



On the other side of the fence is a private road that is already stubbed out and planned to connect at some point. The By-Gully Path is shown to the right, which connects to the northern extent of Fairhaven.

If the conceptual local street were to be built, direct access to and from the mobile home park to the By-Gully Multi-Use Path would be provided. This would support TSP Policy 3.7 which states, “Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible.”

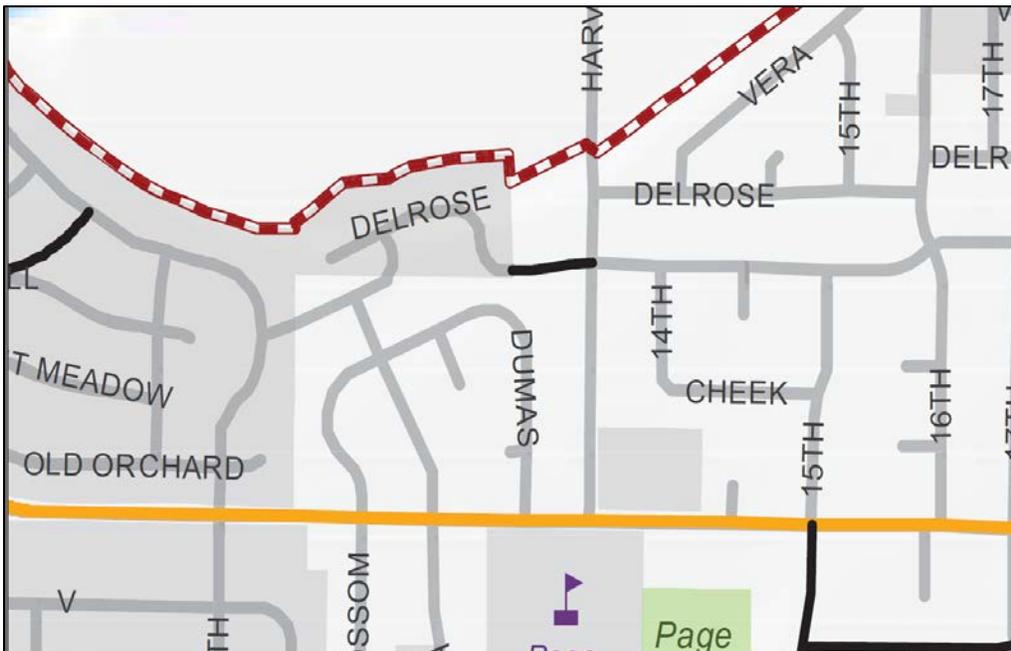
Additionally, TSP Policy 3.4 states, “Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Delrose Drive

Findings:



2680 Harvest Ln house is not located in alignment with the logical extension of right-of-way.





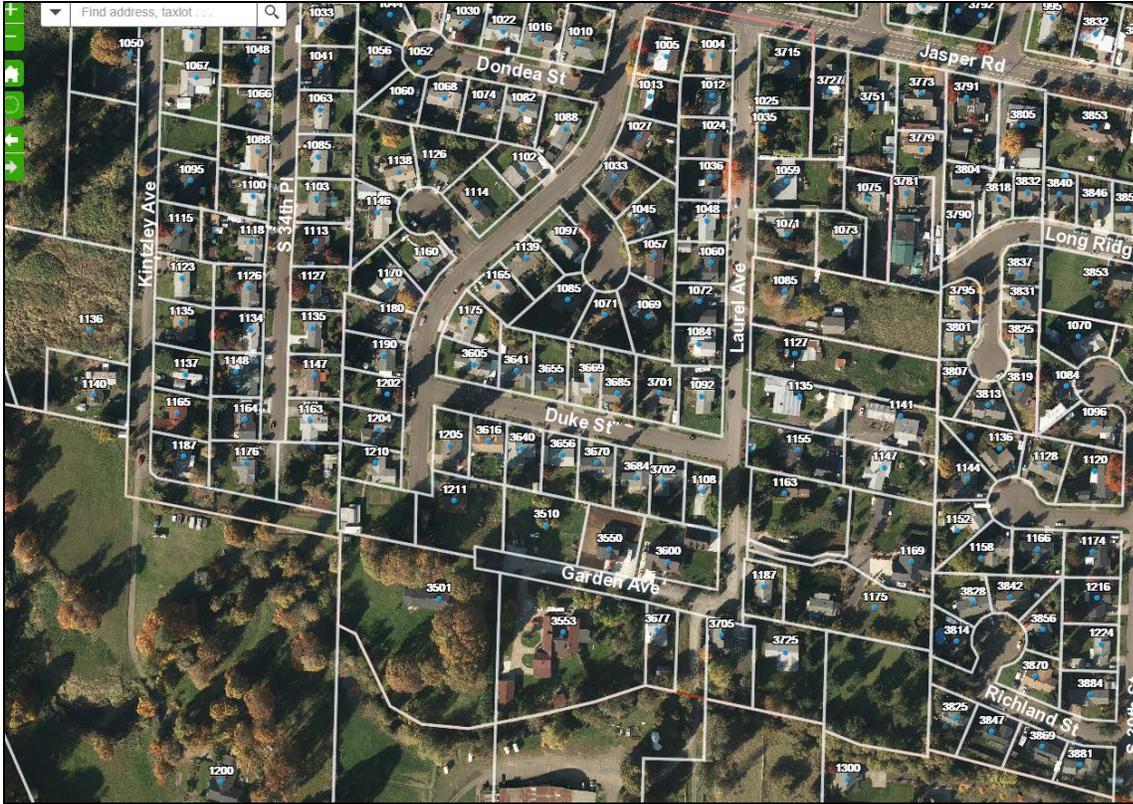
Delrose Dr is too long without a turnaround to meet current dead-end street standards. The Delrose Dr dead-end was built without a turnaround, which would have been required if this were a planned dead-end street. No sidewalk connects at the current end of the street, anticipating a connection to Yolanda Ave in the future to complete the sidewalk network.

