

AGENDA

DEVELOPMENT REVIEW COMMITTEE

*DEVELOPMENT SERVICES DEPARTMENT
225 FIFTH STREET
Conference Room 616 / MS Teams*

Staff Review: Tuesday, March 24, 2026 9:00– 9:30 a.m.

- 1. Subdivision Tentative 811-26-000049-TYP2 EMMB Development LLC**
Assessor's Map: 17-03-25-12 TL: 7800
Address: 2389 19th Street
Existing Use: Residential & Vacant
Applicant has submitted plans for a 19-lot residential subdivision
Meeting: Tuesday, March 24, 2026 9:00 – 9:30 virtual meeting via Microsoft Teams

The Complete DRC Packet for this meeting is available online for you to review or print out from the laserfiche website: <https://www.springfield-or.gov/weblink8/browse.aspx>



SITE



VICINITY MAP
811-26-000049-TYP2 Subdivision Tentative
17-03-25-12 TL 7800,7900, 8000,8100
2389 19th Street
EMMB Development LLC

City of Springfield
 Development & Public Works
 225 Fifth Street
 Springfield, OR 97477
 Planning@springfield-or.gov



Land Division Tentative Plan
Partition, Subdivision

Application Type		<i>(Applicant: check one)</i>	
Completeness Check Meeting:	Partition Tentative <input type="checkbox"/>	Subdivision Tentative <input checked="" type="checkbox"/>	
Land Division Submittal:	Partition Tentative <input type="checkbox"/>	Subdivision Tentative <input type="checkbox"/>	
Required Project Information		<i>(Applicant: complete this section)</i>	
Applicant Name: Earl McElhany		Phone: 541.632.2638	
Company: EMMB Development LLC		Email: emcelhany@aol.com	
Address: 2600 N 31st Street, Springfield, OR 97477			
Applicant's Rep.: carol schirmer		Phone: 541.234.5108	
Company: Schirmer Consulting, LLC		Email: schirmer@schirmerconsulting.com	
Address: PO Box 10424, Eugene, OR 97440			
Property Owner: Earl McElhany		Phone: 541.632.2638	
Company: EMMB Development LLC		Email: emcelhany@aol.com	
Address: 2600 N 31st Street, Springfield, OR 97477			
ASSESSOR'S MAP NO: 17 03 25 12		TAX LOT NO(S): 7800, 7900, east portion of 8000 TL number not yet assigned, 8100	
Property Address: (lot 7800) 2389 19th Street Lots 7900, east portion of 8000 and 8100 are vacant			
Size of Property: 89,513 sf / 2.06 acres		Acres <input checked="" type="checkbox"/>	Square Feet <input type="checkbox"/>
Proposed Name of Subdivision: Hayden Bridge Subdivision			
Description of Proposal: <small>If you are filling in this form by hand, please attach your proposal description to this application.</small> Division of property into 19 lots			
Existing Use: Residential and vacant			
# of Lots/Parcels: 19	Total acreage of parcels/ allowable density: 9.26 / acre	Proposed # Dwell Units 19	
Signatures: Please sign and print your name and date in the appropriate box on the next page.			
Required Project Information		<i>(City Intake Staff: complete this section)</i>	
Associated Applications:		Placard:	
Case No.:	Date:	Reviewed by:	
Application Fee: \$	Admin Fee: \$	Postage Fee: \$	
TOTAL FEES: \$		PROJECT NUMBER:	

TENTATIVE SUBDIVISION APPLICATION

19th & HAYDEN BRIDGE PLACE SUBDIVISION

Assessor's Map

17 03 25 12

17 03 24 43

Tax Lots

7800, 7900, 8100

2100

March 6, 2026

Table of Contents

Part I The Site and Existing Conditions

Part II Land Divisions Tentative Subdivision Plan - Approval Criteria

Attachments

Attachment A:	Air Photo
Attachment B:	Tax Lot Map
Attachment C:	Springfield Comprehensive Plan
Attachment D:	FIRM
Attachment E:	Time of Travel Map
Attachment F:	Existing Overhead Utilities

