

EAST KELLY BUTTE NEIGHBORHOOD PLAN

(Interim Printing March 2024)

Prepared by:

**Development and Public Works Department
City of Springfield**



ADOPTION DATE:

City of Springfield – August 16, 1982

DIAGRAM AMENDMENT DATES:

November 20, 2023

ORDINANCE HISTORY

Ordinance Number 5087; Adopted August 16, 1982

- An ordinance adopting the East Kelly Butte Neighborhood Plan.

Ordinance Number 6463; Adopted November 20, 2023

- An Ordinance Amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) and Springfield Comprehensive Plan to Adopt the Springfield Comprehensive Plan Map and Land Use Element; Amending the Downtown Refinement Plan, Gateway Refinement Plan, Glenwood Refinement Plan, East Kelly Butte Refinement Plan, East Main Refinement Plan, Mid-Springfield Refinement Plan, and Q Street Refinement Plan; Amending the Springfield Development Code; Adopting a Savings Clause and Severability Clause; and Providing an Effective Date.

NOTES

Note: The following Plan Diagram that appears before the Table of Contents is a modernized version of the originally adopted Diagram.

Note: The various plans referenced in this document, such as the Eugene-Springfield Metropolitan Area General Plan, the Willamalane Comprehensive Plan, etc., have either received a series of updates since adoption of this Refinement Plan or have been replaced. In the case of conflicting information between versions, the most recently adopted version of each plan takes precedence.

Note: Some provisions (e.g., allowable uses and approval processes) as of adoption of this Plan may differ from current provisions. Additionally, this Refinement Plan has not been updated to incorporate changes in State statutes that may impact or limit Refinement Plan policies or uses allowed within the Plan boundary. Development Code requirements demanded by statute or administrative rule override any refinement plan text that appears to be in conflict.

ORDINANCE NO. 5087

AN ORDINANCE ADOPTING THE EAST KELLY BUTTE NEIGHBORHOOD PLAN.

THE CITY OF SPRINGFIELD DOES ORDAIN AS FOLLOWS:

Section 1: The East Kelly Butte Neighborhood Plan, a copy of which is attached hereto and incorporated herein by reference is hereby adopted.

Section 2: The boundaries of the Plan area are more particularly described and set forth in Map 1, Page 3 of the East Kelly Butte Neighborhood Plan.

ADOPTED by a vote of -3- for and -0- against this 16th day of August, 1982.

APPROVED by the Mayor this 16th day of August, 1982.

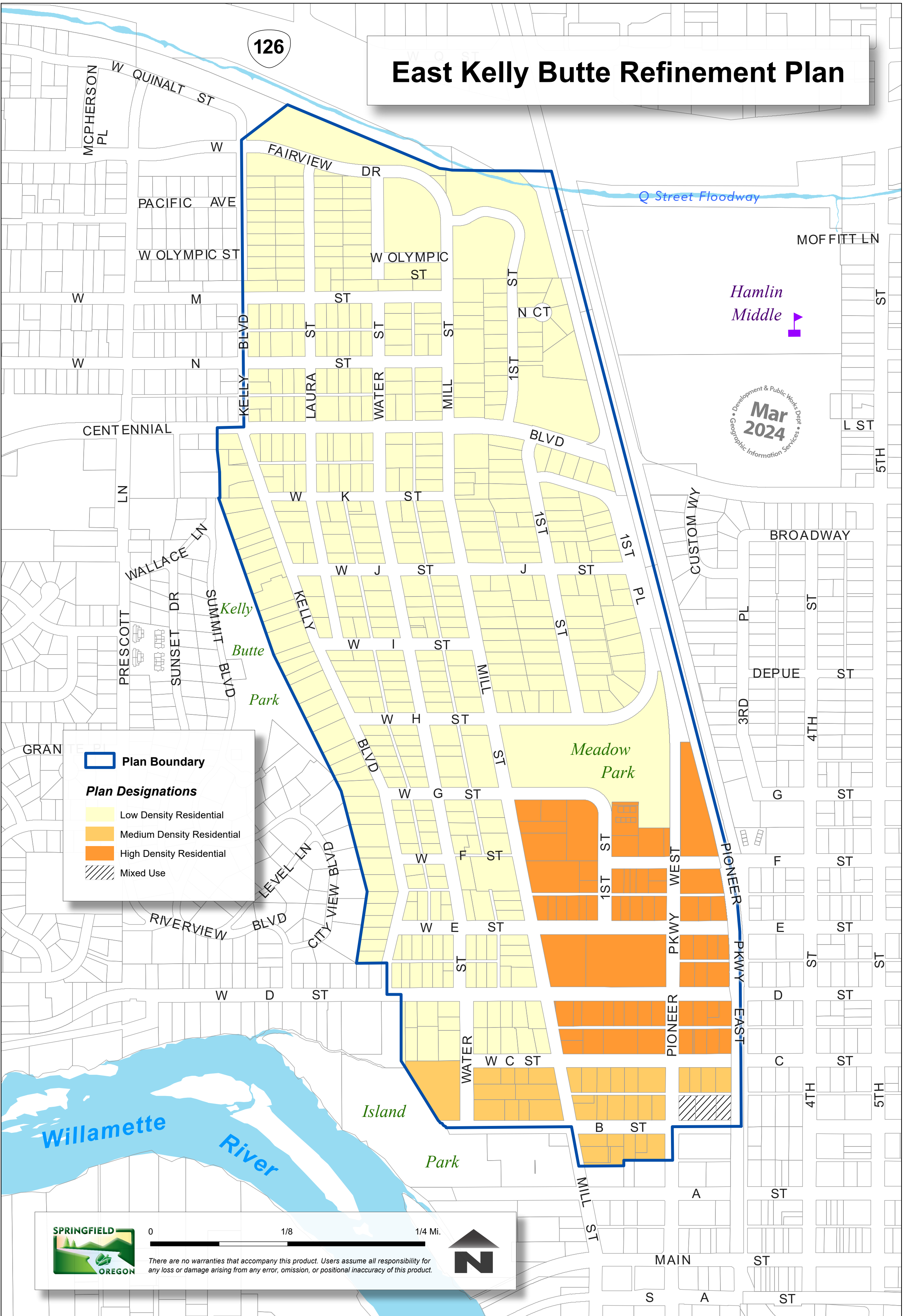
John D. Lively
Mayor

ATTEST:

[Signature]
City Recorder

East Kelly Butte Refinement Plan

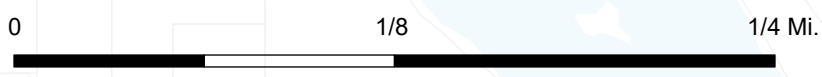
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Plan Boundary

Plan Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use



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INTRODUCTION

Before this plan was adopted, the only guiding policies for the East Kelly Butte neighborhood were those of the Metropolitan Area General Plan (and other general plans) that do not give specific attention to this neighborhood. This plan ties these general policies together and "refines" them into specific goals that address the East Kelly Butte neighborhood as a special place.

Residents of East Kelly Butte, many of whom contributed to the development of this plan, will be particularly interested in the "goals and policies" section of the plan as it addresses future development in the area. Information about existing facilities and services in the neighborhood are found under the "findings" heading. Parks, crime prevention, street paving, and social services are all subjects found within that are of interest to longtime and prospective residents.

In addition to serving as a refinement plan and an information source, the plan will be a meaningful guide to local decision-makers when dealing with neighborhood issues. It will be a valuable tool for commissions, committees, and neighborhood groups regarding capital improvements, budgeting, block grant allocations, and neighborhood self-improvement actions. This plan has been adopted by the City Council as policy, but it will need to be updated as needs and conditions change.

THE NEIGHBORHOOD & PLANNING PROCESS

THE NEIGHBORHOOD

The East Kelly Butte neighborhood lies adjacent to Kelly Butte in western Springfield. The Butte, and the two water storage towers atop it, are prominent features and can be viewed from nearly anywhere in the neighborhood. Beginning in early afternoon the Butte casts a shadow over much of the East Kelly neighborhood. The boundaries of the neighborhood covered by this study are the Eugene-Springfield freeway (105) to the north, 3rd Street to the east, downtown to the south, and Kelly Street to the west.

According to most definitions, a neighborhood is an area with specific boundaries that is small enough to contain residents who all share common, local concerns. The East Kelly Butte “neighborhood” actually encompasses more than this, but for purposes of this study will be considered as one neighborhood.

East Kelly primarily consists of older single family homes, but there is also a large duplex development in the north end of the neighborhood, and numerous apartments in the southern section. Income levels are below the City and area averages, partly due to the significant number of students and retired persons living in the neighborhood. These two groups generally choose to live in the area because of its proximity to Eugene, and because of economical housing costs.

The East Kelly Butte neighborhood has excellent access to the regional auto transportation network, and is served by a major shopping center just to the west, and by the downtown to the south.