The Delrose Dr to Yolanda Ave street connection would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel.”

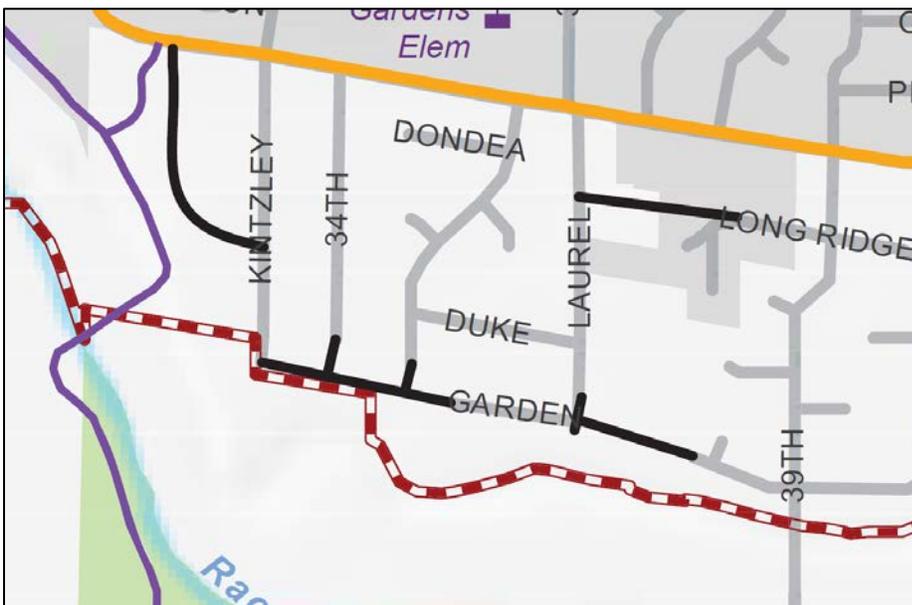
Additionally, TSP Policy 3.7 states, “Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Garden Avenue

Findings:



Right-of-way has already been dedicated at both ends of Garden Ave and the western extent of Richland St in preparation for the conceptual local street connections shown below.