Items Submitted Separately

Preliminary Title Report
Stormwater Memo

March 6, 2026

APPLICANT

McElhany Family Trust
2600 N 21st Street
Springfield, OR 97477

Contact: Earl McElhany
Phone: 541.632.2638

PROPERTY OWNER

McElhany Family Trust
2600 N 21st Street
Springfield, OR 97477

Contact: Earl McElhany
Phone: 541.632.2638

PROPERTY OWNER

Karen Galceran Trust and Ron Galceran Trust
974 S 56th Street
Springfield, OR 97478

APPLICANT'S REPRESENTATIVE

Land Use Planner, Landscape Architect

Schirmer Consulting, LLC
PO Box 10424
Eugene, OR 97440

Contact: Carol Schirmer
Email: schirmer@schirmerconsulting.com
Phone: 541.234.5108

CIVIL ENGINEER

KPFF Consulting Engineers
800 Willamette Street
Suite 400
Eugene, OR 97401

Contact: Anna Backus
Email: anna.backus@kpff.com
Phone: 541.686.4902

SURVEYOR

Roberts Surveying, Inc.
2811 Lydick Way
Eugene, OR 97401

Contact: Kent Baker
Email: kent.rsi@comcast.net
Phone: 541.345.1112

TENTATIVE SUBDIVISION APPLICATION 19th & Hayden Bridge Place Subdivision

WRITTEN STATEMENT

In accordance with Tentative Subdivision submittal requirements, this written statement describes the proposed development and demonstrates that the proposal complies with the criteria contained in SDC 5.12.115 through SDC 5.12.125. The property was recently annexed into the city.

I. THE SITE AND EXISTING CONDITIONS

A. Planning Context

The subject property is inside the Urban Grown Boundary (UGB) and outside the City Limits of Springfield. The site is contiguous to area inside City of Springfield city limits on its west boundary. The Springfield Comprehensive Plan designation, neighborhood plan designation and zoning for the subject property is as follows:

Springfield Comp Plan:	Low Density Residential
Refinement Plan:	None
Base Zone:	R-1(Low Density Residential)



Excerpt
Springfield Zoning Map

B. Subject Site

The site is located south of Hayden Bridge Road near the intersections of Hayden Bridge Road and 19th Street in Springfield. It is comprised of 4 tax lots and is approximately 2.06 acres in size. The site abuts 19th Street to the west, 20th Street to the east and the EWEB bike path property to the south. The property is surrounded primarily by single unit homes.



C. Development Objective

The development objective is to develop a subdivision for additional housing units on the properties and retain one of the existing units.

II. LAND DIVISIONS TENTATIVE SUBDIVISION PLAN – APPROVAL CRITERIA

SDC 5.12.115 Tentative Plan—General.

Any residential land division shall conform to the following standards:

- (A) The lot/parcel dimensions shall conform to the minimum standards of this code. When lots/parcels are more than double the minimum area permitted by the zoning district, the Director shall require that these lots/parcels be arranged:
- (1) To allow redivision; and
*Proposed Lots 1,2,3, and 4 are proposed to contain the existing house to remain and the existing remaining yard/vehicular circulation, etc. A Deed Restriction is being proposed to Lots 2, 3 and 4 of those lots in common ownership until the existing house is removed.
There is efficiency in platting and recording those lots now to avoid another land division process in the future.*
 - (2) To allow for the extension of streets to serve future lots/parcels.
*Proposed Lot 1 lot is required to remove the existing access to 19th Street as part of this proposed Subdivision. The entire south property line fronts on proposed Lot A (a private driveway) and will have access.
This proposed development does not preclude that from happening.*
 - (3) Placement of structures on the larger lots/parcels shall be subject to approval by the Director upon a determination that the potential maximum density of the larger lot/parcel is not impaired. In order to make this determination, the Director may require a Future Development Plan as specified in SDC 5.12.120(E).
There are no larger lots to be developed after this Subdivision is approved.
- (B) Double frontage lots/parcels shall be avoided, unless necessary to prevent access to residential development from collector and arterial streets or to overcome specific topographic situations.
None of the lots abut 2 streets.
- (C) Panhandle lots/parcels shall comply with the standards specified in SDC 3.2.215 and 4.2.120(A). In the case of multiple panhandles in Subdivisions, construction of necessary utilities to serve all approved panhandle lots/parcels shall occur prior to recording the Plat.
No panhandle lots are proposed.
- (D) Public street standards as specified in SDC 4.2.105.
Nonew public streets are proposed. The portion of 20th Street that fronts the development site will be improved to public standards with curbs, gutters, sidewalks and street trees.

