

**CITY OF SPRINGFIELD, OREGON**  
**ORDINANCE NO. 6465 (GENERAL)**

**AN ORDINANCE AMENDING THE SPRINGFIELD DEVELOPMENT CODE RELATED TO ON-SITE PARKING REGULATIONS AS REQUIRED BY THE OREGON TRANSPORTATION PLANNING RULE, ADOPTING A SAVINGS CLAUSE AND A SEVERABILITY CLAUSE, AND PROVIDING AN EFFECTIVE DATE**

**WHEREAS**, Springfield City Council adopted the Springfield Development Code (SDC) on May 5, 1986, and has subsequently adopted amendments thereto by ordinance;

**WHEREAS**, the Oregon Transportation Planning Rule in Oregon Administrative Rule (OAR) chapter 660, division 12, requires the City of Springfield to amend its land use regulations (contained within the Springfield Development Code) to implement provisions related to on-site parking regulations;

**WHEREAS**, the Springfield and Lane County Planning Commissions conducted a joint public hearing on the Springfield Development Code amendments on August 1, 2023, and forwarded recommendations to the Springfield City Council and Lane County Board of Commissioners to approve the proposed amendments;

**WHEREAS**, the Springfield City Council held a joint public hearing with the Lane County Board of Commissioners on these amendments on November 6, 2023, and is now ready to act based upon the above recommendations and evidence and testimony already in the record and the evidence and testimony presented at the joint elected officials' public hearing;

**WHEREAS**, timely and sufficient notice of the public hearings have been provided according to SDC 5.1.615 and OAR 660-018-0020; and

**WHEREAS**, substantial evidence exists within the record to demonstrate that the Springfield Development Code amendments meet the requirements of the Springfield Comprehensive Plan, Metro Plan, Springfield Development Code, Lane Code, and applicable state and local law as described in the findings attached as Exhibit B,

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD ORDAINS AS FOLLOWS:

Section 1. The Springfield Development Code is amended as provided in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 2. The findings set forth in Exhibit B are adopted in support of this ordinance.

Section 3. Savings Clause. Except as specifically amended herein, the Springfield Development Code will continue in full force and effect. The prior code and land use regulations repealed or amended by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this ordinance.

Section 4. Severability Clause. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is, for any reason, held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portion hereof.

Section 5. Effective Date. The effective date of this Ordinance is as provided in the Chapter IX of the Springfield Charter and Section 2.110 of the Springfield Municipal Code, 30 days from the date of passage by the Council and approval by the Mayor; or upon the date that an ordinance is enacted by the Lane County Board of Commissioners approving the same amendments as described in Section 1 of this Ordinance; or upon acknowledgment of this ordinance under ORS 197.625; whichever occurs last.

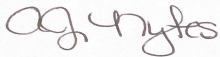
ADOPTED by the Common Council of the City of Springfield this 20 day of November, 2023, by a vote of 5 for and 0 against. (1 Absent - Blackwell)

APPROVED by the Mayor of the City of Springfield this 20th day of November, 2023.



\_\_\_\_\_  
Mayor

ATTEST:



\_\_\_\_\_  
City Recorder

REVIEWED & APPROVED  
AS TO FORM

Kristina Kraaz

DATE: 11/20/2023  
SPRINGFIELD CITY ATTORNEY'S OFFICE

**Amendments to the Springfield Development Code to address the Parking Requirements under the Climate-Friendly and Equitable Communities Rules**

- Changes are shown in legislative format.
- Language that has been skipped is indicated by \*\*\*\*.
- Commentary shown in *purple italics font*. Commentary is not to be part of the Code.

**3.2.200 – Residential Districts (R-1, R-2, R-3)**

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*Provision to include special development standards for a Child Care Center located in a residential district. Springfield Development Code 4.7.300 requires developers to provide a vehicle drop-off location either on-site or from the right of way to be approved by the City Traffic Engineer.*

**3.2.210 Permitted Land Uses.**

- (A) **Permitted Uses.** The land uses listed in Table 3.2.210 are permitted in the residential districts, subject to the provisions of this chapter. Only land uses that are specifically listed in Table 3.2.210, land uses that are incidental and subordinate to a permitted use, and land uses that are approved as “similar” to those in Table 3.2.210 are permitted.
- (B) **Determination of Similar Land Use.** Similar use determinations must be made in conformance with the procedures in SDC 5.11.100, Interpretations.
- (C) **Exceptions.** Existing uses and buildings lawfully established under previously effective land use regulations can continue subject to SDC 5.8.100, Non-Conforming Uses—Determination, Continuance, Expansion and Modification, except as otherwise specified in this section.

Table 3.2.210 Permitted Uses				
Uses	Districts			Applicable code standards
	R-1	R-2	R-3	
<b>Residential</b>				
Single-Unit Dwelling, detached (SD-D)	P	N	N	
Duplex	P*	P*	N	SDC 3.2.245
Triplex/Fourplex	P*	P*	P*	SDC 3.2.250 and 3.2.255

<b>Table 3.2.210 Permitted Uses</b>				
<b>Uses</b>	<b>Districts</b>			<b>Applicable code standards</b>
	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	
Townhouse (Single-Unit Dwelling, attached, e.g., row houses, etc.)	P*	P*	P*	SDC 3.2.250 and 3.2.265
Cottage Cluster Housing	P*	P*	P*	SDC 3.2.250 and 3.2.260
Courtyard Housing	P*	P*	P*	SDC 3.2.335
Emergency Medical Hardship	P*	P*	P*	SDC 4.7.400
Accessory Dwelling Units (ADUs)	P*	P*	P*	SDC 3.2.275
Single Room Occupancy (SROs)	P	P	P	
<b>Short Term Rental</b>				
Type 1	P*	P*	P*	SDC 4.7.355
Type 2	D*	D*	D*	SDC 4.7.355
Manufactured Dwelling Park	P, S*	P, S*	N	SDC 4.7.345
Multiple Unit Housing	N	P*	P*	SDC 4.7.375 thru 4.7.385
Family Child Care Home	P	P	P	
Child Care Center	S*	S*	S*	SDC 4.7.340
Residential Care Facility; 5 or fewer people	P*	P*	P*	SDC 4.7.350
Residential Care Facility; 6 or more people	P, S*	P, S*	P, S*	SDC 4.7.350
<b>Public and Institutional* (SDC 4.7.375)</b>				
Automobile Parking, Public Off-Street Parking	N	D	D	
Club (see definition SDC 6.1.110(C))	N	N	N	
Community Service; includes Governmental Offices	N	D	D	
Community Garden	D	D	D	
Educational Facilities: Elementary and Middle Schools	D*	D*	D*	SDC 4.7.195 and 5.9.110
Emergency Services; Police, Fire, Ambulance	D, S	D, S	D, S	
Parks and Open Space, including Playgrounds, Trails, Nature Preserves, Athletic Fields, Courts, Swim Pools, and similar uses	P/D*	P/D*	P/D*	SDC 4.7.200
Place of Worship	D, S*	D, S*	D, S*	SDC 4.7.370

Table 3.2.210 Permitted Uses				
Uses	Districts			Applicable code standards
	R-1	R-2	R-3	
<b>Commercial*</b> (SDC 4.7.375)				
Home Business	P*	P*	P*	SDC 4.7.365
Professional Office	S*	S*	S*	SDC 4.7.190
Mixed-Use Buildings	S*	S*	S*	SDC 4.7.375

P = Permitted Use; S = Site Plan Required; D = Discretionary Use Permit Required; N = Not Allowed;

\* = Permitted in conformance with cited code standards.

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### 3.2.260 Cottage Cluster Housing.

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*Removed off-street parking requirement as required per OAR 660-012-400(3) and relocated Parking Location and Access under parking design standards. In addition, deleted Figure 3.2-K because the images and shown setbacks did not match existing code language.*

#### (L) Pedestrian Access.

- (1) An ADA accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
  - (a) The common courtyard;
  - (b) ~~Shared p~~arking areas (if provided);
  - (c) Community buildings; and
  - (d) Sidewalks in public rights-of-way abutting the site or rights-of-way if there are not sidewalks.
- (2) The pedestrian path must be hard-surfaced and a minimum of 4 feet wide.

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~~(N) Parking.~~

~~(1) The minimum number of required off-street parking spaces for a cottage cluster project is 1 space per dwelling unit.~~

~~(2) Off street parking spaces may be provided in a garage or carport.~~

~~(3) Off street parking space credits are allowed in conformance with the standards of SDC 4.6.110.~~

**(ON) Parking Design.** See Figure 3.2-K. Any proposed off-street parking spaces and parking lots must meet the following criteria;

**(1) Parking Location and Access.**

**(a) Off-street parking spaces and vehicle maneuvering areas must not be located:**

**(ii) Within 5 feet from any street property line, except alley property lines; or**

**(iii) Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.**

**(b) Off-street parking spaces must not be located within 5 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.**

**(c) Off-street parking spaces may be provided in a garage or carport provided that the garage or carport complies with the parking location and access requirements criteria in this subsection.**

**(12) Clustered Parking.** Off-street parking may be arranged in clusters, subject to the following standards.

**(a)** A cottage cluster project with fewer than 16 cottages is permitted to have parking clusters of not more than 5 contiguous spaces in each parking cluster.

- (b) A cottage cluster project with 16 cottages or more is permitted to have parking clusters of not more than 8 contiguous spaces in each parking cluster.
- (c) Parking clusters must be separated from other spaces and other parking clusters by at least 4 feet of landscaping.
- (d) Clustered parking areas may be covered.

~~(2) **Parking Location and Access.**~~

~~(a) Off-street parking spaces and vehicle maneuvering areas must not be located:~~

~~(i) Within 5 feet from any street property line, except alley property lines; or~~

~~(iii) Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.~~

~~(b) Off-street parking spaces must not be located within 5 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.~~

**(3) Driveway Approach.** Driveway approaches must comply with the applicable standards in SDC 4.2.120.

**(4) Screening.** Landscaping, fencing, or walls at least 3 feet tall must separate clustered parking areas and parking structures from common courtyards and public streets.

**(5) Garages and Carports.**

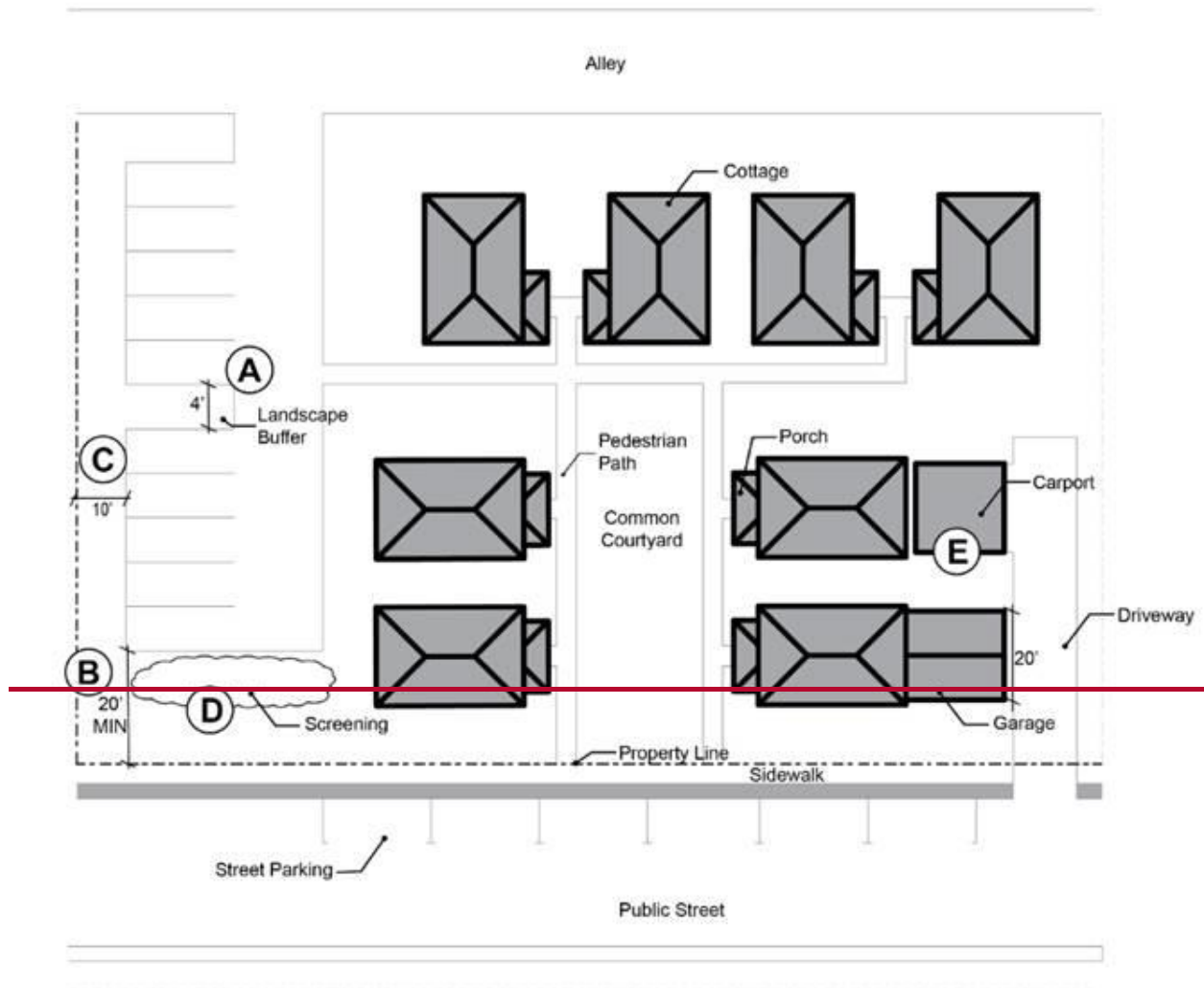
(a) Garages and carports (whether shared or individual) must not abut common courtyards.