THE PLANNING PROCESS

Springfield has been intimately involved in land use planning since work began on the 1990 Plan in 1968. Since that time the growth of the City has been rapid: the population has increased more than 50% due to immigration and annexations. This increasing population creates a need for a change in quality to make the urban surroundings more livable. Some residents of Springfield are demonstrating their concern for the local environments by coming together to form neighborhood groups. The East Kelly Butte area contains one neighborhood group officially recognized by the City Council.

The planning process for the East Kelly Butte neighborhood actually began in 1978 when a door-to-door survey was conducted to find out how residents felt about local problems. Then, in early 1981, the neighborhood was targeted by the City of Springfield as an area where improvements were needed and could be addressed in the next few years. (One other neighborhood was chosen at the same time, and other neighborhoods may be added to the list in the future.) It was determined that the East Kelly Butte neighborhood needed to have a clear identification of existing problems and potential solutions so that improvements can be directed where they are most needed. A second telephone survey was then conducted (in the fall of 1981) which concentrated primarily on activities eligible for Community Development Block Grant funding. This survey also demonstrated changing priorities among neighborhood residents when it was compared with the earlier survey. A summary of survey results are contained in Appendix E of this document.

The second step in preparation of this plan entailed research and compilation of data. Extensive field and office work was undertaken to obtain information about parks, streets, bus transportation, bicycle paths, social services, housing condition and numerous other topics. Some of this data has been included in map form and some as narrative.

Another aspect of research included examining previously adopted plans that provide framework policies pertaining to the neighborhood. These include the Metro Area General Plan, the Eugene-Springfield Area

2000 Transportation Plan, the Springfield Bikeway Plan and the Willamalane Park and Recreation District Comprehensive Plan. Pertinent goals, policies and objectives from all of these plans have been extracted and are included here in the Appendix. All goals, policies and actions presented as a part of this plan are in compliance with the aforementioned plans, and are also in accord with the desires of the residents as obtained in latest survey results.

DEFINITIONS

Each of the four topic areas addressed in this plan have been researched, and significant facts have been excerpted as "findings". Based on these findings and on directives from the Metro Area General Plan (and other adopted plans), a set of survey results, goals, policies and actions has been drafted.

"Goals" are general in nature, and provide direction for all decisions affecting the neighborhood. "Policies" are various expressions of a goal but they are much more specific towards one feature or problem within the neighborhood. "Actions" are specific activities that can be undertaken to improve the neighborhood. Some actions may consist of ongoing implementation (such as the home rehabilitation program) and some may be one-time activities (such as a street paving project). "Shall" as used throughout this document, means that an action is intended to be completed when appropriate, considering all related factors such as funding, availability, citizen desires, etc.

FINDINGS






HOUSING AND LAND USE

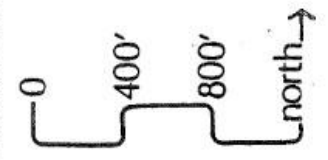
- 1) A wide variety of housing types are present in the neighborhood, including single family dwellings (408), duplexes (178 units), and apartments (412 units).
- 2) Approximately 75% of all housing units in the East Kelly Butte neighborhood are rented. This figure includes the 45% of single family dwellings in the area that are rentals.
- 3) The neighborhood contains some of the oldest homes in Springfield, several of which are on the City's historic inventory.
- 4) Approximately 45% of all single family and duplex residents have moved in the last two years.
- 5) The average purchase price of a 2 or 3 bedroom house is approximately 23% lower in the East Kelly Butte neighborhood than in the City of Springfield as a whole (November 1981). Many of these homes are relatively small in size and some are minimally maintained.
- 6) The cost of renting a 2 or 3 bedroom unit is about 5% less in East Kelly Butte than the city-wide average.
- 7) Rental assistance programs are available for qualifying families, seniors and disabled persons in at least three developments in the neighborhood.
- 8) Residents of the area strongly favor the use of some Community Development Block Grant money for the Home Rehabilitation and Repair programs (administered through Lane County). The telephone survey indicated that better publicity of the programs is needed within the neighborhood.
- 9) Five percent of the single family homes in East Kelly Butte are visibly in need of major exterior repair; an additional 20% need minor exterior repair.
- 10) No residential building permits were issued in the neighborhood during a sample period of January through October, 1981.
- 11) Low-interest loans and tax credits are available for renovation of historic structures, weatherization and utilization of alternative energy sources in residential buildings (such as a passive solar water heater).
- 12) East Kelly Butte is primarily a residential neighborhood, with some commercial enterprises located in the south end near downtown. There are no industrial uses in the area.
- 13) The convenience commercial needs of neighborhood residents are met by the markets, beauty salons, etc., in the southern end of the neighborhood and by the Centennial shopping center near the north end.
- 14) Land uses surrounding the area include residential to the east and west, the Eugene-Springfield freeway corridor to the north, and downtown Springfield to the south.
- 15) A concern has been expressed by residents regarding lack of maintenance of some apartment complexes.



Existing Land Use

Key:

-  commercial
-  public and semi-public
-  single family and duplex
-  multi-family
-  vacant



EAST KELLY BUTTE

Neighborhood Plan

Springfield Planning Department
June 1982

TRANSPORTATION

- 1) The only existing bikeway in the neighborhood at this time is on 'D' Street extending west from Mill Street.
- 2) Bikeways are included in the Springfield Bikeway Plan for Mill Street and Centennial Boulevard. The abandoned railroad right-of-way between 2nd and 3rd Streets has also been discussed as a possible bikeway, as has Kelly Boulevard.
- 3) Centennial, 2nd and 3rd Streets all function as minor arterials.
- 4) The following streets are classified as "collectors" because they have a primary function of carrying traffic between residential areas to major transportation routes:

Mill	'E' (east of Mill)
Fairview	'B' (east of Mill)
	'D' (west of Mill)
- 5) Several of the streets in the East Kelly neighborhood do not have sidewalks or adequate street lighting.
- 6) Mill Street carried an average of 4000 vehicle trips per day (1980) and functions as an alternative route to the 2nd/3rd Street thoroughfare for north-south through traffic.
- 7) Many residents are concerned with the danger involving excessive auto speeds on local streets and children playing in those streets. (The primary function of these streets is for residential transportation, not playgrounds.)
- 8) Residents have expressed a desire to have the remaining gravel roads in the area paved.
- 9) Areas residents favor improving public access for handicapped persons including installation of curb cuts and wheelchair ramps.
- 10) The City of Springfield and the Lane Regional Air Pollution Authority (LRAPA) have an agreement in which the City is paving its remaining gravel roads. LRAPA has identified gravel roads as a major source of particulate pollution (dust) which seriously degrades air quality in the Eugene-Springfield airshed.
- 11) The State of Oregon (6%), City of Springfield (6%), and Federal Highway Administration (88%) have committed funds to widen Centennial from Mill to 5th Streets, and to install traffic signal improvements at the intersections of Mill, 2nd, 3rd and 5th Streets.
- 12) Bus routes in the area are on Fairview, Mill and Centennial. They also serve the Willamalane Senior Center.
- 13) Catch basin slots that are in alignment with the direction of bicycle travel can cause a serious accident.



Street Classification

Key:

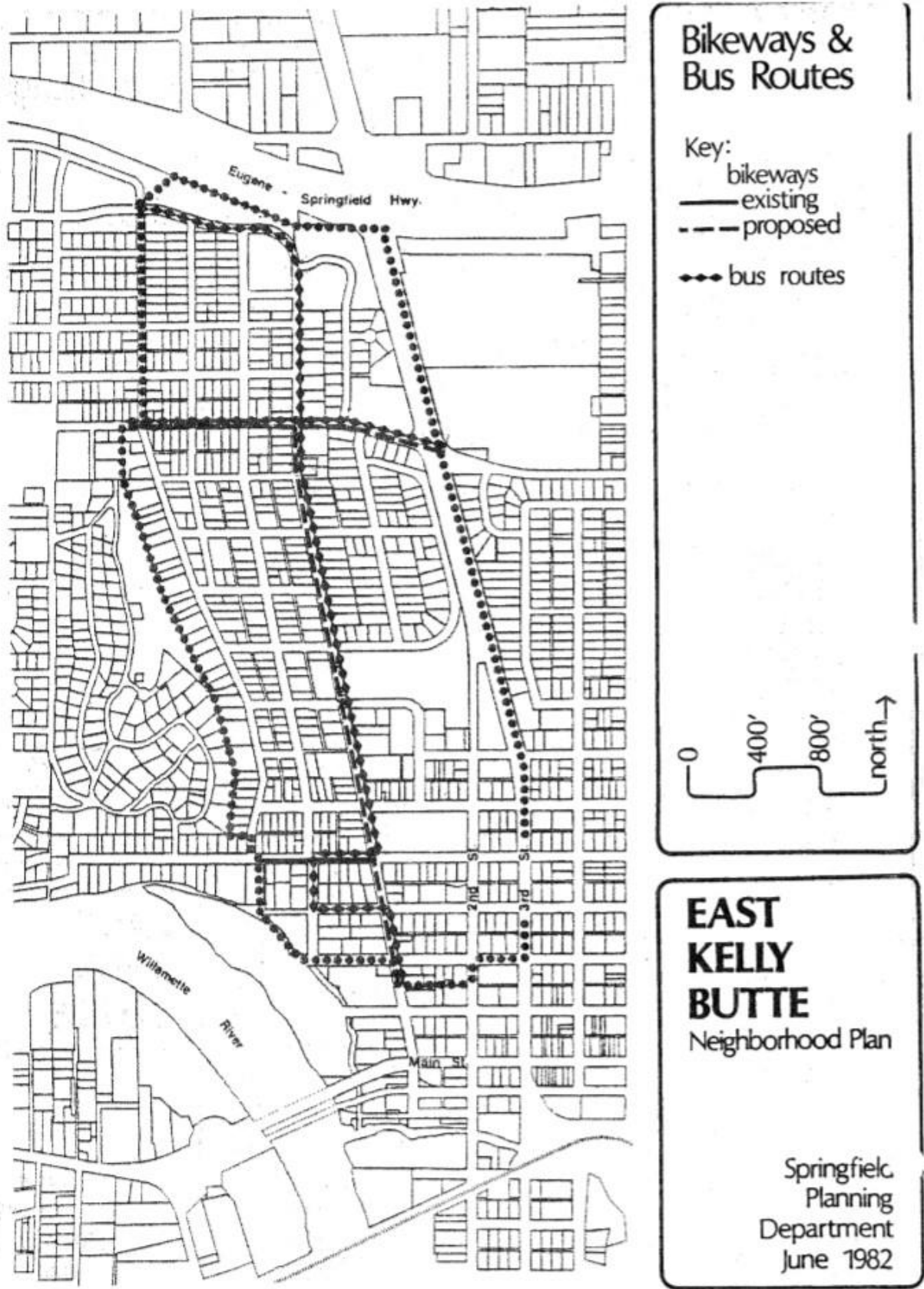
- minor arterial
- - - collector
- local

EAST KELLY BUTTE

Neighborhood Plan

Springfield
Planning
Department
June 1982

Note: The Springfield Transportation System Plan (TSP) has been updated since the adoption of this map. Please refer to the most recent version of the TSP for information about street classifications



Note: The Springfield Transportation System Plan (TSP) has been updated since the adoption of this map. Please refer to the most recent version of the TSP for information about existing and planned facilities and to Lane Transit District's website for bus routes: <https://www.ltd.org/>

PUBLIC FACILITIES AND SERVICES

- 1) East Kelly Butte residents are concerned with crime in their area, and are actively pursuing implementation of crime prevention techniques.
- 2) Two community center buildings are located in East Kelly Butte. Lane County's McKenzie Center (partially managed by Willamalane) is located in the northern end of the neighborhood, and the Willamalane Senior Center in the southern. In addition to activities for seniors, educational and recreational classes are conducted, and meeting space is available.
- 3) The East Kelly Butte neighborhood is not entirely within one elementary school boundary. Children in the southeast corner of the neighborhood attend a different school (Brattain) than do these in the remainder of the neighborhood (Centennial).
- 4) Two parks, Island (a "metropolitan" park), and Meadow (a "neighborhood" park) serve the area with basketball, volleyball, tennis, softball and picnic facilities, and ample open play areas. Kelly Butte Park (unimproved) is adjacent to the neighborhood, but due to steep slopes, access to the park is from the side farthest from the neighborhood. It is a passive park offering expansive views in nearly all directions.
- 5) The playgrounds, athletic fields, tennis courts, and gymnasiums at the Hamlin Jr. High/Moffit Elementary complex are also available for use by East Kelly Butte residents.
- 6) Residents of the neighborhood feel that the existing parks adequately serve the area, and that no new park lands need to be purchased in the neighborhood.



Schools and Boundaries

Key:

- elementary school boundaries
- m: Moffit Elementary School
- h: Hamlin Middle School

0 400' 800' north →

EAST KELLY BUTTE

Neighborhood Plan

Springfield Planning Department
June 1982

NEIGHBORHOOD LIVABILITY

- 1) Kelly Butte (and the water towers atop it) provide a strong visual reference point from throughout the neighborhood.
- 2) An officially-recognized neighborhood group represents about one third of the neighborhood area.
- 3) Many streets are lined with trees and shrubs, but several lack well-established vegetation.
- 4) Residents have expressed a desire for community gardens.
- 5) East Kelly Butte is the oldest settled area in Springfield and contains several historic sites and houses.
- 6) There is currently (winter 1981-82) a very high unemployment rate in East Kelly Butte, and many of those who are employed are in "very low" and "low" income categories.
- 7) Due to its location, Kelly Butte shades much of the neighborhood during the late afternoon.
- 8) A few vacant parcels are scattered throughout the neighborhood, the largest being located on the corner of Mill and Centennial.



Neighborhood Features

Key:

- a - McKenzie Center
- b - retirement center
- c - Moffit Elementary School
- d - Hamlin Middle School
- e - church
- f - Kelly Butte & water towers
- g - Meadow Park
- h - S.D. 19 Ad. Bldg.
- i - Island Park
- j - Willamalane Senior Center
- k - church

EAST KELLY BUTTE

Neighborhood Plan

Springfield Planning Department
June 1982

GOALS, POLICIES, AND ACTIONS

LAND USE AND HOUSING

Goal: Encourage a variety of land uses and housing opportunities within the East Kelly Butte neighborhood. Maximize efficiency and compatibility of these uses.

Policy: Maintain a variety of compatible housing styles and prices within the neighborhood.

Actions:

- 1) The City of Springfield shall encourage individual ownership of multi-family units (condominiums) at appropriate locations within the neighborhood to promote residential stability. (Condominiums are generally controlled by the State of Oregon.)
- 2) The City of Springfield shall encourage the construction of, or conversion to, quality housing within the neighborhood.
- 3) The City of Springfield shall investigate the possibility of allowing alleys to be used as access for partitioning new residential lots.

Policy: Maintain or increase quality and appearance of housing within the neighborhood.

Actions:

- 1) The City of Springfield shall continue the funding of the home rehabilitation and repair programs, giving high priority to the East Kelly Butte neighborhood, and especially to seniors residing therein.
- 2) The City of Springfield (with possible assistance from Lane County) shall increase publicity of home rehabilitation and repair programs within the neighborhood.
- 3) Public agencies shall maintain and improve the appearance of public facilities as an incentive to private property owners to renovate and maintain property.
- 4) The City of Springfield shall complete the inventory of historic residential structures and pursue local, state and federal certification of qualified residential structures.
- 5) The City of Springfield shall strive to encourage compliance and equitably enforce the building code to improve appearance and safety of single family residences and multi-family units within the neighborhood.





Policy: Maximize compatibility of existing and future land uses.

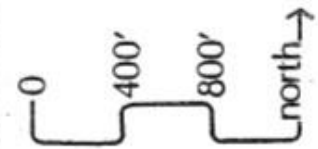
Action: The Springfield Planning and Public Works Departments shall encourage developers to lessen noise and visual impact of new development on existing residences. The developer could be encouraged to do such things as increase building setbacks and/or plant trees (beyond standard requirements) as a visual and noise buffer.



Plan Diagram

Key:

-  low density residential
-  med. density residential
-  high density residential
-  mixed use



EAST KELLY BUTTE

Neighborhood Plan

Springfield
Planning
Department
June 1982

TRANSPORTATION

Goal: Promote safe, effective and energy efficient transportation systems into and around the neighborhood.

Policy: Increase bicycle safety in all areas, and implement the portions of the Springfield Bikeway Plan which pertain to the neighborhood.

Actions:

- 1) Seek to expedite construction of bikeways proposed in the Bikeway Plan following the phasing schedule listed in the Plan.
- 2) Remove and reinstall catch basin grates on all public streets so that slots are perpendicular to direction of travel.
- 3) Seek to increase publicity of bicycle routes and route planning. Consider the establishment of a cyclist awareness program for bicyclists and motorists.

Policy: Improve the efficiency of bus service in the neighborhood.

Actions:

- 1) Encourage LTD to maximize local resident input regarding potential route and/or timetable changes before final decisions are made. This may include such things as increasing publicity and having LTD staff attend neighborhood group meetings.
- 2) Assist LTD in seeking alternative funding sources for materials and construction of bus shelters. Particular attention should be focused on donated material and volunteer labor solicited by neighborhood groups.

Policy: Promote walking as a means of travel by maximizing safety and convenience of pedestrians.

Actions:

- 1) Examine alternatives for funding sidewalk installation. All streets where public, semi-public and significant commercial development is located shall have sidewalks to facilitate and encourage pedestrian access. Curb cuts for sidewalks shall be a continued part of sidewalk construction.

Policy: Emphasize safety and unique individual functions of all automobile routes. Use of major arterials for moving traffic shall be encouraged. Use of local streets for access to residences shall be encouraged.

