional destination and node within the Study Area (as shown in Figure 4.10-6) is downtown Springfield; the governmental and cultural center of Springfield. Headquartered in downtown are City offices, Springfield Utility Board, Willamalane Park and Recreation District, Metropolitan Wastewater Management, State Employment Office, Lane Regional Air Pollution Authority, the Post Office, the Library, a Senior Center, and the Historical Museum. Also located within this node is the Springfield Transit Station, the second largest transit center in the LTD system. The Station has eight bus bays and a small park and ride lot.

Across the Willamette River from Downtown Springfield is Glenwood, a one-square mile mixed residential, industrial and commercial district with significant undeveloped and underdeveloped lands. This area, also shown in Figure 4.10-6, is an Urban Renewal District, and the city recently adopted the updated Glenwood Refinement Plan that outlines strategies to retain the unique sense of place while increasing residential and commercial density, invest in a multi-modal transportation network, provide access to open space, and restore and enhance natural resources (City of Springfield, 2009). This area is served by LTD's EmX transit service with stations on Franklin Boulevard at McVay Highway, Lexington Street, and Glenwood Blvd.

Located at the southern end of the Study Area is the main campus for Lane Community College (LCC). LCC has over 36,000 students at five locations, which makes it the third largest community college in the state. Offering over 15 instructional programs in subjects such as advanced technology, culinary arts and hospitality, sustainable practices, and business, LCC's student population is about half full-time and half part-time (LCC, 2014).

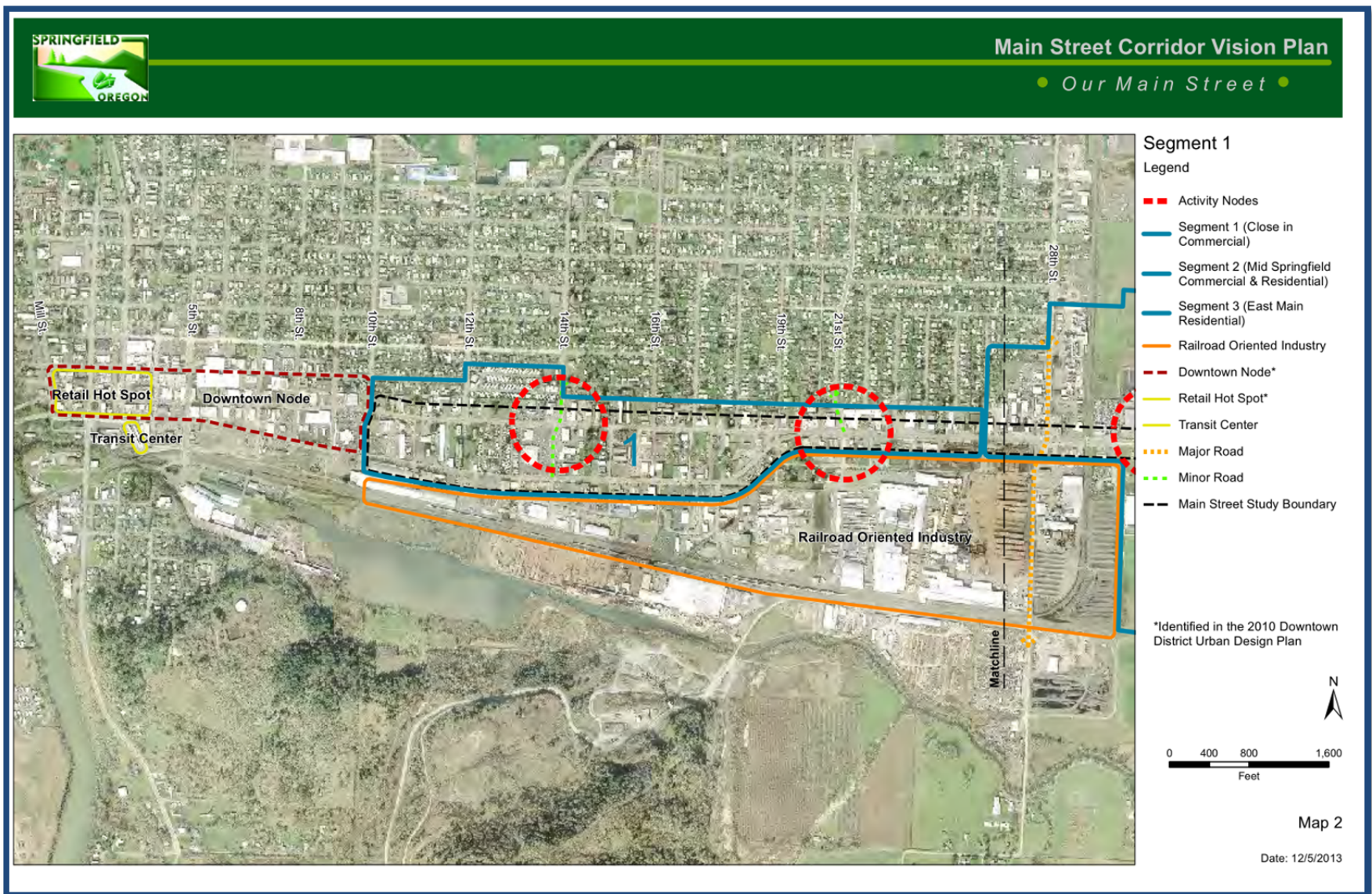
Figure 4.10-1. Existing Land Uses Study Area