SDC 5.12.125 Tentative Plan Criteria.

The Director must approve or approve with conditions a Tentative Plan application upon determining that all applicable criteria have been satisfied. If conditions cannot be attached to satisfy the approval criteria, the Director must deny the application. In the case of Partitions that involve the donation of land to a public agency, the Director may waive any approval criteria upon determining the particular criterion can be addressed as part of a future development application.

- (A) The request conforms to the provisions of this code pertaining to lot/parcel size and dimensions.
The subject property is zoned R-1 (Low Density Residential). The proposed development would create 22 lots. See Site Plan. SDC 3.2.215 states that the minimum lot area for parcels zoned R-1 is 3,000. All the lots conform to lot/parcel size and dimensions.
- (B) The zoning is consistent with the Springfield Comprehensive Plan Map and/or applicable Refinement Plan diagram, Plan District map, and Conceptual Development Plan.
The zoning is consistent with the Springfield Comprehensive Plan Map. That designation is Low Density Residential (see attachments at end of this written statement) and the zoning is R-1. There is no refinement plan for this area.

- (C) Capacity requirements of public and private facilities, including but not limited to, water and electricity; sanitary sewer and stormwater management facilities; and streets and traffic safety controls shall not be exceeded and the public improvements shall be available to serve the site at the time of development, unless otherwise provided for by this code and other applicable regulations. The Director or a utility provider shall determine capacity issues.

See Site Plan for location of all utilities. The site is and can be fully served by all utilities.

*Sanitary: Sanitary infrastructure (15" wastewater line) is in 19th Street and accessible to and **through** the subject property.*

Water: Water infrastructure is available adjacent to the site. Water is currently provided by the Rainbow Water District. After Annexation, water will be provided in collaboration with the Springfield Utility Board (SUB). There is a 10' water line and a 16" water line in 19th Street.

Electric: Electric infrastructure is available on the site and is provided by the Springfield Utility Board (SUB).

Streets: The development site abuts both 19th Street (a 60 foot fully improved right of way) and 20th Street (a 60 foot partially improved right of way). Both streets are classified as local roads per the TSP.

Stormwater Management Facilities: See attached Stormwater Plan and related Stormwater Memo.

- (D) The proposed land division shall comply with all applicable public and private design and construction standards contained in this code and other applicable regulations.

SDC 3.2.200 Base Zone Residential Districts (R-1, R-2, R-3)

Development Standard Table 3.2.215

Required minimum area: 3,000 feet with no minimum lot width or street frontage.

All proposed lots are a minimum of 3,000 sf.

Required minimum density	6 units per acre
Required maximum density	14 units per acre.
<i>Proposed</i>	<i>8.46 units per acre</i>

SDC Article 4.1.100 through 4.6.100 Development Standards addresses general development standards. Those applicable to the subdivision include the following:

SDC 4.2.105 Public Streets

(A) General Provisions.

1. All public streets and alleys must be improved as specified in this Code and must be dedicated through the approval of a subdivision plat or by acceptance of a deed approved by the City.

The development site abuts 3 streets, 19th Street, 20th Street and the intersection of Otto Street and 20th Street. 20th Street and the intersection of 20th Street and Otto Street were proposed to be annexed and recently approved. The portion of this street that abuts the development site will be improved to city standards. See Site Plan for proposed improvements.

No improvements are required on 19th Street except to close existing access to some of the lots. No other streets are proposed.