Actions:

- 1) Complete Springfield's agreement with the Lane Regional Authority (LRAPA) to pave all remaining gravel roads in the East Kelly Butte neighborhood. The purpose of the agreement is to help reduce the particulate (dust) pollution in the region.
- 2) Carpooling shall be promoted as it helps to reduce air pollution and increase energy-efficiency of automobiles.
- 3) The Public Works Department shall evaluate the need, on an individual basis, of improving the efficiency of major arterials. Opportunities for public input shall be provided and well

- publicized. Use of the following traffic management techniques singularly or in combination shall be considered.
- a) Limit access points (cross streets and driveways).
 - b) Widen lanes to maximum standard and minimize grades in new arterial construction.
 - c) Eliminate on-street parking.
 - d) Plant trees in a consistent, monotonous pattern on roadsides to focus driver's attention at a distance to promote movement (see Appendix).
- 4) Increase safety and convenience for pedestrians and bicyclists (particularly children) on local residential streets by reducing speeds and discouraging non-resident through traffic. (The primary purpose of these streets is for residential transportation, and not for playing.) Provide opportunities for public input and consider using one or more the following techniques where appropriate.
- a) Install cul-de-sacs, diverters, or chokers on some streets (preserving emergency vehicle access, see Appendix). Such projects would require close coordination with street residents, and may require additional right-of-way.
 - b) The Public Works Department staff shall meet with residents (when a need is expressed) and install "slow" or "speed limit" or "stop" signs where necessary.
 - c) Plant trees to maximize visual diversity. This has the psychological effect of keeping drivers' attention focused close-in rather than distant (see Appendix).
 - d) Test rumble strips (or raised pavement markers) as a method for reducing automobile speeds. Subtle texturing produces mild sound and vibration inside vehicle causing increased alertness.
 - e) Increase police patrols and ticketing of speeders.
 - f) Access from Centennial onto residential streets to the south shall be blocked wherever possible during major events at Autzen Stadium.

Implementation

The majority of transportation projects listed in this section will require coordination by the Springfield Public Works Department, with assistance from the Planning Department, Bicycle Committee, neighborhood groups, residents and businesses and in some instances LTD, Willamalane Parks and Recreation District or other affected parties.

Funding for transportation projects can come from all levels of government and the private sector, including volunteer labor and materials from neighborhood residents. Federal Sources, such as revenue sharing and Community Development Block Grants, have been cut significantly, but are still available. Other grants may also be available. State funding is also being substantially reduced and future assistance will be limited. The City has, however, received nearly \$25,000 from the State of Oregon Highway Fund for use on bicycle facilities, construction and maintenance.

Local funding for transportation projects typically comes through the City's capital improvements budget. Projects that are recreational in nature may also receive funding through the Willamalane Park and Recreation District.

PUBLIC FACILITIES AND SERVICES

Goal: Provide and maintain needed public facilities and services for neighborhood residents.

Policy: Reduce loss of life and property and promote a feeling of security among neighborhood residents.

Action:

- 1) The Springfield Public Works Department shall continue the current street light installation program which functions as a deterrent to crime in the neighborhood in addition to the intended purpose of increasing traffic safety.
- 2) The Springfield Police Department shall support and assist neighborhood self-help programs in crime prevention. Increased involvement of youth groups, including church and civic groups, in these programs shall be encouraged.
- 3) The Springfield Fire department shall support fire prevention education within the neighborhood in local schools, and assisted by neighborhood groups in individual residences.
- 4) Strive to increase publicity (within the neighborhood) of existing health assistance programs.

Policy: Provide all neighborhood residents with a wide range of easily accessible recreational experiences.

Action:

- 1) The Willamalane Park and Recreation District, with assistance from the Springfield Planning and Public Works Department and other concerned agencies, shall do the following:
 - a) Work with private agencies, neighborhood groups, and individuals to provide new recreational and entertainment facilities and programs, especially for children and teenagers. This may include new parks, athletic programs, entertainment centers, performing arts facilities and vocational training.
 - b) Seek to increase publicity and improve social and recreational programs for seniors, handicapped persons and other groups with special needs.
 - c) Involve local resident volunteers in design and maintenance of local parks, to increase interest and involvement and decrease vandalism.
 - d) Study the feasibility of constructing a pedestrian access route from the East Kelly Butte neighborhood up the east or north side of the Butte to increase access to Kelly Butte Park.

Policy: Improve and maximize educational opportunity and convenience for students of all ages within the neighborhood.

Action:

- 1) The School District 19 Citizen's Land Use Advisory Committee and Board should examine elementary school boundaries and consider placing all of the East Kelly Butte neighborhood within one boundary if feasible.
- 2) The Public Works Department shall work with School District 19 in assuring safe bus stops for all students requiring bus transportation to school.

Implementation

A variety of funding sources have been utilized previously for completion of public facilities and services projects, however state and federal funding is being substantially reduced. In order to offset this loss and maintain adequate programs, an increased reliance on city and private funding and neighborhood group support (fundraising, volunteer labor, donated materials, etc.) will be necessary. Public agency involvement in these projects will include the Springfield Fire and Police Departments, the Willamalane Park and Recreation District, and School District 19. Additional assistance will come from the Springfield Public Works Department and Planning Department as needed. See related goals and policies in [Transportation](#) and [Neighborhood Livability](#).

NEIGHBORHOOD LIVABILITY

Goal: Improve the character and identity of the East Kelly Butte neighborhood.

Policy: Preserve scenic, natural and historic features within and near the neighborhood.

Action:

- 1) The City shall continue to inventory historic buildings and sites, and seek local, state and federal certification for those which appear to qualify.
- 2) The City of Springfield shall encourage developers to preserve natural features (grades and vegetation) in the project design review phase. This will act to preserve the natural character of areas and minimize maintenance costs incurred due to drainage and erosion problems.

Policy: Support neighborhood self-reliance and increase involvement of local residents in neighborhood improvement projects.

Action:

- 1) Willamalane and the City of Springfield shall assist neighborhood groups in forming community gardens where desired.
- 2) The Public Works Department shall continue a street tree planting program in public street rights-of-way. The Department shall also support, with informational brochures and training sessions, experienced neighborhood group volunteer involvement in planting and maintenance of street trees.
- 3) Neighborhood groups should consider initiation of a program to provide highly visible house numbers on all housing and businesses to expedite emergency vehicle response.
- 4) Neighborhood groups should consider studying, and if feasible, implementing a plan to develop a tool lending library for tools that normally cannot be borrowed from a neighbor.

- 5) Neighborhood groups shall examine the possibility of establishing an informational service center for exchanging materials (e.g. surplus garden produce) and labor (e.g. babysitting). In addition, a neighborhood history project could be undertaken and exhibited at the center.

Policy: Increase diversity and stability of local employment opportunities in commercially zoned areas within and around the neighborhood.

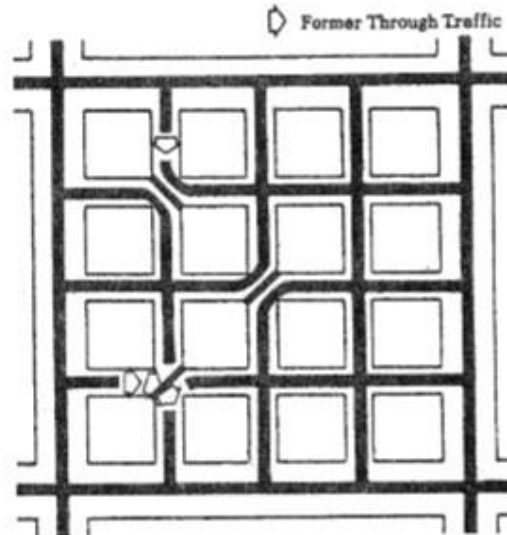
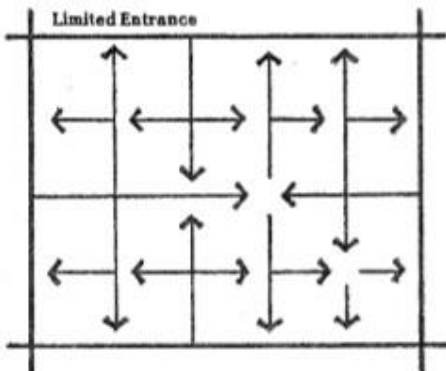
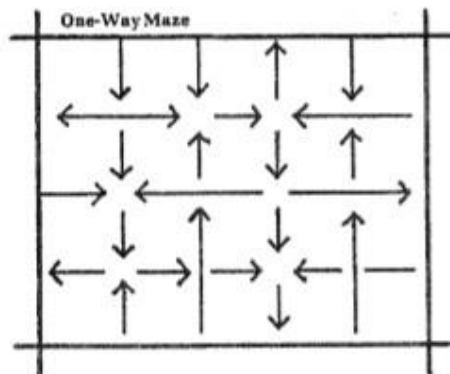
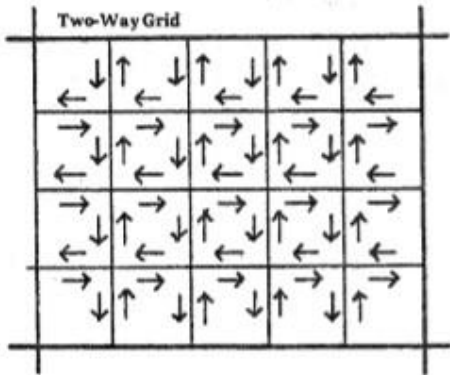
Action:

- 1) The City of Springfield shall investigate the possibility of creating a revolving loan fund for low interest loans. Money could be lent specifically to small, local businesses to help create new jobs through expansion. As the money is repaid to the fund, it can then be lent out again to different businesses.

