

# DOWNTOWN SPRINGFIELD CHARRETTE 2006



APRIL 7-8 2006

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A Chapter of The American  
Institute of Architects

**AIA** Southwestern Oregon

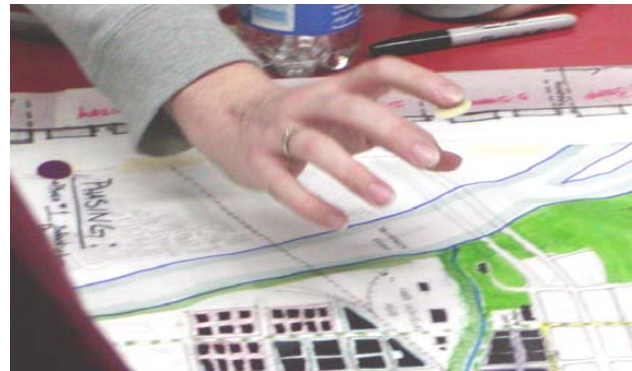
## THE CHARRETTE PROCESS

The Southwestern Chapter of the American Institute of Architects (AIASWO) is committed to improving the perception and experience of design and architecture in the communities where we work. This commitment was demonstrated by the Springfield Downtown Planning Charrette, held on April 7<sup>th</sup> and 8<sup>th</sup>. Downtown Planning Charrette was a grand success. More than fifty architects, landscape architects, city and agency staff and citizens and students participated in the event.

The Charrette had its origins in discussions with the Chapter Board and the City of Springfield that were initiated by the Chapter President Artemio Paz . Cynthia Pappas, Springfield's Assistant City Manager and Bill Grile, Development Services Director teamed with the Chapter President to detail a scope of work and logistics for conducting the Charrette. Among the expected products from the charrette were short-term and long term recommendations for Downtown revitalization that reflected the realities of the economy and social fabric of Downtown Springfield. These recommendations were to be expressed in illustrated concepts as well as text.

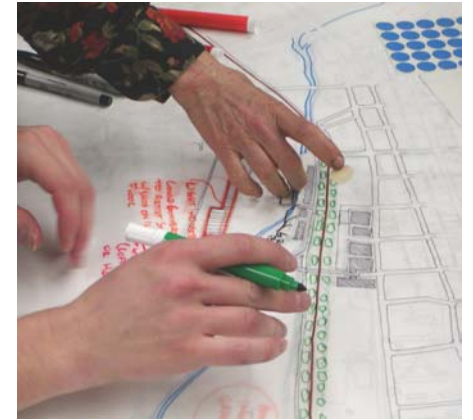
The kick-off for the charrette was a Friday afternoon orientation and tours of three downtown district “neighborhoods.” These included discrete geographical areas that overlap: the Booth Kelly/Mill pond District; the Main Street/ Washburne District; and the Justice Center area to Island Park. To fully appreciate Downtown Springfield, one needs to look at the opportunity these areas represent and how they interact with one another. On Saturday, participants worked from 8:30am until 4:30pm, engaging in “design studio” discussions and graphic exploration that focused on the revitalization of Springfield’s historic Downtown. To facilitate insightful discussions of relevant urban issues, while maintaining personal interest for the participants, the Springfield charrette was structured around three distinct sub-districts of the downtown. Participants self-selected the planning area and team that they wanted to work on.

Charrette teams were given a matrix of common urban issues and asked for resulting goals for short term (1-4 years) and long term (5-8 year) urban policies and recommendations for guiding planning and design of future downtown urban growth. Participants were



given a general scope of work, and a list of common urban issues applicable to all three planning areas. Each planning team worked through the day to explore the issues presented to them and responded to those issues in text and graphics. Teams presented their initial findings before lunch, and made their final summary statements at 3:45. The final products included text and narratives statements, overlaid maps and diagrams, street sections, building and street elevations. Some courageous design team members even explored perspective with scaled physical models.

This report captures the essence of the ideas that were generated by this thought evoking and energetic Charrette event. Appendices A, B, and C provide important details that flesh many of the illustrated concepts depicted in the main body of the report. To fully understand the results of the Charrette, the reader is encouraged to review both the report and the appendices.



## PARTICIPANTS



The City of Springfield extends a special thanks to all of those who gave up their weekend to share their ideas and professional expertise.