(b) Individual attached garages up to 200 square feet in size are exempt from the calculation of maximum building footprint for cottages.

(c) Individual detached garages must not exceed 400 square feet in floor area.

- (d) Garage doors for attached and detached individual garages must not exceed 20 feet in width.

**Figure 3.2-K. Cottage Cluster Parking Design Standards**



- (A)** Parking allowed in clusters of up to 5 spaces. Clusters separated by minimum 4 feet of landscaping.
- (B)** No parking or vehicle area within 20 feet from street property line (except alley).
- (C)** No parking within 10 feet from other property lines (except alley). Driveways and drive aisles permitted within 10 feet.
- (D)** Screening required between clustered parking areas or parking structures and public streets or common courtyards.
- (E)** Garages and carports must not abut common courtyards. Garage doors for individual garages must not exceed 20 feet in width.



**(OP) Existing Structures.** On a lot or parcel to be used for a cottage cluster project, an existing detached single unit dwelling on the same lot or parcel at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following conditions:

- (1) The existing dwelling may be non-conforming with respect to the requirements of this code.
- (2) The existing dwelling may be expanded up to the maximum height in (H) above or the maximum building footprint in (D) above; however, existing dwellings that exceed the maximum height and/or footprint of this code cannot be expanded.
- (3) The floor area of the existing dwelling does not count towards the maximum average floor area of a cottage cluster.
- (4) The existing dwelling is excluded from the calculation of orientation toward the common courtyard.

**(PQ) Accessory Structures.** Accessory structures must not exceed 400 square feet in floor area.

**(QR) Home Types.**

- (1) Detached or attached dwelling unit types containing 1 to 4 dwelling units are allowed.
- (2) Accessory dwelling units (ADUs) (either within, attached, or detached) are allowed for any detached or attached dwelling in a cluster housing development.

### 3.2.265 Townhouses.

*Added language to the Driveway Access and Parking to clarify that this is only required if off-street parking is provided.*

**(A)** New townhouse units must comply with the requirements in subsections (A)(1) through (4) of this section.

For purpose of this section, a “townhouse” means (as defined in SDC 6.1.100) a dwelling unit that is part of a row of 2 or more attached dwelling units, where each unit is located on an individual lot or parcel and shares at least 1 common wall with an adjacent dwelling unit. Single unit

attached homes may have detached garages or ADUs that share a common wall between the 2 lots or parcels.

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- (4) **Driveway Access and Parking.** Townhouses with frontage on a public street must meet the following standards if providing off-street parking:

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### 3.2.275 Accessory Dwelling Unit (ADU).

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*Clarification language was included in the submittal requirements to show existing parking and driveways and any planned additional parking.*

#### (E) Submittal Requirements.

- (1) A plan drawn to scale and dimensioned showing:
- (a) The proposed accessory dwelling unit and its relation to the property lines;
  - (b) The primary dwelling and other structures on the lot or parcel including fences and walls, and existing parking spaces and driveways;
  - (c) Existing and proposed trees and landscaping;
  - (d) Lot or parcel area and dimensions, percent of lot or parcel coverage, building height, entrance locations; location of utilities and meters, curb cuts, sidewalks (public and private) and any proposed off-street parking area spaces or driveway;
  - (e) Stormwater destination and/or facility;
  - (f) A detailed floor plan of the accessory dwelling unit, drawn to scale with labels on rooms indicating uses or proposed uses; and

- (g) A separate written response demonstrating how the required development and design standards listed in SDC 3.2.275(F) and (G) can be met.

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### 3.2.600 – Mixed Use Zoning Districts

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*Provision to include special development standards for a Child Care Center located in a residential district. Springfield Development Code 4.7.300 requires developers to provide a vehicle drop-off location either on-site or from the right of way to be approved by the City Traffic Engineer.*

### 3.2.610 Schedule of Use Categories.

The following uses are permitted in the districts as indicated, subject to the provisions, additional restrictions and exceptions specified in this code. Uses not specifically listed may be approved as specified in SDC 5.11.100.

“P” = **PERMITTED USE** subject to the standards of this code.

“S” = **SPECIAL STANDARDS** subject to special locational and siting standards to be met prior to being deemed a permitted use (SDC 4.7.100).

“D” = **DISCRETIONARY APPROVAL** subject to review and analysis under Type 3 procedure (as a discretionary use under SDC 5.9.100 except where other criteria are indicated in the applicable special standards).

“N” = **NOT PERMITTED**

**SITE PLAN REVIEW SHALL BE REQUIRED** for all development proposals within all mixed use districts unless exempted elsewhere in this code.

Use Categories/Uses	Districts		
	MUC	MUE	MUR
****			
<i>Child Care Facilities</i>			
Child Care Center (See standards in <a href="#">SDC 4.7.340 for MUR</a> )	<b>SP</b>	<b>SP</b>	<b>S</b>

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### 3.2.615 Base Zone Mixed-Use Development Standards.

*Grammar correction and removal of the off-street parking requirement.*

The following base zone mixed-use development standards are established.

<i>Development Standard</i>	<i>MUC</i>	<i>MUE</i>	<i>MUR</i>
Minimum Area	6,000 square feet	10,000 square feet	See SDC 3.2.215
Minimum Street Frontage(1)	40 feet	75 feet	See SDC 3.2.215
Maximum Lot/Parcel Coverage	Lot/parcel coverage standards in the MUC and MUE Districts <del>are shall be</del> limited only by standards (including, but not limited to: <del>required</del> parking, landscaping) specified in SDC 4.4.105 and 4.6.100. Generally, there is no maximum lot/parcel coverage standard.		45%
Minimum Landscaping	Minimum requirements defined by standards in other sections of this code.		

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### 3.3.500 – Hillside Development Overlay District

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#### 3.3.535 Modification of Standards.

*Clarification regarding the reduction of public right of way widths for developments within the Hillside Development Overlay. The modification is permitted when provisions are made to provide additional off-street parking above the suggested parking in Table 4.6.2.*

The Director may modify the standards of this code, as they apply to the entire development area, within the following prescribed limits:

- (A) Front, side and rear yard setbacks may be reduced to zero (when permitted by the Building Safety Codes); provided, however, where attached dwellings are proposed, there shall not be more than 5 dwelling units in any group.
- (B) The reduction of public right-of-way, pavement width, and/or requirements for the installation of sidewalks as specified in Table 4.2.1, may be allowed if provisions are made to provide more off-street parking spaces than the number of suggested parking spaces listed for the particular use in SDC 4.6.125. The Director Approval Authority may require proposed parking lots, spaces, or driveways to be arranged as combinations of collective private driveways, shared parking areas, and on-street parallel

parking bays where topography, special traffic, building, grading, or other circumstances necessitate additional regulation to minimize land and soil disturbance and minimize impervious surface areas.

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### **3.3.900 – Historic Overlay District**

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### **3.3.935 Schedule of Use Categories.**

The following buildings and uses are permitted in the H Overlay District as indicated subject to the provisions, additional restrictions and exceptions specified in this code.

\*\*\*\*

*Removed parking mandate.*

#### **(C) Washburne Historic Landmark District Specific Development Standards.**

- (1) Both the business and the dwelling shall be owned and operated by the resident.
- (2) Not more than 40 percent of the habitable floor area of the dwelling may be used for business purposes; i.e., at least 60 percent of the habitable floor area shall be used for residential purposes.
- (3) The business may not employ more than 2 full-time support persons, exclusive of family members who reside on the premises. All professional practitioners shall reside on premises.

~~(4) In addition to the 2 required parking spaces for the dwelling, 1 off-street parking space is required for each full-time employee.~~

~~a) Access to employee parking shall be through an alley, and employee parking spaces shall not be located between the house and front or street side property line.~~

~~(b) In cases where the installation of employee parking would require the removal of a Historic Landmark Site or Structure, the Historical Commission may waive one or both of the~~

~~required spaces if substantial traffic problems would not result. In making this determination, the Historical Commission shall consider the report of the Transportation Manager.~~

- (45) No display of merchandise either from the windows of a structure or on the property itself is permitted.
- (56) No commercial vehicle repair and/or sales is permitted.
- (67) Home businesses shall not be open to the public on Sundays or holidays recognized by the City, apart from for activities sponsored by the City or the Washburne Neighborhood Association.
- (78) Hours of operation are limited as follows:
  - (a) On local streets, from 9:00 a.m. to 8:00 p.m.
  - (b) On collector or arterial streets, from 7:00 a.m. to 10:00 p.m.
- (D) Commercial uses as specified in SDC [3.3.935\(B\)\(1\)](#) through (3) may be permitted on Assessor's Map 17-03-35-24 Tax Lots 10800, 10801, 10900, 12900, 13000 and 13100 when the integrity of the Historic Landmark Site or Structure is not substantially altered provided that:
  - (1) The development meets the standards of SDC [5.17.100](#).
  - (2) Parking areas shall have paved alley access, and shall not be located between the house and front or streetside property line.
  - (3) ~~In cases where the installation of parking would require the removal of a Historic Landmark Site or Structure, the Historical Commission may waive up to 50 percent of the required spaces if substantial traffic problems would not result. In making this determination, the Historical Commission shall consider the report of the City Engineer.~~
  - (34) No display of merchandise for sale that is incompatible with the residential character of the neighborhood is permitted.
  - (45) No commercial vehicle repair and/or sales is permitted.

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### 3.4.200 – Glenwood Riverfront Mixed-Use Plan District

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### 3.4.270 Public and Private Development Standards.

*Provided clarification language regarding on-street parking management.*

The following public and private development standards are established for the Glenwood Riverfront Mixed-Use Plan District:

#### (A) Public Streets, Alleys and Sidewalks.

- (3) The street system must be designed and maintained to meet needs for mobility, parking, and loading in the Glenwood Riverfront while minimizing adverse visual, environmental, and financial impacts on the public. The Director may require a parking study to determine adequacy of parking to support a given use or proposed development. Public streets, alleys, and sidewalks shall be designed and constructed as specified in the following street cross-section standards and in the Springfield *Engineering Design Standards and Procedures Manual*.

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#### (F) Private Property Landscape Standards.

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*Minor edits to clarify when the landscaping standards apply and added citation for when provided parking lots exceed one-half acre.*

#### (2) Applicability.

- (a) The landscaping standards of this subsection shall apply to all private property (property located outside of public right-of-way) in the Glenwood Riverfront as follows:
- (i) New development;
  - (ii) Redevelopment including expansions of use;
  - (iii) A change of use for existing buildings where the landscaping is non-conforming; and

- (iv) A change of use that results in ~~the need to supply~~ additional on-site parking or loading areas, or that modifies the driveway location.

**EXCEPTION:** Portions of private property within the Willamette Greenway Overlay District, as specified in SDC 3.4.280, shall comply with riparian/wetland protection standards specified in SDC 4.3.115 and 4.3.117 and the Springfield *Engineering Design Standards and Procedures Manual*.

- (b) All portions of a development area that are not used for buildings, parking, internal sidewalks, mid-block connectors or other impervious surfaces shall be landscaped as specified in SDC 3.4.270(F)(4)(a).

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#### (4) Landscape Standard Categories.