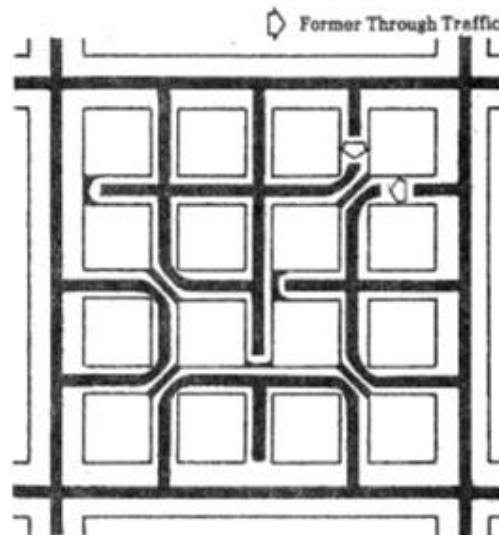
APPENDIX A- STREET ALTERNATIVES

ONE-WAY CONTROL SYSTEMS

APPENDIX A 21
STREET ALTERNATIVES



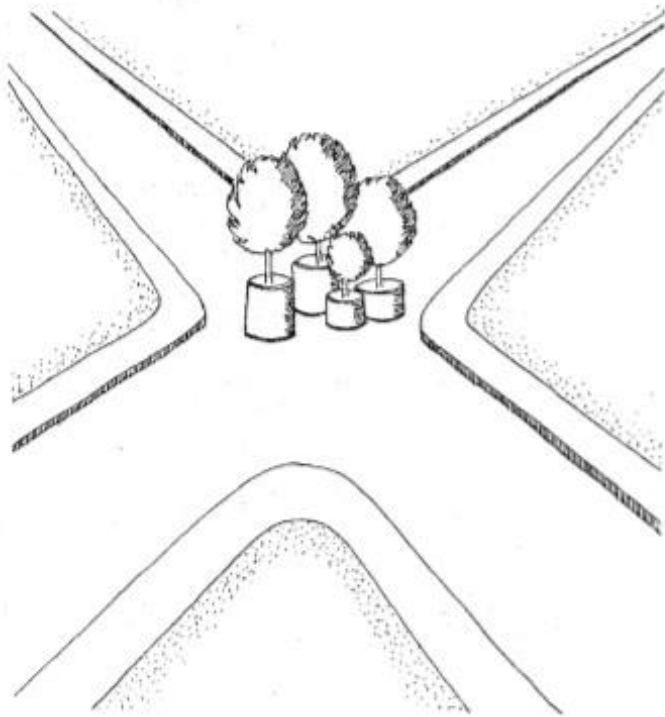
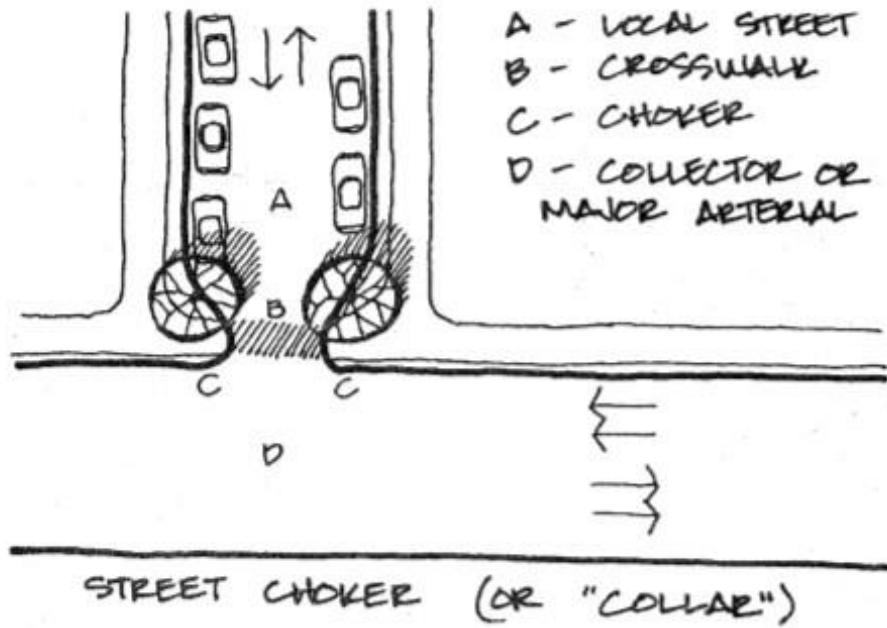
ANTI-THROUGH SYSTEM
TRAVEL COMPLETELY ACROSS
NEIGHBORHOOD IMPOSSIBLE



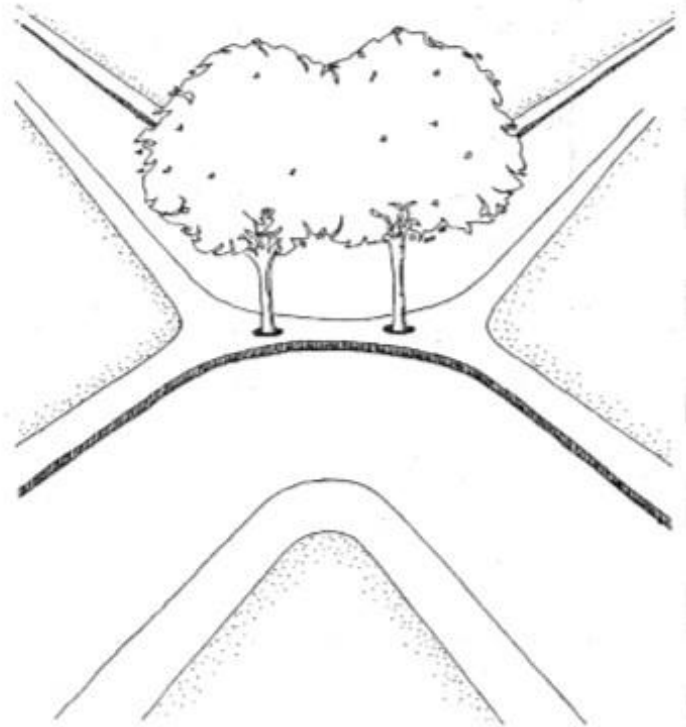
RETURN LOOPS
MOTORISTS FORCED TO RETURN
TO BOUNDARY STREET OF ENTRY

Emergency vehicle access should be preserved in all instances.

