

support adjacent residential land uses on the path side of the street and industrial uses on the west/north sides of the streets. By separating PB-55 from US-16, the walking and biking facilities may be able to be funded and built sooner or the full US-16 project could be built at the same time as PB-55. R-39 connecting South 48th Street to Main Street will increase traffic volumes to and from the 52nd Street interchange with Hwy 126 to the north and stress the already poor pavement conditions further.

US-19 (Oakdale Avenue – Pheasant Boulevard to Game Farm Road): The amendments add sidewalks to ensure sidewalk network connectivity from the existing sidewalks on Oakdale Avenue to US-1 (Game Farm Road South).

TSP Figure 2 Amendments Findings:

- Beltline east of I-5: The amendments change the ODOT owned and managed portion of Beltline east of I-5 to the Gateway intersection to red, indicating Major Arterial street classification, to reflect existing conditions.
- Aspen Street near West D Street: the amendments clean up Figure 2 so that the section of Aspen St that connects to West D Street is still shown as Minor Collector, but the section that includes a parking lot/driveway area for Heron Playground and the boat ramp and parking lot along the Northbank Path is no longer shown as Minor Collector.

Statewide Planning Goal 13: Energy Conservation

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles.

Findings: The City is currently in compliance with Goal 13 through its acknowledged Comprehensive Plan. The amendments to the City of Springfield 2035 Transportation System Plan do not alter the City's compliance with Goal 13. The TSP provides direction for the City regarding transportation improvements, including strategies to reduce vehicle miles traveled and single occupancy vehicle trips. Included in the TSP is direction to plan, fund, and develop a multi-modal transportation system that meets the needs of the community and region. The TSP amendments include facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The facilities will provide improved access to a variety of destinations within the planning area. The Springfield 2035 Transportation System Plan also includes policy direction and facility improvements intended to provide improved high frequency public transit efficiency and connectivity. All of these improvements and strategies are intended to reduce energy consumption associated with the transportation system. As a result, the amendments are consistent with this goal.

Statewide Planning Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Findings: Ordinance 6361 (adopted December 5, 2016) expands the Springfield urban growth boundary to include additional land for industrial and commercial employment and for parks and open space. The ordinance was approved by LCDC on March 5, 2019, after the TSP amendments were initiated. Ordinance 6361 provides that the TSP will be revised at a later date to provide for transportation system

improvements intended to serve the UGB expansion areas. The TSP amendments, including the new TSP Figure 12: Conceptual Street Map, pertain only to the urban growth boundary that was acknowledged at the time the project was initiated. Therefore, the TSP amendments are consistent with Goal 14.

Statewide Planning Goal 15: Willamette River Greenway

To protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Finding: Nearly all of projects in the Springfield 2035 Transportation System Plan are located outside of the Willamette River Greenway area. As required by Goal 15 and implemented through the City's adopted and acknowledged Willamette Greenway Overlay District standards, individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. The amendments implement and are consistent with the adopted TSP and therefore are consistent with this goal.

Statewide Planning Goals 16 - 19: Estuarine Resources, Coastal Shorelands, Beaches and Dunes and Ocean Resources.

Finding: These statewide planning goals relate to coastal lands in Oregon and are not applicable to the amendments.

CONCLUSION: Based on the analysis above, the Metro Plan amendment is consistent with the applicable Statewide Planning Goals. SDC 5.14-135 Criteria A is met.

METRO PLAN AMENDMENT

CRITERION #2: SDC 5.14-135 B., and LANE CODE 12.225 (2); Adoption of the amendment shall not make the Metro Plan internally inconsistent

Finding: The Springfield TSP, a functional plan of the Metro Plan is being amended to adopt the TSP Figure 12: Conceptual Street Map and update the previously adopted project list and figures in Chapter 5. Both these items are consistent with the Metro Plan. The amendments to the TSP project lists and figures are consistent with the adopted goals and policies in the TSP. Chapter 2, Policy 3.1 of the TSP directs the City to adopt and maintain the Conceptual Street Map. The street alignments and classifications depicted on TSP Figure 12: Conceptual Street Map are consistent with the TSP projects identified in Chapter 5, or amendments to the project list are included to provide consistency.