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- (ac) The L3 standard is a landscape treatment that applies within parking lots, including interior courts, but not including any required landscape setbacks necessary for screening, as specified in subsection (F)(4)(b)(i). At least 10 percent of the interior of a parking lot shall be landscaped. If the parking lot is larger than one-half acre, the provisions of SDC 4.6.015-(F)(3) also apply. The L3 standard serves 3 purposes: to eliminate stormwater runoff through infiltration swales and other measures; to provide shade; and for screening. Water quality features may be incorporated into planter islands and required setbacks. The L3 standard shall comply with the vision clearance standards specified in SDC 4.2.130.

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#### (G) Vehicle/Bicycle Parking and Loading Standards.

*Removed parking mandate language.*

- (1) Vehicle/bicycle parking standards shall be as described in the Glenwood Refinement Plan Transportation and the Housing and Economic Development chapters.



- (2) Applicable Glenwood Refinement Plan Vehicle/Bicycle Parking Policies and Implementation Strategies shall be as specified in the Appendix of this code.
- (3) Vehicle/bicycle parking and loading standards shall be designed and constructed as specified in this subsection.
- (4) **Vehicle Parking—General.** ~~Adequate vehicle parking shall be provided to support new development and redevelopment in the Glenwood Riverfront, while minimizing adverse visual, environmental, and financial impacts on the public.~~ In line with the land use vision for compact development and a walkable, pedestrian-friendly environment, on-street parking, aboveground and underground off-street parking structures, and parking located within or under buildings shall be encouraged. Locating and designing all required on-site vehicle parking to minimize the visibility of parked cars to pedestrians from street frontages and light and noise impacts of parking lots strengthens the character of the Glenwood Riverfront, reinforces the emphasis on pedestrian, bike, and transit for travel, and minimizes the potential for vehicle/pedestrian conflicts. ~~The Director may require a parking study to determine adequacy of parking to support a given use or proposed development, but p~~On-site parking must not exceed the maximum number of spaces established in Table 3.4.1 except as provided in SDC [3.4.270\(G\)\(8\)](#).
- (5) **Types of Vehicle Parking Facilities Permitted.**
- (a) In all subareas, the following types of parking facilities shall be permitted:
- (i) On-street parking.
  - (ii) Aboveground and underground parking structures.
  - (i) Surface parking facilities located in interior courts.
  - (iv) Parking facilities incorporated within or on top of a building.
- (b) In Subarea D south of the Union Pacific railroad trestle and outside of the nodal development area (except for Assessor's Maps and Tax Lots 18-03-03-11-01401, 17-03-34-44-03300, and 17-03-34-44-00301), in addition to parking facilities

permitted in SDC 3.4.270(G)(5)(a)(i)—(iv), surface parking facilities that are screened as specified in SDC 3.4.270(F)(4)(b) shall be permitted along McVay Highway and any other street frontage, in the following circumstances:

- (i) Two rows of visitor parking including a travel lane that can accommodate bi-directional traffic in the front of and facing a building as specified in SDC 3.4.275(H)(2)(b); and
  - (ii) Overflow visitor parking and other permitted vehicular parking on 1 side of, and in the rear of a building.
- (6) Maximum off-street vehicle parking spaces by use category shall be as specified in Table 3.4.1.

**Vehicle Parking ~~Standards~~ Maximums Table 3.4.1**

*Removed parking mandate language. Additionally, added language to the Carpool and Vanpool to mimic OAR 660-012-0405(1)*

Use Category	Use Sub-Category	Maximum Number of <del>Required</del> Parking Spaces
<b>Commercial</b>	Eating and Drinking Establishments (1)	1 per each 30 square feet of seating floor area plus 1 per each 500 gross square feet of non-seating floor area
	Hospitality	1 per guest bedroom plus 1 space per each full-time employee on the largest shift
	Personal Services	1 per each 350 square feet of gross floor area
	Professional, Scientific and Technical Services	1 per each 350 square feet of gross floor area
	Retail Sales and Services	1 per each 300 square feet of gross floor area
<b>Employment</b>	Hospital	1 per each 200 square feet of gross floor area or 1.5 per bed
	Light Manufacturing (2)	1 per each 550 square feet of gross floor area plus 1 space per company owned vehicle
	Light Manufacturing Storage (2)	1 per each 1650 square feet of gross floor area plus 1 space per company vehicle
	Office Employment	1 per each 350 square feet of gross floor area
	Educational Facilities	To be determined by a parking study that considers number of employees, students, and hours of operation
	Warehousing (2)	1 per each full-time employee on the largest shift plus 1 space per company vehicle
<b>Recreation</b>	Park Blocks or Riverfront Linear park Recreational Facilities (3)	0
<b>Residential (High-Density)</b>	Residential Occupancy of Dwelling Units	1 per bedroom with a maximum of 2.5 per dwelling unit plus 1 space for every 15 dwelling units for visitors. 1 per each 4 beds plus 1 space per each full time employee on the largest shift for nursing homes and assisted living; or 1 per every 2

		beds plus 1 space per each full time employee on the largest shift for independent living
<b>Vehicle Related Uses</b>	Structured Parking	N/A

**Notes:**

- (1) When calculating the maximum parking limits requirements for an eating or drinking establishment that has outdoor seating, up to 20 outdoor seats shall be exempt from the seating calculation.
- (2) The U.S. Department of Transportation establishes commercial truck classifications based on the vehicle's gross vehicle weight rating. Classes 1, 2 and 3 are "light duty"; Classes 4, 5 and 6 are "medium duty"; and Classes 7 and 8 are "heavy duty." Trucks classified as medium and heavy duty that are used as part of a commercial or light manufacturing use shall be located either:
  - (a) Within an enclosed building; or
  - (b) Outside of a building when:
    - (i) Screened by a masonry or concrete wall or other permanent fully opaque screen that extends from the building and complements the façade of the building. The wall shall have a minimum height of 8 feet. The screen shall totally conceal trucks from McVay Highway and the Willamette River and shall meet the building setback standard specified in SDC 3.4.275(H)(2)(b); or
    - (ii) Within a courtyard surrounded by buildings in a manner that medium and heavy duty truck parking cannot be seen from McVay Highway or the Willamette River.
  - (c) Medium and heavy duty truck parking shall be prohibited in front and street side yards.
- (3) Public parking for the park blocks and riverfront linear park will be provided on street.

**(7) Parking Maximum Benefits and Options.**

**(a) Parking Maximum Benefits.**

- (i) **Supports Mobility Management.** Parking management is an important component of efforts to encourage more efficient transportation choices, that helps reduce problems such as traffic congestion, roadway costs, pollution emissions, energy consumption and traffic accidents;
- (ii) **Improves Walkability.** By allowing more clustered development and buildings located closer to sidewalks and streets, parking management helps create more walkable communities;
- (ii) **Supports Transit.** Parking management supports transit oriented development and transit use;

- (iv) **Provides Facility Cost Savings.** Reduces development costs to governments, businesses, developers and consumers;
  - (v) **Supports Compact Growth.** Parking management helps create more accessible and efficient land use patterns, and so helps preserve green space and other valuable ecological, historic and cultural resources;
  - (vi) **Allows More Flexible Facility Location and Design.** Parking management gives architects, designers and planners more ways to ~~address~~ provide parking ~~requirements~~, creating more functional and attractive communities;
  - (vii) **Supports Equity Objectives.** Management strategies can reduce the need for subsidies, improve travel options for non-drivers, and increase affordability for lower-income households; and
  - (viii) **Reduces Stormwater Management Costs, Water Pollution and Heat Island Effects.** Parking management can reduce total pavement area and incorporate better design features.
- (b) Options available to help meet parking maximums include:
- (i) A legally-binding shared parking agreement may be submitted as specified in SDC 4.6.110(F) where multiple uses or multiple developments share 1 or more parking facilities, and peak parking demand occurs during different times of the day. An example of this option is office development with nearby residential development.
  - (ii) Unbundled parking may be utilized where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit. In this option, tenants or owners are able to purchase only as much parking as they need or want and are given the opportunity to save money by using fewer parking stalls. The developer shall specify the number of unbundled parking spaces

proposed and provide an explanation of how this parking reduction option will affect the proposed development as part of the Site Plan Review application submittal. No more than 50 percent of the parking provided shall be unbundled parking.

**(iii) Car Sharing.**

- A. Car sharing reduces the rate of personal vehicle ownership. In this option, a household or business gains the benefits of private vehicle use without the costs and responsibilities of ownership. A household or business has access to a fleet of shared-use vehicles on an as-needed basis. A household or business gains access to these vehicles by joining an organization that maintains a fleet of cars and/or light trucks, e.g., ZipCar, that are parked in designated, leased spaces in a network of locations.
- B. Car sharing shall be permitted in public and private parking structures and parking lots.

**(iv) Carpool/Vanpool Parking.**

- A. If the carpool/vanpool option is chosen, it shall apply when there are at least 20 parking spaces. The number of carpool/vanpool parking spaces ~~shall~~ must be based upon 5 percent of the parking spaces in Table 3.4.1. employees on the largest shift.
- B. The carpool/vanpool spaces ~~shall~~ must be located closer to the primary employee entrance or secondary entrance from a parking lot than any other employee parking, except disabled accessible spaces.
- C. Carpool/vanpool spaces must ~~Reserved areas shall~~ have markings and signs that indicate the space is reserved for carpool/vanpool use.

- D. ~~Only vehicles that are part of a Parking in reserved areas for carpools/vanpools shall be established through~~rideshare program ~~sanctioned by the employer or a public agency~~ies may park in designated carpool/vanpool parking spaces and to vehicles meeting minimum ~~rideshare qualifications set by the employer.~~

\*\*\*\*

### 3.4.280 Willamette Greenway Development Standards.

*Provided clarification language the off-street parking is not required.*

The following standards are established for the Glenwood Riverfront portion of the Willamette Greenway (WG) Overlay District:

\*\*\*\*

- (F) **Development Standards.** In addition to addressing the criteria of approval specified in SDC 3.4.280(M), the applicant shall address the following development standards:

\*\*\*\*

- (4) **Off-Street Parking.**

Off-street motor vehicle parking lots and spaces are not required, however provided off-street parking must meet the following criteria:

- (a) Parking lots shall be designed to manage the quantity and quality of stormwater generated by any new or expanded impervious surface area as specified in the base zone, additional overlay zone, this Plan District or the Springfield *Engineering Design Standards and Procedures Manual*.
- (b) Parking lots shall use the required landscape area to manage stormwater from the new or redeveloped area, as specified in the base zone, additional overlay zone, this Plan District or the Springfield *Engineering Design Standards and Procedures Manual*.

- (c) Parking lots shall be screened from the Willamette River and from all abutting properties as specified in the base zone, additional overlay zone or this Plan District.
- (d) Parking lots may use alternative paving techniques as a mitigation measure to reduce the total amount of effective impervious surface area present on the site as specified in the base zone, additional overlay zone, this Plan District or the Springfield *Engineering Design Standards and Procedures Manual*.
- (e) Parking lot stormwater facilities shall be operated and maintained so as to avoid groundwater contamination, erosion and off-site sediment transport, landslide hazards, and other similar concerns in the base zone, additional overlay zone, this Plan District or the Springfield *Engineering Design Standards and Procedures Manual*.

## 4.2.100 – Infrastructure Standards - Transportation

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### 4.2.105 Public Streets.

\*\*\*\*

*Removed parking mandate language.*

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

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- (2) Whenever a proposed land division or development will increase traffic on the City street system and the development site has unimproved street frontage, that street frontage must be fully improved to City specifications in accordance with the following criteria:

\*\*\*\*

- (f) Siting accessory structures or other structures not occupied by humans ~~\_, or changes of use which do not increase parking requirements~~ are not ~~be~~ considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement will not be required.

- (3) An approved performance bond or suitable substitute in a sufficient amount to ensure the completion of all required improvements, including the installation of sidewalks and accessways is required prior to occupancy or Final Plat approval when necessary to ensure compliance with a development agreement.

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### 4.3.100 Infrastructure Standards – Utilities

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*Removed parking mandate language.*

### 4.3.145 Wireless Telecommunications System (WTS) Facilities.

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- (F) **General Standards.** The Federal Telecommunications Act of 1996 establishes limitations on the siting standards that local governments can place on WTS facilities. Section 704 of the Act states that local siting standards must not: (1) “unreasonably discriminate among providers of functionally equivalent services,” nor (2) “prohibit or have the effect of prohibiting the provision of personal wireless services.”

All applications for WTS facilities are subject to the standards in this section to the extent that they do not violate Federal limitations on local siting standards. Where application of the standards found in this section constitutes a violation, the least intrusive alternative for providing coverage are allowed as an exception to the standards.