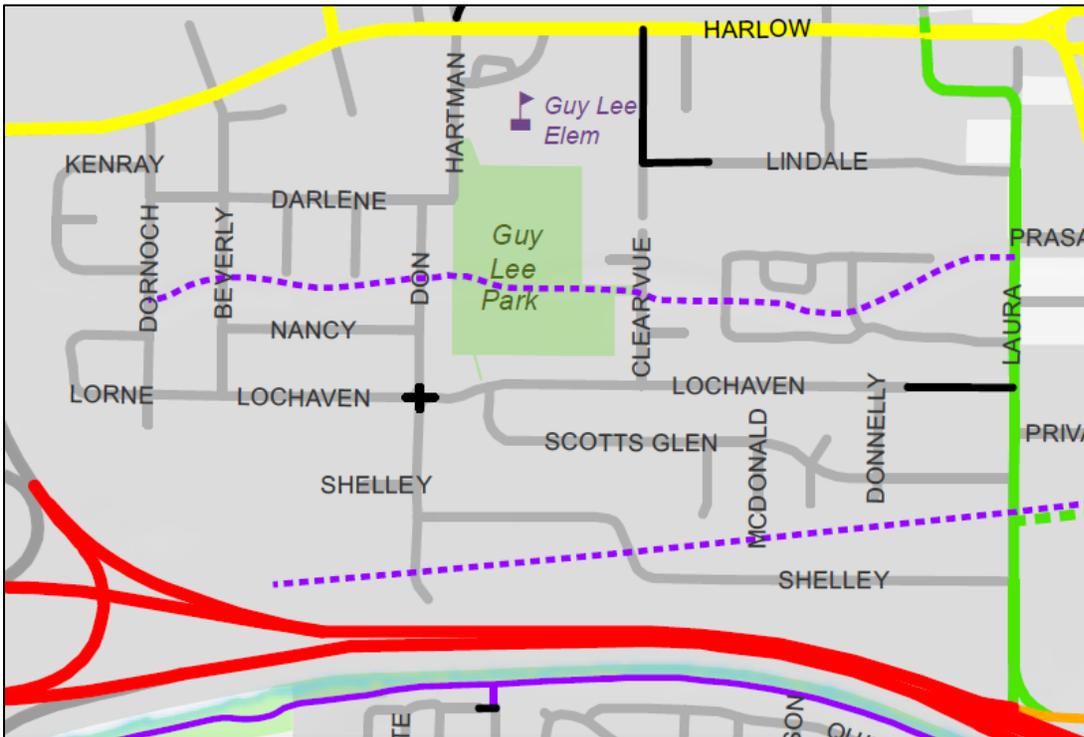
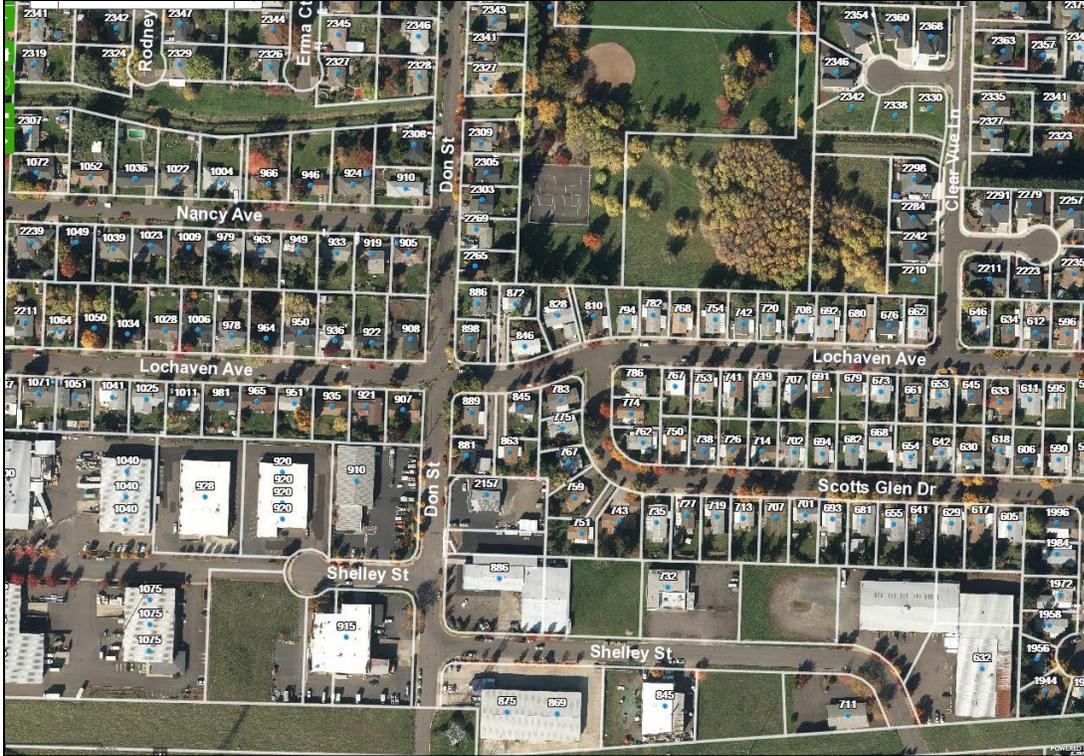
The conceptual local street connections could be accommodated without removing any approved structures. The roof shown to the western extent of the area indicated above is a barn.

The conceptual local street connections between Kintzley Ave, 34th Pl, Dondea St, and Garden Ave provide the connectivity necessary to avoid dead-end streets that exceed permitted design standards for secondary emergency access, and achieve the smallest block length given the already built environment. The connectivity would provide residents with more direct routes to the 32nd and Jasper Middle Fork Path Trailhead, primarily along low volume, low speed, local streets as opposed to a higher volume, higher speed major collector. This supports TSP Policy 3.7 which states, "Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible."