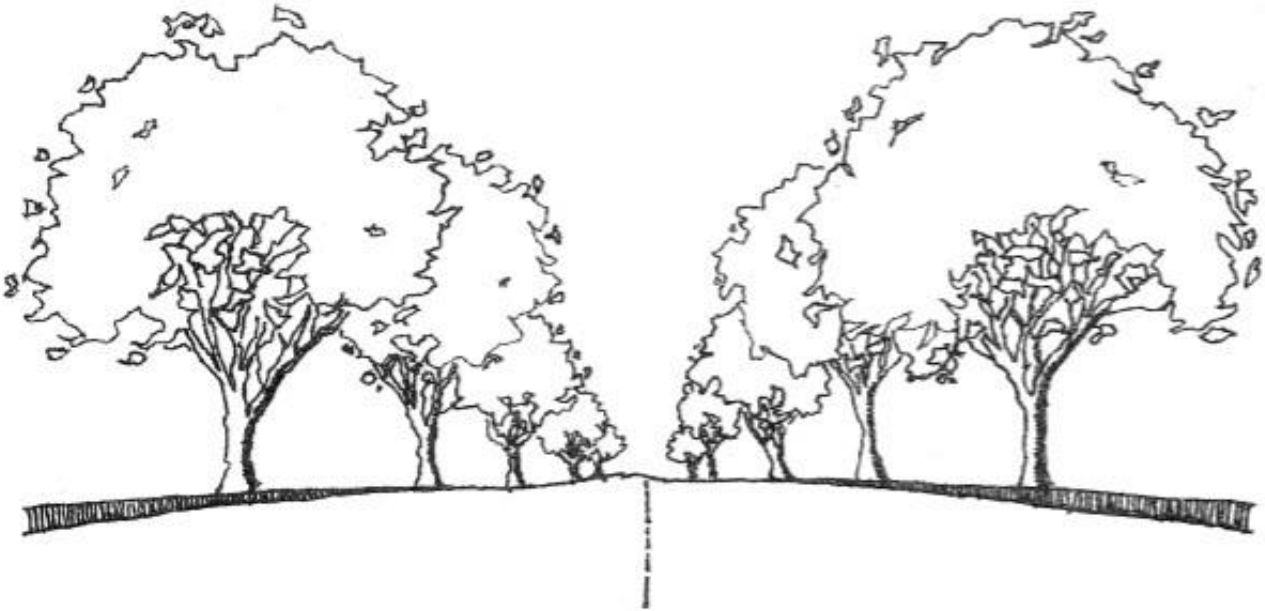
22 APPENDIX A
STREET ALTERNATIVES



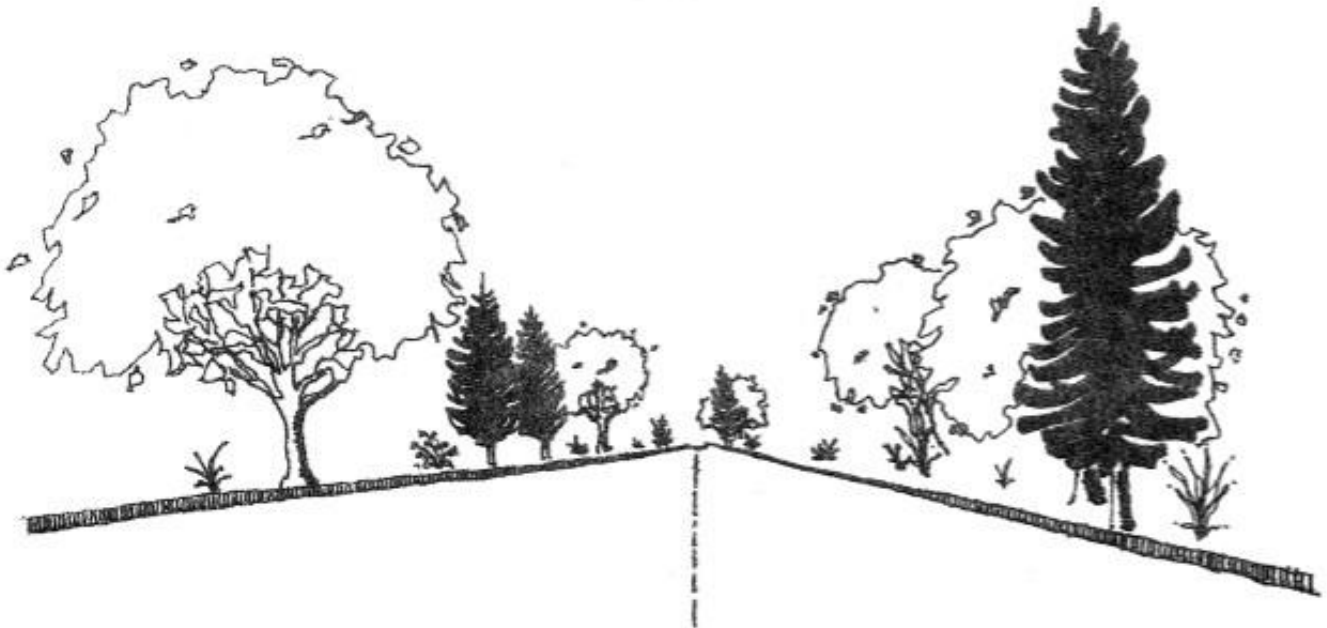
TEMPORARY DIVERTER



PERMANENT DIVERTER

APPENDIX A 23
STREET ALTERNATIVES

Regular planting is monotonous and focuses drivers attention at a distance. This can result in faster driving speeds.



Irregular plantings keep drivers attention focused closer in and help in keeping driving speeds reduced.

APPENDIX B- FRAMEWORK PLANS: GUIDING GOALS AND POLICIES

In addition to responding to residents' concerns and identifying land use planning policies for use in future land use decision-making, this refinement plan must also conform to policies previously adopted by the City of Springfield in several other plans. These include the Metro Area General Plan, Eugene-Springfield 2000 Transportation Plan (T-2000), the Springfield Bikeway Plan and the Willamalane Comprehensive Plan (parks and recreation).

Nearly all policies set forth in these documents apply to the East Kelly Butte neighborhood, but those which are particularly relevant to refinement planning and apply specifically to the neighborhood are excerpted and listed as follows:

I. Metro Area General Plan

A. Residential Land Use and Housing Element

Goal: Provide viable residential communities so all residents can choose sound, affordable housing that meets individual needs.

Policies:

- 1) Coordinate new residential development with the provision of an adequate level of services and facilities such as sewers, water, transportation facilities, schools and parks.
- 2) Continue to seek public assistance for households that are unable to pay for shelter on the open market.
- 3) Encourage public, private, nonprofit, and cooperative associations and joint public-private partnerships to enter the low and moderate income housing market.
- 4) Continue to encourage the dispersal of housing for all income groups.
- 5) Encourage proposals to develop specialized housing for the area's elderly, handicapped and students.
- 6) Encourage retention of large parcels or consolidation of small parcels of residentially zoned land to facilitate their use or reuse for projects requiring such parcels.
- 7) Promote compatibility between residentially zoned land and adjacent areas.
- 8) Encourage a variety of new residential development in and near the downtown area.
- 9) Facilitate the construction of individually owned units in multifamily structures.
- 10) Conserve the metropolitan area's existing supply of sound housing in stable neighborhoods in residentially planned areas through code enforcement, appropriate zoning, rehabilitation programs, and by discouraging conversions to nonresidential use.
- 11) Encourage a mixture of dwelling unit types in appropriate areas.
- 12) Encourage in-filling and utilizing existing undeveloped subdivision lots in urban areas.

- 13) Develop mechanisms and processes for participation in management of low and moderate income housing projects supported with local public funds by persons for whom the projects are intended.
- 14) Encourage programs that facilitate home ownership by low and moderate income families.

B. Economic Element

Goal: Broaden, improve and diversify the metropolitan economy while maintaining or enhancing the environment.

Policies:

- 1) Encourage economic development which utilizes local and imported capital, entrepreneurial skills and the resident labor force.
- 2) Encourage the improvement of the appearance of existing industrial areas as well as their ability to serve the needs of existing and potential light industrial development.
- 3) Encourage compatibility between industrially zoned lands and adjacent areas in local planning programs.
- 4) Recognize the vital role of neighborhood commercial facilities in providing services and goods to a particular neighborhood.
- 5) Encourage the expansion or redevelopment of existing neighborhood commercial facilities as surrounding residential densities increase or as the characteristics of the support population change.

C. Environmental Resources Element

Goals: Provide a healthy and attractive environment for the metropolitan population.

Policies:

- 1) Agricultural production shall be considered an appropriate interim and temporary use on urbanizable land and on vacant and underdeveloped urban land.
- 2) Continued local programs supporting community gardens on public land and programs promoting urban agriculture on private land shall be encouraged. Urban agriculture includes gardens in backyards and interim use of vacant and underdeveloped parcels.
- 3) When planning for and regulating development, local governments shall each continue to consider the need for protection of open spaces, including those characterized by significant vegetation and wildlife. Means of protecting open space include, but are not limited to, outright acquisition, conservation easements, planned unit development ordinances, streamside protection ordinances, open space tax deferrals, donations to the public and performance zoning.

D. Environmental Design Element

Goals:

- 1) Secure a safe, clean and comfortable environment which is satisfying to the mind and senses.
- 2) Encourage the development of the natural, social and economic environment in a manner that is harmonious with our natural setting and maintains and enhances our quality of life.
- 3) Create and preserve desirable and distinctive qualities in local and neighborhood areas.

Policies:

- 1) In order to promote the greatest possible degree of diversity, a broad variety of commercial, residential, and recreational land uses shall be encouraged when consistent with other planning policies.
- 2) The utilization and retention of natural vegetation, natural water features, drainageways and landscaping shall be strongly encouraged as part of all urban developments.
- 3) The planting of street trees shall be encouraged.
- 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.
- 5) Carefully develop sites that provide visual diversity to the urban area and optimize their visual and personal accessibility to residents.
- 6) The development of urban design elements as part of local and refinement plans shall be encouraged.
- 7) Local governments should consider developing design standards to ensure compatibility with existing development and the livability of major medium and high density residential developments when located in areas otherwise characterized by lower density.

E. Transportation Element

Goals:

- 1) Provide for a more balanced transportation system to give mobility to all segments of the community.
- 2) Serve the existing and future arrangement of land uses with efficient, safe, convenient and economic transportation systems for the movement of people and goods.

Policies:

- 1) The goals, policies, recommendations and proposed facilities and services contained in the adopted Eugene-Springfield Area 2000 Transportation Plan and the Eugene-Springfield Metropolitan Bikeway Master Plan shall serve as the basis for guiding surface transportation improvements in the metropolitan area.

