

**A**RIVERFRONT COMMUNITY along the Willamette River in Oregon, Glenwood is a one-square-mile waterfront gem about a mile from the University of Oregon. An unincorporated pocket between Eugene and Springfield, Glenwood has faced numerous development challenges. While both cities have at various times assumed governing authority over Glenwood, this primarily commercial and industrial area has sought to create a separate identity, one that celebrates its assets and encourages growth. ¶In 1990 Eugene adopted the first *Glenwood Refinement Plan* to help create a sense of place and guide development. Readopted in 1999 by Springfield when it assumed governance over Glenwood, the plan was amended in 2005. While these plans and additional tools, including the creation of a TIF district, had been implemented, potential developers pointed to uncertainty about the area's future land use as a barrier to investment.

In 2008 the Springfield city council directed planning staff to comprehensively update the *GRP* to help attract the combination of land uses desired for the area, including residential and hospitality along with commercial and industrial. This most recent iteration, the *Phase I Glenwood Refinement Plan*, was unanimously adopted in 2012 by the Springfield city council and Lane County board of commissioners. In 2014, the Oregon Department of Land Conservation and Development acknowledged that the plan was developed in accordance with the adopted Statewide Planning Goals.

The *Phase I GRP* establishes a 20-year vision for Glenwood. The focus of the performance-based policy plan is to both attract the type of development desired for the area—which could help to reduce developer risk—while still providing responsible stewardship of the Willamette River and the area's natural resources. The plan also incorporates ongoing infrastructure redesign and investment to protect Springfield's investments into these areas.

To implement the *GRP* policies, Springfield created the Glenwood Riverfront Mixed-Use Plan District, which contains development and design standards that are "flexible yet still help potential developers understand what is expected to occur within the planning area," says Courtney Griesel, senior economic development analyst for Springfield.

Regulatory tools, including four mixed use zoning districts and overlay districts, have allowed the community to test approaches not previously used in the area, such as parking maximums, bike parking standards, and a requirement for 100 percent on-site stormwater management.

The plan has already produced real results. Griesel notes that one hotel has been built, and developers also have proposed affordable and market-rate housing. A second hotel and conference center on the riverfront, as well as mixed use commercial retail proposed as part of a parking structure, are also under discussion. In all, planners estimate that about \$100 million in projects are either in process or proposed for Glenwood.

In addition, Springfield is upgrading Franklin Boulevard, a four-lane arterial through Glenwood that connects Springfield and Eugene. It is slated to be transformed into a multimodal boulevard with traffic lanes, dedicated transit service, enhanced bicycle and pedestrian facilities, and roundabouts. And a multiuse



Franklin Boulevard, which runs right through Glenwood, will get a major multimodal overhaul: dedicated transit service, enhanced bike and pedestrian facilities, and roundabouts.

path that would connect to downtown Springfield is in the beginning stages.

Over a two-and-a-half-year period, a 20-person citizen advisory committee composed of Glenwood and Springfield business owners, planning professionals, developers, and engaged citizens brought different points of view to the table. "Everyone had a different lens, and really challenged each other," says Griesel.

Nico Larco, associate professor in the University of Oregon's department of architecture and codirector of the Sustainable Cities Initiative, noted in a letter of support for the nomination that "the *Glenwood Refinement Plan* is a critical step in capitalizing on the tremendous potential of this area of the city." ■

—Megan Lewis

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HEN AUSTIN, TEXAS'S MUELLER AIRPORT WAS OFFICIALLY CLOSED IN 1999, the city was already prepared for the next step. For more than a decade Citizens for Airport Relocation had been working to have the city move the airport and transform this 700-acre East Austin site into a dense, mixed use, pedestrian-oriented community. ¶ Today, nearly 15 years after the the plan for Mueller's reuse was adopted, Mueller is viewed as a model of successful urban infill development—one that integrates livability, affordability, sustainability, and a sense of place. Through an extensive public involvement process—involving more than 200 meetings with myriad stakeholders—city leaders and Roma Design Group produced a plan that fulfilled this comprehensive vision for the site.

One of the plan's specific goals is that redevelopment "must offer a wide range of housing choices in order to create a new community of socially and economically diverse residents." HomeBase, a 501(c)(3) nonprofit organization, manages Mueller's Affordable Homes Program. When complete, at least 25 percent of the development's projected 5,900 single-family houses, condominiums, and apartments will be affordable. To integrate them into the community, design and construction standards for affordable units are indistinguishable from all homes built at Mueller. And they are interspersed among all four mixed use residential neighborhoods.

Mueller's success can be attributed largely to the city of Austin's \$1.3 billion public-private partnership with Catellus, the master developer of the site. In addition to directing the overall development, Catellus created the Mueller Foundation, a 501 (c)(3) nonprofit that supports the community's social goals for quality education and sustainability. A 0.0025 percent property transfer fee—received from every house sold or resold in Mueller—funds the foundation's operation.

As of April 2014, 238 affordable homes had been sold there. "It's a good story of promises made and promises kept," said longtime advocate and Mueller Foundation board member Jim Walker in a blog post on the foundation's website.

Giving residents access to employment opportunities is another plan goal. Mueller already provides nearly 5,000 jobs, providing a range of income levels. The 67 employers include a children's hospital, medical and corporate offices, a children's museum, the Austin School District Performing Arts Theater, a grocery store, and multiple retail businesses.

As an urban infill project, Mueller embodies the spirit of green building for which Austin is known. Houses are resource efficient and use recycled materials. Mueller also boasts a network of trails, bike lanes, and bus service designed to support future urban rail



At Mueller, market rate units and affordable housing are indistinguishable from one another and are interspersed in all the neighborhoods.

service. Further, Pecan Street, a University of Texas research organization, leads a national smart grid and energy use monitoring project, started at Mueller.

Beyond just redeveloping a former airport, Mueller has also influenced planning and development regulations throughout Austin. The *Imagine Austin Comprehensive Plan*, adopted in 2012, includes compact and connected development as one of its core principles. And the revision of Austin's Land Development Code (CodeNEXT) required more than 100 code revisions, amendments, and exceptions to make Mueller "legal."

Located in a part of Austin in need of housing, jobs, and transportation, Mueller provides all three and more. Indeed, as noted in a July 2014 article in *Time* magazine called "The Smart Home," Mueller is noted as "the community of the near future." ■

—Megan Lewis

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