Finding: Chapter III of the Metro Plan contains eleven specific elements that address a comprehensive list of topics, including: (A) Residential Land Use and Housing Element; (B) Economic Element; (C) Environmental Resources Element; (D) Willamette River Greenway, River Corridors, and Waterways Element; (E) Environmental Design Element; (F) Transportation Element; (G) Public Facilities and Services Element; (H) Parks and Recreation Facilities Element; (I) Historic Preservation Element; (J) Energy Element; and (K) Citizen Involvement Element. The goals and policies of the TSP were found to be consistent with the policies of the Metro Plan and Springfield Comprehensive Plan for each element noted above when the TSP was adopted in 2014. The amendments to the TSP project lists and figures do not alter these adopted TSP goals and policies.

Finding:

A. Metro Plan Residential Land Use and Housing Element

On June 20th 2011, the City of Springfield Council adopted Ordinance 6268 amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to adopt the Springfield 2030 Refinement Plan Residential Land Use and Housing Element and the Springfield Residential Land and Housing Needs Analysis. This Residential Land Use and Housing Element and Residential Land and Housing Needs Analysis contains the following relevant housing policies related to the Springfield 2035 Springfield TSP: H.3, H.5, H.10, H.13.

H.3 – Support community-wide, district-wide and neighborhood-specific livability and redevelopment objectives and regional land use planning and transportation planning policies by locating higher density residential development and increasing the density of development near employment or commercial services, within transportation-efficient Mixed-Use Nodal Development centers and along corridors served by frequent transit service.

H.5 Develop additional incentives to encourage and facilitate development of high density housing in areas designated for Mixed Use Nodal Development.

H.10 Through the updating of development of each neighborhood refinement plan, district plans or specific area plan, amend land use plans to increase development opportunities for quality affordable housing in locations served by existing and planned frequent transit service that provides access to employment centers, shopping, health care, civic, recreational and cultural services.

H.13 Promote housing development and affordability in coordination with transit plans and in proximity to transit stations.

In addition to the above stated Metro Plan housing policies, the Springfield 2030 Refinement Plan Residential Land Use and Housing Element and the Springfield Residential Land and Housing Needs Analysis contains land use efficiency measures which were considered and incorporated early and often into the buildable lands analyses. Some examples of these efficiency measures include, but are not limited to:

- Encourage more infill and redevelopment;
- Encourage more development of urban centers and urban villages (Nodal Development);
- Allow more mixed-use development;
- Encourage more transit-oriented design;
- Continue efforts to revitalize Downtown.

The Springfield 2035 TSP contains multiple goals and polices which support the above stated housing policies and land use efficiency measures. These TSP policies include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield’s economy and land use patterns.

- Policy 1.3: Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).
- Goal 3: System Design: Enhance and expand Springfield’s transportation system design to provide a complete range of transportation mode choices.
- Policy 3.2: Expand and enhance Springfield’s bikeway system and provide bicycle system support facilities to both new development and redevelopment/expansion.
- Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic, and environmental impacts.
- Policy 3.7: Provide for a 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.
- Policy 3.8: Coordinate the design of Springfield’s transportation system with relevant local, regional, and state agencies.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan policies. The amendments to the TSP project list and the adoption of TSP Figure 12: Conceptual Street Map will further support and enhance the Metro Plan’s Residential Land Use and Housing Element through strengthening multi-modal connections, enhancing bike, pedestrian and transit facilities and target multi-modal infrastructure in higher density, mixed use areas throughout Springfield. The amendments are consistent with this Metro Plan Element.

Finding:

B. Metro Plan Economic Element

On December 5, 2016, the City of Springfield Council adopted Ordinance 6361 amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to adopt the Springfield 2030 Economic policy element. This Element was approved by LCDC in March 2019. This Economic Element contains the following relevant policies and implementation strategies related to implementing the Springfield 2035 TSP:

Goal EG-1: Broaden, improve, and diversify the state and regional economy, and the Springfield economy in particular, while maintaining or enhancing environmental quality and Springfield’s natural heritage.