### PARTICIPANT

*Amanda Hills*

*Harriet Cherry*

*Jonathan Meendering*

*Ted Corben*

*Adam Stephen*

*Duane Langenberg*

*Ray Dodson*

*Troy Joefield*

*Ed Black*

*Andy Limbird*

*Bill Grile*

*Jerry Smith*

*Cossett Reese*

*Renee Benoit*

*Don Bischoff*

*Carol Berger*

*Kaytlin Maixner*

*Renuka Vasepalli*

*Kayne Axe*

*Nora Diver*

*Adam Stephen*

*Molly Dobbs*

*Dion Serra*

*Rebecca Biglow*

*Matthew Travis*

*Yeosane Huggins*

### FIRM

*Pivot Architecture*

*Pivot Architecture*

*Pivot Architecture*

*Eric Hall Architects*

*APaz Architects*

*Langenberg Illustrations*

*Pivot Architecture*

*Eric Hall Architects (Student)*

*City of Springfield*

*City of Springfield*

*City of Springfield*

*City of Springfield*

*Lane Transit District*

*Springfield Chamber of Com.*

*Legislative Assistant*

*Property Owner*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

### PARTICIPANT

*Matt Scheibe*

*Kari Greene*

*Jean Duffett*

*Annette Rhode*

*Anne Delaney*

*Don Lutes*

*Matt Koehler*

*Mark Giblem*

*John Tamulonis*

*Mark Metzger*

*Dave Puent*

*Sandra Marx*

*Anne Ballen*

*Anita Yap*

*Roxie Metzler*

*David Loveall*

*Matthew Auxier*

*Casey Yamashita*

*Erik Bischoff*

*Chris Legg*

*Swati Sanghari*

*Dustann Jones*

*Andrew Cronin*

*Missa Aloisi*

*Shin Yee Sheik*

*Dan Safarik*

### FIRM

*Cameron McCarthy*

*Pivot Architecture*

*Berry Architects*

*Eric Hall Architects*

*Bergsund Delaney*

*Architect, Downtown Association*

*Cameron McCarthy*

*University of Oregon*

*City of Springfield*

*City of Springfield*

*City of Springfield*

*City of Springfield*

*Springfield City Councilor*

*Lane Transit District*

*Historic Commission*

*METCO*

*Citizen*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

*Architecture Student*

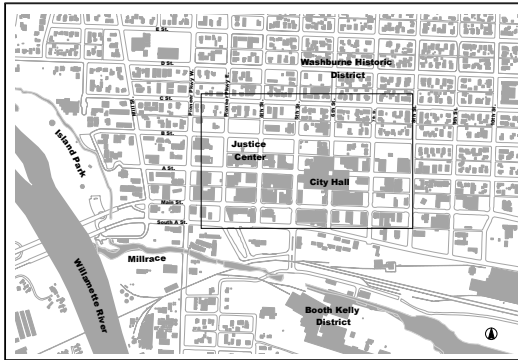
*Architecture Student*

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## DOWNTOWN/ WASHBURNE DISTRICT



Participants working on the Downtown identified Phase I and Phase II objectives for addressing Downtown renewal. Additional concepts can be found in Appendix A.

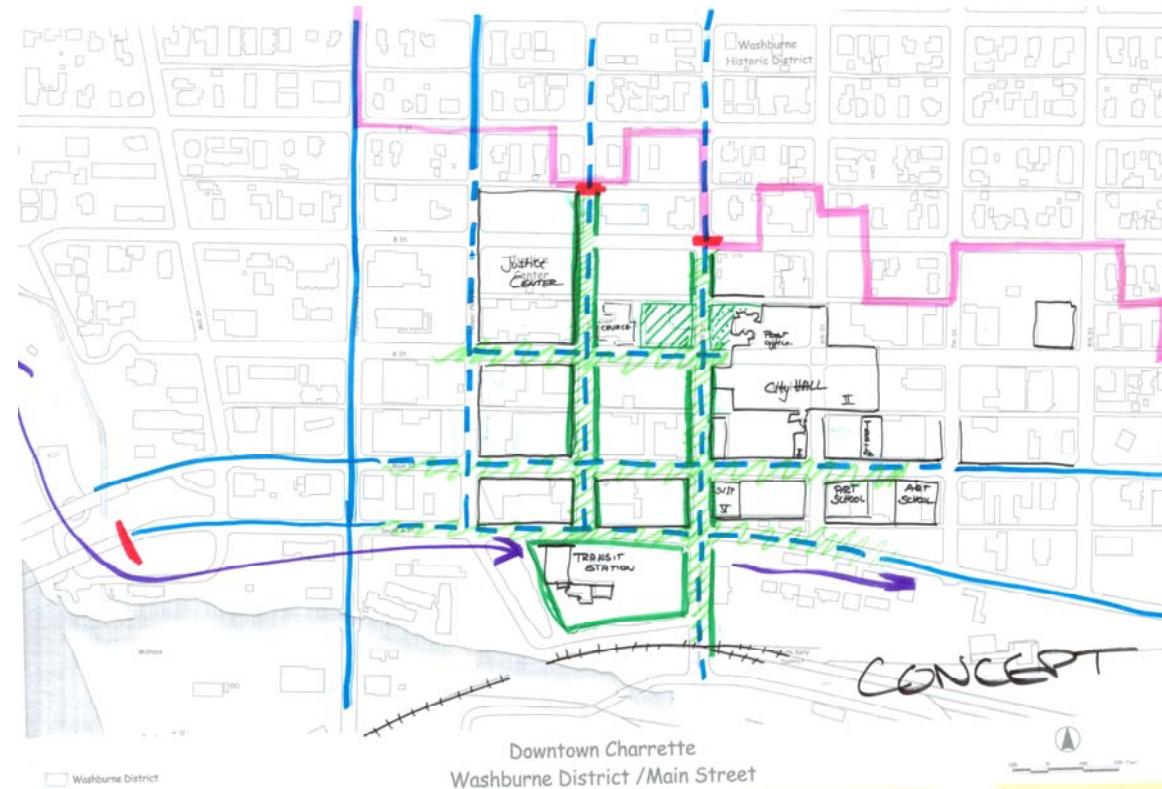
### Phase I

#### Decrease Blight

- Cleanliness
- Art/displays to fill vacant windows.
- Fill in portions of the lower City Hall

#### Maintain Assets and Facilities

- Improve tree care
- More Planters and upkeep



The drawing above introduces the concept of making 4th and 5th Streets important connecting streets to Main Street, South A and to the Booth Kelly District. Gateway entrances from the Washburne District are also shown.