Source: Prepared by Parsons Brinckerhoff from Springfield's MapSpring. 2014.



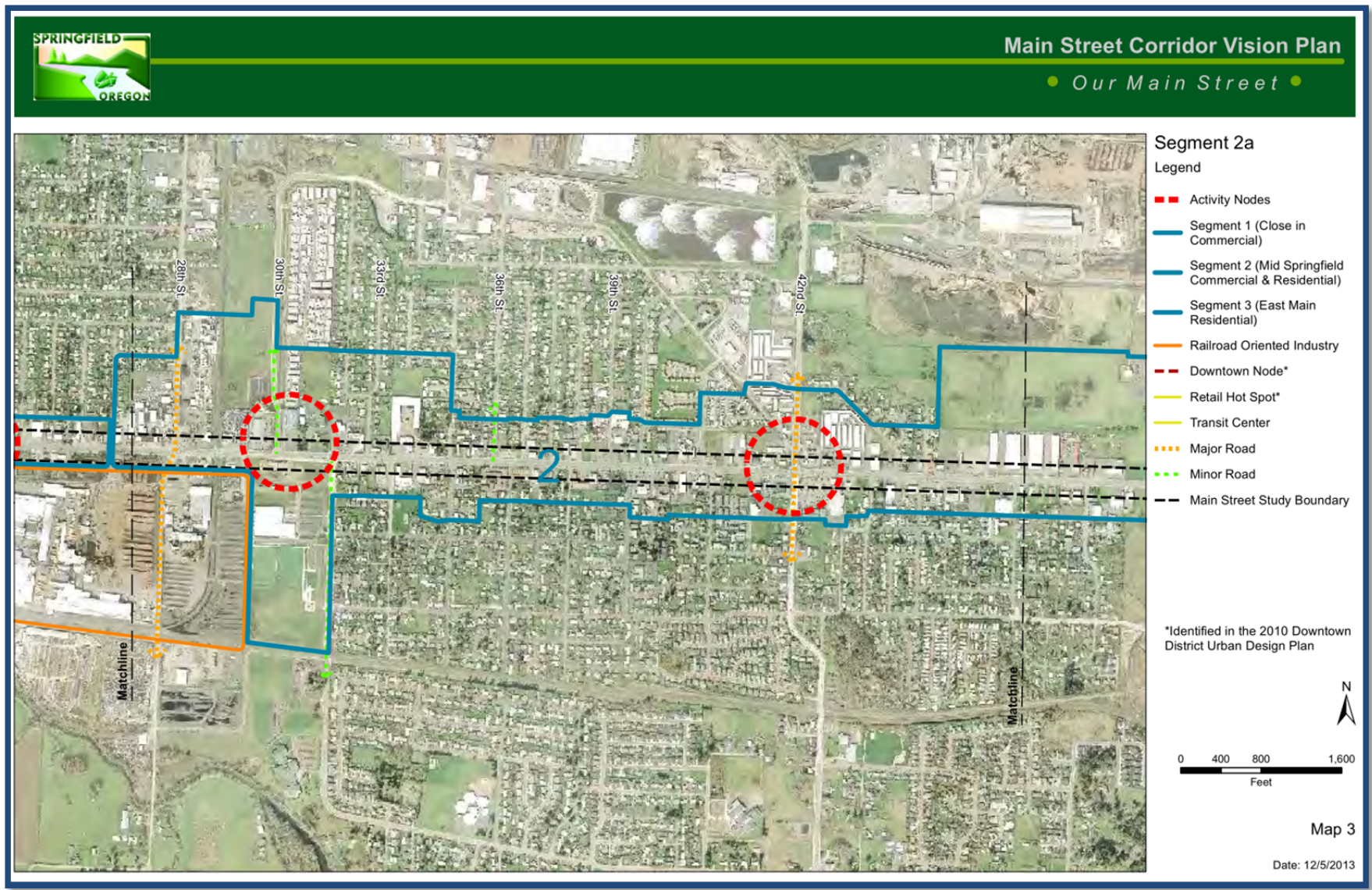
Figure 4.10-2. Main Street Vision Plan Activity Nodes – Segment 1