\*\*\*\*

~~(22) **Parking.** No net loss in required on-site parking spaces may occur as a result of the installation of any WTS facility.~~

**(223) Sidewalks and Pathways.** Cabinets and other equipment must not impair pedestrian use of sidewalks or other pedestrian paths or bikeways on public or private land.

**(234) Lighting.** WTS facilities must not include any beacon lights or strobe lights, unless required by the Federal Aviation Administration (FAA) or other applicable authority. If beacon lights or strobe lights are required, the Approval Authority will review any available alternatives and approve the design with the least visual impact. All other site lighting for security and



maintenance purposes must be shielded and directed downward, and must comply with the outdoor lighting standards in SDC 4.5.100, unless required by any other applicable law.

**(245) Landscaping.** For WTS facilities with towers that exceed the height limitations of the base zone, at least 1 row of evergreen trees or shrubs, not less than 4 feet high at the time of planting, and spaced out not more than 15 feet apart, must be provided in the landscape setback. Shrubs must be of a variety that can be expected to grow to form a continuous hedge at least 5 feet in height within 2 years of planting. Trees and shrubs in the vicinity of guy wires must be of a kind that would not exceed 20 feet in height or would not affect the stability of the guys. In all other cases, the landscaping, screening and fence standards specified in SDC 4.4.100 apply.

**(256) Prohibited WTS Facilities.**

- (a) Any high or moderate visibility WTS facility in the Historic Overlay District.
- (b) Any WTS facility in the public right-of-way that severely limits access to abutting property, which limits public access or use of the sidewalk, or which constitutes a vision clearance violation.
- (c) Any detached WTS facility taller than 150 feet above finished grade at the base of the tower.

**(267) Speculation.** No application will be accepted or approved for a speculation WTS tower, i.e., from an applicant that simply constructs towers and leases tower space to service carriers, but is not a service carrier, unless the applicant submits a binding written commitment or executed lease from a service carrier to utilize or lease space on the tower.

**(278) Small Wireless Facilities in the Public Right-of-Way.** Small wireless facilities in the public right-of-way must comply with the following standards:

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## 4.4.100 – Landscaping, Screening and Fence Standards

## 4.4.105 Landscaping.

\*\*\*\*

*OAR 660-012-0405(4) required specific landscaping standards for new provided parking lots over one-half acre. Changes include separation of the tree and shrub requirement for both small and large parking lots to ensure that shrubs are provided within both. Existing tree planting requirements were retained in small parking lots and addition OAR requirements were included for large parking lots.*

### **(EF) Parking Lots.**

~~(1) —~~ Parking lot planting areas must include 1 canopy tree at least 2 inches (dbh) in caliper that meets City street tree standards as may be permitted by the *Engineering Design Standards and Procedures Manual* and at least 4 shrubs, 5 gallon or larger, for each 100 square feet of planting area. Shrubs that abut public right-of-way or that is placed in the interior of any parking lot must not exceed 2.5 feet in height at maturity. ~~(1) The following~~ Parking lot planting areas must be landscaped in accordance with the standards in (2) below include:

- ~~(1a)~~ Parking and driveway setback areas specified in the applicable land use district; and
- ~~(2b)~~ Five percent of the interior of a parking lot, exclusive of any required parking setbacks, if 24 or more parking spaces are located between the street side of a building and an arterial or collector street and are visible from any street.
- ~~(3c)~~ See also SDC [4.7.380](#) or [4.7.385](#) for multiple unit housing design standards.

~~(2) —~~ Parking lot planting areas must include at least 4 shrubs, 5 gallon or larger, for each 100 square feet of planting area. Any shrubs that abuts public right-of-way or that is placed in the interior of any parking lot must not exceed 2.5 feet in height at maturity. Where parking lot planting areas are required, Low Impact Development and vegetated structural stormwater controls may be used to meet this requirement. -Shrubs provided within a structural stormwater control may not be counted toward meeting this criterion.

~~(32)~~ **Small Parking Lots and Modifications to Existing Parking Lots.** Planting areas for developments with one-half acre or less of new surface parking lot area must include 1 canopy tree at least 2 inches (dbh) in caliper, for each 100 square feet of parking lot planting area. -Trees must meet City street tree standards in the City of Springfield Street Tree list in Appendix G for the appropriately sized planter area.

- (4) Large Parking Lots.** Developments that include more than one-half acre of new off-street surface parking lot area, measured based on the perimeter of all new parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles, must comply with the following:
- (a) Developments not required to comply with OAR 330-135-0010 must provide a climate mitigation action including at least one of the following:**
    - (i) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property.**
    - (ii) Payment of at least \$1500 per new off-street parking space into a fund at the Oregon Department of Energy dedicated to equitable solar or wind energy development; or**
    - (iii) Tree canopy covering at least 40% of the new parking lot area at maturity but no more than 15 years after planting.**
  - (b) Developments must provide either trees along driveways or a minimum of 30% tree canopy coverage over new off-street parking areas. Developments are not required to provide trees along drive aisles.**
  - (c) The tree spacingspacing, and species planted must be designed to maintain a continuous canopy, except when interrupted by driveways, drive aisles, and other site design considerations. Trees that are provided in compliance with (4)(a)(ii) above meet this standard.**
  - (d) Trees must meet City street tree standards as specified in City of Springfield Street Tree list in Appendix G for the appropriately sized planter area.**
  - (ee) Development of a tree canopy under subsections (a) and (b) must be done in coordination with the local electric utility, including pre-design, building, and maintenance phases.**
  - (fd) Applicant must provide a certification provided by a certified arborist with an Oregon Landscape Contractor license that trees planted to meet subsections (1) and (2) will be planted to meet or exceed the 2021 American National Standards Institute A300 standards.**

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## 4.6.100 – Motor Vehicle Parking, Loading and Bicycle Parking Standards

*Removed parking mandates including the deletion of the general parking standards, SDC 4.6.110.*

*Added clarification that off-street parking is not required.*

### 4.6.105 Vehicle Parking—Purpose and Applicability.

- (A) Off-street motor vehicle parking lots or spaces are not required, however if provided must meet minimum standards of the Springfield Development Code.  
These regulations provide standards for the development of vehicle parking.
- (B) Unless exempted elsewhere in this code, all development within the City and its urbanizable area must comply with the vehicle parking provisions of this section.

### ~~4.6.110 Motor Vehicle Parking—General.~~

~~(A) — Off-street parking spaces must be provided, consistent with requirements in SDC 4.6.125 and Table 4.6.2, unless excepted as allowed herein, for:~~

~~(1) — All new construction and expansion of multiple unit housing, commercial, industrial, and public and semi-public uses. For expansions or additions, the parking spaces required in Table 4.6.2 are calculated based only upon: (a) the number of new dwelling units constructed, for residential uses; or (b) the area of the expansion or addition, for all other uses.~~

~~(2) — Changes in use or the use category of an existing building or structure.~~

~~(B) — If parking has been provided to serve an existing use, the number of parking spaces cannot be reduced if the result would be fewer spaces than required by this section, except as parking reductions are allowed below and under Special Provisions to Table 4.6.2.~~

~~(C) — Parking reductions under SDC 4.6.110(H) through (L) and Special Provisions to Table 4.6.2 must not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6.2 or under SDC 4.6.110(M).~~

~~(D) — Required parking spaces must be available for the parking of passenger vehicles of residents, customers, patrons, visitors, and employees only, and must not be used for outdoor displays, storage of vehicles, equipment, or materials. Parking for company motor vehicles that remain on the premises overnight, or enclosures designed for the temporary collection of shopping carts, must be provided in addition to the number of parking spaces required by this section.~~

~~(E) — Unless joint use of parking facilities is requested as may be permitted in subsection (F) below, the total requirement for off-street parking spaces is the sum of the requirements for all uses. If the total number of required parking spaces results in a fraction, the fraction must be rounded up to the next whole number. Off-street parking facilities for 1 use must not be considered as providing parking facilities for any other use. Alternatively, the Director may approve joint use of parking facilities as may be permitted in subsection (F), below.~~

~~(BF) — The Director, upon application by all involved property owners, may authorize joint use of parking facilities, provided that:~~

~~(1) — The applicant demonstrates that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of parking facilities is proposed;~~

~~(2) — The parties concerned in the joint use of off-street parking facilities must provide evidence of agreement for the joint use by a legal instrument approved by the City Attorney. An agreement for joint use of parking facilities must provide for continuing maintenance of jointly used parking facilities; and~~

~~(3) — The agreement must be recorded at Lane County Deeds and Records at the applicant's expense.~~

~~(G) — When on-street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking, parking spaces in a public right-of-way directly abutting the development area is allowed to be counted as fulfilling a part of the parking requirements for a development as follows: For each 18 feet of available on-street parking, there will be 1 space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.~~

~~(H) — **Motor Vehicle Parking Space Reduction Credit for Additional Bicycle Parking.** Additional bicycle parking beyond the minimum amount required in Table 4.6.3 that complies with the bike parking standards in SDC 4.6.145 and 4.6.150 may substitute up to 20 percent of off-street motor vehicle parking otherwise required in Table 4.6.2. For every 2 non-required bicycle parking spaces that meet the short- or long-term bicycle parking standards specified in Table 4.6.3, the motor vehicle parking requirement is reduced by 1 space.~~

~~When existing parking converted to bicycle parking under this subsection results in surplus motor vehicle parking spaces, the surplus parking may be converted to another use in conformance with the requirements of this code.~~

~~(I) — **Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors—Abutting Sites.** Development sites abutting an existing or proposed Frequent Transit Corridor may request a reduction of up to 15 percent from minimum off-street motor vehicle parking required in Table 4.6.2.~~

~~**(J) — Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors—Nearby Sites.** Development sites not abutting but within 1/4-mile of an existing or proposed Frequent Transit Corridor may request a reduction of up to 10 percent from minimum off-street motor vehicle parking required in Table 4.6.2.~~

~~**(K) — Reduction Credit for ADA Improvements for Frequent Transit Corridors.** Development sites abutting or within 1/4 mile of an existing or proposed Frequent Transit Corridor may receive a reduction of up to 10 percent from the minimum off-street motor vehicle parking required in Table 4.6.2 in exchange for contribution to the City for ADA improvements in the public right-of-way. The required contribution will be equal to the Base Curb Ramp Fee multiplied by each set of 4 parking spaces to be reduced, rounded up to the next whole number (e.g. 1 Base Curb Ramp Fee for 1 to 4 parking spaces reduced, double the Base Curb Ramp Fee for 5 to 8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing 1 ADA-compliant curb ramp. Nothing in this subsection waives or alters any requirement for a developer to construct or provide on-site or off-site ADA improvements.~~

~~**(L) —** Outside of the Downtown Exception Area and Glenwood Riverfront Mixed-Use Plan District, a cumulative maximum reduction of 20 percent of the minimum off-street parking required in Table 4.6.2 may be applied using the credits, allowances, and exceptions to minimum parking requirements established in this code.~~

~~**(M) — Right Size Parking Alternative—Minimum.** The Approval Authority may authorize an alternative parking standard that is less than the minimum off-street parking standard in SDC 4.6.125, including reductions in excess of the cumulative maximum reduction specified in SDC 4.6.110(K) above. The alternative parking standard must be 1 of the following:~~

~~**(1) —** The average peak period parking demand identified for the use in the current version of the Institute of Transportation Engineers (ITE) Parking Manual, for the day(s) of the week with the highest parking demand; or~~

~~**(2) —** The peak parking demand identified by the applicant and supported by information that a reasonable person would rely upon as determined by the Approval Authority. This information may include, but is not limited to, transportation demand management or a parking study for a similar development.~~

~~**(N) — Right Size Parking Alternative — Maximum.** The Approval Authority may authorize an alternative parking standard that is more than 125 percent of the minimum off-street parking standard in SDC 4.6.125. The alternative parking standard must be the peak parking demand identified by a parking generation study conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed engineer. (6443;6412)~~

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## 4.6.125 Motor Vehicle Parking—Parking Space Requirements.