## DOWNTOWN/ WASHBURNE DISTRICT

### Walkability

- Lighting– street lights and business lights
- Open businesses

### Slow Traffic on South A Street

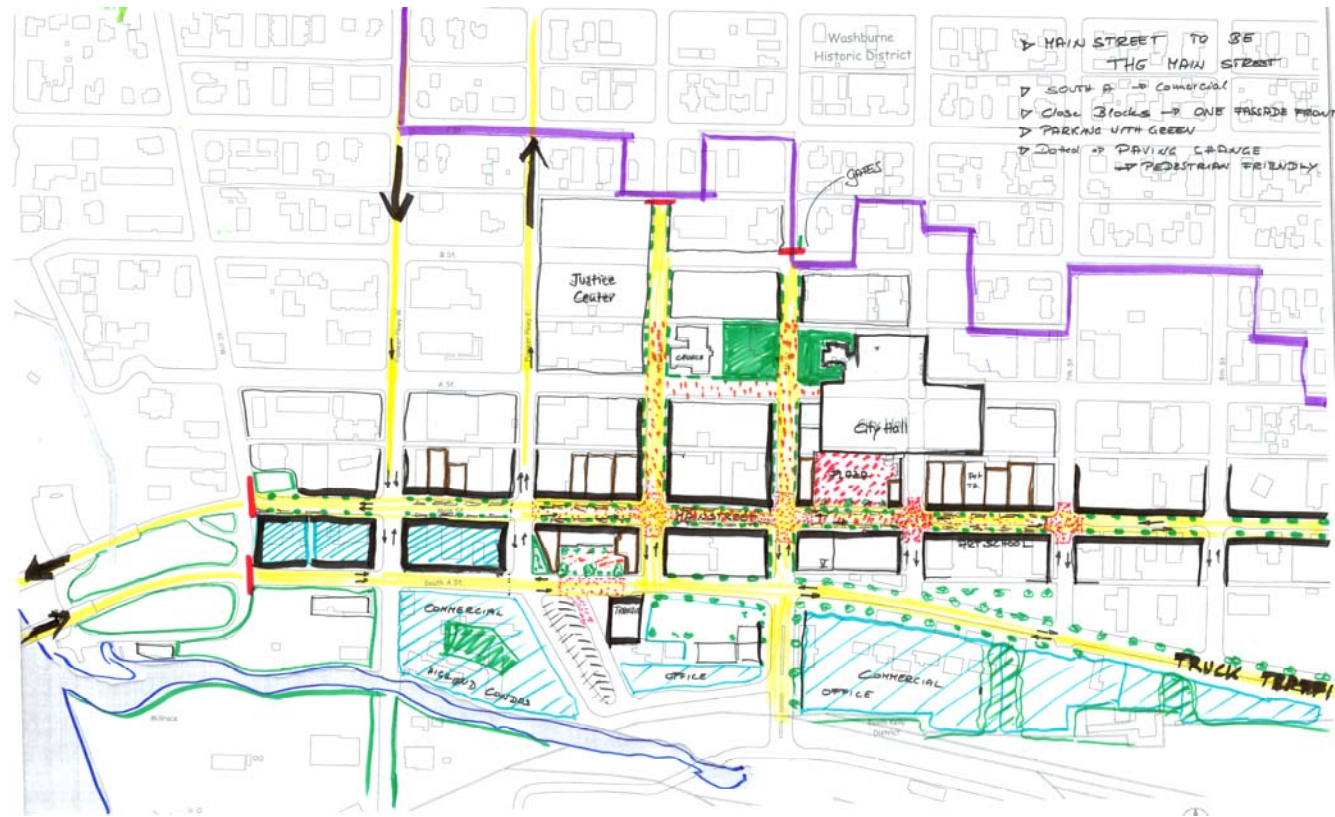
- Traffic calming medians
- Larger sidewalks

### Attract Businesses

- Incentives– loans, tax assistance, development assistance
- Saturday night Downtown
- Restaurants open later
- Advertising Downtown

### Designate Bike Routes

- Bike lanes, connection to bike paths



This illustration promotes Main Street as the “Main Street” in Downtown Springfield. Two-way traffic would be established on both Main And South A. South A Street is designated for commercial development and for truck traffic. Main Street features extra attention to pedestrian amenities. 4th and 5th Streets should be enhanced to with similar amenities to help establish a connection between Main and the Washburne District. Brick pavers or other distinctive paving types should be used in intersections. Such pavers would also be used to establish a multi-use plaza between 5th and 6th on Main. The plaza would both serve as parking for the Museum and Arts Center and as a gathering place.

The sketch depicts the creation of an open/green space near 5th and A Street.. “Grasscrete” pavers could be used to allow occasional parking while maintaining the appearance of a natural area. Gateway entrances

## DOWNTOWN/ WASHBURNE DISTRICT

### Phase II

#### Repair “back door” on South A Street

- Incentives
- Screening
- Adapt zoning code to encourage improvements
- Maximum setback for south north side of South A Street.
- Cover certain percentage of frontage.

#### Improved Connections

- Gateways
- Recognize significance of pin-wheel block formed by Pioneer Pkys East and West, Main St. and South A.

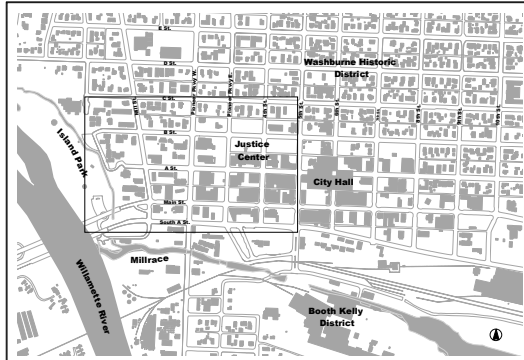
#### Parking Issues

- More City owned parking
- Address bicycle parking
- Continue the Downtown fabric on 5th St. to Booth Kelly.



This sketch depicts the need for a welcoming gateway to Downtown Springfield

## JUSTICE CENTER / RIVERFRONT DISTRICT



Teams working on the Justice Center/ Riverfront District identified a series of development imperatives for the Downtown. Additional concepts can be found in Appendix B.

### Historic Features

- Preserve existing assets.
- Do not overpower assets with new development.

### Transportation

- Connect north-south to Booth Kelly at 5th Street and Pioneer Pkwy.
- Traffic calming (2-way streets, bulb outs and street trees).



These sketches depict how A Street could be developed as a “Civic Street” that connects the Downtown to the river.