Source: Otak. Revised Memo #2 – Existing Conditions, Opportunities and Constraints, Main Street Corridor Vision Plan. 2013



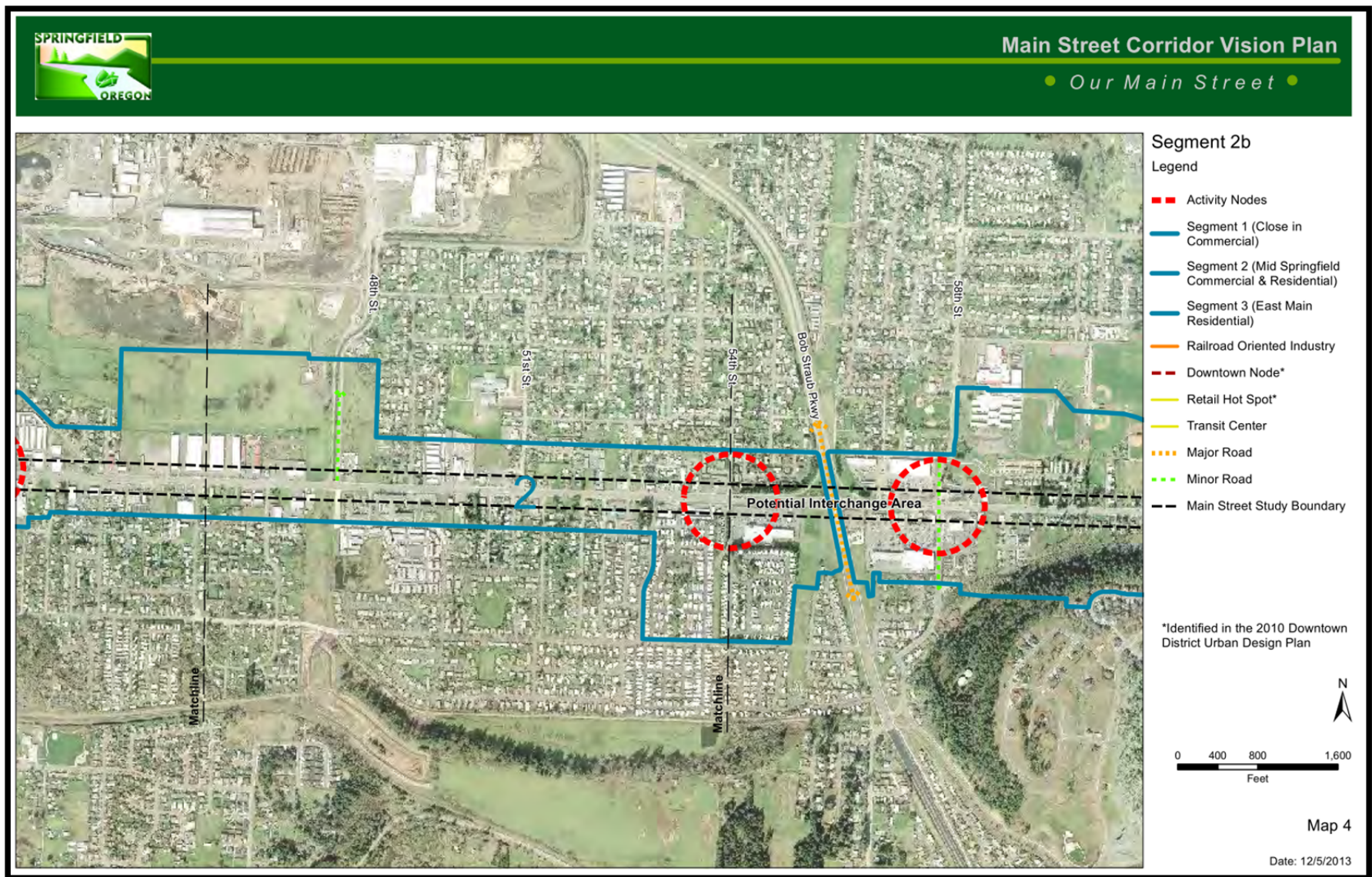
Figure 4.10-3. Main Street Vision Plan Activity Nodes – Segment 2a



Source: Otak. Revised Memo #2 – Existing Conditions, Opportunities and Constraints, Main Street Corridor Vision Plan. 2013



Figure 4.10-4. Main Street Vision Plan Activity Nodes – Segment 2b



Source: Otak. Revised Memo #2 – Existing Conditions, Opportunities and Constraints, Main Street Corridor Vision Plan. 2013