*Removed parking mandates and retained and renamed Table 4.6.2 to “Suggested Parking Standard”. Table 4.6.2 is to be used as a guide if a development wishes to provide off-street parking and for calculating Maximum Parking requirements.*

- (A) ~~Although no minimum motor vehicle parking is required, Table 4.6.2 establishes minimum-suggested off-street parking standards according to use, which apply to that use in any within any land use district.~~
- (B) ~~The minimum parking standard for any use not specified in Table 4.6.2 is the average peak period parking demand identified for that use in the current version of the ITE Parking Manual, for the day(s) of the week with the highest parking demand.~~
- (B) Parking spaces must be used only for the parking of passenger vehicles, customers, patrons, visitors, and employees. Changing the use of parking spaces so they can be used for another use such as outdoor displays, storage of vehicles, equipment, or materials requires a development approval, except as authorized by special event permit or other temporary or business license under the Springfield Municipal code.
- (C) The maximum off-street parking standard for any use that is not a residential use is 125 percent of the minimum-suggested off-street parking standard. There is no maximum off-street parking standard for residential uses. The Approval Authority may authorize an alternative parking standard that is more than 125 percent of the minimum off-street parking standard. The alternative parking standard must be the peak parking demand identified by a parking generation study conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed engineer.
- (D) ~~Parking standards established in Table 4.6.2 may be modified as provided in SDC 4.6.110.~~

**Table 4.6.2**

Use	<del>Minimum-Suggested</del> Parking Standard
<b>Residential Uses</b>	
Single unit dwelling, detached	2 spaces for each dwelling, not including an accessory dwelling unit.
Duplex	1 space per dwelling unit, 2 spaces total.
Triplex	1 space per dwelling unit, 3 spaces total.
Fourplex	1 space per dwelling unit, 4 spaces total.

Use	Minimum Suggested Parking Standard
Townhome	1 space for each townhome dwelling unit.
Cottage clusters	1 space for each dwelling unit in a cottage cluster.
Multiple unit housing	1 space for each dwelling unit.
Group care facilities	1 quarter space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Short term rental (see SDC 4.7-355)	Type 1 – No additional spaces above what is required for the primary residence.  Type 2 – 1 on-site parking space for each guest room.
<b>Commercial/Industrial Uses</b>	
Child care center	1 space for each 350 square feet of gross area, <del>plus 1 drop-off space for each 700 square feet of gross floor area.</del>
Hotel/motel	1 space plus 1 space for each guest room.
Eating and drinking establishments	1 space for each 100 square feet of gross floor area.
Retail trade and services (including shopping centers)	1 space for every 300 square feet of gross floor area.
Manufacture and assembly, and other primary industrial uses. Includes warehousing.	1 space for each 1000 square feet of gross floor area.
Warehouse commercial sales (including bulky merchandise)	1 space for each 600 square feet of gross floor area.
<b>Public and Institutional Uses</b>	
Educational facilities	1 space for each classroom, plus 1 for each 100 square feet of the largest public assembly area.
Public utility facility	None, unless utility vehicles will be parked overnight.
Recreational facilities, and religious, social and public institutions	1 space for each 100 square feet of floor area in the primary assembly area and 1 for each 200 square feet of gross floor area for the remainder of the building.
Transportation facilities	1 space for each 300 square feet of gross floor area not including vehicle storage areas.

*Removed parking mandates and incorporated OARs 660-012-0405(4) including carpool/vanpool requirements, electric vehicle charging, large (one-half acre) parking lot requirements, and provision to allow shared use parking between land uses.*

**(D) Special Provisions.**

**(1A) Downtown Exception Area.** ~~Within the Downtown Exception Area, all lots/parcels and uses are exempt from the minimum off-street parking space requirements of this section. However, if the Director determines there is a need for off-street parking, the Director may require an Institute of Transportation Engineering (ITE) Parking Generation Report to determine the off-street parking requirements.~~ **Carpool and Vanpool Parking Requirements.** ~~-In commercial, industrial, and mixed-use industrial, institutional, government, and office developments with at least~~ **50 existing or proposed parking spaces:**



- (a) The number of carpool/vanpool parking spaces must be a minimum of five percent (5%) of the suggested parking spaces for the particular use.
- (b) The carpool/vanpool spaces must be located closer to the primary employee entrance or secondary entrance from a parking lot than any other employee parking, except disabled accessible spaces.
- (c) Carpool/vanpool spaces must have markings and signs that indicate the space is reserved for carpool/vanpool use.
- (d) Only vehicles that are part of a rideshare program sanctioned by the employer/employer, or a public agency may park in designated carpool/vanpool parking spaces.

**(B2) Commercial Districts.**

- ~~(a1) Parking lots in the Neighborhood Commercial (NC) District must be designed so that a landscaped separator is in between every 7 spaces-. A development in the NC district that ~~require~~includes more than 25 parking spaces must locate half of all the ~~required~~ additional spaces over 25 behind ~~proposed~~ buildings. For example, if a developer wishes to provide 30 parking spaces, at least 3 of them must be located behind a building.~~
- ~~(b2) Parking lots ~~must be used exclusively for the parking of vehicles. However, parking spaces in excess of the number required by this code~~ may be used for temporary sales or display of merchandise where the activity does not create a hazard for automobile or pedestrian traffic or where otherwise allowed under this code or the Springfield Municipal Code.~~
- ~~(3) — A minimum of 4 off-street parking spaces is required for all sites in commercial zoning districts that require parking, unless reduced under SDC 4.6.110(M).~~

- ~~(3C) **Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts.** In addition to reductions permitted in accordance with the provisions of SDC 4.6.110, parking spaces may be reduced in LMI, HI, or SHI land use districts on a 1-for-1 basis when the number of spaces required is more than the number of employees working on the busiest shift, provided that a landscaped area equal to the total~~

~~number of spaces reduced must be held in reserve for future use.~~ **Electric Vehicle Charging.** Developments of new buildings with five or more residential dwelling units (includes both residential buildings and mixed-use buildings) that include on-site vehicle parking must provide electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.

**(D4) Campus Industrial (CI) District.**

- (a1)** To the greatest extent practicable, parking must be located behind buildings, internal to development or to the side of a building.
- (b2)** The maximum number of ~~required~~ parking spaces for uses not shown in Table 4.6.2 must be determined based upon standards for similar uses.
- ~~**(3)** Parking spaces may be reduced on a 1-for-1 basis when the number of spaces required is more than the shift with the largest number of employees, provided that a landscaped area equal to the total number of spaces reduced is held in reserve for future use.~~
- (4c)** An additional 5 percent of impermeable surface may be allowed in cases where all parking on a lot/parcel is screened by earthen berms with an average height of 3 feet (measured from the finished grade of the edge of the parking lot), sunken below grade an average depth of 3 feet (measured from the finished grade of the edge of the parking lot to the finished grade of the adjacent berm or landscaped area), or both.
- (d5)** Truck parking for vehicles necessary for the operation of the facility may be located either:
  - (ai)** Within an enclosed building; or
  - (iib)** Outside of a building if the following standards are met and must:
    - (i)A.** Be prohibited in all front and street-side yards;
    - (ii)B.** Meet the building setback standards specified in SDC 3.2.420; and
    - (iii)C.** Be screened as specified in SDC 3.2.445.

**(5E) Medical Services (MS) District.** Motor vehicle parking ~~standards~~ maximums are determined based upon standards for similar uses in Table 4.6.2 ~~and/or~~ upon ~~the required a~~ Parking/Traffic Study.

**(6F) Public Land and Open Space District.** Motor vehicle parking ~~standards~~ maximums are determined based upon standards for similar uses in Table 4.6.2 or - ~~Uses not listed require~~ a Parking Study.

**~~(G) Mixed Use Districts.~~**

~~(1) Nonresidential Requirements.~~ Off-street surface parking must meet the minimum parking requirement for the various commercial and industrial uses in Table 4.6.2 unless reduced under applicable provisions in this code.

~~(2) Residential Requirements.~~ Minimum off-street parking standards for residential uses must comply with the standards specified in Table 4.6.2 unless reduced under applicable provisions in this code. (6443; 6412)

**(7) Large Parking Lots.** Developments that include more than one-half acre of surface parking area must include pedestrian connections from the parking lot to building entrances. -If the parking lot is located between a public right-of-way and a building, the parking lot must include pedestrian connections between pedestrian facilities in the adjacent public right-of-way and building entrances.

**(8)** Shared use parking for two or more land uses, structures, or parcels of land is permitted.

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## 4.6.135 Loading Areas—Facility Design and Improvements.

*Removed parking mandates and language regarding bicycle parking. The bicycle parking is regulated under SDC 4.6.140.*

**(A)** All necessary loading areas for commercial and industrial development must be located off-street ~~and provided in addition to the required parking spaces.~~

~~**(B)** Required bicycle parking spaces and facilities must be constructed and installed in accordance with SDC 4.6.150 and Figures 4.6-B and 4.6-C. Bicycle parking must be provided at ground level unless an elevator with bicycle wayfinding~~

~~signage directs users to an approved bicycle storage area. Each required bicycle parking space must allow a bicycle to be placed in the space without removing another bicycle from another space.~~

~~(C) All required long-term bicycle parking spaces must be sheltered from precipitation, in conformance with (D)(3) below, and include lighting in conformance with the lighting standards in SDC 4.5.100.~~

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## 4.7.300 Specific Development Standards

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### 4.7.195 Public/Private Elementary/Middle Schools.

*Removed parking mandate including a loading space. Removed Parking Study from the alternative off-street parking calculations.*

(A) Schools are identified in the Metro Plan or Springfield Comprehensive Plan as key urban services, which shall be provided in an efficient and logical manner to keep pace with demand. Schools may be located in any zone that permits schools. A unique relationship exists between schools and the community, which requires special consideration when applying screening standards. Maintaining clear sight lines for the security and safety of children is desirable and may be achieved through the use of non-opaque fencing and/or landscaping. The screening standards in SDC [5.17.100](#) are applied only when required to screen playground structures, spectator seating facilities, parking, storage yards and trash receptacles or where significant conflicts are determined by the Director.

\*\*\*\*

(8) All parking lots and driveways shall be designated to separate bus and passenger vehicle traffic. All parking lots shall have sidewalks raised a minimum of 6 inches above grade where pedestrians have to cross parking lots to enter or leave the school grounds. All parking lots must be designed so that a person walking between the bicycle parking facilities and the main building entrance or primary point of entry to the school is not required to cross a driveway, loading ~~areospace~~, or other area intended for motor vehicle circulation. The Director may require wider sidewalks at major approaches to schools as deemed necessary for pedestrian safety and capacity.

\*\*\*\*

(11) A Traffic Impact Study ~~and Parking Study~~, prepared by a Transportation Engineer, ~~shall~~must be approved by the City Engineer.

(B) In the PLO District, public/private elementary/middle schools shall be adjacent to residentially-zoned property. (6443; 6412; 6211)

## 4.7.200 Public and Private Parks.

*Removed Parking Study for alternative off-street parking calculations.*

Public parks shall be designated in the Metro Plan including the Willamalane Park and Recreation District Comprehensive Plan or be approved in accordance with a Discretionary Use application as specified in SDC [5.9.100](#).

\*\*\*\*

### (B) Standards for Public and Private Parks in the PLO District.

(1) Primary access shall be on arterial or collector streets unless specified or exempted elsewhere in this section.

(2) Stadiums, swimming pools and other major noise generators within parks shall be located at least 30 feet from residential property lines and screened by a noise attenuating barrier.

(3) Community and regional parks shall be designated on a Park Facilities Plan adopted by the City, or be approved in accordance with Type 3 review procedure (Discretionary Use).

(4) A ~~T~~raffic ~~I~~mpact ~~and parking~~ ~~S~~tudy ~~shall~~must be prepared by a Traffic Engineer and approved by the City Engineer.

(C) Standards for the Urbanizable Fringe Overlay District. Neighborhood Parks ~~shall~~must be shown on the Metro Plan or an adopted refinement plan, or ~~shall~~ be reviewed under Type 3 Discretionary Use procedures.

\*\*\*\*

## 4.7.300 – Standards and Regulations for Certain Residential Uses and Certain Uses in Residential Districts

## **4.7.340 Child Care Center**

*Child Care Centers previously required drop-off parking spaces which have been removed. Requirements in residential land use districts, in accordance with Oregon Revised Statutes, must provide safe pick up and drop off location. Regulations are proposed in residential districts only.*

The center must take precautions to protect children from vehicular traffic by providing a drop off and pick up spot at:

- (A) An off-street location or
- (B) An on-street location approved by the City Traffic Engineer that does not impede a vehicle or bicycle travel lane or is not located within a vision clearance area.
- (C) An ADA pedestrian path must be provided from the drop off location to the main entrance.