## JUSTICE CENTER/ RIVERFRONT DISTRICT

### Sustainable Development

- Add parks to increase livability
- Narrow the footprint of buildings to facilitate “daylighting.”
- Street trees to shade streets buildings and people

### Public Domain

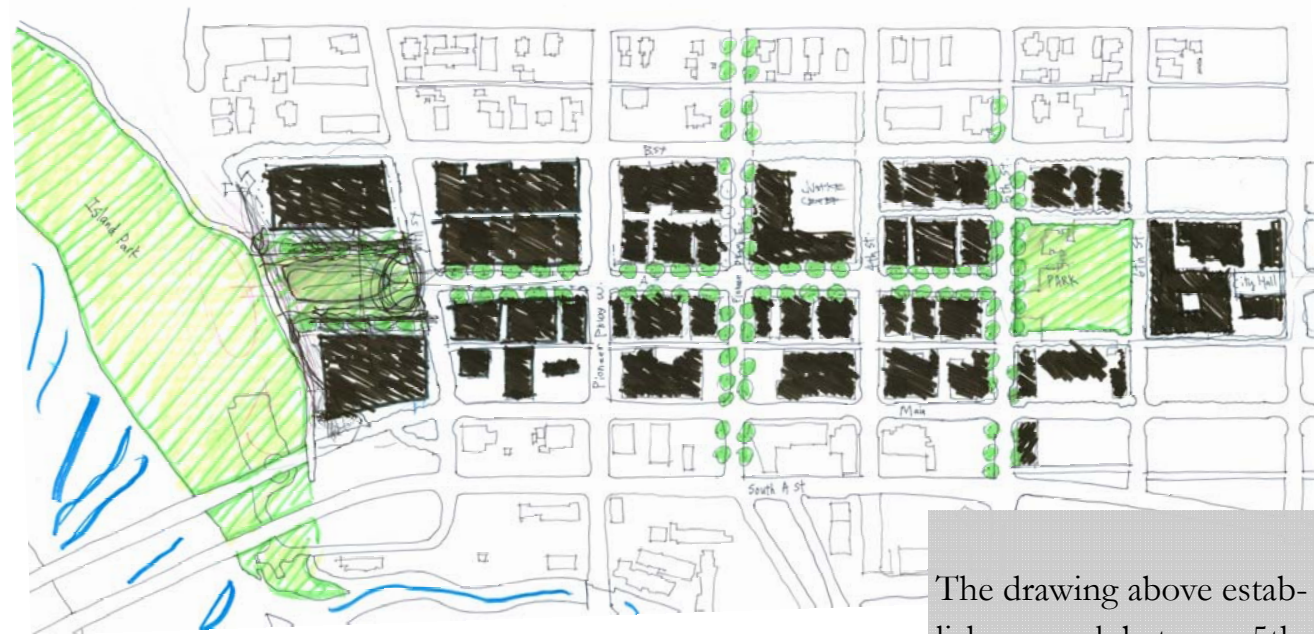
- Connect City Hall to the River
- Develop A Street as a “Civic Street”
- Add a park in the City Center
- Add on-street parking
- Bring Island Park to the City

### Density

- Minimum of 2, maximum of 5 floors along A Street
- Build to the property line.
- Step back from A Street

### Mixed Use

- Ground floor commercial
- Horizontal mixed-use along A Street



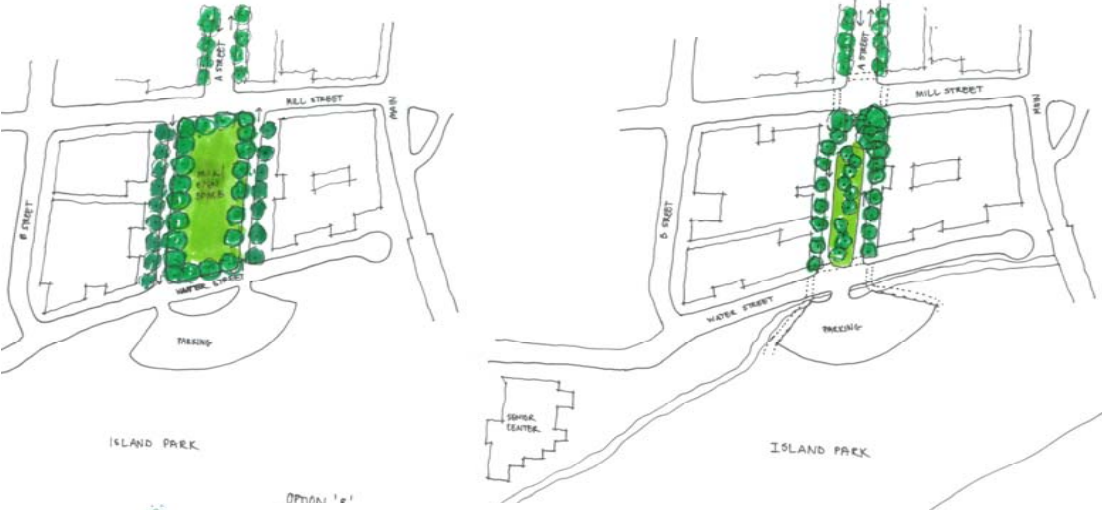
The drawing above establishes a park between 5th and 6th Streets, incorporating a portion of the City Hall building, to anchor the east end of the Civic Street (A Street). The west end is anchored by a similar open space that connects to Island park and the river.

On the left, a cross section of A Street at the Justice Center is depicted.

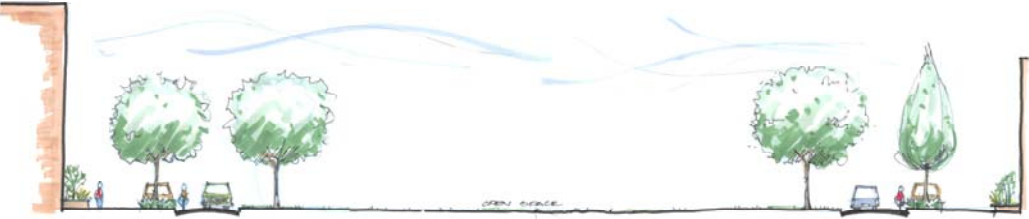


**JUSTICE CENTER/  
RIVERFRONT DISTRICT**

Creating an entrance to Island Park and the river is important to the future development of the Riverfront District. Two options for connecting A Street to the park are shown at right..



