

# MEMORANDUM

To: Main-McVay Transit Study Governance Team

From: John Evans, Lane Transit District  
David Reesor, City of Springfield

Date: August 27, 2014

Re: Stakeholder Advisory Committee Review of Edits to Draft Baseline Existing and Future  
Conditions Report

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At the Study's August 26, 2014 Stakeholder Advisory Committee meeting, the SAC discussed their review of the proposed modifications to the Draft Baseline Existing and Future Conditions Report. With the exception of the recommended changes to the Problem Statement, Needs Statement and Evaluation Criteria (see memo regarding recommended revisions to the Purpose, Need, Goals and Objectives), the SAC did not suggest any additional changes to the Draft Baseline Existing and Future Conditions Report.

Attached to this memo is the memo sent to the SAC and a summary of Report modifications and responses to comments received.

Once the Governance Team has approved any revisions to the Problem Statement, Needs Statement and Evaluation Criteria, the Study's Project team will finalize the Baseline Report and copies to the SAC.

# MEMORANDUM

To: Main-McVay Transit Study Stakeholder Advisory Committee

From: John Evans, Lane Transit District  
David Reesor, City of Springfield

Date: August 19, 2014

Re: Edits to Draft Baseline Existing and Future Conditions Report

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Based on comments received by August 12th, the Draft Baseline Existing and Future Conditions has been revised. Please note that not all comments resulted in changes to the Report. Following is a summary of Report modifications and responses to comments received. Attached to this memo are the modified pages with revisions in track changes; only pages with substantive changes are included.

The last items needed to finalize the Report are the Problem Statement, Statement of Need, and Evaluation Criteria. These PNGO elements are on your August 26th agenda for your review and any recommended revisions. Once the Governance Team has approved any recommended revisions from the SAC, the Baseline Report will be finalized and available to you.

## Report Modifications

### General

Throughout Report:

- Change document date to August 2014
- Change title from “Draft” to “Final”
- Change “alternatives” to “solutions”
- Correct grammar and typographical errors
- Correct formatting errors

### 4.9 Historic Resources

- Section 4.9.1 Existing Conditions modified to include information about Glenwood
- Table 4.9-4 (Historic Use Areas Identified for City of Springfield) modified to include section on Glenwood
- Figure 4.9-5 (Locations of Historic Areas of City of Springfield in Relation to Main-McVay Study Area) modified to include Glenwood historic area

#### 4.10 Land Use

- Figure 4.10-1 (Existing Land Uses in Study Area) was updated to note that the Wildish land had been rezoned from an industrial to a mixed use classification and that the map available from the city of Springfield was in the process of being updated to reflect the change
- Table 4.10-1 (Zoning Designations in Study Area) was modified to include missing zoning classifications for the Glenwood area

#### 4.14 Transportation

- Section 4.14.2.1 Identified Congestion Issues: Main Street Segment modified to include additional information about existing and future intersection congestion
- Section 4.14.2.2 Identified Congestion Issues: McVay Highway Segment modified to include additional information about existing and future roadway conditions and intersection congestion
- Section 4.14.3 Identified Safety Issues modified to include additional information about safety issues on McVay Highway
- Section 4.14.5.2 Bicycle and Pedestrian Facilities: Pedestrian Related Identified Improvements modified to include additional information about the construction progress of pedestrian safety crossings resulting from the Springfield Main Street Safety Study
- Added a new figure (new Figure 4.14-9 Traffic Signals and Pedestrian Crossing Locations on Main Street/South A Street Corridor) that shows the implemented (or soon to be implemented) and planned pedestrian crossings as well as all traffic signals on the Main Street/South A Street corridor – all subsequent figures were renumbered

#### **Response to Baseline Report Comments**

The following are responses to comments from Randy Hledik, Stakeholder Advisory Committee Member, received via email on June 19 and August 6, 2014.

*The Statement of Need on page 19 continues to provide very specific information pertaining to the Main Street segment (see bullet points 1, 2 and 4) compared to the level at which the McVay segment is addressed (see bullet points 7). As previously stated, I think it is necessary to elaborate on the McVay needs if this report will be used to convince federal decision makers of the need to fund transit on McVay. I previously submitted extracts from other planning documents that I hoped would help in this regard ... if you need me to resubmit that information, please let me know.*

The Statement of Need included in the draft Baseline Report is a draft. Earlier in the Study process, the Stakeholder Advisory Committee (SAC) voted to delay modifying the Statement of Need pending the findings of the Baseline Report. With the issuance of the

draft Baseline Report, the SAC is currently reviewing the draft Statement of Need to determine any recommended changes. The SAC is scheduled to make recommended revisions to the Statement of Need at their August 26, 2014 meeting. After the Statement of Need is approved by the Governance Team, the Baseline Report will be finalized and will include the revised Problem Statement, Statement of Need and Evaluation Criteria.

*While Figure 4.9-4 on page 67 identifies historic sites in Glenwood (at least along Franklin Blvd), Figure 4.9-5 on page 72 does not include Glenwood in one of the numbered areas that are described in some detail on Table 4.9-4 on pages 68 and 69. Once again, my concern is that if information on Glenwood is omitted, the analysis for McVay will be considered incomplete and negatively affected when funding is considered.*

The Historic Resources section of the Baseline Report has been modified to include information about Glenwood including revisions to Table 4.9-4 and Figure 4.9-5.

*In regard to Table 4.10-1, I don't believe the zoning designations for Glenwood reflect the rezoning of the McVay (and Franklin) corridors that was recently adopted by the city council. I know that much of the Wildish property has been redesignated and rezoned from "Light-Medium Industrial" to "Employment-Mixed Use", but I do not find that zoning designation listed on the table. This could affect the projected employee calculations used to determine potential transit ridership.*

Table 4.10-1 was modified to include the missing Glenwood zoning designations. Figure 4.10-1 was modified to include a note that the land in question had been rezoned from an industrial to a mixed use classification and that the map available from the city of Springfield was in the process of being updated to reflect the change.