Policy E.4: Expand industrial site opportunities by evaluating and rezoning commercial, residential, and industrial land for the best economic return for the community through the process of City refinement planning, review of owner-initiated land use proposals, expanding the urban growth boundary, and other means.

Implementation Strategy 4.6: Increase opportunities for siting employment centers where they can be efficiently served by multiple modes of transportation.

Goal EG-3: Strengthen and maintain strong, connected employment centers and economic corridors to support small, medium, and large businesses.

Policy E.18: Coordinate transportation and land use corridor planning to include design elements that support Springfield's economic and community development policies and contribute to community diversity and inclusivity.

Implementation Strategy 18.3: Establish preferred design concepts for key intersections along the corridor that integrate vehicle, pedestrian, bicycle and transit needs.

Goal EG-5d: Be prepared—Contribute to development of the region's physical, social, educational, and workforce infrastructure to meet the needs of tomorrow.

Policy E.38: Strengthen the coordination between infrastructure, planning and investments, land use, and economic development goals to prepare land and physical infrastructure, in a timely fashion, that is necessary to support business development and stimulate quality job creation.

Policy E.39: Provide adequate infrastructure efficiently and distribute cost fairly.

Policy E.40: Provide the services, infrastructure, and land needed to attract the identified industry clusters, especially where they can increase economic connectivity among businesses.

Implementation Strategy 40.1: Coordinate capital improvement planning with land use and transportation planning to coincide with Springfield's Economic Element.

Implementation Strategy 40.2: Provide the necessary public facilities and services as funds become available to foster economic development.

Implementation Strategy 40.4: Ensure that public private development agreements are in effect prior to financing public improvements to ensure cost recovery.

Implementation Strategy 40.5: Explore alternative funding mechanisms in addition to debt service that provide timely completion of 'connecting' public facilities (e.g. an unpaved block of a street or missing sections of sewer line).

Implementation Strategy 40.7: Continue to seek funding opportunities and public-private partnerships to construct key urban infrastructure elements that support pedestrian and transit-friendly redevelopment in Glenwood and Downtown, such as the Franklin multiway boulevard in Glenwood and enhancements to the Main Street/South A couplet through Downtown.

Policy E.43: Promote and build on the region's transportation, distribution, and logistics advantages.

Goal E-7: Make development decisions predictable, fair, and cost-effective.

Policy E.47: Enhance, maintain, and market Springfield’s reputation for: rapid processing of permits and applications, maintaining City agreements and commitments, and providing developers with certainty and flexibility in the development process.

Implementation Strategy 47.1: Continually improve development permitting processes to remove regulatory impediments to redevelopment as practical, provide efficient streamlining of permitting processes, create incentives for redevelopment, and provide flexible design standards (clear and objective track plus discretionary track) to build on the community’s strong reputation as a friendly, welcoming and business-friendly city.

Aside from the new Economic Element discussed above, the preexisting Economic Element of the Metro Plan also addresses the economic needs of current and future residents of the metropolitan area. The overarching economic goal of the Metro Plan Element is to, “Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment.”

The Springfield 2035 TSP contains multiple goals and polices which support these economic policies. These TSP policies include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield’s economy and land use patterns.
- Policy 1.1: Manage Springfield’s street, bike, pedestrian, rail, and transit system to facilitate economic growth of existing and future businesses in Springfield (NOTE Action #1 – When evaluating needed roadway improvements, consider the economic viability of existing commercial and industrial areas).
- Policy 2.2: Manage traffic operation systems for efficient freight and goods movement along designated freight, truck, and rail routes in Springfield (NOTE Action #2 – Coordinate with rail providers to improve at-grade rail crossing treatments to improve traffic flow and manage conflict points; create grade-separated rail crossings when possible).
- Policy 2.6: Manage the on-street parking system to preserve adequate capacity and turnover for surrounding land uses.
- Policy 2.7 manage the off-street parking system to assure major activity centers meet their parking demand through a combination of shared, leased, and new off-street parking facilities and TDM programs.
- Goal 3: System Design – Enhance and expand Springfield’s transportation system design to provide a complete range of transportation mode choices.
- Policy 3.2: Expand and enhance Springfield’s bikeway system and provide bicycle system support facilities to both new development and redevelopment / expansion.
- Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic, and environmental impacts.
- Policy 3.9: Support provision of rail-related infrastructure improvements as part of the Cascadia High-Speed Rail Corridor project.
- Policy 4.1: Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the Springfield 2035 TSP.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan economic policies. The amendments to the TSP project list and the adoption of TSP Figure 12: Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Economic Element through strengthening freight mobility and further supporting freight infrastructure. The implementation of the TSP will help provide a greater range of transportation options for businesses and employees. Implementation of the supporting policies listed above will enhance the on and off-street parking system to promote economic development. The amendments are consistent with this Metro Plan Element.