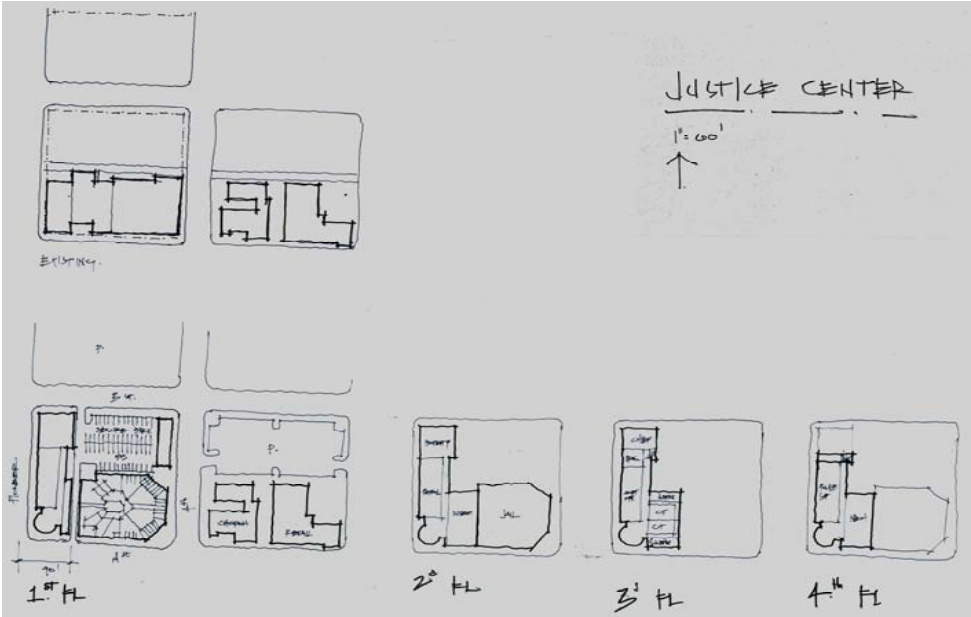
ENTRANCE @ ISLAND PARK  
OPTION A



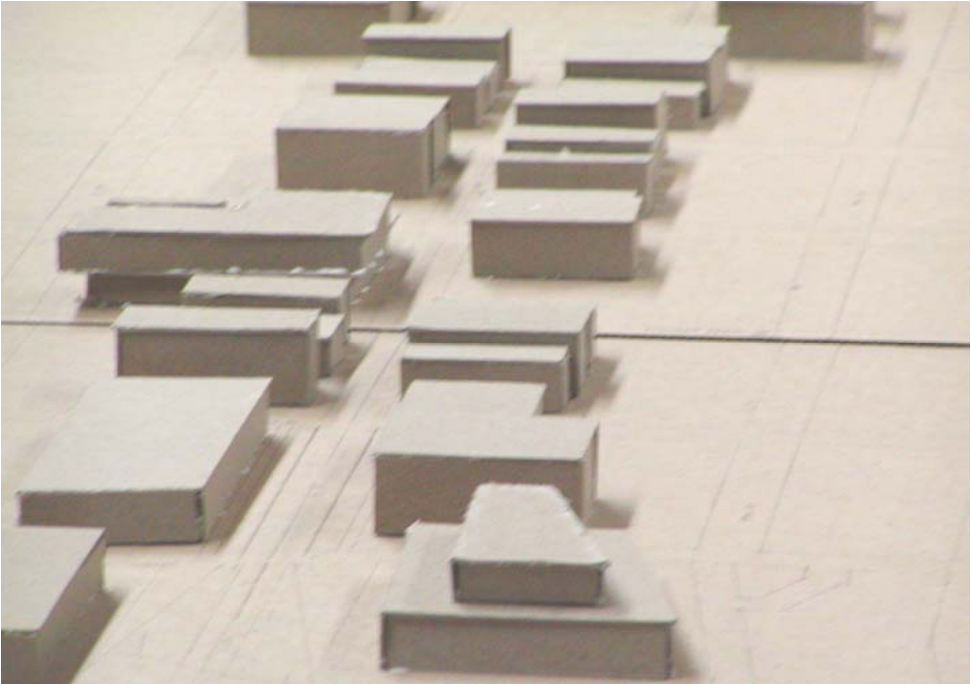
ENTRANCE @ ISLAND PARK  
OPTION B

# JUSTICE CENTER/ RIVERFRONT DISTRICT

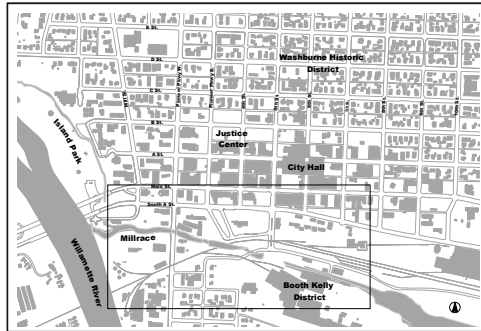
The sketch at right depicts a multi-story concept for the Justice Center.



The model at right depicts the mass and scale of buildings on A Street . Buildings that are properly oriented to the street help to define a public realm for pedestrians.