2)

- a) Medium and high density residential development shall be encouraged within one mile of downtown Eugene and Springfield.
 - b) Medium and high density residential development shall be encouraged within one-half mile of transit transfer stations.
 - c) Medium and high density residential development shall be encouraged within one-half mile of existing and future employment centers. Where appropriate, such centers shall include urban public transit transfer stations.
 - d) Development and redevelopment shall be encouraged in designated areas which are relatively well served by the existing or planned urban public transit system.
 - e) An active program to develop pedestrian pathways, e.g., sidewalks shall be encouraged, especially in proximity to major activity centers or in conjunction with other modes of travel.
- 3) Local governments and the Lane Transit District shall cooperate in the timely identification and acquisition of transit stations in newly developed areas.
 - 4) Encourage the development of auto-free urban areas and transportation corridors.
 - 5) The special needs of the transportation disadvantaged shall be considered when developing and implementing transportation improvements.

F. Public Utilities, Services and Facilities Element

Goal: Provide and maintain public utilities, services and facilities in an orderly and efficient manner.

Policies:

- 1) The school districts shall address the possibility of adjusting boundaries where they do not reflect the boundary between Eugene and Springfield or where a single, otherwise internally cohesive, area is divided into more than one school district.

G. Parks and Recreation Facilities Element

Goal: Provide a variety of parks and recreation facilities to serve the diverse needs of the community's citizens.

Policies:

- 1) Develop mechanisms and processes by which residents of an area to be served by a neighborhood park, neighborhood center, or play lot can participate in the design, development, and maintenance of the facility.
- 2) All metropolitan area parks and recreation programs and districts shall cooperate to the greatest possible extent in the acquisition of public and private funds to support their operations.

H. Historic Preservation Element

Goal: Preserve and restore reminders of our origin and historic development as links between past, present and future generations.

Policies:

- 1) Adopt and implement historic preservation policies, regulations and incentive programs that encourage the inventory, preservation and restoration of structures, landmarks, sites and areas of cultural, historic or archeological significance, consistent with overall policies.
- 2) Institute and support projects and programs that increase citizen and visitor awareness of the area's history and encourage citizen participation in and support of programs designed to recognize and memorialize the area's history.

I. Energy Element

Goal:

- 1) Maximize the conservation and efficient utilization of all types of energy.
- 2) Develop environmentally acceptable energy resource alternatives.

Policies:

- 1) 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.
- 2) Commercial, residential and recreational land uses shall be integrated to the greatest extent possible, balance with all planning policies, to reduce travel distances, optimize reuse of waste heat, and optimize potential on-site energy generation.

J. Citizen Involvement

Goal: Continue to develop, maintain and refine programs and procedures that maximize the opportunity for meaningful, ongoing citizen involvement in the community's planning and planning implementation processes consistent with mandatory statewide planning standards.

Policy: Improve and maintain local mechanisms that provide the opportunity for residents and property owners in existing residential areas to participate in the implementation of policies embodied in this Plan that may affect the character of those areas.

II. Eugene-Springfield Area: T-2000 Transportation Plan

A. System Policies

- 1) Traffic management techniques shall routinely be investigated and/or implemented as a first alternative to major construction to provide additional capacity on existing streets.
- 2) Provision of street capacity adequate to maintain an acceptable level of mobility shall be an integral component of the metropolitan transportation system.

- 3) In order to remove or reduce the impact of the automobile on selected residential streets, traffic management techniques shall be investigated and, if potentially effective, implemented. (Techniques might include: Restricted turning movements; traffic diverters; automobile restricted areas.)
- 4) In order to maximize the capacity of existing or future collector or arterial roads, land development patterns shall be encouraged which minimize direct access onto these facilities.
- 5) Arterial streets shall have as their primary function the movement of people and goods. The storage of automobiles shall be of secondary importance.
- 6) Access to public transit shall be an important consideration of development or redevelopment in the urban service area.
- 7) Priority treatment for transit vehicles shall be used at selected intersections as a means to help achieve better operating conditions.
- 8) Active sidewalk construction and repair programs shall be undertaken to provide for pedestrian access to transit service and facilitate pedestrian movement in general.
- 9) Park and ride facilities in satellite communities and commuter transit service to the metropolitan area shall be investigated and, if feasible, encouraged.
- 10) Marketing programs, public information campaigns and educational programs promoting the use of alternative means of travel, especially carpooling and bicycling shall be implemented.
- 11) Where appropriate, improved bicycle and pedestrian treatment at signalized intersections shall continue to be provided.
- 12) Construction and reconstruction of streets and highways shall include consideration of provision for accommodating bicycle travel and other alternative modes. Other major urban utility construction shall also consider the opportunity to provide routes for bicycle travel.
- 13) New development shall be designed to provide good access to the existing and planned bikeway system, where appropriate.
- 14) In neighborhoods adjacent to downtown Eugene, downtown Springfield, the University of Oregon and Sacred Heart Hospital, long-term, on-street parking shall be prohibited to the extent possible for all motorists except neighborhood residents.
- 15) Efforts to utilize the maximum available transportation funds from federal and state sources shall continue.

III. Springfield Bikeway Plan

A. Goals and Objectives

B. Recommendations

General

- 1) It is recommended that the City actively promote the use of the bicycle as an alternative and addition to motorized transportation.
- 2) It is recommended that as a part of plan implementation, key intersections receive special treatment including bicycle-sensitive signal actuators to handle bicycles adequately.

The Bikeway System

- 3) It is recommended that the bikeway network be implemented according to the projects presented in this plan.
- 4) It is recommended that whenever timely, on-street bike lanes should be constructed in conjunction with other related improvements on arterial and collector streets.
- 5) It is recommended that the plan goals, objectives, and implementation program be given specific consideration in the design of any street or highway construction or reconstruction in the metropolitan area.

Supportive Services and Program

- 6) It is recommended that bicycle parking facilities be required at:
 - a) All schools and civic buildings;
 - b) All new commercial, office or industrial developments;
 - c) All other new facilities, such as churches and community centers, where large numbers of people are expected to gather;
 - d) All local transit park and ride facilities.
- 7) It is recommended that enclosed, secure bicycle storage facilities be required in all new or substantially remodeled apartment and townhouse developments.

Bikeway Phase Recommendations

Route length shown in parenthesis.

"Phase 1"		
Mill Street	South 'A' to Centennial (0.8)	It is recommended that the street be signed as a bikeway; no lanes should be striped unless parking is removed. This is a major north/south collector in west part of city.
'B' Street	Mill to 16 th Street (1)	It is recommended that the street be signed as a bikeway. This route will handle east/west traffic adjacent to the central business district.
Centennial Blvd.	Mill to 5 th Street (.4)	It is recommended that bike lanes be striped when the street is improved. This is a primary east/west route.
"Phase 2"		
Centennial Blvd.	Prescott to Mill, 5 th to Mohawk (2.2)	It is recommended that bike lanes be striped on the improved section. This is a major east/west route.

IV. Willamalane Comprehensive Plan 1980

Goal: Provide a variety of park and recreation facilities and services that meet the diverse needs of, and creates a positive leisure environment for the residents and visitors of the District.

Policies:

A. PARK AND RECREATION FACILITIES

- 1) Strive to provide similar or equal levels in the provision of parks and recreation facilities to all areas within the District's boundaries.
- 2) Develop a system of neighborhood, community, and metropolitan parks and recreation facilities that will meet the existing and future needs of the District's residents.
- 3) Provide sufficient maintenance and up-keep to maintain high quality existing and future parks and recreation facilities.
- 4) Assure that all lands acquired or donated for park and recreation purposes meet or exceed minimum acreage standards.*
- 5) Land acquisition to satisfy needs for additional parks and recreation facilities should be a high priority for the District.

B. LEISURE PROGRAMS

- 1) Strive to provide similar or equal levels of recreation services and leisure programs to residents of all areas within the District boundary.
- 2) Strive to meet the diverse recreation and leisure needs of the entire population of the Willamalane Park and Recreation District with appropriate leisure programs.
- 3) Assist other public agencies and private entities in developing leisure programs appropriate for the recreation needs of Willamalane residents.

C. PLANNING

- 1) Continue to assess and re-evaluate recreation and leisure needs within the District so that resulting implementation efforts are streamlined for meeting those needs.
- 2) Continually re-evaluate and update District standards for parks and recreation facilities as new information becomes available.
- 3) Work with appropriate public agencies in assuring that metro bikeways are convenient to existing and future park and recreation facility locations.
- 4) Initiate and maintain a system for identifying available lands for new park and recreation facilities in unserved areas where recreation facilities in unserved areas where recreation needs are greatest.
- 5) Initiate and maintain a system for identifying needed remodeling or renovation to existing parks and recreation facilities.

- 6) Initiate and maintain a system for identifying public lands owned by public agencies whose land under joint use might contribute to expanded recreation opportunities for District residents.
- 7) Continue to hold public planning meetings to review, evaluate, and adapt designs for new park and recreation facilities with the neighborhood or community residents to be served.
- 8) Respond to requests for recreational areas and facilities by various organizations and special interest groups. Each request shall be reviewed on its own particular merit and assistance shall be provided, where appropriate or applicable.