The street connections would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 also states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Don Street and Lochaven Avenue

Findings:





The gated barrier at Don St and Lochaven Ave separates two residential communities. The conceptual local street connection shown would provide more direct access from the Scotts Glen neighborhood to access Guy Lee Elementary School, the Shoppes at Gateway, and other destinations by motor vehicle.

Additionally, TSP Policy 3.4 states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 the implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP).

Kintzley Avenue and Osage Street

Findings:



The Osage St to Kintzley Ave connection could be built without removal of the existing Douglas House. The conceptual local street could be adjusted to flatten out the corner to more clearly show that the house may remain if the property owner chooses to develop.



Kintzley Ave currently is built anticipating extension to the north. The street light to illuminate the intersection already exists and sidewalk was not built, anticipating the future connection.

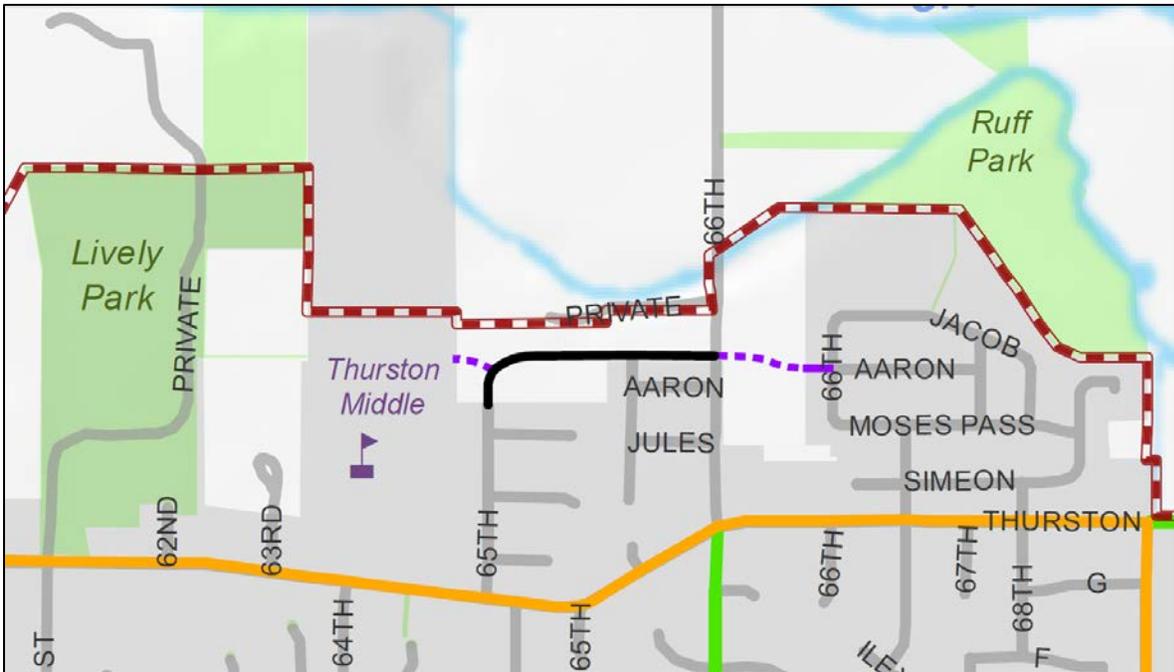


The current Osage St dead-end was built without a turnaround, which would have been required if this were a planned dead-end street. No sidewalk connects at the current end of the street, anticipating a connection to Kintzley in the future to complete the sidewalk network. Osage Street was also named as “Street” instead of “Court” to indicate the future connection.

The street connection would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Aaron Lane

Findings:



42 homes are currently built fronting 65th St north of Thurston Rd; only 30 single family homes can be located off of a single access without planned secondary emergency access. 2014 Oregon Fire Code Appendix D Section D107.1 states, "One- or two-family dwelling residential developments. Developments of one- or two-family *dwelling units* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads, and shall meet the requirements of Section D104.3 Exception... 2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*."

Even with the conceptual local street shown, the block length that would be achieved would exceed the proposed maximum block length standards by more than double. This connection is necessary to connect neighborhoods to the backside of the school so that people accessing the school on foot or bicycle from the neighborhood can avoid the only east-west major collector in the area.

The street and accessway connection would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel."