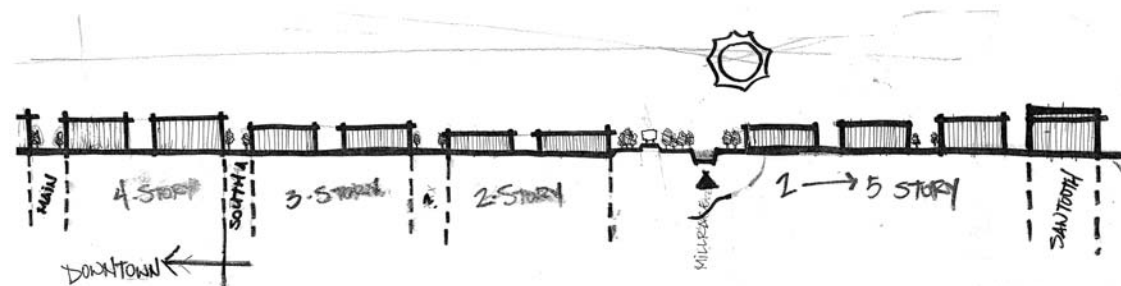
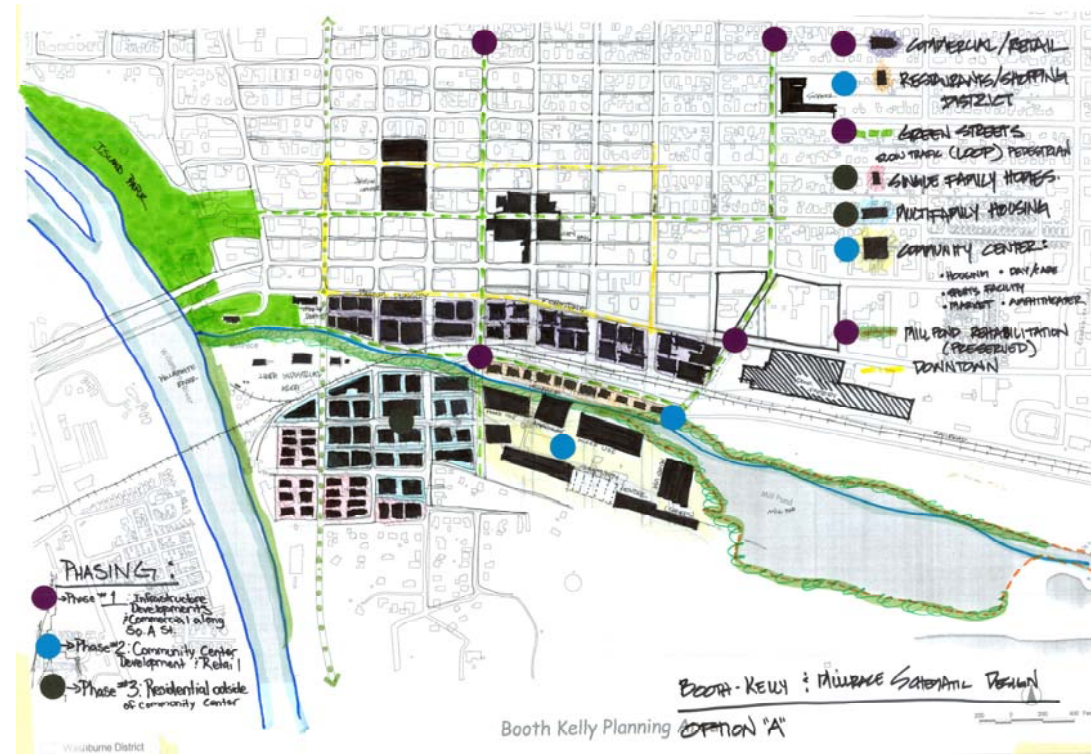
## BOOTH KELLY/ MILLRACE DISTRICT



The Booth Kelly/ Millrace teams identified the following key points for guiding future development of the planning area:

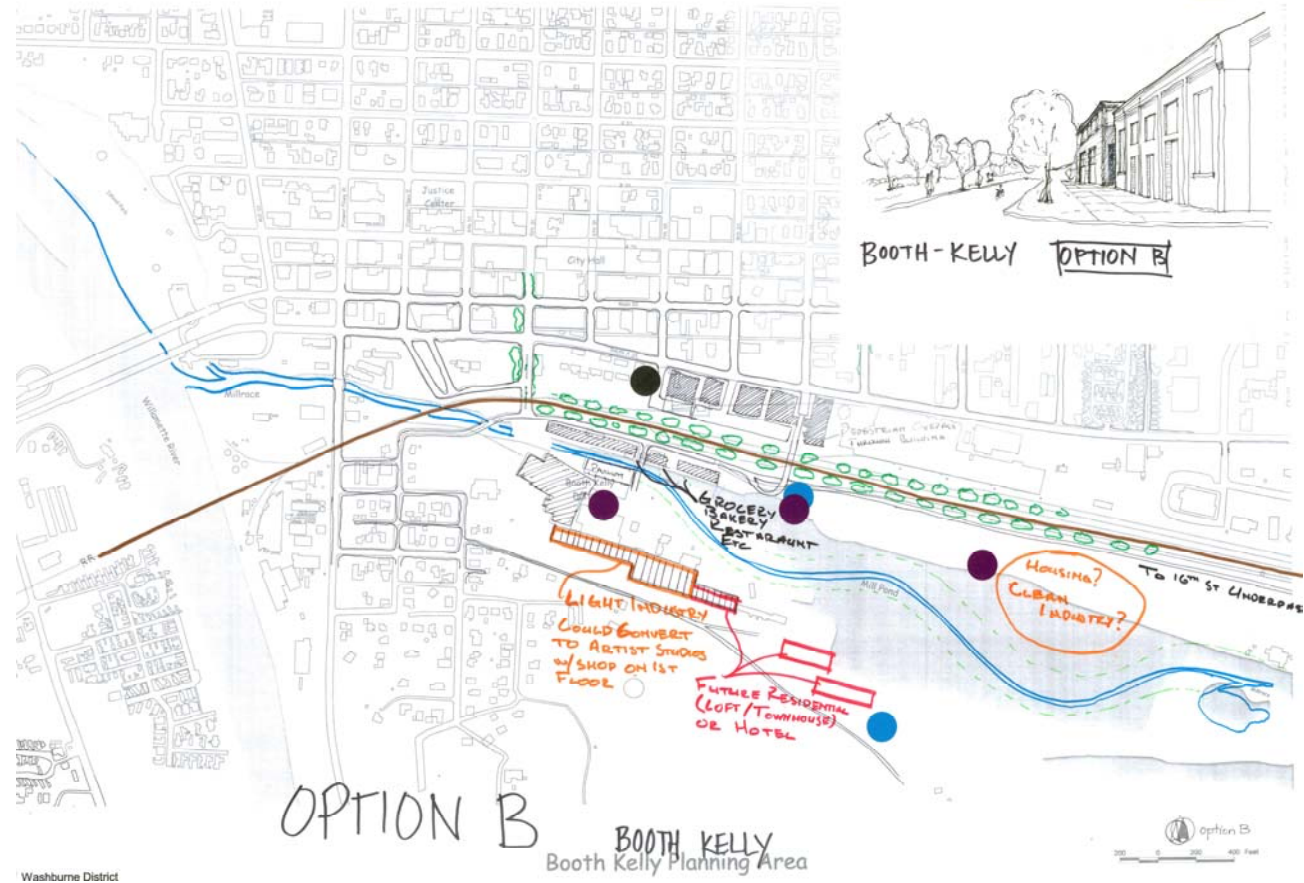
- Make a connection to Downtown, Millrace, Island Park and Kelly Butte
- Promote the adaptive reuse of historic and iconic structures
- Encourage development along South A
- Preserve and enhance the eco-system.
- Define green/pedestrian streets and their connection to Booth Kelly

Additional concepts can be found in Appendix C.