(B) An applicant may be required to prepare a traffic Impact Study (TIS) to identify potential impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met.

(1) **Peak Hour Threshold.** If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour . . .

Peak hour trips for Single-Family Detached Housing according to the ITE Trip Generation Manual, 11th Edition is .94 peak hour trips per unit.

There are 22 proposed lots x .94 = 20.68 peak hour trips.

(2) **Average Daily Trip Threshold.** If a change in land use or intensification of an existing use generates 1,000 or more trips per day . . .

This is not a change in land use and there is no existing use. Not applicable.

(C) Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2.1, unless otherwise indicated in the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, or the adopted bicycle and pedestrian plan; where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including, but not limited to, requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2.B through 4.2.V for illustrative purposes only. These Figures are intended to demonstrate potential street configurations that meet the requirements.

19th Street is classified as a Major Collector. 20th Street and Otto Street are both classified as Local Streets. Table 4.2.1 shows the following:

*19th Street: Minimum ROW 64 feet
 No on street park Minimum curb to curb 44 feet
 Existing ROW 60 feet
 Existing curb to curb 44.75 feet*

*20th Street: Minimum ROW 57 feet
 Park both sides Minimum curb to curb 36 feet
 Existing ROW 60 feet
 Existing curb to curb 27.25 feet*

*Otto Street: Minimum ROW 57 feet
 Park both sides Minimum curb to curb 36 feet
 Existing ROW 60 feet
 Existing curb to curb 25.33 feet*

Minimum Street Right-of-Way and Curb-to-Curb Standards

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bikeways (3)	Planting Strip and Curb (4)	Sidewalk
4.2 B-D	Major Arterial (5)	100'/92'/84'	76'/69'/60'	4	12'	14' where required	6' both sides	5'	7' both sides
4.2	Major	72'/64'/56'	52'/44'/36'	2	12'	14'	6' both	5'	5' both

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bikeways (3)	Planting Strip and Curb (4)	Sidewalk
H-J	Collector					where required	sides		sides
4.2 Q-S	Local Street <15% slope (7)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides

(D) Street Network Standards – General Criteria.

Not applicable. No local streets are proposed.

(E) Street Network Standards – Needed Housing.

Not applicable. No local streets are proposed.

(F) Medians.

Not applicable. No local streets are proposed.

(G) Additional Right-of-Way and Street Improvements.

(1) Whenever an existing street of inadequate width is abutting or within a development area requiring Development Approval, dedication of additional right-of-way is required. Whenever street dedication results in right-of-way that does not connect with the City street system, a deed restriction shall be recorded with the Lane County Deeds and Records stating that the property shall not be built upon until a fully improved street is constructed to serve the property and connect with the City street system.

A portion of 20th Street will be dedicated as additional right-of-way. See Site Plan.

(H) Where a development would result in the need to improve a railroad crossing

Not applicable.

(I) Traffic Control Devices.

Not applicable.

(J) Bus turn out lanes

Not applicable.

(K) Street names are assigned as specified in the Springfield Municipal Code.

Not applicable. No new streets are proposed.

(L) The Director may require a developer to install traffic calming measures . . .

Not applicable.

(M) Special Street Setbacks.

No special setbacks are required.

SDC 4.2.110 Private Streets.

Not applicable. No new streets are proposed.

SDC 4.2.120 Site Access and Driveways.

(A) Site Access and Driveways – General.

- (1) All developed lots or parcels are entitled to 1 approved driveway access provided by either direct access to a:
- (a) Public street or alley along the frontage of the property;
The proposed parcels have frontage on 19th Street and 20th Street, both public streets. The lots will connect to the private streets over a proposed shared driveway with an access easement.
- (B) Driveways must take access from lower classification streets when development sites abut more than 1 street and streets are of differing classification as identified in the Springfield Transportation System Plan except as allowed under this subsection.
The development site fronts 2 streets: 19th street which is classified as a Major Collector and 220th Street which is classified as a local street. The project is proposing 2 access points along 20th street for the majority of the parcels. The existing access point on Tax Lot 2100 will be removed. The existing access point on Tax Lot 7800 will be relocated and used for proposed Lot 17 per the Annexation Agreement. All other lots will take access on 20th Street.
- (C) Driveways must be designed to allow safe and efficient vehicular ingress and egress as specified in Tables 4.2.2 through 4.2.5 and the City's Engineering Design Standards and Procedures Manual and the Development & Public Works Standard Construction Specifications.