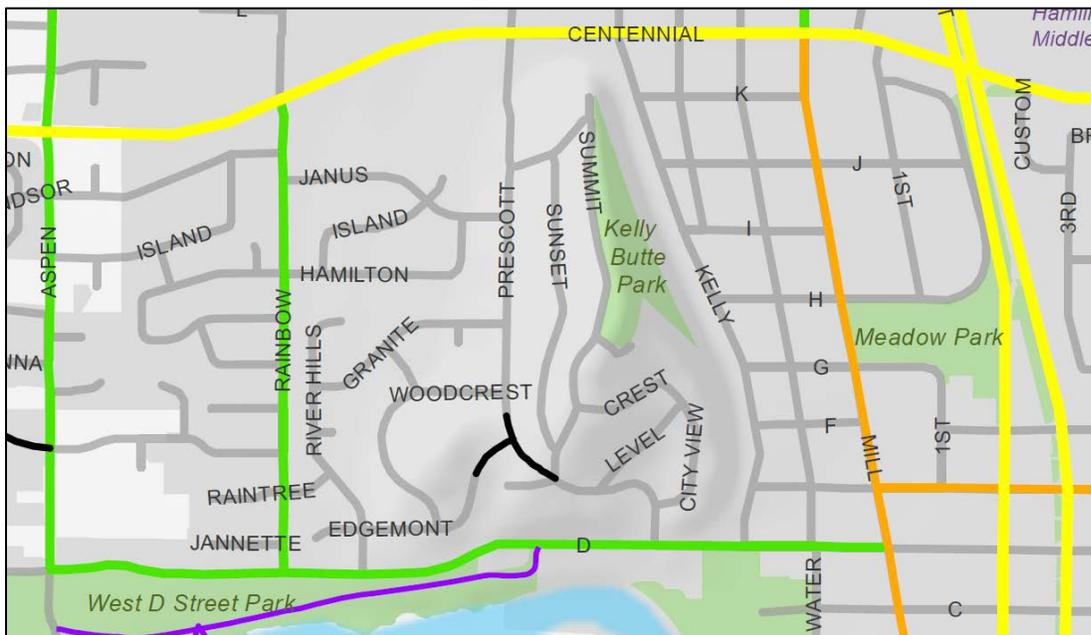
Additionally, TSP Policy 3.7 states, "Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible." The connections shown above would also help implement Policy 2.3, Action 2, which states, "Coordinate with Springfield Public Schools to implement the solutions outlined in Safe Routes to School Action Plans." TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Prescott Lane / Riverview Boulevard / Edgemont Way

Findings:



As shown above, the right-of-way has already been dedicated from Riverview Blvd to Prescott Ln and partially from Riverview Blvd to Edgemont Dr Way. The conceptual local street connection between Edgemont Way and Prescott Ln would only occur if the property owner of 500 Edgemont Way chose to develop the property.