*Finally, on Figure 4.18-1 and -2, there appears to be a line of wetlands shown on the Wildish property adjacent to the Willamette River. (There is no legend identifying what a " \_ . \_ . \_ " symbol means, but since it's in color, I assume it's a wetland or other water feature.) Where did this information come from. I have not seen this depicted on any other map. There are NO wetlands or other waterways on this parcel – and I would appreciate it if this was removed ...*

As provided in the attached memorandum from Jean Ochsner and Patrick Hendrix of Environmental Science & Assessment regarding the wetlands mapping, this early Baseline Existing and Future Conditions Report is based primarily on information and data in existing studies and readily available on-line. Some windshield surveys were conducted from Study Area roadways; no field surveys on public or private lands were conducted. Windshield surveys were conducted for biological and wetland resources. The information in question was collected from the Lane County Zone and Plan Map

Viewer and indicates Class 1 Streams. When overlaid on the aerial photography it appears that the Class 1 Streams lines are based on older information; we acknowledge there is a discrepancy between what is on the ground and the older digital information. The Report information was also modified to include the Glenwood Local Wetland Inventory and field observations which indicated that areas adjacent to the river are considered riparian corridors. Because this Report is based on existing information and studies, we cannot change the data from Lane County or the city of Springfield's Glenwood Local Wetland Inventory.

**Attachment A: Modified Pages from Baseline Report**

As a result of these surveys, areas that have been well inventoried to date include Franklin Blvd in Glenwood, Main Street in Springfield (up to 10th Street), and much of the Washburn District. Inventory coverage of the Study Area on the Main Street Segment from 10th to 60th streets has been much less systematic (Figure 4.9-4). Willamette Heights, in the northwest corner of the Study Area along the river, has also been inventoried, but only 33 of the 97 properties were found to be potentially eligible (Gratreak and Ranzetta 2013). These properties are not located along main thoroughfares that are likely to be considered for the development of alternatives.

Clusters of inventoried historic resources, as seen in Figure 4.9-4, are evident, including the Washburn District (which contains 314 inventoried resources), Glenwood (which has 214 inventoried resources), and Downtown Springfield (with 189 resources). An inventory effort in the Springfield/Mohawk area recorded 177 resources just north of the Study Area. These clusters should not be construed to be the only areas where eligible resources are located; rather, they indicate only where studies have so far been conducted. The side streets of downtown Springfield, as well as the more recently developed areas east of downtown may well contain a number of resources not yet inventoried.

More than 600 historical sites have been identified within the Study Area, a vast majority of which are residential, but a number of resources relate to commercial, transportation, and industrial pursuits (e.g., railroad, lumbering, millrace). The first city-wide inventory in 1979 identified six areas of historic use within the city, five of which are represented within the Study Area (Table 4.9-4 and Figure 4.9-5). These areas reflect the earliest urban settlement in the western portion of the Study Area (Area 1), the spread of early residential development (Areas 2 and 3), later residential spread and light industry to the east (Area 4), and a mix of rural settlement and mill industry (with recent residential development) in the eastern portion of the Study Area (Area 5). Glenwood, which was not subject to any systematic historical inventories until after 1999 when it was annexed by the city of Springfield, can be identified as another area of historic use (Area 7). This area contains a mix of residential, industrial and commercial resources in a floodplain setting, transitional between Springfield and Eugene.

A more recent review of the patterning of historic resources within the Study Area recognizes a number of broad resource types, including those associated with agriculture, industry and manufacturing, transportation, commerce, government, and culture (including schools, churches, social organizations, medical facilities, and residences) (Table 4.9-5; see also Dennis 1999). All of these site types are represented in the Study Area.

**Table 4.9-4. Historic Use Areas Identified for ~~the~~ City of Springfield**

**AREA 1 (SOUTH AND DOWNTOWN)**

This area is characterized by three distinct activities: (1) the downtown commercial district, (2) the industrial stretch of mill related structures, and (3) a concentration of residents nestled in the oaks on Willamette Heights. Major auto (2) and railroad (1) bridges serve as entrances to Springfield, crossing the Willamette River west of downtown. The railroad and the 1853 millrace course through the entire length of the industrial section. Also within this area are the sites of the pioneer cemetery (now rearranged) and an abandoned rock quarry. Willamette Heights is a close-in neighborhood, visually separate but with clear views to downtown and Kelly Butte. The Springfield Depot, Springfield's only landmark to date [as of 1979] is located here, as well as an early warehouse which marks the location of early mills.

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## **AREA 2 (CENTRAL)**

The heart (just north of downtown) of Central is characterized by the highest concentration of existing early residences and street trees within the city limits [Washburne Historic District]. Residences of the 1940s and 1950s are predominant in the rest of this area.

## **AREA 3 (KELLY BUTTE)**

This area is named for the prominent butte which rises just north of the Willamette River. Existing early residences are located on the flat land to the east of the butte. New construction predominates now at the top of the butte and to the northwest; apartments are along 2<sup>nd</sup>, 3<sup>rd</sup>, and Centennial. The northern section is typically eave-less tract style houses.

## **AREA 4 (EAST)**

This area is typically eave-less tract houses; when street trees occur, they tend to be small in scale (e.g., plums). Several early structures occur along Marcola Road. Small scale industry is scattered in the western section.