Table 4.2.2 Driveway Design Specifications				
Land Use	Driveway Width	Transition Width	Driveway Separation	Paving Distance (2)(3)
Single unit dwellings, duplexes and middle housing	12' minimum if serving 1 dwelling unit; 18' minimum if serving 2 or more dwelling units 30' maximum or 50% property frontage maximum, whichever is less	3' required	1' minimum between outside edge of transitions No maximum	18' from property line minimum

The proposed private driveways are 20 feet wide each and serve multiple lots.

SDC 4.2.125 Intersections.

Not applicable.

SDC 4.2.130 Vision Clearance.

- (A) All lots or parcels must maintain a Vision Clearance Area to provide sight distance for approaching traffic. Vision clearance areas must be shown on the Site Plans for applicable land use application.
- (B) No screens, plantings, or other physical obstructions are permitted between 2 ½ and 8 feet above the established height of the curb in the Vision Clearance Area.

Items associated with utilities or publicly owned structures – for example, poles, and signs, and existing street trees – may be permitted.

- (C) The Vision Clearance Area must be in the shape of a triangle. Two sides of the triangle must be property lines or a property line and edge of driveway for a distance specified in this subsection. Where the property lines or driveway edge have rounded corners, they are measured by extending them in a straight line to a point of intersection. The third side of the triangle is a line across the corner of the lot or parcel joining the non-intersecting ends of the other 2 sides. The following measurements establish the Vision Clearance Area:

Type of Intersection	Measurement Along Each Property Line
Any Street	20 feet
Any Alley	15 feet
Any Driveway	10 feet

A 10-foot by 10-foot vision clearance triangle will be provided on both sides of the driveway accesses. See Site Plan for locations.

SDC 4.2.135 Sidewalks.

(A) Sidewalks and planter strips abutting public streets must be located wholly within the public right-of-way

The sidewalk and planter strip located on 20th Street is located wholly within the public right-of-way.

(C) Concrete sidewalks must be provided according to SDC 4.2.105(C), Table 4.2.1, and the following criteria:

(1) Sidewalks must conform to the existing or planned street grades.

See Civil Plans. Sidewalks conform to the existing and planned street grades.

(2) Sidewalks must conform to current ADA standards.

See Civil Plans. Sidewalks conform to current ADA standards.

(3) Sidewalks must be separated from the curb by the planting strip.

There is a proposed planting strip on 20th Street between the curb and the sidewalk.

(D) Planter strips are required as part of the sidewalk construction. Planter strips must be at least 4 ½ feet wide (as measured from the back of the curb to the edge of the sidewalk) and at least 4 ½ feet long.

The proposed park strip is 16 feet wide.

SDC 4.2.140 Street Trees.

(A) New Street Trees. New street trees must be a minimum of 2 inch (dbh) caliper. New street trees must be selected from the City Street Tree List . . .

Proposed street trees are a minimum of 2 inch dbh and have been selected from the City Street Tree List. See Site Plan. The tree spacing standards are no longer stated (missing?) in this code section. It is assumed the spacing is 30 foot minimum, similar to the Multiple Family Section 4.7.380(5)(b).

There is approximately 367 lf or 13 street trees. The design proposed 13 new street trees. They have been placed in the 20th Street Park Strip and along the south property line of lots abutting the EWEB path. One tree has been placed on 19th Street. The lack of a sufficient park strip and the presence of non-approved tree species along 19th Street prevent the use of one existing tree on adjacent private property as a street tree. It is a 26" dbh Sweetgum and is found on the approved street tree list.

SDC 4.2.145 Street Lighting.