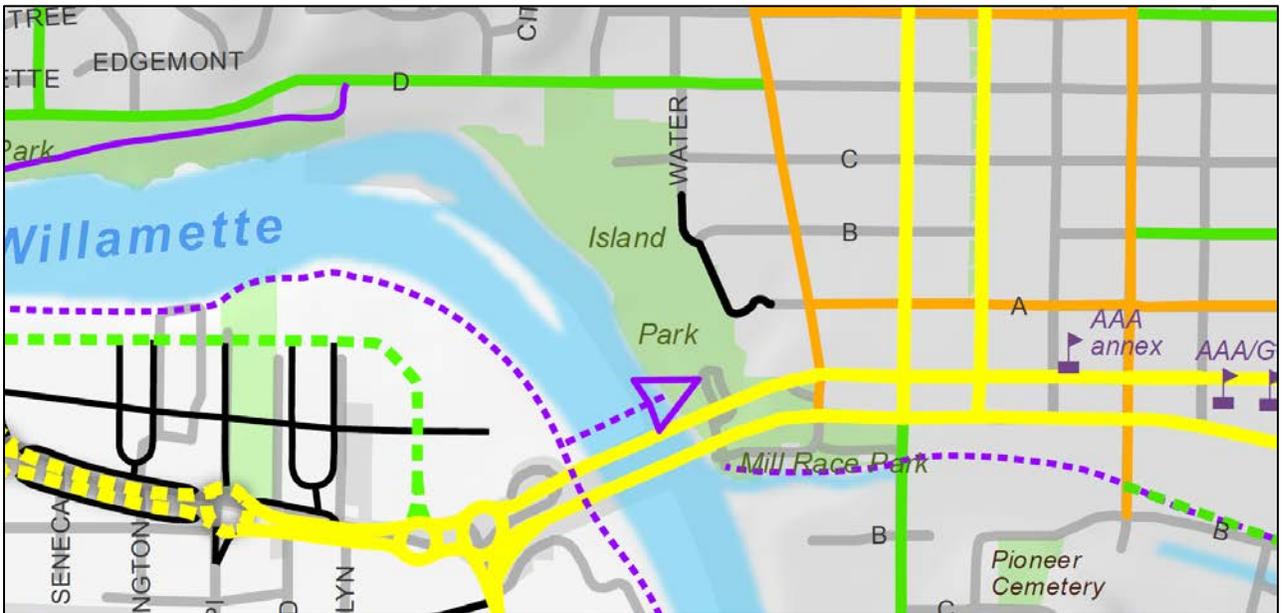
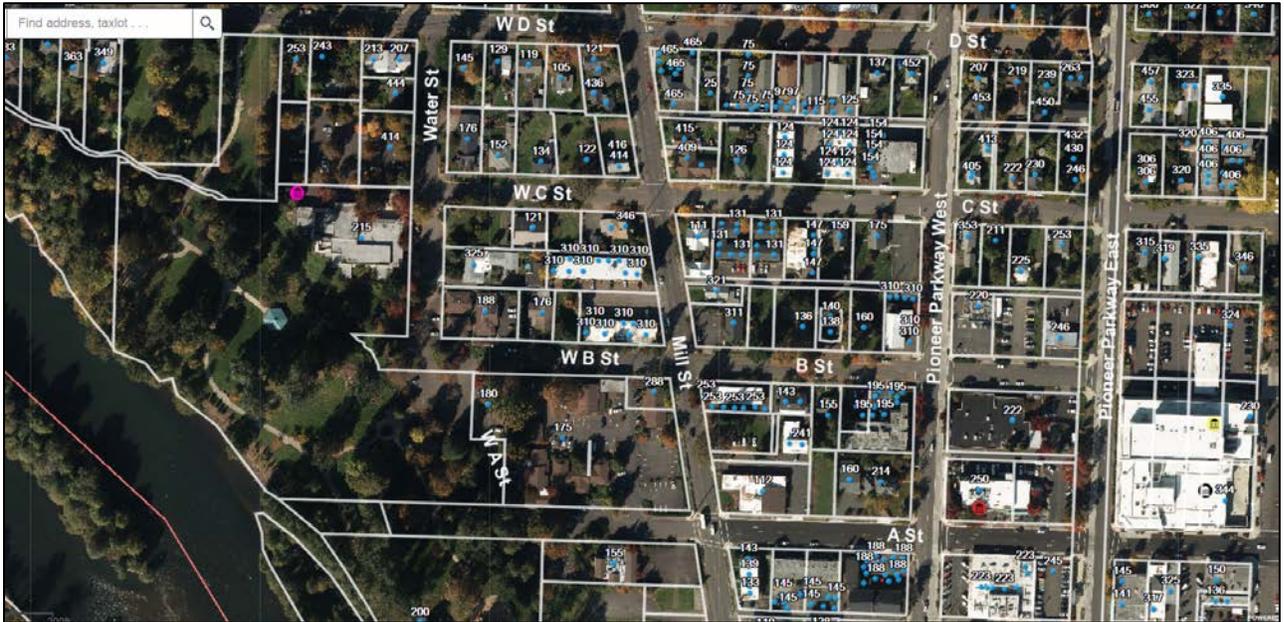
Edgemont Way is a non-conforming dead-end street that was planned, as shown by the lack of sidewalk connectivity and the current dead-end having no turnaround.

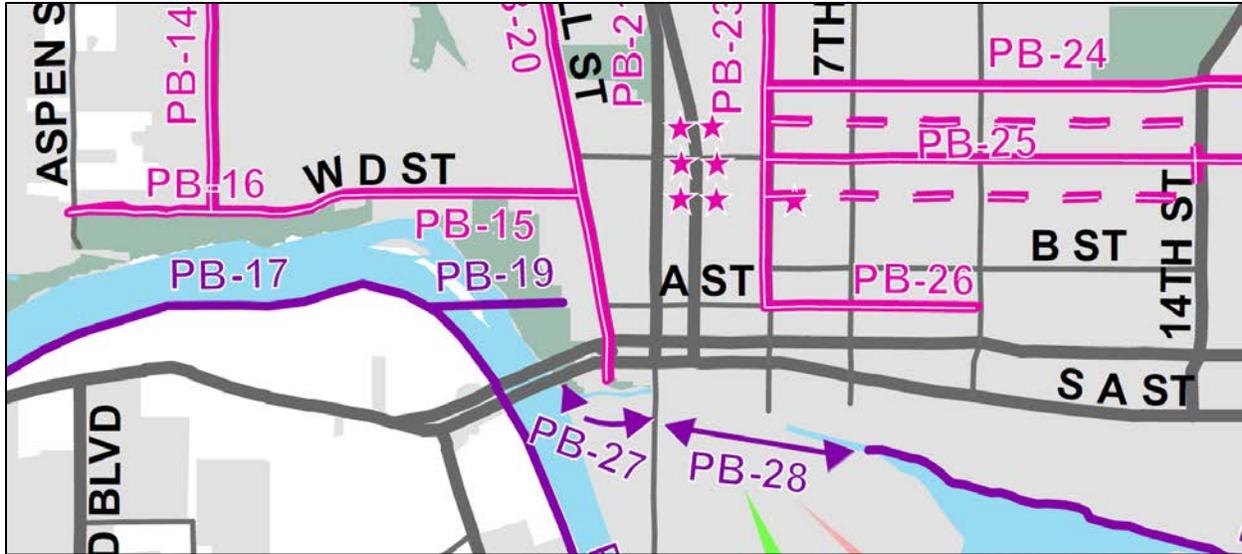
The street connections between Prescott Ln, Riverview Blvd, and Edgemont Way would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel.”