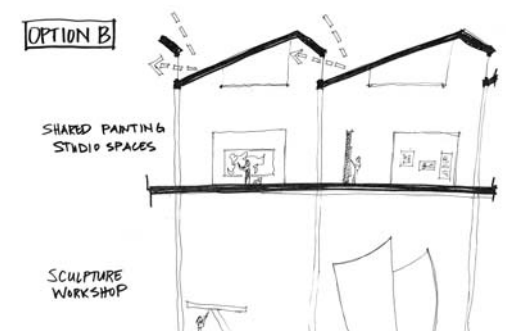
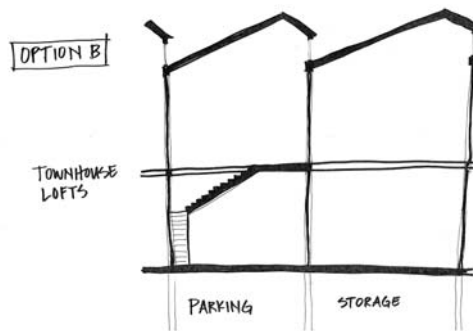


The sketch above shows a transect of the Booth Kelly to Downtown, showing appropriate building height for the transition between the areas.

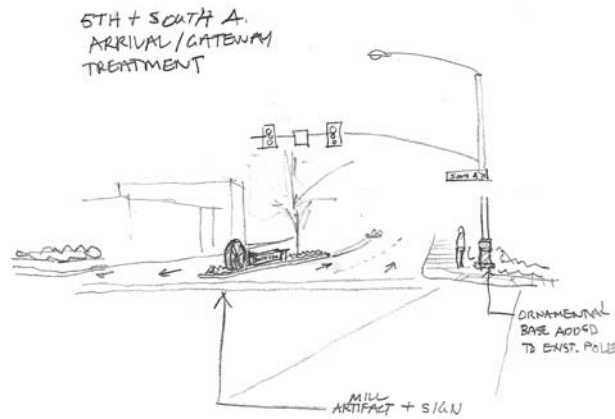
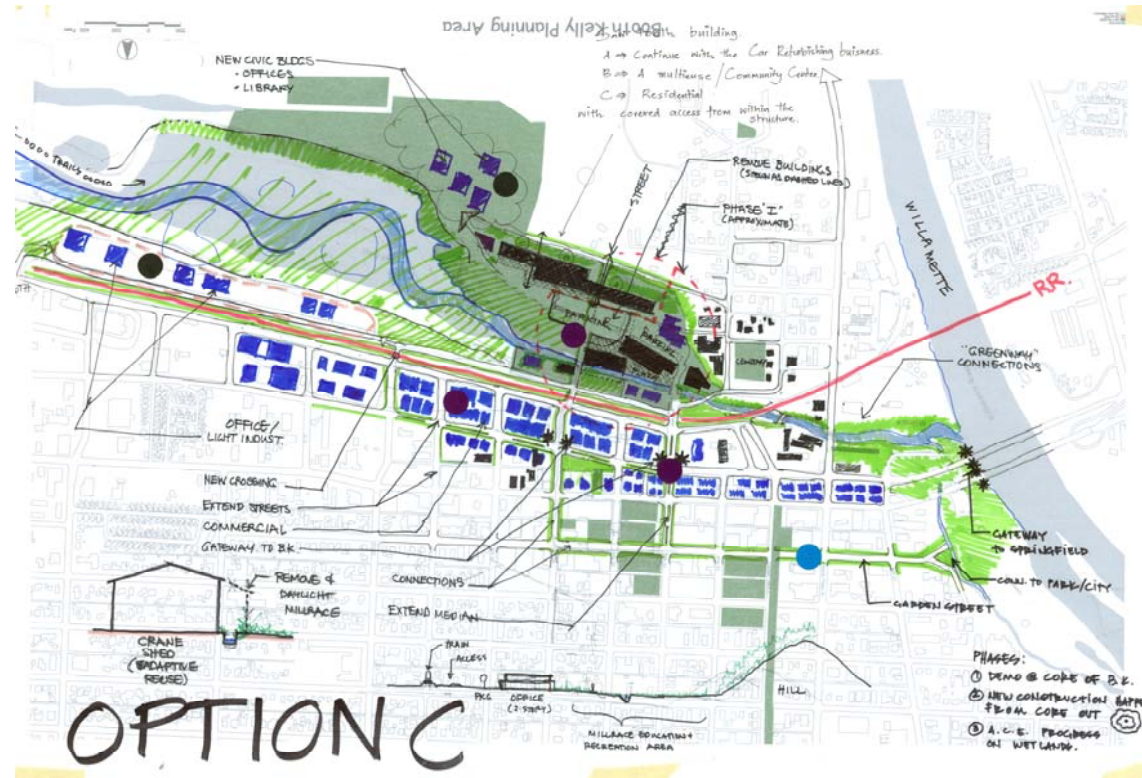
## BOOTH KELLY/ MILLRACE DISTRICT



The sketches at right show how the “sawtooth” buildings at Booth Kelly might be renovated for townhouse lofts or for artist studio space.



# BOOTH KELLY/ MILLRACE DISTRICT



Creating an attractive entrance to the Booth Kelly District is important to future development of the site.

At left is a concept sketch showing an arrival/gateway treatment at 5th and South A.

## APPENDIX A DOWNTOWN/ WASHBURNE DISTRICT

In addition to the Phase I and Phase II objectives articulated on pages 4-6, the materials on the facing page captures some of the assets and strategies were identified by the Downtown planning team.