## **AREA 5 (THURSTON)**

This area offers the extremes. Early residences, barns, outbuildings and orchards--rural in character--form the northern edge. This road once served as the main highway to the McKenzie. The eastern portion is being intensively developed with new residential structures. The western portion features ranch style houses, some newer construction and a subdivision of mobile homes. Weyerhaeuser, the dominant mill of the Eugene-Springfield area, is located in this area.

## **AREA 6 (NORTH) (OUTSIDE THE STUDY AREA)**

The northern part of this area supports intensive new construction; i.e., a motel and restaurant strip and apartments adjacent to Interstate 5 (now Gateway Mall and other recent development). The remainder of the area is typically 40s and 50s residences sprinkled with small barns and simple bungalows.

## **AREA 7 (GLENWOOD)**

Glenwood, initially platted in 1888, contains a mix of residential, industrial and commercial resources. Although it has served as the link between the neighboring urban areas of Springfield and Eugene, Glenwood's development history is unique. Clusters of historic resources can be found along Franklin Blvd and the railroad tracks that connect the two cities.

Source: City of Springfield, Historic Resources Inventory. 1979. Modified to include Glenwood Inventory Results (City of Springfield, Oregon, 2010).

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### **Table 4.9-5. Historic Distribution Patterns**

#### **AGRICULTURE**

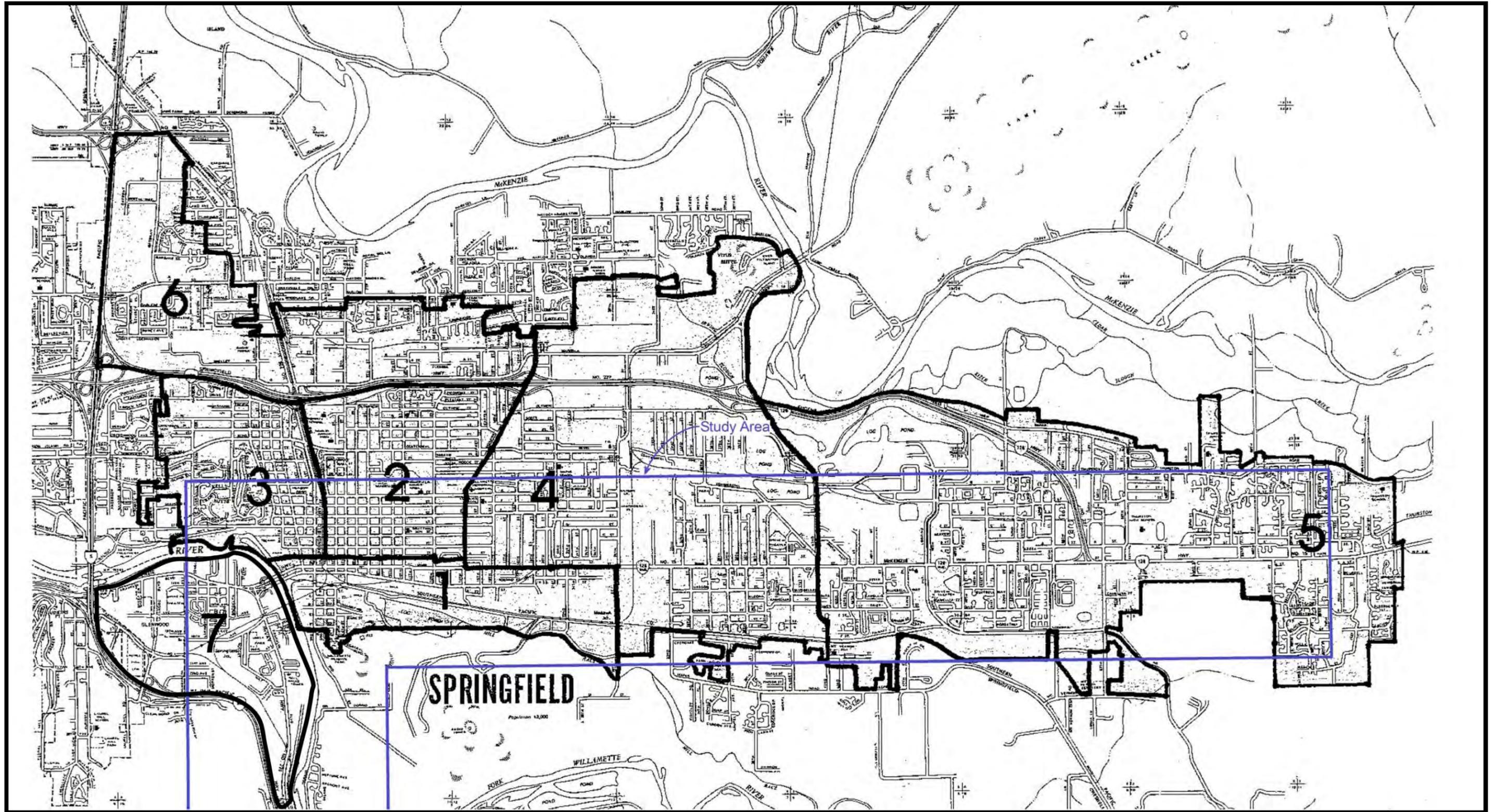
Agricultural resources are expected to be generally located in the perimeter areas north, east and south of the city center. Historical records reveal that the Gateway and Thurston areas supported dairies, poultry farms, small fruit and vegetable farms, fruit and nut orchards, hop culture, horticulture and general farming. Filbert orchards were located due south of the city near the Middle Fork of the Willamette River and in the Glenwood area. Stock operations were located in the foothills of the Natron locality. Examples of inventoried sites include:

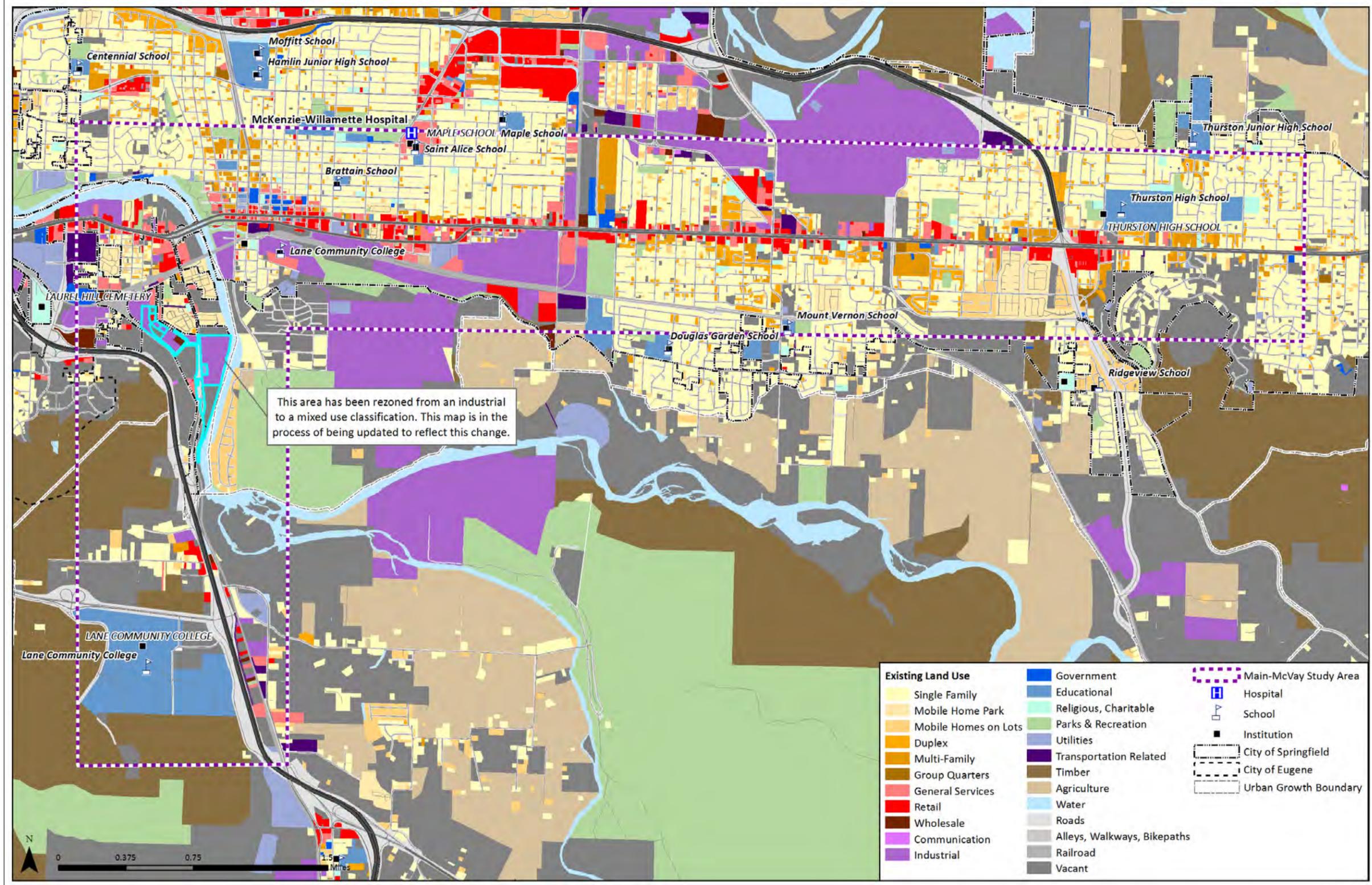
- Dorris Ranch Historic District (orchard)
- Barnet Barn & Silo
- Thurston Grange (Community) Hall
- Springfield Creamery

#### **INDUSTRIES AND MANUFACTURING**

Industrial resources are expected to be clustered on the south side of South A Street in the vicinity of the millrace and railroad tracks. This area represents the city's original industrial district. Secondary areas which may include industrial resources are east of this original industrial district, an area which developed as the lumber industry grew following WWII. With the exception of the millrace, there are no remaining industrial resources for Springfield's earliest history. Examples of inventoried sites include:

- Springfield Millrace
- Weyerhaeuser Company Paper Mill Plant
- Booth Kelly Lumber Mill Maintenance Shop





Zoning Designation	Description	Density Requirements
Heavy Industrial (HI)	Uses are generally involved in the processing of large volumes of raw materials into refined materials and/or that have significant external impacts. Heavy Industrial transportation needs often include rail and truck.	N/A
Public Land Open Space (PLO)	Government uses, including public offices and facilities; educational uses, including high schools and colleges; and parks and open space uses including, publicly owned metropolitan and regional scale parks and publicly and privately owned golf courses and cemeteries.	N/A
<u>Residential Mixed Use– Glenwood Subarea A (Springfield, 2012)</u>	<u>Subarea A provides for high-density residential development sites. This high-density neighborhood is intended to be pedestrian-friendly and includes park blocks and a riverfront linear park to incorporate public open space needs, and to provide for unique stormwater management facilities. Subarea A provides opportunities for high-density housing above ground-floor retail and commercial uses that serve the neighborhood and provide for a unique destination with riverfront views and points of access to the Willamette River.</u>	<u>Minimum density of 50 dwelling units per net acre</u>
<u>Commercial Mixed Use – Glenwood Subarea B (Springfield, 2012)</u>	<u>Subarea B provides for flexible mixed-use development to achieve a unique riverfront destination responding to developer interest and market demand for housing, lodging, entertainment and meeting/conference uses and office/employment uses.</u>	<u>No more than 50 percent of a development area will be dedicated to high density residential use, with a minimum of 50 dwelling units per net acre.</u>
<u>Office Mixed Use – Glenwood Subarea C (Springfield, 2012)</u>	<u>Subarea C provides for office and commercial uses to help meet an identified need for employment land in Springfield with riverfront views and access points to the Willamette River that complement the adjacent high-density residential mixed-use neighborhood to the east on the north side of Franklin Boulevard, and the same uses, with the possible addition of civic uses, on the south side of Franklin Boulevard</u>	<u>High density residential housing affiliated with permitted educational facilities with a minimum density of 50 dwelling units per net acre.</u>