Finding:

C. Environmental Resources Element

The Environmental Resources Element addresses the natural assets and hazards in the metropolitan area. The policies of this element emphasize reducing urban impacts on wetlands throughout the metropolitan area and planning for the natural assets and constraints on undeveloped lands on the urban fringe.

The Environmental Resources Element of the Metro Plan contains the following relevant policies related to the implementation of the Springfield 2035 Springfield TSP: C.8, C.22, C.23 and C.24.

C.8 Local governments shall develop plans and programs which carefully manage development on hillsides and in water bodies, and restrict development in wetlands in order to prevent erosion and protect the scenic quality, surface water and groundwater quality, forest values, vegetation, and wildlife values of those areas.

C.22 Design of new street, highway, and transit facilities shall consider noise mitigation measures where appropriate.

C.23 Design and construction of new noise-sensitive development in the vicinity of existing and future streets and highways with potential to exceed general highway noise levels shall include consideration of mitigating measures, such as acoustical building modifications, noise barriers, and acoustical site planning. The application of these mitigating measures must be balanced with other design considerations and housing costs.

C.24 Local governments shall continue to monitor, to plan for, and to enforce applicable noise standards and shall cooperate in meeting applicable federal and state noise standards.

The Springfield 2035 TSP contains goals and polices which support these economic policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield’s economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features. (NOTE Action #1 – Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management. Action #2 – Coordinate

the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations).

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan environmental policies. The amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Metro Plan's Environmental Resources Element through strengthening environmentally sound transportation options and an overall more sustainable transportation system. The amendments are consistent with this Metro Plan Element.

Finding:

D. Willamette River Greenway, River Corridors, and Waterways Element

The Willamette River Greenway, River Corridors, and Waterways Element address these specific natural assets in the metropolitan area. The policies of this element emphasize reducing urban impacts on these resources throughout the metropolitan area.

The Willamette River Greenway, River Corridors, and Waterways Element of the Metro Plan contain the following relevant policies related to the Springfield 2035 Springfield TSP: D.2, D.3, D.9, and D.11.

D.2 Land use regulations and acquisition programs along river corridors and waterways shall take into account all the concerns and needs of the community, including recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; potential for supporting non-automobile transportation; opportunities for residential development; and other compatible uses.

D.3 Eugene, Springfield, and Lane County shall continue to cooperate in expanding water related parks and other facilities, where appropriate, that allow access to and enjoyment of river and waterway corridors.

D.9 Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.

D.11 The taking of an exception shall be required if a non-water-dependent transportation facility requires placing of fill within the Willamette River Greenway setback.

The Springfield 2035 TSP contains goals and polices which support these Willamette River Greenway, River Corridors, and Waterways policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan Willamette River Greenway, River Corridors, and Waterways policies. The amendments to the TSP project list and the adoption of TSP Figure 12: Conceptual Street Map are

consistent with these adopted policies and will further support and enhance the Metro Plan’s Willamette River Greenway, River Corridors, and Waterways Element by providing improved access to waterways. The amendments are consistent with this Metro Plan Element.

Finding:

E. Environmental Design Element

The Environmental Design Element is concerned with that broad process which molds the various components of the urban area into a distinctive, livable form that promotes a high quality of life. This Element is concerned with how people perceive and interact with their surroundings.

The Environmental Design Element of the Metro Plan contains the following relevant policies related to the Springfield 2035 Springfield TSP: E.3 and E.4.