\*\*\*\*

## **4.7.350 Residential Care Facility.**

*Removed parking mandate.*

- (A) These facilities must have a front yard setback of 15 feet and side and rear yard setbacks of 20 feet. The landscaped setbacks for parking lots and driveways may be reduced to 5 feet when the Director determines, through a Type 2 process, that adequate buffering has been provided.
- (B) A minimum of 25 percent of the lot/parcel shall be landscaped.
- (C) No parking is permitted within the front yard setback. ~~Required p~~Parking must be screened from public view.
- (D) For structures on the Springfield Historic Inventory, any external modification must be in conformance with SDC [3.3.900](#).
- (E) The maximum density in the R-1 District is 24 bedrooms per net acre. (6443; 6286)

## **4.7.355 Short Term Rental.**

\*\*\*\*

*Removed parking mandate.*

**(B) Type 2.**

- (1) **Food Service.** If food service is provided, it may only be provided to overnight guests.
- (2) **Location.** There must be at least 400 feet of separation along the same street between Type 2 short term rentals.
- (3) **Parking.** ~~There must be 1 on-site parking space for each guest room. Each parking space must meet the applicable requirements of SDC 4.6.100. (6443; 6412)~~

\*\*\*\*

## 4.7.380 Multiple Unit Housing (Clear and Objective Standards).

*Removed parking mandate and added language for when off-street parking is provided.*

\*\*\*\*

- (C) Development Standards for Multiple Unit Housing Developments in the R-2 and R-3 Districts.** The following standards apply to multiple unit housing developments unless otherwise stated. These standards do not apply to Cottage Cluster Housing developments.

\*\*\*\*

- (7) **Parking.** Any vehicle parking provided must comply with Multiple unit housing developments must provide parking as specified in SDC 4.6.100 through 4.6.1355. Bicycle parking must be provided as specified in SDC 4.6.140 through 4.6.155.

\*\*\*\*

## 4.7.385 Multiple Unit Housing (Discretionary Option).

\*\*\*\*

*Provided clarifying language when off-street parking is provided.*

(l) **Parking.** The Approval Authority must find that the placement of parking contributes to attractive street frontages and visual compatibility with surrounding areas and is located with consideration for the safety of residents. This criterion may be met by complying with either subsection (l)(1) or (2) below or by meeting SDC 4.7.390.

(1) **Type 2 Process.** ~~Parking for M~~multi-unit developments must ~~provide parking~~be designed as specified in the following standards.

\*\*\*\*

(2) **Type 3 Process.** Alternatively, this criterion may be met by considering the following guidelines.

- (a) Avoid placing parking lots, carports, garages, and driveways between the buildings and the street. To minimize the visual impacts, locate parking to a portion of the site least visible from the street.
- (b) Provide rear and below grade parking where practicable.
- (c) Use alley access for parking areas where practicable.
- (d) Use low, dense hedges or landscape berms at the edges of parking lots to screen autos and direct pedestrians to entry and exit points.
- (e) Provide no more parking than the ~~suggested~~minimum parking requirement, where practicable.
- (f) Avoid placing parking lots, garages, and carports that abut and/or are visible from R-1 areas. As an alternative, locate parking next to arterial and collector streets with landscape buffering, when possible.
- (g) Design garages and free standing carports to be visually compatible with, or screened from, adjacent R-1 uses and dwellings on-site (e.g., similar siding, trim, roof line and materials, detailing, and color, as applicable).

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## 5.1.100 – The Development Review Process

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## 5.1.110 Applicability.

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*Clarifying language that review is required when new off-street parking is proposed and provided.*

- (C) The following developments and activities do not require Type 1, 2, 3, or 4 review procedures, but must conform to all other applicable provisions of this code or any other applicable code as determined by the Director.

\*\*\*\*

- (7) A change of use that does not increase demand on public facilities, ~~or~~ change property access or circulation, ~~or require or propose new area for off-street parking additional parking spaces,~~ provided that, prior to granting building occupancy, the property complies with applicable requirements related to landscaping in SDC 4.4.105, parking lot striping in SDC 4.6.115, on-site lighting in SDC 4.5.100, and bicycle parking in SDC 4.6.145. (7). This exemption does not apply when the change of use includes development that otherwise requires Development Approval under this code, such as additions or expansions of buildings or impervious surfaces for which site plan review or minimum development standards review is required.

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## 5.11.100 Interpretations

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## 5.11.120 Interpretation of New Uses.

*Removed parking mandate but off-street parking can still be evidence for a New Use Interpretation.*

- (A) **Application Submittal.** The request ~~shall~~must include information on the following characteristics of the new use:
- (1) A description of proposed structures and the operational characteristics of the new use.
  - (2) Where commercial and industrial uses are involved, the following topics are considered:

- (a) Emission of smoke, dust, fumes, vapors, odors, and gases;
  - (b) Use, storage and/or disposal of flammable or explosive materials;
  - (c) Glare;
  - (d) Use of hazardous materials that may impact groundwater quality;
  - (e) Noise;
  - (f) The potential for ground vibration; and
  - (g) The amount and type of traffic to be generated, parking to be provided ~~parking required~~ and hours of operation.
- (3) Where residential uses are involved, the following topics are considered:
- (a) Density; and
  - (b) The amount and type of traffic to be generated and parking to be provided ~~and parking required~~.
- (B) **Criteria.** A new use may be considered to be a permitted use when, after consultation with the City Attorney or other City staff, the Director determines that the new use:
- (1) Has the characteristics of one or more use categories currently listed in the applicable zoning district;
  - (2) Is similar to other permitted uses in operational characteristics, including, but not limited to, traffic generation, parking, or density; and
  - (3) Is consistent with all land use policies in this code which are applicable to the particular zoning district.

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## 5.13.100 - Master Plans

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## 5.13.120 Preliminary Master Plan—Submittal Requirements.

The Preliminary and Final Master Plan applications shall be prepared by a professional design team. The applicant shall select a project coordinator. All related maps, excluding vicinity and detail maps, shall be at the same scale. A Preliminary Master Plan shall contain all of the elements necessary to demonstrate compliance with the applicable provisions of this code and shall include, but not be limited to:

*Master Plans are still required to provide a parking plan and study to ensure parking maximums and landscaping requirements are accommodated for.*

**(l) A Parking Plan and Parking Study.**

**(1)**—A Parking Plan ~~shall~~must be submitted for all proposed development that includes vehicular parking and/or required bicycle parking. The Parking Plan and shall~~must~~ contain the following information:

- (1a)** The location and number of proposed parking spaces;
- (2b)** On-site vehicular and pedestrian circulation;
- (3c)** Access to streets, alleys and properties to be served, including the location and dimensions of existing and proposed driveways and any existing driveways proposed to be closed;
- (4d)** The location of and number proposed bicycle parking spaces;
- (5e)** The amount of gross floor area applicable to the parking for the proposed use; and
- (6f)** The location and dimensions of off-street loading areas, if any.

**(2)** A Parking Study, for other than single-unit detached dwelling developments, with maps and a narrative depicting projected parking impacts, including, but not limited to: projected peak parking demand; an analysis of peak demand compared to, or use of, the proposed on-site and off-site supply; potential impacts to the on-street parking system and adjacent land uses; and proposed mitigation measures, if necessary.

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### **5.13.135 Final Master Plan—Modifications.**

A proposed Final Master Plan modification, or a proposed modification to a Master Plan approved prior to the effective date of this regulation, shall be processed under the applicable procedures described below:

\*\*\*\*

- (B) The following modifications to the Final Master Plan shall be processed under Type 2 procedure, unless the Director determines that the proposed modification should be reviewed as a Type 3 procedure, based on the proposed size of the Master Plan site; and/or the availability/capacity of public facilities; and/or impacts to adjacent properties including, but not limited to noise and traffic. These modifications include a request:

\*\*\*\*

- (3) By the applicant for increases ~~in or decreases in~~ the amount of ~~approved or required~~ parking by a factor of 10 percent or greater. ~~The applicant shall provide a new parking analysis related to the proposal;~~

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## 5.15.100 Minimum Development Standards (MDS)

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### 5.15.110 Applicability.

*Removed parking mandate and added clarifying language regarding Site Plan Review.*

- (A) The MDS review process applies to Commercial, Industrial, R-2, R-3, and Public Land and Open Space land use districts.

If an application triggers the need for a Traffic Impact Study (TIS) as specified in SDC [4.2.105](#)(B), then the application does not qualify for an MDS and must be processed through a Site Plan Review process.

A proposal for developments in commercial, industrial, R-2, or R-3 land use districts where the development is within 150 feet of a locally significant wetland or riparian area is not eligible for the MDS process. Site Plan Review is required according to SDC [4.3.117](#)(D) in these cases.

Minimum Development Standards review procedures are applied subject to applicability and locational standards.

- (1) The MDS process is used for:

- (a) New construction on a vacant development site where the new construction does not exceed 50,000 square feet of impervious area;
- (b) Addition or expansion on a development site where the addition or expansion does not exceed 50 percent of the existing building area or up to 50,000 square feet of new impervious area or new gross floor area, whichever is less.
- (c) An outdoor use or parking area expansion of up to 50 percent of the existing outdoor use area or parking area or up to 5,000 square feet of new outdoor use area or parking area, whichever is less;
- (d) A change in land use category or building occupancy of a structure or property that does not otherwise require Site Plan Review~~that requires new additional parking spaces~~; or
- (e) Relocating or reconfiguring an existing driveway that does not increase a nonconformity or create a nonconformity.

\*\*\*\*

## 5.17.100 Site Plan Review

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## 5.17.115 Submittal Standards.

### *Clarification between bicycle and vehicle parking.*

Application materials must be submitted as required below in addition to the requirements in SDC [5.1.215](#), Application Requirements. Applications that do not include all the necessary information may be deemed incomplete in accordance with SDC [5.1.220](#), Acceptance of Application.

\*\*\*\*

- (F) **Access, Circulation, Parking, and Lighting Plan.** The application must include an Access, Circulation, Parking, and Lighting that shows:

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- (7) The amount of gross floor area applicable to the bicycle parking requirement for the proposed use;

\*\*\*\*

## 5.21.100 Variances

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## 5.21.125 Minor Variances—Criteria.

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*Removed parking mandate from review criteria.*

- (D) The Director must approve the Minor Variance if the applicant demonstrates compliance with all of the applicable approval criteria:

\*\*\*\*

~~(6) In addition to the applicable approval criteria specified in subsections (D)(1) through (5), above, the following approval criteria shall also apply to a request involving parking reductions on infill lots/parcels in the Commercial and Industrial Districts when there is a change of use, addition or expansion that requires Site Plan Review Modification. The Minor Variance for parking reductions shall not apply to MDS applications as specified in SDC 5.15.100:~~

~~(a) The individual characteristics of the proposed use require more parking than is generally required for a use of this type,~~

~~(b) The Minor Variance for a parking reduction shall run with the use or uses to which it pertains and not run with the land itself,~~

~~(c) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses because:~~

~~(i) The owners of abutting properties cannot agree to execute a joint access/parking agreement, and/or~~

~~(ii) The Public Works Director has determined the proposed shared parking area is a safety hazard because it is located too far from the proposed use,~~

~~(d) The request shall not result in the parking or loading of vehicles on public streets in a manner that may interfere with the free flow of traffic on the streets,~~

~~(e) The property otherwise complies with the provisions of this code.~~

## 6.1.110 Meaning of Specific Words and Terms.

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*Removed parking mandate language, deleted drop-off space definition (no longer required), and added a definition for Parking Lot Area in compliance with OAR definitions.*

~~**Drop-Off Space.** A paved, clearly marked short-term (less than 20 minutes) parking space, generally within 50 feet of a main building entrance, separated from required parking for staff and long-term visitors.~~

\*\*\*\*

**Hotel.** A building, not including a building designed or arranged as a single unit dwelling, in which lodging is provided to guests for compensation, consisting of a lobby and individual sleeping quarters, typically without cooking facilities, with separate entrances opening directly to an internal hallway. ~~Parking may be on site or in a separate parking structure.~~

\*\*\*\*

**Loading ~~Space~~Area.** An off-street ~~space~~ area or berth serving a business for the temporary parking of commercial vehicles while loading or unloading, while not block driveway aisles and having an appropriate means of ingress and egress.

\*\*\*\*

**Motel.** A building or group of buildings, not including a building designed or arranged as a single unit dwelling, in which lodging is provided to guests for compensation, consisting of individual sleeping quarters, with or without cooking facilities, with separate entrances opening directly ~~on a parking area outside.~~

\*\*\*\*

**Parking Lot Area.** For purposes of calculating the size of a parking lot, the parking lot area includes the parking spaces, interior parking lot landscaping, interior pedestrian walkways, and vehicle maneuvering areas. -It does not include a loading areas.

\*\*\*\*

**Shopping Center.** A group of commercial establishments planned, developed, and managed as a unit with ~~off-street parking and on-site~~ vehicle and pedestrian circulation provided on the property.