*Willamalane officials indicate that these acreage standards are flexible if no parcels of adequate size are available in an area of need. (This is consistent with Portland, Albany, Corvallis and Eugene, where flexibility is also utilized.)

D. COORDINATION

- 1) Establish an agreement and methodology with the City of Springfield for planning and acquiring new park lands in areas within the City and District boundaries currently not served by adequate park and recreation facilities.
- 2) Take an active role in promoting both the public and private recreation industry within the community.

E. PUBLIC INFORMATION

- 1) Encourage and seek public input and comments through the news media, public informational meetings and other appropriate means.
- 2) Respond to individual suggestions made by District residents and visitors regarding parks, recreation facilities and leisure programs. Each suggestion shall be reviewed on an individual basis with appropriate actions taken.

F. ENVIRONMENTAL ENHANCEMENT

- 1) Work to have vegetated buffers that also act as recreational and open space corridors implemented in those areas with conflicting land use classifications identified in the Willamalane Comprehensive Plan.

V. LCDC Statewide Planning Goals (Summary)

- Goal 1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
- Goal 2: Part 1 Planning- To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.
- Goal 5: To conserve open space and protect natural and scenic resources.
- Goal 8: To satisfy the recreational needs of the citizens of the state and visitors.
- Goal 9: To diversify and improve the economy of the state.
- Goal 10: To provide for the housing needs of the citizens of the state.

Goal 11: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Goal 12: To provide and encourage a safe, convenient and economic transportation system.

Goal 13: To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy based upon sound economic principles.

APPENDIX C- ADDITIONAL DATA

History of East Kelly Butte

The Kelly Butte neighborhood was originally part of the Robert E. Campbell Donation Land Claim. In 1909, D.A. and Laura B. Paine and Simon and Mina Klovdahl owners of the property at that time, subdivided and platted the land and dedicated "... to the use of the public forever, all streets, alleys and boulevards as shown on the plat". At the time of subdividing, the western portion (including Kelly Butte) was called Emerald Heights. The top of the butte itself was reserved for water reservoir and park purposes. The street pattern laid out in the original subdivision remains virtually the same today.

The streets that were laid out east and west were "D" through "K" and the north-south streets were Kelly, Laura, Water and Mill. The area remained largely undeveloped well into the 1930's. By 1936, the only area with any housing development was around Kelly Boulevard and went northward as far as "F" Street. Most of the houses were located in a small node between "D" and "E" and numbered no more than fifteen.

Urban renewal projects began in the area in the 1950's when the last industry along the Southern Pacific Branch line (railroad) relocated elsewhere and the 2nd/3rd Street couplet was constructed. Meadow Park, McKenzie Village (low income housing project), Centennial Boulevard (formerly "L" Street), Island Park and most recently the Senior Center are all examples of renewal projects that upgraded the area. Presently, renewal is occurring as the remaining gravel streets are paved, street lights and sidewalks are added, and older residences are being rehabilitated.

Hillview Addition

Sunnyside Addition

First Fourth, Fifth, Sixth and Seventh Additions to Urbana

Emerald Heights

Hollo's Second and Fifth Addition

Clark's Park

Kelly's Addition

Springfield, map of and plan of

PLAT of EMERALD HEIGHTS ADDITION TO SPRINGFIELD

Scale 1 in. = 200 Ft.



APPENDIX D- FACT SHEET

Fact Sheet: East Kelly Butte Neighborhood

<u>I. Land Use Inventory</u>	<u>Mobile Homes</u>	<u>SFD(C)¹</u>	<u>Duplex # of Units</u>	<u>Apartments Complexes/# of Units</u>	<u>Total Residential</u>	<u>Commercial</u>	<u>Industrial</u>
East Kelly Butte #	1	408	178	30	999	7	1
%	0	41	18	-	100	-	-

- 1) Conventional single family dwelling
 2) Includes a 68-unit mobile home park

II. Population and Ethnic Distribution

	<u>Total Population</u>	<u>White</u>	<u>Black</u>	<u>Indian</u>	<u>Asian-Pacific Island (1)</u>	<u>Spanish(2)</u>	<u>Other</u>
TOTAL	2267	2110	16	49	18	72	2

TOTAL NON-WHITES = 157 (6.9%)

(Numbers in parenthesis were derived from calculations rather than official census data.)

1 - Asian and Pacific Islander includes Japanese, Korean, Samoan, Chinese, Filipino, Asian Indian, Vietnamese, Hawaiian, Guaman.

2 - Spanish origin includes Mexican, Puerto Rican, Cuban, and other Spanish.

APPENDIX E- SURVEY SUMMARY AND C.D. PRIORITIES

Community Development (C.D.) Block Grant: Priorities

The following actions proposed in this plan are eligible for Community Development Block Grant funding under current federal regulations. A fixed timetable for funding these actions would be meaningless, as too many variables are involved. For instance, the amount of money to be appropriated in Community Development Block Grants in the coming years is unknown. However, prioritization of these actions is possible, based on residents' expressed preferences and neighborhood needs.

The highest priority use of CDBG funding identified by local residents ("economic assistance to businesses to create new jobs"), is not directly addressable in the East Kelly Butte neighborhood because of the residential character of the area. The Downtown/Main Street Refinement Plan will identify methods that C.D. funds can be used directly for economic development but most of the actions proposed in the East Kelly Butte neighborhood will provide at least temporary employment in various fields.

The following pages list eligible C.D. activities, residents' preferences for expenditure of C.D. funds, and a priority listing of actions (in abbreviated form). This list should only be used as a guide. Projects not on the list may be appropriate at the time of funding, and residents' priorities may change as conditions change.

I. Basic CDBG Eligible Activities

- Buying and selling of real property
- Public facilities and improvements
 - Senior centers
 - Parks, playgrounds and other recreational facilities
 - Centers for the handicapped
 - Neighborhood facilities
 - Solid waste disposal facilities
 - Fire protection facilities and equipment
 - Parking facilities
 - Public utilities
 - Street improvements
 - Water and sewer facilities
 - Pedestrian malls and walkways
 - Flood and drainage facilities
- Clearance activities
- Public services (e.g. employment, crime prevention, child care, health, drug abuse, housing counseling, etc.)
- Removal of architectural barriers
- Relocation assistance
- Rehabilitation of buildings and other properties
- Code enforcement
- Economic development activities
- Planning and urban environmental design

II. East Kelly Butte Priorities

<u>RANK</u>	<u>PROGRAM</u>
1	*Economic Assistance to Businesses to Create Jobs
2	*Home Repair Loans and Grants
3	Increased Crime Prevention
4	Sidewalks
5	Wheelchair Ramps and Curb Cuts
6	Street Paving and Curbing
7	Storm Drainage
8	*Health Services (Neighborhood Clinic or In-home Assistance)
9	*Activities for Handicapped People
10	Traffic Signals or Stop Signs
11	*Bike Paths
12	*Construction of Park and Playground Facilities
13	*Child Care Services
14	*Street Lighting
15	*Adult Education
16	*Employment Services
17	Street Tree Planting and Landscaping
18	Neighborhood Community Center
19	*Senior Activities
20	*Increased Fire and Rescue Services
21	*Purchase of New Park Land

*10% or more of respondents answered, "don't know", "maybe", or gave no response.

III. ALLOCATION PRIORITIES

- 1) Continue funding home rehabilitation and repair program. Give priority to the East Kelly Butte neighborhood; increase publicity within the neighborhood.
- 2) Support the Springfield Police department and established neighborhood groups in crime prevention projects, including education programs in schools and at neighborhood meetings.
- 3) Continue street paving programs (coordinated through the Public Works Department). Pave the remaining gravel roads (or sections thereof) which are gravel.

- Laura Street
- Water Street
- 'F' Street
- 'G' Street
- 'H' Street
- 'I' Street
- 'J' Street
- 'K' Street

These streets are not listed in priority order. Priority to be determined by Public Works Department considering standard criteria such as safety, cost, petitioning, etc.

Continue sidewalk, street light and storm drain and installation in association with paving. Also continue installation of curb cuts at corners for wheelchair access.

- 4) Consider funding the publication of a brochure describing all public services and facilities available to neighborhood residents, including:

- Health services
- Park and recreation programs
- Home rehabilitation and repair programs
- Transportation alternatives
- Neighborhood group activities
- Police services
- Fire services
- Utility services, including weatherization tax credits
- Historic preservation
- Employment services

- 5) Expedite construction of bikeways in the phasing schedule listed in the plan.

- 6) Assist established neighborhood groups in other community improvement projects. Assist the funding of various projects such as:

- Street tree purchases
- Community garden (land rental, water cost)
- School bus stop construction (coordinated by S.D.19) and LTD bus stops (coordinated by LTD)
- Installing deadbolt locks in owner-occupied homes and rental units.

- 7) The City of Springfield shall increase the priority of Neighborhood Strategy Areas for the expenditure of CD funds.