E.3 The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping areas (where feasible) and new streets and reconstruction of major arterials within the UGB.

E.4 Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.

The Springfield 2035 TSP contains goals and polices which support these Environmental Design policies. These include, but are not limited to:

- Goal 3: System Design – Enhance and expand Springfield’s transportation system design to provide a complete range of transportation mode choices.
- Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic, and environmental impacts.
- Policy 3.7: Provide for a 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 above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Environmental Design policies. The amendments to the TSP project list and the adoption of TSP Figure 12: Conceptual Street Map are consistent with these adopted policies and will enhance the pedestrian environment for new and redeveloped properties, creating a more livable community. The amendments are consistent with this Metro Plan Element.

Finding:

F. Transportation Element

The Springfield 2035 TSP used the TransPlan goals, policies, and objectives as a starting point for updating the policy set in the new TSP. Similar to TransPlan, the structure of the Springfield 2035 TSP includes four overarching categories. The TSP goals have subsequent policies and action items categorized beneath them. The four goals found in the Springfield 2035 TSP are:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse and environmentally sound transportation system that supports and enhances Springfield’s economy and land use patterns.
- Goal 2: System Management – Preserve, maintain, and enhance Springfield’s transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.
- Goal 3: System Design – Enhance and expand Springfield’s transportation system design to provide a complete range of transportation mode choices.
- Goal 4: System Financing – Create and maintain a sustainable transportation funding plan that provides implementable steps towards meeting Springfield’s vision.

Some specific TransPlan policies are highlighted in this Finding to illustrate consistency between TransPlan policies and those of the Springfield 2035 TSP. These include F.4, F.8, F.11, F.14, F.18, F.22, F.26, and F.34.

- *Metro Plan / TransPlan Land Use Policy F.4: Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.*
- *Metro Plan / TransPlan TDM Policy F.8: Implement TDM strategies to manage demand at congested locations.*
- *Metro Plan / TransPlan Transportation System Improvement, System Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.*
- *Metro Plan / TransPlan Transportation System Improvement, Roadway System F.14: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.*
- *Metro Plan / TransPlan Transportation System Improvement, Transit System F.18: Improve transit service and facilities to increase the system’s accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.*
- *Metro Plan / TransPlan Transportation System Improvement, Bicycle System F.22: Construct and improve the region’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.*
- *Metro Plan / TransPlan Transit System Improvement, Pedestrian System F.26: Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.*
- *Metro Plan / TransPlan Finance Policy F.34: Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.*

The Springfield 2035 TSP contains multiple goals and policies which are being implemented through the amendments. These TSP policies include, but are not limited to:

- Policy 1.3: Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).
- Policy 3.8: Coordinate the design of Springfield’s transportation system with relevant local, regional, and state agencies. (NOTE Action #3 – Partner with LTD to provide frequent transit

network connections along major corridors. Frequent transit network should connect to local neighborhood bus service and major activity center to provide viable alternatives to vehicle trips).

The above stated TSP goals, policies and implementation measures show consistency between the Springfield 2035 TSP and the Metro Plan / TransPlan Transportation Element policies. The amendments to the TSP project list and the adoption of TSP Figure 12: Conceptual Street Map are consistent with these adopted policies and will further support multi-modal transportation and its nexus to mixed use development. The amendments are consistent with this Metro Plan Element.

Finding:

G. Public Facilities and Services Element

This element incorporates the findings and policies in the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (Public Facilities and Services Plan), adopted as a refinement to the Metro Plan. The Public Facilities and Services Plan provide guidance for public facilities and services, including planned water, wastewater, storm water, and electrical facilities. Transportation findings and policies are not part of the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan*, but rather are located in the TSP and TransPlan. Relevant Metro Plan policies are discussed in the previous Transportation Element section.