Emerald Arts Center



Small office in the Washburne District

### Important Connections:

- Provide sewer/services to Willamette Heights (new high-end residential)
- Establish bike/pedestrian connections:
  - To river paths
  - To Pioneer Parkway Path
  - To new Booth Kelly
  - To University

### Street Amenities (and human scale character)

- Public art
- Green (landscaping)
- Lighting
- Arcade
- Water features

### Historic Features

- Buildings (Main Street)
  - Provide retail and services
  - Pedestrian connections
- Connect to the Millrace

### Transportation

- Pedestrian (both Main and South A Street)
- Bikes– connections to existing systems
- Bus– EMX to Eugene/U of O and to PeaceHealth
- Vehicles
  - Slow traffic in the Downtown
  - Provide on-street parking and structured parking

### Arts

- Museum
- Art Center
- Wildish Theatre

### Education

- Arts Academy
- LCC Satellite Campus

### Public Domain

- Transform South A Street
  - Slow traffic, on-street parking, pedestrian amenities
  - Building mass and entries facing street
  - Bury power lines
  - Possible two-way traffic
- Improve character of Main Street
- Pedestrian amenities
- Possible two-way traffic

### Density

- 3-5 story development
- Infill surface parking
- Consolidate governmental offices (move to Post Office)

### Mixed Use Activities

- Housing above commercial and retail
- University students (EMX– 10 minutes to campus)
- Mixed income (affordable and market)
- Support Washburne residential
- Restaurants
- Grocery and Farmers Market

### Office

- Government
- Professional services
- Banking

**APPENDIX B**  
**JUSTICE CENTER/  
 RIVERFRONT DISTRICT**

In addition to the concepts articulated by the Justice Center team on pages 7-10, they inventoried what they believed are the assets and liabilities of their planning area.



Island Park and the Riverfront area



Springfield Police Department and Municipal Court

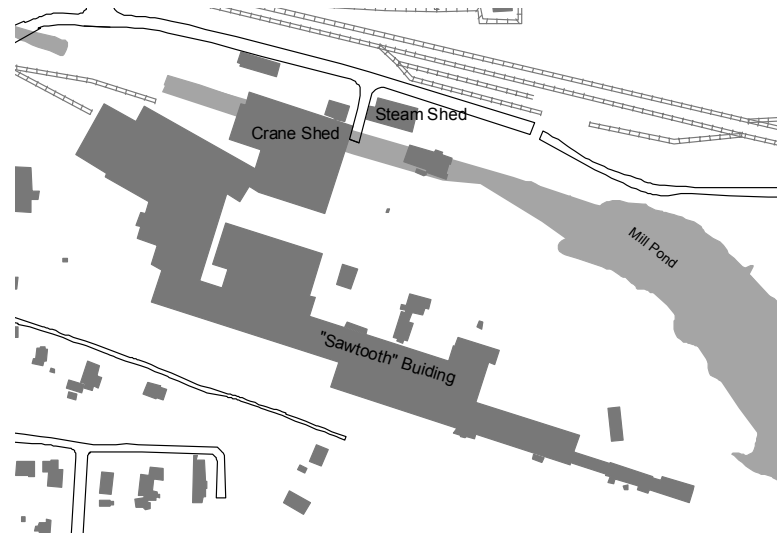
**Liabilities**

- South A Street discontinuity
- No “address” for Island Park
- City Hall– River: Underdeveloped
- New Justice Center could embarrass older buildings
- Poor pedestrian connections
- Not @ pedestrian scale
- Single-story development on A Street
- Proposed Justice Center exacerbates current problems?
- Traffic patterns on one-way streets
- Not a destination
- ODOT Streets with little city control
- No public domain
- No people on the streets
- No physical manifestation of the “Spirit of Springfield”
- Dead spots near river
- Conditions unsafe
- Surface parking feels dead
- No obvious connection
- LTD station to City Hall
- Hard to spend 3 hrs. in Downtown
- Justice Center to worsen fragmentation
- No parks in heart of the city
- Not as walkable as it could be
- Little greenery—feels stark
- No entrance to Island Park

**Assets**

- The River
- Island Park
- Connection to the river
- Lack of development— close to a blank slate.
- River
- Park
- Manageable size
- Nodes
  - City Hall
  - Park
  - Justice Center
- Destinations
- Near-by residences
- EmX– Transit
- Civic uses
- Government uses
- Fabric and infrastructure
  - Bridges
  - Older buildings
- River
- Redevelopment properties
  - Need links to have continuity
- Grids of streets connected to the river
- River-- proximity to other sites

APPENDIX C  
BOOTH KELLY  
MILLRACE DISTRICT



“Sawtooth” Building :  
Cultural heritage  
Mixed-Use (residential, community center, retail)  
Parking

Crane Shed:  
Open-air recreational  
Cultural Heritage  
Music Venue  
Farmer’s Market  
Interpretive Center (Active)  
Tear down the structure

Steam Shed:  
Offices  
Visitor Center  
Restaurant

The Booth-Kelly team identified potential uses for buildings on the mill site. These uses are listed below.

The diagram at left show the “Sawtooth” building, Crane Shed and Steam Shed.



“Sawtooth Building”



Crane Shed



APPENDIX C  
BOOTH KELLY  
MILLRACE DISTRICT

**“...An Evolving Mixed-Use District with Heritage in Mind.”**

The Booth Kelly Team identified several development goals for the site:

- Creating living/working environments
- Maintaining the existing production nature of the Booth Kelly
- Providing cultural/social amenities
- Promoting the area as a local and regional magnet
- Utilization of roofs, walls, and the ground to tell stories
- Developing an “overhead” passage in addition to the street level connections that is more than a bridge
- Ensuring that the area is lit, easily accessed by pedestrians
- Tracks become integral to the district versus a border
- A wellness zone



The main entrance to Booth Kelly and the many small businesses that lease space from the City at the site.



Railroad tracks separate Booth Kelly from the Downtown



The Millrace and pond are being revitalized in conjunction with the Corps of Engineers