(A) Street Lighting shall be included with all new developments or redevelopment. Existing street lights shall be upgraded to current lighting standards with all new developments or redevelopments as determined by the Public Works Director. The developer is responsible for street lighting installation costs.

There is a street light on the development side of 19th Street. It meets current lighting standards and is an LED fixture. There are no existing street lights on 20th Street. One will be installed

between the two proposed driveways on 20th Street on the west side. Location will be determined during PIP review.

SDC 4.2.150 Multi-Use Paths.

- (A) Development abutting an existing or proposed multi-use path identified in the Springfield Transportation System Plan (including the Conceptual Street Map), City-adopted bicycle and pedestrian plan, or the adopted Willamalane Park and Recreation District Comprehensive Plan must include provisions for the extension of the multi-use path through the development area by the dedication of public easements or rights-of-way. The developer bears the cost of multi-use path improvements.

The development site abuts the EWEB multi-use path on the south boundary of the property. A 12' wide easement will be dedicated that connects 20th Street and the development site to this multi-use path.

- (B) Multi-use paths that are dedicated as right-of-way or in a public easement must conform to the Oregon Bicycle and Pedestrian Plan, the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, this code, and the Engineering Design Standards and Procedures Manual. *This is not a proposal for a multi-use path but a dedication of a public easement to access the existing multi-use path.*

SDC 4.2.155 Pedestrian Trails.

- (A) Developments abutting existing or proposed pedestrian trails identified on the adopted Willamalane Park and Recreation District Comprehensive Plan shall provide for future extension of the pedestrian trails through dedication of easements or rights-of-way.

There is a Willamalane Park and Recreation District pedestrian trail on the EWEB property abutting the south boundary of the development site. A public easement is being dedicated to connect 20th Street and the development site to this path.

SDC 4.2.160 Accessways.

- (A) Accessways allow pedestrians and bicyclists convenient linkages to adjacent streets, residential areas, neighborhood activity centers, industrial or commercial centers, transit facilities, parks, schools, open space, or trails and paths where no public street access exists. Accessways may also be used as a secondary emergency access. Accessways shall be dedicated as public right-of-way during the development review process.

The development site does not abut any adjacent streets, residential areas, neighborhood activity centers, industrial or commercial centers, transit facilities, parks, schools, open space, or trails and paths where no public street access exists. No accessways are planned as part of this development. Secondary emergency access has been provided at the west end of Lot A.

SDC 4.3.100 Infrastructure Standards - Utilities

Sanitary sewer and stormwater facilities are proposed for the development site. See attached Utility Plan. Sufficient infrastructure exists in both 19th Street and 20th Street combined to service the site as evidenced by the recently approved Annexation application for this property.

Storm: Public stormwater infrastructure is in 19th Street abutting the subject property.

Sanitary: Sanitary infrastructure is in 19th Street and accessible to and through the subject property.

Water: Water infrastructure is available adjacent to the site. Water is currently provided by the Rainbow Water District. The annexation of the property has been approved and water will be provided in collaboration with the Springfield Utility Board (SUB).

Electric: Electric infrastructure is available on the site and is provided by the Springfield Utility Board (SUB).

SDC 4.3.105 Sanitary Sewer.

(A) All sanitary sewer design including supporting documentation must be prepared and stamped by an Oregon licensed engineer.

See attached sanitary sewer design signed and stamped by KPFF Consulting Engineers.

(B) Sanitary sewers must be installed to serve each new development within the city limits and to connect developments to existing sanitary sewer mains.

See Site Plan and Utility Plan for sanitary sewer information.

SDC 4.3.110 Stormwater Management.

(C) Stormwater Structural Controls – General Standards.

(1) Engineered Design Requirement. The Stormwater Study required under section 4.3.110(E) and supporting documentation for the design of the proposed stormwater structural controls must be prepared and stamped by an Oregon licensed engineer.

See attached stormwater system design and report signed and stamped by KPFF Consulting Engineers.

SDC 4.3.115 Water Quality Protection.

Not applicable. Development site proposes single unit dwellings.

SDC 4.3.117 Natural Resource Protection Areas.