Finding:

H. Parks and Recreation Facilities Element

This Metro Plan Element addresses Parks and Recreation Facilities in the Metro Area. In Springfield, Willamalane Park and Recreation District is responsible for parks and recreation facilities and planning. There are no transportation specific Parks and Recreation Facilities Element policies in the Metro Plan that directly relate to the 2035 Springfield Transportation System Plan. However, some TSP multiuse path projects overlap with those in the Willamalane Parks Comprehensive Plan. The amendments to the TSP project lists include amendments for consistency with the Willamalane Parks Comprehensive Plan and Willamalane facilities as constructed, including updating the name of the Moe Mountain Path and amending the project extent of the Mill Race Path. The planning for these and other similar projects has been closely coordinated with Willamalane staff.

One example of consistency between this 2035 Springfield TSP and the Willamalane Park and Recreation Comprehensive Plan is TSP Policy 2.4 and its supporting Action #1. They state:

- Policy 2.4 - Maintain and preserve a safe and efficient bike and pedestrian system in Springfield.
- Action #1 – Coordinate with Willamalane Park and Recreation District to maintain and preserve the off-street path system.

The amendments to the TSP project list and figures, including the adoption of TSP Figure 12: Conceptual Street Map, are consistent with these adopted policies and do not alter compliance with the Parks and Recreation Facilities Element of the Metro Plan, and are consistent with this Metro Plan Element.

Finding:

I. Historic Preservation Element

This Element of the Metro Plan is written to preserve historic structures in the Metro area. There are no transportation specific Historic preservation Element policies in the Metro Plan that directly relate to the 2035 Springfield Transportation System Plan. However, individual projects in the TSP that use Federal funding must go through a National Environmental Policy Act (NEPA) process during project development. The NEPA process includes requirements for historic preservation which the City will adhere to. These amendments do not alter compliance with the Historic Preservation Element of the Metro Plan, and are consistent with this Metro Plan Element.

J. Energy Element

The Energy Element of the Metro Plan deals with the conservation and efficient use of energy in the metropolitan area and is meant to provide a long-range guide to energy-related decisions concerning physical development and land uses.

The Energy Element of the Metro Plan contains the following relevant policies related to the Springfield 2035 Springfield TSP: J.2, J.7, and J.8.

J.2 Carefully control, through the use of operating techniques and other methods, energy related actions, such as automobile use, in order to minimize adverse air quality impacts. Trade-offs between air quality and energy actions shall be made with the best possible understanding of how one process affects the other.

J.7 Encourage medium- and high-density residential uses when balanced with other planning policies in order to maximize the efficient utilization of all forms of energy. The greatest energy savings can be made in the areas of space heating and cooling and transportation. For example, the highest relative densities of residential development shall be concentrated to the greatest extent possible in areas that are or can be well served by mass transit, paratransit, and foot and bicycle paths.

J.8 Commercial, residential, and recreational land uses shall be integrated to the greatest extent possible, balanced with all planning policies to reduce travel distances, optimize reuse of waste heat, and optimize potential on-site energy generation.

The Springfield 2035 TSP contains goals and polices which support these Energy Element policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield’s economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features. (NOTE Action #1 – Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management, and Action #2 –

Coordinate the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations.

- Policy 1.3: Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Energy policies. The amendments to the TSP project list and figures, including the adoption of TSP Figure 12: Conceptual Street Map, are consistent with these adopted policies and will further support and enhance the Metro Plan's Energy Element by considering environmental impacts and energy usage when planning and implementing Springfield's transportation system. The amendments will also enhance the pedestrian environment for new and redeveloped properties, create a more livable community and support mixed uses with high frequency transit. The amendments are consistent with this Metro Plan Element.

K. Citizen Involvement Element

The Citizen Involvement Element of the Metro Plan recognizes that active, on-going, and meaningful citizen involvement is an essential ingredient to the development and implementation of any successful planning program. A Public Involvement Program for the update of the 2035 Springfield Transportation System Plan was developed in preparation of the Project. This Program was reviewed and endorsed by the Committee for Citizen Involvement (i. e. the Springfield Planning Commission). The Program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Details of the process are included in the Statewide Planning Goal 1 finding of this report. The amendment is consistent with the Metro Plan Element.

CONCLUSION: Based on the findings above, the TSP amendments do not make the Metro Plan internally inconsistent. SDC Section 5.14-135 Criterion B is met.