Zoning Designation	Description	Density Requirements
<u>Employment Mixed Use – Glenwood Subarea D (Springfield, 2012)</u>	<u>Subarea D provides for office employment and light manufacturing employment uses with limited external impacts; that have riverfront views and points of access to the Willamette River; and that helps meet an identified need for employment land in Springfield.</u>	N/A
Quarry Mine Operations (QMO)	Established to: recognize that minerals and materials within the Springfield Urban Growth Boundary are a non-renewable resource, and that extraction and processing are beneficial to the local economy; protect major deposits of minerals, rock and related material resources with appropriate zoning; institute procedures for the protection of public health and safety on and adjacent to land where quarry and mining blasting operations are occurring; institute standards to be used in reviewing referrals from State and Federal agencies of Operation and Reclamation Plans, pollution control and similar permits; provide for cooperation between private and governmental entities in carrying out the purposes of this Section.	N/A

**City of Eugene Zoning Designations (Eugene, 2014b).**

Agricultural (AG)	Allows for agricultural uses within the urban growth boundary until land is converted to urban development. Agricultural uses are considered interim uses until public facilities and services can be provided in an economical manner and urban development of the site would result in compact urban growth and sequential development.	Minimum lot size: 20 acres
Low-Density Residential (R-1)	This zone is designed for one-family dwellings with some allowance for other types of dwellings, and is also intended to provide a limited range of non-residential uses that can enhance the quality of low-density residential areas.	Minimum net density per acre: none; Maximum net density per acre: 14 units
Medium-Density Residential (R-2)	Similar to R-1, this zone is intended to provide a limited range of non-residential uses to help provide services for residents and enhance the quality of the medium-density residential area.	Minimum net density per acre: 10 units; Maximum net density per acre: 20 units

**Table 4.14-1. Study Area Roadway Classification**

Roadway	Jurisdictions	Springfield Functional Classification	Springfield Freight Designation	ODOT Classification	ODOT Freight Designation
Main Street	ODOT	Minor Arterial	City Truck Route	Statewide NHS	N/A
McVay Hwy	ODOT	Minor Arterial	City Truck Route	Statewide NHS	N/A

Source: Transportation System Plan, City of Springfield. 2013.  
Highway Plan, Oregon Department of Transportation. 1999, revised August 22, 2013.

Since both roadways are under ODOT’s jurisdiction, the following performance standards apply:

- ODOT standards for signalized intersections:
  - OR 126 Expressway, v/c of 0.80, given Statewide Expressway within a MPO
  - OR 126 Business (McKenzie Highway, ODOT Highway No. 15, Main Street), v/c ratio of 0.85
  - OR 225 (McVay Highway), v/c ratio of 0.90, given District Highway within a MPO classification
- ODOT standards for stop-controlled intersections:
  - Appropriate mobility standard is based on the classification of the intersecting roadway

## 4.14.2 Identified Congestion Issues

### 4.14.2.1 Main Street Segment

Nine intersections along the proposed segment were evaluated in the Springfield Transportation System Plan, as shown in Table 4.14-2. Of the nine, two are currently approaching the performance standard (Main Street/42nd Street and Main Street/OR 126), and three are not expected to meet the standard in 2035 (the two intersections approaching the performance standard today plus McVay Highway/Franklin Boulevard). The Main Street/OR 126 intersection is the most problematic since its traffic volume is expected to exceed the intersection capacity by 2035. Existing and future intersection and link volume-to-capacity ratios on the Main Street Segment are shown in Figures 4.14-1 and 4.14-2. Under existing conditions, most segments are well under capacity (v/c ratios < 0.80), with a few short segments exceeding capacity, mostly near the Willamette River bridges. In the future (2035), several segments are either expected to approach capacity (v/c > 0.80 and <1.0) or exceed capacity (v/c >1.0), especially near the Willamette River bridges, just east of the Main Street/South A Street couplet and east of the Main Street/Bob Straub highway intersection.

#### 4.14.2.2 *McVay Highway Segment*

McVay Highway is currently not improved to urban standards, however upgrading McVay Highway to urban standards is a future roadway project listed in TransPlan and the Regional Transportation Plan.<sup>1</sup>

Only one intersection along the proposed segment was evaluated in the Springfield Transportation System Plan, as shown in Table 4.14-3. The McVay Highway/Franklin Boulevard intersection meets the mobility standard under existing conditions, but is not expected to meet the standard in 2035. Existing and future intersection and link volume-to-capacity ratios on the McVay Highway Segment are shown in the Figures 4.14-1 and 4.14-2. Under existing conditions, a significant portion of McVay Highway is approaching capacity (v/c > 0.80). In the future (2035), the entire corridor is expected to either approach or exceed (v/c >1.0) capacity.

**Table 4.14-3. Springfield TSP Study Intersections – McVay Highway Segment**

Intersection	Control	Jurisdiction	Performance Standard	Existing V/C Ratio	Meets Standard Existing?	Future V/C Ratio	Meets Standard Future (2035) No Build?	Crash Rate/MEV*
<b>McVay Hwy/ Franklin Blvd</b>	Signal	ODOT	v/c of 0.85	0.72	Yes	0.93	No	0.47

Source: Transportation System Plan, City of Springfield. 2013.