Additionally, TSP Policy 3.7 states, “Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

A and B Streets west of Water Street

Findings:





Future development which blocks the conceptual local street connection shown between A St and B St would eliminate the only secondary emergency access to the main entrance of Island Park, which is a park that consistently accommodates large public events. Analysis and determination of wetland areas has not been performed and is typically performed at the time of development and is the responsibility of the developer to delineate on the land use application. Given analysis and delineation through the development review process, adjustments to the street connection alignment could be provided based on findings to correlate with the proposed street connectivity standards provided in the Springfield Development Code Amendments, Section 4.2-105 Public Streets.

Even if the local street connection was not depicted on the draft Conceptual Street Map, the development code street connectivity standards and block length would still apply. The block length standards would not be fulfilled without a connection between A St and B St. The appropriate time to address previous agreements, wetland issues, and traffic analysis in accordance with Section 4.2-105 is at the time of development proposal through the City's development review process. The existing private connection is currently being used by the public to access Island Park, with the currently built road split between public and private property.

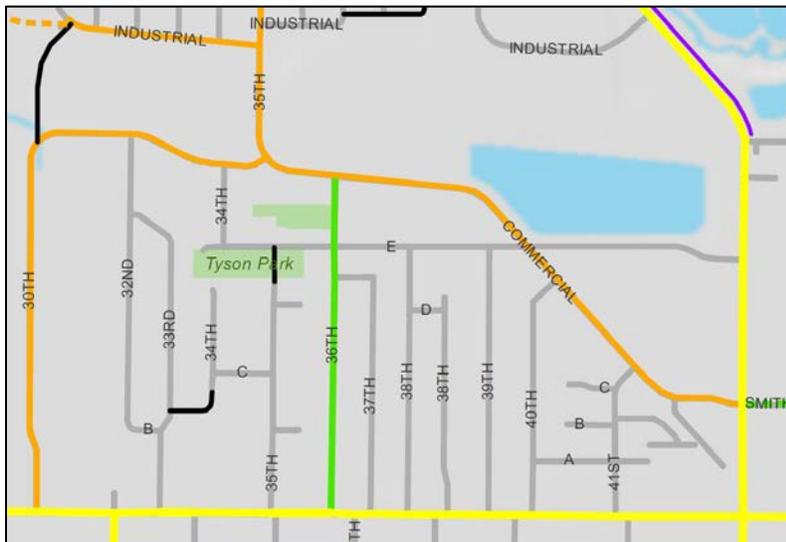
As shown, the already adopted TSP PB-19 project that identifies a "Bridge between Downtown and Glenwood or modify Willamette River Bridges" would not have as many direct connection options to Island Park, City Hall, and Downtown Springfield.

The conceptual local streets connecting A St and B St and B St and C St would support TSP Policy 3.7 which states, "Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible."

Additionally, TSP Policy 3.4 states, "Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel." TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP). The system connectivity to and from the park from Downtown, Washburne neighborhood, and City Hall relies on A St and C St for access to Island Park since B St is blocked between Pioneer Parkway East and 4th St.

Tyson Park and 35th Street

Findings:

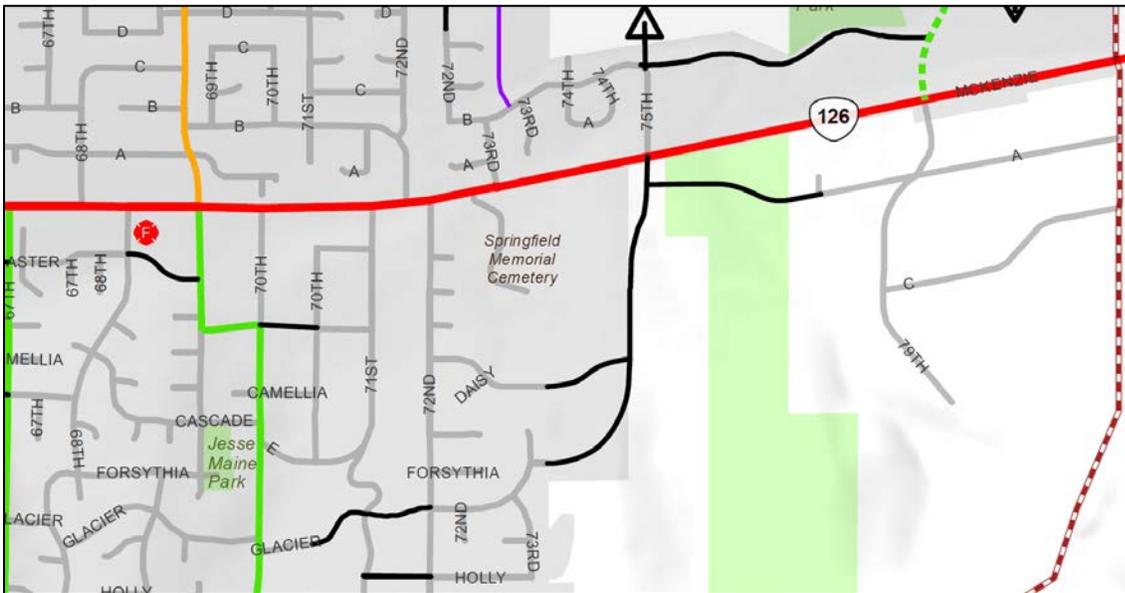


There are currently 108 single-family or duplex lots on 34th St, C St, and 35th St. Without a planned secondary emergency access this development would violate the fire code. Only 30 single family homes can be located off of a single access without secondary emergency access according to fire code. 2014 Oregon Fire Code Appendix D Section D107.1 states, “One- or two-family dwelling residential developments. Developments of one- or two-family *dwelling units* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads, and shall meet the requirements of Section D104.3 Exception... 2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.” Either the 33rd St to 34th St conceptual local street connection would need to be provided triggered by development or the street extension of 35th St would need to be provided to fulfill Oregon Fire Code requirements.

TSP Policy 3.4 states, “Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.” TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP).

Thurston Hills Natural Area Trailhead and S. A Street

Findings:



Willamalane provided input about the conceptual local street alignment during their review serving on the TSP Implementation project's Technical Review Team. The draft conceptual street map reflects the adjusted alignment that is in accordance with the Annexation Agreement between the City of Springfield and Willamalane Park and Recreation District. Below is email correspondence that shows the adjustment was made.

The street connections shown above support TSP Policy 3.4, which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP).

NEWMAN Emma

To: 'Eric Adams'
Subject: RE: For Review by 10/20: TSP Implementation Draft Code 2.0

From: NEWMAN Emma
Sent: Tuesday, November 07, 2017 3:29 PM
To: 'Eric Adams'
Subject: RE: For Review by 10/20: TSP Implementation Draft Code 2.0

Sounds good, thanks!

From: Eric Adams [<mailto:Eric.ADAMS@willamalane.org>]
Sent: Tuesday, November 07, 2017 8:49 AM
To: NEWMAN Emma
Cc: 'Kristina Schmunk Kraaz'; LIEBLER Michael; RUST Mark
Subject: RE: For Review by 10/20: TSP Implementation Draft Code 2.0

Thanks for the update, Emma. I'll share this with our leadership.

Eric Adams

Planning and Development Manager

Willamalane Park and Recreation District

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Office: 541-736-4048

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Winner of the 2016 National Gold Medal Award
for Excellence in the Field of Park & Recreation Management

From: NEWMAN Emma [<mailto:enewman@springfield-or.gov>]
Sent: Tuesday, November 7, 2017 7:28 AM
To: Eric Adams <Eric.ADAMS@willamalane.org>
Cc: 'Kristina Schmunk Kraaz' <ksk@emeraldglaw.com>; LIEBLER Michael <mliabler@springfield-or.gov>; RUST Mark <mrust@springfield-or.gov>
Subject: RE: For Review by 10/20: TSP Implementation Draft Code 2.0

Hi Eric,

Thanks for your additional feedback on the Draft Conceptual Street Map. Here are the responses to your comments, with the latest draft CSM attached.

[East Gate Woodlands](#)

- We have removed the conceptual local street that was shown, but intend to revisit the idea of a multi-use path that would provide secondary emergency access as well during a future planning project, such as the Pedestrian and Bicycle Master Plan.

Connection between 75th and 79th

- We already shifted the local conceptual street alignment to the north since the initial draft in response to your earlier comment. This planned street is a local street and the location on the map is not binding in the same manner as for arterials and collectors. For consistency purposes, we do not want to reference trailheads or other locations since they are not shown for other similar destinations and uses on the map.

Extension of Jessica

- We have removed the local conceptual street connection from the 69th loop over to Jessica, with the understanding that secondary emergency access will be provided in the future.

Emma Newman
Senior Transportation Planner
City of Springfield
541-726-4585



springfield-or.gov