\*\*\*\*



**Siting Standard.** A standard related to the position, bulk, scale, or form of a structure or a standard that makes land suitable for development. Siting standards include, but are not limited to, standards that regulate setbacks, dimensions, bulk, scale coverage, ~~minimum and~~ maximum vehicular parking requirements, bicycle parking requirements, utilities, and public facilities.

.....

## Appendix GLENWOOD REFINEMENT PLAN POLICIES AND IMPLEMENTATION STRATEGIES—PHASE 1

.....

*Removed parking mandate.*

### B.5 Parking

**B.5.a.** Evaluate and develop parking standards for inclusion in the Glenwood Riverfront Mixed Use Plan District that: support Plan goals for transit, bicycling, walking, and ridesharing; ~~and provide sufficient parking,~~ in conjunction with an access system that provides balanced travel mode options.

~~**B.5.a.1.** Establish low turnover, longer term off street parking ratios for new development or redevelopment to ensure that access impacts are meaningfully addressed and correlated to actual parking demand, and to provide a potential future revenue source through a parking fee-in-lieu option.~~

**B.5.a.21.** Promote employer and/or developer-based initiatives to encourage employee or resident use of alternative travel modes.

## STAFF REPORT and FINDINGS OF FACT

### TYPE 4 – LEGISLATIVE AMENDMENT TO THE SPRINGFIELD DEVELOPMENT CODE

**SPRINGFIELD CASE NUMBER:** 811-23-000125-TYP4  
**PLANNING COMMISSIONS’ HEARING DATE:** August 1, 2023  
**ELECTED OFFICIALS’ HEARING DATE:** November 6, 2023  
**REPORT DATE:** September 20, 2023, revised November 9, 2023

**PROJECT NAME:** Climate Friendly and Equitable Communities Parking Code Amendments  
**AFFECTED AREA:** All property within Springfield’s Urban Growth Boundary

#### I. NATURE OF THE REQUEST

The City of Springfield seeks approval of amendments to the Springfield Development Code (SDC) to incorporate Oregon Administrative Rules (OAR) regarding Climate Friendly and Equitable Communities Parking mandates; OAR 660-012-0400 – 0410. Code amendments include removing all minimum on-site motor vehicle parking space requirements in the City of Springfield’s Urban Growth Boundary, and inclusion of electrical service conduit for future electric vehicle (EV) parking for multi-unit residential development, preferential parking for carpools and vanpools, and special standards for parking lots over ½ acre. As these changes affect land outside the city limits, they must be co-adopted by Lane County.

#### II. BACKGROUND

In March 2020, Governor Kate Brown issued Executive Order 20-04 directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon’s most vulnerable communities. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's transportation and land use planning rules. The Commission adopted the Climate Friendly and Equitable Communities (CFEC) permanent rules on July 21, 2022. The LCDC adopted additional revisions to the administrative rules in chapter 660 division 12 on November 2 which impact the required parking amendments. These revisions were presented to the City Council and Board of County Commissioners at their joint hearing in November 2023. Corresponding revisions are incorporated into the code amendments for local adoption.

These rules set new standards for land use and transportation plans in Oregon’s eight metropolitan areas - Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Medford-Ashland, Portland Metro, and Salem-Keizer. The intent is to encourage walking, biking, taking the bus, and switching to electrical vehicles. The rules also state an intent to require that the city allow more dense developments in areas of “high quality transit service”, bring different land uses (housing, employment, shopping, and parks) close together, and make them walkable.

This project is implementing a state parking mandate consisting of prescriptive rules with little room for flexibility. In light of the limited flexibility and costly nature of the alternatives offered within the administrative rules, the Springfield City Council directed staff to proceed with the option that makes providing on-site motor vehicle parking voluntary for new developments and redevelopments. The code amendments will generally maintain existing development standards for parking spaces – should an applicant choose to provide on-site parking – with some specific amendments to those standards as required by the CFEC rules.

The Committee for Citizen Involvement approved a Community Involvement Strategy that outlines how Springfield will inform and engage the public throughout the project. The Community Involvement Strategy outlines the timeline, decision-making groups involved, and the community involvement tactics planned for this project. It also highlights the City of Springfield's commitment to transparent communication, accurate information dissemination, and incorporating public input into the final code amendments.

### **III. SITE INFORMATION**

Affected properties are those which are located within the City of Springfield's Urban Growth Boundary (UGB).

### **IV. PROCEDURAL REQUIREMENTS AND CITIZEN INVOLVEMENT**

Under SDC 5.6.110, amendments of the Development Code text are reviewed under a Type 4 procedure as a legislative action. Type 4 procedures, as defined in SDC 5.1.605, require a review and recommendation by the Planning Commission and adoption of ordinance by City Council. As the CFEC Parking regulations apply outside the city limits, per the Urban Transition Agreement with Lane County, the Lane County Board must co-adopt the code amendments for them to apply outside the city limits. The Director for the City of Springfield initiated the development code amendments on June 5, 2023, on behalf of the City of Springfield as is allowed under SDC 5.6.105(B).

In accordance with the City of Springfield Citizen Involvement Program, the Committee for Citizen Involvement (CCI) reviewed and approved a Citizen Engagement Strategy for this proposal on April 18, 2023. Per this strategy and other requirements (as noted) the City has completed the following:

- Submitted notice of the proposed amendments to the Department of Land Conservation and Development (DLCD) on June 22, 2023, 40 days in advance of the first evidentiary hearing in conformance with by ORS 197.610(1) and OAR 660-018-0020.
- Mailed notice of the Joint Planning Commission Hearing on July 7, 2023, to interested parties identified during the Transportation System Plan Implementation process.
- Emailed notice of the proposed amendments to stakeholder groups per the Citizen Engagement Strategy on July 6, 2023.

- As required by SDC 5.1.245(F) provided agency referrals to the Development Review Committee regarding the proposed amendments via email on July 6, 2023 (Lane County Transportation, Springfield Police, Eugene-Springfield Fire, Springfield Utility Board Water and Electric Division Directors, Northwest Natural, CenturyLink, Comcast, Rainbow Water and Fire District, Emerald People’s Utility District, and Willamalane Park and Recreation).
- Published notice of the Planning Commissions’ public hearing on the proposed amendments in the Chronicle on June 29, 2023, as required by SDC 5.1.615(A).
- Published notice of the Elected Officials’ public hearing in the Chronicle on October 12, 2023 as required by SDC 5.1.615(A).
- Posted notice of the proposed amendments and the dates of the public hearings on the City of Springfield website which routinely posts public hearing notices.

For this request, the Springfield and Lane County Planning Commissions made recommendations respectively to the Springfield City Council and Lane County Board of Commissioners which are the Approval Authorities for the final local decision (SDC 5.1.630(B)). Per the *Urban Transition Intergovernmental Agreement* and SDC 5.6-115(B), development code amendments which impact areas outside the City limits must be co-adopted by the Lane County Board of Commissioners in order to apply to urbanizable areas within the Springfield UGB. Decisions of the Springfield City Council and Lane County Board of Commissioners may be appealed to the Oregon Land Use Board of Appeals within 21 calendar days of the date the decision becomes final as specified in ORS 197.830 (SDC 5.1.630(F)).

## V. APPROVAL CRITERIA & FINDINGS

The request is subject to approval criteria in SDC 5.6.115, which covers adoption or amendment of refinement plans, plan districts and the development code. The following approval criteria are listed under SDC 5.6.115:

A. *In reaching a decision on the adoption or amendment of refinement plans and this Code’s text, the City Council shall adopt findings that demonstrate conformance to the following:*

1. *The Metro Plan and Springfield Comprehensive Plan;*
2. *Applicable State statutes; and*
3. *Applicable State-wide Planning Goals and Administrative Rules.*

Findings showing that the amendments to the development code meet the applicable criteria of approval appear in regular text below. Direct citations or summaries of criteria appear in *italics* and precede or are contained within the relevant findings.

### ***Conformance with the Metro Plan***

The *Eugene-Springfield Metropolitan Area General Plan* (Metro Plan) includes policy direction relevant to parking regulations, including Housing.

**Housing Goals:**

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

Finding 1: The Oregon Administrative Rules (OAR) 660-012-0400 – 0410 require cities and counties to remove all requirements for on-site parking or amend the comprehensive plans and land use regulations to implement additional provisions of OAR 660-012-0425 – 0450. The Springfield City Council directed staff to proceed with the option to remove all parking requirements for on-site parking.

Finding 2: The amended standards specifically have removed all required on-site parking from the Springfield Development Code (SDC) which will encourage and facilitate higher density developments by allowing redevelopment of existing parking lots to provide additional dwelling units and by allowing new development to utilize the entirety of a site.

Finding 3: The amendments do not preclude landowners or developers from providing on-site parking and amendments have been made to incorporate OAR 660-012-0405 – 0410.

Finding 4: Based on Findings 1 – 3, the SDC amendments follow Housing Goal 5.

***Conformance with the Springfield Comprehensive Plan***

The Springfield Comprehensive Plan includes Springfield-specific housing policies that further refine the housing and residential land use policies of the *Metro Plan*. In addition, the Springfield Transportation System Plan (TSP) is a functional plan of the Springfield Comprehensive Plan and applies to these code amendments.

**Housing Policies and Goals:**

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

*“H.4 Continue to identify and remove regulatory barriers to siting and constructing higher density housing types in the existing medium and high density residential districts.”*

Finding 5: The amendments, specifically to remove minimum vehicle parking mandates, intend to limit urban sprawl and focus residential development within the urban core to remove regulatory barriers to encourage higher density development near commercial services and along corridors served by frequent transit service.

***Springfield Transportation System Plan Policies:***

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

*"2.3: Expand existing Transportation Demand Management (TDM) programs related to carpooling, alternate work schedules, walking, bicycling, and transit uses in order to reduce peak hour congestion and reliance on SOVs.*

*"2.7: Manage the off-street parking system to assure major activity centers meet their parking demand through a combination of shared, leased, and new off-street parking facilities and TDM programs."*

Finding 6: The 2035 Transportation System Plan (TSP) is functional plan that serves as the transportation element of Springfield's Comprehensive Plan. The 2035 TSP identifies the City's policies related to the transportation system to guide future transportation related decisions in Springfield.

Finding 7: OAR 660-012-0405 requires cities to incorporate preferential parking for carpools and vanpools in designated employee parking areas in new development with more than 50 parking spaces. The amendments to SDC 4.6.125(D) have incorporated preferential carpool and vanpool parking.

Finding 8: TDM measures, discussed in the TSP, include any method intended to allow travelers to shift travel demand from SOVs to active modes (biking, walking, or taking transit) or carpooling. The amendments specifically support TDM expansion by requiring preferential carpool and vanpool parking for employees and meets that stated TSP policies regarding Transportation Demand Management.

Finding 9: The elimination of parking minimums is intended to help reduce reliance on the single-occupancy automobile and encourage carpooling, vanpooling, and other alternative modes of transportation which will reduce vehicle miles traveled. However, the elimination of parking minimums does not preclude property owners or developers from providing on-site parking.

Finding 10: OAR 660-012-0405 requires cities to provide regulations that allow and facilitate shared parking. Amendment SDC 4.6.125(D)(8) allows shared use parking between land uses. The SDC amendment meets the requirements of OAR 660-012-0405(3) and satisfies Policy 2.7 to manage parking by allowing for shared off-street parking.

Finding 11: Based on Findings 5 – 9, the SDC amendments follow Springfield’s Transportation System Plan policies 1.3, 2.3, & 2.7.

***Conformance with Applicable State Statutes***

*ORS 197.307(4) Except as provided in subsection (6) of this section, a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of housing, including needed housing. The standards, conditions, and procedures:*

- a. May include, but are not limited to, one or more provisions regulating the density or height of a development.*
- b. May not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.*

Finding 12: The removal of parking minimums allows property owners the flexibility to develop the site as they deem appropriate including new additional dwelling units or reuse of existing parking to provide additional dwelling units. The amendments allow for higher density development and do not discourage needed housing.

*ORS 197.610 and OAR 660-018-0020 require local jurisdictions to submit proposed land use regulation changes to the Department of Land Conservation and Development.*

Finding 13: As noted in Section IV, the City provided notice of the proposed amendments to DLCDC on June 22, 2023, 40 days in advance of the first evidentiary hearing in conformance with ORS 197.610(1) and OAR 660-018-0020.

Finding 14: ORS 227.186 requires the local government to mail a notice to every landowner whose property is proposed to be “rezoned” because of adoption or amendment of a proposed ordinance (also known as “Ballot Measure 56” notice). Rezoning under ORS 227.186 includes an ordinance that amends or adopts regulations that limit or prohibit land uses previously allowed in the affected land use district. The amendments do not limit or prohibit any land uses that were previously allowed in an existing land use district. Therefore, this state statute does not apply.