Not applicable. Development site is not near a natural resource.

SDC 4.3.125 Underground Placement of Utilities.

Whenever possible, all utility structures, facilities and equipment will be placed underground.

SDC 4.3.127 Electrical Service.

Electrical utility facilities are available to serve the site at the time of development and have the capacity.

SDC 4.3.130 Water Service and Fire Protection.

(A) Each development area must be provided with a water system having sufficiently sized mains and lesser lines to furnish an adequate water supply to the development with sufficient access for maintenance.

See attached Utility Plan for water system design.

(B) Fire hydrants and mains must be installed by the developer as required by Fire Marshall and the utility provider.

No additional fire hydrants are proposed.

SDC 4.3.140 Public Easements

(A) **Utility Easements.** The applicant must make arrangements with the City and each utility provider for the dedication of utility easement necessary to fully service the development or land beyond the development area, as necessary. Public utility easements must be shown on plat or in a form approved by the City attorney, and must meet the following standards:

(1) The minimum width for public utility easements adjacent to collector and arterial streets is 10 feet.

No public utilities are proposed.

(2) The minimum width for sewer easements is 5 feet on either side of sewer line for sewers less than 12 inches diameter and less than 5 feet of cover, and 7 feet on either side of the sewer line for sewers greater than 12 inches diameter or with greater than 5 feet of cover.

There is a proposed 20 foot wide PUE on Lot A for sanitary and water. There is a proposed 20 foot wide PUE on apportion of Lot B for sanitary and water.

- (3) The minimum width for all other public utility easements is 7 feet.
See (2) above.
- (4) Notwithstanding the above standards, the utility provider or the Director may require a larger easement for major water mains, major electric power transmission lines, stormwater management systems or in any other situation to allow maintenance vehicles to set up and perform the required maintenance or to accommodate multiple utility lines.
Acknowledged.
- (5) Where feasible, utility easements must be centered on a lot/parcel line.
Acknowledged.
- (E) Physical features, including, but not limited to: steep slopes with unstable soil or geologic conditions; areas with susceptibility of flooding; significant clusters of trees and shrubs; watercourses shown on the WQLW Map and their associated riparian areas; other riparian areas and wetlands specified in SDC 4.3.117; rock outcroppings; open spaces; and areas of historic and/or archaeological significance, as may be specified in SDC 3.3.900 or ORS 97.740.760, 358.905.955 and 390.235.240, shall be protected as specified in this code or in State or Federal law.
Not applicable.
- (F) Parking areas and ingress-egress points have been designed to: facilitate vehicular traffic, bicycle and pedestrian safety to avoid congestion; provide connectivity within the development area and to adjacent residential areas, transit stops, neighborhood activity centers, and commercial, industrial and public areas; minimize driveways on arterial and collector streets as specified in this code or other applicable regulations and comply with the ODOT access management standards for State highways.
Ingress and egress points are Lots A and B. They are 20 feet wide and facilitate vehicular, bicycle and pedestrian traffic and emergency vehicle access. Lots A and B are essentially shared driveways to access the private driveways on each of the individual lots. A 12' wide access dedicated to the City of Springfield is proposed at the southeast corner of the site providing access to EWEB path for the development site and surrounding neighborhood.
- (G) Development of any remainder of the property under the same ownership can be accomplished as specified in this code.
There is not additional property remaining under the same ownership after development of this Subdivision.
- (H) Adjacent land can be developed or is provided access that will allow its development as specified in this code.
Not applicable.
- (I) Where the Partition of property that is outside of the city limits but within the City's urbanizable area and no concurrent annexation application is submitted, the standards specified below shall also apply.
Not applicable. The property is annexed.
- (J) Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the following approval criteria apply:
Not applicable.

Conclusion

We look forward to your review and approval of the 19th & Hayden Bridge Place Subdivision and the addition of more housing opportunities for the city of Springfield.

Sincerely,
Schirmer Consulting, LLC

A handwritten signature in black ink, appearing to read 'Carol Schirmer', enclosed within a circular scribble.

Carol Schirmer
Principal