#### 4.14.3 Identified Safety Issues

As part of the Springfield TSP, crash rates per million entering vehicles (MEV) were calculated for each of the study intersections. Typically further investigation is warranted when crash rates are greater than 1.0. None of the study intersections has a crash rate approaching 1.0.

While the intersections studied in the TSP did not show remarkably high crash rates, there has been a concern about pedestrian collisions between 20th Street and 73rd Street (including nine pedestrian fatalities in 10 years). In addition, due in part to the high number of accesses in the corridor, collisions between intersections appear to be high. The OR 126 Main Street Safety Study was conducted due to these continued occurrences. The primary emphasis of the study was on providing safe pedestrian crossings at unsignalized locations. The study recommended a number of safety improvements specifically aimed at improving pedestrian safety in the corridor, with nine prioritized crossing improvement locations identified. The recommended safety improvements are shown in Figure 4.14-3.

The Glenwood Refinement Plan Update Project reports that there have been six or more non-fatal and/or property damage only collisions on McVay Highway each year from 2004 through 2007<sup>2</sup>. In 2003, there was a fatality. The study does not include crash rates (based on traffic volume) or detailed information about the collisions.

<sup>1</sup> Glenwood Refinement Plan Update Project, Existing Conditions Report, page 91.

<sup>2</sup> Glenwood Refinement Plan Update Project, Existing Conditions Report, page 96.

#### 4.14.5.1 Existing Pedestrian Facilities

##### Main Street /South A Street

- A 5 to 10 foot wide sidewalk exists on both sides of Main Street and South A Street between Franklin Boulevard and OR 126, except:
  - Sidewalks are limited to one side in some locations near the Willamette River bridges
  - There are no sidewalks on a very short segment at the west end of the westbound bridge

##### McVay Highway

- Sidewalks exist in only a few locations on either side from Franklin Boulevard to E. 30th Avenue (mostly adjacent to more recently developed properties). Some areas have shoulders, but width varies

#### 4.14.5.2 Pedestrian Related Identified Improvements

In general, pedestrian facilities on the Main Street corridor are generally complete and those on McVay Highway are generally lacking. While sidewalks are available on much of Main Street, the facilities could be improved in many areas (wider sidewalks, better buffers, etc.). The Springfield TSP has a “Recommended Pedestrian and Bicycle Network” (Figure 4.14-7). Only one of the proposed projects is included as a Priority Project in the 20-year Project List (Table 4.14-6).

**Table 4.14-6. Springfield TSP Priority Pedestrian/Bicycle Project in the 20-year Project List (McVay Highway Corridor)**

Project Number	Pedestrian/Bicycle Project	Description	Cost
PB-18	Glenwood Area Willamette River Path – Willamette River Bridges to UGB	Construct a new multi-use 12-foot wide path from the Willamette River bridges to the UGB	\$2.9 million

Source: Transportation System Plan, City of Springfield. 2013.

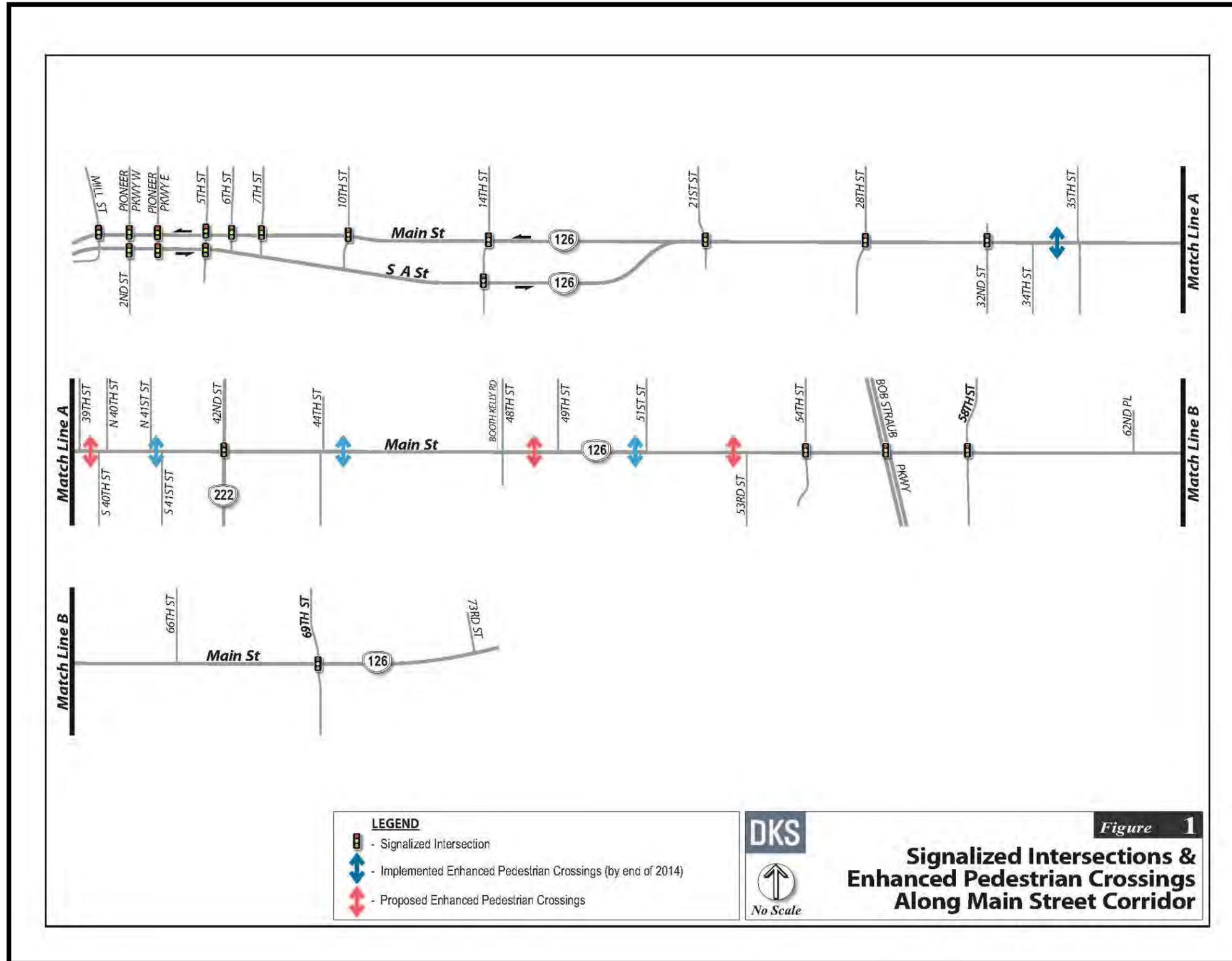
The Springfield Main Street Safety Study recommended a number of safety improvements specifically aimed at improving pedestrian safety in the corridor, with nine prioritized crossing improvement locations identified (Figure 4.14-8, same as Figure 4.14-3). In general, the following types of improvements were recommended:

- Pedestrian countdown timers
- Left-turn signal head modifications
- Rectangular rapid flashing beacons (RRFBs)
- Speed feedback sign (specific locations not determined)

Since the Springfield Main Street Safety Study was completed, several pedestrian crossings have either been constructed or are scheduled to be constructed by the end of 2014. In addition, some of the

crossing locations recommended in that study have been dropped from consideration. Figure 4.14-9 shows the implemented (or soon to be implemented) and planned pedestrian crossings as well as all traffic signals on the Main Street/South A Street corridor.

Figure 4.14-9. Traffic Signals and Enhanced Pedestrian Crossing Locations on Main Street/South A Street Corridor



Source: DKS Associates. 2014.

**Springfield Historic Design Guidelines.** These design guidelines, based on the Secretary of the Interior's Standards for Rehabilitation, are intended to provide guidance for ways in which to appropriately maintain, rehabilitate, and utilize historic resources and their settings in the City of Springfield. Guidelines for public works projects are relevant to the present BRT undertaking.

## Land Use and Prime Agricultural Lands

- City of Eugene, Oregon. (2014a). *Eugene Zoning Map*. Retrieved from <http://ceapps.eugene-or.gov/PDDOnline/Maps/ZoningMap>
- City of Eugene, Oregon. (2014b). *Eugene Code Chapter 9, Land Use*. Retrieved from <http://www.eugene-or.gov/index.aspx?NID=2128>
- City of Springfield, Oregon. (2011). *Springfield 2030 Refinement Plan, Residential Land Use and Housing Element*. Retrieved from <http://www.springfield-or.gov/DPW/CommunityPlanningDevelopment/SupportFiles/2030Plan/ResidentialLandUseHousingElementOrd6268.pdf>
- City of Springfield, Oregon. (2010a). *Chapter 3 Land Use Districts*. Retrieved from <http://www.ci.springfield.or.us/dsd/Planning/Springfield%20Development%20Code/Home%20Page%20for%20SDC.htm>
- City of Springfield. (2009). *Glenwood Refinement Plan Update Project. Existing Conditions Report*. Retrieved from <http://www.ci.springfield.or.us/dsd/Planning/Glenwood%20-%20Markarian/ProjectBackgroundDocuments/Existing%20Conditions%20Report.pdf>
- City of Springfield, Oregon. (2010b). *Technical Services Directory; GIS Section*. Retrieved from <http://www.springfield-or.gov/pubworks/technicalservices.htm>
- City of Springfield. (2012). Exhibit D Springfield Development Code Amendments. Retrieved from: [http://www.ci.springfield.or.us/dsd/Planning/documents/FinalDevCode\\_000.pdf](http://www.ci.springfield.or.us/dsd/Planning/documents/FinalDevCode_000.pdf)*
- Lane Community College. (2014). About Lane. Retrieved from <http://www.lanecollege.edu/about>
- Lane County, Oregon. (2014a). *Lane Code Chapter 10 – Zoning*. Retrieved from <http://www.lanecounty.org/Departments/CC/LaneCode/Pages/default.aspx>
- Lane County, Oregon. (2014). *Zone and Plan Map Viewer*. Retrieved from <http://apps.lanecounty.org/MapLaunch/default.aspx?maplaunchid=2>
- OTAK. (2014). *Main Street Corridor Vision Plan, Revised Memo #2 – Existing Conditions, Opportunities and Constraints*. Retrieved from [http://ourmainstreetspringfield.org/wp-content/uploads/2014/01/Springfield-Existing-Conditions-Revised-Memo-2\\_012314.pdf](http://ourmainstreetspringfield.org/wp-content/uploads/2014/01/Springfield-Existing-Conditions-Revised-Memo-2_012314.pdf)

## Noise

Oregon Department of Transportation. (2009). *Traffic Noise Manual*.