***Conformance with Applicable State-wide Planning Goals and Administrative Rules***

**Planning Goals**

*Statewide Planning Goal 1 – Citizen Involvement:* This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Finding 15: Requirements under Goal 1 are met by adherence to the citizen involvement processes required by the Metro Plan and implemented by the Springfield Development Code Chapter 5. As detailed in Section IV above, notice was provided to DLCD on June 22, 2023, notice to the interested parties list was emailed on July 6 and mailed on July 7. Additionally, notice of the Planning Commissions' public hearing was published in the Chronicle on June 29, 2023 and notice of the Elected Officials' public hearing was published in the Chronicle on October 12, 2023.

*Statewide Planning Goal 2 – Lane Use Planning:* This goal requires a land use planning process and policy framework as a basis for all decision and action related to the use of land and to assure an adequate factual base for such decisions and actions.

Finding 16: This goal outlines the land use planning process and policy framework. The Metro Plan, Springfield 2023 Comprehensive Plan, and Springfield Development Code have been acknowledged by DLCD as being consistent with the statewide planning goals. The City has followed the land use planning process and policy framework established in the City's acknowledged comprehensive plan elements and Springfield Development Code as a basis for all decision and actions related to the use of land and to assure an adequate factual basis for such decisions and actions.

Finding 17: The amendments will be adopted by the City Council and Lane County Board of County Commissioners (as applicable outside city limits) after a public a public hearing. Opportunities have been provided for review and comment by citizens and affected governmental units during the process; therefore, Goal 2 has been satisfied.

*Statewide Planning Goal 3 & 4 – Agricultural Lands and Forest Lands:*

Finding 18: These statewide planning goals relate to agricultural and forest land in Oregon and are not applicable to these amendments.

*Statewide Planning Goal 5 – Natural Resources, Scenic and Historic Areas*

Finding 19: The City is currently in compliance with this goal. The amendments do not alter the City's acknowledged Goal 5 inventories or land use programs and therefore Goal 5 is not applicable.

*Statewide Planning Goal 6 – Air, Water, and Land Resources Quality*



Finding 20: Goal 6 is not applicable because the City's acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

*Statewide Planning Goal 7 – Areas Subject to Natural Hazards Housing*

Finding 21: Goal is not applicable because the City's acknowledged regulations implementing Goal 7 remain in effect with no change in applicability.

*Statewide Planning Goal 8 – Recreational Needs*

Finding 22: The provision of recreation services within Springfield is the responsibility of Willamalane Park & Recreation District. This goal is not applicable as the parking code updates have no effect on the availability of or access to recreational opportunities as planned in Willamalane's Comprehensive plan.

*Statewide Planning Goal 9 – Economic Development*

Finding 23: This goal is implemented through Oregon Administrative Rule (OAR) Division 9, which is intended to ensure that each jurisdiction maintain an adequate land supply for economic development and employment growth.

Finding 24: The amendments eliminate required on-site parking minimums and will let businesses and developments provide parking when they determine there is demand. Ending requirements for on-site parking will also allow existing parking areas to be redeveloped into more productive uses. The Springfield Development Code will continue to have parking maximums for commercial and industrial uses to help limit the development of excess parking. These amendments will contribute to less land being used for parking and allow more land to be developed for economic purposes. Therefore, compliance with Goal 9 has been met.

*Statewide Planning Goal 10 - Housing*

Finding 25: Goal 10 requires that jurisdictions inventory buildable lands for residential use and develop plans that encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density.

Finding 26: The amendments remove barriers to the development of housing by eliminating parking minimums and will help reduce housing cost; therefore, the amendments comply with Goal 10.

*Statewide Planning Goal 11 – Public Facilities and Services*

Finding 27: Goal 11 requires the City 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. The amendments do not result in the need to adjust or amend existing policies or projects in the City’s adopted facility plans; therefore, compliance with Goal 11 is maintained.

*Statewide Planning Goal 12 – Transportation*

Finding 28: The amendments are intended to comply with requirements under OAR chapter 660, division 12, related to parking deregulation, as explained in further detail in the findings under the second criterion below (compliance with Oregon Administrative Rules). The amendments will not result in changes in the most traffic-generative uses allowed in any land use district. In addition, the amendments are not site specific and therefore do not affect the functional classification of any street. The amendments will have no immediately measurable impacts on the amount of traffic on the existing transportation system; therefore, the amendments do not cause a “significant effect” under OAR 660-012-0060; therefore, compliance with Goal 12 is maintained.

*Statewide Planning Goal 13 – Energy Conservation*

Finding 29: Goal 13 requires land uses to be managed and controlled to maximize the conservation of energy, based upon sound economic principles. The state’s purpose in adopting parking regulations in OAR chapter 600, division 12 was to reduce vehicle miles traveled and encourage the use of TDM programs that will conserve energy, and the amendments comply with the division 12 requirements. The amendments comply with Goal 13.

*Statewide Planning Goal 14 – Urbanization*

Finding 30: Goal 14 requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The amendments intend to limit urban sprawl and focus residential development within the urban core which may lead to higher density development near existing city services; therefore, compliance with Goal 12 is maintained.

*Statewide Planning Goal 15 – Willamette River Greenway*

Finding 31: The amendments do not alter or adopt new regulations within the protect Willamette River Greenway; therefore, this goal is not applicable.

*Statewide Planning Goal 16 - 19 – Estuarine Resources; Coastal Shorelands; Beaches and Dunes; and Ocean Resources*

Finding 32: Goal 16 – 19 apply to jurisdictions along the Oregon coast and are not applicable to the City of Springfield.

**Oregon Administrative Rules**

*OAR 660-012-0420(1): Cities and counties that adopt land use regulations that do not include parking mandates are exempt from OAR 660-012-0425 through OAR 660-012-0450.*

*OAR 660-012-0420(2): Cities and counties that retain land use regulations with parking mandates shall conform with OAR 660-012-0425 through OAR 660-012-0450.*

Finding 33: Springfield City Council directed staff to proceed with OAR 660-012-420(1) that makes providing on-site motor vehicle parking voluntary for new developments and redevelopments. Therefore, the City of Springfield is exempt from OAR 660-012-0425 – 0450.

*OAR 660-012-405: Parking Regulation Improvements*

Finding 34: As stated above, the Land Conservation and Development Commission (LCDC) is considering amendments to the current administrative rules in chapter 660, division 12, that will have an impact on the required parking amendments. The amendments discussed in this staff report reflect the amendments in the revisions adopted by LCDC on November 2, 2023.

*OAR 660-012-0405(1)(a) requires designated employee parking areas in new developments with more than 50 parking spaces to provide preferential parking for carpools and vanpools.*

Finding 35: The amendment to SDC 4.6.120(D)(1) requires that industrial, institutional, government, and office developments with at least 50 existing or proposed parking spaces to provide a minimum of five percent (5%) of the parking spaces as carpool or vanpool parking spaces.

*OAR 660-012-0405(1)(b) requires a property owner to be allowed to redevelop any portion of existing off-street parking areas for bicycle oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride station, and similar facilities.*

Finding 36: The removal of parking minimums allows any portion of a site to be redeveloped to contain new uses for bicycle and transit-oriented facilities.

*OAR 660-012-0405(1)(c) applying subsections (a) and (b) [above], land use regulations must allow property owners to go below existing mandated minimum parking supply, access for*

*emergency vehicles must be retained, and adequate parking for truck loading should be considered.*

Finding 37: The removal of parking minimums allows property owners the flexibility to develop the site as they deem appropriate. However, access for emergency vehicles and vehicle loading will continue to be reviewed and must meet applicable sections of the Springfield Development Code.

*OAR 660-012-0405(2) requires cities and counties to adopt policies for on-street parking and land use regulations for off-street parking that allow and encourage the conversion of existing underused parking areas to other uses.*

Finding 38: The removal of parking minimums allows for the conversion of existing underused parking areas to be used for other purposes including new land uses. On-street parking is permitted with Springfield's Urban Growth boundary where the street design accommodates parking.

Finding 39: On-street parking conversion to parklets, bike corrals, or green-infrastructure is an existing City practice but must be evaluated and approved by the City Traffic Engineer on a case-by-case basis.

*OAR 660-012-0405(3) requires cities and counties to adopt policies and land use regulations that allow and facilitate shared parking.*

Finding 40: The SDC does not prohibit shared parking between land uses, however, SDC 4.6.125(D)(8) has been incorporated to specifically state that shared parking between land uses is permitted to comply with the OAR.

*OAR 660-012-0405(4) cities and counties shall adopt land use regulations for any new development that includes more than one-half acre of new surface parking on a lot or parcel as provided below. The new surface parking area shall be measure based on the perimeter of all new parking spaces, maneuvering lanes, and maneuvering areas, including driveway and drive aisles.*

*OAR 660-012-0405(4)(a) developments not required to comply with OAR 330-130-0010 must provide a climate mitigation action. Climate mitigation actions shall include at least one of the following:*

*OAR 660-012-0405(4)(a)(A) installation of solar panels with a generation capacity of at least 0.5 kilowatt per new parking space. Panels may be located anywhere on the property.*

*OAR 660-012-0405(4)(a)(B) Payment of at least \$1,500 per new parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose.*

*OAR 660-012-0405(4)(a)(C) Tree canopy covering at least 40 percent of the new parking lot area at maturity but no more than 15 years after planting.*

*OAR 660-012-0405(4)(a)(D) A mixture of actions under paragraphs (A) through (C) the city or county deems to meet the purpose of this section.*

*OAR 660-012-0405(4)(b) Developments must provide tree canopy. Developments shall provide either trees along driveways or a minimum of 30 percent tree canopy coverage over new parking areas. Developments are not required to provide tree along drive aisles. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations. Developments providing 40 percent tree canopy to comply with paragraph (a)(C) comply with this subsection.*

*OAR 660-012-0405(4)(c) Developments must provide pedestrian connections throughout the parking lot, connecting at minimum the following, except where not practical due to site-specific conditions:*

- (A) building entrances;*
- (B) Existing or planned pedestrian facilities in the adjacent public rights-of-way;*
- (C) Transit stops, and*
- (D) Accessible parking spaces.*

*OAR 660-012-0405(4)(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.*

*OAR 660-012-0405(4)(e) In providing trees under subsections (a), the following standards shall be met. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for tree planting no lower than the 2021 American National Standards Institute A300 standards.*

Finding 41: Amendments to the SDC 4.4.105(E)(4)(a-e) incorporate these requirements to comply with this section of the OARs. However, OAR 660-012-0405(a)(4)(D) allowing developer to provide a mixture of climate mitigation actions under OAR 660-012-0405(a)(4)(A-C) was deemed unclear and will lead to issues between the City of Springfield and developers. The

three options in paragraph A through C provide developers the clearest path when constructing new off-street parking lots over ½ acre in size.

Finding 42: Amendments to SDC 4.6.125(D)(7) incorporate OAR 660-01-0405(4)(c) to include pedestrian connections throughout large parking lots as well as connections to the public rights-of-way and transit stops.

Finding 43: Additionally, the language within OAR 660-012-0405(4)(c) is not clear and objective regarding large parking lots and residential development, "...except where not practical due to site-specific conditions." An addition to the Minor Variance, Applicability, SDC 5.21.110, was incorporated to require a Type 2 review when the minimum connections cannot be provided on-site.

*OAR 660-012-0405(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.*

Finding 44: SDC 4.6.125(C) established a citywide off-street parking maximum of 125 percent of the suggested parking table, Table 4.6.2. Additionally, a provision was added to authorize an alternative parking standard above the 125 percent based on the ITE Manual of Transportation Engineering Studies and prepare by a licensed engineer.

*OAR 660-012-0410(2) Cities shall ensure new development supports electric vehicle charging pursuant to amendments to the state building code adopted pursuant to ORS 455.417.*

Finding 45: The Building Code, updated in 2021, requires all commercial buildings under private ownership and multifamily residential and mixed-use buildings with five or more residential units to provide no less than 20 percent of the vehicle parking spaces with electric vehicle charging infrastructure.

*OAR 660-012-0410(3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all vehicle parking spaces.*

Finding 46: The provision to serve 40 percent of all vehicle parking was incorporated in SDC 4.6.125(D)(3).

## **VI. CONCLUSION**

Based upon the evidence above and the criteria of SDC 5.6.115 for approving amendments to the Springfield Development Code, the text amendments to the Springfield Development code are consistent with these criteria.