**Attachment B: Environmental Science & Assessment  
Memorandum**



**Environmental Science & Assessment, LLC**

**MEMORANDUM**

DATE: August 14, 2014  
TO: David Reesor, City of Springfield and John Evans, LTD  
FROM: Jean Ochsner and Patrick Hendrix  
RE: Baseline Report Comments (dated August 4, 2014)

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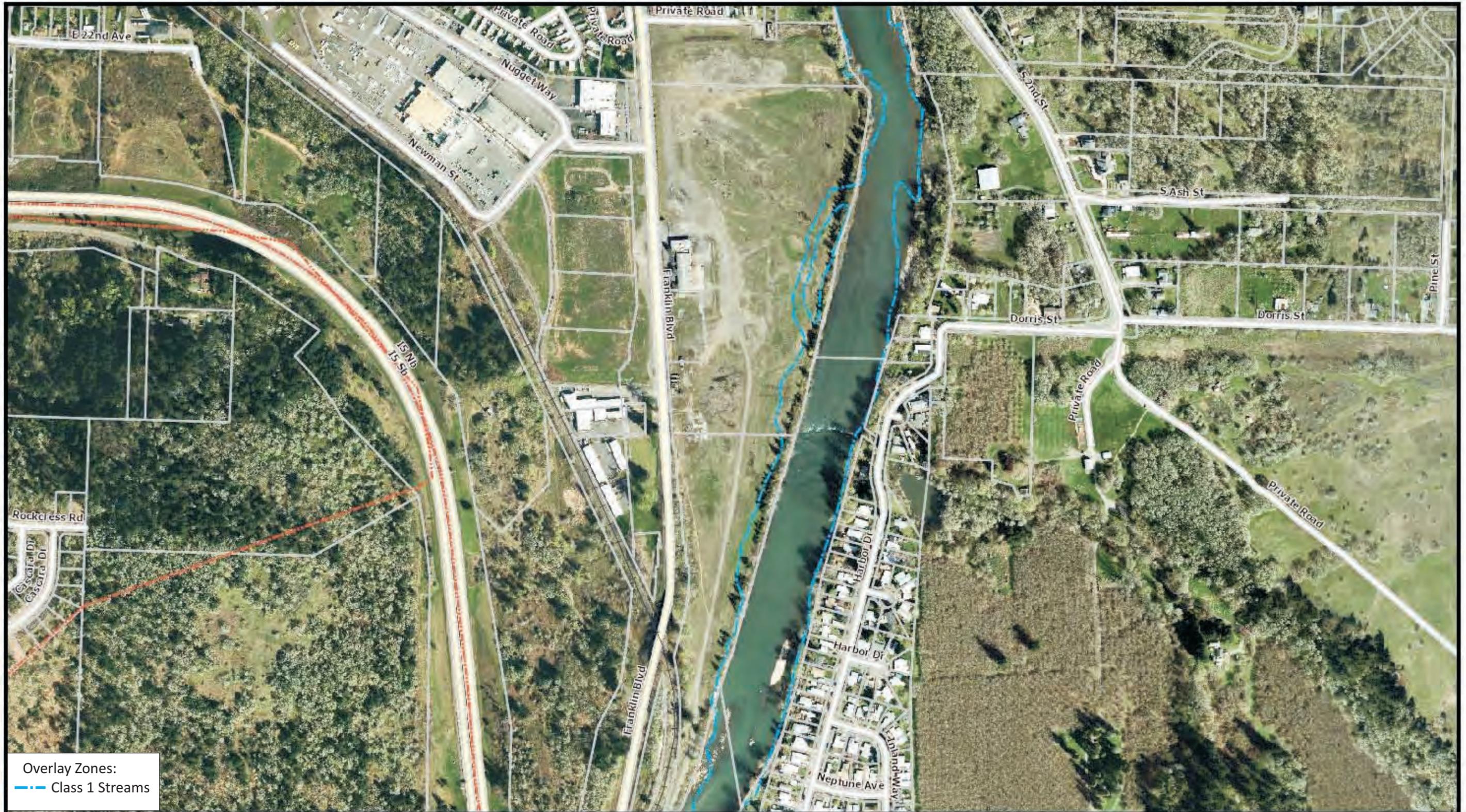
The following is a response to comment regarding Figures 4.18-1 and -2. The information in question is from Lane County GIS. Unfortunately, when you download the map, a legend is not included with the basemap. The blue dashed line is within the overlay zone category: Class 1 Stream. Wetlands are also included in that layer. I have provided a map with legend, as well as the link:

<http://lcmaps.lanecounty.org/LaneCountyMaps/PlanMaps.html?GroupName=PlanMaps>

If you turn off the "Major Rivers" shading (located under Natural/Base and Water Features), it is apparent that the "Class 1 Streams" lines are a different delineation of the river. Turning on an aerial photograph and the "Major Rivers" shading appears to be more accurate than the "Class 1 Streams" lines. Often GIS is based on existing and historic aerial photography. It appears as though a side channel forming a small island is shown, but that is not apparent on the aerial photograph. Two maps are enclosed for reference.

Our scope of work included reviewing background information and conducting a windshield survey of the corridor. We did not perform wetland reconnaissance of individual properties. The maps provided in our section are a compilation of Lane County Zone and Plan Map Viewer. Modified to include the Glenwood Local Wetland Inventory and field observations.

Unfortunately we cannot remove this information, as it is part of the wetland/waters background documentation.



Overlay Zones:  
 - - - Class 1 Streams

The information on this map was derived from digital databases of the Lane County geospatial information system. Lane County makes no warranty of the accuracy, completeness or suitability of the data or the underlying records. Certain data may be subject to change without notice. Lane County is not responsible for any errors or omissions, or for any consequences arising from the use of the information. Lane County makes no representation or warranty of any kind, expressed or implied, regarding the accuracy, reliability, or completeness of any data.

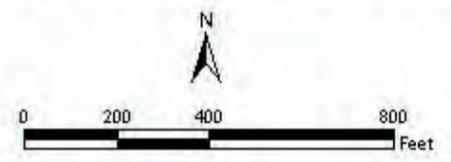


Lane County GIS\_Aerial



Overlay Zones:  
 - - - Class 1 Streams

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Lane County GIS\_Aerial w/ NWI